

Silicon Valley Berryessa Extension Title VI Equity Analysis and Public Participation Report

May 2019



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ADDENDUM: May 2019

Background

The Silicon Valley Berryessa Extension (Project) Title VI Equity Analysis and Public Participation Report (Analysis) contained herein was prepared for Board approval in June 2018. In accordance with Federal Transit Administration (FTA) Title VI Circular 4702.1B (Circular), *Title VI Requirements and Guidelines for Federal Administration Recipients* (October 1, 2012), the analysis of the service and fare plan was prepared six months prior to revenue service date, however, the revenue service date changed several times due to construction delays.

The current Project revenue service date is projected to be late 2019. BART staff has conferred with the FTA and although the Analysis was prepared based on an earlier revenue service date, the information contained is considered current and reflects the impacts on the proposed service. The following are some of the major changes that have occurred since the report was written. While these changes do not affect the results of the Analysis, they are still worth noting for informational purposes.

Optimal Service Plan

At the time the Analysis was written, the full fleet of revenue vehicles were not projected to be available for project opening. Accordingly, staff developed three weekday and two weekend service plan options as an interim service plan that was presented to the public for input. Additionally, the public was notified that once there were enough revenue vehicles, the goal was to implement the Optimal Service Plan (Optimal Service) that was the most stable operationally with the most optimal service to existing and future BART riders.

This Optimal Service was displayed on a poster board at all of the Title VI outreach events. It is similar to the service plan that has been in effect at Warm Springs/South Fremont Station since September 2018. With the projected revenue service date of late 2019, the Optimal Service will likely be implemented.

None of the weekday or weekend service options included in the Analysis were found to have an adverse impact on minority or low-income populations.

Santa Clara Valley Transportation Authority (VTA) Express Bus Routes 180 & 181

The Analysis has a travel time assessment section which compares the percent change in travel times for protected riders to the percent change in travel time for non-protected riders. The travel time assessment used the travel times between the two new SVBX Stations and Fremont Station because at the time the Analysis was written, there was no comparable existing transit routes that served the Warm Springs/South Fremont Station.

Accordingly, the public transport alternatives connecting the Milpitas and Berryessa/North San José Station areas with the rest of the BART system in June 2018 included two express bus lines operated by VTA: Line 180 and 181. As of May 2019, these buses have since been rerouted.

This change to the VTA bus lines 180 and 181, however, does not impact the travel time assessment because these travel times were compared to a comparable BART trip (also to Fremont Station) in the travel time comparison. Regardless of whether a passenger travels from, for example, Milpitas Station to Fremont Station or Milpitas Station to Warm Springs Station, the passenger will still have an overall time savings traveling on a BART train to a comparable VTA bus route.

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Silicon Valley Berryessa Extension

Title VI Equity Analysis and Public Participation Report

Executive Summary

Per the Federal Transit Administration (FTA) Title VI Circular (Circular) 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients* (October 1, 2012), the San Francisco Bay Area Rapid Transit District (District), as the operator, is required to conduct a Title VI Service and Fare Equity Analysis (Title VI Equity Analysis) for the Silicon Valley Berryessa Extension's (Project or SVBX) proposed service and fare plan six months prior to revenue service. Accordingly, staff has completed this Title VI Equity Analysis for the Project's service and fare plan, which evaluates whether the Project's proposed service and fares will have a disparate impact on minority populations or a disproportionate burden on low-income populations based on the District's Disparate Impact and Disproportionate Burden Policy (DI/DB Policy) adopted by the BART Board on July 11, 2013 and FTA-approved Title VI service and fare methodologies.

Discussion:

The Silicon Valley Rapid Transit (SVRT) project, Phase I and II, is a 16-mile, six-station extension of the existing BART system into Silicon Valley. This study focuses on Phase I, the Silicon Valley Berryessa Extension, which will add 10 miles of new track south of the existing Warm Springs/South Fremont Station into Santa Clara County. The project includes two new stations, one in Milpitas (Milpitas Station) and the second in the Berryessa District of San José (Berryessa/North San José Station). Currently, the Santa Clara County area south of the Warm Springs/South Fremont Station is not served by the BART fixed guideway system; therefore, the Project is a new service.

Proposed Service and Fare Plans:

Taking into account District-wide service needs and temporary car constraints, the District has analyzed the temporary service options described below. Maps of the service plan options are included in *Appendix A*. The Project stations will eventually be served by both the Green and Orange Lines for all hours during which those lines operate, once the new Fleet of the Future railcars are integrated into the BART system. Service options were presented to the BART Board for their initial input and consideration at the May 26, 2016 BART Board meeting, which was open to the public. The options were also presented to the public and community-based organizations for their feedback on these key service changes through an extensive and inclusive multilingual public outreach program.

Three weekday options and two evening/weekend options were analyzed for the SVBX temporary service plan. An option from each service category, weekday and evening/weekend, will be selected to provide temporary service. The options are:

Weekdays before 7PM:

- **Option 1:** Extend the Daly City/San Francisco-Warm Springs/South Fremont (Green) Line to Milpitas and Berryessa/North San José Stations. Extend Richmond-Fremont (Orange) Line to Warm Springs/South Fremont.
- **Option 2:** Extend the Richmond-Fremont (Orange) Line to Milpitas and Berryessa/North San José Stations.
- **Option 3:** Passengers board a BART train shuttle at Berryessa/North San José Station or Milpitas Station to travel to Warm Springs/South Fremont Station and transfer to a Green Line train to travel elsewhere in the BART system.

Evenings after 7PM and Sunday:

- **Option A:** Extend the Richmond-Fremont (Orange) Line to Milpitas and Berryessa/North San José Stations. [*Note **Saturday only:*** Warm Springs/South Fremont-Daly City (Green) Line and Richmond-Daly City (Red) Line service from 9am – 7pm].
- **Option B:** Extend the Daly City/San Francisco-Warm Springs/South Fremont (Green) Line to Berryessa/North San José Station. Re-route the Richmond-Fremont (Orange) Line from Richmond to Dublin/Pleasanton Station (Purple) Line. [*Note **Saturday only:*** Additional Green Line (South Hayward-24th St./Mission) and Red Line (Richmond-Daly City) service from 9am – 7pm].

When additional new cars go into revenue service and alleviate car constraints, the Project stations will be served by both the Green and Orange Lines for all hours during which those lines operate.

Regarding fares, staff proposes to apply BART's existing distance-based fare structure to calculate fares for the Project. For example, in 2018, a rider using Clipper to take a one-way trip to Embarcadero Station from Warm Springs/South Fremont Station pays \$6.75, while a Clipper trip to Embarcadero Station from Milpitas Station is proposed to cost \$7.50 (\$0.75 more), and from Berryessa/North San José Station, \$7.75 (\$1.00 more).

The fare structure for the SVBX stations was determined by the 2001 Comprehensive Agreement with the Santa Clara Valley Transportation Authority (VTA), which states that the proposed fares for the SVBX stations must be consistent with those in effect in BART's core system, and that VTA can request that BART establish a new fare surcharge on trips south of Warm Springs/South Fremont Station. VTA has not elected to implement this surcharge, so SVBX fares will be calculated using BART's existing distance-based formula with no new surcharge on trips south of Warm Springs/South Fremont Station.

Title VI Service Equity Analysis Findings:

The Title VI Service Equity Analysis includes a demographic and travel time assessment of SVBX projected ridership compared to BART's systemwide populations. Pursuant to the District's DI/DB Policy, the determination is made as to whether adverse effects of a new service are disproportionately borne by protected populations.

The demographic assessment evaluates whether the projected riders benefiting from the Project's service are predominately minority or low-income when compared to BART's five-county systemwide population, based on American Community Survey (ACS) 2015 five-year estimates data. The assessment also evaluates whether riders who may be adversely affected by a service option are disproportionately minority or low-income.

Per the DI/DB Policy, adverse effects of a new service are borne disproportionately by protected riders when the difference between the new service's protected ridership share and the overall system's protected ridership share is equal to or greater than 10%. All service plan options, weekday and evening/weekend, provide a service benefit to the Project ridership. The demographic assessment showed that populations living in areas benefiting from the new service are 66.5% minority and 22.2% low-income; BART's five-county service area demographics are very similar, with a minority proportion of 62.4% and a low-income proportion of 24.8%.

The study determined that the service options would benefit minority and low-income populations similarly, and that only Option B would result in a service decrease as it includes a shortened Saturday-only Green Line which would no longer serve Daly City, Balboa Park, Glen Park, Union City and Fremont Stations. The demographic assessment of riders at these stations, however, showed that they were not disproportionately minority or low-income, as defined by BART's DI/DB Policy. Therefore, the demographic assessment found no disparate impact or disproportionate burden on, respectively, minority or low-income populations.

For the travel time assessment, BART's DI/DB Policy states that adverse effects of a new service are borne disproportionately by protected populations when the difference between the percent change in travel times for protected and non-protected populations is equal to or greater than 10%. The results of the travel time assessment show that the Project would benefit all populations, including minority and low-income, within the Project catchment area. With Project service, all populations are expected to experience an average time savings of 45 minutes from Berryessa/North San José Station and Milpitas Station to Fremont Station, a 72% reduction in travel time with the new service compared to existing express bus service. Very small differences in average travel times among minority and low-income populations were found due to the differing demographic makeup of the SVBX station catchment areas, but these differences were significantly below the DI/DB Policy's 10% threshold. Staff also found that travel times are not expected to differ significantly amongst riders for the proposed service options. Additional capacity is planned to be added to the Green and Blue Lines, which will lessen peak-period crowding. As a result, the study found that minority populations will

not experience a disparate impact and low-income populations will not experience a disproportionate burden regarding new service travel times.

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Fare Equity Analysis:

The proposed Project fares would not change BART's existing distance-based fare structure; BART's distance-based fares would not increase or decrease. As BART's distance-based fare structure is unchanged, there is no disproportionately adverse effect on minority and/or low-income riders. In addition, these minority and/or low-income riders will enjoy the benefits of new rail service and improved travel times. Public input has confirmed this finding, as reported in the 2017 SVBX Survey, which had 2,150 responses. The remarks of the 33.3% of all survey respondents who provided comments on the proposed fares have been generally grouped into either "Support" or "Don't Support." A third category, "No Preference," includes the 66.7% of all respondents who left it blank or noted they had no comments. Approximately 97% of minority respondents either expressed support (48.1%) for the proposed fares or did not state a preference (48.5%). Approximately 94% of low-income respondents either indicated support (47.5%) or did not state a preference (46.7%). "No preference" can indicate neutrality or potentially some level of acceptance.

Since there is no adverse effect on riders, the study finds that the proposed Project fares would not result in a disparate impact on minority riders or a disproportionate burden on low-income riders.

Public Participation:

Staff conducted extensive and inclusive multilingual public participation for the Title VI Analysis. From September 19 through October 8, 2017, eight outreach events were held in the Project catchment area and throughout the BART system. Project outreach consisted of two components:

- Informing the Project community of the new service and the proposed fares, which have been calculated by applying BART's existing distance-based fare structure to this new service, and
- Performing outreach for the system-wide service plan options.

Attendees at outreach events could provide comments by completing a survey available in multiple languages. Additionally, input was sought from BART's Title VI & Environmental Justice (Title VI/EJ) and Limited English Proficiency (LEP) Advisory Committees and the Immigrant and Refugee Forum in Santa Clara County.

Survey respondents preferred Service Option 1. Support for this option included respondents from the Project area, as well as systemwide riders from other BART stations and locations. Overall, 54.0% of survey respondents preferred Option 1. Among minority respondents, 53.3% preferred Option 1, 32.4% preferred Option 2, 5.2% preferred Option 3, and 9.1% expressed no preference. Among low-income respondents, 47% preferred Option 1, 36.8% preferred Option 2, 4.6% preferred Option 3, and 23% expressed no preference. For weekend service, 53.7% of survey respondents preferred Option A. Among minority respondents, 34.6% preferred Option A, 46.8% preferred Option B, and 18.6% expressed no preference. Among low-income respondents, 46.4% preferred Option A, 36.7% preferred Option B, and 16.9% expressed no preference.

Regarding the proposed fares for the SVBX stations, 48.1% of minority respondents expressed support, 3.4% did not support the proposal, and 48.5% did not state a preference. Among low-income respondents, 47.5% indicated support for the proposed fares, 5.9% were not in support, and 46.7% did not state a preference. "No preference" as noted above can indicate neutrality or potentially some level of acceptance. A detailed summary of Project outreach can be found in the attached Public Participation Report.

Section 1: Introduction

The Title VI Service and Fare Equity Analysis for the Silicon Valley Berryessa Extension (Project or SVBX) evaluates whether the service and fare plan for the two new stations may disproportionately and adversely affect minority and low-income riders.

This study was conducted pursuant to the FTA's Title VI requirements and guidelines, including but not limited to, FTA Title VI Circular 4702.1B "*Title VI Requirements and Guidelines for Federal Transit Administration Recipients*" (Circular). This report determines if the new service and new fares proposed for the Silicon Valley Berryessa Extension would have a disparate impact on minority riders or place a disproportionate burden on low-income riders based on BART's Disparate Impact and Disproportionate Burden Policy (DI/DB Policy).¹ While the Project is developed in coordination with the Santa Clara Valley Transportation Authority (VTA), per the FTA Title VI Circular, BART as the operator of the Project is responsible for conducting the Title VI Service and Fare Equity Analysis and presenting the analysis to its Board for approval.

In accordance with the District's adopted DI/DB Policy, for new service, a disparate impact on minority riders or a disproportionate burden on low-income riders will be found if (a) the difference between the Project's protected ridership share and the overall system's protected ridership share is equal to or greater than 10% or (b) the difference between the percent change in travel times for protected Project riders is equal to or greater than 10% when compared to the change in travel time for non-protected Project riders.² BART proposes to apply its existing distance-based fare structure to determine the Project's new fares. The proposed Project fares would not change BART's existing distance-based fare structure; BART's distance-based fares would not increase or decrease. Although the proposed Project fares would not result in a fare change under the DI/DB Policy, this Title VI Analysis includes Section 5, Fare Analysis Findings, which provides the demographics of Project ridership compared to BART's overall ridership and an equity finding regarding the proposed fare-setting.

¹ BART's DI/DB Policy was developed pursuant to the Circular, following an extensive public participation process, and adopted by the BART Board of Directors on July 11, 2013.

² Per the Circular, an adverse effect is measured by the change between the existing and proposed service levels that would be deemed significant. In accordance with the Circular and BART's FTA approved methodology, staff evaluated potential adverse effects for new service "affected populations" which includes ridership for the new service and ridership for any existing lines whose service will change because of the new service.

This report includes the following sections:

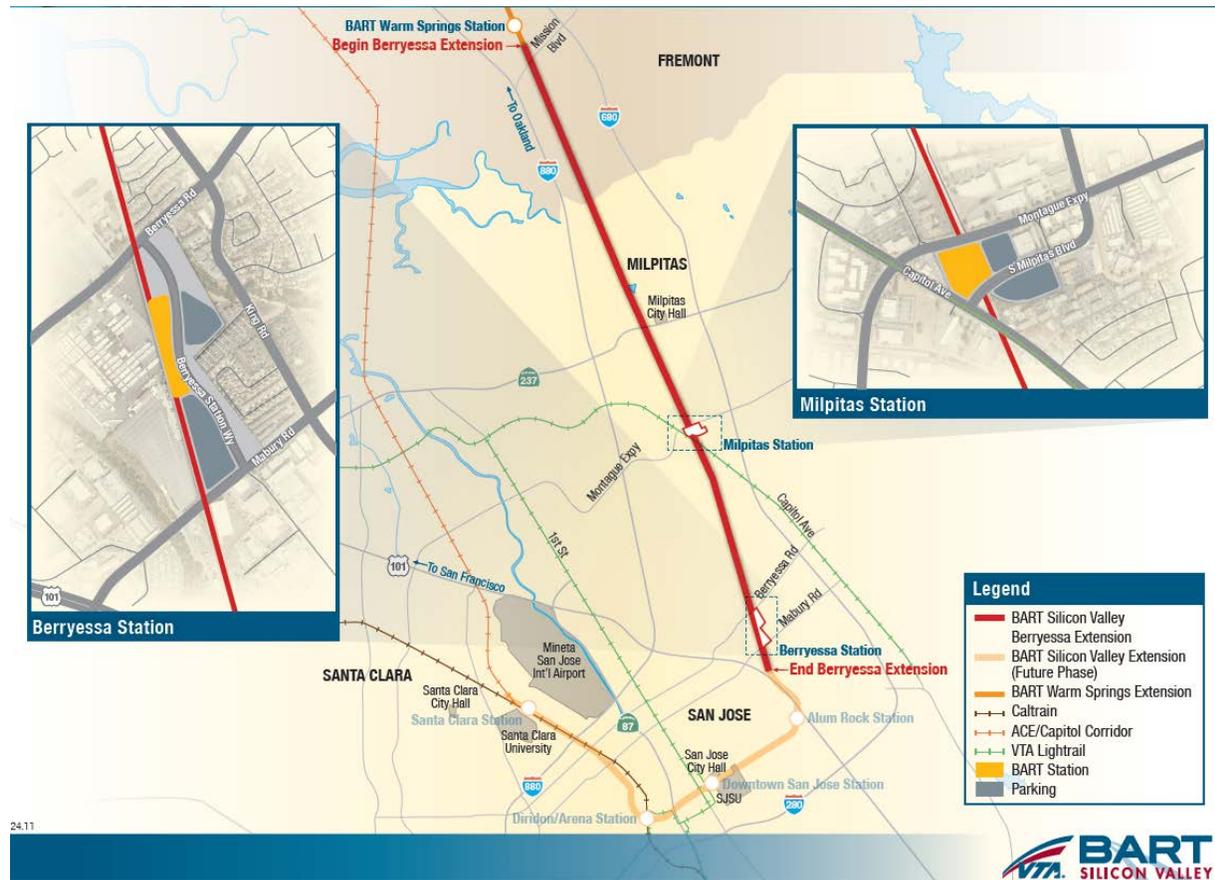
- **Project Description:** A description of the proposed Project service and fare plan, as well as a demographic summary of the Project area riders.
- **Methodology:** A description of the methodology used to evaluate the effects of the proposed plan on minority and low-income riders.
- **Service Analysis Findings:** A detailed description of the study's findings and conclusions regarding the Project's proposed service options.
- **Fare Analysis Findings:** A description of and equity finding regarding the proposed fare-setting.
- **Public Participation:** An overview of the public outreach efforts and a summary of public input received from riders affected by the Project's proposed service and fares.

Material provided in appendices includes proposed service options maps; proposed service options analysis; and travel time analysis detail.

Section 2: Project Description

The Silicon Valley Rapid Transit (SVRT) project, Phase I and II, is a 16-mile, six-station extension of the existing BART system into Silicon Valley. This study focuses on Phase I, the Silicon Valley Berryessa Extension (SVBX or Project), which will add 10 miles of new track south of the existing Warm Springs/South Fremont Station into Santa Clara County. The Project includes two new stations, one in Milpitas (Milpitas Station) and the second in the Berryessa District of San José (Berryessa/North San José Station). Currently, the Santa Clara County area south of Warm Springs/South Fremont Station is not served by the BART fixed guideway system; therefore, the Project is a new service. A map of the Project is shown below in **Figure 1**. Together, the two new stations comprise the Phase I SVBX project, and this report analyzes the two stations as a single extension and new service.

Figure 1: Silicon Valley Berryessa Extension Project Map



2.1 Project Service Options

As BART waits for the arrival of its new Fleet of the Future railcars, a temporary service plan will need to be implemented for the Project. BART has developed five service plan options to provide service to the Project stations, listed in detail below in **Table 1** and **Table 2**. Three options (options 1-3) pertain to weekday service before 7pm, and two options (options A and B) pertain to service in the evenings after 7pm and on weekends. Project stations will eventually be served by both the Green and Orange Lines for all hours during which those lines operate, once the Fleet of the Future railcars are integrated into the BART system (**Figure 2**). The service options were presented to the BART Board for their initial input and deliberation on May 26, 2016 at the BART Board meeting, which was open to the public. The options were then presented to the public and community-based organizations for their feedback on these key service changes through an extensive, inclusive multilingual public outreach program.

Figure 2: Ultimate Project Service - Fleet of the Future Integration

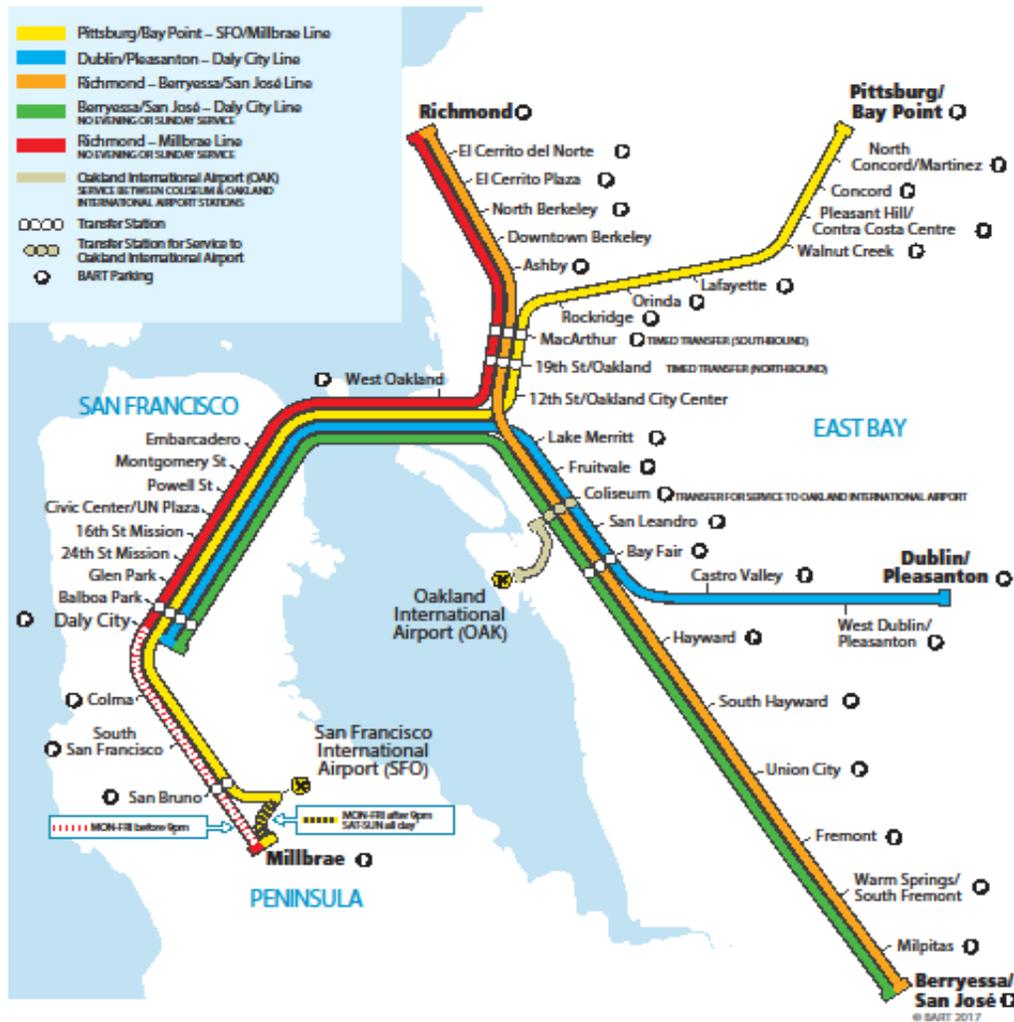


Table 1: Silicon Valley Berryessa Extension – Weekday Service Plan Options

	Option 1	Option 2	Option 3
Description	<ul style="list-style-type: none"> Extend Green Line to Milpitas and Berryessa/North San José 	<ul style="list-style-type: none"> Extend Orange Line to Milpitas and Berryessa/North San José 	<ul style="list-style-type: none"> Short BART shuttle train between Warm Springs/South Fremont and Berryessa/North San José
Green Line Service Change	<ul style="list-style-type: none"> Service to Milpitas and Berryessa/North San José from 4AM to 7PM 	<ul style="list-style-type: none"> No Change 	<ul style="list-style-type: none"> No Change (Shuttle train serves route from Warm Springs/South Fremont to SVBX stations)
Orange Line Service Change	<ul style="list-style-type: none"> Service to Warm Springs/South Fremont from 4AM to 7PM 	<ul style="list-style-type: none"> Service to Milpitas and Berryessa/North San José from 4AM to 7PM 	<ul style="list-style-type: none"> No Change
Service Increases	<ul style="list-style-type: none"> Green Line service to Milpitas and Berryessa/North San José Two additional peak period Green Line trains 	<ul style="list-style-type: none"> Orange Line service to Berryessa/North San José Two additional peak hour Green Line trains 	<ul style="list-style-type: none"> Rail shuttle service to Berryessa/North San José every 15 minutes Two additional peak hour Green Line trains
Service Decreases	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None

Table 2: Silicon Valley Berryessa Extension – Evening and Weekend Service Plan Options

	Option A	Option B
Description	<ul style="list-style-type: none"> Extend Orange Line to Berryessa/North San José Saturday-only Green Line service to Warm Springs/South Fremont 	<ul style="list-style-type: none"> Extend Green Line to Berryessa/North San José Reroute Blue Line to connect Richmond and Dublin/Pleasanton and designate as “Purple Line”
Green Line Service Change	<ul style="list-style-type: none"> Saturday-only Green Line service to Warm Springs/South Fremont 	<ul style="list-style-type: none"> Extend Green Line to Berryessa/North San José and run both Saturday and Sunday Additional Green Line trains run between South Hayward and 24th St/Mission on Saturdays
Orange Line Service Change	<ul style="list-style-type: none"> Service to Berryessa/North San José 	<ul style="list-style-type: none"> Orange Line is removed on the weekends
Service Increases	<ul style="list-style-type: none"> Orange Line service to Berryessa/North San José 	<ul style="list-style-type: none"> Green Line service to Berryessa/North San José Direct service from south of Hayward to San Francisco evenings and Sundays Direct service from Dublin/Pleasanton to Richmond
Service Decreases	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> Shortened Saturday-only Green Line trains would no longer serve Union City, Fremont, Glen Park, Balboa Park, or Daly City Stations Transfer required when traveling to Richmond from south of Hayward or from San Francisco to Dublin/Pleasanton

Additional analysis for the service options is included in the Proposed Service Options Analysis, *Appendix B*. For the assessments in this report, the differences between the options were determined to be minor, due to the fact that the assessments use catchment area demographics and rider survey data, which would not change between options. Only the potential decrease in frequencies at some stations in Option B is analyzed in the New Service Analysis (Section 4) by identifying the area demographics of affected stations. This Option B service decrease impacts areas outside of the SVBX catchment area, which is a different impact from all the other services options. Travel times are not expected to differ significantly between the options. Other than the demographic assessment for Option B, the Project is assessed in this report as a service increase, but not the individual service options as their differences under the assessments in this report are minor.

2.2 Project Proposed Fares

Staff proposes to apply BART’s existing distance-based fare structure to calculate fares for the Project. For example, in 2018, a rider using Clipper to take a one-way trip to Embarcadero Station from Warm Springs/South Fremont Station pays \$6.75, while a trip to Embarcadero Station from Milpitas Station is proposed to cost \$7.50 (\$0.75 more), and from Berryessa/North San José Station, \$7.75 (\$1.00 more).

The fare structure for the SVBX stations was determined by the 2001 Comprehensive Agreement with VTA, which provided that the proposed fares for the SVBX stations must be consistent with those in effect in BART’s core system, and that VTA can request that BART establish a new fare surcharge on trips south of Warm Springs/South Fremont Station. VTA has not elected to implement this surcharge, so SVBX fares will be calculated using BART’s existing distance-based formula.

2.3 Alternative Modes

The existing public transport alternatives connecting the Milpitas and Berryessa/North San José Station areas with the rest of the BART system include two express bus lines operated by VTA: Line 180 and Line 181. These express bus lines serve Fremont Station and will eventually be wholly or partially replaced by the Project. There is no comparable VTA bus service to Warm Springs/South Fremont Station, as VTA has continued its previous service to Fremont Station only. Two other VTA express routes serve Fremont station, 120 and 140, but these routes do not significantly overlap the future BART service and do not serve the Milpitas or Berryessa/North San Jose Station areas. Thus, VTA lines 180 and 181 to Fremont Station are the closest comparable existing transit service. The express buses do not make stops within walking distance of the Berryessa/North San José Station area, and require a connecting local service: Local Route 77 to Express Route 180 and Local Route 61 to Express Route 181.

Travel times to Fremont Station for both VTA and BART have been used for the travel time comparison (**Table 3**). The existing travel time on VTA express routes 180 and 181 is between 41 and 44 minutes between Milpitas and Fremont Stations and between 60 and 83 minutes between Berryessa/North San José and Fremont Stations. These travel times were estimated using Google Maps transit travel times between the SVBX future station locations and Fremont Station for the peak travel direction in the morning and afternoon. Travel times include time to transfer from local to express routes for the Berryessa/North San José to Fremont estimates.

Table 3: Alternate Modes and Service Levels**

3a. Milpitas to Fremont

Service Parameter	Existing Service	Future Service (Project)
	VTA Express Route 180	BART
Fare as of January 2018	\$4.50	\$3.15*
Travel Time	Northbound (AM peak): 41 minutes Southbound (PM peak): 44 minutes	Northbound (AM peak): 14 minutes Southbound (PM peak): 15 minutes
Hours of Operation	Weekdays 6AM to 10PM	Weekdays 4AM to 12AM**
Headways	Weekdays 30 minutes	Weekdays 15 minutes Weekends 20 minutes

*\$3.15 is the Clipper fare; fares paid with a magnetic stripe ticket will be 50 cents more

**BART Saturday Schedule (6AM to 12AM) and BART Sunday Schedule (8AM to 12AM)

3b. Berryessa/North San José to Fremont

Service Parameter	Existing Service		Future Service (Project)
	Local Route 77 to Express Line 180	Local Route 61 to VTA Express Line 181	BART
Fare as of January 2018	\$6.75*	\$6.75*	\$3.50**
Travel Time***	Northbound (AM peak): 67 minutes Southbound (PM peak): 83 minutes	Northbound (AM peak): 60 minutes Southbound (PM peak): 74 minutes	Northbound (AM peak): 18 minutes Southbound (PM peak): 20 minutes
Hours of Operation	Weekdays 6AM to 10PM	Weekdays 5:30AM to 12AM Weekends 7:30AM to 12AM	Weekdays 4AM to 12AM****
Headways	Weekdays 30 minutes	Weekdays 15 minutes Weekends 20 minutes	Weekdays 15 minutes Weekends 20 minutes

*\$6.75 fare is \$4.50 express fare plus \$2.25 surcharge for transferring from local bus to express bus

**\$3.50 is the Clipper fare; fares paid with a magnetic stripe ticket will be 50 cents more

***Existing transit service travel times to Berryessa/North San José include time to transfer between local and express routes

****BART Saturday Schedule (6AM to 12AM) and BART Sunday Schedule (8AM to 12AM)

In 2016, VTA studied ways to redesign its transit network through the “Next Network” program. This plan both aimed to increase VTA system ridership and evaluated the VTA transit network to identify how it could be optimized with the addition of the new BART stations in Berryessa/North San José and Milpitas.

While the Next Network proposes significant service increases on some routes, the plan also includes service eliminations and consolidations in the network for areas with low population density and/or lacking a tendency to use public transit. VTA studied express routes that currently serve BART’s Fremont Station. In anticipation of the new service added by the Project, VTA has proposed discontinuing routes that currently connect to Fremont BART once the Project begins revenue service. VTA conducted a Title VI Service Equity Analysis of the proposed changes in its Next Network Plan. To see the detailed proposed service changes as well as VTA’s Next Network Title VI Service Equity Analysis, please visit <http://nextnetwork.vta.org/>.

2.4 Prospective Project Ridership

Prospective ridership must be considered when analyzing the potential effects of the Project on protected populations.

In accordance with guidance from the FTA Title VI Circular and BART’s FTA-approved Title VI service and fare analysis methodologies, BART develops demographic profiles for service analyses by using

American Community Survey (ACS) and/or US Census data. For fare analyses, BART uses ridership data from surveys.

2.4.1 Definitions:

The definitions and thresholds used in this report are 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 or Alaska Native; Asian; Black or African American; Hispanic or Latino; Native Hawaiian or Other Pacific Islander; some other race (non-white), or two or more races.
- **Low-Income Definition:** BART defines low-income populations as those who are at or below 200% of the poverty level established for households of different sizes by the Department of Health and Human Services (HHS) poverty guidelines. This assumption is more inclusive of low-income populations, accounting for the Bay Area’s higher cost of living. The 200% threshold is also consistent with the Metropolitan Transportation Commission’s definition. The combinations of household size and income that are defined as “low-income” are shown in **Table 4:**

Table 4: 2016 Poverty Guidelines: Federal* and the BART Service Area

Persons in family/household	Poverty Guideline (Federal)	200% (BART 5-County Service Area)
1	\$11,880	\$23,760
2	\$16,020	\$32,040
3	\$20,160	\$40,320
4	\$24,300	\$48,600
5	\$28,440	\$56,880
6	\$32,580	\$65,160
7	\$36,730	\$73,460
8	\$40,890	\$81,780

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

Section 3: New Service Analysis Methodology

Potential effects of the new service on minority and low-income riders are analyzed using the methodology described in this section. Pursuant to FTA Circular 4702.1B, BART staff developed a major service change methodology that was reviewed and approved by the FTA in May 2013 and January 2014. This methodology has been applied to the service options for the new Milpitas and Berryessa/North San José Stations, which have been analyzed together as the new, single SVBX service extension.

BART's Title VI service methodology is also consistent with BART's Disparate Impact and Disproportionate Burden Policy (DI/DB Policy). The Board adopted this policy on July 11, 2013 following extensive public engagement that included staff presentations to the Title VI/ Environmental Justice and Limited English Proficiency (LEP) Advisory Committees as well as focus group meetings with local transportation equity advocacy groups.³

3.1 New Service Assessments

Pursuant to the FTA Circular and BART's DI/DB Policy, BART's New Service Analysis includes a **demographic assessment** and a **travel time assessment** for the Project. This section describes the methodology to complete these assessments.

3.1.1 New Service Demographic Assessment:

- **Description:** The New Service Demographic Assessment compares the proportion of minority and low-income populations projected to use the Project to BART's five-county minority and low-income populations.
- **Requirement:** Pursuant to the Circular and BART's DI/DB Policy Section 3(a), a demographic assessment is required for any major service change.
- **Data Used:** American Community Survey (ACS) 2011-2015, per guidance from FTA Title VI Circular, and BART's FTA-approved Title VI service analysis methodology.

³ Additionally, the DI/DB Policy was posted on bart.gov and social media outlets such as Facebook and Twitter, and a corresponding webinar was available on BART TV via YouTube.

The steps followed to complete the demographic assessment are described below.

Step 1: Identify the Data Source

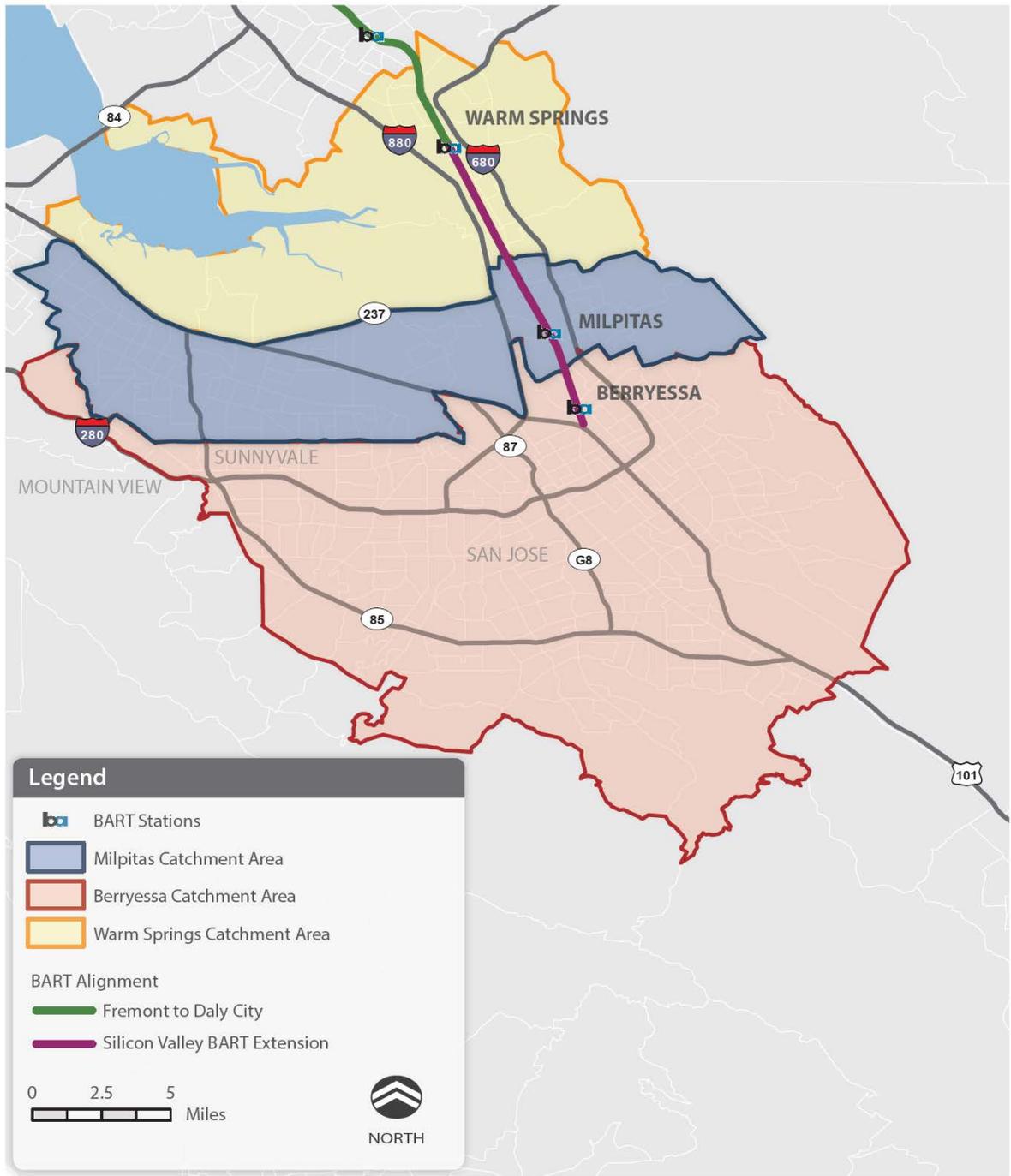
ACS 2011-2015 data was used to project potential riders using the Milpitas and Berryessa/North San José Stations. ACS 2011-2015 data provides population and demographic data at the census tract level in the Project catchment area.

Step 2: Determine the Project Catchment Area

Demographic data from the catchment area for the new service is required for a new service analysis. A catchment area is the geographic area from which a BART station draws its ridership. BART's goal in defining the Project catchment area was to determine where a majority of potential Project riders resides.

Catchment areas for the Milpitas and Berryessa/North San José Stations were estimated using the 2015 Warm Springs Title VI analysis, where the Warm Springs/South Fremont catchment area was extended 12.5 miles to the south of the Warm Springs/South Fremont Station location into Santa Clara County. To determine the Berryessa/North San José catchment area, this radius was shifted farther south to start from the location of the Berryessa/North San José Station, while the western boundary of the Warm Springs/South Fremont catchment area was widened, as the bay will no longer be a constraint to the west. The estimated Berryessa/North San José catchment area is similar in size to the catchment areas of previous and existing end-of-line stations, including Millbrae and Fremont. The Milpitas catchment area was estimated to include the area between the north border of the Berryessa/North San José catchment area and a point approximately one-third of the distance north to the Warm Springs/South Fremont Station. The location of this border reflects the fact that riders originating trips between stations should be more willing to drive farther in the direction they are traveling rather than backtracking to a station further from their final destination, even if it is closer to their origin location. **Figure 3** below shows these estimated catchment areas, which represent the potential pool of riders who may use the new service at each station.

Figure 3: Silicon Valley Berryessa Extension Catchment Area



Step 3: Determine the share of protected populations for the Project catchment areas

This analysis used BART's five-county service area definitions and thresholds for minority and low-income populations. Each census tract within the study area was analyzed to determine if the percentage of minority and low-income populations exceeded the five-county service area average based on the minority and low-income population definitions and thresholds defined in Section 2.4.1. **Figure 4** and **Figure 5** below display census tracts within the catchment area where the percentage of minority and low-income populations was greater than the five-county service area average percent minority or low-income population.

There is a concentration of low-income residents near the Berryessa/North San José Station and south into East San José. There are high concentrations of minority residents throughout each Project catchment area, as is the case throughout the BART service area.

Figure 4: Minority Population by Census Tract in Catchment Area

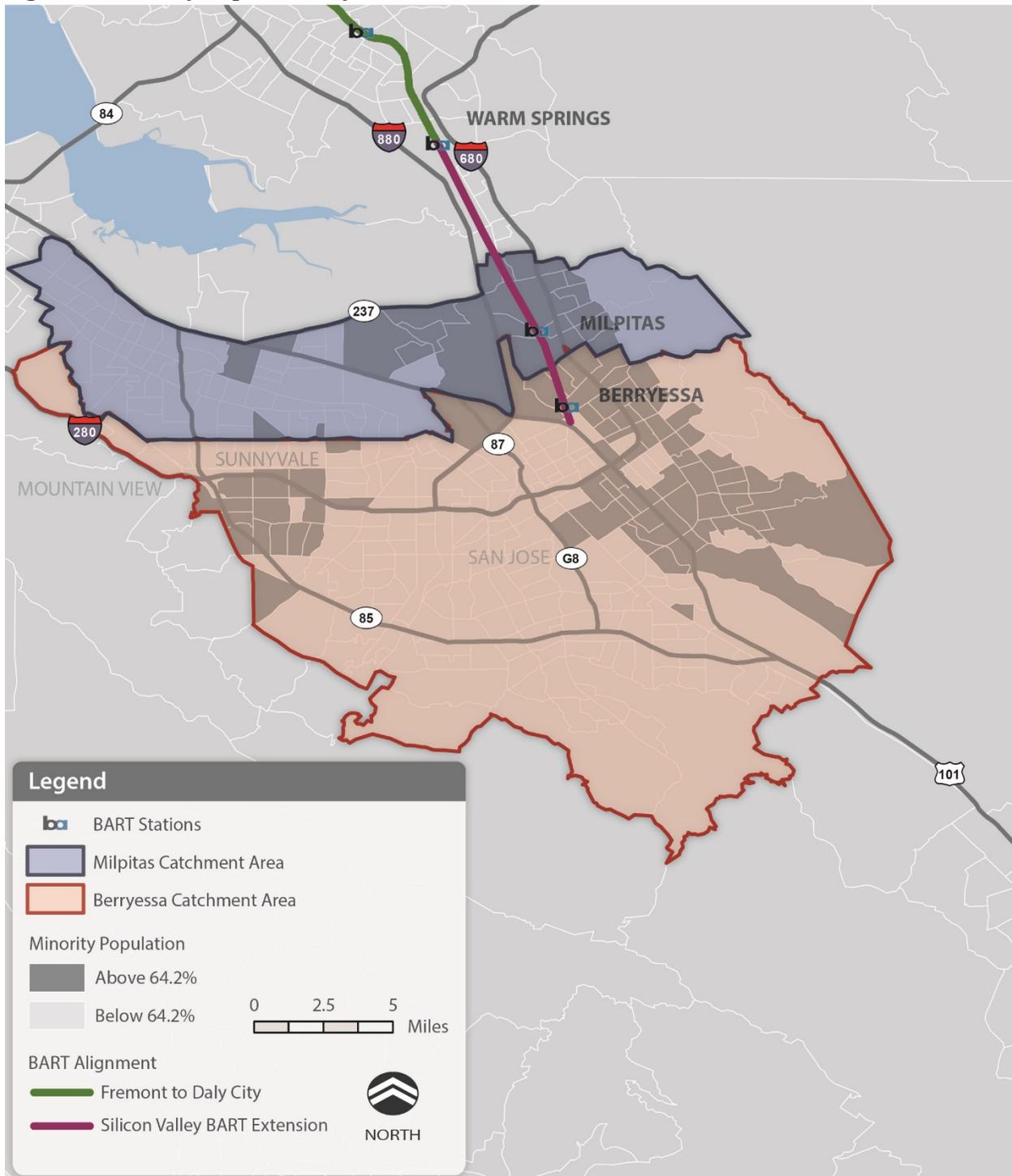
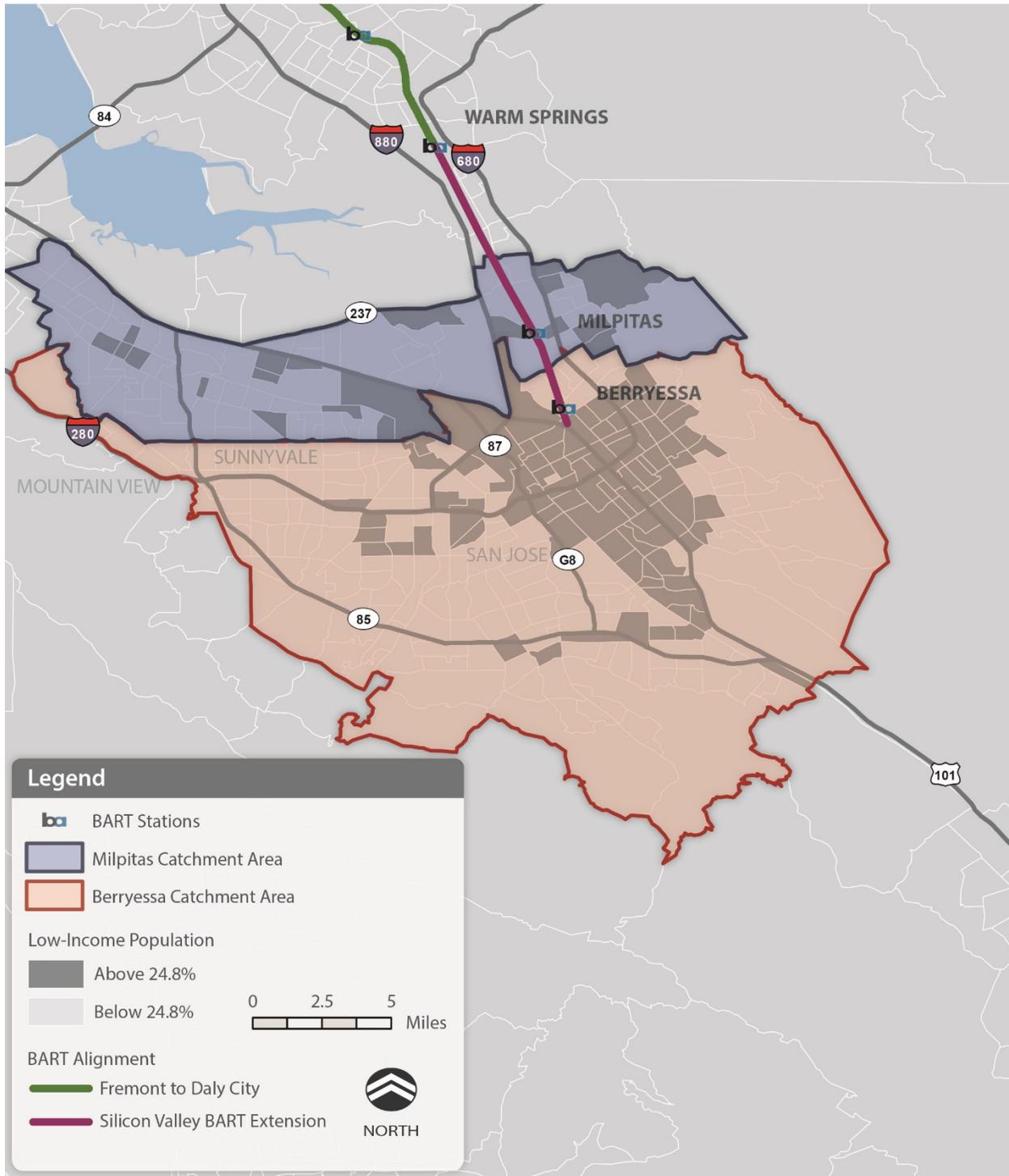


Figure 5: Low-Income Population by Census Tract in Catchment Area



Step 4: Determine the share of protected populations in the BART service area

An analysis of catchment area population data shows that prospective ridership for Milpitas and Berryessa/North San José Stations is estimated to be 66.5% minority and 22.2% low-income. **Table 5** shows the breakdown of protected populations in the five-county BART service area (62.4% minority and 24.8% low-income), the total Project catchment area, and the catchment areas for Milpitas and Berryessa/North San José Stations.

Table 5: Project Catchment Area Demographic Breakdown

	Minority	Low-Income
BART 5-County Service Area	62.4%	24.8%
Milpitas Catchment Area	64.3%	17.5%
Berryessa/North San José Catchment Area	67.4%	24.0%
Project Catchment Area Total	66.5%	22.2%

Step 5: Apply BART’s Disparate Impact and Disproportionate Burden Policy

Pursuant to the Circular, BART must evaluate impacts of a proposed new service by using its DI/DB Policy. In applying the DI/DB Policy, the determination is made as to whether the difference between the affected service’s protected population (minority or low-income) share and overall system’s protected population (minority or low-income) share exceeds the 10% new service threshold set forth in the DI/DB Policy and so may result in a disparate impact on minority riders or a disproportionate burden on low-income riders.

A 10% difference, however, is not considered to result in a disproportionate impact if the new service benefits protected populations. For this Project, affected populations include ridership for the new service and ridership for any existing lines where service will change because of the new service.

Step 6: Alternative Measures

If a New Service Demographic Assessment finds that minority populations would experience disparate impacts from the proposed service change, BART will take steps to avoid, minimize, or mitigate these 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 change only if BART can show:

- A substantial legitimate justification for the proposed Project service change exists; and
- There are no alternatives serving the same legitimate objectives that would have a less disproportionate impact on protected populations.

If the Assessment finds that low-income populations experience a disproportionate burden from the proposed new service, pursuant to FTA Circular 4702.1B, BART should take steps to avoid, minimize, or mitigate these impacts where practicable. BART shall also describe alternatives available to low-income populations affected by the proposed new service.

3.1.2 New Service Travel Time Assessment:

- Description: The New Service Travel Time Assessment compares the travel time between the Project stations and the existing Fremont Station before and after the new service for protected and nonprotected populations.
- Requirement: Pursuant to the Circular and BART's DI/DB Policy Section 3(a), a travel time assessment is required for any major service change and population data should be used for this analysis.

Data Used: ACS 2011-2015 and VTA Existing and Proposed (VTA Next Network Plan) Bus and Light Rail Schedules.

Step 1: Identify the data source

ACS 2011-2015 data was used to project potential riders using the Milpitas and Berryessa/North San José Stations. ACS 2011-2015 provides population and demographic data at the census tract level in the Project catchment area.

Step 2: Determine the Project Catchment Area

The project catchment area is the same as defined above in section 3.1.1 Demographic Assessment.

Step 3: Determine the share of protected riders for the Project Catchment Area

For this analysis, BART's five-county service area definitions and thresholds for minority and low-income populations are used (see Section 2.3). According to the ACS 2011-2015, 62.4% of BART's five-county service area population is minority and 24.8% is low-income.

For the catchment area surrounding the two Project stations, the ACS 2011-2015 data shows that 66.5% of the population is minority and 22.2% is low-income.

Step 4: Determine the percent change in travel time, before and after the service change

This assessment requires estimating the existing travel times and comparing them to the planned travel times from the Milpitas and Berryessa/North San José Stations to Fremont Station. Travel times for minority and low-income populations are compared to travel times for non-minority and non-low-income populations using weighted averages of protected populations in each station's catchment area.

Weighted averages are used because, as shown in **Table 5**, the percentages of low-income and minority populations for the two catchment areas are different. By weighting the travel times by the percentage of protected populations in each station's catchment area, the analysis can account for this difference. The travel time differences for each Project station were multiplied by the population in each station's catchment area, and then the sum of these two products was divided by the total combined population of the two catchment areas to estimate weighted average travel times. This calculation was done for both the protected and non-protected populations to allow the comparison of the two, with the results shown in **Table 10** on page 31.

Two VTA express bus lines, Line 180 and Line 181, provide the existing public transportation alternatives connecting BART's Fremont Station to the Milpitas and Berryessa/North San José Station

areas. These express bus lines will be wholly or partially replaced by SVBX once service commences. As Lines 180 and 181 serve only Fremont Station, it was not possible to analyze Warm Springs/South Fremont Station travel times. Thus, Lines 180 and 181 are the closest comparable existing transit service. Since express buses do not make stops within walking distance of the future Berryessa/North San José Station location, the travel times for this station include travel times on local bus routes plus time to transfer to the express route.

Google Maps’ transit directions were used to estimate the door-to-door travel times from Milpitas and Berryessa/North San José Station locations to Fremont Station for the existing public transport alternatives (including the transfer time between the local and express buses for Berryessa/North San José Station). All travel times for existing transit services are summarized in **Tables 3a** and **3b** on pages 14 and 15 above. To estimate one average travel time for each station, northbound and southbound travel times were averaged for each existing public transit route, and travel times for the two alternative transit routes to Berryessa/North San José Station were averaged. The northbound and southbound planned BART travel times were also averaged to estimate the future travel times to each station. **Table 6** shows the resulting average travel times used for the travel time assessment.

Table 6: Existing and Planned Travel Times to Fremont Station (Average of Northbound and Southbound Times)

	Existing Service (Express Bus)	Planned BART Travel Time
Milpitas Station to Fremont Station	43 minutes ¹	14 minutes
Berryessa/North San José Station to Fremont Station	71 minutes ²	19 minutes

¹ VTA Express Line 180.

² Average of VTA Local Route 77 to Express Line 180 and VTA Local Route 61 to Express Line 181, including transfer time to express bus.

The percent change in travel time before and after the new service was calculated. Individually, minority and low-income riders will not experience different travel times compared to non-protected riders. However, when considering the two stations together for this new service analysis, the weighted average travel times for minority and low-income riders are slightly higher than the weighted average travel times for non-protected populations. This accounts for the fact that the protected populations are a lower percentage of the total population for the Milpitas Station than for the Berryessa/North San José Station.

Step 5: Apply BART’s Disparate Impact and Disproportionate Burden Policy

Pursuant to the Circular, BART must evaluate impacts of a proposed new service by applying its DI/DB Policy to determine whether the difference between the percent change in travel times for protected populations or riders is equal to or greater than 10% when compared to the percent change in travel time for non-protected populations or riders. A 10% difference, however, is not considered to be a disparate impact if the new service benefits protected populations. For this new service, affected populations include all residents in the catchment areas of the new stations.

Step 6: Alternative Measures

If this travel time assessment finds that minority populations experience disparate impacts from the proposed new service, BART will take steps to avoid, minimize, or mitigate these 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 change only if BART can show:

- A substantial legitimate justification for the proposed Project service change exists; and
- There are no alternatives serving the same legitimate objectives that would have a less disproportionate impact on protected populations.

If the assessment finds that low-income populations experience a disproportionate burden from the proposed new service, pursuant to FTA Circular 4702.1B, BART should take steps to avoid, minimize, or mitigate these impacts where practicable. BART shall also describe alternatives available to low-income populations affected by the proposed new service.

Section 4: Service Analysis Findings

The findings from the New Service Analysis indicate that the proposed Silicon Valley Berryessa Extension service will neither result in a disparate impact on minority riders nor will it disproportionately burden low-income riders.

4.1. Demographic Assessment Findings:

4.1.1 Projected Ridership, New Service:

The New Service Demographic Assessment estimates the proportion of minority and low-income populations projected to be in the Project station catchment areas, as compared to BART's five-county service area minority and low-income populations. The demographic assessment evaluates whether the potential riders on the Project's new service are predominately minority or low-income when compared to BART's five-county system-wide population, based on ACS 2011-2015 data. The assessment also evaluates whether riders who may be affected by a service option are disproportionately minority or low-income. The results of this assessment are shown in **Table 7**.

Table 7: Protected Share of Ridership

	Minority ¹	Percent Difference ²	Low-Income ¹	Percent Difference ²
BART 5-County Service Area	62.4%	-	24.8%	-
Milpitas Catchment Area	64.3%	1.9%	17.5%	-7.3%
Berryessa/North San José Catchment Area	67.4%	5.0%	24.0%	-0.8%
Project Catchment Area Total	66.5%	4.1%	22.2%	-2.6%

¹Values are expressed as a percentage of the total population.

²Compared to the existing BART service area.

The proportions of low-income and minority populations in the combined Milpitas and Berryessa/North San José catchment areas are similar to the five-county BART service area. The SVBX catchment area is 2.6% less low-income and 4.1% more minority than the five-county BART service area. The Berryessa/North San José catchment area has a larger low-income population than Milpitas, while the Milpitas and Berryessa/North San José catchment areas have similar minority population proportions. None of these percent differences between protected and nonprotected populations exceeds the DI/DB Policy's 10% threshold. Furthermore, all service plan options, weekday and evening/weekend, provide a service benefit to the Project ridership. Each service option will provide similar levels of service to the project stations, and thus are not analyzed individually for this assessment. As protected populations will benefit from the new service, they will not experience adverse effects from it. Therefore, the demographic assessment found no disparate impact or disproportionate burden on, respectively, minority or low-income populations.

4.1.2 Existing Line Ridership:

The demographic assessment of the New Service Analysis compares the proportion of minority and low-income populations affected by the Project’s service plan options to BART’s five-county service area. As noted above, all service plan options, weekday and evening/weekend, provide a service benefit to Project ridership. The stations with service increases benefit a predominately minority ridership that is similar to BART’s five-county service area.

The only service decrease among the proposed temporary service alternatives is the weekend Option B. This option includes a shortened Saturday-only Green Line which would no longer serve Daly City, Balboa Park, Glen Park, Union City and Fremont Stations. This would reduce the frequency of service at these stations. The demographics of riders in the catchment areas of these stations and the five-county service area are compared in **Table 8** below.

Table 8: Population in catchment areas affected by Option B

Area	Minority	Low-Income
BART 5-County Service Area	62.4%	24.8%
Catchment Area of Stations Affected by Option B	66.1%	31.3%
Percent Difference	3.7%	6.5%

Service Option B would result in a decrease in service, as mentioned in the above paragraph and **Table 2** and **Table 8**. However, where service decreases exist, percentages of minority and low-income ridership are similar to BART’s five-county service area and do not exceed the 10% DI/DB Policy threshold: the affected population is 3.7% more minority than the five-county BART service area and 6.5% more low-income. Therefore, the finding is made that protected riders will not experience a disproportionate adverse impact from Option B.

Additional analysis of the proposed service options can be found in *Appendix B*, for informational purposes only.

Per the DI/DB Policy, adverse effects of a new service are borne disproportionately by protected riders when the difference between the new service’s protected ridership share and the overall system’s protected ridership share is equal to or greater than 10%. In this case, protected ridership originating from the Project catchment area will not be adversely affected because the Project will provide better service, frequent headways, and travel time savings. Instead, Project ridership, which has minority and low-income proportions that are very similar to BART’s five-county service area, will enjoy new benefits as a result of the new service. Therefore, no disproportionate impact was found on protected populations because the new service will benefit, not burden, its protected ridership. Therefore, minority riders will not experience a disparate impact and low-income riders will not experience a disproportionate burden from the Project.

4.2 Travel Time Assessment Findings

The travel time assessment compares the percent change in travel times for protected populations or riders to the percent change in travel time for non-protected populations or riders. The travel time assessment uses travel times between the two new SVBX stations and Fremont Station because the comparable existing transit routes serve this station and do not serve the Warm Springs/South Fremont Station.

Estimated travel times for existing riders affected by the service change are compared before and after the new service, based on the proposed service plan. (See Section 2.2 Alternative Modes). The existing public transport alternatives connecting the Milpitas and Berryessa/North San José Station areas with the rest of the BART system include two express bus lines operated by VTA: Line 180 and Line 181. These express bus lines serve Fremont Station and will eventually be wholly or partially replaced by the BART extension. Thus, they are the closest comparable existing transit service. Travel times to Fremont Station have been used for the travel time comparison.

Details of the service characteristics of VTA routes 180 and 181, and connecting local routes are shown in **Tables 3a and 3b** on pages 14 and 15, and compared with the planned BART service characteristics between the two new stations and Fremont Station. These travel times were estimated using Google Maps transit travel times between the SVBX future station locations and Fremont Station for the peak travel direction in the morning and afternoon. The northbound and southbound travel times were averaged, and the two alternative routes from Berryessa/North San José Station were also averaged, to estimate the existing transit service travel times in **Table 9** below.

The existing travel time between Milpitas and Fremont Stations is 43 minutes, and the average existing travel time between Berryessa/North San José and Fremont Stations is 71 minutes, confirming that the new service would create a travel time improvement for all riders between the new stations and Fremont Station. Station-to-station travel times will not differ between the proposed service options, but some riders will experience additional wait time when transferring between the Green and Orange Lines. However, because the express bus lines currently terminate at the Fremont Station, passengers wishing to travel farther currently experience some transfer time as well. Differing wait times proposed in the service options tend to balance out between the Green and Orange Lines, as the two lines substitute for each other between the options. The service options are not analyzed individually for this assessment, as it was determined that the travel time differences would be small due to this balancing between the options (this is shown to be the case for vehicle loads in the Proposed Service Options Analysis, *Appendix B*). The service decreases noted above in Option B would result in decreased frequencies at affected stations, but would have only small effects on travel times for a limited number of people. Additional analysis of the proposed service options is included with this report in *Appendix B*.

Table 9: Existing and Planned Travel Times to Fremont Station (Average of Northbound and Southbound Travel Times)

	Existing Service (Express Bus)	Planned BART Travel Time
Milpitas Station to Fremont Station	43 minutes ¹	14 minutes
Berryessa/North San José Station to Fremont Station	71 minutes ²	19 minutes

¹ VTA Express Line 180

² Average of VTA Express Line 180 and VTA Express Line 181, including local route access and transfer to express bus

In order to consider the combined effect of these two new stations that comprise the new service, the average travel times to each station (calculated above based on estimated travel times shown in **Table 3**) are combined for this assessment using a weighted average of the low-income and minority populations in the catchment areas of each station. For the low-income population, the travel time to Milpitas is multiplied by the number of low-income residents in the Milpitas catchment area, and the travel time to Berryessa/North San José is multiplied by the number of low-income residents in the Berryessa/North San José catchment area. These two values are summed and divided by the total number of low-income residents in the combined catchment areas to estimate the weighted average SVBX travel time for low-income riders. This calculation is repeated for non-low-income, minority, and non-minority riders as well as the total study area population. Additional details related to these calculations are included in *Appendix C*, including travel time assessments for the individual project stations, for informational purposes only. These calculations result in existing and planned travel times for the total population, protected, and non-protected populations, which provide the basis for the travel time assessment. **Table 10** shows the quantitative travel time assessment comparing existing and planned future travel times between Project stations and Fremont for minority and low-income populations.

Table 10: Travel Time Assessment – Weighted Average Travel Times Between Project Stations and Fremont Station

	Existing Transit Average Travel Time (min) ¹	Planned SVBX Average Travel Time (min) ¹	Time Difference (min)	Percent Change (%)
Total Population	63.01	17.60	-45.41	-72.07%
Minority Population	63.28	17.65	-45.64	-72.12%
Non-Minority Population	62.47	17.50	-44.97	-71.98%
Difference between Minority and Non-Minority	0.81	0.15	0.67	0.14%
Low-Income Population	64.71	17.90	-46.81	-72.34%
Non-Low-Income Population	62.51	17.51	-45.00	-71.99%
Difference between Low-Income and Non-Low-Income	2.20	0.39	1.81	0.35%

¹ Times are the weighted average travel times for trips between Fremont and Milpitas stations and Fremont and the Berryessa/North San José stations. The weighting is based on the percentage of the protected population in each station catchment area.

With the new service, riders on average will experience a 45-minute time savings between Project stations and Fremont, or a 72% reduction in travel time (see **Tables 3a and 3b** on pages 14 and 15 for reference as to how these travel times were determined). The results show that the Project would benefit all populations, including minority and low-income, within the Project catchment area.

Due to the difference in protected and non-protected populations in the SVBX station catchment areas, minority and low-income riders may experience slightly different average travel time changes after the new service is implemented: minority populations would experience an average travel time savings 0.14% greater than non-minority populations, and low-income populations would experience an average travel time savings 0.35% greater than non-low-income populations. These differences occur because the average travel times have been weighted by the percentage of the population in each station area catchment area as explained earlier in section 3.1.2. These differences do not exceed the DI/DB policy’s 10% threshold and are in the favor of protected populations. The results show that the Project would benefit all populations, including minority and low-income, within the Project catchment area. The travel time assessment finding is that minority populations will not experience a disparate impact and low-income populations will not experience a disproportionate burden with the new service.

The three service options will add new BART service at the new Milpitas and Berryessa/North San José Stations. Option 1 and Option 2 would also increase service at Warm Springs/South Fremont Station, as it would be served by both the Green and Orange Lines. Travel times will potentially change due to increased or decreased wait times for transfers required in the service options. On average, these changes will be small; as shown in the Service Options Analysis, *Appendix B*, wait time

increases on one line are associated with decreases on other lines. Option B would decrease service at three San Francisco stations and two East Bay stations, but this would result primarily in frequency decreases at these stations, and would likely have small effects on travel times.

4.3 New Service Benefits and Burdens

Based on the New Service analyses performed, the Project would benefit all populations, including minority and low-income populations in the surrounding areas. Minority and low-income populations will not only have improved access to transit (the new BART extension will add an additional transportation mode to Santa Clara County) but will also experience travel time savings. Headways will be reduced by over 50% (**Tables 3, 9 and 10**), and there will be enhanced service reliability due to consistent headways and the Project's being a new fixed guideway that is not dependent on road or traffic conditions, unlike alternative modes serving the area (**Table 3**).

Public comments collected by BART during its extensive and inclusive multilingual outreach between September and October 2017 support the findings that the new service would benefit, not adversely affect, all Project riders; these comments support the finding that there is no disparate impact on minority populations and no disproportionate burden on low-income populations.

Feedback was positive for the opening of the new Project stations. For example, comments received stated:

"I would be so excited to have BART going from San Jose to San Francisco. Also I could board from san jose and visit family in pleasant hill area. Would make my life much better."

"I am so happy that it going to be extending"

"Just do it! We need BART to San Jose so badly! I would take BART to SF and to my parents home in El Cerrito if I could. I would gladly pay taxes to help support this effort."

In addition, public comments received inquired about further extending the BART line past the new stations in Milpitas and Berryessa/North San José:

"Extend train to San Jose Diridon"

"Please extend south from Milbrae to Cupertino/MTV, etc."

However, customers did comment about the frequency of trains and crowded cars especially with the addition of the new stations:

"It is great that bart is extending the service to the new cities. But the service level is still degrading. During commute hours people have hardly any space to even stand. Are we thinking to increase the number of trains or increase the number of parallel lines or other options which can reduce the pressure on bart."

“If you are extending to Milpitas or San Jose stations Please add more cars or increase the frequency of the bart to every 5mins or 7 mins bart”

All comments throughout the analysis are transcribed as written by the survey taker. Survey respondents were diverse and represented protected populations. For more information on BART’s Silicon Valley Berryessa Extension Title VI outreach, please refer to the Public Participation Report attached to this Equity Analysis.

In accordance with FTA Circular 4702.1B, BART’s DI/DB Policy, and BART’s FTA-approved service methodology, any major service change must be assessed using two separate analyses, a demographic assessment and a travel time assessment. Section 4 above satisfies both analyses requirements. The demographic assessment did not find a disproportionate adverse impact on protected riders. The travel time evaluation conducted compares the average travel times between the Project station locations and Fremont Station, and the average travel times with and without the Project that protected and non-protected riders would experience. The results of the travel time assessment show that protected and non-protected riders are anticipated to experience almost equal reductions in travel time with the Project service. Based on the results of these two analyses, the Project’s new service will not result in a disparate impact on minority riders nor will it disproportionately burden low-income riders. Project service instead will provide a benefit by offering faster, more frequent service to Project riders, who are predominately minority.

Section 5: Fare Analysis Findings

This section begins with a description of the proposed fare-setting for the new service to Milpitas and Berryessa/San José Stations and goes on to provide the demographics of Project ridership and BART's system-wide ridership. Public comment on the proposed fares is also included as is information on alternative transit modes and fare payment types. The section concludes with an equity finding regarding the proposed fare-setting.

All fares used in this report are adult Clipper fares effective January 1, 2018; the adult fare for a trip made with a magnetic stripe ticket is equal to the Clipper fare plus \$0.50.

5.1 Proposed Fares for Milpitas and Berryessa/North San José

In accordance with the 2001 Comprehensive Agreement between BART and VTA, proposed fares for service between the Project stations and the rest of the BART system are calculated by applying BART's existing distance-based fare structure. No new surcharges are proposed to be assessed for trips to or from the Project stations. Thus, the Project fare-setting proposal would not be a fare change; it would not increase or decrease BART's distance-based fares. Additionally, while the proposed fares are new fares for new service, they have been calculated by using BART's existing distance-based fare structure as was the case for similar new service recently opened by BART, including West Dublin/Pleasanton and Warm Springs/South Fremont.

5.2 Data Sources for Ridership Demographics

This assessment uses data from the 2016 BART Customer Satisfaction Survey and 2011 WSX Title VI Equity Analysis to generate a demographic profile of existing BART riders.

The VTA 2013 Customer Survey data provided the share of protected riders for potential future Project ridership. VTA 2013 Customer Survey data was filtered to include only riders on express routes serving the current Fremont Station. This includes routes 180 and 181, analyzed as overlapping service in the above Travel Time Assessment, and express routes 120 and 140, which only partially overlap future BART service and do not serve the Milpitas or Berryessa/North San José Station areas, but still provide additional information about riders who may use the BART extension in the future. Ethnicity and income of riders from these surveys were used to determine the shares of minority and low-income riders on these lines. Low-income ridership was estimated using the BART low-income definitions, described below. Rider demographics from these bus lines have been used as a reasonable proxy for future ridership on the new SVBX service. However, it is possible that BART service will attract new riders who may differ from existing express bus riders. Additionally, the VTA survey data requires some adjusting to be compared directly with BART ridership data, as described in the following section.

5.3 Survey Findings: Demographics

This section provides the demographics of the Project area populations and BART’s current overall ridership for informational purposes. The VTA 2013 Customer Survey data was used for Project populations, and BART ridership demographics were obtained from the 2016 Customer Satisfaction Survey and the 2011 WSX Survey. as the Warm Springs/South Fremont Station opened in 2017.

5.3.1 Minority

A “non-minority” classification refers to those who identified themselves in the survey as “white.” A “minority” classification includes the combined responses from all other races or ethnic identities. For informational purposes, the percentages are shown in **Table 11** below. VTA 2013 Customer Survey respondents using comparable express bus lines are 83.5% minority compared to 64.7% of existing BART riders who are minority, based on data from BART’s 2016 Customer Satisfaction Survey and 2011 WSX Title VI Equity Analysis survey.

**Table11: Survey Findings – Minority Riders
(Percent of Total Ridership)**

	New Service Ridership based on VTA Bus Survey (Milpitas and Berryessa/North San José)	BART Ridership (Existing 4-County Service)	Percent Difference
Minority	83.5%	64.7%	18.8%
Non-Minority	16.5%	35.3%	

5.3.2 Low-Income

To determine if a survey respondent is “low-income,” BART and the Metropolitan Transportation Commission (MTC) consider both the respondent’s household size and income level. 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. Approximating 200% of the federal poverty level is done by considering both household size and household income.

Table 12 below summarizes the household size and household income combinations that comprise “low-income” as shown previously in **Table 4**.

Table 12: Low-income by household size – BART definition

LOW INCOME	
Household Size	Household Income
1+	Under \$25K
2+	Under \$35K
3+	Under \$40K
4+	Under \$50K
5+	Under \$60K

As an example, a household of two or more people with an income of \$33,000 would be considered low-income. The eight income ranges used in the 2016 Customer Satisfaction Survey are the following:

- Under \$25,000
- \$25,000-\$34,999
- \$35,000-\$39,999
- \$40,000-\$49,999
- \$50,000-\$59,999
- \$60,000-\$74,999
- \$75,000-\$99,999
- \$100,000+

The 2016 Customer Satisfaction Survey did not include Warm Springs Extension respondents, as that station opened in 2017. The data source for Warm Springs/South Fremont riders, the 2011 WSX Survey, did not ask respondents to identify their household size, and so WSX survey data cannot be combined with 2016 Customer Satisfaction Survey data to factor in the percentage of low-income WSX riders. Therefore, this analysis uses the 2016 Customer Satisfaction Survey for income information on current BART riders, with a finding that 26.4% of BART riders are considered low-income.

The VTA survey low-income analysis applied the 2016 Customer Satisfaction Survey low-income definition, which considers both income and household size. BART's \$50,000 to \$59,999 income category was not part of the VTA survey (see VTA income ranges below), and so all respondents of any household size making more than \$50,000 were considered non-low-income, in addition to the other income and household size categories considered non-low-income. **Table 13** shows the adjusted low-income by household size definition used for the VTA survey for this assessment. The low-income ridership percentage shown in **Table 14** below, however, remains representative as few VTA survey respondents (less than 4%) had incomes of \$50,000 to \$99,999 and a household size of five or more. The VTA survey income ranges are:

- Under \$25,000
- \$25,000-\$34,999
- \$35,000-\$39,999
- \$40,000-\$49,999
- \$50,000-\$99,999
- \$100,000-\$149,999
- \$150,000-\$199,999
- \$200,000+

Table 13: Low-income by household size – Definition used for VTA survey

Household Size	Household Income
1+	Under \$25k
2+	Under \$35k
3+	Under \$40k
4+	Under \$50k

For informational purposes, the results of the low-income rider analysis are summarized in **Table 14** below.

**Table14: Survey Findings – Low-Income Riders
(Percent of Total Ridership)**

	New Service Ridership based on VTA Bus Survey (Milpitas and Berryessa/North San José)	BART Ridership (Existing 4-county Service excluding Warm Springs)	Percent Difference
Low-Income	40.0%	26.4%	13.6%
Non-Low-Income	60.0%	73.6%	

5.4 Survey Findings: Public Outreach

5.4.1 2017 SVBX Survey

The 2017 SVBX outreach survey gave respondents an opportunity to provide feedback about BART’s proposed SVBX fares. For more detailed information about the survey and public feedback, please refer to the attached Public Participation Report.

Question 10 of the 2017 SVBX survey asked respondents to provide any general comments about BART’s proposed fares for Milpitas and Berryessa/North San José Stations. The question included example proposed Clipper fares of \$7.50 between Embarcadero Station and Milpitas Station and \$7.75 between Embarcadero Station and Berryessa/North San José Station; these proposed fares are

respectively \$0.75 and \$1.00 more than the fare between Warm Springs/South Fremont and Embarcadero Stations.

Approximately 33.3% of all respondents provided comments to Question 10. 66.7% did not provide any comments (either leaving it blank or indicating they had no comments), which can indicate neutrality or potentially some level of acceptance.

Respondent remarks have been generally grouped into either “Support” or “Don’t Support.” A third category, “No Preference,” includes those respondents who left it blank or noted they had no comments. Among minority respondents, 48.1% expressed support for the proposed fares, 3.4% did not support the proposal, and 48.5% did not state a preference. Among low-income respondents, 47.5% indicated support, 5.9% were not in support, and 46.7% did not state a preference. “No preference” as noted above can indicate neutrality or potentially some level of acceptance.

Comments regarding the Project’s proposed fares included:

“Any fare with BART is still so much more feasible (sic) than taking any other kind of transportation. No complaints from me!”

“Seems reasonable to charge fares that way, since that's the fare scheme for the rest of the system.”

“That is way too expensive. \$15 roundtrip to get into the city? The high ticket price will just encourage people to drive (especially if it's more than two people)”

5.5 Alternative Transit Modes Including Fare Payment Types

BART operates a heavy rail system, which is the mode that will connect the new Milpitas and Berryessa/North San José Stations with BART’s Warm Springs/South Fremont Station, as well as an automated people mover that links the BART Coliseum Station and Oakland International Airport. Because Warm Springs/South Fremont is the current end-of-the-line station to which the new service will connect, proposed fares to/from Warm Springs/South Fremont are used for comparison purposes to VTA express bus fares, as shown in **Table 15** below.

The BART fares in **Table 15** are those paid for with the Clipper card; trips made with BART’s mag stripe ticket cost an additional 50 cents. Clipper fares are used in this analysis because more than 75% of current BART trips are made with Clipper as of January 2018, and this percentage is expected to grow as riders switch to Clipper to avoid the mag stripe ticket fee.

Table 15: Local Cash Fare BART vs. VTA (Fares effective January 1, 2018)

	Local Cash Fare	Day Pass
BART: Berryessa/North San José to Warm Springs/South Fremont, paid with Clipper	\$2.85*	NA
BART: Milpitas to Warm Springs/South Fremont, paid with Clipper	\$2.45*	NA
VTA Express Bus Fares	\$4.50	\$13.50**

*Fares paid with mag-stripe paper tickets are 50 cents more per trip

**Day pass is available only on Clipper

The proposed fare for a BART trip between Warm Springs/South Fremont Station and Milpitas is \$2.45, and the proposed fare between Warm Springs/South Fremont and Berryessa/North San José is \$2.85.⁴ Each of these fares is lower than VTA’s cash fare of \$4.50 for express bus routes. BART does not offer a day pass, but four trips made with Clipper between Project stations and Warm Springs/South Fremont would cost \$9.80 (Milpitas) or \$11.40 (Berryessa/North San José), both of which are less than the \$13.50 VTA day pass.

Table 16 shows the incremental fares proposed to be charged for trips between the rest of the BART system and Milpitas and Berryessa/North San José Stations.⁵ For example, the Clipper fare for a trip between Embarcadero and Warm Springs/South Fremont is \$6.75 effective January 2018. The additional fare proposed to be charged to get the rider beyond Warm Springs/South Fremont Station to Milpitas Station is \$0.75, for a total fare of \$7.50. \$0.75 is the incremental fare for approximately 75% of trips, and \$0.70 is charged for the remaining trips.

The additional fare proposed to be charged to extend this trip from Warm Springs/South Fremont to Berryessa/North San José Station is \$1.00, for a total fare of \$7.75 between Embarcadero and Berryessa/North San José. \$1.00 is the incremental fare for approximately 75% of trips, and \$0.95 is charged for remaining trips. The nickel difference in these two cases is due to rounding to the nearest nickel, which is part of BART existing distance-based fare structure. Each of these incremental amounts is lower than VTA’s local express bus cash fare. VTA offers a 50-cent credit to the VTA fare for a rider transferring from BART to VTA.

⁴ BART riders using a mag-stripe ticket instead of Clipper pay an additional \$0.50 per trip.

⁵ BART’s East Bay Suburban Zone fare, which is equal to BART’s minimum fare for trips of 6 miles or less, is charged for some trips made in the East Bay suburbs that are over 6 miles and less than 13 miles. Fare-setting for Milpitas Station and Berryessa/North San José Station does not include, at VTA’s request, the East Bay Suburban Zone fare as these stations are not located in the East Bay. The trip between Warm Springs/South Fremont and South Hayward, Union City or Fremont is an East Bay Suburban Zone fare trip with a Clipper \$2.00 fare as of January 2018. The incremental fare to extend these trips to Project stations is greater than the increments listed in Table 13. For example, the East Bay Suburban Zone fare trip between South Hayward and Warm Springs/South Fremont costs \$2.00, and the distance-based fare between South Hayward and Milpitas Stations is \$4.10.

Table 16: Incremental Fare

	Fare
BART to Milpitas Station	\$0.70 or \$0.75 (Distance-based)
BART to Berryessa/North San José Station	\$0.95 or \$1.00 (Distance-based)
VTA: Transfer from BART	\$0.50 credit to VTA fare

Survey takers noted that the distance-based fare would be cheaper than driving or using other alternative transit in Santa Clara County:

“I think the fares are reasonable and a much cheaper option in comparison to other forms of travel between these stations.”

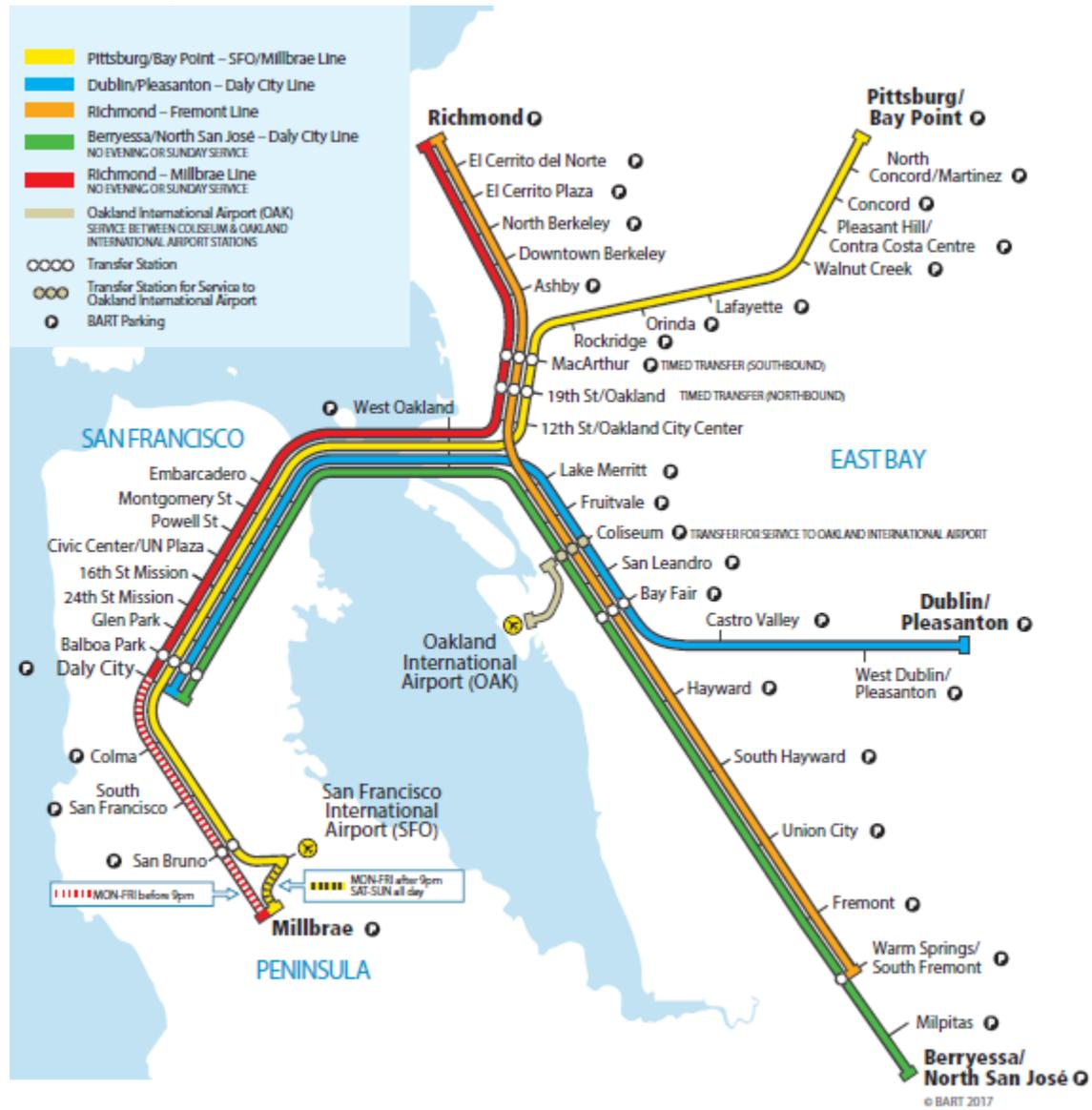
In summary, the proposed fares for trips between Project stations and Warm Springs/South Fremont, which are calculated using BART’s existing distance-based fare structure, will be less expensive than fares for existing transit alternatives.

5.6 Equity Finding for Proposed Milpitas and Berryessa/North San José Fares

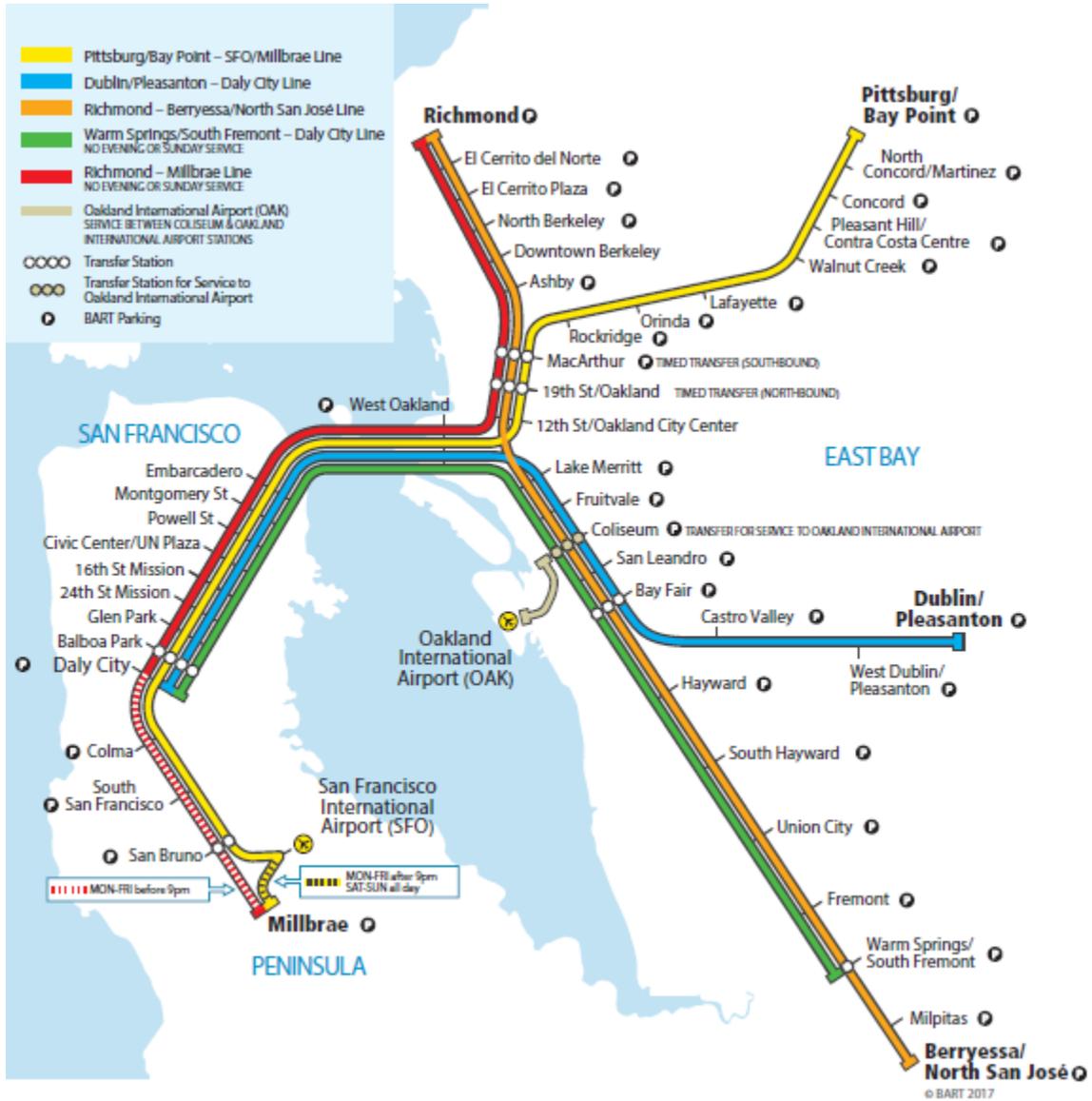
The proposed fares for Milpitas and Berryessa/North San José Stations would not change BART’s existing distance-based fare structure; BART’s distance-based fares would not increase or decrease. As BART’s distance-based fare structure is unchanged, there is no disproportionately adverse effect on minority and/or low-income riders. In addition, the same minority and/or low-income riders will enjoy the benefits of new rail service and improved travel times. Public input has confirmed this finding. Since there is no adverse effect on riders, the study finds that the proposed Project fares would not result in a disparate impact on minority riders or a disproportionate burden on low-income riders.

Appendix A: Proposed Service Options Maps

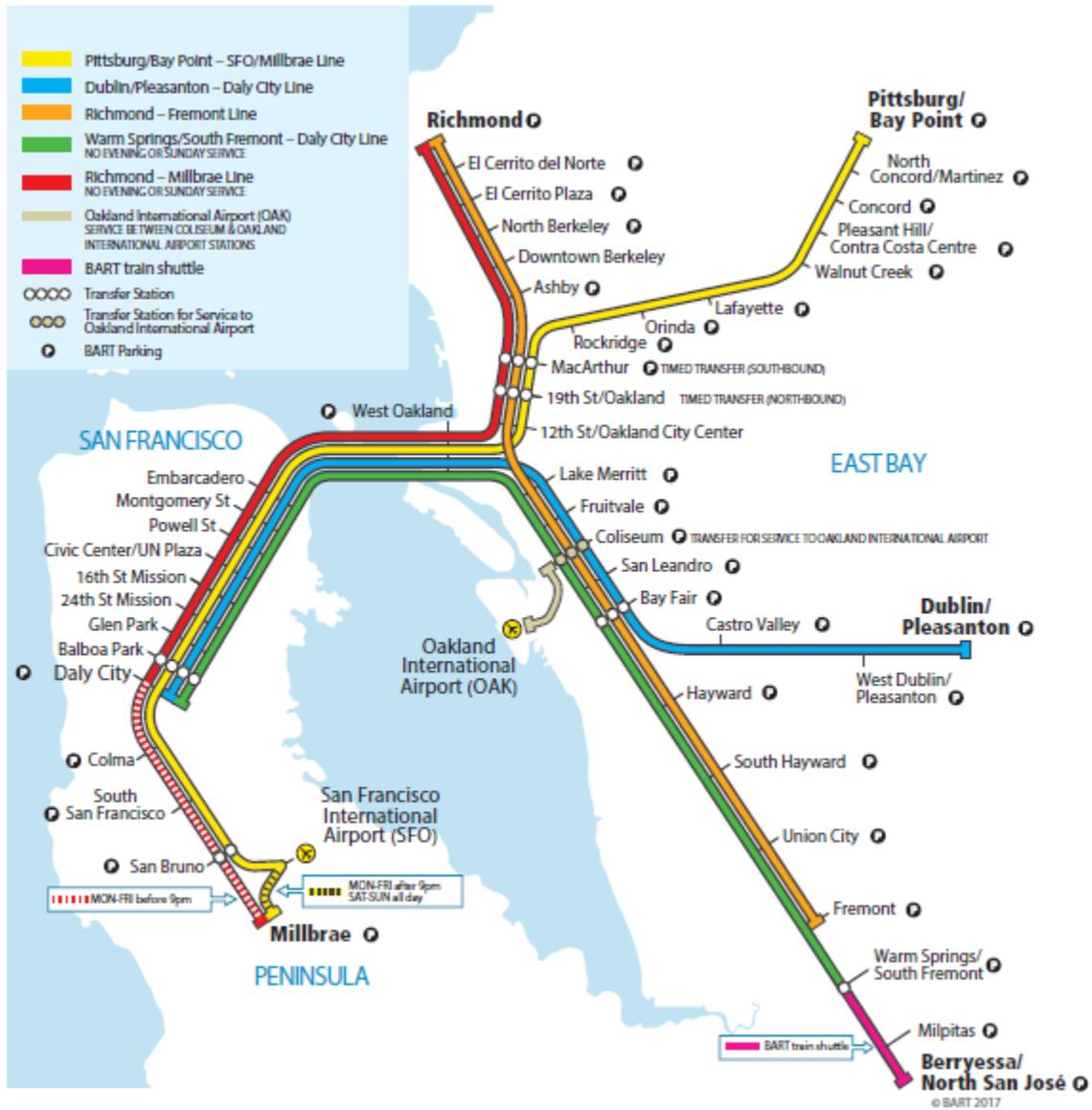
SVBX Service Option 1



SBVX Service Option 2



SVBX Service Option 3



SVBX Service Option A



Appendix B: Proposed Service Options Analysis

As described in Section 1 of the SVBX Title VI Equity Analysis Report, BART has developed five temporary service plan options to provide service to the new Milpitas and Berryessa/North San José Stations as BART waits for its new Fleet of the Future rail cars. This analysis details the expected effects on wait times under each service option, and the vehicle loads resulting from the service options. This analysis is provided for informational purposes only, and is not used in the Title VI equity assessments.

The service options were presented to the BART Board for their initial input and deliberation on May 26, 2016 at the BART Board Meeting, which was open to the public. These options were also presented to the public and community-based organizations for their feedback on these key service changes.

The weekday options are:

- Option 1: Extend Green line to Milpitas and Berryessa/North San José Stations and extend Orange Line to Warm Springs/South Fremont
- Option 2: Extend Orange Line to Milpitas and Berryessa/North San José Stations
- Option 3: Short BART shuttle train between Warm Springs/South Fremont and Milpitas and Berryessa/North San José Stations.

These options describe the weekday service, from approximately 6 AM to 7 PM. The following assumptions are also made about all of these service options:

- Two additional peak hour trains would run along the Green Line during the peak hour. During the morning peak hour, these trains would travel between South Hayward and Daly City. During the evening peak hour, trains would travel between Daly City and the Project Stations.

There are also two independent weekend service options that have been analyzed:

- Option A: Extend Orange Line to Berryessa/North San José. Extend Saturday-only Green Line to Warm Springs/South Fremont
- Option B: Extend Green Line to Berryessa/North San José, remove weekend Orange Line service and implement new Purple Line service between Dublin/Pleasanton and Richmond. A transfer would be required when traveling from south of Hayward to Richmond or from San Francisco to Dublin/Pleasanton.

Option A is similar to current weekend service with the addition of service at the Milpitas and Berryessa/North San Jose Stations, while Option B would be a significant restructuring introducing a new line. Both options include Saturday-only supplemental Green Line trains, similar to service

currently operating on Saturday. Under existing weekend service and Option A, these trains run between Fremont and Daly City. Under Option B, these trains would only run between South Hayward and 24th St/Mission Stations, reducing service levels at Daly City, Balboa Park, Glen Park, Union City, and Fremont. These options are temporary measures as BART waits for its new Fleet of the Future rail cars.

Affected Stations by Service Plan Options

	Option 1	Option 2	Option 3	Option A	Option B
Service Increase Stations	Orange Line to Warm Springs/South Fremont, Green Line to Milpitas and Berryessa/North San José	Orange Line to Warm Springs/South Fremont, Milpitas and Berryessa/North San José	Rail Shuttle to Milpitas and Berryessa/North San José	Orange Line to Milpitas and Berryessa/North San José	Green Line to Milpitas and Berryessa/North San José. Transfer no longer required between stations south of Bay Fair and San Francisco.
Service Decrease Stations	None	None	None	None	Decreased Saturday-only service Fremont, Union City, Glen Park, Balboa Park, and Daly City. Transfer required when traveling to Richmond from south of Hayward or from San Francisco to Dublin/Pleasanton

The selected service options will be temporary until BART fully replaces its fleet with new rail cars, at which point both the Green and Orange Lines are expected to be extended to Berryessa/North San José, with service at the same frequencies as the Fremont Station. This appendix evaluates the effect of the service options on vehicle loads and wait times. The service options will not affect station-to-station travel times, so the travel time differences between the service options will be due to differing wait times.

The three service options will introduce new BART service at the new Milpitas and Berryessa/North San José Stations. Option 1 and Option 2 would also increase service at Warm Springs/South Fremont, as it would be served by both the Green and Orange Lines. Weekend Option B could potentially decrease service levels at five stations due to the shortened Saturday-only Green Line. This service decrease is not analyzed in this appendix because only Sunday ridership is analyzed. Because Green Line service also replaces regular Orange Line service in this option, San Francisco passengers would still have a one-seat ride to most of the BART system, so effects are expected to be small and affect only a small number of passengers,

Transfer Time

This indicator assesses the SVBX service options with respect to the transfer times for SVBX riders. **Tables B.1 and B.2** shows the transfer times expected at each transfer station between Berryessa/North San José and Lake Merritt for weekday and weekend alternatives.

Table B.1 Weekday Northbound Transfer Times from Berryessa/North San José

	Option	Transfer time at Warm Springs/South Fremont toward/from Daly City	Transfer time at Fremont toward/from Richmond	Transfer time at Bayfair toward/from Dublin/Pleasanton
Northbound	Existing	N/A	9 min	7 min
	Option 1	N/A	12 min	1 min
	Option 2	10 min	N/A	9 min
	Option 3	2 min ¹	12 min, plus 2 min at Warm Springs/South Fremont ¹	15 min, plus 2 min at Warm Springs/South Fremont ¹
Southbound	Existing	N/A	7 min	2 min (to Orange) or 10 min (to Green)
	Option 1	N/A	9 min	14 min
	Option 2	12 min	N/A	12 min
	Option 3	2 min ¹	9 min, plus 2 min at Warm Springs/South Fremont ¹	1 min, plus 2 min at Warm Springs/South Fremont ¹
Percent of SVBX riders required to transfer		52% ²	17% ²	4%

¹ Assumes that rail shuttle will be timed to meet Green Line at Warm Springs/South Fremont.

² 31 percent of SVBX passengers get off the train before the Green and Orange Lines diverge, and thus would not transfer at Warm Springs/South Fremont or Fremont in Options 1 and 2, but all passengers would have to transfer at Warm Springs/South Fremont in Option 3.

The transfer times in Option 1 are similar to the existing conditions, but the transfer times are slightly longer at 12 min. Option 2 has a shorter transfer time between the Orange and Green Lines than Option 1, but the largest percentage of passengers would have to transfer in this scenario. Option 3 would have transfer times slightly larger than Option 1, and would have an additional transfer required from the rail shuttle onto the Green Line trains. This transfer time is expected to add two minutes to the trip, and the act of transferring would be an additional burden to all SVBX passengers traveling further than Warm Springs/South Fremont.

Table B.2 Weekend Northbound Transfer Times from Berryessa/North San José

Option		Transfer time at Bay Fair toward/from San Francisco	Transfer time at Bay Fair toward/from Richmond or Pittsburg/Bay Point	Transfer time at Bay Fair toward/from Dublin/Pleasanton
Northbound	Existing	7 min	N/A	2 min
	Option A	4 min	N/A	20 min
	Option B	N/A	16 min	20 min
Southbound	Existing	5 min	N/A	1 min
	Option A	4 min	N/A	20 min
	Option B	N/A	15 min	3 min
Percent of SVBX riders required to transfer		56%	15%	4%

In Option A, the transfer time for passengers traveling towards San Francisco is smaller than the current transfer time towards San Francisco. In Option B, these passengers would no longer need to transfer, but a 15 to 16-minute transfer time would be required for Richmond or Pittsburg/Bay Point passengers. Additionally, for both weekend options, the adjusted schedule would result passengers traveling toward Dublin/Pleasanton just missing a train, and having to wait 20 minutes for the next train.

Table B.3 demonstrates that service at the existing South Fremont/Warm Springs will be unaffected by the addition of the Project’s proposed new service as travel times to key destination stations will remain the same. Travel times are not expected to change for riders of *existing stations*, as a result of any of the proposed options.

Table B.3: Service Options Impact on Current and Future Service at Warm Springs/South Fremont Station, Weekdays

	Travel Time Before Project			Travel Time After SVBX		
	WSX to Embarcadero	WSX to Downtown Oakland (12 th St.)	WSX to Coliseum	WSX to Embarcadero	WSX to Downtown Oakland (12 th St.)	WSX to Coliseum
Service Option 1	52 min	42 min	32 min	52 min	42 min	32 min
Service Option 2	52 min	42 min	32 min	52 min	42 min	32 min
Service Option 3	52 min	42 min	32 min	52 min	42 min	32 min

Vehicle Load

The SVBX Extension will result in an increase in ridership, projected to be around 2,500 new passengers during the morning peak hour alone. This may result in increased vehicle loads. Vehicle load refers to the number of passengers per car on the train, and is used to measure crowding. BART has established a goal of 115 passengers per car during the peak and 80 passengers per car during off-peak periods.

Vehicle loads were estimated using O-D ridership estimates for the morning peak hour, 8AM to 9AM using ridership projected to Fiscal Year 2018 (FY18). Riders that could board multiple lines to reach their destination were assigned to lines based on the relative frequency of trains from each line at that station (for example, if there are four trains per hour on both the Green and Orange Lines, 50 percent of riders going to destinations served by both lines would board Green trains and 50 percent would board Orange trains). All transfers were assumed to be made at timed transfer points, as detailed in **Tables B.1** and **B.2** above.

Table B.4 shows the fall 2017 vehicle load on select segments based on average ridership during the peak hour for the Green and Orange Lines. As the Green Line nears the Transbay tube, the average vehicle load exceeds BART's capacity standard, with 142 passengers per car on the busiest segment between West Oakland and Embarcadero Stations.

Table B.4 Existing AM Peak Hour Vehicle Loads (Fall 2017)

Segment	Green Line	Orange Line
Warm Springs/South Fremont – Fremont	18	N/A
Union City – South Hayward	71	25
Fruitvale – Lake Merritt	129	72
West Oakland – Embarcadero	142	N/A
12 th Street – 19 th Street	N/A	61

Source: Fall 2017 Peak Hour Loads, BART.

The following assumptions were made in analyzing the ridership and vehicle loads for each service option:

- Under Option 2, San Francisco bound passengers from Milpitas or Berryessa/North San José will switch to a Green Line train at Warm Springs/South Fremont, and San Francisco bound passengers boarding at other locations will board the Green Line, or split between the Green and Blue Lines after Bay Fair in a similar pattern as Option 1.
- For Option 3, all SVBX passengers will transfer to the Green Line at Warm Springs/South Fremont, so that loads are very similar to Option 1.
- Although the additional peak hour trains on the Green Line will likely be less crowded than the trains that reach the end of the line because they are shorter, loads were averaged across all Green Line trains for simplicity.

- Options A and B were analyzed for Sunday service only, as ridership projections were provided for Sundays. This does not evaluate the effect of the segment with additional service on Saturdays.

Ridership Adjustments

In addition to the above assumptions, the vehicle load estimates include assumptions about ridership changes as a result of the service options. The FY18 ridership projections used in the analysis assume the current system in which the Green Line is extended to Warm Springs/South Fremont Station. Option 2 and 3 would require additional transfers for passengers traveling to San Francisco, detailed above in **Tables B.1 and B.2**. Option 2 would not require a transfer for riders staying on the Orange Line, but would also result in increased wait times for Green Line passengers as the transfer would not be timed. This could result in decreased ridership due to both the increased travel time and the required transfer. Past research has shown that increased travel time has an elasticity of -0.6^{6,7}, and that a transfer between rail lines is equivalent to 8 minutes of additional travel time⁸. Elasticity is the change in transit ridership that is estimated to occur given a certain percentage change in travel time, route miles or frequency. For example, a 50% reduction in travel time should result in a 30% increase in ridership (-50% x -0.6=30%).

To estimate the ridership changes for the alternative service options, an average adjustment was identified for several typical trips to represent groups of passengers:

- For San Francisco-bound passengers, travel times were estimated to Montgomery Station,
- For passengers traveling toward Richmond or Pittsburg/Bay Point, travel times were estimated to MacArthur Station.
- For passengers exiting between Warm Springs/South Fremont Station and Lake Merritt Station, travel times were estimated to Hayward.

For each of these sets of routes, travel time estimates were made from Berryessa/North San José, Milpitas, and Warm Springs/South Fremont Stations. The percent change in travel time compared to Option 1 for weekday alternatives and Option A for weekend/evening alternatives was multiplied by the elasticity of -0.6 to determine a ridership adjustment. For each origin-destination pair, an adjustment for both northbound and southbound travel was estimated, then these two adjustments were averaged to get a final adjustment that accounts for round-trip commutes. Thus, for each option, nine adjustments were calculated and applied to the corresponding ridership estimates. The percent change in ridership applied to Option 2, Option 3, and Option B are shown in **Tables B.5 to B.7**. As described above, the differences between the options are due to differences in the transfer times at stations along the route, which affect the overall route travel times. The service options are not expected to otherwise affect travel times.

⁶ Kain, John F. and Zvi Liu. "Secrets of Success," *Transportation Research A*, Vol. 33, No. 7/8, Sept./Nov. 1999, pp. 601-624

⁷ McFadden, Daniel. "The Measurement of Urban Travel Demand," *Journal of Public Economics* 3. 1974, pp. 303-328.

⁸ Currie, Graham. "The Demand Performance of Bus Rapid Transit," *Journal of Public Transportation*, Vol.8. 2005, pp. 41-55.

Table B.5 Option 2 Ridership Adjustments (percent change in ridership compared to Option 1)

Option 2		Origin		
		Berryessa/North San José	Milpitas	Warm Springs/South Fremont
Destination	San Francisco	-18.5%	-19.8%	0.0%
	Richmond – Pittsburg/Bay Point	16.2%	16.2%	0.0%
	South of Downtown Oakland	0.0%	0.0%	0.0%

Note: Values represent the percent change in travel times for each station pair compared to Option 1, multiplied by an elasticity of -0.6.

Table B.6 Option 3 Ridership Adjustments (percent change in ridership compared to Option 1)

Option 3		Origin		
		Berryessa/North San José	Milpitas	Warm Springs/South Fremont
Destination	San Francisco	-9.2%	-9.9%	0.0%
	Richmond – Pittsburg/Bay Point	-8.1%	-8.6%	-27.3%
	South of Downtown Oakland	-18.5%	-21.5%	0.0%

Note: Values represent the percent change in travel times for each station pair compared to Option 1, multiplied by an elasticity of -0.6.

Table B.7 Option B Ridership Adjustments (percent change in ridership compared to Option A)

Option B		Origin		
		Berryessa/North San José	Milpitas	Warm Springs/South Fremont
Destination	San Francisco	9.4%	9.9%	11.0%
	Richmond – Pittsburg/Bay Point	-26.7%	-29.1%	-33.8%
	South of Downtown Oakland	0.0%	0.0%	0.0%

Note: Values represent the percent change in travel times for each station pair compared to Option A, multiplied by an elasticity of -0.6.

Results

Tables B.8 to B.12 show the estimated vehicle loads for each of the service options considered, based on the FY18 projected ridership and the above ridership adjustments due to transfers. Despite the increase in ridership, loads on the Green Line have decreased significantly due to the increase in service during the peak hour and decreases in off-peak ridership. In all three options, loads between West Oakland and Embarcadero Stations would average 116 passengers per car, much closer to BART’s standard of 115 passengers per car during the peak.

The main difference between the weekday options is seen between Warm Springs/South Fremont and Lake Merritt Stations, as SVBX passengers getting off at these stations will be on the Orange Line under Option 2, increasing loads on Orange Line trains and decreasing loads on Green Line trains. However, because this affects a relatively small number of passengers who get off the trains before the most crowded segments, this difference almost disappears by the time the trains reach Oakland.

Tables B.8 through B.10 show the results for the three weekday service options. Option 3 loads are very similar to Option 1, as the shuttle is like an extension of the Green Line. In the results below, the SVBX shuttle is assumed to have the same number of cars as the Green Line (10 cars per train, four trains per hour). In order to meet the maximum vehicle load standards, the BART shuttle in this option would need to be four cars long (assuming four trains per hour).

Table B.8 Option 1 AM Peak Hour Vehicle Loads (Average Passengers per Car)

Segment	Green Line	Orange Line
Milpitas-Warm Springs/South Fremont	57	N/A
Warm Springs/South Fremont – Fremont	55	13
Union City – South Hayward	105	30
Fruitvale – Lake Merritt	107	74
West Oakland – Embarcadero	118	N/A
12 th Street – 19 th Street	N/A	80

Source: BART hourly average ridership projection FY18

Table B.9 Option 2 AM Peak Hour Vehicle Loads (Average Passengers per Car)

Segment	Green Line	Orange Line
Milpitas-Warm Springs/South Fremont	N/A	53
Warm Springs/South Fremont – Fremont	32	31
Union City – South Hayward	87	43
Fruitvale – Lake Merritt	102	78
West Oakland – Embarcadero	114	N/A
12 th Street – 19 th Street	N/A	83

Source: BART hourly average ridership projection FY18

Table B.10 Option 3 AM Peak Hour Vehicle Loads (Average Passengers per Car)

Segment	Green Line	Orange Line	Shuttle
Milpitas-Warm Springs/South Fremont	N/A	N/A	51
Warm Springs/South Fremont - Fremont	61	N/A	N/A
Union City - South Hayward	101	27	N/A
Fruitvale - Lake Merritt	105	73	N/A
West Oakland - Embarcadero	116	N/A	N/A
12 th Street - 19 th Street	N/A	79	N/A

Source: BART hourly average ridership projection FY 2018

Loads on the two Sunday service options are fairly similar, with slightly higher loads on the Green Line in Option B compared to the Orange Line in Option A. The load levels for the weekend service options A and B, listed in **Tables B.11** and **B.12**, are well below BART's off-peak standard of 80 passengers per car.

Table B.11 Option A Sunday Daily Average Vehicle Loads (Average Passengers per Car)

Segment	Orange Line	Blue Line
Milpitas-Warm Springs/South Fremont	16	N/A
Warm Springs/South Fremont - Fremont	19	N/A
Union City - South Hayward	35	N/A
Fruitvale - Lake Merritt	34	32
West Oakland - Embarcadero	N/A	41
12 th Street - 19 th Street	64	N/A

Source: BART hourly average ridership projection FY 2018

Table B.12 Option B Sunday Daily Average Vehicle Loads (Average Passengers per Car)

Segment	Green Line	Purple Line
Milpitas-Warm Springs/South Fremont	16	N/A
Warm Springs/South Fremont - Fremont	19	N/A
Union City - South Hayward	35	N/A
Fruitvale - Lake Merritt	45	20
West Oakland - Embarcadero	48	N/A
12 th Street - 19 th Street	N/A	50

Source: BART hourly average ridership projection FY 2018

Despite some ridership adjustments of up to 30%, the resulting changes in ridership and vehicle loads are fairly small. This may be because increases in travel times for one line were associated with decreases in travel times for the other line, resulting in some balancing of ridership changes.

Additionally, the increased travel times were due to transfers at Warm Springs/South Fremont and Fremont Stations, and thus only affected passengers using the three stations at the end of the line, a relatively small proportion of total BART ridership.

Conclusions

This assessment compares service impact indicators across BART's service plan options. When considering how the Project impacts transfer times (and therefore travel times) and vehicle loads, the Project would not result in overcrowding, and the differences Option 1 would likely be most convenient for Project riders because the majority of riders have a destination located in San Francisco and would not have to transfer.

Results from the 2017 SVBX Survey (see SVBX Public Participation Report) indicate that 54% of respondents preferred option 1, compared to 33% support for Option 2 and 3.8% support for Option 3.

Feedback from the public supports that Option 1 is the preferred service option for Project riders. Comments from outreach events in the Santa Clara County area include: *"Option 1 is my choice for the weekday because the green line is a much busier line than the orange line and is well needed for those going to San Francisco. Basically, just an extension of the current weekday service of Warm Springs-Daly City, but now will be Berryessa-Daly City."* Additionally, staff conducted multiple outreach events throughout the BART service area including Dublin/Pleasanton outreach during the weekend to collect feedback from potentially impacted riders, as most impacts were estimated to occur during non-peak hours of service. Comments from these public outreach events and online surveys collected show that riders were also in favor of Option 1 as this Option would not result in a service decrease for three San Francisco stations: *"I think it's a good idea to go with option 1 because you get more business from there"* and *"Bus shuttles add a lot of travel time and defeat the purpose of this extension. Please avoid if possible."* (See SVBX Public Participation Report).

Appendix C: Travel Time Analysis Detail

The following tables provide details of the travel time analysis for individual Project stations. The combined project travel time analysis is presented in Section 4.2 of the report.

Table C.1: Milpitas Travel Time Assessment

Milpitas	Existing Average Travel Time (min)	Future Average Travel Time (min)	Time Difference (min)	Percent Change (%)
Total Population	42.50	14.00	-28.50	-67.06%
Minority Population	42.50	14.00	-28.50	-67.06%
Non-Minority Population	42.50	14.00	-28.50	-67.06%
Difference between Minority and Non-Minority	0.00	0.00	0.00	0.00%
Low-Income Population	42.50	14.00	-28.50	-67.06%
Non-Low-Income Population	42.50	14.00	-28.50	-67.06%
Difference between Low-Income and Non-Low-Income	0.00	0.00	0.00	0.00%

Table C.2: Berryessa/North San José Travel Time Assessment

Berryessa/North San José	Existing Average Travel Time (min)	Future Average Travel Time (min)	Time Difference (min)	Percent Change (%)
Total Population	71.00	19.00	-52.00	-73.24%
Minority Population	71.00	19.00	-52.00	-73.24%
Non-Minority Population	71.00	19.00	-52.00	-73.24%
Difference between Minority and Non-Minority	0.00	0.00	0.00	0.00%
Low-Income Population	71.00	19.00	-52.00	-73.24%
Non-Low-Income Population	71.00	19.00	-52.00	-73.24%
Difference between Low-Income and Non-Low-Income	0.00	0.00	0.00	0.00%

Table C.3 below shows the catchment area populations used to calculate weighted travel times for the project travel time analysis, which combines the individual station travel times detailed above.

Table C.3: Catchment Area Populations

Station	Total Population	Minority Population	Non-Minority Population	Low-Income Population	Non-Low-Income Population
Milpitas	405,938	261,002	144,936	70,020	331,195
Berryessa	1,042,140	702,690	339,450	247,200	780,753
Total	1,448,078	963,692	484,386	317,220	1,111,948

Silicon Valley Berryessa Extension Title VI Equity Analysis PUBLIC PARTICIPATION REPORT

March 2018



Public Participation Report

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Section 1: Public Participation Process

1.1 Purpose

Pursuant to FTA Circular 4702.1B (October 2012), BART conducted public outreach to provide the public with information about the new Silicon Valley Berryessa Extension (Project or SVBX) service to two new stations at Milpitas and Berryessa/North San José, and to solicit feedback on service options and proposed fare-setting. A key component of the Title VI outreach is to seek input on service changes and new fares from minority, low-income, and limited English proficient (LEP) populations. BART used established information outlets to engage the stakeholders who would be directly affected by the new SVBX service. By doing so, BART ensures both consistency with its Public Participation Plan (2011) and efficiency in communicating with community members.

This section describes the SVBX Title VI public participation process and provides public comments on proposed service options and fare-setting as reported by respondents to a survey administered by BART. The survey was available at events and online in September and October 2017.

1.2 Outreach Events and Publicity

1.2.1 Outreach Events:

BART hosted a series of outreach events with information tables where staff was able to speak directly with customers and communities that will be directly affected by the new SVBX service and its related service changes. Outreach for the Project consisted of informing the BART to Silicon Valley community of the new service and the application of BART's existing distance-based fare structure to this new service.

At the outreach events, the public was given information about service options and the application of BART's existing distance-based fare structure to SVBX service. Attendees could provide comments by completing a survey, which was available in English, Spanish, Chinese, Vietnamese, and Hindi. Copies of these surveys are in Appendix PP-A of this report. Attendees could also provide comments by filling out a blue comment card.

At the outreach events, customers received the following:

- A "Project Fact Sheet" handout with project information, travel times, facts about the new service, and facts about the major service changes and new fares associated with the new service;
- Poster-sized maps of the five service plan options and the new service alignment for the SVBX extension; and
- A survey so that customers could provide input on the service options and application of BART's existing distance-based fare structure as well as demographic data for BART to use in its Title VI analysis process.

BART sought the public’s input on the proposed SVBX service options and fare-setting at outreach events held at six BART stations, the Milpitas Library, and the San Jose Flea Market. Events took place between Tuesday, September 19th and Sunday, October 8th. Table 1 provides event locations, dates, and times.

Table 1: SVBX Outreach Locations, Dates, and Times

Location	Date	Time
Fremont BART Station	Tuesday, September 19, 2017	6am-9am
Warm Springs/South Fremont BART Station	Thursday, September 21, 2017	4pm-7pm
Dublin/Pleasanton BART Station	Saturday, September 23, 2017	11am-2pm
Downtown Berkeley BART Station	Tuesday, September 26, 2017	11am-2pm
Montgomery BART Station	Thursday, September 28, 2017	3pm-6pm
Hayward BART Station	Tuesday, October 3, 2017	3pm-6pm
Milpitas Library	Saturday, October 7, 2017	11am-2pm
San Jose Flea Market	Sunday, October 8, 2017	10am-1pm



Milpitas Library Outreach, Saturday October 7, 2017

At outreach events, current riders and potential riders who could use the new SVBX service provided input. Events were scheduled at various times, including the morning and evening weekday commutes, in an effort to reach the largest audience. Spanish, Chinese, and Vietnamese on-site interpreters were available at all outreach events. On-site interpreters were assigned to event locations based on the demographics of the surrounding area and frequency of contacts by language. The chart below shows the on-site interpreters available at each outreach event.

Outreach Date	Outreach Location	Interpreters
Tuesday: 9/19/2017	Fremont BART	Spanish Chinese
Thursday: 9/21/2017	Warm Springs/South Fremont BART	Spanish Chinese
Saturday: 9/23/2017	Dublin/Pleasanton BART	Spanish
Tuesday: 9/26/2017	Downtown Berkeley BART	Chinese
Thursday: 9/28/2017	Montgomery BART	Spanish Chinese
Tuesday: 10/3/2017	Hayward BART	Spanish
Saturday: 10/7/2017	Milpitas Library	Spanish, Chinese, Vietnamese
Sunday: 10/8/2017	San Jose Flea Market	Spanish, Chinese, Vietnamese

The surveys and project fact sheet were available in hard copy in English, Spanish, Chinese, Vietnamese, and Hindi at all outreach events. Postcards in English (front side) and Spanish and Chinese (back side) with the survey link (www.bart.gov/SVsurvey) were distributed to riders who were unable to stop and take the survey in person. The postcards also had language assistance taglines in English, Spanish, Chinese, Korean, Tagalog, Vietnamese, and Hindi.

Additionally, the survey, project fact sheet, postcards, and project website link were available online at bart.gov/guide/titlevi for the public to view and provide feedback. The survey link (bart.gov/SVsurvey) and surveys were posted online from September 13, 2017 to October 17, 2017 and were available in English, Spanish and Chinese, with other languages available upon request.

1.2.2 Publicity:

Outreach events were publicized through print and online media, community organizations, and existing email lists (described below). The following publicity and outreach methods were used for this project:

- A multilingual flyer/factsheet in English, Spanish, Vietnamese, and Hindi (including reference to the availability of translation services for the meeting)
- Survey, flyer/factsheet, and outreach event postings on BART.gov/guide/titlevi
- BART website and social media announcements for notification of upcoming outreach events

- VTA website and social media announcements for notification of upcoming outreach events
- BART Passenger Bulletin in English (with standard taglines for more information in Spanish, Vietnamese, Chinese, Korean, Tagalog, and Hindi) at the following BART stations:
 - Fremont
 - Warm Springs/South Fremont
 - Dublin/Pleasanton
 - Downtown Berkeley
 - Montgomery
 - Hayward
- Advertisements in local print ethnic media including:
 - La Opinion de la Bahia (Spanish) – placed on September 17, 2017, September 24, 2017, and October 1, 2017
 - Vision Hispana (Spanish and English) – placed on September 9, 2017 and September 23, 2017
 - India West (English) – placed on September 15, 2017, September 22, 2017, and September 29, 2017
 - Viet Nam, the Daly News (Vietnamese) – placed on September 15, 2017, September 18, 2017, and September 30, 2017
 - Korean Times and Daily News (Korean) – placed on September 15, 2017, September 18, 2017, and September 30, 2017
 - Sing Tao (Chinese) – placed on September 15, 2017, September 18, 2017, and September 25, 2017
 - World Journal (Chinese) – placed on September 15, 2017, September 22, 2017, and October 2, 2017
 - Tri City Voice – placed on September 12, 2017, September 26, 2017, and October 3, 2017
- Email notice to BART's Title VI/Environmental Justice and Limited English Proficiency Advisory Committees with flyer and survey attachments
- Email notice of outreach events through BART and VTA Government & Community Relations departments to their local organization lists

Section 2: Public Comments

Informational handouts, postcards with the link to complete the survey online, and paper surveys were available to the public at outreach events, on BART’s website, and through other outreach efforts described in Section 1. This outreach effort resulted in 2150 survey responses (2103 online responses and 47 hard copy), with three surveys completed in Chinese and six surveys completed in Spanish.¹ All comments throughout this report have been transcribed as written by the public.

Respondent demographics are shown below in Table 2-1.

¹ Table 2-1 lists total 1823 responses. This value is less than total 2150 surveys received as 1823 of the responses provided demographic data.

Table 2-1: Survey Demographic Summary

All Respondents		
	Percent*	Sample Size*
Gender		
Male	72.4%	
Female	25.6%	
Another Gender	1.9%	
Total	100%	1823
Ethnicity		
White	56.0%	
Black/African American	4.2%	
Asian or Pacific Islander	32.6%	
American Indian or Alaska Native	1.5%	
Other or Multiple Race	9.1%	
Total	100%	1813
Hispanic, Latino, or Spanish Origin	11.9%	
Total	100%	1811
Minority	44%	
Non-Minority	56%	
Total	100%	1818
Annual Household Income		
Under \$25,000	6.9%	
\$25,000 - \$29,999	3.4%	
\$30,000 - \$39,999	2.8%	
\$40,000 - \$49,999	4.7%	
\$50,000 - \$59,999	6.0%	
\$60,000 - \$74,999	6.3%	
\$75,000 - \$99,999	13.0%	
\$100,000 and over	55.5%	
Total	100%	1735
Income**		
Low-income	20.1%	
Non-low-income	79.9%	
Total	100%	
Limited English Proficient (LEP)		
Yes	0.2%	
No	99.8%	
Total	100%	1823

*Note: due to rounding, percentages may not add up to 100%; sample sizes vary between categories as not every respondent answered all survey questions.

**Low-income and non-low-income percentages factor in both household size and annual household income.

2.1 Service and Station Usage

One purpose of the outreach survey was to get the public’s feedback on how often they would use the new SVBX service and which of the two stations they would use.

2.1.1 Question 4:

Question 4 asked respondents:

Do you plan to use the Milpitas and/or Berryessa/North San José Station? Select all that apply.

Of the 2150 survey respondents, 31.0% said they would use Berryessa/North San José Station, 13.5% said they would use Milpitas Station, 29.1% said they would use both, and 26.4% said they would use another station.

2.1.2 Question 6:

Question 6 asked respondents:

How often do you plan to use the new BART service to/from Milpitas and/or Berryessa/North San José Stations?

There were 1,535 responses to Question 6, with the results shown in Table 2-2 below.

Table 2-2: Service Usage Responses
Sample Size = 1,535

Options	Percent
5 or more days per week	17.0%
1 - 4 days a week	17.5%
1 - 3 days a month	30.2%
A few times a year	34.8%
Will not use	0.5%
Total	100%

Table 2-3 provides a breakdown of Question 6 survey responses by protected and non-protected.

Table 2-3: Service Usage Responses by Protected and Non-Protected

Responses	Minority	Non-minority	Sample Size	Total	Low-Income	Non-Low-Income	Sample Size	Total
5 or more days per week	62.6%	37.2%	261	100%	31.2%	68.6%	261	100%
1 - 4 days per week	56.4%	44.6%	269	100%	24.5%	75.5%	269	100%
1 - 3 days per month	43.0%	57.0%	463	100%	30.5%	69.5%	463	100%
A few times a year	45.7%	54.3%	534	100%	27.7%	72.3%	534	100%
Will not use	75.0%	25.0%	8	100%	37.5%	62.5%	8	100%

2.2 Service Options

One purpose of the outreach survey was to get the public’s feedback on SVBX service options.

2.2.1 Question 7:

Question 7 asked respondents:

Which of the proposed service options is more suitable for your travel purposes weekdays before 7 pm?

There were 1,962 responses to Question 7 as shown in Table 2-4 below.

Table 2-4: Weekday Service Options Responses
Sample Size = 1,962

Options	Percent
Option 1	54.0%
Option 2	33.0%
Option 3	3.8%
No Preference	9.0%
Total	100%

Table 2-5 provides a breakdown of Question 6 survey responses by minority and low-income.

Table 2-5: Weekday Service Options Responses by Minority and Low-Income

Responses	Minority	Non-minority	Low-Income	Non-Low-Income
Option 1	53.3%	54.8%	47.6%	57.3%
Option 2	32.4%	33.8%	36.8%	31.2%
Option 3	5.2%	2.5%	4.6%	3.4%
No Preference	9.1%	8.9%	23%	8%
Sample Size	964	998	657	1305
Total	100%	100%	100%	100%

Most minority respondents (53.3%) and low-income respondents (47.6%) favored Option 1, which extends the Daly City/San Francisco-Warm Springs/South Fremont (Green) Line to Milpitas and Berryessa/North San José Stations. This was notably more than the 32.4% (minority) and 36.8% (low-income) who supported Option 2. Option 3 was selected by only approximately 5% of protected respondents, and a number of respondents argued against a shuttle, saying it was a major inconvenience. Sample comments are provided below:

“Option 1 is my choice for the weekday because the green line is a much busier line than the orange line and is well needed for those going to San Francisco. Basically, just an extension of the current weekday service of Warm Springs-Daly City, but now will be Berryessa-Daly City.”

“Connecting directly to SF stations makes the most sense during commute hours given how many jobs are in that area.”

“A shuttle between Warm Springs and Milpitas/Berryessa is not preferred. It makes the new extension seem like a strange appendage to the BART system instead of fully integrated with BART.”

2.2.2 Question 8:

Question 8 asked respondents:

Which of the proposed service options is more suitable for your travel purposes evenings after 7 pm and Sunday?

Question 8 received 1,962 responses as shown in Table 2-6 below.

Table 2-6: Evening and Sunday Service Options Responses

Sample Size = 1,962

Options	Percent
Option A	53.7%
Option B	33.1%
No Preference	9.2%
Total	100%

Table 2-7 provides a breakdown of Question 8 survey responses by minority and low-income.

Table 2-7: Evening and Sunday Service Options Responses by Minority and Low-Income

Responses	Minority	Non-minority	Low-Income	Non-Low-Income
Option A	34.6%	41.0%	46.4%	33.3%
Option B	46.8%	42.8%	36.7%	49.1%
No Preference	18.6%	16.2%	16.9%	17.6%
Sample Size	902	1009	681	1230
Total	100%	100%	100%	100%

Option B was the preferred option for minority respondents at 46.8%; this option would extend the Daly City/San Francisco-Warm Springs/South Fremont (Green) Line to Berryessa/North San José Station, and re-route the Richmond-Fremont (Orange) Line from Richmond to Dublin/Pleasanton Station (Purple) Line. However, some respondents expressed the opinion that Option B was too complicated and hard to understand. Option A, extending the Richmond-Fremont (Orange) Line to Milpitas and Berryessa/North San José Stations, received the most support from low-income respondents at 46.4%.

Samples of comments are below:

“Adding a new route just for nights/weekends will be far too confusing for non-regular BART riders.”

“Option A is the best. It is much easier to just extend on the existing service rather than make it complicated with new maps and lines that will just make transfers more cumbersome like Option B. Thus, option A is the best as it is just like the existing service, except now the service will go to San Jose. Basically, just an extension of the current weekend service of Warm Springs-Richmond, but now will be Berryessa-Richmond.”

“On a related note, I see no benefit to Oakland/Berkeley/Richmond BART riders to rerouting the Richmond-Fremont line to become Richmond-Dublin. Please don't do it! The Dublin BART stations are not convenient to any destinations in that sprawling suburban area, they are only good for commuters who live there and drive to BART.”

2.3 Distance-Based Fares

The proposed fares for SVBX service were calculated using BART’s existing distance-based fare structure, with no new surcharges applied. As part of the Title VI outreach, the survey informed the public that BART would be extending its distance-based fare structure to the Project, provided sample proposed fares for BART service to the two new Project stations, and asked if survey respondents had any general comments about the proposed fares.

2.3.1 Question 10:

Survey question 10 asked respondents:

BART plans to extend its distance-based fare structure for Milpitas and Berryessa/North San José Stations. For example, in 2018, a one-way trip to Embarcadero Station from Warm Springs/South

Fremont Station will cost \$6.75, while a trip to Embarcadero Station from Milpitas Station is estimated to cost \$7.50 (\$0.75 more), and from Berryessa/North San José Station, \$7.75 (\$1.00 more). Do you have any general comments about BART's proposed fares for Milpitas and Berryessa/North San José Stations?

Approximately 33.3% of all respondents provided comments to Question 10; 66.7% did not provide any comments (either leaving it blank or noting they had no comments), which can indicate neutrality or potentially some level of acceptance.

Question 10 comments have been generally grouped into “Support” or “Don’t Support,” with a third category of “No Preference” indicating those who left it blank or noted they had no comments. Table 2-8 provides a breakdown of comments by minority and low-income.

Table 2-8: Comments on Proposed Fares by Minority and Low-Income

Comments	Minority	Non-Minority	Low-Income	Non-Low-Income
Support	48.1%	49.4%	47.5%	49.2%
Don't Support	3.4%	8.1%	5.9%	5.5%
No Preference	48.5%	42.5%	46.7%	45.3%
Total	100.0%	100.0%	100.0%	100.0%
Sample Size	600	506	358	748

Among minority respondents, 48.1% expressed support for the proposed fares, 3.4% did not support the proposal, and 48.5% did not state a preference. Among low-income respondents, 47.5% indicated support, 5.9% were not in support, and 46.7% did not state a preference. “No preference” as noted above can indicate neutrality or potentially some level of acceptance

A list of all comments is provided in Appendix PP-C. Below are sample comments:

“Any fare with BART is still so much more feasible than taking any other kind of transportation. No complaints from me!”

“As a person with a good job, these fares are not a problem for me. My only concern is that there should be options for people with limited and/or fixed incomes. Public transit should be accessible to all, not just people like me who work for large Silicon Valley companies.”

“\$15 / day - 5 days a week is a lot of money. There needs to be some sort of monthly pass like everyone else has. Even if it was zone based like Caltrain.”

“As long as the distance-based charges are consistent across the system I'm fine with them and aren't only for this extension, I'm fine with them.”

Of those that were in favor of BART applying its distance-based fare structure to the Project, many felt that the fares were fair, especially in comparison to other transit agencies in the area.

2.4 General Comments

The survey provided questions for the public to comment on specific service and fare-related questions as described above; however, some respondents provided general comments regarding BART. Samples of such comments are provided below:

"The thing is, I don't want to drive to the city. I want to take BART and not be part of the pollution or congestion problem. Today, this requires driving all the way to Daly City, parking there, and catching BART in. I live in Santa Clara. That's just silly. In Paris I can get that far in 40 minutes via Metro to RER. If we're going to make public transit a real option, then let's get on it already."

"A lot of people travel from San Francisco/Peninsula to the South Bay. I live in San Jose and would much rather take BART from Berryessa to downtown SF instead of Caltrain (too expensive and slow). Having a direct line instead of having to transfer (regardless of time of day or weekend) would be exceptional."

"It is very important to consider free or discounted transfers to VTA light rail / buses. Transfers are a necessary part of a functioning transit network."

"Bart access to San Jose is critical to reducing environmental effects due to individual transportation in the Bay Area."

Customers were excited about the opening of the BART to Silicon Valley and some expressed that taking BART was still the most affordable and convenient means of transportation.

"Excellent - We needed this service many years ago. I am very happy with this new transportation." (translated from Spanish)

General comments were mainly focused on continuing to extend BART to add convenience, increasing the size of the trains, and train reliability.

Section 3: Advisory Committees

3.1 BART Title VI/Environmental Justice (EJ) & Limited English Proficiency (LEP) Advisory Committees

Staff presented a preliminary overview of the BART to Silicon Valley Berryessa Title VI Equity Analysis at a joint meeting of BART's Title VI/Environmental Justice (EJ) and Limited English Proficiency (LEP) Advisory Committees held on Tuesday, August 22, 2017 from 10:30am to 1pm in the BART Board Room, located at 344 20th Street in Oakland. The meeting was open to the public and the agenda was noticed at least 72 hours in advance of the meeting.

The LEP Advisory Committee consists of members of community-based organizations that serve LEP populations within the BART service area. The committee 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 ability. The Title VI/EJ Advisory Committee, which also consists of members of community-based organizations, ensures that the District is taking reasonable steps to incorporate Title VI and EJ Policy principles in its transportation decisions.

At the meeting, staff presented an overview of the Project, BART fares and fare media options, and service options. Staff distributed surveys in English, Spanish, Chinese, Vietnamese, and Hindi; postcards; and the Project Fact Sheet handout in English, Spanish, Chinese, Vietnamese, and Hindi.

Committee members had questions and comments about whether an analysis had been done on which populations were currently traveling along the proposed BART route. Committee members also had questions about whether the current bus routes along that corridor would remain intact, and what other agencies might do in response to the new BART route. Committee members noted that with the increased minimum wage in San Francisco, there may be more ridership on SVBX than expected among low-income workers. Members were supportive of the BART to Silicon Valley extension. Staff responded to the Committee members' questions and followed up with additional information as requested.

3.2 Refugee and Immigrant Forum of Santa Clara County

Staff presented a preliminary overview of the BART to Silicon Valley Berryessa Title VI Equity Analysis to the Refugee and Immigrant Forum of Santa Clara County. The meeting was held on Wednesday, September 20, 2017, and was open to the public.

At the meeting, staff presented an overview of the Project, BART fares and fare media options, and service options. Staff distributed the surveys in English, Spanish, Chinese, Vietnamese, and Hindi; postcards; and the Project Fact Sheet handout in English, Spanish, Chinese, Vietnamese, and Hindi.

Meeting participants had questions and comments about whether low-income communities could afford to use the new BART service. They also asked about free Clipper cards and other ridership, and whether BART was doing an equity analysis. Staff responded to participant questions and followed up with additional information as requested.

Appendix PP- A: Silicon Valley Berryessa Extension 2017 Surveys



New BART Service to Milpitas and Berryessa/North San José Stations

Comments and Feedback Please answer the questions below. Your answers will help us evaluate how well we're reaching the communities we serve. BART values your input. Information will be treated confidentially.

USAGE OF BART

- Which BART station do you usually enter when making a trip from your home (i.e., your "home" station)?

- At which BART station do you usually exit the system (i.e., your "destination" station)?

- What time of day do you typically use BART? Select all that apply.
 Morning Afternoon Evening Late night
- Do you plan to use the Milpitas and/or Berryessa/North San José Station? Select all that apply.
 Yes, Milpitas Station
 Yes, Berryessa/North San José Station
 Neither, I plan to use: _____
- How will you access the Milpitas and/or Berryessa/North San José Station? Select all that apply.
 Walk all the way
 Bicycle
 VTA Transit bus
 VTA Light Rail
 Drive alone
 Carpool
 Get dropped-off
 Uber/Lyft/etc.
 Taxi
 Other: _____
- How often do you plan to use the new BART service to/from Milpitas and/or Berryessa/North San José Stations? Please check one.
 5 or more days per week
 1-4 days a week
 1-3 days a month
 A few times a year
 Will not use

PROPOSED SERVICE OPTIONS FOR MILPITAS AND BERRYESSA/NORTH SAN JOSÉ STATIONS

Note: For questions 7 and 8 use the maps shown on page 2 to select the option more suitable for your travel purposes.

- Which of the proposed service options is more suitable for your travel purposes weekdays before 7pm? Please check one.

Option 1: Extend the Daly City/San Francisco-Warm Springs (Green) Line to Milpitas and Berryessa/North San José Stations.

Option 2: Extend the Richmond-Fremont (Orange) Line to Milpitas and Berryessa/North San José Stations.

Option 3: Passengers board BART train shuttle from Berryessa/North San José Station to Warm Springs Station.

 Option 1 Option 2 Option 3 No Preference
- Which of the proposed service options is more suitable for your travel purposes evenings after 7pm and Sunday? Please check one.

Option A: Extend the Richmond-Fremont (Orange) Line to Milpitas and Berryessa Station. [Note Saturday only: Green Line (Warm Springs-Daly City) and Red Line (Richmond-Daly City) service from 9am – 7pm]

Option B: Extend the Daly City/San Francisco-Warm Springs (Green) Line to Berryessa Station. Re-route the Richmond-Fremont (Orange) Line from Richmond to Dublin/Pleasanton Station (Purple Line). [Note Saturday only: Additional Green Line (South Hayward-24th St./Mission) and Red Line (Richmond-Daly City) service from 9am – 7pm]

 Option A Option B No Preference

(Optional) Do you have any comments on any of the options listed in questions 7-8?

PROPOSED BART FARES FOR MILPITAS AND BERRYESSA/NORTH SAN JOSÉ STATIONS

- BART plans to extend its distance-based fare structure for Milpitas and Berryessa/North San José Stations. For example, in 2018, a one-way trip to Embarcadero Station from Warm Springs/South Fremont Station will cost \$6.75, while a trip to Embarcadero Station from Milpitas Station is estimated to cost \$7.50 (\$0.75 more), and from Berryessa/North San José Station, \$7.75 (\$1.00 more). Do you have any general comments about BART's proposed fares for Milpitas and Berryessa/North San José Stations?

PLEASE TELL US ABOUT YOURSELF

- What is your gender?
 Male Female Another gender: _____

NOTE: Please answer BOTH Questions 12 and 13.

- Are you of Hispanic, Latino or Spanish origin?
 No Yes
- What is your race or ethnic identification? (Check one or more. Categories based on US Census.)
 White Black/African American
 Asian or Pacific Islander American Indian or Alaska Native
 Other (specify): _____
- Do you speak a language other than English at home?
 No Yes → Language: _____
- If "Yes" to Question 13, how well do you speak English?
 Very well Well Not well Not at all
- What is your total annual household income before taxes?
 Under \$25,000 \$50,000 - \$59,999
 \$25,000 - \$34,999 \$60,000 - \$74,999
 \$35,000 - \$39,999 \$75,000 - \$99,999
 \$40,000 - \$49,999 \$100,000 and over
- Including yourself, how many people live in your household?
 1 2 3 4 5 6 or more
- Do you use a smart phone (can access the Internet, download apps, etc.)?
 No Yes

Please turn in completed survey to a BART representative. To complete this survey online please visit bart.gov/SVsurvey. If you have any questions please call (510) 464-6189.

If you need language assistance services, please call 510-464-6752.

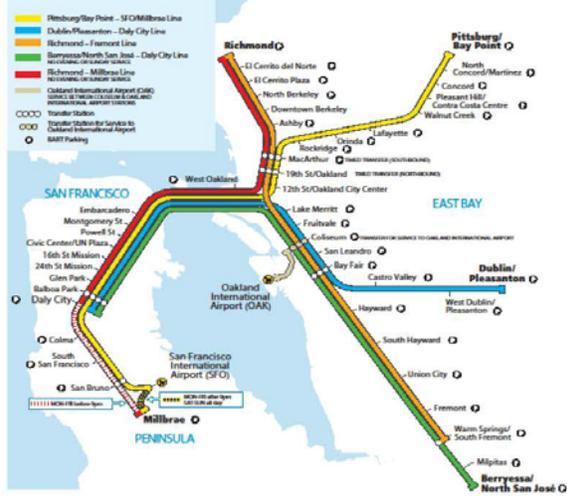
Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawagan ang (510) 464-6752.

통역이 필요하신 분은, 510-464-6752 로 문의하십시오.

The maps below correspond to questions 7 and 8.

Q7: Weekdays before 7pm

Service Option 1



Direct weekday service from Berrysa/North San José to San Francisco

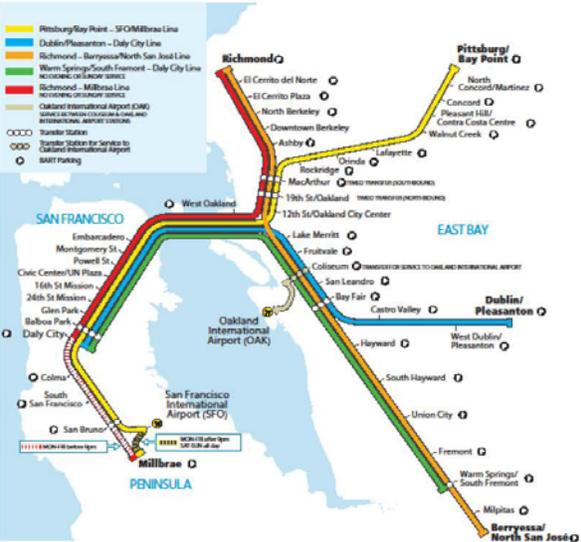
Q8: Evenings after 7pm, Saturdays, and Sundays

Service Option A



Direct weekend service from Berrysa/North San José to Oakland &

Service Option 2



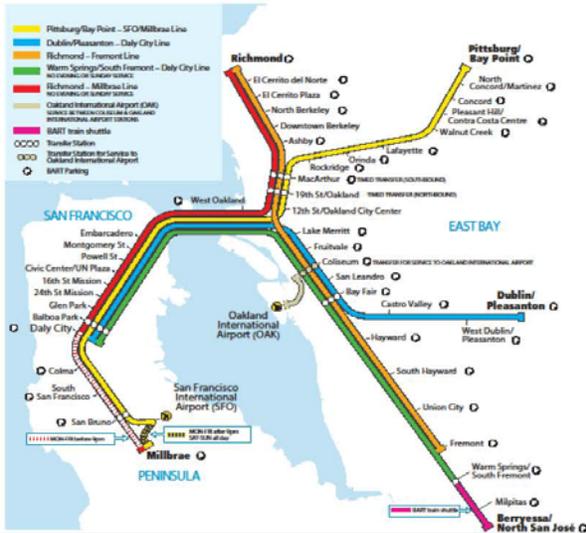
Direct weekday service from Berrysa/North San José to Oakland & Berkeley

Service Option B



Direct weekend service from Berrysa/North San José to San Francisco and rerouted service from Dublin/Pleasanton to Oakland & Berkeley.

Service Option 3



Passengers board BART train shuttle from Berrysa/North San José or Milpitas, weekdays before 7 pm. All passengers transfer at Warm Springs/South Fremont (2 min. transfer)



Nuevo servicio BART a las Estaciones Milpitas y Berryessa/North San José

Comentarios y opinión Sirvase contestar las siguientes preguntas. Sus respuestas nos ayudarán a evaluar que tan bien nos conectamos con las comunidades a las que servimos. BART agradece su participación. La información será tratada de forma confidencial.

USO DE BART

- ¿Qué estación de BART usa generalmente cuando hace un recorrido desde su casa (es decir, la estación más cerca de su casa)?

- ¿En qué estación de BART suele bajarse de los trenes del sistema (es decir, su estación "de destino")?

- Normalmente, ¿en qué horario del día utiliza el servicio de BART? Marque todas las opciones que correspondan.
 Mañana Tarde Noche Altas horas de la noche
- ¿Tiene planeado usar las Estaciones Milpitas y/o Berryessa/North San José? Marque todas las opciones que correspondan.
 Sí, la Estación Milpitas
 Sí, la Estación Berryessa/North San José
 Ninguna, planeo usar: _____
- ¿Cómo llegará a las Estaciones Milpitas y/o Berryessa/North San José? Marque todas las opciones que correspondan.
 Caminaré todo el trayecto
 En bicicleta
 Autobús de VTA
 Tranvía de VTA
 Conduciré solo
 En viajes compartidos en auto
 Me llevarán en auto
 En Uber/Lyft/etc.
 En taxi
 Otro: _____
- ¿Con cuánta frecuencia tiene planeado usar el nuevo servicio BART hacia/des de las Estaciones Milpitas y/o Berryessa/North San José? Por favor, marque una.
 5 días por semana o más
 De 1 a 4 días por semana
 De 1 a 3 días por mes
 Unos cuantos días por año
 No las usaré

PROPUESTAS DE OPCIONES DE SERVICIO PARA LAS ESTACIONES MILPITAS Y BERRYESSA/NORTH SAN JOSÉ

Nota: Para las preguntas 7 y 8, use los mapas que aparecen en la página 2 y seleccione la opción más conveniente para sus propósitos de transporte.

- ¿Cuál de las propuestas de opciones de servicio es más conveniente para sus propósitos de transporte en días hábiles, antes de las 7 p.m.? Por favor, marque una.

Opción 1: Ampliar la Línea Daly City/San Francisco-Warm Springs (Verde) a las Estaciones Milpitas y Berryessa/North San José.

Opción 2: Ampliar la Línea Richmond-Fremont (Anaranjada) a las Estaciones Milpitas y Berryessa/North San José.

Opción 3: Los pasajeros abordan el tren rápido BART de la Estación Berryessa/North San José a la Estación Warm Springs.

 Opción 1 Opción 2 Opción 3 Sin preferencia
- ¿Cuál de las propuestas de opciones de servicio es más conveniente para sus propósitos de transporte después de las 7 p.m. y en domingo? Por favor, marque una.

Opción A: Ampliar la Línea Richmond-Fremont (Anaranjada) a las Estaciones Milpitas y Berryessa. [Nota: Sólo en Sábado: Línea Verde (Warm Springs-Daly City) y Línea Roja (Richmond-Daly City), servicio de 9 a.m. a 7 p.m.]

Opción B: Ampliar la Línea Daly City/San Francisco-Warm Springs (Verde) a la Estación Berryessa. Redirigir la Línea Richmond-Fremont (Anaranjada), de Richmond a la Estación Dublin/Pleasanton (Línea Violeta). [Nota: Sólo en Sábado: Línea Verde adicional (South Hayward-24th St./Mission) y Línea Roja (Richmond-Daly City), servicio de 9 a.m. a p.m.]

(Opcional) ¿Tiene algún comentario acerca de alguna de las opciones descritas en las preguntas 7 y 8?

TARIFAS DE BART PROPUESTAS PARA LAS ESTACIONES MILPITAS Y BERRYESSA/NORTH SAN JOSÉ

- BART tiene planeado extender su estructura de tarifas basadas en distancias a las Estaciones Milpitas y Berryessa/North San José. Por ejemplo, en 2018, un viaje de ida a la Estación Embarcadero desde la Estación Warm Springs/South Fremont costará \$6.75, mientras que un viaje a la Estación Embarcadero desde la Estación Milpitas costará un estimado de \$7.50 (\$0.75 más), y desde la Estación Berryessa/North San José costará \$7.75 (\$1.00 más). ¿Tiene algún comentario general acerca de las tarifas BART propuestas para las Estaciones Milpitas y Berryessa/North San José?

PROPORCIONENOS INFORMACIÓN ACERCA DE USTED

- ¿Cuál es su sexo?
 Masculino Femenino Otro: _____
- NOTA: Por favor conteste AMBAS preguntas, 12 y 13.
- ¿Es usted de origen hispano, latino o español?
 No Sí
- ¿Cuál es su raza o identificación étnica? (Marque una o más respuestas. Categorías en base al Censo de los Estados Unidos.)
 Blanco Negro/afroamericano
 Asiático o de las Islas del Pacífico Indio Americano o Nativo de Alaska
 Otro (favor de especificar): _____
- ¿Habla en el hogar un idioma que no sea el inglés?
 No Sí → Idioma: _____
- Si respondió "Sí" a la Pregunta 13, ¿que tan bien habla inglés?
 Muy bien Bien No muy bien Nada
- ¿Cuál es el total de los ingresos anuales en su hogar antes de impuestos?
 Menos de \$25,000 \$50,000 a \$59,999
 \$25,000 a \$34,999 \$60,000 a \$74,999
 \$35,000 a \$39,999 \$75,000 a \$99,999
 \$40,000 a \$49,999 \$100,000 o más
- Incluyéndose a usted mismo, ¿cuántas personas viven en su hogar?
 1 2 3 4 5 6 o más
- ¿Utiliza un teléfono inteligente (puede acceder a internet, descargar aplicaciones, etc.)?
 No Sí

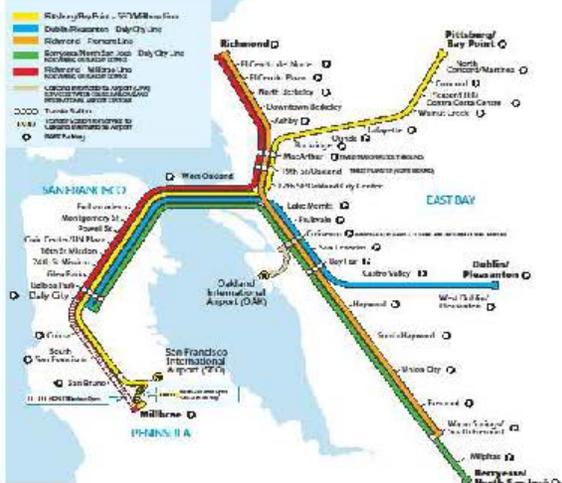
Entregue su encuesta completa a un representante de BART. Para llenar esta encuesta por Internet, favor de visitar: bart.gov/SVsurvey

Si necesita servicios de asistencia de idiomas, llame al (510) 464-6752.

Los siguientes mapas corresponden a las preguntas 7 y 8.

Pregunta 7: Días hábiles antes de las 7 p.m.

Opción de Servicio 1



Servicio directo en días hábiles de Berryessa/North San José a San Francisco

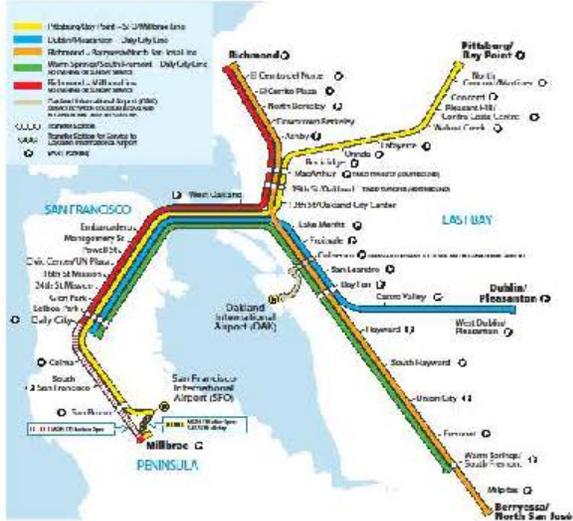
Pregunta 8: Noches después de las 7 p.m., sábados y domingos

Opción de Servicio A



Servicio directo en fin de semana de Berryessa/North San José a Oakland y Berkeley

Opción de Servicio 2



Servicio directo en días hábiles de Berryessa/North San José a Oakland y Berkeley

Opción de Servicio B



Servicio directo en fin de semana de Berryessa/North San José a San Francisco y servicio desviado de Dublin/Pleasanton a Oakland y Berkeley.

Opción de Servicio 3



Los pasajeros abordan el tren rápido BART de la Estación Berryessa/North San José o Milpitas, en días hábiles antes de las 7 p.m. Todos los pasajeros transbordan en Warm Springs/South Fremont (trasbordo de 2 min.)



新增 BART 服務至 Milpitas 和 Berryessa/North San José 站

意見與建議 請回答下列問題。您的答案有助於我們評估我們的社區服務成效。BART 重視您的意見。問卷資料將會保密。

BART 使用情況

- 您從家裡出發時，通常在哪一個 BART 捷運站上車 (您家在哪一站)？

- 您通常在哪一個 BART 捷運站下車 (您的目的地在哪一站)？

- 您通常在一天中什麼時候搭乘 BART？選擇所有適用選項。
 上午 下午 晚上 深夜
- 您計劃用 Milpitas 和/或 Berryessa/North San José 站嗎？選擇所有適用選項。
 是，Milpitas 站
 是，Berryessa/North San José 站
 皆否，我計劃使用：_____
- 您將如何使用 Milpitas 和/或 Berryessa/North San José 站？選擇所有適用選項。
 全程走路
 騎腳踏車
 VTA 公車
 VTA 輕軌鐵路
 自己一個人開車
 汽車共乘
 他人接送
 Uber/Lyft/其他
 計程車
 其他：_____
- 您計劃多常使用新的 BART 服務往返 Milpitas 和/或 Berryessa/North San José 站？請勾選一項。
 每週 5 天或更多
 一週 1-4 天
 一個月 1-3 天
 一年幾次
 不搭乘

MILPITAS 和 BERRYESSA/NORTH SAN JOSÉ 站 服務選項提議

註：對於問題 7 和 8，請使用第 2 頁所示的地圖，選擇更適合您行程的選項。

- 哪一個服務選項提議，更適合您平日晚上 7 點前的行程？請勾選一項。
 選項 1：延長 Daly City/San Francisco-Warm Springs (綠) 線到 Milpitas 和 Berryessa/North San José 站。
 選項 2：延長 Richmond-Fremont (橘) 線到 Milpitas 和 Berryessa/North San José 站。
 選項 3：乘客搭乘 BART 火車在 Berryessa/North San José 站到 Warm Springs 站的穿梭巴士。
 選項 1 選項 2 選項 3 沒有偏好
- 哪些提議的服務選項，更適合您晚上 7 點後和星期天的行程？請勾選一項。
 選項 A：延長 Richmond-Fremont (橘) 線到 Milpitas 和 Berryessa 站。【請注意，僅限週六：服務時間為上午 9 點至晚上 7 點的綠線 (Warm Springs-Daly City) 和紅線 (Richmond-Daly City)]
 選項 B：延長 Daly City/San Francisco-Warm Springs (綠) 線到 Berryessa 站。重新安排從 Richmond 到 Dublin/Pleasanton 站 (紫線) 的 Richmond-Fremont (橘) 線。【請注意，僅限週六：服務時間為上午 9 點至晚上 7 點的綠線 (增開) (South Hayward-24 St./Mission) 和紅線 (Richmond-Daly City)]
 選項 A 選項 B 沒有偏好

(自由選擇) 您對問題 7-8 中列出的任何選項有任何意見嗎？

MILPITAS 和 BERRYESSA/NORTH SAN JOSÉ 站 BART 票價提議

- BART 計劃為 Milpitas 和 Berryessa/North San José 站延用以距離為基礎的票價結構。例如，在 2018 年，從 Warm Springs/South Fremont 站到 Embarcadero 站的單程費用將為 \$6.75，而 Milpitas 站到 Embarcadero 站的估計費用為 \$7.50 (增加 \$0.75)，從 Berryessa/North San José 站到 Embarcadero 站則為 \$7.75 (增加 \$1.00)。您對 BART 為 Milpitas 和 Berryessa/North San José 站的票價提議有任何總體評論嗎？

請告訴我們一些有關您的資訊

- 您的性別？
 男 女 其他性別：_____

請注意：請回答 12 和 13 兩個問題。

- 您是西班牙語裔、拉丁美裔或西班牙裔嗎？
 否 是
- 您屬於什麼族裔？(可勾選一或多項。分類以美國人口普查為依據。)
 白人 黑人/非裔美國人
 亞洲或太平洋島民 美洲印第安人或阿拉斯加本地人
 其他 (請註明)：_____
- 您在家是否講英語以外的語言？
 否 是 語言：_____
- 若 13 題回答「是」，您的英文程度有多好？
 很好 好 不好 不會說
- 您的稅前家庭年度總收入為何 (美元)？
 \$25,000 以下 \$50,000 - \$59,999
 \$25,000 - \$34,999 \$60,000 - \$74,999
 \$35,000 - \$39,999 \$75,000 - \$99,999
 \$40,000 - \$49,999 \$100,000 或以上
- 包括您自己在內，您家裡住了多少人？
 1 2 3 4 5 6 或更多
- 您是否使用智慧型手機 (有上網、下載應用程式等功能)？
 否 是

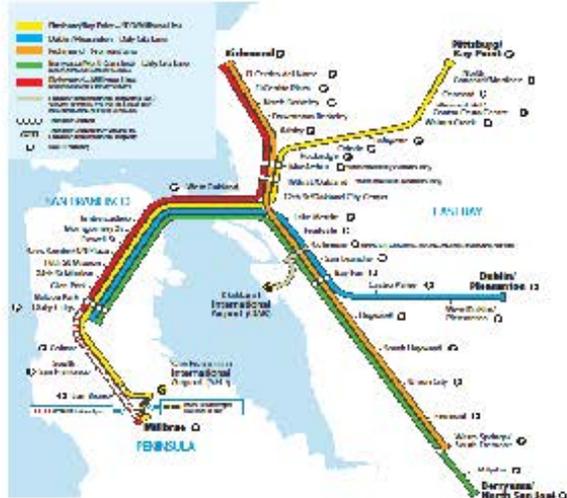
請將問卷填好並交給 BART 代表。若想上網填寫問卷，請造訪：
bart.gov/SVsurvey。

如需語言協助服務，請致電 (510) 464-6752。

以下地圖對圖例 7 和 8。

圖例 7：平日晚上 7 點前

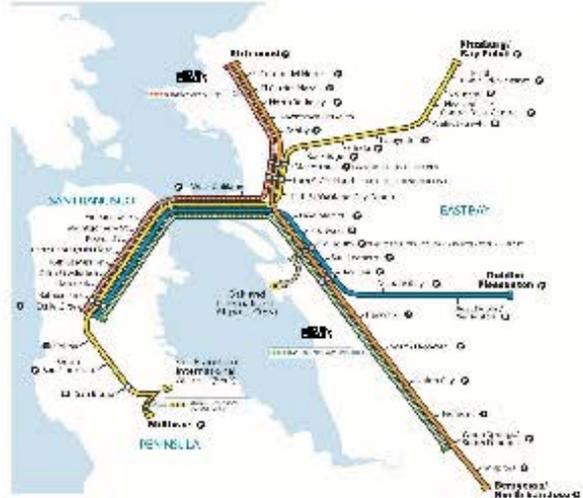
服務選項 1



將 Berrysa/North San Jose 的平日服務導向三藩市

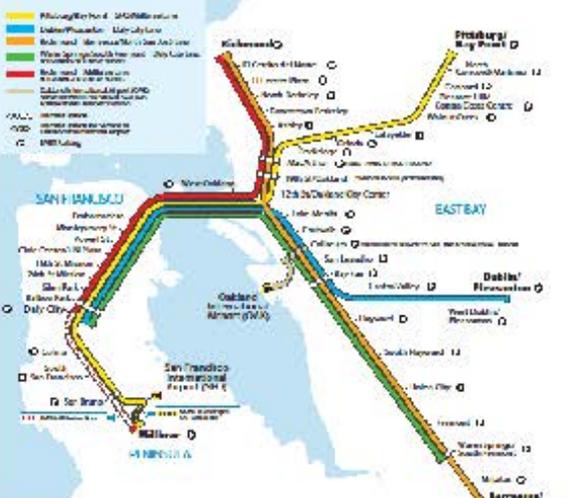
圖例 8：晚上七點後、週六、週日

服務選項 A



將 Berrysa/North San Jose 的週末服務導向奧克蘭和柏克萊

服務選項 2



將 Berrysa/North San Jose 的平日服務導向奧克蘭和柏克萊

服務選項 B



將 Berrysa/North San Jose 的週末服務導向三藩市，並且將 Dublin/Pleasanton 的改道服務導向奧克蘭和柏克萊。

服務選項 3



平日晚上 7 點前，乘客搭乘 BART 火車在 Berrysa/North San Jose 或 Milpitas 的穿梭巴士，所有乘客在 Warm Springs/South Fremont 轉車（轉車時間兩分鐘）



Dịch Vụ BART mới đến các Trạm Milpitas và Berryessa/Bắc San José

Nhận Xét và Phản Hồi Vui lòng trả lời các câu hỏi ở dưới. Các câu trả lời của quý vị sẽ giúp chúng tôi đánh giá hiệu quả tiếp cận các cộng đồng mà chúng tôi phục vụ. BART đánh giá cao ý kiến của quý vị. Dữ liệu sẽ được bảo mật.

SỬ DỤNG DỊCH VỤ BART

1. Quý vị thường vào trạm BART nào khi đi từ nhà quý vị (có nghĩa là trạm "khởi hành" của quý vị)?

2. Quý vị thường xuống trạm BART nào (có nghĩa là trạm "đến" của quý vị)?

3. Quý vị thường sử dụng dịch vụ BART vào thời điểm nào trong ngày? Chọn tất cả các lựa chọn thích hợp.
 Buổi sáng Buổi chiều Buổi tối Buổi tối muộn
4. Quý vị có dự liệu sử dụng Trạm Milpitas và/hoặc Berryessa/Bắc San José không? Chọn tất cả các lựa chọn thích hợp.
 Có, Trạm Milpitas
 Có, Trạm Berryessa/Bắc San José
 Không sử dụng trạm nào, tôi dự liệu sẽ sử dụng: _____
5. Quý vị sẽ đến Trạm Milpitas và/hoặc Berryessa/Bắc San José bằng cách nào? Chọn tất cả các lựa chọn thích hợp.
 Đi bộ đến tận nơi
 Đi xe đạp
 Đi xe buýt VTA Transit
 Đi xe điện VTA Light Rail
 Lái xe một mình
 Đi xe theo nhóm
 Nhờ người lái xe chở đến
 Uber/Lyft/v.v...
 Taxi
 Cách khác: _____
6. Quý vị dự liệu sử dụng dịch vụ BART mới đến/về từ Trạm Milpitas và/hoặc Berryessa/Bắc San José thường xuyên như thế nào? Vui lòng đánh dấu một lựa chọn.
 5 ngày một tuần hoặc hơn
 1-4 ngày một tuần
 1-3 ngày một tháng
 Vài lần một năm
 Sẽ không sử dụng

CÁC LỰA CHỌN DỊCH VỤ ĐỀ NGHỊ CHO CÁC TRẠM MILPITAS VÀ BERRYESSA/BẮC SAN JOSÉ

Lưu ý: Đối với câu hỏi 7 và 8, sử dụng các bản đồ ở trang 2 để chọn lựa chọn phù hợp hơn với mục đích đi lại của quý vị.

7. Trong số các lựa chọn dịch vụ đề nghị, lựa chọn nào phù hợp hơn với mục đích đi lại của quý vị các ngày trong tuần trước 7 giờ tối? Vui lòng đánh dấu một lựa chọn.
Lựa Chọn 1: Nối dài Tuyến Đường Daly City/San Francisco-Warm Springs (Xanh Lục) đến các Trạm Milpitas và Berryessa/Bắc San José.
Lựa Chọn 2: Nối dài Tuyến Đường Richmond-Fremont (Cam) tới các Trạm Milpitas và Berryessa/Bắc San José.
Lựa Chọn 3: Hành khách lên xe lửa hai chiều chặng ngắn từ Trạm Berryessa/Bắc San José đến Trạm Warm Springs.
 Lựa chọn 1 Lựa chọn 2 Lựa chọn 3 Không có lựa chọn ưu tiên
8. Trong số các lựa chọn dịch vụ đề nghị, lựa chọn nào phù hợp hơn với mục đích đi lại của quý vị các buổi tối sau 7 giờ tối và Chủ Nhật? Vui lòng đánh dấu một lựa chọn.
Lựa Chọn A: Nối dài Tuyến Đường Richmond-Fremont (Cam) tới Trạm Milpitas và Berryessa. [Lưu ý chỉ áp dụng cho ngày Thứ Bảy: Tuyến Đường Xanh Lục (Warm Springs-Daly City) và Tuyến Đường Đỏ (Richmond-Daly City) phục vụ từ 9am - 7pm]
Lựa Chọn B: Nối dài Tuyến Đường Daly City/San Francisco-Warm Springs (Xanh Lục) đến Trạm Berryessa. Điều chỉnh lại lộ trình Tuyến Đường Richmond-Fremont (Cam) từ Richmond đến Trạm Dublin/Pleasanton Station (Tím). [Lưu ý chỉ áp dụng cho ngày Thứ Bảy: Tuyến Đường Xanh Lục bổ sung (South Hayward-24th St./Mission) và Tuyến Đường Đỏ (Richmond-Daly City) phục vụ từ 9am - 7pm]
 Lựa Chọn A Lựa Chọn B Không có lựa chọn ưu tiên

(Không bắt buộc) Quý vị có nhận xét gì về bất kỳ lựa chọn nào trong các câu hỏi 7-8 không?

GIÁ BIỂU DỊCH VỤ BART ĐỀ NGHỊ CHO CÁC TRẠM MILPITAS VÀ BERRYESSA/BẮC SAN JOSÉ

9. BART dự liệu sẽ mở rộng cơ cấu giá biểu theo khoảng cách của cơ quan đối với các Trạm Milpitas và Berryessa/Bắc San José. Ví dụ, trong năm 2018, giá biểu cho chuyến đi một chiều đến Trạm Embarcadero từ Trạm Warm Springs/South Fremont sẽ là \$6.75, còn chi phí ước tính cho chuyến đi tới Trạm Embarcadero từ Trạm Milpitas là \$7.50 (nhiều hơn \$0.75), và từ Trạm Berryessa/Bắc San José, \$7.75 (nhiều hơn \$1.00). Quý vị có nhận xét tổng quát gì về giá biểu đề nghị của BART cho các Trạm Milpitas và Berryessa/Bắc San José không?

VUI LÒNG CHO CHÚNG TÔI BIẾT VỀ QUÝ VỊ

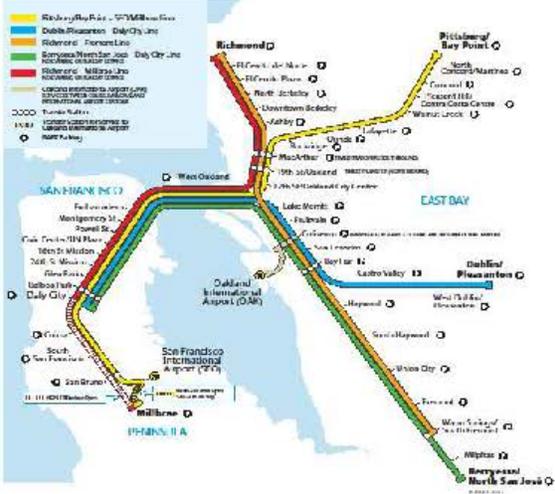
10. Cho biết giới tính của quý vị?
 Nam Nữ Giới tính khác: _____
- LƯU Ý: Vui lòng trả lời CẢ HAI câu hỏi 12 và 13.
11. Quý vị có phải là người gốc sắc tộc nói tiếng Tây ban nha, La-tinh hay người gốc Tây ban nha không?
 Không Có
12. Quý vị thuộc sắc tộc hay chủng tộc nào? (Đánh dấu một hoặc nhiều lựa chọn. Các hạng mục dựa trên dữ liệu Điều Tra Dân Số Hoa Kỳ.)
 Người da trắng Người da đen/Người Mỹ gốc Phi châu
 Người Á châu hoặc Đảo Thái bình dương Thổ dân châu Mỹ da đỏ hoặc thổ dân Alaska
 Khác (ghi rõ): _____
13. Quý vị có nói ngôn ngữ khác không phải là tiếng Anh ở nhà không?
 Không Có Ngôn ngữ: _____
14. Nếu trả lời "Có" cho câu hỏi 14, quý vị nói tiếng Anh thông thạo tới mức nào?
 Rất thông thạo Thông thạo Không thông thạo Hoàn toàn không thông thạo
15. Tổng lợi tức hàng năm trước khi trừ thuế của hộ gia đình quý vị là bao nhiêu?
 Dưới \$25,000 \$50,000 - \$59,999
 \$25,000 - \$34,999 \$60,000 - \$74,999
 \$35,000 - \$39,999 \$75,000 - \$99,999
 \$40,000 - \$49,999 \$100,000 trở lên
16. Có bao nhiêu người sinh sống trong hộ gia đình quý vị, kể cả bản thân quý vị?
 1 2 3 4 5 6 hoặc hơn
17. Quý vị có máy điện thoại thông minh không (có thể truy cập Internet, tải xuống ứng dụng v.v...)?
 Không Có

Vui lòng nộp lại bản thăm dò ý kiến đã điền cho nhân viên BART. Để điền bản thăm dò ý kiến này trên mạng trực tuyến, vui lòng tới trang mạng bart.gov/SVsurvey
 Nếu quý vị cần dịch vụ trợ giúp về ngôn ngữ, xin vui lòng gọi số (510) 464-6752.

Các bản đồ dưới đây là dành cho câu hỏi 7 và 8.

07: Các ngày trong tuần trước 7 giờ tối

Lựa Chọn Dịch Vụ 1



Dịch vụ chạy thẳng các ngày trong tuần từ Berryessa/Bắc San José đến San Francisco

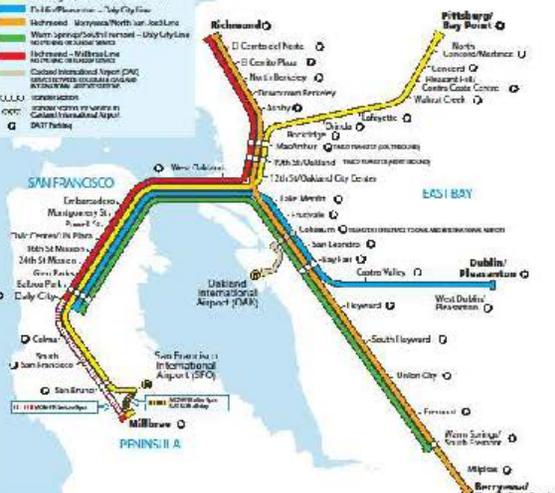
08: Các buổi tối sau 7 giờ, thứ Bảy và Chủ nhật hàng tuần

Lựa Chọn Dịch Vụ A



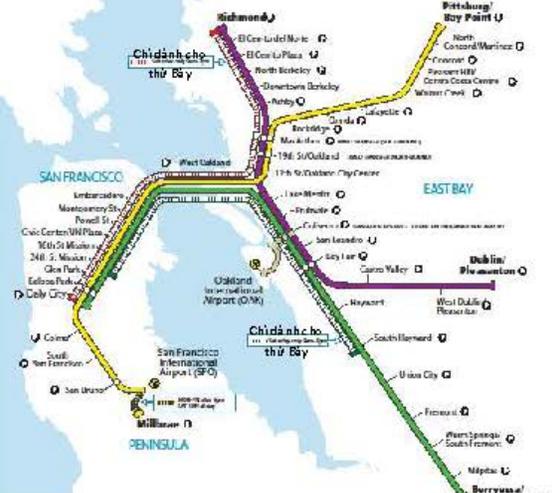
Dịch vụ Chạy Thẳng vào cuối tuần từ Berryessa/Bắc San José đến Oakland & Berkeley

Lựa Chọn Dịch Vụ 2



Dịch vụ chạy thẳng các ngày trong tuần từ Berryessa/Bắc San José đến Oakland & Berkeley

Lựa Chọn Dịch Vụ B



Dịch vụ chạy thẳng vào cuối tuần từ Berryessa/Bắc San José đến San Francisco và dịch vụ được điều chỉnh lại từ Dublin/Pleasanton đến Oakland & Berkeley.

Lựa Chọn Dịch Vụ 3



Hành khách lên xe lửa hai chiều chặng ngắn BART từ Berryessa/Bắc San José hoặc Millbrae, các ngày trong tuần trước 7 giờ tối. Tất cả các hành khách nối chuyến tại Warm Springs/Nam Fremont (nối chuyến 2 phút)



Milpitas तथा Berryessa/North San José

स्टेशनों को नई BART सेवा

टिप्पणियां तथा फीडबैक कृपया निम्नलिखित प्रश्नों का उत्तर दें। आपके उत्तर हमें इस बात का मूल्यांकन करने में सहायता करेंगे कि हम जिन समुदायों को सेवा प्रदान करते हैं, उन तक हम कितनी अच्छी तरह से पहुंच रहे हैं। BART आप द्वारा दी गई सूचना को महत्वपूर्ण मानता है। जानकारी को गोपनीय रखा जाएगा।

BART का उपयोग

1. **जबने परचे कोई नजारा कबसे कमन आप नजारी परकिच BART सेवामे प्रवेस करते हैं (अपनि, आपका 'घर' सेवाम)?**
2. **अनजारी पर आप किच BART सेवामे पर किचसे वे बाहर निकले हैं (अपनि, आपका 'घर' सेवाम)?**
3. **किच जरी पर आप किचसे कमन BART का उपयोग करते हैं? जतुहोने वाले कवी पर कही का मिशाम जवापु।**
 प्रातःकाल दोपहर संध्या देर रात
4. **क्या आप Milpitas तथा/अथवा Berryessa/North San José सेवामे का उपयोग करने की योजना बना रहे हैं? जतुहोने वाले कवी पर कही का मिशाम जवापु।**
 हाँ, Milpitas स्टेशन
 हाँ, Berryessa/North San José स्टेशन
 इनमें से कोई नहीं, मैं इस सेवामे का उपयोग करने की योजना बना रहा/रही हूँ।
5. **अप Milpitas तथा/अथवा Berryessa/North San José सेवामे तक कैसे पहुंचेंगे? जतुहोने वाले कवी पर कही का मिशाम जवापु।**
 पूरा रास्ता पैदल चलेंगे
 साइकिल
 VTA टर्मिनल बस
 VTA लाइट रेल
 अकेले ड्राइव करेंगे
 कार साझा करेंगे
 कोई व्यक्ति आपको यहां तक पहुंचाएगा
 Uber/Lyft/आदि
 टैक्सी
 अन्य: _____
6. **अप Milpitas तथा/अथवा Berryessa/North San José सेवामे कब/कैसे गईं BART सेवा का किचने बार उपयोग करने की योजना बना रहे हैं? कृपया एक पर कही का मिशाम जवापु।**
 प्रति सप्ताह 5 या अधिक दिन
 सप्ताह में 1-4 दिन
 एक महीने में 1-3 दिन
 वर्ष में कुछ एक बार
 उपयोग नहीं करेंगे

MILPITAS तथा BERRYESSA/NORTH SAN JOSÉ स्टेशनों के लिए प्रस्तावित सेवा विकल्प

टिप्पणी: प्रश्न 7 तथा 8 के लिए, अपने नजारा कबसे कमन जतुहोने वाले कवी पर कही का मिशाम जवापु।

7. **क्या आपको परधान? जतुहोने वाले कवी पर कही का मिशाम जवापु।**
विकल्प 1: Daly City/San Francisco-Warm Springs (ग्रीन) लाइन को Milpitas तथा Berryessa/North San José स्टेशनों तक बढ़ाना।
विकल्प 2: Richmond-Fremont (अरिन्ज) लाइन को Milpitas तथा Berryessa/North San José स्टेशनों तक बढ़ाना।
विकल्प 3: पार्श्वीय Berryessa/North San José स्टेशन से Warm Springs स्टेशन पर BART ट्रेन शटल पर सवार हों।
 विकल्प 1 विकल्प 2 विकल्प 3 कोई बरीयता नहीं
8. **क्या? जतुहोने वाले कवी पर कही का मिशाम जवापु।**
विकल्प A: Richmond-Fremont (अरिन्ज) लाइन को Milpitas तथा Berryessa स्टेशन तक बढ़ाना। [टिप्पणी - केवल अरिन्ज और ग्रीन लाइन (Warm Springs-Daly City) तथा रेड लाइन (Richmond-Daly City) सेवा प्रातः 9 से सायं 7 तक]
विकल्प B: Daly City/San Francisco-Warm Springs (ग्रीन) लाइन को Berryessa स्टेशन तक बढ़ाना। Richmond-Fremont (अरिन्ज) लाइन को Richmond से Dublin/Pleasanton स्टेशन (पर्ल लाइन) तक री-रूट करना। [टिप्पणी - केवल अरिन्ज और अतिरिक्त ग्रीन लाइन (South Hayward-24th St/Mission) तथा रेड लाइन (Richmond-Daly City) सेवा प्रातः 9 से सायं 7 तक]
 विकल्प A विकल्प B कोई बरीयता नहीं

(वैकल्पिक) क्या प्रश्न 7-8 में दिए गए किसी विकल्प के बारे में आपकी कोई टिप्पणी है?

MILPITAS तथा BERRYESSA/NORTH SAN JOSÉ स्टेशनों के लिए प्रस्तावित BART टिकट

9. **BA RT अपनी दूरी-अवधि टिकट का संरचना को Milpitas तथा Berryessa/North San José सेवामे पर लागू करना चाहेंगे। संरचना के लिए, वर्ष 2018 में, Warm Springs/South Fremont सेवामे Embarcadero सेवामे तक की एक तरह की नजारा का टिकट का \$6.75 होना चाहिए। Milpitas सेवामे Embarcadero सेवामे की नजारा का टिकट का अनुमानित रूप से \$7.50 होना चाहिए (\$0.75 अधिक), तथा Berryessa/North San José सेवामे \$7.75 होना चाहिए (\$1.00 अधिक)। क्या Milpitas तथा Berryessa/North San José सेवामे के लिए BA RT के प्रस्तावित टिकट के बारे में क्या आपकी कोई चलावना टिप्पणी है?**

कृपया हमें अपने जारेंडें जवापु।

10. **अपना लिंग बताएं?**
 पुरुष महिला कोई अन्य लिंग: _____
11. **क्या आप द्वि-लैंगिक, त्रि-लैंगिक या पारंपरिक नहीं हैं?**
 नहीं हाँ
12. **आपकी मूल निवासी (या) आपका पारंपरिक (एनिक) जन्मस्थान क्या है? (एक या अधिक पर कही का मिशाम जवापु। US जन्मस्थान पर आधारित प्रेषित।)**
 श्वेत अश्वेत/अफ्रीकी अमेरिकी
 एशियाई या पैसिफिक आइलैंडर अमेरिकी इंडियन अथवा अलास्का के मूल निवासी
 अन्य (जवापु): _____
13. **क्या आप घर पर अंग्रेजी के अलावा कोई अन्य भाषा बोलते हैं?**
 नहीं हाँ भाषा: _____
14. **क्या प्रश्न 14 का उत्तर 'हाँ' है, तो आप किती अच्छी तरह से अंग्रेजी बोलते हैं?**
 बहुत अच्छे से अच्छे से अधिक अच्छे से नहीं बिलकुल भी अच्छे से नहीं
15. **आपकी कर पूर्व वार्षिक कुल घरेलू आय कितनी है?**
 \$25,000 से कम \$50,000 - \$59,999
 \$25,000 - \$34,999 \$60,000 - \$74,999
 \$35,000 - \$39,999 \$75,000 - \$99,999
 \$40,000 - \$49,999 \$100,000 तथा अधिक
16. **आपके बच्चे, आपके घर में किचने सोप करते हैं?**
 1 2 3 4 5 6 या अधिक
17. **क्या आप एक स्वयं-रोजगार करने वाले हैं (एक तरह का प्रयोग कर सकते हैं, एक उदाहरण के रूप में)?**
 नहीं हाँ

कृपया पूरा किया हुआ सर्वेक्षण किसी BART प्रतिनिधि को सौंप दें। इस सर्वेक्षण को ऑनलाइन पूरा करने के लिए कृपया bart.gov/SVsurvey पर जाएं। यदि आपको भाषा संबंधी सहायक सेवाओं की जरूरत है तो कृपया (510) 464-6752 पर फोन करें।

नीचे दिखाया गया मानचित्र प्रश्न 7 एवं 8 से सम्बन्धित है।

Q7: कार्यालयों को सायं 7 बजे से पहले

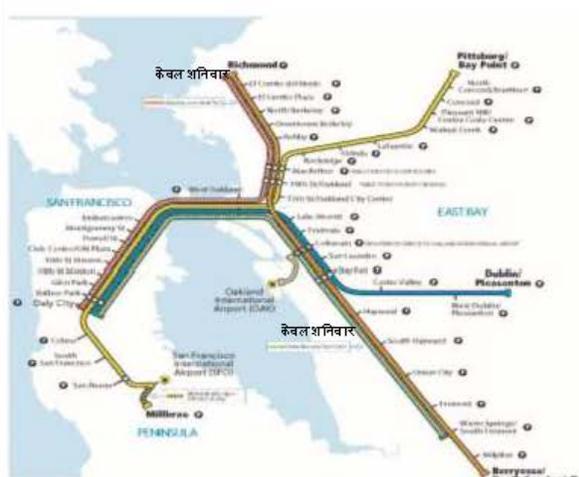
सेवा विकल्प 1



Berryessa/North San José से San Francisco को सीधे कार्य दिवस (डायरैक्ट वीकेंड) सेवा

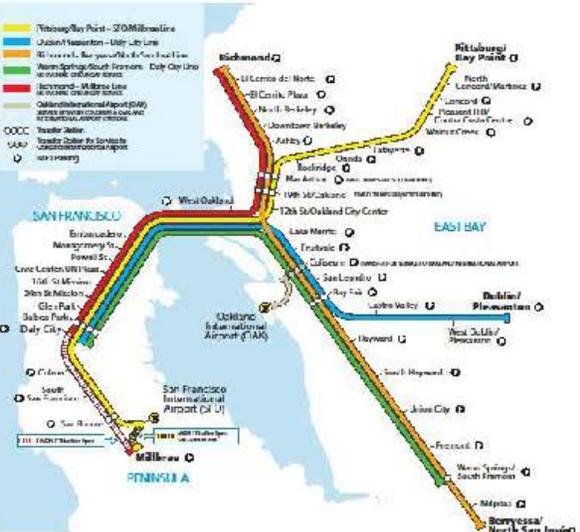
Q8: सायं 7 बजे तक के बाद, अतिरिक्त एअर रिचार्ज

सेवा विकल्प A



Berryessa/North San José से Oakland & Berkeley को सीधे सप्ताहांत (डायरैक्ट वीकेंड) सेवा

सेवा विकल्प 2



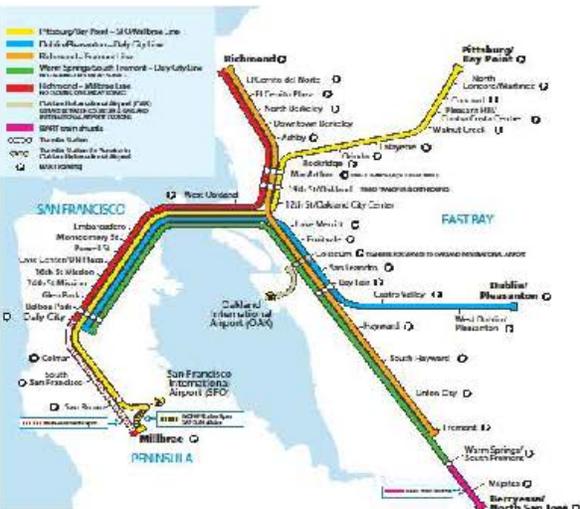
Berryessa/North San José से Oakland & Berkeley को सीधे कार्य दिवस (डायरैक्ट वीकेंड) सेवा

सेवा विकल्प B



Berryessa/North San José से San Francisco तक सीधे सप्ताहांत (डायरैक्ट वीकेंड) सेवा और Dublin/Pleasanton से Oakland तथा Berkeley तक मार्ग बंदी गई सेवा।

सेवा विकल्प 3



राष्ट्रीय BART ट्रेन श्रृंखला पर Berryessa/North San José या Milpitas से कार्यालयों पर सायं 7 बजे से पहले सवार होते हैं। सभी राष्ट्रीय Warm Springs/South Fremont पर हाथफर होते हैं (2 मिनट ट्रांसफर)।

Appendix PP- B: Questions 7-8, Proposed Service Options Comments

Response ID	Outreach Event Date	Language	Comments
1057	Online	English	There's no demand for extra trains other than the usual 20 min service off peak Saturday and Sunday and late nights
1654	Online	English	I would suggest if BART only extends one line, to also create a timed transfer for passengers for the other line (Richmond vs Daly City).
2094	Online	English	-Ideally BART should extend both lines to Milipitas and Berryessa. With only one line, passengers would have to wait up 15mins, and then if it's not the correct line, have to wait an additional 5-10 for a transfer somewhere.
788	Online	English	-You ask "8. Which of the proposed service options is more suitable for your travel purposes evenings after 7 pm and Sunday?", but the diagrams and descriptions of service talk about Saturday service as well. This is confusing.
	Online		(SFO to Fremont sometimes requires transferring twice)
335	Online	English	1. BART is already too packed with Warm Springs station and making it more inconvenient to commuters, and by adding more stations it will be even worse unless BART has plans to increase number of services between new station(s) and San Francisco
1701	Online	English	1. If the shuttle train option is used for weekday service before 7pm, would it be at all possible to extend both the green and orange lines down to Warm Springs? Definitely having to transfer at Warm Springs, and then potentially having to immediately transfer again at the very next stop in Fremont, would really suck.
698	Online	English	1. Remove seats from train to increase capacity.

	Online		2. I feel like I'm not understanding why all the rerouting in option 2 for evening/Sunday service is necessary. Naturally direct service to SF from San Jose would be great, but it seems like that would also be a lot of changes for people to cope with systemwide. The first plan has the benefit of simplicity.
	Online		2. Recently BART has become home to many Homeless people, hope BART can take action on this and make it convenient for regular commuters
	Online		2. Turn off heaters in packed trains.
	Online		3. Ban bicycles on trains during commute time
	Online		4. Fix arrival signs at Montgomery station
889	Online	English	A "BART shuttle train" between San Jose and Warm Springs sounds absolutely absurd. Integrate those two new stations into the system as a whole rather than using a stub train.
450	Online	English	A lot of people travel from San Francisco/Peninsula to the South Bay. I live in San Jose and would much rather take BART from Berryessa to downtown SF instead of Caltrain (too expensive and slow). Having a direct line instead of having to transfer (regardless of time of day or weekend) would be exceptional.
73	Online	English	A new service from Dublin/Pleasanton to Richmond would be a fantastic addition to the BART system. If possible, it would be amazing to have a cross-platform transfer at 19th Street from the SFO/Millbrae train to the Richmond train – going downstairs and back up at MacArthur is a real struggle for anyone with a bike, stroller, or wheelchair.
1932	Online	English	A shuttle between Warm Springs and Milpitas/Berryessa is not preferred. It makes the new extension seem like a strange appendage to the BART system instead of fully integrated with BART.
2025	Online	English	A shuttle is a terrible idea unless somehow magically both the Richmond and SF/Daly City-bound trains would both be waiting at Warm Springs for every single train that arrives from Santa Clara County.

1865	Online	English	A shuttle is a truly awful solution. Hopefully only included to make the others seem more reasonable.
	Online		A shuttle train is almost certainly the worst possible service plan, excet in the case of TEMPORARY planning indecision and a different service schedule being selected later.
1189	Online	English	A shuttle would be awful. Please extend either the Richmond or SF line, don't make us use a shuttle!
678	Online	English	A shuttle, are you kidding me?
826	Online	English	Add two lines serving San Jose extension - one from Richmond and one from Daly City/SF
599	Online	English	Adding a new route just for nights/weekends will be far to confusing for non regular BART riders
1454	Online	English	after 7pm richmond to berryessa works richmond to dublin works and before 7pm berryessa to colma have that be the last stop not daly city and make orange tickets available to college students and make possible to recycle old plastic dvd covers like the pper schedules this is more needed besides waste mangement there is a problem with these and they can be better purpose to the old tires you made new bart equipment other things the old dvd covers plastic need to be recycled melted to not end up in landfils so look into a recycle place and we will be talking about that again in the future your board needs to make riding bart better and every time you raise the price raise it only 2 to 5 cents not more and make all of these moves better they matter recycle he old dvd plastic covers to make new bart equipment fare gates other things that we can melt the old covers down to make new at bart that is a great idea
1081	Online	English	after hours shuttles are a terrible idea.

162	Online	English	all of those ideas are great bart when berryessa starts have the green be berryessa to colma (the last station) thats why have three tracks not daly city and make richmond to dublin pleasanton as shown on your map also with millbrae station have a richmon train and pittsburg that would stop at the airport you setup now does not work efficient this is better and have all berryessa trains stop at colma being the last stop your map and ideas are good bart so keep work going improving and do not increase the are by more than 4 or 5 cents this makes riding better
2058	Online	English	Alread too many people, not enough trains. If you continue to cram people on an old , dilapidated system, the whole thing will collapse!
274	Online	English	already no seats on train and now you will make it more congested. Change the seating or have more trains so people can sit youare packing people in like sardines with every new station. Have adequate parking at the station so people can drive to the lie toget a seat
	Online		Also consider 24th St - North Berkeley, nights and weekends.
	Online		Also I have no idea wha purposes a train shuttle would serve. That seems like a terrible idea.
	Online		Also, off topic - Can we have a Bayfair to Pittsburg Bay Point line so that yellowline trains can skip Downtown Oakland stops and have this line pick up all the yellow line passengers boarding from Downtown Oakland. When this line is in place, the yellow line can skip stops so that after West Oakland, the next station is Rockridge.
	Online		Also, there are some restaurants in the Milpitas area that my family enjoys. Currently we always drive to them. We will try taking BART+bikes together to Milpitasif the schedule from MacArthur is efficient. We are a one car family and we like using BART when it's convenient, e.g. to downtown Oakland, Berkeley, and SF.
	Online		AND
1896	Online	English	Any Intra-East Bay Trips should focus on at least 8 cars at all times.

808	Online	English	Any option that doesn't include a direct Richmond-Berryessa train all day every day would be confusing to riders (since the system is designed for direct timed transfers to/from the Richmond-Fremont line), and add unnecessary delays for changing trains.
462	Online	English	Any way you guys can charge a bit more for express trains from transfer stations directly to SJ and/or SF from Dublin area.
321	Online	English	Are shuttle services between just a couple of stations efficient? Does that take trains away from the main routes to serve the shuttle routes? The Richmond (red) line is perpetually overcrowded as it is, with 5 or 6 car trains the norm. Which line will be cannibalized to provide trains for the shuttle route? There aren't enough trains to serve all lines as it is.
45	Online	English	Are there any proposed options for Dublin/Pleasanton?
234	Online	English	Are there possibilities of adding more bart cars to the Richmond line ?
817	Online	English	Are these options in place because BART does not have enough trains to run both lines to Berryessa? I hope this is not permanent because then the new stations will go underused.
2010	Online	English	Armed Guards needed on Bart so riders don't get robbed by kids
	Online		Background:
1452	Online	English	Bart access to san jose is critical to reducing environmental effects due to individual transportation in the Bay Area.
370	Online	English	BART can't operate existing system efficiently now. Extending the system would make it a "traffic jam on rails." Get more train cars on all lines, fix existing system BEFORE even thinking of further extensions.
580	Online	English	Bart doesn't go past Richmond and yet you plan on extending service to San Jose. The cost of living in San Jose is high, therefore people are well off, therefore they don't take Bart. Cost of living in Vallejo is low, therefore more people need public transportation.
2041	Online	English	BART doesn't have the train capacity to run to San Jose. Where are the new cars? Get those before extending service anywhere.

1267	Online	English	Bart is out touch with costumers.
783	Online	English	BART is so crowded. I can hardly stand or breathe. If you extend the route, kindly please add more cars and more trains. Otherwise, do not extend it.
527	Online	English	BART is so dirty and gross. anyway to make it clean? Its always dirty. and smells like crap.
1702	Online	English	bart line should extend more south into san jose
562	Online	English	BART needs to either run another tunnel under the bay or have the train go across either the San Mateo or Dumbarton Bridge. Do you really expect someone to take a train from San Jose when it's going to take 90+ minutes to get to San Francisco? And if theyre going to San Jose, the chance that the one station is going to be anywhere near where they need to go is slim. Furthermore, it's time BART invests in adding extra tracks for express trains, like real transit systems.
1738	Online	English	BART needs to run trains more often and only use 10 car trains if it's going to extend its tracks to Milpitas and San José. Overcrowding is already a serious issue and it will only get worse as more passengers get on at the new stations.
1848	Online	English	BART needs to take care of the CURRENT stations before expanding to Milpitas or North San Jose. Get your house in order!
765	Online	English	BART should collaborate with Major silicon companies, e.g. Samsung, Oracle, Sandisk, etc for proposed shuttle service from the Warm Springs/Milpitas Bart stations to employer location.
1544	Online	English	Bart should go full circle in both directions to alleviate crowding.
460	Online	English	BART should increase the number of cars in the trains to accommodate the increase in the commuters. All commuters boarding after Warm Springs will not get seats if BART is extended.
251	Online	English	Bart sucks

2060	Online	English	Besides Balboa Park, my other main destination station is Downtown Berkeley. I do not visit it often currently because it is highly inconvenient to my current path of Caltrain -> BART. Extending the orange line would be great.
440	Online	English	BOTH of these lines are already insanely crowded during commute hours and unless something is done about that and the safety issues for current service, this is a pointless endeavor that only services to waste more money.
2093	Online	English	Build high density, mixed use developments near the new stations!
1886	Online	English	Bus bridge to the new stations is a terrible idea.
554	Online	English	Bus shuttles add a lot of travel time and defeat the purpose of this extension. Please avoid if possible.
496	Online	English	Bus shuttles are dumb. Extend the BART rails. Reducing connections is important and improving accessibility to city centers is critical. I wish there was an underground BART station in downtown San Jose like there is in Berkeley.
24	Online	English	Can we have some combination of both Service Options A and B? Also, can every other Richmond Fremont train on the orange line be a direct Richmond to Dublin Pleasanton?
263	Online	English	Can you arrive on time, so people don't miss bus connections like happens at the Fremont station regularly?
1687	Online	English	Certainly waste of money on irvington bart station.
983	Online	English	Changing the configuration depending on time like that is confusing - especially as it's done at SFO / Millbrae/ San Bruno. Travel instructions from SFO to Stanford depend on the time of day!?
3009	28-Sep	English	Clean the stations that you already have
1120	Online	English	Close the loop from Milbrey to San Jose as well
2045	Online	English	Connecting directly to SF stations makes the most sense during commute hours given how many jobs are in that area.

	Online		Cutting off service to Milbrae isn't intentional, right?
1812	Online	English	Daly City-Warm Springs/South Fremont service after 7pm would greatly be appreciated as transfers add about 10-20 mins to total trip time. It would also lower the barrier for BART passengers coming from Milpitas and Berryessa/North San Jose stations.
3040	7-Oct	English	Daly City/SF direct service minimizes overall trip time.
	Online		Day Time: My Choice: OPTION 1
319	Online	English	Definitely would pass on taking the train shuttle thing
187	Online	English	Destination may be either Embarcadero or Downtown Berkeley. so preference could change between DalyCity or Richmond
690	Online	English	direct connection to SF is a must!
1943	Online	English	Direct connectivity to SFO airport is very important.
1995	Online	English	Direct MacArthur<->Milpitas service would be ideal for me. I would also be happy with a timed transfer to & from a shuttle train. Since I could only select one option I chose direct MacArthur<->Milpitas service.
932	Online	English	Direct service into SF from the South Bay both during and after hours would open up a world of opportunities for not only commuters, but for those looking to enjoy what SF and San Jose have to offer in terms of restaurants, bars, and entertainment. Please extend the Daly City line and keep it running late.
871	Online	English	Direct trains from either, if not both Richmond AND San Francisco
1605	Online	English	Do not create another bart shuttle under any circumstances. No one wants to go from a train to a shuttle to an uber. Please clean the f***ing trains.

1515	Online	English	do not do a shuttle service. It completely makes one not use it. The concept of a train-bus or a bus-train transfer is horrible. I've used them when a station is out of service. Simply horrid. If you want more people to use the bart, don't do a bus shuttl.
1616	Online	English	Do not even think of multiple transfers.
1284	Online	English	DO NOT JUST GIVE US A SHUTTLE SERVICE TO FREMONT. Either extend the green line or the orange line but shuttle service is utterly ridiculous.
3008	28-Sep	English	Do them both
256	Online	English	Don't let the changed routes increase time between trains during weekday commute hours.
1282	Online	English	Don't make service worse for Pleasanton residents that work in SF.
1139	Online	English	Due to traffic issues in the Bay Area, any plan that involves shuttles not on the BART rail lines is a VERY, VERY BAD PLAN, and should be avoided at all costs.
	Online		Evening/Weekends: y Choice: OPTION 1
3000	28-Sep	Spanish	Excellent - We needed this service many years ago. I am very happy with this new transportation
478	Online	English	Extend BART as much as possible!
388	Online	English	Extend BART down the penninsula. Caltrain is trash.
842	Online	English	Extend both green and orange line further down to San Jose, especially during rush hour. This will provide riders flexibility to switch train lines when needed due to major delays and for riders to reach their destination on time.
1692	Online	English	Extend both the green and orange lines to North San Jose!
1306	Online	English	Extend existing BART lines, rather than having train shuttles. Fewer transfers makes transit easier.

1610	Online	English	Extend the green line in option 1 to SFO international airport.
822	Online	English	Extend train to San Jose Diridon
1121	Online	English	Extending BART in anyway would be a win for commuters in the Bay Area and would help keep cars off the road. I look forward to see what is to come with BART. There are many others that feel this way, thought they many not take the survey.
56	Online	English	Extending the Richmond-Fremont/Warm Springs line makes the most sense, as this will continue to offer service along the entire East Bay corridor. The shuttle idea is terrible and should not happen.
1945	Online	English	Extent Bart to San Jose downtown.
1104	Online	English	Fewer differences between weekday vs weekend service will minimize confusion and make more accessible for tourists or casual users.
71	Online	English	Fewer Richmond trains, more SF/Daly City trains please!
512	Online	English	FIX THE CRIME GOD D*** IT IM WORRYING LIKE A MOFO
686	Online	English	For question 8, while operationally I do think it is a better concept because I think you'll get more people from Alameda and Contra Costa Counties going that way on BART, as opposed to from the peninsula, I think justing adding a purple line and completey changing the service would be too confusing. As good and expansive as BART is, it's a simple system. Ride it enough and you really don't need to look at the map again. Maybe visualizing the purple line on the standard map, would alleviate these concerns On that note, referring the lines by the colors instead of just the terminals could certainly help this process as well.
814	Online	English	For the love of all that is good don't run a shuttle.
270	Online	English	For weekday commute, please increase the frequency of Daily City trains to every 5 mins.

386	Online	English	Frequency/hours of service more important than direct service if timed transfers continue.
	Online		Furthermore, no bart from SF to San jose?
276	Online	English	Get the Bart to Livermore in this lifetime and no repair center please.
1742	Online	English	Great routes
1899	Online	English	Have a nonstop solution to OAK and SFO airports as well as to Downtown San Francisco and another nonstop service to UC Berkley.
	Online		Have one line (orange) connect all the way to the last station on all days, agreed that Green line goes to san francisco and has more commuters but people from berryessa are already connected VTA light rail through which they can connect to Caltrain and go to San francisco.
986	Online	English	Having a shuttle is a horrendous idea. Takes away one of the primary benefits of BART, namely not being affected by vehicular traffic
1249	Online	English	Having a shuttle train between Berryessa/Milpitas stations and Warm Springs station is inconvenient and time consuming for commuters.
	Online		Honestly, adding another train or two may also help. Warm Springs trains' seats already fill up by Union City (3rd stop in) which means there must be a demand. Maybe 5-6 trains during peak traffic ten back to 3-4 the rest of the time?
271	Online	English	How do you plan to address the current traffic and congestion? Bart is already full that there is hardly any place to stand. How will you support more people boarding bart.
	Online		How many people commute from SJ to Walnut Creek?
203	Online	English	However the BART line is extended, please extend the number of cars on each train. The current line between Hayward and 12th Street is very congested.
589	Online	English	hurry up and build it already

	Online		I also wonder, "why can't you extend BOTH the Fremont-Richmond and Warm Springs/Daily City lines to San Jose?" That would minimize the need for transfers.
920	Online	English	I am honestly more interested in how the Berryessa/North San José Station connects to other South Bay travel methods (such as the VTA). A straight extension of any line through Fremont to Berryessa/North San José Station (so, Option 1 or 2, but NOT 3) is ideal.
768	Online	English	I am in favor of option 8b separately from any extension.
1717	Online	English	I am more likely to go to Milpitas / San Jose on Fridays and weekends.
341	Online	English	i am so happy that it going to be extending
1845	Online	English	I anticipate using BART most frequently to/from San Francisco, as the BART stations are conveniently located in the SF downtown area & attractions to visit on the weekends. I am especially interested in (very) late Fri/Sat service after a going to bars/clubs/concerts/games from SF to SJ, because BART is a great option for a safe ride home without worrying about drinking and driving while having fun.
413	Online	English	I can't believe that you envision so little ridership that it's imaginable to serve the new stations only by a shuttle to Warm Springs. The extra complexity would probably eat any tiny savings you might achieve by running it less often.
1825	Online	English	I chose the options for Richmond to Berryessa for my own needs, but won't use it very often at all. Where is the most patronage predicted to travel to/from Berryessa/Milpitas? To San Francisco or to the Concord area?
	Online		I currently drive from San Jose all the way to Fremont, rather than Warm Springs, because BART does not have a direct route from Warm Springs to downtown Oakland, and I would have to get off at Fremont and wait anyway. In addition, having to take two trains from home to work and back home again if I go to Warm Springs, increases the chances of delays should the Warm Springs-SF train be delayed, which often happens in the afternoon coming home.

3018	28-Sep	English	I do not have a single destination station. I exit BART at many different stations
1691	Online	English	I do not want to transfer to/from San Francisco??Milpitas or Berryessa at any time of day (i.e., green line?)
180	Online	English	I don't know why the yellow line is not an option. That would be my preference
2065	Online	English	I don't like the shuttle option from Warm Springs to Berryessa.
1931	Online	English	I don't understand why you wouldn't just extend the Fremont line to Beryessa/North san Jose as it currently runs. No need to make this overly complicated.
1634	Online	English	I don't currently need to go to San Jose, but if BART went all the way there, it would open up a ton of job opportunities. And could be an everyday Monday to Friday thing.
324	Online	English	I failed to understand the purpose of the Shuttle option on question 7.
80	Online	English	I favor the route reconfiguration because it would make it more convenient to get home from SF in the evenings and on weekends.
288	Online	English	I feel as though San Jose should have direct services to San Francisco to have less traffic on the highways
1751	Online	English	I get off in fruitvale is does not matter to me
373	Online	English	I have some suggestions for the Fremont to Daly city train. Please make it all 10 cars train and increase the frequency. Do you know how crowded if it's a day only with 9 cars? Even people from Fremont couldn't get a seat, not mentioning how little space veryone got after bay fair? I am not surprised why there are so many medical emergencies with such a crowded bad air subway. Also, as you extended the stations, please, please increase the frequency of the trains. You're getting more passengers on each sttion but with the same numbers of train? This is really my bottom line for the status now, and I've talked to many people having the same issue. Please consider it.
1546	Online	English	I just bought a home in Milpitas in front of BART. Please don't make me transfer to go to the city.

1675	Online	English	I know building the train would be more expensive, but I think it's a better ideal than the shuttle, which seems inefficient for commuters.
1754	Online	English	I like the ideal of extending the hours.
614	Online	English	I live in San Jose, near Berryessa, and work in downtown Oakland. I am very unhappy that the Richmond line does not go all the way to Warm Springs. I hope it will go to Berryessa.
	Online		I live near MacArthur BART, commute to SF via BART 3x-4x per week, and commute to north Sunnyvale via Amtrak+bike 1x-2x per week.
1887	Online	English	I may use the Milpitas BART Station on rare occasions.
1245	Online	English	I need to get to San Francisco quickly. Extending the line that runs through San Francisco is by far the most convenient
1923	Online	English	I remember reading about BART when it was still an idea in my father's IEEE (engineering - not train) magazine. Bart was to have **fully looped the bay.**
1550	Online	English	I swear, a train shuttle from San Jose to Fremont is the worst idea of bad ideas.
1710	Online	English	I think a direct train from Berryessa to San Francisco is optimal as it can capture everyone trying to commute from South Bay to t
3016	28-Sep	English	I think BART is great!
511	Online	English	I think creating a whole new "purple line" for one set of hours isn't the best idea.
392	Online	English	I think having the green line run all the way to Milpitas/Berryessa would be better as more people will want to go to SF directly and vice versa.
3032	7-Oct	English	I think it's a good idea to go with option 1 because you get more business from there
2056	Online	English	I think making BART to San Jose a viable option for San Francisco would be a really great idea.
2053	Online	English	I think most people would prefer direct line to SF at all times. I personally don't need it though, since I am also close to Caltrain.

571	Online	English	I think that extending the orange line is best because mostly east bay residents will use this extension. SF residents have Caltrain to get to Silicon Valley/San Jose.
382	Online	English	I think that it should be the same for the entire day on the weekdays, but might change on the weekends if that is what people want.
	Online		I think that would be really neat.
1978	Online	English	I think the "Shuttle" option between Milpitas & Warm Springs / South Fremont is a very bad idea.
1851	Online	English	I think the best option would just adding the stops to richmond line. The train shuttle doesn't make them feel like actual bart stations, and what would the sunday service be for the san jose & milpitas line
830	Online	English	I think the Daly City route should be running the same schedule as the Pittsburg/ Bay point line and the Dublin/Pleasanton line. Its providing service to are commuters, after a long day and the travel time adds up. I believe this would be accommodating an convenient to the riders.
396	Online	English	I think the new Milpitas/SJ stations will need to go directly from San Francisco during commute hours otherwise it's not a very useful extension.
3047	7-Oct	English	I think y chinese neighbors would go to milpitas and san jose but I notice they aren't included in the survey. Also please consider options for the elderly
1908	Online	English	I travel to Oakland from San Jose so it makes sense to have a line that goes the whole way (Richmond line). However, if you decide to make people transfer from say a green line to the orange, then you have to guarantee that the transfer will be happen wihin minutes and will happen appropriately. In other words, when I transfer at say Warm Springs, I want to wait maybe at most 2 to 5 mins. I don't want to have to wait 15 mins because the train left 1 minute early. That 15 mins makes a difference and i some cases I may just drive. This is what happens now at transfer in Fremont when getting BART from Warm Springs. Sometimes, I have to wait 15 mins. I fl miss the train at Warm springs and the the train is 15 mins behind at Fremont, I now have been deayed 30 mins. I would rather drive to Oakland.

732	Online	English	I use both Castro valley and Fremont stations, with home base at Powell St.
482	Online	English	I use Caltrain to travel to San Francisco, so it makes sense for me to extend The BART line that reaches Berkeley. This way I can get to both areas without switching between services partway through.
	Online		I used to enjoy riding bart to work every day. Now, I plan on changing jobs and not workin in SF anymore, just so I never have to commute on Bart again!
1542	Online	English	I want to be able to reach SAP using public transportation from Fremont.
636	Online	English	I want to go to SF and I don't want to transfer
36	Online	English	I will want to ride to the Flea Market on weekends.
892	Online	English	I wish BART would extend from Milbrae to Palo Alto.
1814	Online	English	I wish this was in place prior to 2002.
267	Online	English	I work in downtown Oakland and love commuting via BART from Fremont. In my attempts to recruit people to come work for us, I have had 5 people decline specifically because they can't get there on public transportation from the south bay. Run BART all the ay to San Jose, and you'll unlock a huge degree of cross-bay commuting options.
1971	Online	English	I would be so excited to have BART going from San Jose to San Francisco. Also I could board from san jose and visit family in pleasant hill area. Would make my life much better.
2050	Online	English	I would choose the best option based on overall use of each line that would increase number of riders per train and reduce the number of trains with the fewest people.
347	Online	English	I would hope that there would be other considerations for other potential line changes for the weekend.
384	Online	English	I would like to see an option where the SFO/Millbrae extension was returned to the Dublin/Pleasanton line instead of the Pittsburgh/Bay Point line.

309	Online	English	I would like to see more seating on BART trains for the elderly and the disabled. Too often I pay full fare and have to stand from Lake Merritt to Fremont. Not fair. We need more trains and more seating.
777	Online	English	I would love the Richmond line to go to Milpitas. I now ride to Warm Springs, which involves a 9 minute transfer between Richmond-Fremont and SF-Warm Springs each way each weekday. An hour and a half per week of extra waiting. Ouch.
1626	Online	English	I would prefer if there is service from San Jose to either Dublin/Pleasanton directly or have it go to the easier destination of Pittsburg/Bay Point while keeping the existing lines intact.
1269	Online	English	I would prefer that both the Richmond and Daly City lines be extended down to the new stations during regular weekday service.
1772	Online	English	I would really like to see the Richmond/Warm Springs line be the continuous service, regardless of time, to the Milpitas and Berryessa stations.
1797	Online	English	I would strongly oppose the train shuttle option. It wouldn't serve anyone particularly well. Also the graphics in question 7 are confusing. Does Bart plan to extend full service to the Warm Springs station by the time Bart to Silicon Valley opens?
99	Online	English	I would think truncating the orange line either at South Hayward or even somewhere north of there, if possible (e.g., Coliseum) would be preferable to redirecting the blue line
433	Online	English	I'd be in favor of more frequent trains that handle shorter trips.
1763	Online	English	I'd love it if it reached all the way to downtown San Jose or the San Jose airport.
903	Online	English	I'd prefer a direct route instead of a bus bridge and full train routes ending at normal terminals (Daly City)
1937	Online	English	I'd really like the extension that goes directly to San Francisco, because I don't like having to transfer from the yellow line.
	Online		I'm a little bit worried about the signage for this - if you can make it work, it certainly seems feasible.

134	Online	English	I'm against all extensions to the South Bay which has not been paying taxes into Bart system since the beginning like the rest of the region. They have no right to have tracks built there.
147	Online	English	I'm just thrilled to have a BART extension that goes all the way to San Jose.
1008	Online	English	If considering the "shuttle" option for connections to Berryessa, at least extend the shuttle to the Fremont station so that riders can connect to the Richmod line with one transfer instead of two.
	Online		If cost is an issue, it would make more sense to only have one line south of Oakland.
867	Online	English	If the Fremont/Warm Spring line went all the way to San Jose, then I will definitely switch to Transbay bus as trains going to SF would be too crowded when I board from Fremont. The trip is unpleasant already and I have to wait 10-15 mins just to get onthe train. Now I can generally get a seat at Fremont, if trains started from SJ, then I will have to stand for 50 mins.
226	Online	English	If the lines are going to be extended there needs to be additional trains, there already aren't enough.
1940	Online	English	If the trains do not go directly to SF and Oakland then BART and VTA will see low ridership. It is what we have been essentially promised and led to believe. We have put up with street closures and construction and soon heavier traffic for us near the sttions. Do not betray us.
38	Online	English	If using the purple re-route option for weekend/evening trips, take care to emphasize that this route wouldn't operate during weekdays to minimize confusion.
377	Online	English	if you are extending to Milpitas or San Jose stations
	Online		If you do end up offering a shuttle like service option 3, make it depart from Fremont instead of Warm Springs so that the new line has its own service, and there is only one transfer from the East Bay. Thanks
1229	Online	English	If you make me transfer the whole thing is stupid and not worth doing here probably.

901	Online	English	if you want to provide only shuttle service for extension, it needs to go all the way to fremont, or the richmond fremont train needs to go all the way to warm springs
	Online		Improve the infrastructure before expanding. Small drop of water and bart is delaed. Everyday there are delays
247	Online	English	In any case, my preference is for all hours (while BART is operating) service between Richmond and Warm Springs/South Fremont.
1597	Online	English	In order for all of these service plans to work as well as reduce confusion, BART should adapt what other cities have done: COLORS for the line for announcements. It is already a mouthful for the destination signs and the train operators. The system is rowing but BART has kept with the old naming convention. Adapt what WMATA and NYC MTA has done and call the Yellow line for the Pittsburg-Millbrae train. The trains and signs should use a color schema if any of these service plans are adopted. It will e less confusing for customers on the platform as well as the apps on our phones.
966	Online	English	Is this fare methodology different that what is used for other stations? If so, why?
10	Online	English	Isn't BART going to gain sufficient train cars for 2-line service to San Jose? That would be much preferable to any of the listed options.
297	Online	English	It is great that bart is extending the service to the new cities. But the service level is still degrading. During commute hours people have hardly any space to even stand. Are we thinking to increase the number of trains or increase the number of paralle lines or other options which can reduce the pressure on bart.
1127	Online	English	It makes absolutely no sense to have a train shuttle from North San Jose to South Fremont. BART will lose out on revenue on the new line from people finding it such a hassle to transfer (and losing seats) that they find it just more convenient to drive.
1295	Online	English	It may make more sense to give us direct service to San Francisco. Those who are from here would normally go to SF. Those who are going to richmond (which i think will only be a few folks) can transfer.
205	Online	English	It should be one line daily through to Berryessa.

400	Online	English	It sucks balls that we only get one line in the south bay with 10-15 minute headways. I would love to see both the orange and green line extended to reduce the waiting time needed for a train, even if that meant shorter or more crowded trains. The rail bridge solution is an awful idea- it's already difficult to get to South Fremont consistently with the single-tracking from maintenance work and weekend station closures. Adding another transfer and shuttle train really robs me of the promise of BART when I ought my new house next to the Milpitas station
1622	Online	English	it will depend how it connects with the Santa Cruz Hwy 17 bus
529	Online	English	It will difficult to get seat during peak commute hours from Fremont after the line is extended to San Jose. It is preferable if there are services in between which starts from warm springs or Fremont station.
546	Online	English	it would be amazing to add a whole other train that goes from pitts/bay point all the way down to milpitas. not terribly frequently, but every now and then. the transfers are not fun.
1577	Online	English	It would be great if you could figure out a way to all the way down to Diridon that didn't require an additional hour via bus/ vta after you got off BART.
432	Online	English	It would be nice if BART made a loop around the bay.
569	Online	English	It would be nice if enough new cars were on hand to extend both green and orange lines.
832	Online	English	It would still be preferable for all lines to have trains that go to the end of the line. It is such a pain to have to transfer trains (because trains are usually late and transfers are not timed) that I usually end up driving instead of taking bart if I cannot get to my destination without transferring.
448	Online	English	It's a good idea to extend BART to new locations, but first BART needs to improve existing service. Vast majority of people are not happy with the service performance, it's safety and quality. Both citizens and government spending so much money for poorlyperforming service. Please take all measures to make BART a best commute option in the nation.

1606	Online	English	It's great you are extending down to Santa Clara.
	Online		It's really annoying anytime I need to transfer twice to get somewhere.
2100	Online	English	It's a great idea
189	Online	English	Just do it! We need BART to San Jose so badly! I would take BART to SF and to my parents home in El Cerrito if I could. I would gladly pay taxes to help support this effort.
1218	Online	English	Just extend one of the lines, don't do this weird shuttle / short line stuff.
3033	7-Oct	English	Just extend to San Jose
44	Online	English	Just freaking ring the Bay so I can use BART 10X more than I do now!
910	Online	English	Keep bicycles off of the escalators. Authorize the BART police to issue very expensive tickets to transgressors.
252	Online	English	Keep the map simple. Do not mix the colors up. We are used to seeing certain colors. Do not change them by introducing purple now.
	Online		Lastly, more trains on the track. Bart is acked and filled over capacity, to a point that I believe it is a safety concern. More frequent trains would make people less prone to stuffing each other into the trains. and please stop using trains with only one seat on one side, this allows more people to stand, however elderly people are being forced to stand up for long commutes.
1721	Online	English	Least amount of time in Oakland the better. Very dangerous!!!
1837	Online	English	Less variation is better, need to keep a line from north oakland to deep east at all times.
235	Online	English	Limited service times like the SFO/Milbrae. Extend service hours for SFO to South Bay.
2000	Online	English	Lots of folks commute to the city for work. So increase the frequency of the daily city line if possible while extending it till Berryessa.
785	Online	English	Maintain less than 15 minute service throughout the East Bay (since there's plenty of service in and out of the SF peninsula).

586	Online	English	MAKE A BART TO SAN JOSE PLZ. DO IT.
2055	Online	English	Make it easy and efficient for the user. In general, please, please don't create extra transfer point. This creates inefficiencies in the system and inconveniences your riders/users.
2007	Online	English	make it easy!!
876	Online	English	Make the purple line happen.
875	Online	English	Mid Day service between San Jose and San Francisco are very important me. During my commutes to my job in Downtown San Francisco.
275	Online	English	Monthly parking fees should be reduced in Fremont now that parking demand has decreased.
355	Online	English	More frequent trains between SF and Fremont would be nice
1734	Online	English	more often trains for Fremont Line, all trains to be 10 cars, we now going to deal with more stations and we add the OAK airport station , very busy line at all times but even more at commute hours
525	Online	English	More stations! More Lines!
241	Online	English	More trains must be added if you guys are going to extend this out even more. It is crowded enough extending it to warm springs. I personally will no longer use your service if I do not get a seat.
	Online		MORE!
1223	Online	English	Most passengers traveling from the south bay are going to the East bay or across into San Francisco. Few using this service will be making it up to richmond. Option 2 isnt logical and option 3 is a major pain for anyone looking to actually use bart in the south bay.
2017	Online	English	Most times airport, Downtown SF and Downtown Oakland are the locations any BART user wants. Would be good to add more cars to provide more seating options for people who travel from the end of the line.

	Online		MY ABILITY TO VISIT MY FAMILY....THANK YOU IT'S A GREAT THING.....GO BART.....
1880	Online	English	My BART trips from Berryessa will usually be to Berkeley, not SF. It makes little sense, however, to have service stop at Fremont or Warm Springs rather than continue to the end of the line... That will add confusion and not lure drivers to use BART...
2013	Online	English	My comments are not related directly to just this expansion, but all of the expansions. I have been riding bart for 23 years, and it keeps getting more crowded every year. . As the crowds increase, so too do the safety issues. There certainly seem to be more medical emergencies than ever before, as well as increased crime. Both of these are directly related to increased crowds far beyond what the current train cars and platforms were designed for. The problem is, you keep expanding the lines, without the proper infrastructure to handle the increase in ridership, which has led to unsafe crowd conditions throughout the commute hours. Couple this with increased mechanical issues due to taxing the system, and Bart has become a totally horrible experience for commuters every day. Adding more standing room to the train cars is NOT the solution. Somehow decreasing the number of people literally jammed into each car is the solution. How to achieve this is the question. My guess is it involves some combination of increasing both train frequency and train length, and possibly increased police presence. This would definitely cost more money. Finding this money would be first and foremost, but after reading all about the high salaries of many bart employees, and the janitors/technicians making well over \$200K/year through false overtime, I bet it would be fairly easy to do an audit on the Bart system and find the money.
402	Online	English	My family will no longer be riding bart, too many people are getting robbed at gunpoint and bart officials don't seem to care.

1799	Online	English	My interactions with the BART involve mainly going to and from Oakland A's games. So for me, the use of the BART coincides directly with baseball season. I may move to South San Jose in 6-12 months, and at that point, the new station from San Jose Diridon might be a daily option for me. But for now, most of my use is sports-related to the Coliseum.
3022	7-Oct	English	My only concern is with longer trips, there needs to be more seating. This is a necessity
111	Online	English	n/a
1765	Online	English	N/A
1927	Online	English	N/A
2020	Online	English	Need direct BART connector to San Jose Airport
1315	Online	English	Need direct service to SF and OAK from Milpitas and Berryessa at all times
1437	Online	English	Need more trains and higher frequency.
357	Online	English	Need more trains so can get a seat for the cost paid for the ride
311	Online	English	need Richmond train from Warm Springs BART station in the morning!!
148	Online	English	Need to extend and connect with more regional transit options.
1319	Online	English	Neither option for question 8 seems good
380	Online	English	Neither options presented are good. We need all Richmond and SF trains stopping on the San Jose extension at all times as soon as the rail cars are available.
1808	Online	English	New station should have a direct connection to Downtown San Francisco. Transferring in the east bay makes no sense!
2	Online	English	No

191	Online	English	no
215	Online	English	No
303	Online	English	no
354	Online	English	No
623	Online	English	No
726	Online	English	no
727	Online	English	no
921	Online	English	no
926	Online	English	No
1287	Online	English	no
1421	Online	English	No
1685	Online	English	No
1885	Online	English	No
1920	Online	English	No
1992	Online	English	No
2076	Online	English	No but could you clean up the Powell street station? It's absolutely disgraceful with the stench and homeless people sleeping/loitering in the station. Using this station would be more convenient for me but the conditions are disgusting so I avoid it ifat all possible.

104	Online	English	NO COMMENT
701	Online	English	No Comment
2067	Online	English	No comments
850	Online	English	No comments beyond my preferences already expressed.
119	Online	English	No comments.
1963	Online	English	no I'm retired so I ride for pleasure.
143	Online	English	No matter what this Bart extension is sorely needed!
1465	Online	English	NO OPTION 3 please
804	Online	English	No shuttle transfer, end to end service.
1749	Online	English	No Shuttles!
838	Online	English	Nobody wants to transfer at Coliseum or Bay Fair as they have safety issues that BART has not addressed. Since weekend and commute hour ridership will be heading mostly to and from SF, it makes sense to make this a one seat ride.
1753	Online	English	None - I will not use these lines
222	Online	English	None but if you are going to extend the line put longer trains on it. Now you get 5 or 6 car trains which is not enough. You even do this on days when there are games at the coliseum. Idiotic planning.
1190	Online	English	None of these options are ideal. There should be direct service from San Jose/Berryessa/Fremont to both Oakland and SF, especially during peak hours.
577	Online	English	None.

1901	Online	English	Noneshoi
824	Online	English	nope
813	Online	English	Nope.
898	Online	English	Nope.
3025	7-Oct	English	Not at all sounds really good because you can use all the options
1793	Online	English	Not at this time.
2089	Online	English	Not Problems?
368	Online	Chinese	Not yet.
1584	Online	English	nothing to add
	Online		NSJ to Berkeley.
	Online		NSJ to SF
	Online		On a related note, I see no benefit to Oakland/Berkeley/Richmond BART riders to rerouting the Richmond<->Fremont line to become Richmond<->Dublin. Please don't do it! The Dublin BART stations are not convenient to any destinations in that sprawling suburban area, they are only good for commuters who live there and drive to BART.
	Online		On weekdays only sending the Orange line only to Berryessa all day will work a lot better due to the transition to night service you do not have an influx of trains in that area and staffing will be easier.

1860	Online	English	on weekdays richmond line needs to be to berryessa, weekends colma to berryessa, weekends richmond to dublin pleasanton your ideas work more people will be traveling these areas and all lines no matter what needs to start and stop at colma not daly city tat extra station is more time consuming just like your problem now where the train stops at fremont and have to wait for the train to go one more station correct that problem bart all lines need to stop and start at colma plus richmond and antioch line boh would on the weekends go to millbrae station and both stop at the san francisco airport this all works bart you need to make that setup better and more riders will appreciate the lines more than now
	Online		Once the Milpitas station is open I am planning to use ART+bike much of the time instead of Amtrak, if the total travel time is competitive. If I have to wait a long time for a connecting train, I'll likely stick with Amtrak. (Side note: I occasionally take VTA instead of my bike to get from Amtrak to north unnyvale, and I'll continue that practice with BART thanks to the Milpitas VTA connection.)
611	Online	English	Once the new Bart station is open, my driving commute will be less than 10 minutes.
	Online		Operate Orange Line Richmond-Berryessa and end Green Line at Warm Springs-South Fremont.
3010	28-Sep	English	Optino 1 is the best as it is an extension of the current service and SF Daly City line is heavily used. Option A is the best as an extension of the current weekend service.
	Online		Option 1 is my choice for the weekday because the green line is a much busier line than the orange line and is well needed for those going to San Francisco. Basically, just an extension of the current weekday service of Warm Springs-Daly City, but now will be Berryessa-Daly City.
819	Online	English	Option 1 is my choice since I would be coming from San Jose and going to San Francisco, the green line is a busier line than the orange, which is like how the current line goes to Warm Springs, and should extend to Berryessa. Option 3 is abysmal and much ore cumbersome to make at least 2 transfers to go anywhere else in the system.

	Online		Option 1 is the best. It is much easier to just extend on the existing service rather than make it complicated with new maps and lines that will just make transfers more cumbersome like Option 2. Thus, option 1 is the best as it is just like the existing service, except now the service will go to San Jose. Basically, just an extension of the current weekend service of Warm Springs-Richmond, but now will be Berryessa-Richmond.
1449	Online	English	option 2 aka the purple line would be a disaster. don't do that.
	Online		Option 2 is bad since Dublin riders are more likely to go to SF than to Richmond. Also, those who come from Berryessa and want to transfer to Pittsburg must make 3 transfers instead of 2 on the current service. There is a reason why BART made the Richmond-Berryessa line not go to SF and that the other lines (Pittsburg-Millbrae and Dublin/Daly City) connect to San Francisco, so that transfers and reading the map will not be as hard.
1681	Online	English	Option 3 - boarding a Bart Shuttle - would discourage me from traveling to the 2 new stations because transferring is a hassle. It is easiest to transfer one time, if need be, and then stay on a train all the way to your destination.
	Online		Option 3 for the daytime is the worst and will discourage people from riding BART by transferring to and from Warm Springs constantly. It is less efficient to make a shuttle and it is much easier just to put one major line that continues from its origin.
1161	Online	English	Option 3 in question 7 is a terrible terrible idea
1436	Online	English	Option 3 is insane, don't do it. Weak preference between the other two, but don't do #3.
1184	Online	English	Option 3 is not good; too many transfers
1298	Online	English	Option 3 is ridiculous. Why make an extra transfer when you can just extend the line!!!
1275	Online	English	Option 3 sucks, need direct link from SJ to SF

1478	Online	English	Option 8B would cause needless confusion by adding a line on Sat. night/Sunday (Richmond-Dublin) which would not exist during the rest of the week.
	Online		Option A is the most simplest and builds on the current weekend system, but now extends to San Jose. I am okay with transferring at Bay Fair from Berryessa to go to San Francisco. Those wanting to go to Richmond, Pittsburg, or Dublin will have a hard time if Option B is chosen which has too many transfers. Thus, Option A is the easiest for all.
803	Online	English	Option B seems like a really confusing idea. If half the network completely changes on weekends, and after 7 pm on weekdays, I think people would get confused.
1348	Online	English	Option C for question 7 is insane. Are you trying to sabotage the new stations?
2062	Online	English	Option C: extended hours and routes of SF trains to Milpitas or San Jose.
1965	Online	English	Our travel will always be between Berryessa and San Francisco, so we would like to stay on the same train throughout the trip. We definitely do not want to take a "bus bridge" from Berryessa.
	Online		Perry Jurow
	Online		perryjurow@gmail.com
443	Online	English	Please tend Daly City's line! Transferring to Caltrain is expensive and takes a long time with transfer waits
	Online		Please add more cars or increase the frequency of the bart to every 5mins or 7 mins bart
1750	Online	English	Please add more train cars before opening more stations further south as there are concerns about over crowding on the trains which they can be over crowded by the time they reach Oakland.
338	Online	English	Please add more trains, both with more cars and frequency

336	Online	English	PLEASE ADD MORE TRAINS. I board from the Fremont station. Your extension made it hard to get a seat in the morning and it is a LONG ride to stand uncomfortably from Fremont all the way to San Francisco. There are TON of people boarding the Fremont line. Pease extend the lines when you have plans to add more trains. It is wrong to simply promote the ridership when the ride itself is horrible. Packed trains, long ride with no seats.
314	Online	English	Please also extend service to Brentwood
547	Online	English	Please avoid the train bridge if possible... mandatory transfers are a big turnoff
468	Online	English	Please consider extending BOTH the Orange AND Green lines down to the full length of the extended route for at least some mix of trains. Certain trains could be "turned around" at earlier points to maximize efficiency. But you should definitely be able o schedule a trip that minimizes your need for connections to reach the new station.
2040	Online	English	Please consider similar programs like the VTA express pass and transfers for light rails and bus service. I would like to see my monthly commute cost to not increase from current \$140 for unlimited trips on the VTA system.
1648	Online	English	Please do not change the route of the dublin pleasanton line.
313	Online	English	Please do not extend Daly city train till San Jose, instead extend the richmond train. Daly city Trains are already crowded by the time it reaches Fremont now.
1676	Online	English	Please do not get into altercations especially when we all speak different languages. Your customer service is great. Keep it up
649	Online	English	Please do not implement a train shuttle, bring the actual trains to San Jose
249	Online	English	Please do not make any options like the situation right now - riders have to transfer at fremont station for Richmont line. I live in the south bay but go to fremont station just because of no direct line to richmont

730	Online	English	Please do not make the service plan too confusing. Having different routes at different times of the day will confuse riders. The Richmond-Dublin/Pleasanton line, which only operates at limited times of the week, does not make any sense. It's not a logical travel pattern.
845	Online	English	Please don't do a shuttle train.
1316	Online	English	Please don't route Millbrae people through SFO until after 8pm at least!
1392	Online	English	please don't take away direct service from richmond to fremont.
645	Online	English	Please don't name the Berryessa station "Berryessa/North San José", there are enough stations with absurdly long names, we don't need another one. Also, The Richmond/Dublin/Pleasanton line looks like fun and would be vaguely convenient for me, but it's probably a bad idea (it'd be confusing to change everything on weekends).
170	Online	English	Please extend BART to Santa Clara
474	Online	English	Please extend south from Milbrae to Cupertino/MTV, etc.
260	Online	English	Please extend the Richmond line as far south as possible!
1374	Online	English	Please extend to Livermore
539	Online	English	Please fix and expand the core system before expansion. The current system with its current geographic spread is already over-crowded, expensive to maintain, and full of delays. Expanding cross-bay service and adding trains/capacity should be the top priority; not adding more miles of track.
232	Online	English	Please increase bart seats or frequency.
289	Online	English	Please increase the frequency of the trains and number of cars too if possible!

776	Online	English	Please make the bay are a train-transit paradise! Imagine the growth when the whole bay is connected! Imagine the reduction in road congestions! You have the power! Invest in a connect bay!!
508	Online	English	Please make the Green Line from Berryessa to Daly City!
1137	Online	English	Please make the Richmond/orange line direct to warm springs in the mornings, the timed transfer is not suitable for arriving to work on time because it adds an additional 15 minutes to the commute, which is otherwise longer than driving. I really prefer Brt, and am willing to commute longer on Bart than driving, but a direct Richmond-WarmSprings line in the mornings would help make it viable
1934	Online	English	PLEASE make this route go to SAN FRANCISCO!!! That way we can take Caltrain up the peninsula, or BART up the East Bay. Anything else would be ANOTHER epic fail for VTA/BART. PLEASE avoid more epic fails and do this RIGHT.
1910	Online	English	please move to smartphone based tickets/passes
1761	Online	English	Please run the service late night on weekends and build restroom
	Online		please support alternative commute options like carpooling and vanpooling
2095	Online	English	Please try and get the Berryessa station running ASAP.
1871	Online	English	Please use your data to make these decisions. The maps in this survey don't fully show what the service will be like, so we are making decisions with incomplete information.
1679	Online	English	Please work with AC and VTA to understand the new schedules so that they adjust theirs, and not schedule their departures to be the same as the BART arrivals .. give 5 minutes window to make the transfer.
2027	Online	English	Please, please please do not implement service option 3. East Bay traffic is already terrible, and if you make people transfer twice to get to San Jose it will make many fewer people choose Bart as a mode of transit. I can live with one transfer if more pople prefer direct service to San Francisco.

673	Online	English	Prefer a Milbrae to Berryessa
	Online		Prefer direct service from
435	Online	English	Prefer routes staying the same for the whole week
359	Online	English	Put BART police on trains
	Online		Q7:
90	Online	English	Q8, plan B:
112	Online	English	Question 7 was weird -- it was a three way choice, but I really didn't have a preference between the first two, I just hate the third. (In other words, coming from Fruitvale, I don't care if you extend the Richmond or Daly City lines, but I do prefer NOT o have a separate shuttle)
904	Online	English	Question 7: I strongly DISFAVOR a Warm Springs - Berryessa shuttle train (Option 3). Timed transfers don't always go as planned, and having to switch trains just adds to the unpleasantness of what will be the longest possible BART journey, between San Francisco and San Jose.
	Online		Question 8: I strongly FAVOR Option B. The extra Saturday Transbay service, on the segment with the highest demand, is eminently practical. It reminds me of the Transbay "double-header" trains on Sundays, over two decades ago, pre-DPX If anything, more trains should be turned around at 24th St and at South Hayward, every day of the week, at all hours, because the segments beyond are less heavily used.
389	Online	English	Regarding the weekend trains: regardless of the origination/destination (Fremont/Milpitas/Berryessa), there HAS to be a train that goes directly to Richmond and back.
307	Online	English	Richmond - Fremont Orange Line runs all 7 days and without any timing restriction like Green line. In the current scenario, there is already confusion with Green line going till warm springs but it stops at 7pm and then orange line goes to Warm springs fter 7 pm and on sunday. Why so much confusion?

1866	Online	English	Richmond extension allows the Bay Point riders better connections at the outdoor, weather exposed MacArthur stop while affording Daly City transfers to occur in more protected stations (Lake Merritt, Fruitvale, etc.)
369	Online	English	richmond to colma train / berryessa to colma based on your idea that will work needs to travel one extra station more people will need to get off at colma than daly city once extensions built and all of your plans will be successful yes make richmond to dblin pleasanton and make available to where us college students can use the orange tickets same as high school this is needed and will improve also increase fare by only 2 cents to 5 cents max that is worth riding bart not more than that this helps all ofus that want to ride bart
3026	7-Oct	English	Ride just to get away from home
406	Online	English	Route a commuter-hours line from San Jose to Dublin/Pleasanton for all the people who work at Bishop Ranch
1385	Online	English	Run trains from BOTH Daly City and Richmond to Milpitas/San Jose.
1677	Online	English	san francisco has other options for reaching san jose. please give east bay residents higher priority.
	Online		San Francisco. While CalTrain is an alternative, the facts that a normal Caltrain takes 1.5 hours and it runs so infrequentl means BART is more flexible for most in the South Bay.
239	Online	English	Seating is getting limited after the Warm Springs station came on line. Extending the service to S. Bay - though a great idea, will severely limit seating and can potentially lose long time BART patrons. Suggest being mindful before making any drastic chages to service. Else, you will find folks start taking the bus into the city/car pool. Please perceive the above statement as a genuine concern from a long time BART patron. Please also note that though the Fremont station outreach is slated for today, th placards were handed out this morning. This is not fair given FUSD back to school night is today.
166	Online	English	Send both Orange and Green line to Berryessa / N. San Jose on Saturdays all day, you should have enough trains for that service.

545	Online	English	SF line is already over crowded and longer trains are not implemented. so would rather see traffic extended on richmond/fremont. plus people in South Bay have caltrans as option for getting into SF so Milpitas/Richmond makes more sense
1487	Online	English	shuttles are bad and inconvenient.
612	Online	English	Stop expanding bart, and start upgrading it.
861	Online	English	STRETCH BART TO TRACY
261	Online	English	Suggest minimizing impact to current station riders into San Francisco.
719	Online	English	Terrible idea to reroute Dublin/Pleasanton
3042	7-Oct	English	thank carefully about all who work in San Francisco that travels from all parts of the East Bay from home.
2071	Online	English	Thank you for your services
	Online		Thank you.
948	Online	English	That Bart train shuttle is dumb as hell don't do it
242	Online	English	That will be great commute service if bart extended till San Jose or Milpitas
	Online		That would be wonderful and I won't live to see it. Will any of us??
578	Online	English	The BART shuttle option is unclear (what is this, a bus? A different kind of train like that terribly thought out extension to Antioch?) and it does not factor in long-term line extension to downtown San Jose.
1417	Online	English	The BART shuttle should not be passed. Either of the two direct line options would be more suitable.
741	Online	English	The bulk of BART travel that matters is to San Francisco. I don't care what you do until it wraps around the west side of the bay.

1471	Online	English	The bus transfer option is ludicrous. Either of the other two options is much better, but your survey design does not allow a respondent to indicate that and thus will produce results that don't actually reflect the reality of people's opinions.
2042	Online	English	The commute now on the Richmond/Fremont (Warm Springs) line is jammed packed with commuter, usually 5, 6 & 7 car trains are ran on this line. If trains are going to be added to accommodate more commuters . . . either A or B will work.
591	Online	English	The fewer differences between M-F daytime service and off-peak service, the better.
1165	Online	English	The forced transfer option, requiring everyone to change to a different train to run the last two stops, is terrible. I already have two transfers on my commute. A third transfer would make the system unusable for me.
856	Online	English	The green line should not be truncated to 24th Street or at South Hayward. All trains coming into SF from Fremont should continue to at least Daly City
1897	Online	English	The idea of a BART train shuttle from Warm Springs is horrific for anyone coming on the Richmond line, since it would require two transfers just to get to Milpitas.
	Online		The idea of only accessing the San Jose/Berryessa/Fremont stations via a shuttle is absolutely absurd. Why have these stations at all?
1336	Online	English	The name for san Jose Berryessa is stupid
1714	Online	English	The North San Jose station needs to be in service after 7 PM
1390	Online	English	the number of people commuting to sf from union city, fremont and warm springs seems to increase every month. i would like more seating on this line, since the ride is 45 minutes +
1033	Online	English	The only sane route is to go from San Jose to SF through Oakland.
1588	Online	English	The Option B proposal for after 7pm is chaos. Turning the blue tonpurple would confuse so many people getting on at Dublin.

1654	Online	English	The option with the purple line sounds like it might be very confusing to a lot of people. I would not look forward to explaining it to baffled tourists.
	Online		The option with the shuttle train sounds like it would be a potential source of delays.
825	Online	English	The peninsula, city, and South Bay are well enough connected. BART should be expanding in West Contra Costa. 80 West is the worst commute in the Bay Area, how does this project contribute to easing congestion on that route?
1379	Online	English	The questions are limiting, as I commute on various days from FREMONT to either SF or Berkeley stations, which includes weekdays and weekends.
	Online		The reason I voted for extending the Richmond (Orange) Line to Milpitas & Berryessa on weekdays is b/c of how crowded the Daly City / SF (Green) Line is during rush hour commutes; STANDING ROOM ONLY on 10-car (maximum length) trains.
1599	Online	English	The Richmond-Warm Springs line is one I use every single weekend, and I would not like it to be rerouted to Dublin/Pleasanton.
60	Online	English	The San Francisco lines are already congested during commute hours on weekdays. I frequently have to get off the train and wind up being late, or else wind up starting my day with a panic attack about being crushed in a packed car full of inconsiderate stangers. Because of this, the new service needs to be on the Richmond-Fremont line. Otherwise the San Francisco lines will become truly unbearable, unless there are measures taken to mitigate the effects, which I don't see Bart doing.
	Online		The shuttle is great to have as a back up plan when theres problems on the line.
1893	Online	English	The shuttle is, by far the worst option. It will require EVERYONE to change trains, rather than just a subset of the riders.
1604	Online	English	The Shuttle Option from Berryessa to Warm Springs is not a good integrated system option. I like extending the Richmond - Warm Springs Line to Berryessa while maintaining the Dublin to SF line. Putting a forced transfer at Warm Springs for Berryessa to Richmond/SF service would defeat the one system goal of the new Berryessa extension.

2044	Online	English	the shuttle option is a no go, it would be acceptable if it would be in order to start the service earlier, like before the end of 2017 but by june there bust be a direct line
1434	Online	English	The shuttle option is absolutely mad - please don't do that.
2064	Online	English	The shuttle option is the worst alternative by far.
79	Online	English	The shuttle option is worthless.
1484	Online	English	The shuttle option seems like a stop-gap measure that would decrease ridership due to the inconvenience, and you result in an overall less efficient and useful system. If proper service is extended as soon as possible, ridership (including myself) will grw to justify the service. If I had the option of the shuttle transfer, I would likely just get off before the transfer and cycle to my destination instead (as I currently do when heading south of the warm springs station.
801	Online	English	The shuttle train is not a great idea. I get that BART won't have enough railcars for the extension when it opens, but it's a better idea to either run the green or orange lines down there, since it's easy enough to transfer to those lines in Oakland.
1464	Online	English	The shuttle transfer option is completely inferior to the others. Coordinated transfers immediatly between trains at large hubs are much better than a forced transfer at a less serviced station, and even if that were not the case, half of the people usingthe trains will not have to transfer at all using one of the first two options as opposed to the third.
117	Online	English	The thing is, I don't want to drive to the city. I want to take BART and not be part of the pollution or congestion problem. Today, this requires driving all the way to Daly City, parking there, and catching BART in. I live in Santa Clara. That's just sily. In Paris I can get that far in 40 minutes via Metro to RER. If we're going to make public transit a real option, then let's get on it already.
1621	Online	English	The third bus option is a horrible idea; it literally defeats the entire purpose of the new Milpitas and Berryessa BART stations

1719	Online	English	The Train Shuttle option is straight, complete bull, and you should know better. SC County has not paid \$4-5 billion for a train shuttle.
113	Online	English	The travel time between my home station and San Jose/ Milpitas should NOT be more than 1 hr as it then defeats the purpose of taking Bart if the drive time is lesser than Bart transit time.
2092	Online	English	The two new stations must absolutely have VTA transfer points or they won't be efficient for commuting.
841	Online	English	There are a lot of ACE users who travel between Livermore, Dublin/Pleasanton to Silicon Valley on the weekdays. However the ACE only has four trains south bound and four trains north bound a day. BART shall consider to have train direct connection between Dublin/Pleasanton to Milpitas and Berryessa as an alternate for the East Bay residents who work in Silicon Valley. VTA shall also create a new shuttle bus service along Montague Express way to drop off passengers along the way.
1038	Online	English	There is already a train to SF. Not to the East Bay. I and most people will continue to take CalTrain up the peninsula.
899	Online	English	There should always be a line that goes from SF to SJ.. ALWAYS!! No transfer!!! I can't believe that was even an option
160	Online	English	There should be adequate through service throughout the east bay, as opposed to unbalanced service to SF (especially throughout the weekend).
3015	28-Sep	English	There should be Sunday access from all stations - even if only a few times on Sunday

333	Online	English	These extensions will make the Green Line VERY CROWDED! Our commute is already almost an hour each way each weekday! It will not be possible for me to stand for an hour on my commute each day; so either you will need to ensure that there is sufficient seating for all of us or additional trains will need to be added to the route. Much like on the Yellow Line at Pleasant Hill, an additional train or two in the am and pm will be needed from Fremont Station to help alleviate some of the additional crowding of the new South Bay people. It's well and good to add additional stations but if there are no additional trains what's the point? They are already full to bursting each day in both the am and pm. Medical emergencies are now happening every day more and more and will only get worse if the crowding can not be managed better. Please keep this in mind as you add more stations and take away seating from the cars. Not all of us have bikes (that take up a lot of space) but we do need seats and the ability and safety to have a pleasant and decent commute to our destination each day.
322	Online	English	They are already crowded and difficult to find seatings, please add more cars
2012	Online	English	They're a little confusing as options; however, it seems to make a little sense to "add" a line (extending the Daly City line) to reach Berryessa/North San Jose rather than extend the Fremont/Warm Springs Line so as to give riders another choice in case of delays on the Fremont/Warm Springs line.
3023	7-Oct	English	Think linear not as a loop. Extend the Richmond line south.
1197	Online	English	Third option in question 7 seems like a pretty bad idea
1215	Online	English	This BART expansion is unnecessary. You need to clean up the mess you already have before expanding it.

1576	Online	English	This entire plan is missing the most important parts of the daily Silicon Valley commute. Far East Bay into the South Bay. Stop with these half measures and build BART out to Tracy with direct lines into San Jose. The most job density is in the South Bay and Silicon Valley while the most available space for housing development is all the way out in Tracy.
1792	Online	English	THIS GREAT I HAVE FAMILY I'LL BE ABLE TO VISIT MORE, I WAS RIDING FROM 16th st. to MILLBREA, THEN CALTRAN TO SANTA CLARA SEND HOURS TO REACH MY FAMILY. WATCH LIMIT
1076	Online	English	This will open up a better option to go to the San Jose Airport as an option. A shuttle would just be inconvenient and make SJ Airport a non-option.
1924	Online	English	Those in San Francisco will probably drive to San Jose rather than taking the circuitous direct rail option 2. Looks like a more reasonable option would be a direct line to Oakland/Berkeley.
823	Online	English	Time to reach destination should not be more than peak hour traffic. Maximum of 1 hr end to end
521	Online	English	Total time to downtown San Francisco is what matters most. If that includes a transfer to increase frequency, that would be acceptable to me.
3029	7-Oct	English	Traffic to/from SFO should be faster
3019	7-Oct	English	Trains running at least
1352	Online	English	Transferring once is fine.
	Online		Traveling from anywhere south of Bay Fair involves either a double transfer (which makes the system sound more unfriendly than it already is) or a really confusing transfer at 12th Street (where it's difficult and unwieldy to get from the northbound platform to the southbound platform). Lake Merritt would be a much easier transfer point for passengers going from an Airport line to the East Bay line. Introducing a Purple line service just sounds like it would provide unnecessary confusion.

847	Online	English	Truncate Option A to have Dublin/Pleasanton-Daly City line become Dublin/Pleasanton-Richmond line or add Purple line as Dublin/Pleasanton-Richmond line permanently
1547	Online	English	Warm springs is a joke for East Bay commuters now due to the silly transfer times. Don't make Uber to Fremont faster.
1777	Online	English	Was hoping for a direct route from Dublin/Pleasanton to Berryessa Station
1955	Online	English	We did not pay for BART to SJ to take a shuttle (unless you run it until Berryessa opens)... we can take a VTA Rapid bus to Fremont now.
237	Online	English	We need more cars since there are more passengers
294	Online	English	We really need to focus on getting bart to the silicon valley, to many east bay tenant work there and have no easy means to go there, bart only goes to south fremont.
2034	Online	English	We use BART only a few times to reach San Francisco, we take it instead of Caltrain due to option and size of trains but we live in South San Jose. Bay Area Traffic is getting worse and driving to SF for games or parades is getting harder to do with parkig in SF so for us train from SF to South Bay is preffered
1743	Online	English	Weekday mornings from on the Fremont to Daly City line is already incredibly packed. I get on at Union City and often can't get a seat although I go on the very last car of the train. It's even worse on the middle cars of the train. If you merely extend te Fremont line, it will be unbearably packed. Please extend the Richmond line, which has far less people.
1414	Online	English	What about reduced fair for the weekend? Or family/friend group rates? I LOVE BART but it's tough to take friend groups because it's less expensive to Uber/Lyft
682	Online	English	What is most useful for me is not what is most useful for the system. It would be best to prioritize a link between downtown SF and San Jose at all times, and at the very least have a direct link on weekdays. I don't think the Richmond to Dublin link make much sense at all - better to have more strictly N/S and E/W lines.
594	Online	English	Wheelchair accessibility is key.

	Online		Whereas the 6-car BART typically runs on the Richmond Line during weekdays are not full, so that is where the extra capacity is.
220	Online	English	While extending service to North San Jose sounds great, I hope you are also working on getting new cars. Otherwise there will be more delays and lots of broken cars.
37	Online	English	While only temporary, it should be noted that while i like the idea of a direct connection to SF from Berryessa/Milpitas. I believe that the Richmond-Warm Springs line should extend further south to keep commonality with the entire system at present. By ading a Richmond-Dublin line, i believe it will add extra confusion with extra transfers for passengers leaving SF.
1815	Online	English	Why can't both lines, SF and Richmond, extend to San Jose instead of one line?
1979	Online	English	Why do you not have an option of going from Dublin/Pleasanton to San Jose directly? Every time I drive and take 680S from Pleasanton to San Jose I share the road with a crush of traffic. There are obviously millions of people that are going from East Alameda county, Contra Costa county and San Joaquin/Stanislaus counties to San Jose and other points in Santa Clara county. I think you should re-think this!
2086	Online	English	Why don't you extend service to areas of Contra Costa and Alameda counties who have been paying for it for decades instead of going into Santa Clara?
1773	Online	English	why is a shuttle being proposed? This is not part of the operating plan environmentally evaluated and approved for VTA's Berryessa Extension.
1575	Online	English	Why is there even a suggestion of taking a shuttle from the Berryessa Station to Warm Springs... we are paying for BART trains, not a shuttle. Crazy idea!!!
	Online		Why make SJ-SF commuters get off and change trains?
1085	Online	English	Why not already have a bus shuttle between warm springs and Fremont. People would use it because traffic is so bad.
1526	Online	English	Why not both extend both lines?

3034	7-Oct	English	Why not extend both as currently late night in the City is a pain but if add or extend to late more can travel later and it might help with rush hour
1946	Online	English	Why not extend both orange and green?
734	Online	English	Why on earth would you consider a shuttle that forces all passengers to connect at Warm Springs? That's nonsense
437	Online	English	Why would you want the additional A70 to M50 service,if the N Berryessa service is running
184	Online	English	Will BART ever go from San Leandro to Sam Mateo?
11	Online	English	Will service on the Pittsburg/Bay Point line be affected with transfers should the Richmond-Warm Springs line be rerouted to Dublin/Pleasanton? I chose to have direct service to San Francisco for convenience purposes so passengers traveling to San Francisco do not have to transfer at Warm Springs or Fremont.
3037	7-Oct	English	Will the shuttle be an extra fee
310	Online	English	Will there be limited trains?
1929	Online	English	With increased passengers to and from the south bay, we need to also increase the other trains' capacity as passengers transfer to either San Francisco, Richmond, or Pittsburg lines
1807	Online	English	Would be great to extend all lines to Milpitas and Berryessa/North San Jose stations. When will BART "circle the bay" as was originally envisioned in the 1970's?
810	Online	English	Would be nice if the extension can be made for both SF line and Richmond.
	Online		Would be nice if they would continue late, even at decreased frequencies.
1117	Online	English	Would prefer direct service from SF stations to San Jose/Milpitas (the green line option) as I would love to take BART to work and transfer to the VTA light rail for my final destination. If I have to transfer BART trains in the east bay it will likely take too long to be convenient and I will probably just drive to work instead.

553	Online	English	Yeah, Berryessa/North San Jose is a stupid name. Berryessa was fine.
700	Online	English	Yeah, why the f*** are you building new tracks and stations when you can barely handle the number of riders you currently have.
13	Online	English	YES In very, very early morning hours ... I know people in Dublin area who would take 1st and 2nd train from Dublin BART, to Milpitas (and transfer to light rail), provided that you have very early train transfers at Bay Fair. Currently, you start rains at Union City station down to South Fremont (due to where your yard is, of course), but if you first head trains from that yard go to Bay Fair, so that trains from Dublin arriving at Bay Fair at 4:31, 4:46, and 5:01AM, could then catch such trains down to Milpitas to make transfer to early VTA light rail trains into San Jose. ON OPPOSITE at night, just like how you have a "late train" from Dublin (12:45AM) into Bay Fair (1:03AM) which then goes back to Dublin at 1:10AM from Bay Fair, provide service from these new stations up to Bay Fair that would arrive around 1:00AM (and then shoot that train to the yard, while waiting for train from Oakland to leave Bay Fair), so that people attending events in San Jose (such as late night sports or cultural / music events) can take BART back into Dublin area at 1:10AM, just like folks in Berkeley / Oakland / San Francisco can catch a train a little after midnight and still get back to Dublin after 1:10AM
2049	Online	English	Yes either or is not practical ! Especially when you are in San Francisco ... I mean who would go to the East Bay to go in San Jose when you are in San Francisco! It will take 1:30 hour rather than take the train.... plus there are not that many BART to go to the end of the line. Does it bring BART to the San Jose Airport?
266	Online	English	Yes the train is way badly crowded in peak hours make some extra connectivity trains from Oakland to warm springs only may be to Berryessa later

2061	Online	English	Yes. All service BART planned in those questions are nearly unacceptable. The Silicon Valley extension should have full service to encourage public transit use. I personally feel BART is discouraging the use of these new extension stations. As for me, why can't I just continue driving to Fremont station and park there when there are more train service where I can just hop on the Richmond train (if that's the next departing train) and transfer to my SF-bound train at Bay Fair coming from the Dublin/Pleasanton line? Now if the new Silicon Valley extension stations will have full Green and Orange line service just like the section between Bay Fair and Fremont stations, then I will most definitely feel more secure to use Milpitas or Berryessa stations.
2083	Online	English	Yes. While I don't have a preference for how you route the BART trains, I definitely do not want the shuttle option. I cannot physically lift my bicycle onto a bus, so any sort of shuttle bus is useless to me. And I expect I'm not the only one.
3021	7-Oct	English	You should add Option A for weekends
	Online		You should try to schedule each route to minimize transfer times. This is more important than providing direct service if you can't afford to operate all routes at all times.
282	Online	English	You're adding more stops to the line but no new trains to accommodate added passengers? And of course you're going to increase the fares and not give us new trains?

Appendix PP- C: Question 9, Proposed Fares Comments

ID	Outreach Event Date	Language	Proposed Fare Comments
679	Online	English	\$15 / day - 5 days a week is a lot of money. There needs to be some sort of monthly pass like everyone else has. Even if it was zone based like Caltrain.
2089	Online	English	\$6.75
1209	Online	English	\$7.75 each way is not competitive as Caltrain's all day pass costs less than a round trip BART fare.
1762	Online	English	\$7.75 each way is very expensive for this service. It is cheaper to drive alone to SF at these rates.
189	Online	English	\$7.75 is less than gas + parking lot fees for SF.
274	Online	English	16 bucks a day to get to work in the city so a minimum wage worker has to work roughly 2 hours to get to work
442	Online	English	A bit high because a round-trip would now cost \$15.50.
1742	Online	English	A little cheaper if you can?
358	Online	English	All BART fares are way too high
2041	Online	English	All fares are way too high. \$7.75 from Embarcadero to San Jose? It's cheaper to drive your car. Also dirty conditions and being scared for your life isn't worth the cost.
614	Online	English	All I ask is that the money be used to add cars to the trains that stop at 4:45 p.m. and 5:00 p.m. at 12th street Oakland going south on the Richmond-Fremont (hopefully Richmond/Berryessa line). Please have more than 6 train cars. It is too crowded. Thank you.
3019	7-Oct	English	Any fare with BART is still so much more feasible than taking any other kind of transportation. No complaints from me!

1974	Online	English	Any senior discounts?
1044	Online	English	Are these fares based on estimated usage and costs? Why were 75c and \$1 chosen? For the distances traveled, are the fares fair for riders?
112	Online	English	As a person with a good job, these fares are not a problem for me. My only concern is that there should be options for people with limited and/or fixed incomes. Public transit should be accessible to all, not just people like me who work for large SiliconValley companies.
859	Online	English	As an incentive, from the 4 downtown San Francisco stations (Civic Center, Embarcadero, Montgomery and Powell) to the 2 Santa Clara county stations (Berryessa and Milpitas) and vice versa should be \$7. Just a thought.
3024	7-Oct	English	As I said ride BART all the time
1140	Online	English	As long as clipper handles everything. Tag on tag off like Caltrain.
790	Online	English	as long as in line with current policy then okay. discounts for clipper card and free/discounted transfers between VTA (bus and lightrail) and BART - either direction.
1864	Online	English	As long as it's cheaper than Caltrain, I'm happy
1189	Online	English	As long as the distance-based charges are consistent across the system I'm fine with them and aren't only for this extension, I'm fine with them.
964	Online	English	As long as the service is good and not interrupted like other train service you provide, I have no issues paying that kind of money. If I have to deal with the same service as I do now with old trains and crazies on them with me, there will be an issue.
1284	Online	English	As long as there's a station in north san jose, i am happy. The fare seems reasonable.
231	Online	English	Bart costs seem to get higher far to often without much improvement to the team system besides extensions.
251	Online	English	Bart costs too much for dirty,crowded unsafe trains. Get the bums off get law enforcement active and fire the pathetic management.
387	Online	English	BART fares are generally expensive and not very cost-effective (vs. driving) but most people have no choice when they don't have a car, cannot drive or prefer public transportation to relieve pollution and congestion.
1249	Online	English	BART fares are gradually becoming affordable.

993	Online	English	BART fares are too high... much higher than other transit systems... to increase ridership there should be much steeper discounts from clipper, etc.
1541	Online	English	Bart fares are way too high without any return on improved quality of service
335	Online	English	BART has to make the commute convenient to customers by adding more services and clean trains before thinking to increase the fares.
529	Online	English	BART is already 1 of the costlier public transit system in the country. It is getting even more costlier now. BART should be affordable for everyone including low income families. It is preferable if there is a monthly pass option.
431	Online	English	BART is already too expensive.
252	Online	English	BART is expensive anyway and so the steep prices do not come as a surprise to me. Consider a monthly pass.
1749	Online	English	BART is necessary for the expansive yet disjointed Bay Area. It might be better to slightly lower prices so more people can ride the BART from the farthest stations (ex. Milpitas to SF). More riders mean more revenue. NYCMTA actually does fixed price which encourages more ridership. There needs to be more trains running the Richmond line as more stations are included in the BART system.
1128	Online	English	BART is too expensive. my monthly Caltrain pass is \$190. The current journey to Warm Springs would cost approx. \$290.
321	Online	English	BART needs to consider peak/off-peak pricing, similar to Singapore's MRT pricing structure. It's more fair to everyone and encourages off-peak travel.
359	Online	English	BART should clean cars and stations and have more BART police on trains and at stations. Charge what you want
1576	Online	English	BART should manage the available finances better. How much waste still exists in the system and what is being done to address those issues?
475	Online	English	BART should never cost more than Caltrain. Keep that in mind.
227	Online	English	Bart's fares in general are expensive. And yet, the trains go out of service.
278	Online	English	But expensive! Compared to Caltrain this is very expensive
814	Online	English	Caltrain costs \$9.90 from San Jose, you should charge the same.

1931	Online	English	Caltrain fare from San Jose to San Francisco is \$9.95. BART fare should be comparable or even identical.
731	Online	English	Can there be a discounted monthly pass like the one in New York subway which is affordable around \$125? There is no way I would use this apart from game days unless we have an affordable monthly pass.
1960	Online	English	Can't afford it.
847	Online	English	Change the Milpitas station to \$0.50 from \$0.75 and leave the Berryessa station fare the same to be consistent
276	Online	English	Charge more
206	Online	English	Charge more for parking!
752	Online	English	Charge more to put more security
1142	Online	English	Charge more. Build more infrastructure. BART is critical.
898	Online	English	Cheaper by \$0.25 please.
1691	Online	English	Clipper card discount?
856	Online	English	Combined with VTA and Muni fares, completing a trip from San Jose to SF would be cost prohibitive for anybody to do regularly, and likely not competitive with the cost of driving, particularly on weekends. Most people will probably only ride BART for thi trip on rare occasions if the fares are this high.
669	Online	English	consider reduced fare transfers to the vta light rail
380	Online	English	Costs more than riding from SJ Diridon to SF on Caltrain, with the monthly pass (assuming 2 trips every weekday). Since BART doesn't offer passes, and getting to Berryessa from downtown SJ would require a VTA transfer, BART should ensure that this fare iscost competitive with Caltrain.
1478	Online	English	Current VTA express bus fare from Fremont is \$4.00, so any fare at or below that is reasonable.
2010	Online	English	Cut by 50¢

921	Online	English	D*** that's expensive
148	Online	English	Depends on whether the proposed rates are held to as the actual.
774	Online	English	Distance based fares are fair.
281	Online	English	Distance based pricing is a consumer rip off and discourages BART use. For many commuters, it is cheaper to drive which sort of defeats one of the major goals of public transportation.
1817	Online	English	Distance-based fare structure should be applied consistently on the new extension.
1860	Online	English	do not increase fare price more than 2 cents to 5 cents max with the increases arriving in every two years 10 cents 20 cents or more is not good and contributes to fare invasions so if the price is going to go up make it be 5 cents or less and the high inreases contribute to fare invasions so better bart and compete better against amtrak , acerail, caltrain, and the bus operators the only way to do that is having the fare go up 5 cents or less also make it possible in the future to insert 8 tickets into te machines at the stations to where can increase to the minimum fare, right now putting in one ticket is not good and a problem more people would be riding bart more if we could put up to 8 tickets into the machines to make the minimum fare and that wouldbe the end of the tickets you would only be able to do this one time
349	Online	English	Do what ever keeps the traffic in Fremont parking lot to minimum.
1228	Online	English	don't let it affect the other liens
1827	Online	English	Don't mismanage our money. Upgrade the whole system - we're running on 1970s technolgy and our trains are dismally slow compared to the rest of the world. Reduce delays and downtime. The tracks are deafening. For commuters who ride BART everyday, thi directly contributes to long-term hearing loss. Instead of paying out a third of overall compensation in overtime, hire more staff.

1710	Online	English	<p>Don't we pay enough in taxes and propositions to support BART? One day's commute would be \$15.50+\$3 parking from Berryessa into the city. Is the commute allowance going to increase as well? The current monthly limit barely covers the current fees.</p> <p>I understand that things take money, but isn't part of the objective of public transit to reduce cars on the roads?</p>
858	Online	English	Don't make it too expensive :(
1850	Online	English	Don't understand why it's so expensive for train services while a single train carries hundreds of ppl. The cost should be minimal. Encourage more people to commute to work and access to public transit should be the goal.
586	Online	English	don't care do it please I will pay moneys
448	Online	English	Even if you raise cost to cover your costs, you need to show BART is a better performing commute service. Cleanliness, quality, timing are most important.
1902	Online	English	Expensive and burdensome considering the trains are dirty, station staff are arrogant, and security is not always assured.
838	Online	English	Expensive for every day commuters, but reasonable for people using it to access SJC
681	Online	English	Expensive, maybe decrease fares by \$0.50 each
1808	Online	English	Fair fare! :)
1917	Online	English	Fair price
1692	Online	English	Fare increase is expected.
1546	Online	English	Fare increases are okay, but only if the route is direct to San Francisco, with no transfer.
1540	Online	English	Fare price is far less important than efficiency. I would gladly pay 5x current prices for public transportation than gets me to SF faster and safer than the freeway.

1829	Online	English	Fare raise understandable. But seriously Bart needs to be a lot safer. There needs to be more station security and agents to be regularly present. Perhaps you ought to look at other types of fare gates to lessen freeloader folks from getting free rides. he system is being vastly abused by troublemakers and you need to pay attention to that. The abusers take advantage because they can and it's a big joke to them.
412	Online	English	Fare too expensive!! Please reconsider prices! Public transportation is supposed to be more affordable than driving your own car/paying for gasoline.
901	Online	English	fares are acceptable, they will be cheaper than caltrain or capitol corridor
1887	Online	English	Fares are already SO expensive which is the main reason that I seldom take BART anymore. I take Caltrain, Samtrans and VTA bus and light rail frequently, using a monthly pass which allows unlimited rides for everything.
1460	Online	English	Fares are high but I would generally pay them. BART needs to keep its fares at less than half of UberPool/Lyft Line to be viable though -- UberPool goes door to door, is much more private, is more comfortable, is safer, and is usually far faster door to door. If you do not provide a substantially lower cost, there is no reason for someone to choose BART over a car.
1086	Online	English	Fares are kinda high in general but those fares listed seem reasonable compared to other Bart fares
2054	Online	English	Fares are too high
299	Online	English	Fares increase by 50 cents is really high from warm springs to Embarcadero
2020	Online	English	Fares reasonable, however definitely Need direct BART connector to San Jose Airport
1580	Online	English	Fares seem reasonable
1893	Online	English	Fares should be built on a cost basis... a share of the fixed costs, plus the variable costs of the distance.
2064	Online	English	fares should be rounded to the nearest quarter.
1562	Online	English	Fares should be similarly priced to Caltrain fares for the same distance to avoid competition between BART and Caltrain.
2050	Online	English	fine fee structure

1971	Online	English	Fine with that.
1271	Online	English	Gas for my drive from Embarcadero station to the Berryessa station will probably average around \$8.10. So, \$7.75 sounds like a decent deal especially if I factor in vehicle wear and tear. However, my commute to Berryessa in the AM takes 50 minutes by ar, and 70-80 minutes in the PM by car. I hope that the timeframe for this route is roughly the same. I've worked off Mabury Road for 5 years and watched the station get built. I'd love to be able to ride it as a commuter.
1629	Online	English	Get a clipper card and save.
2098	7-Oct	Spanish	Get funding from San Jose and employers to lower fare
576	Online	English	Get taller turnstiles to prevent people jumping them and getting in for free. Also hire more BART police to kick out the crazy people and crackheads.
1041	Online	English	Getting really expensive.
1597	Online	English	Good pricing.
1870	Online	English	Have fares that do not cause Bart deficits.
1211	Online	English	Have more frequent trains and lower fares! Get people to ditch their cars and use public transportation! Infinite subsidies for public transportation!
373	Online	English	Have more trains on the rush hours then I am fine to pay \$7, \$8, \$9
2023	Online	English	How about a flat rate for the day regardless of the number of stops or distance traveled?
834	Online	English	How about more incentives to ride such as gamification, some kind of point system, or the more you ride the more you save? Such measures could increase ridership.
700	Online	English	How the f*** is an extra \$1.75 going to cover the cost of 2 stations and 10 miles of track not to mention relieve the massive pressure on an inundated system?
589	Online	English	hurry up and build it already

2067	Online	English	I agree with the fares
1054	Online	English	I agree with these fares.
392	Online	English	I am not a price conscious rider, so I do not have a preference. As long as the ticket price is a inexpensive as a cal-train ticket, it would be fine.
1908	Online	English	I am not sure what you are trying to recoup in terms of costs. However, taking your scenario above, it will costs \$18.50 per day plus parking. That is \$92.50 per week. It will cost me \$54 per week to fill up my car and just drive 280N to get to South S without much traffic at 6:30 in the morning. Parking is not hard to find and I pay about \$10 for parking. So it is not saving me much (\$11.50) compared to the convenience of just driving. Also, my son will be attending UCSF and he cannot afford that aount from San Jose. I would seriously consider an electric car lease for him. A lease costs \$490 per month plus parking and taking BART every day would costs \$462.50 per month. So these fares are not really any cheaper than taking a car that distance ad don't make sense to me. You should consider taking a dollar off at the least to make BART more attractive. That would increase ridership and actually bring in more money.
1	Online	English	I believe BART should seriously consider adopting a single fare systemwide to simplify the rider experience and make the fare collection systems and equipment simpler.
2087	Online	English	I can afford it easily. It is the Best value.
2099	Online	English	i can drive for less than that
837	Online	English	I cannot afford this. I come from Santa Cruz. BART nor SCMTD nor VTA offer a cost-savings transfer agreement. A one-way ticket from Santa Cruz to SF will cost me 18.50. This is a round trip of \$37. I live in poverty because of the cost of living here. Pubic transportation should not set me deeper and deeper into poverty.
1897	Online	English	I care more about having fewer transfers than I care about the cost

730	Online	English	I don't have a problem with the one-way fare. However, you should provide substantive discounts (way more than 6.25%) for bulk purchases. In addition, there must be fare coordination with VTA buses and light rail (free transfers). The Berryessa/North Sa Jose station requires a bus connection to reach Downtown San Jose, quite an inconvenience, so at the least BART can do is offer a free transfer.
297	Online	English	I don't have any comment.
611	Online	English	I don't support any fee increases.
1944	Online	English	I don't think it makes sense to charge 75 cents to go from Warm Springs to Milpitas, but only 25 cents to go from Milpitas to Berryessa, especially since many people who exit at Milpitas will need to also pay for a light rail ticket.
875	Online	English	I fine with the proposed price BART Will use from these stations.
180	Online	English	I guess that's okay. But still expensive. Especially when there are no available seats on trains.
37	Online	English	I have no comments other than to say the proposed reduced fares should also be posted in conjunction with regular fares.
1814	Online	English	I hope the fare from Hayward to Balboa Park does not increase from its current \$5.35 each way.
1395	Online	English	I know the increased fare would pay back whatever money is lent in order to follow through with this addition. Even if I'm wrong I'd like to ride on cleaner and safer trains.
1926	Online	English	I live fairly close to both Milpitas and Berryessa station. I think the price jump from Milpitas to Berryessa is a little too much. It only takes me 10-15 minutes to get to the Warm Springs or Milpitas station by car and that's a total of \$1.75 more. Also, with parking it'll be almost \$20 roundtrip ONE day for weekday commuters, which is half a tank of gas for most people. I think the price difference is only warranted if the BART service was frequent enough for me to choose to take Berryessa over Milpita on weekday mornings or the weekends. I use the BART Blue High Value Ticket and that only saves 6%. I'm hoping there is better price incentive for me to use Berryessa or Milpitas over Warm Springs. I plan to take the Berryessa station more often with my prents on the weekends as well if there was some kind of discount other than free parking. It'd be cheaper for my family to drive to SF on the weekends than take Berryessa BART. It would be \$46.50 for the three of us to take Berryessa BART roundtrip which is just not sustainable for us to take frequently.

880	Online	English	I live in San Jose and it would make since to have both stations for Milpitas and Berryessa the same price.
1452	Online	English	I mean ideally it would be significantly cheaper. But as long as it is cheaper than driving (and cheaper still to make up for hassle factor) it will be used by many. Regardless, it will benefit those without automobiles.
841	Online	English	I suggest BART to offer monthly pass for the regular users. BART is competing with driving + parking, certainly driving time is another factor, but if the cost is high and is not convenient enough then raiders will not be interested in taking it.
609	Online	English	I support the distance based fare structure.
73	Online	English	I support the distance-based fare structure, but strongly encourage BART and VTA to pursue community-based fare equity proposals, such as cross-agency accumulator-based daily and monthly passes, as part of the Clipper 2.0 program and Regional Measure 3.
1969	Online	English	I think \$7.00 should be maximum fare charged for the farthest station
1664	Online	English	I think from Embarcadero to Milpitas should have a lower cost. \$6.75
307	Online	English	I think it is fare cost considering the distance
341	Online	English	I think its awesome
867	Online	English	I think that is fair to charge Miliptas and San Jose stations more money, although I think it should be more given the distance
721	Online	English	I think that the proposed fares are getting to be a bit ridiculous - at this rate, just to get from downtown SF to Santa Clara (after the proposed extension from Berryessa to SF) will cost \$10+ one-way. There needs to be a more affordable option for thosewho can't afford to pay as much. Yes, it is comparable with the fares on CalTrain - CalTrain being \$9.20/\$9.75 to pass four zones - but San Jose/Milpitas, or San Jose as a city (when the next extension is completed) should be taken as one fare zone (like mbarcadero, Montgomery, Powell, and Civic Center are taken now with the current fare scheme).
3022	7-Oct	English	I think the fair/cost is right especially when you compare it to the time and gas you save

3030	26-Sep	English	I think the fare should not change to make it more affordable for low-income people
1681	Online	English	I think the fares are reasonable and a much cheaper option in comparison to other forms of travel between these stations.
1937	Online	English	I think they're fair. I'd like it if there were someplace in Milpitas where I could purchase a senior citizen BART card.
368	Online	Chinese	I think two stations also add 0.75 will be good.
120	Online	English	I think we need to consider how BART can remain accessible for the people that need it (often those living in lower-income areas and traveling to high income areas in order to work in those areas). This feels really expensive to me.
2042	Online	English	I thought this expansion was being paid for through taxes since the 80's? Will the fair increase also pay for cleaning up the cars, more trains, and maintenance and up keep? Increase is still less then gas, tolls and parking.
68	Online	English	I will primarily be using the Southern Extension as a recreational and leisure tool, occasionally as a conference service. Consider a monthly zoned pass option so that I have a reason to use the extension on weekends instead of drive/carpool in that direcion where parking is usually cheap and plentiful.
777	Online	English	I would like the increase to be less, but it does not seem so reasonable.
2040	Online	English	I would like to keep fares Under \$2 one way between Fremont and Great Mall Berryessa station.
450	Online	English	I would much rather pay this than having to deal with taking Caltrain from downtown SJ to Millbrae, then having to pay for BART as well. Thank you BART!
1810	Online	English	I would only take BART to get to OAK, but with the very expensive Airtrain fare, this will make me rethink doing this (go to SJC or SFO instead)
1968	Online	English	I would pay \$1.00 more from Berryessa station
2047	Online	English	I would prefer a \$0.50 increase/station because it seems more proportionate/fair. As in \$6.75 from Warm Springs, \$7.25 from Milpitas, and \$7.75 from Berryessa.
160	Online	English	I would prefer a monthly pass based on distance traveled (x35 trips).
1295	Online	English	I would rather pay the transit fare than be stuck in traffic.

1570	Online	English	I, of course, do not like higher fares.
785	Online	English	I'd like to see BART make a run at regional passes in conjunction with AC Transit (either through EasyPass for employees) or VTA (EcoPass). Or have it in a way similar to WMATA's selectpass program - https://www.wmata.com/fares/selectpass.cfm - either way you'd save money if you take BART (AND with bus if that's your thing, too).
698	Online	English	I'm all for fare increases as long as Bart management uses it for capital expenditures and not on personnel costs. Bart needs to limit its overtime for employees....janitor making \$275k a year with overtime = over worked employees
572	Online	English	I'm fine with paying a little bit more in fare increases, however I think BART needs to look into reducing the high salaries, overtime abuse, and high administration cost of BART as well.
1707	Online	English	I'm glad it's a cheaper option than Caltrain still (when comparing cost vs. distance traveled). It would be nice to see BART fares more heavily subsidized by the government overall - lower fare costs, more taxpayer investment, more encouragement for public transit over driving in general. Unfortunately, that isn't likely to happen because BART upgrades and service are not routinely prioritized when it comes to government spending.
1220	Online	English	I'm okay with the fares.
433	Online	English	I'm unopposed to the fare increases, and think that they're very fair. However, I STRONGLY urge BART to make obtaining a Clipper card easy, perhaps by following the LA Metro's lead with TAP cards and just require people to obtain a card, which can be done automatically from any vending machine.
2024	Online	English	I'm a viet nam vet, America FIRST, and below fixed income. What do YOU think I would like to see done with the real American's tax dollars?
2094	Online	English	If BART wants to charge more for one more stop based on distance, they need to make sure the pace of service/trains doesnt drop to the new stations! Passengers would be likely be unhappy paying the same price for distance without equally expedient service
510	Online	English	If I need to pay over \$15 for a round trip to San Francisco for a ride that's going the long way around around the bay, I'm driving.
1654	Online	English	If it ain't broke, don't fix it. That formula has always seemed fair.

741	Online	English	If it helps you circle the bay faster, knock yourselves out. Traffic is insane.
1979	Online	English	If the BART workers didn't make as much as most of my PhD graduate and engineering colleagues perhaps your costs would be less. Regardless, I would much rather take BART and go 70 mph than be in traffic that moves at less than 10 mph.
366	Online	English	If the service is timely with no delays , trains have proper # of cars to fit the the no of people and the trains are clean, well maintained, then a reasonable fare is okay.
12	Online	English	if there is consistent service coming to the North San Jose station the pricing is more fair. if there is limited service to the station, then the pricing seems too high.
333	Online	English	If they are riding from that far of a distance, then they should pay more. I have been riding from Fremont for over 40 years and we have almost always paid more than the rest of the lines because we are farther away from downtown SF.
378	Online	English	If we are charged more, please have more trains in service to justify costs to riders.
377	Online	English	if you are extending to Milpitas or San Jose stations Please add more cars or increase the frequency of the bart to every 5mins or 7 mins bart
2055	Online	English	If you have an efficient, safe, and clean system, I strongly believe people will be more inclined to pay for the higher pay.
1519	Online	English	If you want people to pick Bart over Caltrain (especially from Diridon) it either has to be faster or cheaper to get to SF. So I would reccomend ticket fares be lower than Caltrain.
1542	Online	English	If you want people to use public transportation, it shouldn't cost so much and it should be better organized and run more frequently. But those are all bigger problems than we can apparently solve. I'll pay whatever you charge because I can afford it.
271	Online	English	Improve service before invreasing fare. You arr not able to manage current traffic effciently and want to extend?
1081	Online	English	in exchange for that money, i expect to have more security and cleanliness on the system.
840	Online	English	In general, BART fare is very high. e.g. \$15 per day is hourly rate for many people.
2102	Online	English	In general, BART should offer discounts to college students (SJSU, SFSU ,UCB etc.), or work with the universities to help subsidize BART tickets.

1226	Online	English	In my opinion, it should be the same amount/cost to/from Milpitas and Berryessa/North San Jose Station. Minimum it should only be (\$0.50 more) for both of the station. Another note: can you please ensure inside the Bart station is clean/disinfected? I always see homeless people riding the Bart and majority of them is at the end of the train. Your front agent should see this and the Bart police should always be on the training checking if there are homeless people on the train at all time. Thank you!
365	Online	English	Increase Milpitas to 7.00 and beryessa to 7.25
2044	Online	English	introduce a monthly yearly pass as everywhere else in the world! and do it fast there is no way you keep loosing passenger!
2000	Online	English	Introduce discounts for everyday/frequent users.
243	Online	English	Is it really public transportation? We pay a lot for BART with very minimal services. Please don't increase the price
966	Online	English	Is this fare methodology different that what is used for other stations? If so, why?
1590	Online	English	Is this fare structure competitive with other options when first-mile / last-mile expenses are taken into consideration?
199	Online	English	It is almost cheaper to use a lyft for four people than taking BART. The price wouldn't be so bad if you didn't have the stupidly high risk of being mugged by kids or shot by poorly trained clowns with police uniforms.
1831	Online	English	It is cheaper than Caltrain.
817	Online	English	It is obviously going to be more expensive by distance since Berryessa is further away than Warm Springs. Because of this, I think it is reasonable for these prices. Just make sure the fares do not go to outstanding and exaggerating amounts and keep it resonable by distance.
14	Online	English	It is very important to consider free or discounted transfers to VTA light rail / buses. Transfers are a necessary part of a functioning transit network.
1819	Online	English	It looks \$7.15 is more reasonable from Milpitas Station.
1588	Online	English	It makes sense to keep it based on distance as it has been in the past.

234	Online	English	It seems a little high
18	Online	English	It seems a reasonable price.
1916	Online	English	It seems fairly priced based on mileage, etc. Always prefer less :-) but it is reasonable - and costs much less than taxi or family car.
1984	Online	English	It should be +\$0.75 more for both stations.
1906	Online	English	It should be the same price both ways. It doesn't make sense to have it cost more to leave SF.
2015	Online	English	It shouldn't cost extra for those distance.
309	Online	English	It sounds fair if people can have seating the whole way. You need to have more cars.
3012	7-Oct	English	It sounds right
1498	Online	English	It sucks but its fine.
382	Online	English	<p>It would be better if there was a family plan of some sort. If you have a car full a people, it gets cheaper per person, but it gets more expensive to take the BART system.</p> <p>I am a single business traveler though, and will be flying into SFO and commutin to my company's office in San Jose. It is faster to take a direct flight to SFO and the BART than to get a connecting flight to SJC.</p>
2075	Online	English	It would be nice if VTA riders would get more discount when making transfers with BART.
1895	Online	English	It would perhaps help decongest the already packed Montague-Capitol area if Embarcadero- Berryessa is priced at \$7.50---same as Milpitas.

1995	Online	English	<p>It's a long way to Santa Clara county and I'm fine with those fares. BART is fast & comfortable, and the Milpitas station is in a useful location given how spread out things are in the south bay, so I'll gladly pay those fares for good service.</p> <p>(Ideologically speaking I would prefer funding transit operations mostly from income and investment taxes rather than fares, because I view good transit as a public service and economic benefit for all, not a service for the wealthy. But I realize that's outside of BART's control, and plenty of voters & politicians would disagree with me.)</p>
1214	Online	English	it's a reasonable price increase but a one way bart ride should never be more than \$8 anywhere in the bay area. please do not increase any more!!
1586	Online	English	It's expected
1655	Online	English	It's fine just as long as you guys don't raise the prices.
408	Online	English	It's insane to me how expensive it is to ride BART compared to many other (more efficiently run) transportation systems around the country. So much money is thrown into this system and I feel so little is put back into it, with most of it going to outlandsh administrative costs. LA is able to fund METRO with \$1.75 fares on buses and trains WITH free transfers for up to 2 hours. The cost of BART makes it more expensive than driving to a lot of destinations. It's a joke. Every friend, family member, and busness associate always goes on about how inefficient and expensive BART is compared to their home cities.
1103	Online	English	It's just one more station, don't change the fare at all.
1624	Online	English	it's okay
876	Online	English	It's too expensive lower the fares.
1147	Online	English	It's very expensive. Why not keep the fare at \$6.75?
1771	Online	English	It's worth it, but I hope this isn't going to keep going up. I don't know if I would want to pay much more than that.
1823	Online	English	It's quite expensive for a roundtrip ticket. Would you consider to offer a less expensive ticket if the riders buy RT ticket prior to boarding & valid for one week on the return or same day RT?

863	Online	English	It's too high! Needs to be subsidized some other way, not by property taxes on developers!
485	Online	English	Its cheaper to drive into San Francisco than it is to take BART. As a commuter option this should be cheaper than adding to the traffic everyday by driving
822	Online	English	Its fair
936	Online	English	Just go as cheap as you can without sacrificing good quality service.
1123	Online	English	Just happy to finally have Bart in san jose
2061	Online	English	Just keep the fares reasonable (i.e. charge per distance).
56	Online	English	Just make sure the fare system is fair to users of the core as well as the distant stations!
1899	Online	English	Keep a flat rate and offer discounted day passes round trips and Clipper Card Fare Payment.
1885	Online	English	Keep fares low to get more people out of their cars.
1619	Online	English	Keep it affordable, so promote the new Bart options so that radditional idership supports the service.
1390	Online	English	keep it as inexpensive as you can. i would like to be able to commute to sf inexpensively. i like the look of the new condos near the san jose flea market, then be able to walk to the barryesa station.
1794	Online	English	Keep it lower. Like difference of \$0.25 for every station would be apt.
1947	Online	English	Keep senior discounts!
812	Online	English	Kind of a dick move to increase the fare that much for Milpitas and San Jose, especially since it's taken this long to get service down to the South Bay. Thanks for telling me though I guess.
474	Online	English	LESS MONEY!! be competitive with other cities in the US.. we are literally the most expensive and also the least connected.

979	Online	English	Like most of the BART fares, it seems quite high, to the point where regular commuters will simply drive due to lower overall cost including car maintenance.
547	Online	English	Looks reasonable to me compared to driving, especially given the Bay Bridge fare alone.
1748	Online	English	lower the costs for the fair or lower the costs for the parking.
804	Online	English	Lower the fares by .25-.50 cents. Cite (ALL) fare evaders minors and adults.
369	Online	English	make also millbrae to south hayward train do what described above and have two trains start from millbrae destination south hayward on one train / pittsburg bay point on the other both trains would stop at san francisco airport read above only increasefare on tickets by 2cents to 5 cents max
1855	Online	English	Make Bart cheaper
166	Online	English	make both SV stations the same price
1943	Online	English	Make it .50 cents more per station.
256	Online	English	Make it as low as possible, especially considering a lot of folks going to Milpitas and San Jose will be middle- to low-income
604	Online	English	Make it cheaper. Now.
2007	Online	English	make it easy and affordable!!
727	Online	English	make it free
1547	Online	English	Make sure Uber isnt cheaper.
580	Online	English	Make the fares cheaper. Why are you making the trains "fancy" just put some cheap plastic seats in there. Why are you paying train operators and station clerk's so much money? They just sit there and mumble over the microphones
1348	Online	English	Making it cost way more than gas will not help you gain ridership. Fares should be reduced during slow periods. Half full trains of lower fare passengers are better than empty trains at full fare.

343	Online	English	May be switch to a zone based fare system. All stations in SF (Balboa-Embarcadero) become Zone 1. Oakland stations Zone 2 (Ashby-Rockridge-San Leandro-West Oakland). Berkeley-El Cerito/Richmond Zone 3. Contra Costa stations Zone 4, South of San Leandro Zoe 5, South of SF Zone 6, with OAK Airport and SFO being zone 7. Then charge people based on how many zones they cross.
937	Online	English	Milpitas and Berryessa should be in the same zone with the same price.
205	Online	English	Milpitas should be \$7.25 so the pricing is somewhat more evenly distributed among the three stations.
113	Online	English	Monthly discounted options if possible would be good
1634	Online	English	More money is fine / fair.... it opens up tons of high paying job options.
828	Online	English	More trains
402	Online	English	My family will no longer be riding bart, too many people are getting robbed at gunpoint and bart officials don't seem to care.
1799	Online	English	My interactions with the BART involve mainly going to and from Oakland A's games. So for me, the use of the BART coincides directly with baseball season. I may move to South San Jose in 6-12 months, and at that point, the new station from San Jose Diridin might be a daily option for me. But for now, most of my use is sports-related to the Coliseum. . so any of these options as far as this question goes is pretty limited.
249	Online	English	my last resort of transportation mode is bart because Bart has been milking riders in many ways: fremont parking fee stays the same even warm springs station opened. charge 50 cents extra for paper tickets. hopefully milpitas and berryessa stations arecontrolled by VTA and have better management
1790	Online	English	My main concern is to have transportation options available. I'm not very sensitive to price.
986	Online	English	My primary ride would be to Union City, so the fare would, presumably, be less. While I'm not a big fan of the distance fare structure, I understand it may be necessary from a financial standpoint.
71	Online	English	N/A

872	Online	English	n/a
1927	Online	English	N/A
214	Online	English	NO
655	Online	English	Nah we make money. Maybe even charge a bit more and make your service better and run more cars.
829	Online	English	Nearly \$8 for Milpitas-SF seems a bit high. Are there going to be weekend or off peak discounts (like \$5-6 instead of \$8)?
3002	7-Oct	English	Need discounts on daily commute with MUNI and BART
235	Online	English	Need those new cars and digital train control to avoid extra delays due to equipment take.
2	Online	English	No
134	Online	English	No
294	Online	English	NO
303	Online	English	no
569	Online	English	no
685	Online	English	No
726	Online	English	no
768	Online	English	No
772	Online	English	no
926	Online	English	No

1069	Online	English	No
1120	Online	English	No
1287	Online	English	no
1319	Online	English	No
1357	Online	English	no
1401	Online	English	No
1621	Online	English	No
1685	Online	English	No
1697	Online	English	No
1701	Online	English	No
1714	Online	English	No
1739	Online	English	No
1773	Online	English	No
1837	Online	English	No
1873	Online	English	No
1889	Online	English	no
2083	Online	English	No

2100	Online	English	No
232	Online	English	No
1321	Online	English	No
3035	26-Sep	English	No
783	Online	English	No - but why do you keep increasing the ticket price? My salary is not increasing
2099	7-Oct	Spanish	No all is well
104	Online	English	NO COMMENT
143	Online	English	No comment
701	Online	English	No Comment
1233	Online	English	No comment
1779	Online	English	No comment
220	Online	English	No comment on fare.
776	Online	English	No comment, just be conscious of how much this might add up for people who plan to use this every day multiple times a day. We want to encourage not driving.
217	Online	English	No comments
259	Online	English	No comments
428	Online	English	No Comments
119	Online	English	No comments.

850	Online	English	No comments.
1958	Online	English	No comments.
346	Online	English	no fare increase
429	Online	English	no fares seem fair
266	Online	English	No it's very good but try to increase the quality of train interiors which is very important when high charges r applied on tickets
413	Online	English	No opinion
1676	Online	English	No opinion
2017	Online	English	No problems with increasing the fare. You should however provide more economical monthly passes on clipper cards to allow regular riders to use it.
1717	Online	English	No sounds fair
826	Online	English	No sounds good as proposed above
562	Online	English	No thanks. It's less expensive and much faster to drive. I'm much less likely to be robbed and/or hassled for money too.
3032	26-Sep	English	No, but it would make the cost from South SF cost skyrocket. Adding an adjusted fee would make people more willing to take BART than drive.
139	Online	English	No, I am ok with this.
83	Online	English	No, I think that pricing is fair.
810	Online	English	No, sounds fair to me
571	Online	English	No, sounds good.
1477	Online	English	No, sounds good.

1417	Online	English	No, the fares seem in line with the already established fares between San Francisco and East Bay lines.
371	Online	English	No, this fee structure seems acceptable
1184	Online	English	No, this is fair and less than Caltrain.
21	Online	English	No.
239	Online	English	No.
1378	Online	English	No.
1626	Online	English	No.
1763	Online	English	No.
1777	Online	English	No. Except that since I work at VTA i think i should be allowed to ride free. We allow Bart employees to ride free on our system
191	Online	English	no. do not raise fares because it is mean. you are like dirty scumbags foothill transit. always wanting to raise fares and never doing better service. NEED MONORAILS!!!!!! Also I would like a subway station directly under my house. Ive made a map for you ere: https://i.imgur.com/RRFXt4U.jpg . This would increase service to a currently under-served area by literally ?%. As far as the Milpitas and Berryessa/North San José Stations, how bout we just kind of don't?
1939	Online	English	No. The key is can I get from Almaden to berryessa
355	Online	English	None
577	Online	English	None
1753	Online	English	None
705	Online	English	None, prices seem fair compared to Caltrain

2062	Online	English	None.
813	Online	English	Nope
1821	Online	English	Nope
88	Online	English	Nope, makes sense
545	Online	English	nope. sounds pretty standard.
215	Online	English	Not as of this time
1793	Online	English	Not at this time.
1843	Online	English	Not at this time.
3020	7-Oct	English	Not really as fares tend to spike anyway, with or without extension
678	Online	English	not really other than unifying your payment systems with other transit agencies is something you should really do eventually
636	Online	English	Not worth \$1 more
493	Online	English	Nothing more than BART being a rip off as is
1871	Online	English	Offer a free/discounted transfer to VTA transit. In general, all public transit should be free to discourage driving, so let's all pay a tax for transit to be free.
1806	Online	English	Ok
1963	Online	English	ok
3000	7-Oct	Chinese	OK
3001	7-Oct	Chinese	OK

1175	Online	English	ok if not more than that for many years. have to make it worthwhile for people to not jump in their cars.
162	Online	English	only raise the fare by 2 pennies or 5 cents max there is no reason why the cost needs to be more than currently also make the orange tickets available to us college students like the high school we would ride more this is needed just as much as starting he extensions make it happen board great meetings and times ahead we need to be able to use the orange tickets and make it possible to put several tiny tickets in the machines at the stations max 8 tickets to add to minimum fare
1298	Online	English	Overall BART is very expensive. It can be easily cheaper for two people to share a Lyft/Uber ride than take BART. Mass transit needs to be inexpensive for people to overwhelming choose it over private car rides, as they are almost always more direct and fster.
1424	Online	English	pay to play. if the money is used in a fashion that enables the community to enjoy fast, speedy service with excellent customer service, I WOULD PAY.
440	Online	English	Paying \$7.50 to be a sardine in a hot, smelly car sounds awful. Do something about overcrowding, then consider fares.
800	Online	English	people will want to ride more if fare is cheaper; la metro \$2 flat fare
764	Online	English	Perfect these are reasonable fares
645	Online	English	Please add a monthly pass on Clipper. (If you have to go to a zoned fare system to make this make sense, that's OK, Caltrain, GGT, and SMART have zones too.)
336	Online	English	PLEASE ADD MORE TRAINS. I board from the Fremont station. Your extension made it hard to get a seat in the morning and it is a LONG ride to stand uncomfortably from Fremont all the way to San Francisco. There are TON of people boarding the Fremont line. Pease extend the lines when you have plans to add more trains. It is wrong to simply promote the ridership when the ride itself is horrible. Packed trains, long ride with no seats.
1434	Online	English	Please add peak fares in the mornings, the same way that the London Underground operates, to help spread the morning peak out and increase revenue to improve the service.
314	Online	English	Please also extend service to Brentwood
916	Online	English	Please change fare structures completely. Those prices are too high.

1114	Online	English	PLEASE EXteND to DIRIDON
1858	Online	English	Please have monthly pass. Its very expensive to pay on daily basis.
1367	Online	English	Please keep them as low as possible
1262	Online	English	Please make it happen thanks
1352	Online	English	Please publish estimates of how much it would cost to drive.
1577	Online	English	Please remember not everyone who works/ lives in SV are tech workers making huge salaries. Maybe figure out a way for a 3 way split between BART, Employer and employee to ease fares and encourage public transportation.
298	Online	English	Please start fares at \$1.95.
1503	Online	English	please stop increasing the fees. i already support gate jumpers because fees are out of sight given the value of the public transit that BART operates as a monopoly on. BART gets tax dollars and fees from the drivers that cross the bridge and the more people price us out of a service we already pay for so it will find itself in a very problematic situation that will end up ending the bart system all together.
594	Online	English	Please strongly consider weekly or monthly passes.
836	Online	English	Price of the fare is high and people are not getting the service that they are paying for (crowded carts at pick hours, no air conditioning in some carts lately, outdated equipment, not enough parking at bart stations, stations are not being cleaned up). I people are asked to pay high prices for riding bart, they need to have an adequate service provided by Bart.
25	Online	English	Prices are fair.
913	Online	English	Prices are too high for the average worker
1946	Online	English	prices are too high. for a family of four, I think it is cheaper to rent a car. That's not right.
1736	Online	English	Prices should be decreased on all stops

354	Online	English	Pricey
819	Online	English	Pricing is reasonable to distance
2057	Online	English	Pricing sounds fair.
842	Online	English	Provide better price fare incentive for riders to utilize BART to commute long and short distance ride.
13	Online	English	QUESTION: If there is only a 25-cent different in traveling to either Milpitas or Berryessa, why 75-cent additional, as opposed to another 25-cent or 30-cents into Milpitas from South Fremont??? Please explain if this is only based upon "Distance"??? Is the distance from Fremont to South Fremont only one-third (1/3) the distance, compared to the distance from South-Fremont to Milpitas ??????
242	Online	English	Rates are bit high i feel, you may put some maximum amount fixed for commute, let's say 6.5\$ or 7\$ should be fine
524	Online	English	Rather pay more and have secure trains/stations.
1454	Online	English	read above orange tickets need to be able to be used by college students
2053	Online	English	Reasonable for me
1160	Online	English	Reduce fare
1509	Online	English	reduce to \$0.50 and \$0.75
782	Online	English	Right now, you don't have enough trains to accommodate current passengers. The BART tracks and infrastructures needs updating before adding more routes.
1616	Online	English	Rip off. I know of no other rail system that does not have highly attractive monthly passes.
99	Online	English	Santa Clara County passengers should pay their fair share of systemwide costs
690	Online	English	seems a bit expensive
1923	Online	English	Seems a bit much to charge 75cents more for such a short ride.

1766	Online	English	Seems a little expensive
390	Online	English	Seems a little expensive.
815	Online	English	Seems about right, but i for a supposed metro system it would be nice to have day/week/month unlimited passes
1328	Online	English	Seems expensive.
797	Online	English	Seems expensive. That's \$15.50 a day to go to and from work.
2038	Online	English	Seems fair
554	Online	English	Seems fair.
1772	Online	English	Seems fare (fare, get it?) No seriously, the BART pricing is appropriate for the distance.
754	Online	English	Seems fine.
1436	Online	English	Seems fine.
2012	Online	English	Seems like a lot but is in line with existing BART ticket prices. Still cheaper than driving!
400	Online	English	Seems like a sharp spike in prices for 1-2 stations- especially if you're trying to build ridership at the new stations. I'll probably pay for it because of the convenience and because I don't go all the way to SF though
1315	Online	English	Seems low.
2045	Online	English	Seems ok to me. Would prefer some kind of monthly pass option also.
3014	7-Oct	English	Seems reasonable
686	Online	English	seems reasonable enough
803	Online	English	Seems reasonable to charge fares that way, since that's the fare scheme for the rest of the system.

277	Online	English	Seems reasonable to keep the distance based fare structure. Else would be unfair to the existing stations.
267	Online	English	Seems reasonable.
396	Online	English	Seems reasonable.
468	Online	English	Seems reasonable.
702	Online	English	seems reasonable.
1941	Online	English	Seems Reasonable.
1854	Online	English	Seems reasonable. I am now eligible for Senior fares, which makes BART commute much more appealing.
1593	Online	English	Seems reasonable. Should be a surcharge for out of district stations like San Mateo County so we don't subsidize out of district counties.
1336	Online	English	Seems very expensive wouldnt an uber be the same price
2056	Online	English	Seems very reasonable. I'm currently paying \$10 each way from Alameda to San Jose.
1901	Online	English	Should all be the same
1757	Online	English	Should be more expensive to pay for better BART
340	Online	English	Should cost less.
3003	7-Oct	English	Sightly on the higher side.
3008	7-Oct	English	Since it is done by distance, it seems reasonable to have these fares. Just make sure it does not increase too high.
1813	Online	English	Since people commute daily, there should be a monthly pass which is little cheaper, so that people can save money.
1879	Online	English	Since taking BART from Berryessa to downtown San Francisco a rider has to take the LONG way around and under the bay, I think the fare increases should not be more than \$.50.

1719	Online	English	So \$15.50 round trip (77.50 a week, 310 a month) plus (likely) parking. At some point, BART will have to cap the distance pricing because commuting by train won't make sense other wise. By the time you get to DTSJ, it will cost almost 10 bucks to go to OA/SF. Why not take Cal Train or drive instead?
1975	Online	English	Sounds a little pricey.. for people from the South Bay who are used to driving, I think they would need to be lured to take Bart by giving them cheaper fares
734	Online	English	Sounds fair
3006	7-Oct	English	Sounds fair
3027	26-Sep	English	Sounds fair
1218	Online	English	Sounds fair.
1290	Online	English	Sounds fair.
293	Online	English	Sounds fair. But BART should reduce the obscene OAK airport fee that makes Uber and Lyft cheaper for many, many people.
1886	Online	English	Sounds fare (heh, heh)
1608	Online	English	Sounds fine
463	Online	English	Sounds good
1677	Online	English	sounds good
1765	Online	English	Sounds good as long as service is reliable.
591	Online	English	sounds good but ok
1928	Online	English	sounds high but fair.
1076	Online	English	Sounds like a reasonable increase.

732	Online	English	Sounds OK
833	Online	English	Staying under caltrain prices is a must for me to use this.
1033	Online	English	Still cheaper than parking in SF.
1176	Online	English	Still seems cheaper than Caltrain and going into the city for Caltrain.
982	Online	English	Stop charging paying passengers more, and start collecting from and prosecuting fair jumpers. Ticket more policy violators like bikes on escalators and people eating, drinking and playing loud music on trains. I see way too much of these violations, andwith fees up to \$250, citations can be a significant increase in BART revenue as well as making travel more pleasant for paying travelers.
612	Online	English	Stop expanding bard, and start upgrading it.
795	Online	English	Stop giving away free rides to the Union, cops, board members, etc and pass this savings onto us riders. Emb to Mil .50 more Emb to SJ/Berry .75 more
1215	Online	English	Stop it.
1025	Online	English	Stop making mass transit more expensive than driving!
1487	Online	English	Sure seems weird to put this text at the very end of your survey. If people didn't speak English how would they get there? "If you need language assistance services, please call 510-464-6752. Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawgan ang (510) 464-6752. ??? ???? ??, 510-464-6752 ? ??????."
117	Online	English	Sure, whatever. Still cheaper than gas + toll + parking. Not ideal for the daily commuter, but so it goes.
443	Online	English	Sure. Fine.
1679	Online	English	That appears to be a far fare...

90	Online	English	That feels a little high, but it does make sense. My primary trip would be VTA Hamilton Station ? Milpitas Station ? [Bart Walnut Creek ?SolTrans Route 78 Benicia Bart Pleasant Hill, Picked up]
1966	Online	English	That is a very steep increase for an extra stop. It seems very arbitrary. Dissatisfied with this proposal
1992	Online	English	That is fine.
270	Online	English	that is justified.
411	Online	English	That is way too expensive. \$15 roundtrip to get into the city? The high ticket price will just encourage people to drive (especially if it's more than two people)
1584	Online	English	that seems fair
1825	Online	English	That seems fair on its face as a proposal. How long will the trips take, will there be enough parking to make this commute easy, how much will parking eventually cost, and how many times will a person have to transfer to get to their destination?
920	Online	English	That seems like a lot for only a few more stations. I would prefer \$7 from Berryessa/North San José Station, or \$7.50 at most.
2101	Online	English	That seems like a might big price increase from South Fremont to Milpitas. And for a round trip, that's even worse. I might as well just go up to Colma for that price.
1934	Online	English	That seems reasonable to me... especially if there are slightly discounted options for folks who use the system as their commute to work, 5 days a week.
1955	Online	English	That seems significantly more expensive than "West Bay" prices—South and East Bay riders continue to be punished for West Bay NIMBYism.
1835	Online	English	That sounds about right.
889	Online	English	That sounds fair to me. I just wish you guys didn't charge so much for trips to/from SFO!
1648	Online	English	That sounds fair.
2095	Online	English	That works for me.

344	Online	English	That's a bit steep, but still cheaper than CalTrain.
158	Online	English	That's a lot
2091	Online	English	That's a lot.
965	Online	English	That's expensive to commute twice a day!
3031	26-Sep	English	That's fine
2046	Online	English	That's fine.
496	Online	English	That's probably reasonable.
1940	Online	English	That's reasonable, I suppose
935	Online	English	That's too much and won't put a dent on commuter traffic. Keep it under \$7.
998	Online	English	That's very expensive for a single BART trip.
1422	Online	English	thats hella money, fam.
1385	Online	English	The \$1.00 fare increment from Milpitas to Warm Springs is too expensive.
904	Online	English	<p>The absolute dollar amounts are reasonable, and the fares follow a formula, so there's not much to be said.</p> <p>If the speed premium in the formula would normally apply to trips starting or ending at Milpitas or Berryessa, it should not be applied to those tips, because making the journey on BART will be so, so much slower than, say, driving across the Dumbarton Bridge and all the way up 101 or 280; part-way up 880, then across the Hayward-San Mateo Bridge, then part-way up 101 or 280; or up 880 and across te Bay Bridge. Having to ring the East Bay to get to the South Bay on BART does would not warrant payment of a speed premium.</p>

1605	Online	English	<p>The average Bart workers salary is \$85,000 and with a total value of \$120,000+ according to the East Bay Times. Maybe some of the funds could be allocated from your operating expense (I.e. Salaries and benefits) rather than raising rates when we just passed a three billion dollar bond measure?</p> <p>Why are janitors making CEO pay due to excessive overtime benefits? Why is BART signing these contracts in the first place?</p>
1105	Online	English	The cheaper the better
687	Online	English	The cost is already excessive. Look at entry based costs like what the Paris metro uses.
1780	Online	English	The cost is still too high to choose bart over driving.
1845	Online	English	The current rate structure works well for business commuters or single people. It doesn't work so well for family units traveling together. Extending BART to SJ opens up the possibility of more diversity of the types of users of the BART system. For example, if a family of 4 wanted to go to the Embarcadero for the day, taking BART would cost \$64. It wouldn't make financial sense for the family to use BART just based on the cost of the trip alone.
304	Online	English	The distance-based fare structure is fair and should be followed. Besides, BART should plan to provide a "Travel Pass" for daily commuters to encourage use of the BART service.
1455	Online	English	The distance-based fare structure is socio-economically oppressive. It's the worst thing about Bart. If you live in SF, you can get a pass that works on bart, if you live in Dublin, you're subsidizing that pass.
1964	Online	English	The fare appear to be reasonable and fair.
830	Online	English	The fare has been matched equal to the same distances or calculated. For example Pitts/Bay Point to SF downtown. Is it more and why? Reason behind this, is are riders. We get called on that and they compare with Caltrain and they have a monthly pass...
2052	Online	English	The fare increase is worth it. A round trip fare is over \$20 on CalTrain, plus BART gets you closer to your destination. I think the proposed fares are spot on.
1480	Online	English	The fare is too d*** high!

124	Online	English	The fare is too expensive, people have other options, such as taking the train.
761	Online	English	The fare should be cheaper in general, or at least discounted for those who need it for economic gain
1375	Online	English	The fare sounds good
623	Online	English	The fares keep going up but the quality of service keeps going down. Been riding BART daily for about 12 years and its quality has been in decline the whole time. There should be police at every station at all times! The amount of crime I see every day and the very poor reaction to it by BART is astounding!!!
36	Online	English	The fares seem reasonable, but it would be awesome if the Great Mall or flea market offered discounts to BART riders to encourage folks not to drive.
498	Online	English	The fees are already high relative to comparable transit systems. I recommend a cap for non-airport trips of around \$7 regardless of distance traveled.
508	Online	English	The later the stations open, the more missed revenue BART has...
2034	Online	English	The only issue with the pricing is that you don't include parking rate at the station. you have to pay to get into the station and then remember what stall and pay for that on top of using the train it should be all inclusive. one charge. for those that park and ride.
3040	26-Sep	English	The only way this would work is with the cost of clipper
275	Online	English	The proposed fares are fine if service is reliable, safe and clean with available seats (all things BART has lost in the past two years)
1599	Online	English	The price increases seem fair for the distance.
1192	Online	English	The price is reasonable.
1121	Online	English	The prices are more than other Metro/Rail services, but the price of living in the bay is higher. I would like there to be enough funds to cover maintenance, and future expansion of BART.
521	Online	English	The prices are OK if there is a monthly or high ridership discount.
1865	Online	English	The proposal sounds reasonable.

2049	Online	English	The proposed fares seems reasonable. Do you design this as a commuter line? I am trying to understand the route...
24	Online	English	The proposed fares are fair but controversial. San Mateo County has a surcharge, so why does Santa Clara County not have one? Santa Clara County is outside of the BART district.
457	Online	English	The proposed fares sound steeper than they need to be.
3017	7-Oct	English	The ride to San Jose should be cheaper than Caltrain
1311	Online	English	There are many simpler, more efficient ways to do this. Do some more homework.
1096	Online	English	There should be a discount when taking Muni Muni as well as BART
480	Online	English	There should be day pass and monthly pass options in addition to the current distance based fares. This applies to the system overall and not just this extension.
1997	Online	English	These are pretty steep costs and I worry about the affordability of these fees for low income BART users.
1811	Online	English	These fares are fine. It should cost more to drive on the freeways than to use BART. Put tolls on the freeways/bridges like elsewhere in the country/world.
1190	Online	English	These fares incentivize driving.
1607	Online	English	These prices seem reasonable/slightly cheaper compared to Caltrain fares.
2025	Online	English	These seem reasonable, particularly compared to Caltrain fares (they are slightly less / roughly comparable). As important will be seamless connections to VTA services. Please look for opportunities to work with other transit providers throughout the Bay Area (Caltrain, VTA, MUNI, etc) to make fares sensible, easy, and affordable, particularly for low income people, people with disabilities, and students (including SJSU students, who will be getting better service, but at a higher price, given this change).
288	Online	English	They are fair
1866	Online	English	They are reasonable.

2059	Online	English	They estimated fares seem a little high, but if that is what is needed to support the extension then I am willing to pay it.
682	Online	English	They seem fine.
903	Online	English	They seem reasonable.
10	Online	English	They seem to be fair.
1948	Online	English	They seem to be in line with the rest of BART's fare structure.
1924	Online	English	They sound pretty high to me. OK, an an occasional basis, but not sustainable on daily trips.
506	Online	English	They sound reasonable to me.
2027	Online	English	<p>They sound very high. Because BART doesn't offer much in the way of discounts or passes, please consider offering a fare that is more in line with the longest of the existing system's fares.</p> <p>Currently the federal maximum for pre-tax transit benefits is \$55 a month. \$7.75 roundtrip for 20 days a month would put someone well over that. Not to mention those who don't have pre-tax benefits.</p> <p>Consider raising fares elsewhere in the system so that the maximum fare for BART never exceeds the federal maximum formonthly pre-tax transit benefits (currently \$6.35). Or offer passes for regular commuters that help reduce the cost to that federal level.</p> <p>The purpose of transit fares is to encourage people to ride transit instead of driving. It shouldn't drive them awa!</p>
1085	Online	English	They're a little prohibitive for someone having to use multiple transit agencies every day. I'd try to generate more revenue through parking.
999	Online	English	They're very high. Expecting a cleaner safer bart for the cost.
55	Online	English	This doesn't seem unreasonable given the other fares.
462	Online	English	This is a tech hub. Please add more ways to pay other than credit cards and cash. Things like Bitcoin and Ethereum.

1872	Online	English	This is so expensive. In Chicago and NYC you can go so far for a minimal fare. This is also why so many people skip paying I feel like.
1620	Online	English	This is very expensive for folks that make under \$60K a year to afford. People will choose to drive if that expensive and not take Bart. Bart needs to be affordable for folks that are not working in the tech industry but in other sectors such as educatio, trades, etc.
1610	Online	English	This is very expensive. BART should compare the fare with clean air vehicle cost to drive. More and more people are driving CAV and if BART's goal is to take out cars from the highways it should keep the fares low.
532	Online	English	This needs to be competitive with get cars off the road. The fare structure is far too step after visiting public transit in Europe, new York and Washington D.C. They need to cut costs on staffing, benefits and overtime, and lower fares.
1117	Online	English	This seems fair to me.
1484	Online	English	This seems fair, although I would like to see fares (except to airports) capped around \$5 if possible.
627	Online	English	Those fares are appropriate and reasonable
1921	Online	English	Those fares seem OK. If it's direct to SF and faster, more frequent, and costs less than Caltrain, I'm in!
347	Online	English	Those fees sound about right. I don't think those are too bad of a price.
135	Online	English	Those prices seem overly high for the much delayed creation of the trains.
388	Online	English	Those seem fine to me.
6	Online	English	Too expensive
1227	Online	English	Too expensive
1667	Online	English	Too expensive
2021	Online	English	Too expensive

273	Online	English	Too expensive for lack of good cars, policing, and cleaning of stations. Europe's railways make BART look like a joke which is a shame since the Bay Area is supposed to be a power house.
1575	Online	English	Too expensive to get to SF and still makes one think about clogging the roads to get to Warm Springs. Consider equal ticket price for Warm Springs, Milpitas and Berryessa to encourage use of the closest station and clear the roads. Then equal ticket price for Alum Rock and Downtown San Jose.
500	Online	English	Too expensive, it should cost 6.75 from Berryessa/Milpitas to warm springs.
1976	Online	English	Too expensive! Rt more than \$15 pp :(
1261	Online	English	Too expensive. BART should be affordable to all
1847	Online	English	Too high.
1884	Online	English	Too much for san Jose. I'll take Caltrain
342	Online	English	Too much of an increase for not that much distance. The prices are too high compared to Caltrain, especially for a worse, less reliable transit system
1962	Online	English	too much!
1851	Online	English	trip from milpitas should be \$7.00 flat and to berryessa should be \$7.50
1379	Online	English	Until the whole system is complete, no fare increases should take place.
261	Online	English	Use fare increases and not levied taxes or forced bonds to maintain / expand BART
426	Online	English	Use fare zones rather than price per station
1266	Online	English	Use the money to clean up Bart And get your Bart police to actually do something please
2029	Online	English	VTA employees should not have to pay to ride BART.

1950	Online	English	Vta should find a way so that you are able to use your Vta Ecko pass when you transfer to Bart. You should not have to pay when you transfer. Have the 2 hrs grace period like you have now. You don't pay going out but you pay on the way back.
1694	Online	English	We do not need another station at Fremont (Washington & Driscoll). It's too close to Fremont and Warm Spring station, will only add to traffic load and not help commuters. That area in Fremont is already serviced by local bus lines A waste of money.
237	Online	English	We need more cars since there are more passengers.
1965	Online	English	We would have to see the Senior rates before we could make a comment.
1903	Online	English	Well worth it. I'd pay \$10 or more to avoid that nasty traffic. PLEASE stop fare cheaters, they cause many problems and make us fare people sad.
824	Online	English	what about disabled RTC cards
843	Online	English	What about parking at San Jose? Will there be enough? How expensive will it be?
1978	Online	English	<p>When BART put the SFO Extension into revenue service in July 2003, I recall there were surcharges for the trains going into San Mateo County, b/c San Mateo County is NOT part of BART's property tax base.</p> <p>How is the similar issue being addressed w/ Sant Clara County on the Silicon Valley Extension? Will Santa Clara VTA be making financial contributions directly to BART to offset this issue? Or will the cost recovery only be at the "fare box"?</p> <p>IMO (in my opinion), as a homeowner & taxpayer in Alameda county, AND a regular BART patron, I think that BART should levy a surcharge for NORTHBOUND trips from Santa Clara County *IF* Santa Clara VTA is not compensating BART for the lack of property tax revenues from Santa Clara County.</p>
1087	Online	English	When you combine the fares with parking fees and the onslaught of Bart delays, it makes driving the preferred option. Raising fees is not the way to increase ridership. Fix the system, get trains on time.
578	Online	English	Why are these increments between stations so high? Will the eventual trip to Diridon cost the same or less than the current trip that utilizes BART plus the VTA 181 bus? If the answer is no, then you're setting yourselves up for failure, because the convenience of not having to transfer may not necessarily outweigh your exorbitant costs.

1465	Online	English	Why does Bart keep in asking for money from taxpayers when the fare is already so high?
312	Online	English	Why increase fares for Warm Springs / South Fremont station? Bart service is deteriorating on daily basis. Aren't we paying a bomb already for the kind of service we're getting from Bart?
262	Online	English	Why increase the Fremont fares?
845	Online	English	Why is riding the extensions so expensive?
1223	Online	English	Why would anyone pay to take bart into san francisco from the south bay if its not only more inconvenient, but also will cost the same as your direct competitor caltrain. Consider making the cost a bit more desirable considering most of san jose will leantowards riding caltrain since it is cleaner and ultimately faster.
787	Online	English	Will VTA provide loyalty products similar to SF's Muni+BART? That is, unlimited rides on all VTA service, including light rail, and travel between BART stations (within Santa Clara county only).
184	Online	English	wish it were cheaper at those rates, people might find it more cost-efficient just to drive
1896	Online	English	Work in monthly and/or regional passes with the various transit agencies.
722	Online	English	Works for me
142	Online	English	Would like to know why the fares so high for BART compared to other public transit systems in the country. For example New York has very good connectivity with frequency of 3 minutes, but still the fares very less compared to BART.
553	Online	English	Yeah, we need monthly passes.
1267	Online	English	Yeah. How about no.
1721	Online	English	Yes, give us a first class option train car. I am willing to pay the price. I am sick of people who are filthy, stink and try to get money from me. More armed police on the train. In Europe you can pay for more why not here?
744	Online	English	Yes, the charge increase is fine but please allow clipper cards to be used AND purchased via machine in stations. Please use Japan's suica cards as example.

222	Online	English	Yes, your fare increases are making me want to drive to the office.
285	Online	English	Yes,the fares are expensive and I don't understand that because it costs me \$1.95 to go to Fremont station.I am a San Jose State College student so this is important.
460	Online	English	Yes. Looks good.
893	Online	English	You are outpricing poorer people
671	Online	English	You are planning to extend the BART service to Milpitas and Berryessa/North San José , but currently also there is no place to sit for passengers in 9 car or even in 10 car trains. So is there any plan to increase the number of cars? Otherwise with existng number of cars it will be utterly impossible to fit the crowd from another two stations and will be extremely inconvenient for passengers. The fares are pretty expensive even right now , therefore with no improved service for existing passengers, I dont see any point in increasing fares and also there is no point in extending route if there is no intention of increasing number of cars or increased seating arrangement. Thank you.
111	Online	English	You need to charge more for your service. It is an incredible convenience and the system needs more maintenance then is occurring now. It is more expensive to ride Capitol Corridor - but worth it to avoid crowds and equipment failures. You're too cheapand it shows.
146	Online	English	You should be comparable or cheaper than Caltrain
329	Online	English	You should have monthly pass to allow for frequent users to help
1900	Online	English	You should mention here how much it will cost from Berryessa to downtown Oakland or Berkeley.
115	Online	English	You would get more people to ride BART if you didn't keep raising the rates. Its already too expensive to live here, why make getting around on public transportation impossible too?

1888	Online	English	<p>Your costs are out of control. The fares are ridiculous given our sales tax surcharge for BART.</p> <p>BART "management" is completely irresponsible with our tax dollars. The union has them eating out of their palms. The inflated compensation and pension costs will kill BART. Car maintenance and hygiene are a complete joke.</p>
551	Online	English	<p>Your fares should lead to reduced management oversight and better rider services. In a nutshell, we're tired of the poop, the noise, and the stress of riding BART.</p>

Appendix PP- D: Publicity and Outreach Materials

New BART Service Coming to Santa Clara County



Phase I of the BART/VTA Silicon Valley Extension (SVBX) is a 10-mile, two station, extension into Santa Clara County which begins at the Warm Springs/South Fremont station, proceeds through Milpitas, and ends in the Berryessa area of north San Jose. Expected to open in Summer 2018, here are some facts about the new SVBX stations and service. Please let us know what is important to you by coming to our outreach events (see reverse for list of events) or filling out a survey online at bart.gov/SVsurvey.

Travel Time

Estimated travel time between Milpitas to Warm Springs/South Fremont Station is 7 minutes and between Berryessa/ North San José to Warm Springs/South Fremont Station is 12 minutes.

Traffic Relief

By 2025, approximately 500,000 weekday automobile trips are projected between the East Bay and Santa Clara County. By shortening travel times and improving reliability, SVBX is expected to generate additional transit ridership and reduce overall traffic congestion. Projected daily BART ridership for the Project will reduce regional traffic congestion and greenhouse gas emissions by over 3,400 tons per year.

Transit Connectivity and Access

SVBX will feature bus transit centers to connect with VTA services, private shuttle and passenger drop-off/pick-up areas, parking facilities, and convenient bicycle and pedestrian connections and storage. The stations are fully accessible to pedestrians and bicyclists and includes bike lockers, elevators and escalators, Braille signs and a tactile sight path to aid riders with disabilities.

The project promotes accessing the stations by sustainable means, such as:

- Walking (1/2 mile walk for 30,000 local residents)
- Bicycling (less than 12-minute bike ride for 260,000 people)
- Private shuttle, local bus, bus rapid transit, light rail, and carpools
- Project is just 15 minutes via public transit or automobiles for more than 1,007,000 local residents

Proposed Fares

BART plans to extend its distance-based fare structure for the Santa Clara extension for both Milpitas and Berryessa/ North San José stations.

Proposed Service

As BART waits for its new Fleet of the Future, a temporary service plan will be implemented for Milpitas and Berryessa/ North San José stations. BART has developed multiple service options and is seeking your input on our proposed service plans.

If you need language assistance services, please call (510) 464-6752.

통역이 필요하신 분은, 510-464-6752 로 문의하십시오.

Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawagan ang (510) 464-6752.

BART wants to hear from you!



COME BY ONE OF OUR OUTREACH EVENTS:

Fremont BART

Tuesday, September 19, 2017
6am–9am

Warm Springs/South Fremont BART

Thursday, September 21, 2017
4pm–7pm

Dublin/Pleasanton BART

Saturday, September 23, 2017
11am–2pm

Downtown Berkeley BART

Tuesday, September 26, 2017
11am–2pm

Montgomery BART

Thursday, September 28, 2017
3pm–6pm

Hayward BART

Tuesday, October 3, 2017
3pm–6pm

Milpitas Library

160 N. Main St., Milpitas, CA 95035
Saturday, October 7, 2017
11am–2pm

San Jose Flea Market

1590 Berryessa Rd., San Jose, CA 95133
Sunday, October 8, 2017
10am–1pm

Nuevo servicio de BART en el Condado de Santa Clara



La Fase I de la Extensión BART/VTA Silicon Valley (SVBX) es una ampliación de 10 millas y dos estaciones al Condado de Santa Clara, que se inicia en la estación Warm Springs/South Fremont, continúa a Milpitas, y concluye en el área de Berryessa en el norte de San José. Programado para inaugurarse durante el verano de 2018, a continuación se presentan algunos datos de los nuevos servicios y estaciones de SVBX. Le invitamos a comunicarnos lo que considere importante para usted, asistiendo a nuestros eventos de difusión comunitaria (consulte la lista de eventos al reverso) o llenando una encuesta por internet en bart.gov/SVsurvey.

Tiempo de recorrido

El tiempo estimado de recorrido entre Milpitas y la estación Warm Springs/South Fremont es de 7 minutos, y entre Berryessa/North San José y la estación Warm Springs/South Fremont es de 12 minutos.

Mitigación de tráfico

Se proyecta que, para 2025, se realizarán 500,000 recorridos de automóvil por día hábil entre East Bay y el Condado de Santa Clara. Se espera que, al reducir los tiempos de recorrido y aumentar la confiabilidad, SVBX generará más pasaje y reducirá la congestión de tráfico en general. El pasaje diario proyectado para BART reducirá la congestión de tráfico regional y, con ello, la emisión de gases de efecto invernadero disminuirá en más de 3,400 toneladas por año.

Trasbordos y accesos

SVBX contará con centros de transporte para autobuses para conectar con los servicios VTA, autobuses de enlace shuttle privado y áreas para recoger y dejar a los pasajeros, además de estacionamientos y convenientes trasbordos y áreas de almacenamiento para peatones y ciclistas. Las estaciones serán totalmente accesibles para peatones y ciclistas, e incluirán compartimentos para bicicletas, elevadores, escaleras mecánicas, signos en Braille y pasillos con señales táctiles para pasajeros con discapacidades.

El proyecto promueve el acceso a las estaciones con medios sustentables como:

- Un recorrido a pie de 1/2 milla para 30,000 residentes locales
- Un recorrido de menos de 12 minutos en bicicleta para 260,000 personas
- Enlaces shuttle privados, autobuses locales, autobuses de transporte rápido, tranvías y vehículos de viaje compartido
- Un recorrido de tan sólo 15 minutos en transporte público o automóvil para más de 1,007,000 residentes locales

Tarifas propuestas

BART tiene planeado extender su estructura de tarifas basadas en distancias para la ampliación de Santa Clara a las Estaciones Milpitas y Berryessa/North San José.

Servicio propuesto

Mientras BART espera su nueva Flota del Futuro, se implementará un plan de servicios temporales para las Estaciones Milpitas y Berryessa/North San José. BART ha desarrollado varias opciones de servicios, y espera sus comentarios sobre nuestras propuestas.

¡A BART le gustaría enterarse de lo que usted piensa!



VENGA A UNO DE NUESTROS EVENTOS DE DIFUSIÓN COMUNITARIA:

BART de Fremont

Martes, 19 de septiembre de 2017
6 a.m. a 9 a.m.

BART de Warm Springs/South Fremont

Jueves, 21 de septiembre de 2017
4 p.m. a 7 p.m.

BART de Dublin/Pleasanton

Sábado, 23 de septiembre de 2017
11 a.m. a 2 p.m.

BART de Downtown Berkeley

Martes, 26 de septiembre de 2017
11 a.m. a 2 p.m.

BART de Montgomery

Jueves, 28 de septiembre de 2017
3 p.m. a 6 p.m.

BART de Hayward

Martes, 3 de octubre de 2017
3 p.m. a 6 p.m.

Biblioteca de Milpitas

160 N. Main St., Milpitas, CA 95035
Sábado, 7 de octubre de 2017
11 a.m. a 2 p.m.

San Jose Flea Market

1590 Berryessa Rd., San Jose, CA 95133
Domingo, 8 de octubre de 2017
10 a.m. a 1 p.m.

BART 連接聖達卡拉縣的新服務



BART/VTA 矽谷延伸線 (SVBX) 第一期工程是一條長 10 英哩、包含兩個車站，通往聖達卡拉縣的延伸線，其起點為 Warm Springs/South Fremont 車站，途經 Milpitas 站，終點為聖荷西北部的 Berryessa 區。SVBX 預計於 2018 年夏季通車，以下是關於新車站和服務的一些資訊。請參加我們的外展活動 (請見背面活動列表)，或上網站 bart.gov/SVsurvey 填寫問卷，告訴我們哪些方面對您最為重要。

行程時間

Milpitas 和 Warm Springs/South Fremont 車站之間的行程時間預計為 7 分鐘；Berryessa/North San José 和 Warm Springs/South Fremont 車站之間的行程時間預計為 12 分鐘。

交通紓解

到 2025 年，東灣和聖達卡拉縣之間的工作日車輛行程預計將達到約 50 萬趟。藉由縮短行程時間和提高可靠性，SVBX 預期將能增加乘客量，紓解整體交通擁塞。該項目預計每日 BART 乘客量將可紓解區域性交通擁塞，且每年可減少超過 3,400 噸的溫室氣體排放。

交通接駁和便利性

SVBX 將提供連接 VTA 服務的公車中心、私營班車和乘客上下車專區、停車設施，以及方便的腳踏車和行人接駁和儲物設施。車站提供完全的行人和腳踏車通行設施，並且設有腳踏車寄放櫃、升降機和電扶梯、布拉耶點字標誌，以及輔助乘客和殘障人士的導盲引路通道。

該項目倡導以環保永續的方式前往車站，例如：

- 步行 (距離本地 3 萬名居民僅 1/2 英哩步行距離)
- 騎腳踏車 (將近 26 萬人騎腳踏車不到 12 分鐘即可抵達)
- 私營班車、地方公車、快捷公車、輕軌鐵路和汽車共乘
- 超過 1,007,000 名本地居民搭乘公共交通工具或開車，只要 15 分鐘即可抵達本項目

建議票價

BART 計劃為 Milpitas 和 Berryessa/North San Jose 站延用以距離為基礎的票價結構。

建議服務

在 BART 等候新的未來車隊交車期間，Milpitas 和 Berryessa/North San Jose 車站將實施臨時服務計劃。BART 已規劃出多種服務選項，並想尋求您對服務計劃提案的意見。

BART 希望聽取您的意見！



請來參加我們任何一場外展活動：

Fremont 捷運站

2017 年 9 月 19 日星期二
上午 6:00 至上午 9:00

Warm Springs/South Fremont 捷運站

2017 年 9 月 21 日星期四
下午 4:00 至晚上 7:00

Dublin/Pleasanton 捷運站

2017 年 9 月 23 日星期六
上午 11:00 至下午 2:00

Downtown Berkeley 捷運站

2017 年 9 月 26 日星期二
上午 11:00 至下午 2:00

Montgomery 捷運站

2017 年 9 月 28 日星期四
下午 3:00 至晚上 6:00

Hayward 捷運站

2017 年 10 月 3 日星期二
下午 3:00 至晚上 6:00

苗必達市圖書館

160 N. Main St., Milpitas, CA 95035
2017 年 10 月 7 日星期六
上午 11:00 至下午 2:00

聖荷西市跳蚤市場

1590 Berryessa Rd., San Jose, CA 95133
2017 年 10 月 8 日星期日
上午 10:00 至下午 1:00

Dịch Vụ BART Mới Sắp Đến với **Quận Santa Clara**



Giai Đoạn I của dự án Nối Dài BART/VTA Silicon Valley (SVBX) là phần nối dài 10 dặm có hai trạm vào Quận Santa Clara, bắt đầu từ trạm Warm Springs/South Fremont, đi qua Milpitas, và kết thúc ở khu vực Berryessa phía bắc San Jose. Dự kiến sẽ khai trương vào Mùa Hè 2018, sau đây là một số dữ kiện về dịch vụ và các trạm SVBX mới. Hãy chia sẻ các vấn đề ưu tiên của quý vị bằng cách tới dự các sự kiện tiếp cận cộng đồng của chúng tôi (xem mặt sau để biết danh sách các sự kiện) hoặc điền bản khảo sát ý kiến trên mạng trực tuyến tại bart.gov/SVsurvey.

Thời Gian Di Chuyển

Thời gian di chuyển giữa Milpitas đến Warm Springs/South Fremont Station dự liệu là 7 phút và giữa Berryessa/Bắc San José đến Warm Springs/South Fremont Station là 12 phút.

Giảm Giao Thông

Cho đến năm 2025, dự kiến sẽ có khoảng 500,000 chuyến xe hơi vào các ngày trong tuần giữa miền Đông vùng Vịnh và Quận Santa Clara. Nhờ rút ngắn thời gian di chuyển và cung cấp dịch vụ đáng tin cậy hơn, SVBX sẽ tạo thêm lượng hành khách đi xe công cộng và giảm tình trạng kẹt xe nói chung. Số hành khách đi xe BART hàng ngày theo dự báo của Dự Án sẽ làm giảm tình trạng kẹt xe trong vùng và mỗi năm giảm thêm hơn 3,400 tấn khí nhà kính phát thải.

Tiếp Cận và Kết Nối với Phương Tiện Chuyên Chở Công Cộng

SVBX sẽ có các trung tâm nối chuyển xe buýt để kết nối với các dịch vụ VTA, các khu vực đón/thả hành khách và xe buýt chặng ngắn tư nhân, các khu đậu xe, và nơi cất giữ cũng như các điểm kết nối thuận tiện cho khách bộ hành và xe đạp. Các trạm này được trang bị đầy đủ để phục vụ khách bộ hành và người đi xe đạp với các cột khóa xe đạp, cầu thang máy và cầu thang cuốn, biển báo bằng chữ nổi Braille và một lối đi cảm nhận bằng xúc giác dành cho các hành khách khiếm thị.

Dự án khuyến khích tiếp cận các trạm này bằng những cách thức ít ảnh hưởng đến môi trường sinh thái, chẳng hạn như:

- Đi bộ (đi bộ ½ dặm đối với 30,000 cư dân địa phương)
- Đi xe đạp (đạp xe chưa đến 12 phút đối với 260,000 người)
- Xe buýt chặng ngắn tư nhân, xe buýt địa phương, hệ thống xe buýt vận chuyển tốc hành, xe điện, và xe chở người theo nhóm
- Với dự án này, 1,007,000 cư dân địa phương chỉ mất 15 phút đi lại bằng xe hơi hoặc phương tiện chuyên chở công cộng

Giá Biểu Đề Nghị

BART dự liệu sẽ mở rộng cơ cấu giá biểu theo khoảng cách cho đoạn nối dài đến Santa Clara đối với cả hai trạm Milpitas và Berryessa/Bắc San José.

Dịch Vụ Đề Nghị

Trong khi chờ Đợi Xe Tương Lai mới, BART sẽ áp dụng một kế hoạch dịch vụ tạm thời cho các trạm Milpitas và Berryessa/Bắc San José. BART đã thiết lập nhiều lựa chọn dịch vụ và muốn biết ý kiến của quý vị về các kế hoạch dịch vụ đề nghị của chúng tôi.

BART muốn **nghe ý kiến của quý vị!**



MỜI QUÝ VỊ TỚI DỰ MỘT TRONG CÁC SỰ KIỆN TIẾP CẬN CỘNG ĐỒNG CỦA CHÚNG TÔI:

Fremont BART

Thứ Ba, ngày 19 tháng Chín, 2017
6 giờ sáng – 9 giờ sáng

Warm Springs/South Fremont BART

Thứ Năm, ngày 21 tháng 9, 2017
4 giờ chiều – 7 giờ tối

Dublin/Pleasanton BART

Thứ Bảy, ngày 23 tháng Chín, 2017
11 giờ trưa – 2 giờ chiều

Downtown Berkeley BART

Thứ Ba, ngày 26 tháng Chín, 2017
11 giờ trưa – 2 giờ chiều

Montgomery BART

Thứ Năm, ngày 28 tháng 9, 2017
3 giờ chiều – 6 giờ chiều

Hayward BART

Thứ Ba, ngày 3 tháng Mười, 2017
3 giờ chiều – 6 giờ chiều

Milpitas Library

160 N. Main St., Milpitas, CA 95035
Thứ Bảy, ngày 7 tháng Mười, 2017
11 giờ trưa – 2 giờ chiều

San Jose Flea Market

1590 Berryessa Rd., San Jose, CA 95133
Chủ Nhật, ngày 8 tháng Mười, 2017
10 giờ sáng – 1 giờ chiều

सैंटा क्लारा काउंटी के लिए नई BART सर्विस आ रही है



BART/VTA Silicon Valley Extension (SVBX) का चरण I 10-मील, दो स्टेशन का सैंटा क्लारा काउंटी का विस्तार है जो Warm Springs/South Fremont स्टेशन पर शुरू होता है, Milpitas से होकर गुजरता है, और north San Jose के Berryessa क्षेत्र में समाप्त होता है। इसके ग्रीष्म 2018 में खुलने की उम्मीद है, और यहाँ नए SVBX स्टेशनों और सर्विस के बारे में कुछ तथ्य दिए गए हैं। कृपया आउटरीच ईवेंट में आकर (ईवेंट की सूची के लिए पीछे देखें) या bart.gov/SVsurvey पर ऑनलाइन सर्वेक्षण भरकर हमें बताएँ कि आपके लिए क्या महत्वपूर्ण है।

यात्रा का समय

Milpitas से Warm Springs/South Fremont स्टेशन के बीच अनुमानित यात्रा समय 7 मिनट है और Berryessa/North San José से Warm Springs/South Fremont स्टेशन के बीच 12 मिनट है।

यातायात राहत

2025 तक, East Bay और सैंटा क्लारा काउंटी के बीच लगभग 500,000 कार्यदिवस ऑटोमोबाइल ट्रिप का अनुमान लगाया जा रहा है। यात्रा के समय को छोटा करके और विश्वसनीयता में सुधार करके, उम्मीद की जाती है कि SVBX अतिरिक्त ट्रांज़िट सवारियाँ पैदा करेगी और समय यातायात भीड़ कम करेगी। परियोजना के लिए अनुमानित दैनिक BART सवारी क्षेत्रीय यातायात भीड़ और प्रति वर्ष 3,400 टन से अधिक ग्रीनहाउस गैस उत्सर्जन कम करेगी।

ट्रांज़िट कनेक्टिविटी और पहुँच

SVBX में VTA सर्विसेस के साथ कनेक्ट करने के लिए बस ट्रांज़िट केंद्रों, निजी शटल और यात्री ड्रॉप-ऑफ़/पिकअप क्षेत्रों, पार्किंग सुविधाओं, और सुविधाजनक साइकिल और पदयात्री कनेक्शन और भंडारण की सुविधा होगी। स्टेशन पदयात्रियों और साइकिल चालकों के लिए पूरी तरह पहुँच में हैं और इनमें बाइक लॉकर्स, एलेवेटर और एस्केलेटर, विकलांग सवारियों की सहायता करने के ब्रेल चिह्न और स्पर्श दृष्टि पथ भी शामिल हैं।

परियोजना स्थायी साधनों द्वारा स्टेशनों तक पहुँच को बढ़ावा देती है, जैसे:

- चलना (30,000 स्थानीय निवासियों के लिए 1/2 मील पैदल चलना)
- साइकिल चलाना (260,000 लोगों के लिए 12-मिनट से कम साइकिल की सवारी)
- निजी शटल, स्थानीय बस, बस रैपिड ट्रांज़िट, लाइट रेल, और कारपूल
- परियोजना 1,007,000 स्थानीय निवासियों के लिए सार्वजनिक ट्रांज़िट या मोटर वाहन के द्वारा सिर्फ 15 मिनट की दूरी पर है

प्रस्तावित किराया

BART की Milpitas और Berryessa/North San José दोनों स्टेशनों के लिए सैंटा क्लारा एक्स्टेंशन के लिए अपनी दूरी-आधारित किराया संरचना लागू करने की योजना है।

प्रस्तावित सर्विस

जबकि BART भविष्य के अपने नए बेड़े का इंतजार कर रही है, तो इस बीच Milpitas और Berryessa/ North San José स्टेशनों के लिए अस्थायी सर्विस योजना लागू की जाएगी। BART ने कई सर्विस विकल्प तैयार किए हैं और हमारी प्रस्तावित सर्विस योजनाओं पर आपकी इनपुट चाह रही है।

BART आपसे सुनना चाहती है!



हमारे किसी आउटरीच ईवेंट में आएं:

Fremont BART

मंगलवार, 19 सितम्बर 2017

6 प्रातः – 9 प्रातः

Warm Springs/South Fremont BART

गुरुवार, 21 सितम्बर 2017

4 अपराह्न – 7 अपराह्न

Dublin/Pleasanton BART

शनिवार, 23 सितम्बर 2017

11 प्रातः – 2 अपराह्न

Downtown Berkeley BART

मंगलवार, 26 सितम्बर 2017

11 प्रातः – 2 अपराह्न

Montgomery BART

गुरुवार, 28 सितम्बर 2017

3 अपराह्न – 6 अपराह्न

Hayward BART

मंगलवार, 03 अक्टूबर 2017

3 अपराह्न – 6 अपराह्न

Milpitas Library

160 N. Main St., Milpitas, CA 95035

शनिवार, 07 अक्टूबर 2017

11 प्रातः – 2 अपराह्न

San Jose Flea Market

1590 Berryessa Rd., San Jose, CA 95133

रविवार, 08 अक्टूबर 2017

10 प्रातः – 1 अपराह्न

Postcard Front



BART wants to hear from you!

BART is seeking your input on the upcoming rail service into Santa Clara County.

Expected to open Summer 2018, the service will include new stations at Milpitas and Berryessa/North San José, and includes approximately 10 miles of new track between the existing Warm Springs/South Fremont BART Station and the Berryessa area of north San José .

Please let us know what is important to you by coming to our outreach events or filling out a survey online at bart.gov/SVsurvey.

If you need language assistance services, please call (510) 464-6752.

Si necesita servicios de asistencia de idiomas, llame al (510) 464-6752.

如需語言協助服務，請致電 (510) 464-6752。

통역이 필요하신 분은, (510) 464-6752 로 문의하십시오.

Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawagan ang (510) 464-6752.

Nếu quý vị cần dịch vụ trợ giúp về ngôn ngữ, xin vui lòng gọi số (510) 464-6752.

यदि आपको भाषा संबंधी सहायक सेवाओं की जरूरत है तो कृपया (510) 464-6752 पर फोन

2017 OUTREACH EVENTS:

Fremont BART

Tues, 9/19 | 6–9am

Warm Springs/ South Fremont BART

Thurs, 9/21 | 4–7pm

Dublin/Pleasanton BART

Sat, 9/23 | 11am–2pm

Downtown Berkeley BART

Tues, 9/26 | 11am–2pm

Montgomery BART

Thurs, 9/28 | 3–6pm

Hayward BART

Tues, 10/3 | 3–6pm

Milpitas Public Library

160 N. Main St., Milpitas

Sat, 10/7 | 11am–2pm

San Jose Flea Market

1590 Berryessa Rd., San Jose

Sun, 10/8 | 10am–1pm

Postcard Back



¡A BART le gustaría
enterarse de lo que usted piensa!

BART desea conocer sus comentarios sobre el próximo servicio de tranvía al Condado de Santa Clara.

Programado para inaugurarse durante el verano de 2018, el servicio incluirá nuevas estaciones en Milpitas y Berryessa/North San José, además de aproximadamente 10 millas de nuevas vías entre la actual Estación BART Warm Springs/South Fremont BART y la zona Berryessa del norte de San José.

Le invitamos a comunicarnos lo que considere importante para usted, asistiendo a nuestros eventos de difusión comunitaria o llenando una encuesta por internet en bart.gov/SVsurvey.



BART 希望
聽取您的意見！

BART 即將提供通往 Santa Clara 縣的捷運服務，我們想聽聽您的意見。

這條預計於 2018 年夏季通車的服務將包括新的 Milpitas 車站和 Berryessa/North San José 車站，以及在現有的 Warm Springs/South Fremont BART 捷運站和聖荷西北部 Berryessa 區之間增加 10 英里長的新軌道。

請參加我們的外展活動，或上網站 bart.gov/SVsurvey 填寫問卷，告訴我們哪些方面對您最為重要。

EVENTOS DE DIFUSIÓN COMUNITARIA DE 2017:

2017 年外展活動：

Fremont BART

Tues, 9/19 | 6–9am

Warm Springs/ South Fremont BART

Thurs, 9/21 | 4–7pm

Dublin/Pleasanton BART

Sat, 9/23 | 11am–2pm

Downtown Berkeley BART

Tues, 9/26 | 11am–2pm

Montgomery BART

Thurs, 9/28 | 3–6pm

Hayward BART

Tues, 10/3 | 3–6pm

Milpitas Public Library

160 N. Main St., Milpitas

Sat, 10/7 | 11am–2pm

San Jose Flea Market

1590 Berryessa Rd., San Jose

Sun, 10/8 | 10am–1pm

¡A BART le gustaría
enterarse de lo que
usted piensa!



Queremos escuchar sus comentarios sobre el próximo servicio de BART a las estaciones del Condado de Santa Clara. El servicio incluirá nuevas estaciones en Milpitas y Berryessa/Norte de San José. Le invitamos a comunicarnos lo que considere que sea importante al asistir a nuestros eventos de difusión comunitaria o llenar una encuesta por internet en bart.gov/SVsurvey.

VENGA A UNO DE NUESTROS EVENTOS DE DIFUSIÓN COMUNITARIA:

BART de Fremont

Martes, 19 de septiembre de 2017
6am a 9am

BART de Warm Springs/South Fremont

Jueves, 21 de septiembre de 2017
4pm a 7pm

BART de Dublin/Pleasanton

Sábado, 23 de septiembre de 2017
11am a 2pm

BART de Downtown Berkeley

Martes, 26 de septiembre de 2017
11am a 2pm

BART de Montgomery Street

Jueves, 28 de septiembre de 2017
3pm a 6pm

BART de Hayward

Martes, 3 de octubre de 2017
3pm a 6pm

Biblioteca de Milpitas

160 N. Main St., Milpitas, CA 95035
Sábado, 7 de octubre del 2017
11am a 2pm

San Jose Flea Market

1590 Berryessa Rd., San Jose, CA 95133
Domingo, 8 de octubre de 2017
10am a 1pm

Si necesita servicios de asistencia de idiomas, llame al (510) 464-6752.

BART 希望 聽取您的意見！



BART 即將新增通往 Santa Clara 縣的捷運服務，我們想聽聽您的意見。這條捷運線將包括 Milpitas 和 Berryessa/ North San Jose 的新建捷運站。請參加我們的外展活動，或上網站 bart.gov/SVsurvey 填寫問卷，告訴我們哪些方面對您最為重要。

請來參加我們任何一場外展活動：

Fremont 捷運站

2017 年 9 月 19 日星期二

上午 6:00 至上午 9:00

Warm Springs/South Fremont 捷運站

2017 年 9 月 21 日星期二

下午 4:00 至晚上 7:00

Dublin/Pleasanton 捷運站

2017 年 9 月 23 日星期六

上午 11:00 至下午 2:00

Downtown Berkeley 捷運站

2017 年 9 月 26 日星期二

上午 11:00 至下午 2:00

Montgomery Street 捷運站

2017 年 9 月 28 日星期四

下午 3:00 至晚上 6:00

Hayward 捷運站

2017 年 10 月 3 日星期二

下午 3:00 至晚上 6:00

Milpitas 圖書館

160 N. Main St., Milpitas, CA 95035

2017 年 10 月 7 日星期六

上午 11:00 至下午 2:00

San Jose 跳蚤市場

1590 Berryessa Rd., San Jose, CA 95133

2017 年 10 月 8 日星期日

上午 10:00 至下午 1:00

如需語言協助服務，請致電 (510) 464-6752。

BART muốn lắng nghe ý kiến từ quý vị!



Chúng tôi đang tìm kiếm ý kiến đóng góp của quý vị về dịch vụ mới sắp tới của BART cho Quận Santa Clara. Dịch vụ này sẽ bao gồm các nhà ga mới tại Milpitas và Berryessa/ Phía Bắc San José. Xin vui lòng cho chúng tôi biết điều gì quan trọng đối với quý vị bằng cách tới dự các sự kiện tiếp ngoại của chúng tôi hoặc điền vào mẫu khảo sát trực tuyến của chúng tôi tại bart.gov/SVsurvey.

KÍNH MỜI QUÝ VỊ TỚI DỰ MỘT TRONG CÁC SỰ KIỆN TIẾP NGOẠI CỦA CHÚNG TÔI:

Fremont BART

Thứ Ba, ngày 19 tháng Chín, 2017
6 giờ sáng – 9 giờ sáng

Warm Springs/South Fremont BART

Thứ Năm, ngày 21 tháng 9, 2017
4 giờ chiều – 7 giờ tối

Dublin/Pleasanton BART

Thứ Bảy, ngày 23 tháng Chín, 2017
11 giờ trưa – 2 giờ chiều

Downtown Berkeley BART

Thứ Ba, ngày 26 tháng Chín, 2017
11 giờ trưa – 2 giờ chiều

Montgomery Street BART

Thứ Năm, ngày 28 tháng 9, 2017
3 giờ chiều – 6 giờ chiều

Hayward BART

Thứ Ba, ngày 3 tháng Mười, 2017
3 giờ chiều – 6 giờ chiều

Milpitas Library

160 N. Main St., Milpitas, CA 95035
Thứ Bảy, ngày 7 tháng Mười, 2017
11 giờ trưa – 2 giờ chiều

San Jose Flea Market

1590 Berryessa Rd., San Jose, CA 95133
Chủ Nhật, ngày 8 tháng Mười, 2017
10 giờ sáng – 1 giờ chiều

Nếu quý vị cần các dịch vụ trợ giúp ngôn ngữ, xin vui lòng gọi số (510) 464-6752.

