

Title VI Fare Equity Analysis
for the Proposed 2022 Productivity-Adjusted
Inflation-Based Fare Increase

Prepared by:

San Francisco Bay Area Rapid Transit District

Office of Civil Rights

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EXECUTIVE SUMMARY

This report summarizes the results of the Title VI Fare Equity Analysis of a proposed fare increase of 3.4% scheduled to go into effect July 1, 2022, the first in BART's third series of productivity-adjusted inflation-based fare increases.

To meet its strategic goal of providing equitable delivery of transit service, policies, and programs and to ensure compliance with federal and state civil rights regulations, including but not limited to Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B [October 1, 2012 (Title VI Circular)], and FTA Circular 4703.1 [August 15, 2012 (Environmental Justice Circular)], BART evaluates whether proposed fare changes are likely to have disproportionate impacts on people of color (POC)¹/minority and low-income riders compared to overall riders. A disproportionate impact exists if the change to protected riders' fares is 5% more than the change to non-protected riders' fares as defined in BART's Disparate Impact and Disproportionate Burden Policy (DI/DB Policy)² for across-the-board fare changes.

BART used established information outlets to engage stakeholders who would be directly affected by the proposed fare increase under consideration, providing information about the potential increase and opportunities to provide comments via paper and online surveys. The outreach was designed to ensure equal opportunities for engagement for POC/minority, low-income, and limited English proficiency (LEP) riders.

BART makes an equity finding regarding any fare change by considering both the results of the disproportionate impact analysis and public input from protected riders.

A. Implement a Productivity-Adjusted Inflation-Based Fare Increase of 3.4%

In 2003, the BART Board approved the initial Productivity-Adjusted Inflation-Based Fare Increase Program that increased fares by less-than-inflation-based amounts

¹ BART acknowledges that the use of the term 'minority' is a misnomer and may feel pejorative in the BART service area, where there are no racial or ethnic majorities. As the District builds on its commitment to providing more equitable transit service, staff have researched the most appropriate term for 'minority' populations, as required by this report. At this time, the term 'people of color (POC)' is the most accepted and inclusive term to refer to 'minority' communities who have been historically marginalized. As a result, BART will opt to use the term 'POC' throughout this report, using 'POC/minority' for clarity where Title VI regulations, FTA Circular 4702.1B, BART policy, or existing reports/surveys use the term 'minority.' Similarly, this report will use the term 'non-POC/non-minority' where the term 'non-minority' has previously been used. The Office of Civil Rights will continue to research and use the appropriate language to foster a sense of belonging for the BART community and to promote more equitable transit service.

² Adopted by the BART Board on July 11, 2013.

every two years. In February 2013 the Board approved extending the Program for an additional four, two-year increases. On June 13, 2019, the Board considered a motion to approve the third series of four, two-year increases from 2022-2028, but amended the original motion to drop the fourth increase in the series and approved the Series 3, 2022-2026 Productivity-Adjusted Inflation-Based Fare Increase Program.

The formula to calculate the amount of the increase is based on the average of national and local inflation over a two-year period, less one-half percent to account for improvements in BART productivity. Fare revenue from the third series of increases (2022-2026) was earmarked to provide \$200M in local match funds for FTA funding for BART's Transbay Corridor Core Capacity Project; the procurement of 306 new rail cars; expanded rail car storage facilities; new traction power infrastructure to support more frequent service; as well as BART operations.

BART staff originally used estimated future inflation-based percentage increases to determine if any of the increases were likely to have a disparate impact on POC/minority riders or place a disproportionate burden on low-income riders. The preliminary analyses, which assumed a biannual increase of 3.9%, showed that the four initially proposed fare increases would likely not result in a disproportionate impact on POC/minority or low-income riders under BART's DI/DB Policy. Board Resolution 5405 required subsequent analyses for each of the three fare increases once the official inflation rates were known and public input solicited, subject to Board approval.

The proposed 3.4% fare change, scheduled for implementation on July 1, 2022, is the first in the current series of increases and is based on the real 2018-2020 inflation numbers. It was originally scheduled for January 1, 2022, but was delayed while staff assessed ridership trends during the COVID-19 pandemic.

DI/DB Analysis Findings. Calculations of weighted average, full price fares for protected and non-protected riders show that the increases are almost equally proportional and thus the difference does not exceed the 5% DI/DB threshold for either POC/minority or low-income riders.

In addition, the cumulative effect of fare increases from 2017 through the proposed increase in 2022 is not expected to result in a disproportionate impact on protected riders as summarized in Table ES-1.

Table ES-1

	% Difference (POC/ Minority vs. non-POC/Non-Minority) Average Fare Change	POC / Minority Disparate Impact	% Difference (Low Income vs. Non-Low Income) Average Fare Change	Low-Income Disproportionate Burden
Proposed 3.4% Fare Increase	0.00%	No	-0.02%	No
Cumulative Impact (2017-2022)	-0.02%	No	-0.01%	No

Public Outreach. Survey respondents were asked to identify their level of support for the proposed fare increase (strongly support, somewhat support, neutral, somewhat oppose, strongly oppose, and don't know). They were also provided with an open-ended question about how the increase would affect them. Staff grouped responses to this second question into five categories based on the type and level of impact discussed: personal impacts, impacts to others/general impacts, no impacts, general comments about BART/fares, and did not comment.

Of the POC/minority respondents, 67% oppose, 20% support, and approximately 12% were neutral on the proposed fare increase. The majority of POC/minority respondents (72%) provided open-ended comments in response to the question, "Do you have any comments about how this proposed fare increase would impact you." Among POC/minority respondents who chose to answer Question 2, 38% of indicated that they would be personally impacted by the proposed increase, 17% identified impacts to others, 7% indicated they would not be impacted, and 38% provided general comments about BART/fares.

Of the low-income respondents, 62% oppose, 25% support, and 12% were neutral on the proposed fare increase. The majority of low-income respondents (71%) provided open-ended comments to Question 2. Among the low-income respondents who chose to answer this question, 45% indicated that they would be personally impacted by the proposed increase, 12% identified impacts to others, 12% indicated they would not be impacted, and 31% provided general comments about BART/fares.

Equity Finding. The fare increase DI/DB analysis found no disproportionate impact on protected riders. While the results of the public input received indicate that both POC/minority and low-income survey respondents may be more concerned about the impacts of the proposed fare increase on them than non-POC and non-low income respondents, the fare revenue will be used to fund critical BART capital and operational needs.

The equity finding, therefore, is that this proposed fare increase would not have a

disparate impact on POC/minority riders or place a disproportionate burden on low-income riders.

Section 1: Introduction

This report summarizes the results of the Title VI Fare Equity Analysis on a proposed fare increase of 3.4% scheduled to go into effect July 1, 2022, the first in BART's third series of productivity-adjusted inflation-based fare increases.

1.1 Background

To meet its strategic goal of providing equitable delivery of transit service, policies, and programs and to ensure compliance with federal and state civil rights regulations, including but not limited to Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B [October 1, 2012 (Title VI Circular)], and FTA Circular 4703.1 [August 15, 2012 (Environmental Justice Circular)], BART evaluates whether proposed fare changes are likely to have disproportionate impacts on people of color (POC)³/minority and low-income riders when compared to overall riders. Consistent with the FTA's Title VI Circular, a disproportionate impact exists if the change to protected riders' fares exceeds the threshold defined in BART's Disparate Impact and Disproportionate Burden Policy (DI/DB Policy)⁴; in this case, there is likely to be a disproportionate impact if the new average fare of a low-income rider or POC/minority rider is more than 5% higher than the new average fare for a non-POC or non-low income rider. The results of this DI/DB analysis can be found in Section 2 of this report.

To better understand the overall impacts of the proposed increase, staff evaluates whether there are available transit and fare payment alternatives for protected riders. The results of this evaluation can be found in Section 3 of this report.

BART conducts public outreach to provide information to the public about potential fare changes and to hear from riders how the proposed changes may impact them. As outlined in the Title VI Circular, this outreach is designed to ensure equal opportunities for feedback and comments from POC/minority, low-income, and

³ BART acknowledges that the use of the term 'minority' is a misnomer and may feel pejorative in the BART service area, where there are no racial or ethnic majorities. As the BART District builds on its commitment to providing more equitable transit service, staff have researched the most appropriate term for 'minority' populations, as required by this report. At this time, the term 'people of color (POC)' is the most accepted term to refer to 'minority' communities who have been historically marginalized. As a result, BART will opt to use the term 'POC' throughout this report, using 'POC/minority' for clarity where Title VI regulations, FTA Circular 4702.1B, BART policy, or existing reports/surveys use the term 'minority.' Similarly, this report will use the term 'non-POC/non-minority' where the term 'non-minority' has previously been used.

⁴ Adopted by the BART Board on July 11, 2013.

limited English proficiency (LEP) riders. Consistent with BART's Public Participation Plan (2011), BART uses established information outlets to engage stakeholders who would be directly affected by the proposed fare increase under consideration. The public outreach process and results of public input received are described in Section 4 of this report.

BART makes an equity finding regarding any fare change by considering both the results of the disproportionate impact analysis and public input from protected riders. The results of this equity finding can be found in Section 5.

1.2 Implement a Productivity-Adjusted Inflation-Based Fare Increase of 3.4%

In 2003, the BART Board approved the initial Productivity-Adjusted Inflation-Based Fare Increase Program that increased fares by less-than-inflation-based amounts every two years between 2006 and 2012. In February 2013, the Board approved extending the Productivity-Adjusted Inflation-Based Fare Increase Program for an additional four, two-year increases between 2014 and 2020. In 2019, the Board initially considered a motion to approve the third series of four, two-year Productivity-Adjusted Inflation-Based Fare Increases from 2022-2028 but failed to secure the needed two-thirds vote. With Resolution 5405, the Board amended the original motion to drop the fourth increase in the series and approved the Series 3, 2022-2026 Productivity-Adjusted Inflation-Based Fare Increase Program.

The formula to calculate the amount of the increase is based on the average of national and local inflation over a two-year period, less one-half percent to account for improvements in BART productivity. Fare revenue from the 2022-2026 series of increases was earmarked to provide \$200M in local match funds for FTA funding for BART's Transbay Corridor Core Capacity Project; the procurement of 306 new rail cars; expanded rail car storage facilities; new traction power infrastructure to support more frequent service; as well as BART operations.

BART staff used estimated future inflation-based percentage increases to perform the preliminary analyses of the third series of fare increases to determine if any of the increases were likely to have a disparate impact on POC/minority riders or place a disproportionate burden on low-income riders. These analyses and public comment are documented in the May 2019 report, "Title VI Fare Equity Analysis for the Proposed 2020 Productivity-Adjusted Inflation-Based Fare Increase; Series 3, 2022-28, of the Productivity-Adjusted Inflation-Based Fare Increase Program; and Magnetic-Stripe Surcharge Increase." The preliminary analyses showed that the four initially proposed biennial inflation-based fare increases would not likely result in a disproportionate impact on POC/minority or low-income riders under BART's DI/DB Policy since the proposed changes would increase fares by similar amounts for protected and non-protected riders. These original findings were subject to the

application of thresholds contained in the District's DI/DB Policy. As stated in Resolution 5405, "Title VI analyses for the three fare increases of Series 3 will be updated and finalized, once the inflation percentage increase is known for those years and after public input is solicited. Implementation of each of these fare increases will be subject to Board approval of the corresponding and finalized Title VI Fare Equity Analysis, which will be in compliance with federal and state law in effect at the time."

The fare change discussed in this report is the first in the current series of three productivity-adjusted inflation-based fare increases. It was originally scheduled for January 1, 2022, but was delayed while staff assessed ridership trends during the COVID-19 pandemic. It is currently scheduled for implementation on July 1, 2022.

Section 2: POC/Minority Disparate Impact and Low-Income Disproportionate Burden Analysis

2.1 Assessing the Effects of a Fare Change

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

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

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

For purposes of **across-the-board fare changes**, BART will compare the percent changes in the average fare for protected riders and non-protected riders. A fare change will be considered to have a disproportionate impact when the difference between the changes for protected riders and non-protected riders is equal to or greater than 5%.

For the 2020 Customer Satisfaction Survey, POC/minority includes riders who are Asian, Hispanic (any race), Black/African American, American Indian/Alaskan Native, and Other (including multi-racial). Non-minority is defined as White. According to responses to the 2020 Customer Satisfaction Survey, 75% of BART riders are POC/minority.

For the purposes of this analysis, low-income is defined as 200% of the federal poverty level. This broader definition is used to account for the region's higher cost of living when compared to other regions. This level is approximated by considering both the household size and household income of respondents to the 2020 Customer Satisfaction Survey. The household size and household income combinations that comprise "low-income" are as follows:

Table 2-1

LOW INCOME	
Household Size	Household Income
1+	Under \$25k
2+	Under \$35k
3+	Under \$45k
4+	Under \$50k
5+	Under \$60k
6+	Under \$75k

For example, a household of two or more people with an income of \$33,000 would be considered low-income. According to 2020 Customer Satisfaction Survey responses, 41% of BART riders are considered low income.

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

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

If a finding is made that the proposed fare change would place a disproportionate burden on low-income riders compared to non-low income riders, BART will take steps to avoid, minimize, or mitigate impacts where practicable. BART shall also describe alternatives available to low-income populations affected by the fare change.

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

The next sections describe the data and methodology used and DI/DB analysis findings for the proposed fare increase.

2.2 Productivity-Adjusted Inflation-Based Fare Increase of 3.4%

2.2.1 Data Sources

The primary data used to analyze the proposed across-the-board productivity-adjusted inflation-based fare increase of 3.4% are the following:

- 2020 BART Customer Satisfaction Study. Conducted every other fall, the Customer Satisfaction Study allows BART to track trends in rider satisfaction, demographics, and BART usage across the system. The 2020 study had a sample size of 2,969, including weekday peak, off-peak, and weekend riders.⁵
- The 2016 baseline fare table⁶, current, and projected BART fares. The projected fares are based on an actual less-than-inflation-based increase of 3.4% in 2022;⁷ these are the full Clipper fares and do not reflect the various discounts available to riders. Approximately 99% of BART riders use Clipper to pay their fares with 76.3% paying a full Clipper Adult Fare.
- Actual April 2021-March 2022 BART ridership. Trips by station as recorded by BART's automated fare collection system.

BART uses its FTA-approved methodology to assess the effects of a fare increase. In addition, pursuant to the DI/DB Policy, staff evaluates the cumulative impacts beginning with the last three-year triennial reporting period through the current three-year triennial reporting period.⁸

⁵ The 2020 Customer Satisfaction Survey was completed in October 2020 when Bay Area residents were being encouraged to avoid non-essential travel and many employers were allowing employees to work from home if feasible. BART ridership was at 12% of typical levels, resulting in a smaller overall sample size compared to the 2018 Survey. There was also a significant shift in demographic composition, with 75.2% of riders identifying as POC/minority in 2020 compared to 64.5% in 2018 and 40.9% identifying as low-income in 2020 compared to 20.2% in 2018. While BART anticipates that these numbers may have changed since the 2020 Survey with an increase in ridership over the last year and a half, it is the most current ridership data available and the most accurate depiction of the socioeconomic impact of the COVID-19 pandemic on BART riders.

⁶ In 2016, fares had not been set for Warm Springs, Pittsburg Center, Antioch, Milpitas, or Berryessa stations which were not yet opened. To ensure an accurate comparison of average fares between the 2016 fare table and the 2022 proposed fare increase, staff created a 2016 fare table including the unopened extension stations to be used as a baseline.

⁷ The proposed fare increase is based on the average cumulative local (CPI-W) and national (CPI-U) inflation rates from 2018 through 2020 published by the Bureau of Labor Statistics. This calculation resulted in overall inflation of 3.9% over two years. After subtracting the 0.5% productivity factor, the actual proposed fare increase for July 2022 is 3.4%.

⁸ BART's last reporting period, approved by FTA, includes changes for the period from January 1, 2017,

Actual 2020 Customer Satisfaction Survey responses are used to determine the percent of riders at each station who are POC/minority or low-income. Since BART has a distance-based fare structure, determining this information by station rather than systemwide allows for the development of weighted average fares. Both home-based origin and non-home origin responses are used to assign demographics to a station. Non-home origins at a station include all trips starting from locations other than home, such as work, school, or shopping. Thus, using both home-based and non-home origin responses is more encompassing than using only home-based origins because it reflects all riders at a station.

2.2.2 Methodology

The steps used to assess the effects of an across-the-board fare change are described in Appendix A. Due to the lower ridership and, therefore, smaller 2020 Customer Satisfaction Survey sample size, several stations had small sample sizes of 30 or fewer riders, which is generally considered too few to be able to accurately determine the percentage of the station's riders who are POC/minority⁹ or low-income.¹⁰ Despite these data limitations, staff still opted to use the 2020 Survey results and ridership data as they better reflect the shifts in both ridership patterns and demographic composition resulting from the COVID-19 pandemic.

2.2.3 DI/DB Analysis Findings

Systemwide weighted average fares for (a) POC/minority and non-POC/non-minority riders and (b) low-income and non-low income riders, as well as for overall users, have been calculated using the methodology described in Appendix A. This process was performed to determine if the proposed fare increase would have either a disparate impact on POC/minority riders or result in a disproportionate burden on low-income riders. The proposed, inflation-based fare increase of 3.4% is an across-the-board fare increase, which means it will be considered to have a disproportionate impact if the difference between the fare changes for protected riders and non-protected riders is equal to or greater than 5%.

through December 31, 2019. BART's current triennial reporting period includes all changes from January 1, 2020, through December 31, 2022.

⁹ Millbrae, Milpitas, Oakland International Airport, Orinda, Pittsburg Center, South San Francisco, Warm Springs, and West Dublin/Pleasanton all had less than 30 respondents to the question about race and ethnicity.

¹⁰ Millbrae, Milpitas, North Concord, Oakland International Airport, Orinda, Pittsburg Center, San Bruno, South San Francisco, Warm Springs, and Dublin/Pleasanton all had less than 30 respondents to the two questions required to calculate income status: household income and household size.

Note that the percent fare changes shown may not exactly equal the proposed percent fare change since BART's fares paid by passengers are rounded to the nearest nickel and the data below represent an average across riders.

2.2.4 POC/Minority Disparate Impact Analysis Finding

Table 2-2 presents the results for POC/minority riders of the disparate impact analysis. This report finds that the proposed increase would not result in a disparate impact on POC/minority riders because the analysis methodology found there is no difference in the increase for POC/minority riders and non-POC/non-minority riders. In addition, the cumulative effect of fare increases from 2017 through the proposed increase in July 2022 would not result in a disparate impact on POC/minority riders because the difference in the percent increase between POC/minority and non-POC/non-minority riders is -0.01%.

Table 2-2: Disparate Impact Analysis – 2022 Inflation-Based Fare Increase

	2017 Fares ¹	Current 2020 fares	Proposed 2022 fares +3.4%	Cumulative Change 2017 to 2020 ^{1,2}
Fare Increase %				
POC/Minority	\$ 4.065	\$ 4.390	\$ 4.535	\$ 0.470
Non-POC/Non-Minority	\$ 4.023	\$ 4.540	\$ 4.690	\$ 0.487
Overall	\$ 4.101	\$ 4.430	\$ 4.575	\$ 0.474
POC/Minority		\$ Change	\$ 0.144	\$ 0.602
Non-POC/Non-Minority		\$ Change	\$ 0.149	\$ 0.694
Overall		\$ Change	\$ 0.146	\$ 0.612
POC/Minority		% Change	3.29%	11.56%
Non-POC/Non-Minority		% Change	3.29%	11.57%
		DIFFERENCE	0.00%	-0.01%
		Disparate Impact?	No	No

¹ FTA Triennial Audit reporting periods are used to set the baseline of assessing cumulative fare impacts. Due to pandemic-related deferrals, 2017 was the last base year for BART, during which time 2016 fare tables were in effect. In 2016, fares had not been set for Warm Springs, Pittsburg Center, Antioch, Milpitas, or Berryessa stations which were not yet opened. To ensure an accurate comparison of average fares between the 2016 fare table and the 2022 proposed fare increase, staff created a 2016 fare table including the unopened extension stations to be used as a baseline.

² To ensure consistency in calculating cumulative impact, the 2021-22 average weekday trip table was used to calculate 2016, 2020, and 2022 weighted fares. Recent Customer Satisfaction Survey data were also applied to all fare years.

2.2.5 Low-Income Disproportionate Burden Analysis Finding

Table 2-3 presents the results for low-income riders of the disproportionate burden analysis. This report finds that the proposed inflation-based fare increase would not result in a disproportionate burden on low-income riders because the difference in the increase for low-income riders and non-low income riders is -0.02%, which is less than the 5% threshold. In addition, the cumulative effect of fare increases from 2017 through the proposed increase in July 2022 would not result in a disproportionate burden on low-income riders because the difference in the percent increase between low-income and non-low income riders is -0.01%.

Table 2-3: Disproportionate Burden Analysis – 2022 Inflation-based Fare Increase

	2017 Fares ¹	Current 2020 fares	Proposed 2022 fares +3.4%	Cumulative Change 2017 to 2020 ^{1,2}
Fare Increase %				
Low Income	\$ 4.023	\$ 4.346	\$ 4.488	\$ 0.465
Non-Low Income	\$ 4.152	\$ 4.484	\$ 4.632	\$ 0.480
Overall	\$ 4.101	\$ 4.430	\$ 4.575	\$ 0.474
Low Income		\$ Change	\$ 0.143	\$ 0.465
Non-Low Income		\$ Change	\$ 0.148	\$ 0.480
Overall		\$ Change	\$ 0.146	\$ 0.474
Low Income		% Change	3.28%	11.56%
Non-Low Income		% Change	3.30%	11.57%
		DIFFERENCE	-0.02%	-0.01%
		Disproportionate Burden?	No	No

¹ FTA Triennial Audit reporting periods are used to set the baseline of assessing cumulative fare impacts. Due to pandemic-related deferrals, 2017 was the last base year for BART, during which time 2016 fare tables were in effect. In 2016, fares had not been set for Warm Springs, Pittsburg Center, Antioch, Milpitas, or Berryessa stations which were not yet opened. To ensure an accurate comparison of average fares between the 2016 fare table and the 2022 proposed fare increase, staff created a 2016 fare table including the unopened extension stations to be used as a baseline.

² To ensure consistency in calculating cumulative impact, the 2021-22 average weekday trip table was used to calculate 2016, 2020, and 2022 weighted fares. Recent Customer Satisfaction Survey data were also applied to all fare years.

Section 3: Alternatives Available for People Affected by the Proposed Fare Changes

3.1 Overview

This section analyzes alternative transit modes and fare options for people who could be affected by the proposed fare increase, comparing the potential increased fares to available alternative fares. The section also includes a demographic profile of users of BART’s fare payment types.

3.2 Alternative Transit Modes including Fare Payment Types

BART operates a heavy rail system in Alameda, Contra Costa, Santa Clara, San Francisco, and San Mateo counties. There are four major operators in the BART service area that provide parallel service to some segments of the BART system:

- AC Transit: Bus operator with service in Alameda and parts of Contra Costa counties, including transbay service to downtown San Francisco.
- Caltrain: Commuter rail along the San Francisco Peninsula from Gilroy in the South Bay through to downtown San Francisco.
- SamTrans: Bus operator with service in San Mateo County.
- San Francisco Muni: Bus and light rail operator serving the City and County of San Francisco.

The table below compares BART fares with the fares of these alternative operators.

Table 3-1

BART	Clipper Adult					
	Min	Avg	Max ¹	Transbay ²		
Current	\$ 2.10	\$4.43	\$ 9.25	\$ 4.20		
3.4% Increase	\$ 2.15	\$4.56	\$ 9.55	\$ 4.35		
Other Operator Fares	Adult Local			Adult Pass Price		
	Clipper	Cash	Transbay	Clipper (Monthly)	Cash (Day Pass)	
AC Transit	\$ 2.25	\$ 2.50	\$ 6.00	\$84.60	\$5.50	
Caltrain (zone-based)	\$3.20 - \$14.45	\$3.75 - \$15		\$96 - \$433.50	\$7.50 - \$30	
SamTrans	\$ 2.05	\$ 2.25		\$65.60	\$4.50	
San Francisco Muni	\$ 2.50	\$ 3.00		\$81-\$98	\$5	

¹The maximum fare is from Antioch to Millbrae, representing the longest ride in 2020 prior to the opening of the Milpitas and Berryessa/Warm Springs Stations. It does not include fares to either of the airports, as these trips include an airport fare premium.

²This is the average Transbay fare from all locations with an alternative Transbay AC Transit bus route.

3.2.1 Transit Alternatives Information

Transit alternatives do exist for riders impacted by the proposed fare increase. While BART's minimum fare remains less than the minimum fare of three of the four other operators and only 10 cents higher than the fourth operator, most of these operators use a flat fare structure. BART's current average fare and anticipated average fare with the proposed increase are both more expensive than the flat fares on three of the four providers; given Caltrain's variable, zone-based fare schedule, the average fare on Caltrain is not known at this time.

BART's proposed maximum fare of \$9.55¹¹ is less than Caltrain's farthest zone-based fare. BART's average Transbay fare remains less than AC Transit's Transbay fare.

While BART does not offer a monthly pass, a rider's fares would be less expensive if they rode another operator's service and purchased a monthly pass under the following circumstances (based on BART's minimum fare):

- AC Transit: Rider takes more than 40 trips per month.
- Caltrain: Rider takes more than 45 trips per month (based on \$96 pass).
- SamTrans: Rider takes more than 31 trips per month.
- SF Muni: Rider takes more than 38 trips per month (based on \$81 pass).

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

BART's 2020 Customer Satisfaction Survey data provides demographic profiles of users of BART's fare media—Clipper and magnetic-stripe tickets—and fare types as shown in Table 3-2 below. BART discontinued the sale of all magnetic-stripe tickets from station vending machines in 2020; it continued to sell discounted magnetic-stripe tickets from its Customer Services Center at the Lake Merritt Station until December 31, 2021, but has since discontinued all magnetic-stripe ticket sales. As a result, while Table 3-2 below reports the demographics of magnetic stripe ticket users from the 2020 Customer Satisfaction Survey, Table 3-3 does not report a new average magnetic-stripe ticket fare for the proposed increase.

The data show POC/minority riders were similar to overall riders in their usage of fare types and fare media, although POC/minority riders were somewhat less likely to use the 62.5% discounted fare media for seniors and somewhat more likely to use a fare type categorized as "Other", including potentially the Clipper START regional means-based discount fare program. Low-income riders compared to overall riders were

¹¹ The maximum fare is from Antioch to Millbrae, representing the longest ride in 2020 prior to the opening of the Milpitas and Berryessa/Warm Springs Stations. It does not include fares to either of the airports, as these trips include an airport fare premium.

more likely to use the regular fare magnetic-stripe ticket in 2020, the discounted fare for people with disabilities, or a fare type categorized as “Other”, while they are less likely to use the high-value 6.25% discount (HVD) fare product.

Table 3-2

Fare type	Fare media	Payment Method	% Using Fare Type		
			POC / Minority riders	Low income riders	All riders
Clipper reg fare	Clipper Smart Card	Cash, credit/debit, check, transit benefit payments	72.6%	69.8%	72.1%
Mag stripe reg fare	Paper Ticket		3.7%	5.0%	3.7%
High Value Discount	Clipper or mag stripe		6.2%	3.1%	6.3%
Senior	Clipper or mag stripe		4.9%	6.2%	6.3%
Disabled	Clipper or mag stripe		3.9%	5.7%	4.0%
Youth ¹	Clipper or mag stripe		0.5%	0.4%	0.5%
“A” Muni Fast Pass	Clipper only		0.8%	0.7%	0.7%
Other ²	Any fare media		7.4%	9.0%	6.3%
			100.0%	100.0%	100.0%

¹ Although BART offers the youth discount to riders aged 5-18, BART does not survey riders under the age of 13. ² Note that the Clipper START program is included in “Other” as there appeared to be some confusion among survey respondents who chose Clipper START who may have confused it with a regular Clipper card.

The next table details the percentages and values by fare type of the proposed 3.4% less-than-inflation increase. This change does not apply to the Muni Fast Pass, a fare instrument administered by the San Francisco Municipal Transportation Agency. The proposed 3.4% fare change applies equally to all BART fares and fare types and so the fare types are projected to increase proportionally.

Table 3-3

Fare type	Average Fare		Change from Current	
	Current	+ 3.4% as of July 2022	%	\$
Clipper reg fare	\$4.43	\$4.58	3.4%	\$0.15
High Value Discount (6.25%)	\$4.15	\$4.29	3.4%	\$0.14
Senior (62.5%)	\$1.66	\$1.72	3.4%	\$0.06
Disabled (62.5%)	\$1.66	\$1.72	3.4%	\$0.06
Youth (50%)	\$2.22	\$2.29	3.4%	\$0.08
Clipper START (20%)	\$3.54	\$3.66	3.4%	\$0.12

Section 4: Public Participation

Consistent with BART's Public Participation Plan, BART conducted outreach to inform the public and solicit feedback on the proposed fare increase. For the full Public Participation Plan, see Appendix B.

4.1 Process for Soliciting Public Input

BART hosted a series of in-station outreach events with information tables where staff could speak directly with riders about the proposed fare increase and any potential effects it may have on low-income and/or POC/minority riders.

The public was able to complete a BART survey in person or online at www.bart.gov/faresurvey. Riders were handed informational, double-sided postcards with English on one side, Spanish and Chinese on the other, with information about the proposed increase, the in-station outreach events, and a QR code and hyperlink to take the survey online.

BART advertised the survey and outreach events via ethnic newspapers, a BART news alert, and via emails from BART's Title VI/Environmental Justice (EJ) and LEP Advisory Committee members to their respective organizations. Staff presented details on the proposed increase at a joint meeting of the Title VI/EJ and LEP Advisory Committees on Tuesday, April 5th, 2022.

The survey period began Monday, March 14th, 2022, and ended Sunday, April 3rd, 2022. Digital and hardcopy surveys were available in English, Spanish, and Chinese. The survey included additional taglines for language assistance in Tagalog, Vietnamese, and Korean.¹² A \$120 Clipper card was offered as a prize in a drawing for those who completed either an online or paper survey and opted to participate.

The survey was designed as a qualitative input survey to hear from community members, particularly protected riders. It was open to everyone to complete and did not rely on a random sampling methodology. As such, these survey results cannot be projected to the overall population and statistical calculations such as margins of error cannot be computed.

¹² Spanish, Chinese (Cantonese and Mandarin), Tagalog, Vietnamese and Korean are the top five languages in BART's five-county service area (BART Title VI Language Assistance Plan, January 2020).

4.2 Survey Responses and Public Comments

The outreach resulted in a total of 591 surveys completed. Survey respondents were asked to provide feedback regarding this biennial increase by identifying their level of support (strongly support, somewhat support, neutral, somewhat oppose, strongly oppose, and don't know) to survey Question 1: "Would you support or oppose this proposed fare increase (3.4%) to keep up with the cost of providing BART service?" Nearly everyone (590 out of 591 respondents) Provided a response to this question.

Survey participants were also provided with an open-ended question about how the increase would affect them in Question 2: "Do you have any comments about how this proposed fare increase would impact you?" Staff grouped responses to this question into five categories based on the type and level of impact discussed: personal impacts, impacts to others/general impacts, no impacts, general comments about BART/fares, and did not comment. 437 survey respondents provided responses to this question.

Of the 591 survey respondents, 533 indicated their racial or ethnic identification; 67% (357 respondents) identified as POC/minority. Of the 591 survey respondents, 541 provided their income level and household size needed to calculate their income status; 22% (121) were identified as low-income.

Of POC/minority respondents, 67% oppose, 20% support, and approximately 12% were neutral on the proposed fare increase. Of the 357 POC/minority survey respondents, 257 responded to Question 2; 38% of those who responded indicated that they would be personally impacted by the proposed increase, 17% identified impacts to others, 7% indicated they would not be impacted, and 38% provided general comments about BART or comments on fare increases¹³.

Of the low-income respondents, 62% oppose, 25% support, and 12% were neutral on the proposed fare increase. Of the 121 low-income survey respondents, 86 responded to Question 2; 45% of whom indicated that they would be personally impacted by the proposed increase, 12% identified impacts to others, 12% indicated they would not be impacted, and 31% provided general comments about BART or comments on fare increases.

Those who cited they would be personally impacted by the increase discussed current inflation rates and the ongoing financial impacts of COVID-19, in addition to the high cost of living in the Bay Area, stagnant or low wages, and unemployment and

¹³ While these are smaller percentages of both POC/minority and low-income respondents than in the 2020 Customer Satisfaction Survey, they are consistent with pre-COVID demographics from the 2018 Customer Satisfaction Survey demographics, which were 65% POC/minority and 20% low-income.

underemployment. Many commenters expressed concern that more expensive public transportation would push people to drive, contributing to high greenhouse gas emissions and climate change.

Further information on the levels of support and comments provided are included in the Public Participation Report (Appendix B).

Section 5: Equity Findings

5.1 Overview

BART makes an equity finding by considering both the results of the disproportionate impact analysis and public input. Analysis results, public input received, and the resulting equity findings are presented below.

5.2 Productivity-Adjusted Inflation-Based Fare Increase of 3.4%

This fare change would be the first in BART’s third series of productivity-adjusted, inflation-based fare increases and would generate revenue that goes into a separate account dedicated to funding BART’s highest priority capital reinvestment projects and operational needs. The proposed increase was originally scheduled for January 2022 but was delayed as staff assessed ridership during the COVID-19 pandemic.

The proposed increase is based on the average cumulative local and national inflation rates from 2018 through 2020. This calculation resulted in overall inflation of 3.9% over two years. After subtracting the 0.5% productivity factor, the actual proposed fare increase for July 2022 is 3.4%.

5.2.1 DI/DB Analysis Findings

As discussed in detail in Section 2, the calculations of weighted average, full price fares for protected and non-protected riders performed for the DI/DB analysis show that the increases are almost equally proportional and thus do not exceed the 5% threshold for either POC/minority or low-income riders.

In addition, the cumulative effect of fare increases from 2017 through the proposed increase in 2022 is also not expected to result in a disproportionate impact on protected riders. Table 5-1 summarizes the findings.

Table 5-1: DI/DB Analysis Findings

	% Difference (POC / minority vs. Non-POC)	POC / Minority Disparate Impact	% Difference (Low Income vs. Non-Low Income)	Low-Income Disproportionate Burden
Proposed 3.4% Fare Increase	0.00%	No	-0.02%	No
Cumulative Impact	-0.02%	No	-0.01%	No

5.2.2 Public Input Received

Survey respondents were asked to identify their level of support for the proposed fare increase. Overall, 68% of survey respondents oppose the proposed increase (52% strongly oppose, 15% somewhat oppose); 21% support the proposed increase (8% strongly support, 13% somewhat support); and 11% were neutral.

437 of the 591 survey respondents (74%) chose to answer Question 2 regarding how the proposed increase would impact them. Overall, 32% of respondents to Question 2 indicated that they would be personally impacted, 13% identified a potential impact to others, 8% indicated that they would not be impacted, and 46% provided general comments about BART or fare increases (e.g., it may lead to more people choosing to drive).

Public Input Received by POC/Minority Status

Tables 5-2 and 5-3 below summarize responses to Questions 1 and 2 by POC/minority status.

POC survey respondents appeared to be more likely to oppose the proposed increase (67%) than non-POC/non-minority respondents (61%).

Table 5-2: Summary of Responses to Question 1 by POC/Minority Status

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
POC / Minority	180	59	42	48	25	2	357
%	50%	17%	12%	13%	7%	1%	100%
	TOTAL OPPOSE	239		TOTAL SUPPORT	73		
		67%			20%		
non-POC / Non-Minority	81	26	20	26	22	1	176
%	46%	15%	11%	15%	13%	1%	100%
	TOTAL OPPOSE	107		TOTAL SUPPORT	48		
		61%			27%		
Unknown¹	48	5	1	1	3	0	58
%	83%	9%	2%	2%	5%	0%	100%
	TOTAL OPPOSE	53		TOTAL SUPPORT	4		
		91%			7%		
TOTAL	309	90	63	75	50	3	591
%	52%	15%	11%	13%	8%	1%	100%
	TOTAL OPPOSE	399		TOTAL SUPPORT	125		
		68%			21%		

¹“Unknown” are those respondents who left the race/ethnicity question blank.

POC/minority respondents to Question 2 were more likely to indicate that they would be personally impacted (38%) than non-POC respondents (21%). Similarly, POC/minority respondents were more likely to identify potential impacts to others (17%) than non-POC/non-minority respondents (7%). They were also less likely to say that they would not be impacted by the proposed increase (7%) or to provide general comments on BART/fares (38%). This may indicate that POC/minority riders are more concerned about the impacts of this proposed increase than other rider groups.

Table 5-3: Summary of Responses to Question 2 by POC/Minority Status

	Personally Impacted	Impacts to Others /General Impacts	Not Impacted	General BART / Fares	Total
POC/Minority	98	44	17	98	257
%	38%	17%	7%	38%	100%
non-POC/Non-Minority	29	10	19	78	136
%	21%	7%	14%	57%	100%
Unknown*	14	3	0	27	44
%	32%	7%	0%	61%	100%
TOTAL	141	57	36	203	437
%	32%	13%	8%	46%	100%

Respondents who identified personal impacts often cited the economic impacts of COVID-19, including unemployment, underemployment, and wage stagnation, as well as current high inflation rates.

Public Input Received by Income Status

Tables 5-4 and 5-5 below show the summary of responses to Questions 1 and 2 by income status.

Low-income respondents had similar levels of opposition (62%) as non-low income respondents (66%) They were also similarly likely to support the proposed increase (25%) as non-low income respondents (22%).

Table 5-4: Summary of Responses to Question 1 by Income Status

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Low-Income	57	18	15	16	14	1	121
%	47%	15%	12%	13%	12%	1%	100%
	TOTAL OPPOSE	75 62%		TOTAL SUPPORT	30 25%		
Non-Low Income	211	68	47	56	35	2	420
%	50%	16%	11%	13%	8%	0%	100%
	TOTAL OPPOSE	279 66%		TOTAL SUPPORT	91 22%		
Unknown*	41	4	1	3	1	0	50
%	82%	8%	2%	6%	2%	0%	100%
	TOTAL OPPOSE	45 90%		TOTAL SUPPORT	4 8%		
TOTAL	309	90	63	75	50	3	591
%	52%	15%	11%	13%	8%	1%	100%
	TOTAL OPPOSE	399 68%		TOTAL SUPPORT	125 21%		

Despite their similar levels of support, low-income respondents were more likely to indicate that they would be personally impacted by the proposed fare increase (45%) than non-low income respondents (38%). They were less likely to identify impacts to others, however, and slightly more likely to say they would not be impacted by the increase. Note that most low-income respondents qualify for the Clipper START Program, which provides a 20% discount on BART fares for qualified low-income riders.

Table 5-5: Summary of Responses to Question 2 by Income Status

	Personally Impacted	Impacts to Others / General Impacts	Not Impacted	General BART / Fares	Total
Low-Income	39	10	10	27	86
%	45%	12%	12%	31%	100%
Non-Low Income	91	44	25	78	238
%	38%	18%	11%	33%	100%
Unknown*	11	3	1	23	38
%	29%	8%	3%	61%	100%
TOTAL	141	57	36	128	362
%	39%	16%	10%	35%	100%

5.2.3 Equity Finding

The fare increase DI/DB analysis found no disproportionate impact on protected riders. While the results of the public input received indicate that both POC/minority and low-income survey respondents may be more concerned about the impacts of the proposed fare increase on them than non-POC and non-low income respondents, the fare revenue will be used to fund critical BART capital and operational needs.

The equity finding, therefore, is that this proposed fare increase would not have a disparate impact on POC/minority riders or place a disproportionate burden on low-income riders.

Appendix A

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

The following steps outline the methodology BART uses to assess the effects of an across-the-board fare change, in this case, the proposed 3.4% productivity-adjusted inflation-based fare increase scheduled for July 1, 2022.

Step 1: For the proposed 3.4% productivity-adjusted inflation-based fare increase, estimate weighted average fares “Before Fare Increase” and “After Fare Increase” for each BART station.

In Step 1, the weighted average fare paid by riders boarding at each of BART’s existing 50 stations is estimated. While a number of stations¹ had 30 or fewer riders who responded to either the race/ethnicity or income status questions (or both) in the 2020 Customer Satisfaction Survey, these numbers were still used to determine the percentage of the station’s riders who are People of Color (POC)/minority or low-income, as this was the most reflective data available at that time. According to BART’s Marketing and Research Department, as a guideline, the minimum sample size needed for computing margins of error, which measure how accurately a survey sample represents an overall population, is 30 respondents. Future stations or expansion projects, such as the Silicon Valley Berryessa Extension Phase 2, are not included in this analysis as fares for those projects have not yet been adopted.

The more riders boarding at a station that pay a certain fare, the closer the weighted average fare will be to that more-often paid fare. This is in contrast to a simple average fare where each fare has the same weight. A sample of stations is shown below, with the “2020 Fares” reflecting BART’s current fares and the “2022 Fares” reflecting the proposed 3.4% inflation-based fare increase.

Sample of Weighted Average Fare Data for Proposed 2022 3.4% Increase

<i>Origin Station</i>	2020 Fares	2022 Fares
Balboa Park	\$2.76	\$2.84
Antioch	\$7.34	\$7.59
Montgomery	\$5.27	\$5.44
South Hayward	\$4.25	\$4.39

For each station, a station-to-station fare table is multiplied by the April 2021 –

¹ Millbrae, Milpitas, Oakland International Airport, Orinda, Pittsburg Center, South San Francisco, Warm Springs, West Dublin/Pleasanton, North Concord, and San Bruno

March 2022² station-to-station average weekday trip table (composed of actual trip data recorded by BART’s automated fare collection system) and the results are then summed. That sum is divided by the total number of average weekday trips for that station. The resulting dividend is the weighted average fare for that station. This calculation is performed to obtain average weighted fares before and after the fare increase using the appropriate fare table. The following chart shows the fare tables that were used in the calculations for the proposed 3.4% fare increase.

Fare Table used in “Before Fare Increase” Calculation	Fare Table used in “After Fare Increase” Calculation
Actual 2020 Fare Table	2020 Fare Table increased by 3.4% (“2022 Fare Table”)

Step 2: Estimate weighted average fares for POC/minority, White/non-minority, low-income, non-low income, and overall riders.

The percentage of minority and of low-income riders at each station is determined based upon reported responses in the 2020 Customer Satisfaction Survey. These percentages are then multiplied by the April 2021 – March 2022 actual station-specific entries to estimate the number of POC/minority and low-income riders at each station. A weighted average fare for POC/minority riders systemwide is then calculated by multiplying, at the station level, the POC/minority riders times the average fare, summing the total and dividing by the number of POC/minority riders. This same step is repeated to calculate the average weighted fare for low-income riders and for White/non-minority and non-low income riders.

Step 3: Calculate the percent increase paid by POC/minority riders, White/non-minority riders, low-income riders, non-low income riders, and overall users.

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

² Given high rates of variation in ridership levels due to the COVID-19 pandemic, the most recent full year of weekday trips was used to determine the most current average fares.

Step 4: To determine if the fare increase would have a disparate impact on POC/minority riders or result in a disproportionate burden on low-income riders, apply to the differences in percent increases obtained in Step 3 above the appropriate Disparate Impact and Disproportionate Burden Policy threshold.

The difference in percent increase in fares “before” and “after” the increase is calculated for (a) POC/minority riders compared to White/non-minority riders and (b) low-income riders compared to non-low income riders. The proposed inflation-based fare increase is an across-the-board fare increase. BART’s Disparate Impact and Disproportionate Burden Policy states that an across-the-board fare change will be considered to have a disproportionate impact if the difference between the changes for protected riders and nonprotected riders is equal to or greater than 5%. Therefore, a 5% threshold is applied to the difference in percent increase in fares.

Step 5: To ensure that that there are no cumulative impacts from the proposed fare increase, a cumulative impact analysis is performed to assess the overall impact of similar fare changes since the start of the previous triennial reporting period. The analysis follows Steps 3 to 5 above, except the fares in place at the start of the reporting period are used as the “Before Fare Increase” baseline.

The weighted average fare paid by riders boarding at each of BART’s existing 50 stations is estimated using the same average weekday trip table used for all fare calculations. Similarly, the same Customer Satisfaction Survey demographics are used to calculate weighted fares. Due to pandemic-related deferrals, 2017 was the last base year for BART, during which time 2016 fare tables were in effect. In 2016, fares had not been set for Pittsburg Center, Antioch, Milpitas, or Berryessa stations which were not yet opened. To ensure an accurate comparison of average fares between the 2016 fare table and the 2022 proposed fare increase, staff created a 2016 fare table including the unopened extension stations to be used as a baseline. Similarly, Warm Springs station's fares were set for the 2016 fare table despite the fact that the station did not open until 2017.

Title VI Fare Equity Analysis for the Proposed July 2022 Productivity-Adjusted Inflation-Based Fare Increase

Appendix B: PUBLIC PARTICIPATION REPORT

May 2022

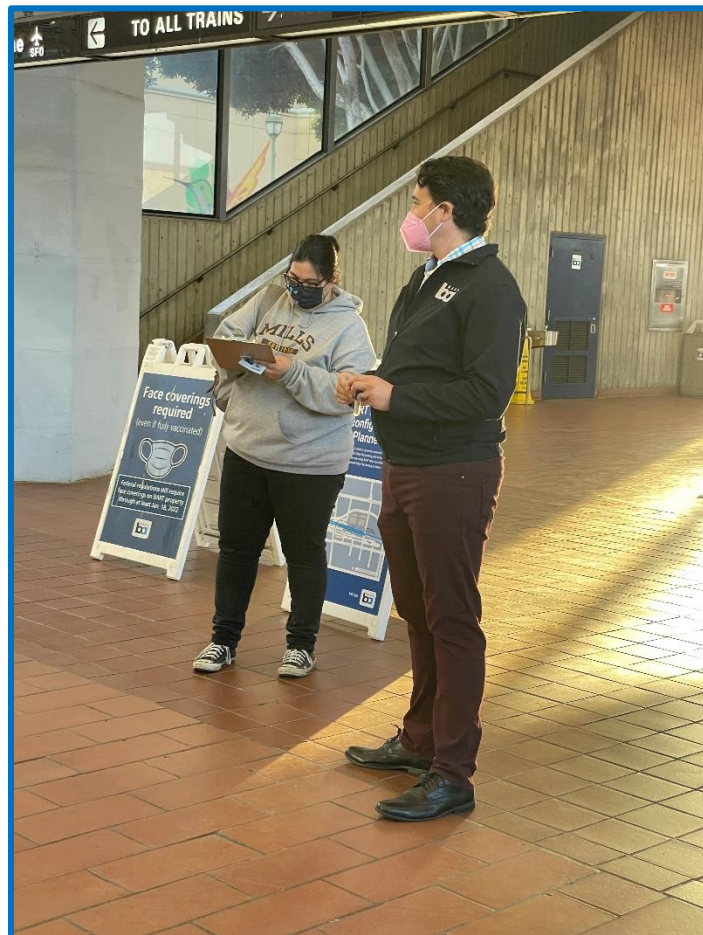


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Section 1: Public Participation Purpose

1.1 Purpose

Pursuant to FTA Circular 4702.1B (October 2012), BART conducted outreach to provide the public with information about the proposed fare increase and to solicit rider feedback. A key component of Title VI outreach is to seek input on fare changes from people of color (POC)/minority, low-income, and limited English proficient (LEP) riders. BART used established information outlets to engage the stakeholders who would be directly affected by the proposed fare increase. By doing so, BART ensures consistency with its Public Participation Plan (2011).

The District is required to conduct a Title VI Fare Equity Analysis any time there is a proposed change to BART's fares. Accordingly, staff completed a Title VI Fare Equity Analysis to determine if the proposed productivity-adjusted inflation-based 3.4% fare increase scheduled for July 2022 would have a disproportionate impact on protected populations.

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

Section 2: Public Participation Process

2.1 Outreach Events

BART hosted a series of in-station outreach events with information tables where staff could speak directly with riders about the proposed fare increase and any potential effects it may have on low-income and/or POC/minority riders.

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

The survey period began Monday, March 14th, 2022, and ended Sunday, April 3rd, 2022. Digital and hardcopy surveys were made available to riders in English, Spanish, and Chinese. The survey included additional taglines for language assistance in Tagalog, Vietnamese, and Korean.¹ A \$120 Clipper card was offered as a prize in a drawing for those who completed either an online or paper survey.

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

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

Station	Date	Time	Language Assistance
Fruitvale	Wednesday, March 16, 2022	7am-9am	Spanish
Balboa Park	Thursday, March 17, 2022	5pm-7pm	Spanish, Chinese
Antioch	Tuesday, March 22, 2022	5pm-7pm	Spanish
El Cerrito del Norte	Wednesday, March 23, 2022	7am-9am	Spanish
Montgomery	Thursday, March 24, 2022	7am-9am	Spanish, Chinese
South Hayward	Tuesday, March 29, 2022	5pm-7pm	Spanish

Interpreters were available as necessary based on a station catchment area demographic and frequency of contacts-at-stations analysis.

¹ Spanish, Chinese, Tagalog, Vietnamese and Korean are the top five languages in BART's five-county service area (BART Title VI Language Assistance Plan, January 2020).

South Hayward Station Outreach: March 16, 2022



2.2 Publicity

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

2.2.1 Multilingual Newspaper Ads

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

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

- World Journal (Chinese)
- India West (English)

2.2.2 Electronic Destination Sign System

On all BART station platforms, there are multiple electronic destination signs (DSS) that inform riders of train arrivals and display other important BART information. Throughout the survey period (March 14-April 3, 2022), the DSS regularly displayed the www.bart.gov/fare_survey link to alert riders to take the survey.

2.2.3 BART Advisory Committees

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

2.3 Title VI/Environmental Justice and Limited English Proficiency Advisory Committees

BART staff presented the proposed fare increase to BART's Title VI/EJ and LEP Advisory Committees. The joint meeting was held Tuesday, April 5, 2022 from 2PM – 4:30PM via Zoom. The meeting was open to the public and the agenda was noticed at least 72 hours in advance of the meeting.

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

At the meeting, Committee members expressed concerns about the 2022 CPI-based fare increase. They expressed particular concern over the timing of this proposed increase given current high rates of inflation and the ongoing economic impacts of COVID-19, citing that not only low-income, but also moderate-income BART riders are likely to be impacted. In addition, committee members were concerned that the increase would deter a return to BART for some commuters and that BART may be missing an opportunity to capture increased ridership by delaying a fare increase. They encouraged staff to continue to explore both discount and promotional opportunities to attract community members back to BART.

In addition, staff presented the proposed increase at the BART Accessibility Task Force on March 24, 2022 at 2PM. Task Force members asked for more information on the proposed July 2022 fare table, including details on the full adult Clipper fare and the Regional Transit Connection (RTC) Discount fares (or Clipper fares for people with disabilities).

Section 3: Outreach Results

3.1 Title VI Outreach Surveys

These public outreach efforts resulted in 591 survey responses. This survey serves as the dataset for this analysis and all uses of the generic term “survey” in this report refers to the July 2022 Fare Increase Title VI Outreach Survey. The survey was designed as a qualitative input survey to hear from community members, particularly protected riders. It was open to everyone to complete and did not rely on a random sampling methodology. As such, these survey results cannot be projected to the overall population and statistical calculations such as margins of error cannot be computed.

80% of the surveys received during the open survey period were completed online. Table 3-1 provides the breakdown of where and how many surveys were received.

Table 3-1

Location	No. of Surveys Collected
Montgomery (paper)	48
Balboa Park (paper)	36
Fruitvale (paper)	30
South Hayward (paper)	3
El Cerrito del Norte (paper)	2
Online	472
Total Surveys Received	591

3.2 Survey Demographic Data

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

3.2.1 POC/Minority

A “non-POC/non-minority” classification refers to those respondents who self-identified as “White.” A “POC/minority” classification includes the combined responses from all other races or ethnic identities including those identifying as other or multi-racial. According to the 2020 Customer Satisfaction Survey, 75% of BART riders identified as “POC/minority.”

3.2.2 Income

Consistent with BART’s Title VI Triennial Program, low-income is defined as 200% of the federal poverty level. This definition accounts for the region’s higher cost of living when compared to other areas. This level is approximated by considering both household size and household income of respondents to the 2020 Customer Satisfaction Survey. The combinations that comprise “low-income” are outlined in Table 3-2 below.

Table 3-2

LOW INCOME	
Household Size	Household Income
1+	Under \$25k
2+	Under \$35k
3+	Under \$50k
4+	Under \$45k
5+	Under \$60k
6+	Under \$75k

For example, a household of two people with an income of \$33,000 would be considered low-income. According to 2020 Customer Satisfaction Survey responses, 41% of BART riders identified as low income.

Table 3-3 Survey Demographic Summary: All Respondents (N=591)

POC/Minority Status	89% of survey respondents answered this question	Sample Size
POC/Minority	67%	357
Non-POC/Non-Minority	33%	176
Total responses		533
Ethnicity	89% of survey respondents answered this question	Sample Size
White	33%	176
Black/African American	10%	52
Asian or Pacific Islander	33%	176
American Indian	0%	2
Hispanic, Latino, or Spanish	17%	88
Other or multi-racial, non-Hispanic	7%	39
Total responses		533
Low income Status	91% of survey respondents answered this question	Sample Size
Low-income	22%	121
Non-low-income	78%	420
Total responses		541
Annual household income		Sample Size
Under \$25,000	11%	59
\$25,000 - \$34,999	8%	42
\$35,000 - \$44,999	8%	43
\$45,000 - \$49,999	5%	26
\$50,000 - \$59,999	10%	53
\$60,000 - \$74,999	12%	63
\$75,000 - \$99,999	13%	73
\$100,000 - \$149,999	14%	74
\$150,000 - \$199,999	8%	42
\$200,000 or more	13%	68
Total responses		553

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

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

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

Section 4: Public Comment Overview

4.1 Overview

By reaching out to the public via in-station events, newspaper advertisements in other languages, and via the Title VI/Environmental Justice and Limited English Proficiency Advisory Committees meetings and email blasts, BART received 591 survey responses. The survey asked respondents about the proposed fare increase, including their level of support (strongly support, somewhat support, neutral, somewhat oppose, strongly oppose, and don't know) for the increase and an open-ended question about how the increase would affect them. All open-ended comments have been categorized, sorted, and color-coded by general theme in Appendices PP-B.

4.2 Public Comment Grouping Analysis: General Methodology

While comments can be generally categorized and reviewed for popular themes, any numerical analysis or reporting should be done with caution as the Title VI Outreach survey does not employ a random sampling methodology and comment grouping is subjective. Categorizing the comments, however, provides a general understanding of the points survey respondents wished to communicate. See Sections 5-7 for more detailed information on the grouping methodology.

Section 5: Proposed July 2022 CPI-Based Fare Increase: Public Comments

5.1 Proposed July 2022 CPI-Based Fare Increase Survey Questions

Questions 2 and 3 of the July 2022 Fare Increase Survey asked respondents to choose a level of support for the proposed fare increase and provide comments on how the increase would impact them.

Question 1: Would you support or this proposed fare increase (3.4%) to keep up with the cost of providing BART service?

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

Of the 591 surveys received, 590 survey respondents chose to answer this question, which is approximately 98% of all respondents.

Question 2: Do you have any comments about how this proposed fare increase would impact you?

442 respondents, or approximately 74%, provided a comment on how this proposed increase would impact them. The grouping methodology for this second question is described in Section 5.3 below.

5.2 Question 1: Summary of Levels of Support

5.2.1 Summary of Responses by POC/Minority Status

Table 5-1 shows that significantly fewer POC respondents (20%) supported the fare increase compared to those who opposed it (67%). Of the remaining POC respondents, 12% were neutral and 1% selected “Don’t know.” While this outreach survey did not use a randomized sampling methodology needed to accurately report out population-level findings, a higher proportion of POC respondents oppose the proposed increase (67%) than non-POC respondents (61%), and a smaller proportion support it (20%) compared to non-POC respondents (27%).

Table 5-1 Summary of Responses by POC/Minority Status (n=591)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
POC / Minority	180	59	42	48	25	2	357
%	50%	17%	12%	13%	7%	1%	100%
	TOTAL OPPOSE	239		TOTAL SUPPORT	73		
		67%			20%		
Non-POC / Non-Minority	81	26	20	26	22	1	176
%	46%	15%	11%	15%	13%	1%	100%
	TOTAL OPPOSE	107		TOTAL SUPPORT	48		
		61%			27%		
Unknown¹	48	5	1	1	3	0	58
%	83%	9%	2%	2%	5%	0%	100%
	TOTAL OPPOSE	53		TOTAL SUPPORT	4		
		91%			7%		
TOTAL	309	90	63	75	50	3	591
%	52%	15%	11%	13%	8%	1%	100%
	TOTAL OPPOSE	399		TOTAL SUPPORT	125		
		68%			21%		

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

5.2.2 Summary of Responses by Income Status

Table 5-2 shows that significantly fewer low-income respondents (25%) supported the fare increase than opposed it (62%). Of the remaining low-income respondents, 12% were neutral. Interestingly, a slightly smaller proportion of low-income survey respondents oppose the proposed increase (62%) than those who identified as not low-income (66%), and a slightly higher proportion support it (25%) compared to non-low income (22%).

Table 5-2 Summary of Responses by Income Status (n=591)

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Low-Income	57	18	15	16	14	1	121
%	47%	15%	12%	13%	12%	1%	100%
	TOTAL OPPOSE	75 62%		TOTAL SUPPORT	30 25%		
Non-Low Income	211	68	47	56	35	2	420
%	50%	16%	11%	13%	8%	0%	100%
	TOTAL OPPOSE	279 66%		TOTAL SUPPORT	91 22%		
Unknown*	41	4	1	3	1	0	50
%	82%	8%	2%	6%	2%	0%	100%
	TOTAL OPPOSE	45 90%		TOTAL SUPPORT	4 8%		
TOTAL	309	90	63	75	50	3	591
%	52%	15%	11%	13%	8%	1%	100%
	TOTAL OPPOSE	399 68%		TOTAL SUPPORT	125 21%		

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

5.3 Question 2: Summary of Impacts (Public Comments)

5.3.1 Methodology

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

Table 5-3 Question 2 Grouping Methodology

Personal Impacts	Survey respondent indicated they would be personally negatively impacted by the proposed fare increase.
Impacts to Others / General Impacts	Survey respondent indicated they were concerned that the proposed fare increase would negatively impact other riders or that there would be general impacts.
No Impacts	Survey respondent indicated that they would not be personally impacted by the proposed fare increase.
General Comments about BART/fares	Survey respondent provided general comments about BART operations or service, or comments on fare increases.
Did Not Comment	Survey respondent did not respond to Question 2 or responded with "No comment."

442 out of 591 survey respondents answered Question 2; five of these respondents either stated that they have no comment or the comment was illegible, so for the purposes of comment sorting and review, 437 out of 591 survey respondents answered Question 2. Tables 5-4 and 5-5 shows the breakdown of those who chose to comment.

5.3.2 Summary of Impact Responses by POC/Minority Status

**Table 5-4 Summary of Responses by POC/Minority Status
(Public Comments, n=437)**

	Personally Impacted	Impacts to Others / General Impacts	Not Impacted	General BART / Fares	Total
POC/Minority	98	44	17	98	257
%	38%	17%	7%	38%	100%
Non-POC/Non-Minority	29	10	19	78	136
%	21%	7%	14%	57%	100%
Unknown*	14	3	0	27	44
%	32%	7%	0%	61%	100%
TOTAL	141	57	36	203	437
%	32%	13%	8%	46%	100%

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

Table 5-4 shows that, of those POC respondents who chose to comment on the impacts of the fare increase, the largest proportions indicated that they would be personally impacted by the proposed fare increase (38%) or they provided a general comment about BART or general impacts of a fare increase (38%). An additional 17% cited potential impacts to others, while only 7% indicated that there would be no impacts from the proposed fare increase. Non-POC respondents were significantly more likely to provide general comments on BART or fares (57%).

5.3.3 Summary of Impact Responses by Income Status

Table 5-5 Summary of Responses by Income Status (Public Comments, n=362)

	Personally Impacted	Impacts to Others / General Impacts	Not Impacted	General BART / Fares	Total
Low-Income	39	10	10	27	86
%	45%	12%	12%	31%	100%
Non-Low Income	91	44	25	78	238
%	38%	18%	11%	33%	100%
Unknown*	11	3	1	23	38
%	29%	8%	3%	61%	100%
TOTAL	141	57	36	128	362
%	39%	16%	10%	35%	100%

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

Table 5-5 shows that of those low-income respondents who chose to comment on the impacts of the fare increase, the majority indicated that they would be personally impacted by the increase (45%). An additional 31% opted to provide general comments on BART or fares. A large proportion of respondents who did not identify as low-income opted not to respond to this question; of those that did, the majority cited personal impacts from the proposed increase (38%) or general comments about BART (33%). A small proportion of those who identified as low-income and those that didn't cited that they would not be impacted by the increase (12% and 11% respectively).

5.4 Question 2: Public Comments

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

5.4.1 Oppose

POC/Minority Respondents

- *Yes. Most people who take Bart, myself included, take Bart bc we cannot afford alternative transportation. This is the how I get to work. If I am priced out of Bart I won't be able to get to work. There may be people out there that can afford a price hike, but there are more who can't and a broad price hike would hurt most riders. Obviously, no consumer likes to hear that prices will increase. However, I recognize the need to generate capital to maintain and improve services. With that being said, I would hope that BART will be completely transparent about the extra revenue raised and exactly what projects it goes towards.*
- *With everything at an all time high, and bart is just getting ridership back, why would you want to increase fares even slightly? Plus the Federal government just gave Bart \$271 million dollars.*
- *As minimum wage and the cost of living in the Bay Area steadily increases, it's becoming harder to live and thrive here. Continuing this steady increase not only ostracizes those who are from lower socioeconomic communities (even those that make to much to qualify for discounts, but can't afford the ride every now and then), but it acts as another reminder that the communities that made the Bay Area as beautiful as it is, will be pushed out.*

Low-Income Respondents

- *While I get a partial transit subsidy through my employer and I qualify for the clipper start card for now, I'm still paying a bit for transit to work out of pocket. I'm anticipating that I won't qualify for clipper start next year because I think I'll be above the threshold by a little bit and even a small increase in fares will be a lot to take on in addition to paying full fare price.*

- *May people are still impacted due to the pandemic and the increased inflation on every day products, this will negatively affect us severely*
- *I love riding bart, but usually I can't justify the cost over Muni. I also see public transit as a public utility. I understand that in order to accomplish that, more funding is needed. However, that burden should not be put on riders, who already struggle to pay fares. Higher taxes are needed instead of a fare increase.*

5.4.3 Support

POC/Minority Respondents

- *TRANSLATED: If the objective is to protect the user and reduce the risk of interruptions and improve the service, the increase would be worth it*
- *A 3.4% increase is not a bad exchange to see the Bart more efficient and see less delays.*

Low-Income Respondents

- *Yes, sure, fare increase surely affect me as Bart user every work day, as it would be an additional expense to our already tight budget. But I have no choice, isn't it? So, we will just just have to help and support each another.*
- *It would help fund BART and hopefully make service and operations more robust and more reliable.*
- *I am on clipper start program, so I am already having trouble affording Bart. I want to support bart as much as possible, but I don't really have funds to.*

5.4.4 General Comments about BART/Fares

POC/Minority Respondents

- *You are not providing full service, and you have come to the well too many times. The farebox is not the only source of revenue, and the government has given a lot of money out lately. The next budget has more. Hiking fares all the time creates fare jumpers and raises the stress and anger on the system because we know we are indirectly subsidizing the cars. Driving is cheaper than BART. And the pandemic has driven people back into their cars. You will never get them back on a system with dirty cars, the risk of assault, the constant noise of music played out loud on phones, and the back seats filled with angry men smoking cannabis openly in the cars. Stop balancing your budget on the backs of those of us who have no other viable ways to get to work.*
- *It's already too expensive especially when trains go out of service and come late. It already doesn't feel like I get my money's worth when that happens.*

Low-Income Respondents

- *What impacts me is lousy service. If the fare increase improves reliability and puts more trains in service, I would be more supportive. I went from Ashby to Civic Center and back on Sunday, March 20th and it was a terrible day on BART!*

- *There has many cancellations and maintenance that has been disrupting service lately. If any fare increase were to happen, those issues need to be fixed as well. As someone who relies heavily on BART for transportation, I expect better reliability if a fare increases.*

5.4 Comments Summary

The majority of respondents do not support the proposed increase and cited anticipated personal impacts if it were to take effect. Respondents cite the financial impacts of the COVID-19 pandemic and the recent spike in inflation as worsening the impacts of the proposed increase, while also noting that BART already feels expensive. In addition, respondents are concerned about the current level of service on BART, particularly safety, cleanliness, fare evasion, and reliability. Those who support the fare increase responded that they understand the need to increase fares to cover the rising costs in providing service; many respondents who support the increase hope to see service and operational improvements. Some respondents mentioned that it was unfortunate BART revenue couldn't come from other sources, such as property taxes.

Appendix PP-A: July 2022 Fare Increase Survey



July 2022 Fare Increase Survey

Please complete this survey to provide your input on the proposed July 2022 less-than-inflation fare increase. To thank you for your time, you can also enter to win a \$100 Clipper card at the end of this survey.

July 2022 Proposed Fare Increase

To help keep up with the cost of providing reliable and safe service, BART has a fare increase program that calls for small, regular, less-than-inflation increases every two years, with the next increase of 3.4% scheduled for July 1, 2022. For a short trip like Downtown Berkeley to 19th St/Oakland, the regular fare is estimated to increase by 5¢ and for a longer trip like Antioch in Eastern Contra Costa County to Montgomery Street Station in Downtown San Francisco, it's estimated to increase by 30¢.

Fares are an important funding source to continue to meet the needs of riders who rely on BART. This proposed increase will help fund BART operations, reducing the risk of service cuts that impact essential workers and transit-dependent riders.

1 Would you support or oppose this proposed fare increase (3.4%) to keep up with the cost of providing BART service?

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

2 Do you have any comments about how this proposed fare increase would impact you?

Regional Low-Income Discount Program for Eligible Riders

Low-income riders may qualify for the Metropolitan Transportation Commission's Clipper START program, which provides a 20% discount on all BART fares*.

3 Could the Clipper START discount program reduce the impact of the proposed fare increase on you?

- Yes
- No
- Don't know
- Prefer not to answer

4 If "No" or "Don't know", please explain.

**As an example, a household size of four with a household income of \$55,500 or less would be considered low income and may qualify for the program. Find out more at www.clipperstartcard.com.*

Please tell us about yourself.

Your responses will be used for statistical purposes only and will be treated confidentially. Note that BART asks questions about race and household income/household size in order to comply with Title VI of the Civil Rights Act and to help ensure that we are getting feedback from all the communities that we serve.

5 About how often do you currently ride BART??

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

6 Now thinking ahead to when things are back to “normal,” about how often do you think you will ride BART?

- 5 or more days a week
- 3 – 4 days a week
- 1 – 2 days a week
- A few days a month
- Less than once a month, but at least once a year
- Less than once a year or never

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

8 What is your race or ethnic identification?

(Check all that apply.)

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

9 What is your total annual household income before taxes?

- Under \$25,000
- \$25,000 - \$34,999
- \$35,000 - \$44,999
- \$45,000 - \$49,999
- \$50,000 - \$59,999
- \$60,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 - \$199,999
- \$200,000+

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

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

11 OPTIONAL: Please provide your email address if you would like to enter for a chance to win a \$100 Clipper card.

Rules:

Drawing eligibility: Must be 18 years or older and a resident of California. BART employees/contractors and their immediate family/ household members are not eligible. Winner will be chosen in a random drawing on or about April 29, 2022. Winner will be notified via email and must respond within 7 business days to claim prize.

Thank you for your participation in this survey!

Encuesta sobre el aumento en las tarifas en julio de 2022



Por favor responda esta encuesta para brindarnos su opinión acerca del aumento de tarifas propuesto, inferior a la inflación, planificado para julio de 2022. Con el fin de agradecerle por su tiempo, al finalizar esta encuesta puede participar en un sorteo en el que podría ganar una tarjeta Clipper de \$100.

Aumento de tarifas propuesto para julio de 2022

Con el objetivo de ayudar a mantenerse a la par con los costos de brindar un servicio seguro y confiable, BART ha desarrollado un programa de pequeños aumentos en las tarifas, inferiores a la inflación, aplicados cada dos años, y tiene programado el próximo aumento del 3.4% para el 1º de julio de 2022. Para un viaje corto como de Downtown Berkeley a 19th St/Oakland, el aumento estimado de la tarifa estándar es de 5¢, y para un viaje más largo, como de Antioch en el este del Condado de Contra Costa a la estación de Montgomery Street en el centro de San Francisco, el aumento estimado es de 30¢.

Las tarifas son una fuente importante de financiación para seguir cumpliendo con las necesidades de los pasajeros que dependen de BART. Este aumento propuesto ayudará a BART a financiar operaciones, reduciendo el riesgo de interrupciones en el servicio que afectan a los trabajadores esenciales y a los pasajeros que dependen del transporte.

1 ¿Estaría usted a favor o en contra de este aumento de tarifas propuesto (3.4%) para poder mantenerse a la par con el costo de brindar el servicio de BART?

- Lo apoyo con firmeza
- Lo apoyo hasta cierto punto
- Neutral
- Me opongo hasta cierto punto
- Me opongo con firmeza
- No sé

2 ¿Tiene usted algún comentario acerca de cómo le impactará este aumento de tarifas propuesto?

Programa regional de descuento por bajos ingresos para pasajeros elegibles

Los pasajeros con bajos ingresos pueden cumplir los requisitos del programa Clipper START de la Comisión de Transporte Metropolitano, que ofrece un descuento del 20% en todas las tarifas* de BART.

3 ¿Cree que el programa de descuento Clipper START podría reducir el impacto del aumento de tarifas propuesto sobre usted?

- Sí
- No
- No sé
- Prefiero no responder

4 Si respondió "No" o "No sé", por favor explique por qué.

*Como ejemplo, una familia de cuatro personas con un ingreso familiar de \$55,500 o menos se consideraría de bajos ingresos y podría calificar para el programa. Para obtener más información, visite www.clipperstartcard.com.

Por favor, hablemos acerca de usted.

Sus respuestas se utilizarán únicamente con fines estadísticos y ayudarán a garantizar que obtengamos información de una variedad de personas. Tenga en cuenta que BART hace preguntas sobre raza y nivel de ingresos/tamaño del hogar con el objetivo de cumplir con el Título VI de la Ley de Derechos Civiles y ayudar a asegurarnos que recibimos comentarios de todas las comunidades a las que servimos.

5 ¿Con qué frecuencia viaja usted en BART actualmente?

- 5 días a la semana o más
- 3 a 4 días a la semana
- 1 a 2 días a la semana
- Unos cuantos días al mes
- Menos de una vez al mes, pero por lo menos una vez en el último año
- No viajé con BART en el último año

6 Cuando las cosas vuelvan a la "normalidad", ¿con qué frecuencia cree que usará BART?

- 5 días a la semana o más
- 3 a 4 días a la semana
- 1 a 2 días a la semana
- Unos cuantos días al mes
- Menos de una vez al mes, pero por lo menos una vez al año
- Menos de una vez al año o nunca

7 ¿Qué estación de BART es su estación "de origen" (la estación que generalmente usa cuando sale de su casa)?

8 ¿Cuál es su raza o identificación étnica?

(Marque todas las respuestas que correspondan).

- Indígena norteamericano o nativo de Alaska
- Asiático o de las Islas del Pacífico
- Negro/afroamericano
- Hispano, latino o español
- Blanco
- Otro (favor de especificar): _____

9 ¿Cuáles son los ingresos totales anuales de su hogar antes de impuestos?

- Menos de \$25,000
- \$25,000 a \$34,999
- \$35,000 a \$44,999
- \$45,000 a \$49,999
- \$50,000 a \$59,999
- \$60,000 a \$74,999
- \$75,000 a \$99,999
- \$100,000 a \$149,999
- \$150,000 a \$199,999
- \$200,000 o más

10 Includéndose a sí mismo, ¿cuántas personas viven en su hogar?

- 1
- 2
- 3
- 4
- 5
- 6 o más

11 OPCIONAL: Por favor, escriba su dirección de email si quiere participar en el sorteo para ganar una tarjeta Clipper Card de \$100.

Reglas:

Elegibilidad para el sorteo: Debe tener más de 18 años y ser residente de California. Los empleados/contratistas de BART y sus familiares cercanos/miembros de su hogar no son elegibles. Los ganadores se elegirán mediante un sorteo al azar el 29 de abril de 2022 o alrededor de esa fecha. Se notificará al ganador por correo electrónico y éste debe responder dentro de 7 días hábiles para reclamar el premio.

¡Muchas gracias por participar en esta encuesta!



2022 年 7 月車費調漲問卷調查

請填寫這項問卷調查，提供您對 2022 年 7 月低於通貨膨脹率幅度的車費調漲提議的意見。為感謝您抽空接受調查，您還可參加問卷最後的抽獎活動，有機會贏得一張價值 \$100 的 Clipper 卡。

提議的 2022 年 7 月車費調漲

為了資助 BART 系統龐大的資本需求，BART 採取一項車費調漲計劃，要求每兩年以低於通貨膨脹率的幅度定期小幅調漲，下一次預計於 2022 年 7 月 1 日調漲 3.4%。一般短程車費 (如柏克萊市區到奧克蘭 19 街) 預計會增加 5 美分，較長程車費 (如從康特拉科斯塔郡的 Antioch 到舊金山市區的 Montgomery 街車站，估計會增加 30 美分。

票價是繼續滿足依賴 BART 的乘客需求的重要資金來源。此項提議的調漲將有助於為 BART 營運提供資金，降低可影響削減必要工作者和依賴公共交通的乘客之服務的風險。

1 您會支持還是反對這項提議的車費調漲 (3.4%) 以跟上提供 BART 服務的支出？

- 強烈支持
- 有些支持
- 沒意見
- 有些反對
- 強烈反對
- 不知道

2 關於提議的車費調漲對您使用 BART 服務的影響，您有任何意見嗎？

針對符合條件的乘客的區域低收入折扣計劃

低收入乘客可能有資格參加都市交通委員會的 Clipper START 計劃，該計劃為所有 BART 票價提供 20% 的折扣*。

3 Clipper START 折扣計劃能否能減低提議的車費調漲對您的影響？

- 是
- 否
- 不知道
- 不想回答

4 若回答「否」或「不知道」，請說明理由。

*例如，家庭收入為 55,500 美元或以下的四口之家將被視為低收入家庭，可能有資格參加該計劃。欲知詳情，請瀏覽網站 www.clipperstartcard.com。

請告訴我們關於您的訊息。

您的回答僅會作為統計用途，並將被保密處理。請注意 BART 會詢問有關族裔和家庭收入/家庭規模的問題，以遵循民權法案第六章的規定，並幫助確保我們從所提供服務的所有社區獲得回饋。

5 您目前有多常搭乘 BART？

- 每週 5 天或更頻繁
- 每週 3-4 天
- 每週 1-2 天
- 每個月數天
- 每個月不到一次，但過去一年至少一次
- 過去一年根本沒有乘坐過

6 當一切都恢復「正常」後，您認為自己會多常搭乘 BART 捷運？

- 每週 5 天或更頻繁
- 每週 3-4 天
- 每週 1-2 天
- 每個月數天
- 每個月不到一次，但一年至少一次
- 每年不到一次或完全沒有

7 您的「出發地」是在哪個 BART 捷運站 (平常從住家出發後搭乘的捷運站)？

8 您認為自己屬於哪個種族或族裔？

(請勾選所有符合項目。)

- 美洲印第安人或阿拉斯加原住民
- 亞裔或太平洋島裔
- 黑人/非裔美國人
- 西班牙語裔、拉丁美洲裔或西班牙裔
- 白人
- 其他 (請說明)：_____

9 您的稅前家庭總年收入是多少？

- \$25,000 以下
- \$25,000 - \$34,999
- \$35,000 - \$44,999
- \$45,000 - \$49,999
- \$50,000 - \$59,999
- \$60,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 - \$149,999
- \$150,000 - \$199,999
- \$200,000 和以上

10 包括您自己在內，您家裡住了多少人？

- 1 人
- 2 人
- 3 人
- 4 人
- 5 人
- 6 人和以上

11 選填項目：如果您希望參加抽獎並且有機會贏得價值 \$100 的 Clipper 卡，請提供您的電子郵件地址。

規則：

參加抽獎的資格：必須是年滿 18 歲的加州居民。BART 員工/承包商及其直系親屬/住戶成員不得參加抽獎。得獎者將於 2022 年 4 月 29 日或前後以隨機方式抽出。得獎者將以電子郵件獲得通知，並且必須於 7 個工作日內回覆才可領取獎項。

感謝您參與這項調查！

Appendix PP-B: Public Comments

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

Note on "Unknown" categorization for the following columns:

- Low Income: Respondent did not provide all the necessary information (both annual household income before taxes and household size) to determine income status.
- Minority: Respondent left the question blank and therefore unable to identify minority status.

Responded	Question 1	Question 2	Minority Status	Income Status
R_3RfnnnQmuVERkgO	Somewhat oppose	Yo entiendo la subida al bart pero entiendan ustedes q a nosotros no nos suben el sueldo. TRANSLATED: I understand the increase for BART but what you need to understand is that we do not get a raise in our wages	Minority	Not low income
R_1qWHQvHm166XzkK	Strongly oppose	Yes. Most people who take Bart, myself included, take Bart bc we cannot afford alternative transportation. This is the how I get to work. If I am priced out of Bart I won't be able to get to work. There may be people out there that can afford a price hike, but there are more who can't and a broad price hike would hurt most riders.	Minority	Not low income

R_2qwqSP6NwWsiRCG	Somewhat support	Yes, sure, fare increase surely affect me as Bart user every work day, as it would be an additional expense to our already tight budget. But I have no choice, isn't it? So, we will just just have to help and support each another.	Minority	Low income
R_1lb0L84EvofHL7u	Strongly oppose	Yes, a 30 cent increase both ways for me would make my round trip \$11.60 a day= \$232.00 a month. so, it may seems a little increase to you but it's a big increase for me.	Minority	Not low income
R_3JqS9zoJVMoblVc	Neutral	yes ,bc we have no salary increase too and the bart fare will go up. And I know everything are going up. Thanks	Minority	Not low income
R_30dXIOXkUodHOaw	Strongly oppose	Would be harder on my financially as I take BART daily.	Minority	Low income
R_1joHknrMqM2waHT	Somewhat oppose	With food and rent going up this makes it hard for me. I would agree if the Bart trains could be cleaner.And it makes me made to see people that don't pay to ride Bart and the agents just look at them walk through. While I'm playing .This is not fare. and when they put you off Bart and made you catch bus that you had to wait for two hours before you could get a bus.	Minority	Not low income
R_3fc94z7TVeNHx4R	Strongly oppose	While I get a partial transit subsidy through my employer and I qualify for the clipper start card for now, I'm still paying a bit for transit to work out of pocket. I'm anticipating that I won't qualify for clipper start next year because I think I'll be above the threshold by a little bit and even a small increase in fares will be a lot to take on in addition to paying full fare price.	Minority	Low income
R_3HGokkaFZ99y9vm	Somewhat oppose	We use daily and our wage hasn't increased	Minority	Low income
R_2tyFglokUoKrdsh	Strongly oppose	We are still in a pandemic and wages aren't catching up. It would be a financial hardship	Minority	Not low income
R_2tLGXrekG4hdSC7	Strongly oppose	We already pay enough to community within and outside the city. Plus with high increase of gas prices we need affordable and convenient public transportation for all	Minority	Low income
R_3kh6WQYWM4AGqV9	Strongly oppose	TRANSLATED: On one's finances	Minority	Low income
R_3hucnNv1Nj9qaK1	Somewhat oppose	TRANSLATED: My financial situation, my wallet	Minority	Low income

R_1P2gAABy1fn1Jg	Strongly oppose	TRANSLATED: It's too burdensome.	Minority	Not low income
R_3OCsCGtq1cXQARu	Strongly oppose	TRANSLATED: It's significant, but over the long term (end of the month), you feel the increase.	Minority	Low income
R_2rAuu1BuZk4uWs0	Neutral	TRANSLATED: It's not good for me because I still don't work every day	Minority	Not low income
R_2pXZDHKJzOCulmb	Strongly oppose	TRANSLATED: It's heavy	Minority	Not low income
R_1EcZb34TYh6vH0q	Somewhat oppose	TRANSLATED: It's already expensive	Minority	Low income
R_ahh0RLYzehANRjL	Somewhat oppose	TRANSLATED: It will increase the burden on me.	Minority	Low income
R_2SBHK5LdsukZDvm	Strongly oppose	TRANSLATED: It will increase my expenditure.	Minority	Low income
R_31T0v2DeFr8LCOj	Neutral	TRANSLATED: If they increase it and with no work, the cost would have a really negative impact on me.	Minority	Low income
R_3QL6GXXkjWGAQQq1	Somewhat oppose	TRANSLATED: If the price goes up, I think it will be too expensive.	Minority	Not low income
R_1Ln9OIEoDggv390	Strongly oppose	TRANSLATED: I'm against the price hike.	Minority	Low income
R_3DhI0zTHpTJSh04	Strongly oppose	This would greatly impact me as I have a daily round-trip commute from Antioch to Daly City for work.	Minority	Not low income
R_TjtTn6tAGfmJOZ	Strongly support	This increase would increase my commute budget.	Minority	Not low income
R_V2pXGnmLzCVyXPH	Strongly oppose	This fare increase will lead me to take the bus everyday. It may also lead me to take uber or coriding with other people. This fare increase will destroy BART market share since people will look for other affordable ways of transportation.	Minority	Not low income
R_1GNyht9OvcOZJB4	Strongly oppose	This economy is hurting the middle class and specifically my family. Every penny saved from fare increases will help in other ways.	Minority	Not low income
R_2wbFH2rkgV6G3Kn	Somewhat oppose	The reason i'm riding BART right now i'd because I don't have enough money to get a car. So this would hurt my pockets, as well as other people who take public transportation.	Minority	Low income
R_3n1MqIK5UkYmHe6	Strongly oppose	The prices have increased for a lot of stuff, so the price increase for BART as well would impact me because I'm already on a tight budget.	Minority	Not low income

R_2cvzwS5I4tBzJg3	Somewhat oppose	The increase would create a \$150 increase for transportation costs a year which would compound with additional increases you plan every 2 years. With the current cost taking public transportation only saves \$15 dollars a month including parking in San Francisco or parking at a Bart station. For the amount of times Bart is delayed or trains are pulled out of service, with no care to patrons, additional increases to cost will lead me to choosing to drive which if done consistently with a carpool could reduce my costs overall.	Minority	Not low income
R_3HnaHcg1svuofrk	Strongly oppose	The fare is already pretty high, and as someone who lives in SF and visits family in Hayward often, it adds up.	Minority	Not low income
R_2QGJioxquepclBc	Strongly oppose	The bart parking fee is already a lot for me. With me working in SF at \$22/hr 8 hours Monday thru Friday 1/4 of my salary goes to bart already. Even if I take the 45 minutes early train making sure I'm not late but there are times that I am still because of major delays from time to time. I don't think it's the right time to increase the fare. Wait until next year please. :(Minority	Low income
R_27IIMvnLAOZ4ZBH	Strongly oppose	that's way to high	Non-Minority	Not low income
R_zclCHKYQckC9dpn	Strongly oppose	Seriously I will be unable to afford taking Bart to work if the fare increases. The fares are already too high after the last few hike. Raise the parking fee, but leave the fares unchanged.	Minority	Unknown
R_2COhE9hJx50gSyE	Neutral	Right now is not the time. With all other costs going up and personally still only working 20 hours a week because of the pandemic I am already living on credit cards!	Non-Minority	Not low income
R_1Ft6unYKkPDkRd7	Neutral	Person with disabilities & on fixed income, fare increase is a hardship.	Minority	Not low income
R_22Faxvo5wPstr2l	Strongly oppose	Only means of trAvel and i dont make that much My job is in the city	Minority	Not low income
R_2ZNyUeiFvJHG84D	Strongly oppose	On top of paying more for every other daily expenses such as Shelter & Food it takes a hit especially with the multiple issues BART has on the daily!!		Not low income
R_1ImBglEnHLqJFQx	Strongly oppose	Not only me would be strongly impacted but also those minimum wage earners		Unknown

R_dhGiFbAFQFQF6ZX	Neutral	Not agree.	Minority	Low income
R_3EpBj87ZiDr4x9f	Strongly oppose	No money	Minority	Not low income
R_Z4ZK1FBBn0ph0BP	Neutral	My monthly fare for Bart would go up.	Minority	Not low income
R_3Jx6vz1hnRH4wjv	Strongly oppose	My income isn't increasing	Minority	Not low income
R_2OZksCxIRcyH8i1	Somewhat support	My income has not kept up w/ inflation, so any fare increase would mean I would use Bart strictly to commute to work. I would no longer use it for pleasure.	Minority	Not low income
R_3ennc2YAol4oEFb	Somewhat oppose	My daily commute is already \$6.65 and the pass fares are not affordable	Minority	Not low income
R_2tEjxl0ImOYpiw	Somewhat oppose	My commute is astronomically expensive (MUNI, BART, and Ac transit) and my pay has not increased to keep up	Non-Minority	Not low income
R_3MKbm4X2otuXfjX	Neutral	Minor impact currently, large amount of \$ saved to my Clipper; when I was a teacher, BART costs were prohibitive/ a significant portion of my budget, and this would have been a burden.	Minority	Not low income
R_1dyJ2gOsf6zUyxV	Strongly oppose	Low income. I use BART to get everywhere so a 3.4% increase would negatively impact the people who take BART because it's affordable.	Minority	Low income
R_31WPPaT4oF2LKfY	Strongly oppose	Low income individual who can barely afford transportation		Unknown
R_2c7Kwbj61md5fzd	Strongly oppose	Life is already hard with rent being so high. Paying more just to get to work would not help anyone that's barely making ends	Minority	Low income
R_1dcUzzj5YRGIwrd	Strongly oppose	Less money for me, more money for government bureaucrats.	Minority	Not low income
R_30nS6Y1m6LXR6GG	Strongly oppose	Just coming out of this 2-year pandemic to a job paying less than what I was making 2-years ago...what makes BART think people can afford a fare increase? Didn't Bart just receive \$270M in additional federal pandemic relief?	Minority	Not low income
R_9Y7EdNx3HgoIaJ3	Somewhat oppose	It's already quite expensive, this would impact my commute	Minority	Not low income
R_DSPGlsqciP1T33P	Strongly oppose	It's meaning a few hundred dollars of increase on expense.	Minority	Not low income

R_10NrziNqK7fk4d9	Strongly oppose	It would take bread out of my mouth - paying Bart fares is a larger expense for me each month than groceries. And the service we get for how expensive the fares are is terrible - filthy cars, constant delays, schedules that do not run often enough, dangerous, unstable people on the trains who also smoke cigarettes and marijuana in the cars. How can you charge more for this!? You should be REDUCING our fares for how pitifully retrograde and dysfunctional this system is for a supposedly high tech city.	Non-Minority	Low income
R_31MI8hQhpDflPZq	Somewhat oppose	It would raise the costs for working in the city. I'd look for a job where I would not have to travel.	Non-Minority	Not low income
R_1pWkoswGSTRl3Zn	Strongly oppose	It would raise my monthly out of pocket expenses and when gas prices go down, consider driving.		Unknown
R_d5PnxIQ71XYhVF7	Strongly oppose	it would mean that i have to allocate more money to transportation costs		Unknown
R_3HRhucYWa48Lw6X	Strongly oppose	It would make it more likely that I would choose to buy a car and commute via car rather than via BART.	Non-Minority	Not low income
R_2uy5zWWillOw4L3	Strongly oppose	It would make it harder to ride BART. Tax the hyper rich who live in the area like Elon Musk instead of hurting the poor and working class who rely on public transit.	Non-Minority	Not low income
R_1mP1UCbvm0zG4Ru	Strongly support	It would make commuting a little more difficult but overall it would still be cheaper than Uber.	Minority	Not low income
R_3qyTpbtl78sDFQi	Neutral	It would increase my commute cost a little.	Non-Minority	Not low income
R_3HZgulfmsAASO3N	Strongly support	It would impact my monthly budget. Everything is getting expensive and this is one of the essentials. I just hope BART also cleans and maintains trains better	Minority	Not low income
R_3oMcWmix2f5QmaD	Strongly oppose	It would impact my ability to get to work extremely.	Minority	Not low income
R_uy354uzXlHq8aat	Neutral	It would cost more for me to get to school everyday and I don't really like that.	Minority	Low income
R_10TNuzOxh2Lofcp	Strongly oppose	It will eat more into my finances I'm already poor	Minority	Not low income
R_2fHtJtBEdeaHE15	Strongly oppose	It is already too expensive to commute - please do not do this.		Not low income

R_2R364QnMpiK0maz	Strongly oppose	It is already \$8.80 each day for me to take bart. As a teacher I'm impacted by high inflation that is making everything more expensive. I'd be less likely to take bart when I'm asked to pay more while many people just hop the turnstiles and homeless and mentally ill hang out on trains and make them pretty disgusting	Non-Minority	Not low income
R_2ClenTOt1gTuJBr	Strongly support	It all adds up - gas, utilities, food has to do with transportation on all levels.	Non-Minority	Low income
R_2OVEZ5deNUm9IUk	Strongly oppose	Inflation is already killing us and now you want to raise Bart prices really !?	Minority	Not low income
R_3NyzWYkMPBDs0qy	Strongly oppose	Increasing the fare would make a bigger impact on my commuting expenses. It's already expensive enough to live in the Bay Area and given the effects of the pandemic, it does not make sense to increase fares by 3.4% . Couple that with the increasing train interruptions and longer wait times, where would this new money go to? How would this improve service? Would you create better and more equitable fares for people with lower incomes?	Minority	Not low income
R_psXoNw7JCnWUVR3	Strongly oppose	Increases commute cost.		Unknown
R_2woDyncpzBmH0LB	Somewhat oppose	Increase the cost to come to work.	Minority	Not low income
R_3D1LnMKw3tD81Bv	Strongly oppose	Increase my daily costs for no benefit	Minority	Not low income
R_1InsuDxcTYzkTdr	Somewhat oppose	impact me financially go back and debate on driving		Not low income
R_2WVDqnikmVZ000	Strongly oppose	I'm poor I don't want to get any poorer	Minority	Not low income

R_W8QOUZ7Lv0CXbLr	Strongly oppose	<p>I'm assuming the Bart is down on revenue due to the pandemic. Your citizens are hurting too. You shouldn't punish regular riders due to a lower revenue stream. We're already taxed at ridiculously high rates—how does that possibly not cover public transportation during a time like this? This is the most expensive train I've ever commuted on with some of the worst service I've seen. Do better, don't just raise prices and assume that will fix the problems.</p> <p>If fares are increasing, then I'm wondering what's the difference in price between just taking my car to work every day, which feels a lot safer than having to exit at civic center to get to work every day. This pushes me out of public transit and back into a car.</p>		Not low income
R_6gTdivHhZh0dFLP	Strongly oppose	<p>I'm a teacher so I'm not rich and I commute every day. This would make life more difficult for me. Bart should be subsidized through taxes and fares REDUCED! Riders who can't afford cars shouldn't be made to pay more!</p>	Non-Minority	Not low income
R_pc5FeQgxwuCC2Hf	Strongly oppose	I'd use it less to commute	Minority	Not low income
R_31cGBt0IsVbaO91	Strongly oppose	I'd drive more	Non-Minority	Not low income
R_2R2Mz3nTJFS71Ph	Strongly oppose	I'm poor. It's going to make people like me struggle.	Non-Minority	Not low income
R_BKAOffaSGPMes5r	Somewhat oppose	I'm disabled and not working, this is going to cut more into what little money I have.	Minority	Low income
R_3Mxp1tcF4aqsqKL	Strongly oppose	I'm already low income & can NOT afford another increase. I use the BART/Muni pass which is \$98.00. I can barely afford that.	Minority	Low income
R_1E6eVuONFyrIGIJ	Strongly oppose	I'm a worker who takes BART to & from work. I catch BART from Montgomery Station and exit at 12th St Oakland station daily. I need to be at work 5 days a week. I believe BART should delay the increase sometime next year in 2023. My income is in the \$33K level so I'm in the working class category.	Minority	Not low income
R_1cYt7tVrFEtqduE	Strongly oppose	I would take the Muni.	Minority	Not low income
R_AHikTIhTvr40ys1	Strongly oppose	I would probably stop riding bart. The price is already too high given the low quality service.	Non-Minority	Not low income

R_ylk628PquHrU8Kt	Strongly support	I would have to allocate more money in my budget (personal) for the increase.	Minority	Low income
R_ehBnDIEDb8Q6945	Somewhat oppose	I would be less likely to take BART, especially when it would be slower than driving myself.	Non-Minority	Not low income
R_0St7gmERJeZmNvb	Strongly oppose	I will try to find cheaper alternatives	Minority	Not low income
R_3NxKqCF6Z5R0XQu	Strongly oppose	I will have less money for food and home	Minority	Not low income
R_2CILRw9qmNMM0Aj	Strongly oppose	I use BART to get from SF to Fremont 5 days a week for work. This would drive up my costs too much, especially with the spotty service on BART. NO!	Minority	Not low income
R_2QYa9CFw7jCgUfi	Neutral	I use BART every day so it would impact me.	Non-Minority	Not low income
R_2w5EPkEv5faGaVy	Strongly support	I use BART & Muni daily for work. Sometimes I can barely afford transportation as it is.		Unknown
R_UrWhJXPm8cAkQqR	Somewhat oppose	I understand the need for a fare increase, but as a college student and lifelong Bay Area resident and BART rider, I think the fare is already expensive enough. Other cities have cheaper public transport fares.		Unknown
R_1rijnb7L7iXlJoT	Strongly oppose	I traveled everyday from Antioch to San Francisco and this will affect my pocket a lot. Anyway that there could be a monthly pass like the one in San Francisco?	Minority	Not low income
R_2uOEVkqiMVemWVu	Strongly oppose	I take the Bart twice a day , five days a week. I have a family of 4. The increase does not align with my current job where I have not received any raise to count for inflation.	Minority	Low income
R_2WZ7kryvEmnAd0k	Somewhat oppose	I take the bart berryessa to Berkley daily and the cost already feels quite steep since there is no discount for frequent commuters.	Non-Minority	Low income
R_3HYvm4gwhO5WP7g	Neutral	I take Bart five times a week, so even a small increase in fare can easily accumulate and become too costly on a weekly basis. At that point I would most likely get a monthly pass since it would be cheaper that way.	Minority	Low income
R_10xUoY8SdQJ4DPb	Strongly oppose	I take bart everyday back and forth from Oakland fruitvale to Mission 24th. It costs already a lot! If it continues I am going to find another way to go to work. Why not a monthly pass????	Non-Minority	Not low income

R_3lFY754zJmiUwN5	Somewhat oppose	I take BART 6 times a week and I'm on a very tight budget as are many other Bay Area students, so a fare increase would affect negatively impact myself and many other riders.	Non-Minority	Low income
R_1PcR42yCYODmUX9	Strongly oppose	I require BART to get to work. I work in the nonprofit industry, so already have a lower salary. I can barely manage as is. I have a car but choose BART to save money and be more environmentally friendly. If this changes I'll consider full time WFH which I'd hate to do and would impact my work	Non-Minority	Not low income
R_bpl72hSiRdBioQp	Strongly oppose	I need BART to get to work, this would increase the strain on my tight budget. A thirty cent increase adds up. The pandemic sounds more like an excuse than a reason.	Minority	Low income
R_d6yLzvu1N7gu1Lr	Strongly oppose	I have to keep moving farther away from SF(work) b/c rent so expensive. Farther you go - more you pay. Can't make it as is.	Minority	Not low income
R_1ClRYkIDOYG9m6n	Strongly oppose	I don't receive any kind of commuter incentive from my employer so this fare increase would raise my commute cost to get to work every day.	Non-Minority	Not low income
R_12GfIGQ5ai9Z1zM	Somewhat oppose	I commute from Balboa Park to 19th Street, Oakland. Bart is my only viable option for getting to and from work. Riding Bart cost me almost \$9 a day which adds up on a monthly basis. If anything, I'd prefer a flat rate increase so as to not tax those who don't have other options and/or a long commute.	Non-Minority	Not low income
R_bjQrFdqPZIkliXD	Strongly oppose	I commute by Bart regularly and an increase would have a negative impact on me	Minority	Not low income
R_zfB8jRCaljkZMqJ	Strongly oppose	i can't afford \$%&+	Non-Minority	Low income
R_3EsB69Xxk7cnuKk	Strongly oppose	I can't currently consistently catch a train at the current price model. I have no interest in paying more to potentially not be on time.		Unknown
R_3D84WG5nOuRBRej	Strongly oppose	I can't afford it.	Minority	Unknown

R_3eqi8a8Nf9fqjER	Strongly oppose	<p>I bring my own lunch to work and drink coffee at home to save money, we don't even eat out as a family - maybe once a month</p> <p>This fare increase will further make us cut our daily expenses, and not even go out on weekends</p> <p>MAKE THE FARE CHEATS PAY!</p> <p>FINE THEM, GO AFTER THEIR TAX REFUNDS, ETC.</p> <p>I see a lot of people everyday not paying their fare, acting entitled</p>	Minority	Not low income
R_2S1ZWx92273oyxB	Strongly oppose	<p>I am student and often travel to college, as the Covid has impacted me and my family a lot. Due to which our financial situation is not stable hope the committee understands this situation all over the country. The inflation is high in San Francisco and the cost of living is also high.</p>	Minority	Low income
R_sXvqQ7CmVPTRNoR	Somewhat support	<p>I am on clipper start program, so I am already having trouble affording Bart. I want to support bart as much as possible, but I don't really have funds to.</p>	Non-Minority	Low income
R_5bRmPHIAPGu41d7	Neutral	<p>I am just getting by with all of these cost.</p>	Non-Minority	Low income
R_1H07dSjbcVBgHrQ	Strongly oppose	<p>I am a senior living on a fixed income. An increase of any kind would impact me. I take Bart to work 5 days a week.</p>	Minority	Not low income
R_1dh72f3CYbhsMWN	Somewhat oppose	<p>I am a full time student who relies on BART to go too and from school. While I understand the need to increase the fares, it becomes hard to pay for my fare when I am currently unemployed. The majority of my expenses goes to my transit expenses. When the fares do go up, I think it would be helpful to increase the percentage Clipper START and other discount clipper cards cover. For example, clipper START giving a 25% fare discount.</p>	Non-Minority	Low income
R_bKh5Ysevgch1NaV	Somewhat oppose	<p>I already commute long distance, at times trains are not reliable, and the added cost will not be covered in my commuter benefits.</p>	Minority	Not low income
R_3MPtbSuupwznqzp	Strongly oppose	<p>Higher cost getting to and from work. Especially with increased back to office return. Increasing my monthly expenses</p>	Non-Minority	Not low income

R_ONkDpLyygsloqj	Strongly oppose	Haven't seen a pay increase, this fare increase would eat into my earnings	Minority	Low income
R_pgz10mgy4Hxzbnr	Strongly oppose	Given inflation, the rise in gas and tolls, it would discourage riders from taking public transportation as a cheaper option. It would cut greatly into my income and it would discourage me from going into work.	Minority	Not low income
R_3oTsckhWI1SM9KL	Somewhat oppose	Financially	Minority	Low income
R_erCrjoTzPPJalql	Strongly oppose	Financial impact.	Minority	Not low income
R_1OPMrPpbdVn2uBQ	Strongly oppose	Financial Hardship	Minority	Not low income
R_3HFE3bWzDx73UFq	Somewhat support	Fair increase should not be more than a 15-20 cent increase. In addition to taking Bart to work, I have to also take muni which is an additional fare. More than half my hour pay goes to just commuting to work.	Minority	Not low income
R_2435kxL637q8YKB	Strongly oppose	Everything is expensive and I cannot take this fare hike.	Minority	Not low income
R_3CVIOWyJghj23bG	Strongly oppose	Currently struggling to pay bills with all of the other cost increases. BART employees should have to give up some of the excessive amount of paid days off they receive first to help balance your budget before raising customer rates. The amount of paid days off BART employees receive is NOT typical for any business.	Non-Minority	Not low income
R_2WwfdOSi2hbZLMe	Strongly oppose	Cost of everything is increasing; no need for another unnecessary increase.	Minority	Not low income
R_1rplqDZetvznTcL	Strongly oppose	Cost more to get to work with no extra service.	Minority	Not low income
R_26aV1oJEnZl1QiH	Strongly oppose	Commuting daily is already very expensive. Even with high gas prices it would be cheaper to drive. I will drive to work if the fares go higher.		Not low income
R_1n8jhWXUJho45H3	Strongly oppose	Cannot afford anymore	Minority	Low income
R_3QFuepCBjNLox6	Strongly oppose	Bart is a public service and should be more affordable for commuters like me and my loved ones. It already costs a whole hours pay just to get to and from work.	Minority	Not low income

R_2YyT9nGnGsaSuxf	Strongly oppose	Bart fees take up over 1/4 of my take home pay. With the proposed hike, it will impact access to necessities like food, utilities & medications	Minority	Unknown
R_3PRmtk2IMrxHoyu	Strongly oppose	Bart fares are already expensive as is. I would be discouraged from taking Bart further.	Minority	Not low income
R_3HYcpVPfFzxkx5	Strongly oppose	Bad timing. Jobless.	Minority	Not low income
R_3fJicn5yyhCsouD	Somewhat oppose	As someone who travels to and from work everyday, the cost would impact me. I already don't get cost of living increases :\ Also it is sad when I see fair evaders basically everyday, but I pay for it twice a day.		Not low income
R_33410bHng85Oeft	Somewhat oppose	As a working class person who is trying to stretch my budget, what you consider a modest increase would eat into my other expenses like food and rent. I will be going in the office more and will not longer be WFH.	Minority	Not low income
R_T1px70X2Qyv6irv	Somewhat support	As a student that has to use BART to commute frequently, an increase of this kind would definitely leave a noticeable impact on my monthly costs which are already difficult enough as is.	Minority	Low income
R_2s582iS65vSAM8W	Strongly oppose	As a daily cross-bay commuter, cost of riding Bart already feels high to me. I also do not receive any kind of tax break or stipend from my employers.	Non-Minority	Not low income
R_11hi5czeUE3ZNzi	Strongly oppose	Any increase would impact my budget severely.	Minority	Not low income
R_33Cu8aYmWoUyuKD	Somewhat oppose	Although I would keep using BART even with a fare increase, it would be very frustrating to see this cost add up to my every day commute.	Minority	Not low income
R_22t8qa70Tlzk8zT	Somewhat oppose	Already paying prime rate per week costing me \$300.00 per month from El Cerrito del Norte Station to Embarcadero in San Francisco	Minority	Not low income
R_3Eu1ekMtwAum0WR	Somewhat support	Already expensive for me . Employer doesn't compensate	Minority	Low income
R_1jE82LGpaqOP1De	Somewhat support	Yes, I currently make \$30,000 a year after taxes, which means I am very low income by the standards of this area. I also take an express bus after BART, which pushes my commute cost to a total of \$26 per day. I'm also disabled so I'm currently in the process of applying for a discount clipper card. I hope that won't be too expensive if I'm approved. I'd say a fare increase is a risky	Minority	Not low income

		move because if you increase fares too much it could push away the lowest income riders, but if you don't increase the fare enough it could also cause financial losses. I still think another big problem is fare evasion. Installing gates like you did at Richmond station to crack down on date evaders is a good idea so the fare increase won't have to be as big. My vote is yes to increase fares if you have evidence that is the most effective solution, but it should not be so big an increase it pushes away low income riders like me. If you can still provide a less expensive alternative to driving and paying for gas, that's great.		
R_22Y58rqWqEk8efv	Somewhat support	Yes it will impact the passengers, for fare increase but people's salary not. Anyway we need good service of BART.	Minority	Low income
R_2fJ7cutXoBLvhRI	Strongly oppose	We are just getting back on our feet and an increase would hurt the people who ride. Might as well just drive.		Unknown
R_T12ZQE7CQXpF5eh	Strongly oppose	We are coming back from the pandemic and we are already financially constrained. Please this will frustrate the already frustrated people	Minority	Not low income
R_u9ROhQQLPP5NWkp	Strongly oppose	TRANSLATED: It doesn't impact me a lot, but for people with limited resources, it will have a big impact.	Non-Minority	Not low income
R_3nAFrjQHf56rXlh	Strongly support	TRANSLATED: Any increase effect's the consumer's wallet	Minority	Not low income
R_325SGvY8IbnRa6H	Strongly oppose	Times are hard and people already drive to BART.	Minority	Low income
R_szekXcAK3IM3ZdL	Strongly oppose	This will disproportionately effects workers who still need to communicate Everyday to conduct essential works while other work from home . The inflation rate has already hit workers. The cost of living in Bay Area is already very high , especially when you have kid or elders . I think Fare Bart charge is already very high now given the train is so full with no seats available for my commuting time. Not to mention social distancing and hygiene.	Minority	Not low income
R_2zez3hcpBgDQ8vT	Somewhat oppose	The fares are already high enough. Raising fares would severely impact people's already fragile economic state.	Minority	Not low income
R_3siTNIRkKzNmW99	Strongly oppose	The fare increase would make Bart even more inaccessible than it already is.	Non-Minority	Low income
R_3g6lctglfeF6QZR	Strongly oppose	The commute would be unaffordable	Non-Minority	Not low income

R_5gKBSKsGzxyyu9r	Strongly oppose	Some people have to come from places that don't have Bart such as Vallejo spending more money on Bart would be hard for some people	Minority	Low income
R_D6rT69aaUZqpwnD	Strongly oppose	Public transportation is already unreasonably expensive, especially for low income riders like myself. Other cities have proved that lower fares result in better service and therefore higher ridership. Increasing fares will make me use Bart less frequently.	Non-Minority	Not low income
R_10pgEHA789H06ni	Neutral	Not me directly but will impact a lot of people I know.	Minority	Not low income
R_10k3IZUJsAuRyte	Neutral	Not me but concerned about others.	Non-Minority	Not low income
R_1q8qiZ34CoMlvdX	Strongly oppose	No fare increases. Inflation is hurting everyone. Not a good time to raise the fares.	Minority	Not low income
R_22npOnsVKfE3Hkq	Strongly oppose	More money = less customers	Minority	Not low income
R_1FI9AI23ticFDiK	Strongly oppose	More increases make public transportation less affordable.	Minority	Not low income
R_dcfCoYB1O204GOd	Neutral	More expensive.	Minority	Not low income
R_3GcRVrsFpWcNGJX	Strongly oppose	May people are still impacted due to the pandemic and the increased inflation on every day products, this will negatively affect us severely	Minority	Low income
R_1HjZOX9RnHv9t61	Strongly oppose	It's already so expensive to commute, especially when you need to take MUNI as well. A \$0.30 per ride increase amounts to an extra \$3 per week and \$12 per month. How are people who work hard but earn minimum wage be able to afford an extra \$12, especially when they are paying close to \$200 just to get their job?	Minority	Unknown
R_2ePsZFKqPsCfFN9	Neutral	It's unlikely to affect me personally, since I primarily commute with a company Clipper card, but I'm worried that raising fares will discourage ridership	Non-Minority	Not low income
R_3ptfil1KpMxqkV7	Neutral	It wouldn't impact me tremendously in a personal sense, but I'd be concerned about those of more limited means who use it on every workday	Non-Minority	Not low income
R_3oXehVCKOTL6v6F	Neutral	It would not impact me but would impact countless others.	Minority	Not low income
R_RkuDIR9dM6NUiNX	Strongly oppose	it would definitely impact the poor, who rely on this transit service. increase taxes on the wealthy to provide upkeep, don't push the burden to the poor at the entry gate	Non-Minority	Not low income

R_3fCwPmpRvnsUKmd	Strongly oppose	It will hardship for most communities!	Minority	Not low income
R_yKLWPUaGMSxBdp7	Strongly oppose	It impacts not only met but the rest of the ridership. In an economy of where extreme inflation everywhere, people incomes aren't rising and are having a hard time making ends meet already.	Minority	Not low income
R_1rvHsIOXtpT1NrQ	Strongly oppose	Inflation is already impacting the working class. This is another burden.	Minority	Not low income
R_1DCNthbPXHK1c9g	Somewhat support	Impact the paying passengers, not the everyday evaders.	Minority	Low income
R_3sv95JJpAYNPgM	Strongly oppose	I'd be fine personally, but it's already more expensive for me to BART than drive - doesn't seem fair - tax me instead.	Non-Minority	Not low income
R_3wVILTRKotwRABP	Neutral	I understand the need to balance a budget on the one hand. On the other, price increases will push people away from using BART as soon as gasoline prices come down from \$5+/gal. Ridership is still quite low compared with pre-Covid levels despite many freeways returning to heavy commute slowdowns.	Minority	Not low income
R_ve1qcNPP7bNKkM1	Somewhat support	I go into my office 3-5 days per week and rely on BART to get there (Macarthur to Walnut Creek: Emery-Go-Round, BART, and 4 bus/walking). With an increase in cost, I don't think I would decrease the amount of trips I'd make. I use Clipper on autopay and for me, since I don't have a car, the cost is what it is. This is still cheaper than a car. I am more worried for the people who are living paycheck to paycheck where this increase will hit them especially hard. I am your average office worker commuter.	Minority	Not low income
R_p49jDR7NqC9zKFj	Somewhat support	I commute from South Hayward to San Francisco (Montgomery/Embarcadero depending on the day). Formerly this was 5 days a week, now it is 2-3 days per week given my company's hybrid work approach. I personally think that a fare increase is fine given my own salary and only partial reliance on BART to get to work. However, this jump of something like 30-40 cents per ride x2 given a round trip, could impact folks who make far less than I do. I can't comment on their needs, but it is a consideration that should be taken into account.	Non-Minority	Not low income
R_3jVAkmake0o5fey	Strongly oppose	I can afford this, but the vast majority of people cannot. BART is already so expensive!	Minority	Not low income

R_3iUr2gghkp1Mu6x	Somewhat support	I am worried about what this might mean for folks who rely on public transit but do not have much disposable income.	Minority	Not low income
R_27HCOQjpOsvGpGb	Somewhat oppose	Having a fare increase in January 2022 and then have it increase in July 2022 is difficult for people who just returned back to work from being furloughed and having decreased hours upon return	Minority	Not low income
R_3HjqTaThZRFLs7	Strongly oppose	Gasoline is already too high, and now you want to increase Bart fare, that is not good for people that take Bart every day	Minority	Not low income
R_3F2wYVfPDNxxumX	Strongly oppose	Gas costs are already quite high and many people rely on public transport because of this reason. Raising fares might make it more difficult for people to afford public transit.	Minority	Low income
R_3harzLsaplLp00K	Somewhat oppose	For workers where their jobs do not subsidy for transportation this will be challenging especially among the many other increases in cost of living expenses.	Minority	Not low income
R_XCjsWlId0KcTNg5	Somewhat oppose	fare increase during or right after a pandemic is not smart, as many people are struggling with salaries cuts.	Minority	Not low income
R_271dUm0FLHjCrIG	Strongly oppose	Everything is good up, Food, gas and Bart but our paychecks remain the same. I know a couple of people who had to take a pay cut to keep their jobs at the Giants. Come the average person get a break	Minority	Not low income
R_12Q258b3XSThRy1	Strongly oppose	Everything going up but salaries keep it the same price so it's actually affordable to go to work please and thank you.	Minority	Not low income
R_2ClaqvF7ifH9T4I	Strongly oppose	Economically. People with low income + gas prices high + high prices in BART= NO ALTERNATIVE.	Minority	Not low income
R_1E5tDKZMolotjhN	Strongly oppose	Due to COVID, not the right time.	Minority	Not low income
R_3FOvt3nczyxgvMA	Strongly oppose	Cuando una persona trabaja con el sueldo mínimo y tiene gastos de renta luz agua y más aparte pagar más por aumento de transporte público es muy injusto que se aumente cada año no estoy de acuerdo... TRANSLATED: When a person is working on the minimum wage and has to pay their rent, electricity, water and then on top of that pay for an increase in the cost of public transport... I think it is very unfair that it is increased every year, I don't think that it is acceptable...	Minority	Low income

R_OPwKLBpIL6HINcZ	Strongly oppose	Covid has challenged many Bay Area residents financially. I strongly oppose!	Minority	Not low income
R_22yICRksF2I9WqZ	Strongly oppose	Cost of living is too high for anyone to survive.	Minority	Low income
R_21AjKw8UNV29THy	Strongly oppose	Cost of living is so high in the bay area, everything counts	Minority	Not low income
R_1omYzmZTakrtaDz	Strongly oppose	Cost of living in the bay area is already high. This added expense for someone like me who relies on public transportation will cause more of a financial burden.	Minority	Not low income
R_1pFhM1NmUwen7Ox	Strongly oppose	Cost of living	Minority	Not low income
R_2fr0knxJAbxdxS9	Strongly oppose	Come on now, really, we just trying to get by. We know BART gets funds from taxes & bail out. Don't take it out on us riders, we going all we can to get by, with inflat.	Minority	Not low income
R_3RsUUMFv5XakzDQ	Strongly oppose	Come on not now people don't have extra money		Unknown
R_8Bq5GoPZUB8qi6B	Somewhat support	BART fares are already high compared w/other systems. I can afford it, but I worry about low/mod income folks. Is BART being efficient w/it's funds?	Minority	Not low income
R_9ALO1KGZcPvyOnn	Strongly oppose	As minimum wage and the cost of living in the Bay Area steadily increases, it's becoming harder to live and thrive here. Continuing this steady increase not only ostracizes those who are from lower socioeconomic communities (even those that make too much to qualify for discounts, but can't afford the ride every now and then), but it acts as another reminder that the communities that made the Bay Area as beautiful as it is, will be pushed out.	Minority	Not low income
R_Pwj2GbhvirifXb	Strongly oppose	A lot of the people relying on BART and who continued to support and ride BART during the pandemic when tech workers got the ability to work from home are low income service workers. It's already expensive enough to make the round trip for work when you don't make a lot of money.		Not low income
R_3P4A6RfAJdSTggO	Strongly oppose	A lot of people taking public transportation are low income. If they increase fare they will also increase the chances of maintaining a job or getting places.	Minority	Low income
R_1ffObLuRZICUNIB	Strongly oppose	I personally do not have an issue with a fare increase, however, I worry about my hourly employees traveling to work from the East bay to	Minority	Not low income

		Embarcadero and having to pay extra when they do not make that much		
R_UVZN3Fj07TisBfr	Strongly support	Wouldn't impact me	Non-Minority	Not low income
R_5ouCSLsQ2PWmE3n	Somewhat support	TRANSLATED: None.	Minority	Low income
R_3IPEcM0Vzgd3KN8	Strongly oppose	TRANSLATED: No, but as BART makes it convenient for me to travel to work, I'll still choose to use it.	Minority	Not low income
R_1zQs7OSD0tdeArD	Somewhat support	TRANSLATED: If the objective is to protect the user and reduce the risk of interruptions and improve the service, the increase would be worth it	Minority	Low income
R_3e2FwsfNwXP1Jb6	Somewhat support	TRANSLATED: I understand. It's the inflation.	Minority	Low income
R_ApR4ZJxKeGBz4sx	Somewhat support	The increase is not a hardship for me personally and with inflation and labor costs going up it makes sense that fares increase	Non-Minority	Not low income
R_2xEkqtAOUKB9Oiu	Neutral	Since gas prices have risen, I have been more reliant on public transportation, specifically Bart and ac transit. I think the fare raise is reasonable if it is going to keep providing safe and reliable safe service.	Minority	Not low income
R_2rpUOQ6Lo6Xt4NR	Strongly support	Only makes sense. Although I think we should do a half off fare to students, seniors and low income individuals.	Minority	Not low income
R_UWol8zfFPzAjFhD	Neutral	Not really.	Non-Minority	Low income
R_3suWA0wdpwMIOc6	Strongly support	Not really, my job pays for my Bart trips.	Minority	Low income
R_3JIntfoVeqBgRQy	Neutral	Not much of an impact as I am eligible and use a senior pass.	Minority	Not low income
R_1FtdXGPvXmkuz2B	Strongly support	Not impacted too much. It's a small price to pay for upgraded services.	Minority	Low income
R_r3yFkHTtqO8ryTL	Neutral	none. but if wage increases that is fune	Minority	Not low income
R_3rP3Cn3QlhqLN2P	Strongly support	None at this time.	Non-Minority	Not low income
R_D1WWx9UQ9CZR2bn	Neutral	No.	Minority	Not low income
R_06V3Onul68g0VNL	Strongly support	No.	Minority	Low income
R_3niUSuVfCMDm5ag	Neutral	No.	Minority	Low income

R_3n9jAUo9WU7oF24	Strongly support	No impact.	Non-Minority	Not low income
R_3PSHSt6nyGOM1Cj	Neutral	No impact but want to make sure funds are used well	Non-Minority	Not low income
R_2wjDbitihZWXvyl	Strongly oppose	No	Minority	Not low income
R_ZfNRpef3AL4re0N	Somewhat oppose	It would not impact me personally.	Non-Minority	Not low income
R_29c9CvBtcSmV1c4	Somewhat support	It would not impact me financially at the proposed percentage.	Non-Minority	Not low income
R_2CV7S2LwkX2RgSd	Strongly support	It would help fund BART and hopefully make service and operations more robust and more reliable.	Minority	Low income
R_cSDJP34GVx7gl4l	Somewhat support	It would be a little more but still a reasonable amount	Non-Minority	Not low income
R_3OewCsIRzkoC1dH	Neutral	In certain areas. I am retired and mostly living like a 1%er and the fare increase will not and would not impact me. P.S. I have 24/7 bus service at the door with A.C. Transit!!!	Non-Minority	Not low income
R_2rTMwbbtnLhfQIKs	Somewhat support	I'm an occasional rider and would ok with paying little more if it means the service is reliable	Non-Minority	Not low income
R_1mgeztUZvaozxHj	Somewhat support	I'm lucky, it won't affect me much.	Non-Minority	Unknown
R_2YeVWQqXPe3LnNf	Somewhat support	I'm fortunate enough to be in a position that this fare increase would not impact me significantly and would not change how often I use BART.	Non-Minority	Not low income
R_1Nkn2iR84VvITp4	Strongly support	I would pay about \$1/day to ride BART but this is okay.	Non-Minority	Not low income
R_dbS7NvByjK1OWcx	Strongly support	I would deal with it. Better than 880.	Non-Minority	Not low income
R_1oBUWefop7wei1s	Somewhat oppose	I will pay more money.	Minority	Low income
R_1LHvKmq5ZCPJtK9	Strongly support	I will be gone, but BART is worth paying for.	Non-Minority	Not low income
R_sSDjtCrtXKOy87f	Strongly support	I ride BART 3 times a week. I already get the senior discount, so I am paying much less than other riders. I would support a 3.4% increase	Non-Minority	Not low income
R_PAIVi1UunCOZ1KN	Somewhat support	I hate it but i understand	Minority	Not low income
R_UN4pd6Epiq4W6hb	Somewhat support	I could probably afford it.	Non-Minority	Not low income
R_28M8HG3br2lCafj	Strongly support	BART is so cheap compared to driving. I am also fortunate that it's a small part of my budget. A	Non-Minority	Not low income

		small fare increase wouldn't affect my decisions to take transit.		
R_1LXNZQ68GvarcOo	Strongly oppose	Your job is supposed to provide an alternative to driving. Your service quality is bad and increasing your costs further only encourages even more driving.	Non-Minority	Not low income
R_3009dyuhPChhOob	Strongly oppose	Your affairs is already too high for the trains never to be clean drug addicts and crimes and you never see a police officer on your trains I see them on the street driving more than I see them on the train and for that why would I pay more money when I can have the convenience of my own car	Minority	Not low income
R_3stTkSoaKw8FKRX	Strongly oppose	You think an increase in cost is going to make people trust that you'll do your job better? You can't even provide consistent service now!	Non-Minority	Not low income
R_2fplzv5KejLBm93	Strongly oppose	You people are insane. You collect enough money but there is nothing but insane drug addict bums smoking crack inside the cars. Feral \$%&*^! roam the trains stealing anything they can touch after jumping on BART without paying. Get your fair from the lazy black animals who evade fare.		Not low income
R_1LZrGbTokmEuhHA	Strongly oppose	You are too expensive as it is.... Fare jumping everyday... which you do NOTHING about. Do something about this, and there's your raised fare. Most of my co workers have returned to driving because it's cheaper, safer and cleaner. Get rid of your endemic graft and corruption instead of victimizing your riders.	Minority	Not low income
R_1mrDEeA5zRDqrnP	Strongly oppose	You are not providing full service, and you have come to the well too many times. The farebox is not the only source of revenue, and the government has given a lot of money out lately. The next budget has more. Hiking fares all the time creates fare jumpers and raises the stress and anger on the system because we know we are indirectly subsidizing the cars. Driving is cheaper than BART. And the pandemic has driven people back into their cars. You will never get them back on a system with dirty cars, the risk of assault, the constant noise of music played out loud on phones, and the back seats filled with angry men smoking cannabis openly in the cars. Stop balancing your budget on the backs of those of us who have no other viable ways to get to work.	Minority	Not low income
R_1PUDZuB4nrbd6d7	Strongly oppose	Yes, I propose a fare decrease for all.	Minority	Not low income

R_1jPLtTJopVc7XMk	Neutral	With the pandemic, prices keep going up. If the fare increase keeps Bart running consistently or even faster then I'm all for it. I take Bart to work daily so the increase would add up but life goes on. I would prefer if the bart could get some funding so they don't pass on the cost to riders. Some riders can afford it some can't.	Minority	Not low income
R_3IWPs0h0Bjrh4tW	Strongly oppose	With the current state of most Bart trains, I do not think that a fare increase is justified. Most of the trains are outdated and feel very dirty. This plus inflation make it more difficult to get a monthly pass.	Non-Minority	Not low income
R_2tFEGfc2dolsDuu	Strongly oppose	With reliability at a worst most recently- I think it's fair to say that this seems ridiculous without, first seeing the changes you speak of, implemented and actively, positively working for the public.		Unknown
R_1jNwOoHbmSfc2uj	Strongly oppose	With gas and inflation at an all time high it is getting harder and harder to pay to get to work. Bart has been one of the easiest and cheaper methods to get to work. Bart is here to help the people. The best way to do that is to keep prices reasonable. My trip cost 9.80 a day. An increase of 3.4% would increase my yearly budget by \$86.	Non-Minority	Unknown
R_DAW6zrAGZJv1CIX	Strongly oppose	With fuel transportation prices and other cost of living increases due to inflation this increase comes at a really bad time.	Non-Minority	Not low income
R_3g1MkqwUMv1vvhr	Strongly oppose	With everything at an all time high, and bart is just getting ridership back, why would you want to increase fares even slightly? Plus the Federal government just gave Bart \$271 million dollars.	Minority	Not low income
R_1IRAqppVBuQic04	Strongly oppose	Why should we pay more? Service hasn't gotten any better AND there are less Bart Trains. Bay Area pays the most for transportation in the entire country!!! You need to restructure and move existing funds for more POLICE.	Minority	Unknown
R_WD1J04kqmLP3cij	Strongly oppose	Why do I have to pay more when so many ride for free?		Unknown
R_2fIMss2j5gElemr	Somewhat oppose	While the fare increase wouldn't impact me very much, I am a bit surprised that this is being considered when the system continues to lose revenue due to fare evasion. It's both disappointing that nothing seems to be done about it and annoying because as a law abiding rider, I feel like not only am I paying my fare to use the system, but I'm also paying for the fare evader through these increases.	Minority	Not low income

R_2t59BGWJrli52FS	Neutral	While I understand that with inflation things cost more I do think that the enforcement of fares could be made stronger, which would probably bring in more revenue	Non-Minority	Not low income
R_3fxhxMgasWv0sCt	Strongly oppose	Where's the oversight on how the higher fares from the last increase were spent? Where are the social workers to walk the trains to assist/disembark the untreated mentally ill and fare jumpers? How much more are the higher-ups' bonuses?	Non-Minority	Not low income
R_1g5YZS4ar1z8OCe	Neutral	What impacts me is lousy service. If the fare increase improves reliability and puts more trains in service, I would be more supportive. I went from Ashby to Civic Center and back on Sunday, March 20th and it was a terrible day on BART!	Non-Minority	Low income
R_2dPT8E5WPJbqSms	Strongly oppose	We're paying a lot for dirty trains and next to no security. You have got to stop letting the bums on the trains. Civic Center is the worse. No security. Druggies doing drugs in the staircases. It's disgusting.	Minority	Not low income
R_1Fs8yRsbqPv39eL	Neutral	We need to ENCOURAGE people like me to once again ride public transit!! Why not offer free days for awhile to get people back on BART?? Then later raise fares if necessary! Most people I know have avoided BART using cars. We need to reverse this trend through incentives	Non-Minority	Not low income
R_1nO7JyNaiO7EazJ	Strongly oppose	We are just returning to work from living disaster		Unknown
R_27NgGMw62ARFMMG	Strongly oppose	UNTIL BART CLEANS UP THE FILTH & CRIME PLAGUING THE CARS, ASKING FOR AN INCREASE IN FARES IS ABSOLUTELY RIDICULOUS. I am not a commuter but take BART to get to SF. I rode a month ago and I will not only NEVER ride it again, I will not allow my grown children, friends, family members, & out of town guests to get on BART to go anywhere. BART should be embarrassed - it's absolutely DISGUSTING.	Non-Minority	Unknown
R_1GZJswglqQfsR7x	Strongly oppose	Trim back the fat of your high paid workforce first		Not low income
R_xavZ4aQwyVXhpPH	Neutral	什么东西都涨价，车票也涨价吧。 TRANSLATED: Everything has gone up in price, and so does the fare.	Minority	Low income
R_tWCTKkg2ad2xe1j	Somewhat oppose	TRANSLATED: Improve services	Minority	Not low income

R_yWlqCCs4Af7XQ7T	Somewhat oppose	Deberían primero, arreglar varias estaciones, uso bart por toda la bahía, casi todas las estaciones, arreglar : bombillas, lámparas, limpieza, moletines, sillones del bart, telarañas, pintura, hay personas enfermas de la mente que tienen mal olor muy fuerte y lo dejan en los asientos etc etc etc TRANSLATED: They should first, fix several stations, I use bart throughout the bay, almost all stations, fix: light bulbs, lamps, cleaning, moletines [sic], bart chairs, cobwebs, paint. There are mentally ill people who have a very strong bad smell and they leave it on the seats etc etc etc.	Minority	Low income
R_svCyFV0rpN6DVit	Somewhat support	Totally for the fare increases, but they rarely if ever bring an increase in the ridership quality.		Not low income
R_2ckF4McWOZifNzD	Strongly oppose	Too many fare evaders pay nothing while Bart executives making six figures sock it to is honest fare paying citizens. The focus should be on getting everyone to pay their fare share and crack down on the gate cheaters not sock it to honest hard working fare payers.	Non-Minority	Not low income
R_2zqlDFAjzCiHOFg	Somewhat oppose	Too expensive.	Non-Minority	Not low income
R_2zhw0TIUlbxZSKP	Strongly oppose	Too expensive	Minority	Not low income
R_1K1HZKemZNpboSN	Somewhat oppose	Timing is not great given the high inflation in other goods. Would prefer this is deferred to when general inflation has calmed down.	Non-Minority	Not low income
R_8vRI48JXcZjjUpb	Somewhat oppose	This increase may 'be less than inflation' but raises are not usually meeting this rate. Bart has a lot of problems so I understand the need for improvements but I feel like we pay a lot already for not great reliability and dirty trains full of homeless individuals using many seats while not paying any fare.	Non-Minority	Not low income
R_2YKcbqG1fa5f16X	Strongly oppose	This doesn't impact me much however there are people who jump the gates all the time and it's not fair for those who actually pay	Non-Minority	Not low income
R_wWWgREahsZJMrl	Strongly oppose	Think of how much other transit systems cost (i.e. the subway - which is \$2.75) and at BART. It is unreasonable to pay so much and get slow and unreliable transit. Such a disappointment	Non-Minority	Not low income
R_3g1P8RQWUZvQ8M9	Somewhat oppose	There should be no increase within San Francisco from Balboa to Embarcadero stations.	Minority	Not low income

R_3aw3aXCVG88g3mh	Somewhat oppose	There has many cancellations and maintenance that has been disrupting service lately. If any fare increase were to happen, those issues need to be fixed as well. As someone who relies heavily on BART for transportation, I expect better reliability if a fare increases.	Minority	Low income
R_6gpwAgDMneya1nb	Somewhat oppose	There are too many riders that don't pay and it's filthy! It's unfair to the rest of us good citizens and the train operators shouldn't have to deal with the homeless or those who suffer from mental health issues	Minority	Not low income
R_12GAed3zmfaxwdb	Strongly oppose	There are always multiple delays, the trains are not taken care of, and the hours are limited. Address these concerns.		Unknown
R_77DcELmza7r4u5	Somewhat oppose	The trains aren't clean or that safe so making it more expensive for folks who pay doesn't make sense when others just hop the turnstile.		Not low income
R_1eOV5Q2LBUpO2Kh	Strongly oppose	The service on BART has deteriorated steadily over the past 5 or more years. Another fare increase would just add insult to injury. We waited over an hour to travel from West Oakland to Downtown Berkeley yesterday while an announcement repeatedly said that trains were running every 15 minutes. The trains are filthy, people are not wearing masks, people are playing loud music on the trains. No rules are enforced. How can you raise rates and never make the transit system more efficient or humane?	Non-Minority	Not low income
R_29h5xo88Xfr01nh	Strongly oppose	the service is terrible! the trains are always late, the security is bad, the trains are always dirty. why I will pay more for a service that doesn't provide what I need. The service keeps getting bad and bad so I am thinking to do share ride with my coworkers instead.	Minority	Not low income
R_3hcCqez0WsZSn8u	Strongly oppose	The reason we take Bart is because it's cheaper than gas.	Minority	Not low income
R_1oo2BKDLA9gUFUF	Strongly oppose	The level and quality of service of Bart is already very bad, infrequent, not on time, and unable to keep homelessness out of train or station. I am not sure why Bart still asks for fare increase. Not sure where the extra goes to if the current funds is not looking keeping a quality service	Minority	Not low income
R_6uocn1t7TKKryGR	Somewhat oppose	The increases promise this and that but the trains are still dirty, even the new trains. The technology at the stations are dated.	Minority	Not low income

R_3qX14XI7EEYyb0d	Somewhat oppose	The increase will not impact me, however when I see spending that is not reasonable will impact me.	Non-Minority	Not low income
R_25WLBwCnFZafrv1	Somewhat oppose	The increase has not yet occurred, and already seeing the impact, now that ridership has gone up. Trains with less amount of cars, both in the AM, and in the PM. Some people with carts and bags taking up (and stinking up) about four seats. But, the two things that bother me more: people jumping the fare gates and not paying; people smoking, drinking and who knows what else.	Minority	Not low income
R_1pVGS6e8j4kTa8l	Strongly oppose	The fares are already extremely expensive an increase is borderline ridiculous.	Minority	Not low income
R_2f6XDI7uZLQoo5R	Somewhat support	The fare will not really impact me but service Needs to be improved. There are too many cancellations of trains and the Red line being down for this long is Ridiculous!!	Non-Minority	Not low income
R_3saEX2ewAmagKPE	Strongly oppose	The fare increase is outrageous. If Bart wants to increase revenue, clean the filthy trains. I used to be an avid Bart rider. But I rarely use Bart now because they are dirtier than ever and smell bad. Embarrassing!	Non-Minority	Not low income
R_ypSNNaCDBRE0QZX	Strongly oppose	the cost of commute will be much higher, i strongly believe that the exceed city budget should be spent on public transportation rather than spending on drug injections	Minority	Not low income
R_1q3UCCmO0Z6HSz9	Strongly oppose	The average commuter is being negatively impacted by all of these fare hikes. It is already expensive to ride BART to and from work. It is not pleasant to ride on BART for the last few years due to the homeless population and the fare evaders who like to cause problems on the trains.	Minority	Not low income
R_3dDJDwGK09zrSGc	Strongly oppose	Terrible conditions on BART. Dirty, not safe! People not paying, drugs, homeless.	Minority	Low income
R_1dgLxK3sLWmwXLG	Somewhat support	Strongly approve only if it keeps more riff raff off the trains. Please use funds increase to invest in greater security, cleanliness, enforcement of fares and crime on BART.	Minority	Not low income
R_8unMEvYdqCji12h	Strongly oppose	Service cuts, late trains (or no trains) are already in effect. Nice that your company still hasn't been able to pay off it's debt from either which is disturbing	Non-Minority	Not low income
R_3HzaOgQZfC7SSU3	Strongly oppose	Rent too high.	Minority	Low income
R_1nTT9cysieBN5Wj	Strongly oppose	Reasons I do NOT support a price increase: 1. Bart is already more expensive than other	Minority	Not low income

		<p>forms of transportation.</p> <p>2. Bart employees are paid an already high salary, why not take a pay cut by 30¢-50¢?</p> <p>3. Even with a price increase there will be delays and cancellations on the Bart system.</p> <p>4. If Bart took seriously fare invasion by proactively addressing the issue, that money can then be used instead of raising prices. It's not fair for the ones that are honest and pay their due fare EVERY TIME we go to work and leisure travel. Install tall turn stalls like the ones found in the NYC Subway system.</p> <p>5. We ride Bart to avoid the increase of gas of prices. And Bart wants to increase prices?</p> <p>6. I travel from Antioch to Powell St. (SF) 5x-6x a week for and so even if is 30 cents, that adds up. I would hope I can somehow save by riding Bart.</p>		
R_b9LkxNsRMG9kiJ	Strongly oppose	<p>Public transit should be free. Raising costs when gas costs are increasing will limit boost to ridership.</p> <p>Barring that, if fares must increase then: fares should increase more for "short trips" taken by folks who can afford to live close to where they are going, and increase considerably less for those traveling further for work etc, those who cannot afford to live near their regular destinations.</p>	Non-Minority	Not low income
R_2pVIHYxbUvYi6i	Strongly support	Please increase fares for safety & salaries.		Low income
R_1LtXL2YieOzfcxO	Strongly oppose	Please cut fares in half like during transit month!	Non-Minority	Not low income
R_3gZLP9ZaTYzkFlz	Strongly oppose	Please can you have a monthly pass option???		Unknown
R_1IntwxBFFSarDmk	Strongly oppose	Pay more money	Minority	Low income
R_Pvtxjyb5RLyN6oh	Somewhat oppose	Pay more money	Minority	Low income
R_BX8e49Zv86v0aM9	Somewhat support	on time	Minority	Not low income
R_2zeHReCwXCiTNDd	Strongly oppose	Ok, I've been riding Bart again recently and it's not the beautiful Bart of my youth everyday I see	Minority	Not low income

		drug use, usually just smoking weed but at least one a week crack/meth, I'm not sure which One I didn't ask, there's open defecation on platforms and various areas and violence everyday, if the money is going for more security I'd pay for that anything other, I'm not in favor		
R_2YtPzBIPckGxVDE	Somewhat support	Not much. .30 cent increase is not a lot however, if there is an increase, there has to be improvement in cleanliness/hygiene on BART & restrooms (that have access to dispose needles so they are not on the floor). However, if the price increases more than \$1.00 from Antioch to Montgomery-SF, there has to be cleanliness & be on time.	Minority	Low income
R_293UqbLywCRbzRO	Strongly oppose	No to Cost of living increases without corresponding wage increases.		Unknown
R_3k0p1bF6Dyvyrq6	Strongly support	Need great services.	Minority	Not low income
R_qOrd1iEeXdp2t9L	Neutral	My concern is we have been increasing the fare but the chairs we use to sit is still dilapidated.	Minority	Not low income
R_Dv1ZMznPqbxNd0l	Somewhat support	Must get rid of crazy homeless and better later night service.	Minority	Not low income
R_3NX24vaVI5sxUtc	Strongly oppose	Most people do not pay for bart. You want more profit. Understand that most people are not paying at all. It isn't fair to me or my daughter that we low income people must suffer due to fair evaders. I do not like that people smoke crack or meth while im on bart trains. Lower fares and get the evaders to help keep fares lower. You guys get lots of funding. Create a program to help struggling people get to where they need to go help low income people not raise fares.	Non-Minority	Low income
R_VWI7bSCfmvvUzU5	Somewhat support	Mi comentario es que el aumento venga también con la seguridad en los trenes y no permitir a personas que vivan y duerman en los trenes, que se pasan de un tren a otro con todas sus pertenencias y bien sucios y ocupan un asiento completo y eso es porque los de las casetas de cada estación los dejan entrar y lo peor sin pagar y no es justo que los que pagamos pasajes tengamos que soportar a personas que no pagan y provocan muchas veces problemas dentro de los trenes con suciedades TRANSLATED: What I want to say is that with the increase there should also be an increase in security on the trains. People should not be	Minority	Low income

		allowed to live and sleep on trains, there are people who move from one train to another with all their belongings. They're very dirty and they take up a full seat. This happens because the people working at the station booths let them board the trains. The worst thing about it is that these people don't pay and it is not fair that those of us who pay for a ticket have to put up with people who don't pay and who furthermore often cause problems inside the trains as well as making them dirty.		
R_2zUtOICyX5gUMVs	Strongly oppose	Less humans more automation. This will reduce long term costs and improve service		Unknown
R_3emknwOGnM2fv1l	Strongly oppose	It's more costly every time I check fairs. I see more people unable to afford this mediocre service even though it serves as crucial to showing up to work. Im waiting on a train right now and it's not at all on time. What is this price increase really going to do? It won't make the trains efficient.. I tell other Bart riders when we miss trains due to Bart failure that on a good day Bart is falling apart. Just this morning my wife and I joked about how this is the best train system in the bay and it's such garbage. Have the people running this system been to an efficient running city with a metro.	Minority	Low income
R_1JPGOhM6MG28Vlp	Strongly oppose	It's already quite expensive for fairly low quality service.	Non-Minority	Not low income
R_xluTu36due1ItXb	Somewhat oppose	It's already borderline unaffordable to take Bart every day as a commuting option, especially considering the poor state of the cars/amount of homeless individuals on them who interfere with having a normal experience	Minority	Not low income
R_pDzkVi13qkiY4Q9	Strongly oppose	It's hard to support an increase when I see so many people jump the gate with no repercussions. Seems like these same people are the ones playing music and eating on the trains which is disruptive to people around them.	Minority	Not low income
R_3lMGSOiQQS3btCZ	Strongly oppose	It's already too expensive especially when trains go out of service and come late. It already doesn't feel like I get my money's worth when that happens	Minority	Not low income
R_31cISBOBkvULZIZ	Somewhat oppose	It won't impact me that much since I have quite a short ride with BART. That said, I think it's time you offer monthly, unlimited fares as a subscription like any other major city in the world.	Non-Minority	Not low income

R_TdV6GyNTElcN6Df	Somewhat oppose	It won't have a large material impact but I think it is ridiculous that BART is raising fares while also creating 10 minute delays through its fare inspection program. Raising fares and implementing policies that cause delays and missed connections is unacceptable.	Minority	Not low income
R_3FWjW0rzSdjJSit	Neutral	It seems like Bart should focus on better service rather than expanding. The direct service from Berkeley to SF is pretty bad. Trains constantly canceled, etc.	Non-Minority	Not low income
R_3jcefa9gJf2iQbM	Strongly oppose	It keeps getting more difficult to continue to get worst service and pay more for it. The Richmond Line was out and there was nothing more than a basic communication from Bart regarding the status. I had to go to news outlets to get information. No communication from Bart service advisories other than "its out of service" no updates or estimated time of repair were given.		Low income
R_cSEyQwQgUWivqgh	Somewhat oppose	It frustrates me because I will be paying more money and they still haven't fixed the down escalator at the Montgomery Street station. If you want to collect more money Bart needs to be more diligent about keeping Bart accessible.	Non-Minority	Not low income
R_1hATb9Mu4H1Kfc	Strongly oppose	It feels absurd given the level of service; infrequent trains, filth, etc...	Minority	Not low income
R_4Zzd8oQle0taNYB	Strongly oppose	Increasing fares does not increase the safety from harassments and drug abuse we get with riding with bart.	Minority	Low income
R_3paldRFzSi6BAbu	Strongly oppose	In the midst of record inflation and an endemic it wouldn't be equitable to have an increase of this nature. I also don't see BART using the funding to truly increase the overall value - still rundown stations, overall direct fleet(even the newer trains are already disgusting and half broken), and schedules that never remain on time.	Non-Minority	Unknown
R_1pMUAfZaAIfkOrC	Neutral	Im neutral because i understand why. However, bart is already too expensive for what they provide. Trains are dirty and unsanitary. There's always homeless or solicitors on trains.	Non-Minority	Not low income
R_2rIKG7T2pf7Gfpq	Somewhat oppose	If you stop letting people on Bart for free would we even need an increase? How about for every single person the Bart attendant allow to evade fare you subtracted the fare increase. I guarantee it would be a win-win in BARTs favor	Non-Minority	Not low income
R_1hDW4XxQiOn7Ibi	Neutral	If you increase fares please keep high security!!!	Non-Minority	Not low income

R_324skOoJ7r8DH34	Neutral	If this make BART cleaner & safer.	Minority	Not low income
R_24cH1HE6IrdKEwQ	Strongly oppose	If the service improved I could understand but the trains and stations are a joke.	Non-Minority	Not low income
R_STAnAWoO0cPI28F	Somewhat oppose	<p>I'm extremely concerned that this increased revenue will be squandered and not result in any meaningful change to BART. For instance, it's well understood that BART loses tons of cash because of the fare entrance gates. Why doesn't BART adopt a new gate that would help curb folks from hopping these gates. Also, the train schedule and the trains themselves aren't reliable.</p> <p>I support increasing the fare if this is going to adequately paying staff, adequately maintaining the trains and the infrastructure, and finally rolling out the new Bombardiere trains. But, I have little faith in BART's leadership to use this fare increase to accomplish these things.</p> <p>Instead, I fear this fare increase will only result in a larger financial burden on the communities that rely on BART to commute or travel.</p>	Minority	Not low income
R_2ZEmlkVVeTqmDou	Somewhat support	I'd be able to pay, but you need to do a better job making sure people pay for the fare	Minority	Not low income
R_22tw4ZZdC4zJSzF	Somewhat oppose	I've written multiple times to Bart regarding my frustration with high numbers of non paying riders. Can't "station hardening" pay for itself with decreased fare evasion? Making those of us who pay our fares pay even more to subsidize non payers is a step in the wrong direction.	Non-Minority	Unknown
R_1i2PryfyaxsqZ1o	Somewhat support	I'm okay with paying more for Bart but there are still older trains running that have noise issues. In addition, there are constantly homeless people riding the trains that create a smell and spill items on the floor.	Minority	Not low income
R_1Qt409jkTqKeLbY	Strongly oppose	I'm commuting 5 days a week and my hours are still reduced due to the pandemic. I'm already barely making ends meet. I always pay my fare. Do something about all the fare evaders before you target people like me. Maybe start ticketing all the people who ride their bicycles and scooters on the platform.	Non-Minority	Not low income
R_2U4am9rGvuxquqX	Strongly oppose	I wouldn't have a problem but you haven't provided a better rider experience		Not low income

R_eG7emEtbCAVqFHZ	Neutral	I would support fare increase if BART improve safety, security and cleanness for users. Bart is very convenient but I am very scared to ride because of group a young thugs threatening passengers.	Minority	Not low income
R_2RQYE7Q8xelqqMq	Strongly oppose	I would stop riding BART, because I can no longer subsidize fare evaders for a train service that is increasingly becoming too unhealthy and unsafe for me to use to get to and from work. I am a rider with disabilities who depends on transit. If fare evasion was regularly monitored and prosecuted, BART would have the extra funds it claims it needs. Conservatively, I see at least 5-10 fare evaders actively jump turnstiles every weekday, and that is just what I, as one rider, sees. Collect that money or prevent its theft from paying riders, and then we'll talk.		Not low income
R_2U0pOCILo0Dk6kw	Strongly oppose	I would not like it. Enforce the fares that exist. I should not pay more for turnstile hoppers	Non-Minority	Not low income
R_2aE947nbr4ZXCXh	Somewhat support	I would like for the decision to be considered and carefully made based on our economic times. If it has to be done how about increasing it at a 2% rate instead?	Minority	Not low income
R_3XmMmmYxj6fA801	Somewhat support	i would if it enhances the system - cleanliness, patrols to remove the homeless, train configuration, train time to make more seats available.	Non-Minority	Not low income
R_1jVcgs2RTU7wDYp	Strongly oppose	I would feel even more outraged at the poor service Bart offers if I have to pay more.		Not low income
R_By50A7NQs4RuD85	Strongly oppose	I worked and took BART all through the COVID pandemic when nobody was on the trains except the homeless. I don't think I should be asked to pay more just to go to work. Why don't you focus on not letting the homeless, criminals, and young people (whom I have personally witnessed as a majority of the fare evaders) fare evade and ride BART. I bet if you focused on these people, you would collect way more in fares and you would also make taking BART better for the working people because they won't have to risk their lives every time they ride BART. I have seen some very crazy things happen on BART while riding it. I hate taking BART and if I can get another job where I don't have to take BART anymore, I'll take that job just to avoid riding BART. That's how much I hate riding BART.		Not low income

R_RrfhVJIQkygAtdT	Somewhat oppose	I understand the need for a fare increase yet can there be another way? As a daily rider, I witness so many fare evaders and fare jumpers. Why does the cost have to go to the riders who pay? Can Bart get the money needed by putting more effort in getting people who avoid the fares to pay their fair share? It is a win win in the long term. I saw the new faregate installed at the Bay Fair station elevator entrance. It was ineffective because people still pushed through. Please fix this!!	Minority	Not low income
R_1rH9d9YSwDEuG6x	Somewhat support	I think the increase is fine. However, if there are easier ways of payment, like electronic parking via Clipper Card people would pay easier. That is make Clipper Card payments available in more place like parking.	Minority	Not low income
R_3oWQf6BF7vBEBiW	Neutral	I take bart 10+ times a week, with my regular round-trip to work costing \$10 daily. While 3% may seem like a small fare increase (and it is) it feels like all I'm doing is paying more for those who hop the gates! Costs keep going up, I understand that, and I'd be more than happy to pay more if I didn't feel like my fare paid is essentially paying for those hopping the gates.	Non-Minority	Low income
R_31yIpJmvvEbnFz	Somewhat support	I spend \$4.50 on VTA and \$15 on SFBart a day so \$20 equals \$100 a week \$400 a month. A monthly pass may be a good option and increase my utilizing BART on my days off.	Non-Minority	Not low income
R_2zUtrb4zw2BoUV3	Strongly oppose	I smell corruption	Minority	Not low income
R_1pxqLcNCezNUzuo	Strongly oppose	I pay for a FastPass on Clipper, nearly \$100 already. I witness dozens of fare gate jumpers each trip I take. To increase the fare without addressing the fact 100s if not 1000s of people ride illegally is insulting. Build better, more prohibitive gates, full body turnstiles. I'd help pay for that but as it is, no. Service is already spotty	Non-Minority	Not low income
R_3RjZv96rMG453kk	Somewhat oppose	I paid for my fare all times, but there is so many people that don't and we are the o e that have to cover the extra cost	Minority	Not low income
R_vjhmK5QISZeAvAt	Somewhat support	I only support it if it makes service more stable/reliable.	Minority	Not low income
R_3RsGgZeSiE9QIBO	Strongly oppose	I love riding bart, but usually I can't justify the cost over Muni. I also see public transit as a public utility. I understand that in order to accomplish that, more funding is needed. However, that	Non-Minority	Low income

		burden should not be put on riders, who already struggle to pay fares. Higher taxes are needed instead of a fare increase.		
R_2dnZjuTyvPKt3SX	Strongly oppose	I love BART and use it regularly - it's already too expensive. Come on.	Non-Minority	Not low income
R_3slhFrDEwRRxw5	Strongly oppose	I have to commute long distances via Bart. I already feel like I pay too much as it is for incredibly unsafe and dirty conditions. And now that the schedule has been reduced even further, even post pandemic with many cancelled trains and service interruptions, this feels like money grabbing from the most vulnerable community members with the furthest to travel. In the past two years, even with fare hikes, I've increasingly felt more unsafe on Bart. Fare hikes will change nothing.	Non-Minority	Not low income
R_2c2f6aE8zOJiY6A	Strongly oppose	I have been riding BART 5 days a week through the entire pandemic. My hours have been cut, they still have not recovered. I have always paid my fare. I see many fare evaders every single day. Do something about that issue before you target people who already pay.	Non-Minority	Not low income
R_1rqvfa5rTyls7Tr	Strongly support	I find the cost of BART perfectly reasonable, excepting situations when wait times between trains are 15 min or longer.	Non-Minority	Not low income
R_PIMQXQ9A1IVPEWd	Somewhat support	I dont have a car, and use BART daily to commute from SF Balboa Park to Oakland. I have no other practical options.	Non-Minority	Not low income
R_27a2fN18Q87hFuk	Strongly oppose	I don't understand how the powers that be that run BART have the GALL to ask riders to pay more when the trains are FILTHY, NEVER on time, ALWAYS having issues and allow for people to constantly skip fare. Why don't the higher ups take a pay cut rather than passing this onto the riders who have to put up with the train wreck BART is.	Minority	Not low income
R_3IMPAKp0MSc16lO	Strongly oppose	I don't think the fares should increase	Minority	Not low income
R_1rlg3vNmzf8HV4p	Strongly oppose	I don't satisfy about their service at all. All of the train are so old, dirty, and noisy. It's already over rated compare to service we get.	Non-Minority	Not low income
R_3JsJO5CR4VTWPZ8	Strongly support	I don't really use BART too much since it's normally more convenient for me to drive in my area (unfortunately). But believe funding public transportation is very important and I think keeping up with the cost of inflation is the least we should do.	Non-Minority	Not low income

R_1Qgc5VJ4e3IfV7E	Neutral	I don't mind a fare increase but sometimes I feel like it's not safe anymore to ride bart. Like 11:30 from airport rider are homeless instead I ride bart I have to do carpool due to I fee unsafe to ride .		Unknown
R_240JdjCezzFzeqB	Somewhat support	I don't use BART every day so raising fares won't affect me as much as it would have before the pandemic.	Non-Minority	Not low income
R_6x8l9hsLuigZ9qF	Somewhat support	I don't mind the increase if you fix the escalators now ,add more security, clean the trains and start earlier on weekdays and weekends. Stop canceling trains .	Non-Minority	Unknown
R_2eWjjCtz5IXnOPU	Strongly oppose	I do not agree you guys need to do more of cleaning and finding away to make riders more safe	Minority	Low income
R_2Pq91a9cOcr6FMw	Somewhat oppose	I could afford to pay a fare increase but I feel the cost of transit is already exorbitant and I strongly dislike the practice of charging based on distance - this penalizes people who cannot afford to live closer to city centers.	Non-Minority	Not low income
R_30cRb3FZ6V8Cac8	Strongly oppose	I could absorb it, but the ongoing deterioration in service doesn't make me confident the money would be well-spent.	Non-Minority	Not low income
R_2YWW8UBdpi330HJ	Strongly oppose	I commute solely within SF and public transportation fare has risen consistently throughout my life here. However services like Bart and muni see no increase in quality. The Bart trains are filthy. Track maintenance disrupts normal schedule and the online platforms are not updated frequently enough to compensate for disruptions. There are police, fare inspectors, and crisis intervention specialists but homeless people still use civic center and Powell station like a campground and the trains are filled with sleeping homeless people with their filthy belongings, or just blatantly using hard drugs in the train. I'm not convinced paying a higher fare will change any of these things therefore I am strongly opposed. Fire some officers who just stand around Embarcadero station hanging out all morning and afternoon.	Minority	Not low income
R_DDi43juAlrm7IZP	Somewhat oppose	i can afford it, but it feels like throwing good money after bad. there doesn't seem to be any accountability at BART for service shortfalls, quality of service, quality of ride experience, etc.	Minority	Not low income
R_R336knLADdU9X0J	Somewhat support	I appreciate the need to keep BART safe so as long as this increase does fund safety measures I'm all	Minority	Not low income

		for it. It would be nice to replace the old trains too, but that comes after safety.		
R_2UfMehSwKYeogQK	Strongly oppose	I am strongly opposed to the idea of increasing fare for paying customers who depend on public transport for the purpose of daily commutes. I have lost count of how many times I have witnessed people jumping the turnstiles or tailgating while I diligently tag my clipper card in and out. And what's worse is the station attendant NEVER makes an attempt to avert this occurrence from happening. I don't see why we, paying customers, have to pay a fare increase to cover the cost of people refusing to pay.	Non-Minority	Not low income
R_3NI3gb8wQ9AAWSq	Strongly oppose	I am extremely appreciative that BART continues to be a reliable source of transportation for me and many other people. However, it is increasingly frustrating to see so many fare evaders. Pretty much everyday that I ride BART, I see at least one person hop over the fare gates, or walk out the emergency doors without paying. This has happened in front of BART staff, who understandably fear for their safety to confront someone for their bad behavior. But the BART organization needs to curb this deviant behavior. The amount of revenue you could collect from the BART evaders is better than passing on the expenses to already paying customers.	Minority	Not low income
R_1gzs8FWy83hHAgB	Strongly oppose	I am disabled and very low income bracket. Bart is not reliable and not safe, Bart already gets a lot of money from me and I don't think I can afford to continue taking Bart in the future if the fare continues to rise	Minority	Not low income
R_2qDcTs51A04qn9o	Strongly oppose	I am an essential front line worker who relies on BART for transportation to work. I already spend thousands of dollars a year for commuting. A fare increase would be unjustifiable. In fact, BART should offer round trip and multi-ride discounts. No fare increase should go forward without an increase in service frequency and enhanced cleanliness of the trains. Conditions are disgusting. And, frankly, the BART ambassadors are just a waste of revenue.	Minority	Unknown
R_QfFRaCoSs8vWPIf	Somewhat oppose	I am a senior on a fixed income.	Minority	Low income
R_9zC15d0j0UvrBy9	Neutral	I am a numbers person so I would like to at least understand at a very high level, the impact of	Minority	Not low income

		<p>increasing/not increasing the fares. If we don't increase, what is the shortfall? If we increase, at what year does Bart break-even?</p> <p>Of course, I do not want any fare increase but if the numbers show that it is necessary to operate effectively, then I will be okay with it.</p>		
R_2VpY8sfz89bwXIM	Strongly oppose	I am a daily Bart commuter, however I have been reconsidering my transportation mode due to all of the issues Bart has been experiencing (Redline not running for 2 weeks now, and over crowded trains). A fare increase without improving or addressing these issues first, would make me not want to take Bart anymore.	Minority	Not low income
R_2BkOGSnzW4h1TTu	Strongly oppose	How is it that BART is already so expensive? Why is the subway system in NYC so much more convenient and less expensive. The trains run longer, more often, and to more places in NYC and are so much cheaper.	Minority	Not low income
R_3J8YKORdKpPLFSq	Strongly oppose	How can you raise fares during a pandemic and recession?	Non-Minority	Not low income
R_sAyAQdhQJBoh0fT	Strongly oppose	How can you justify an increase when we are still using the same old cars? I praise how clean the stations are but mainly because most people aren't back on Bart yet. Give us the new cars and I'll gladly pay and support an increase.	Minority	Not low income
R_2w6PQc4N0XbS6se	Strongly oppose	How about you get the trains running on time and clean the drug addicts to stop smoking meth in the stations before you ask us to pay more money. Make people stop jumping the turnstiles first. You'll make up for that increase you want if you do that.		Unknown
R_zVaYPGW00wdL9oB	Strongly oppose	Get the schedules during commute hours back to re-Covid levels and it may be acceptable to have a small increase	Non-Minority	Not low income
R_1pLlp55z9d5T61N	Strongly oppose	For students there should be less fare		Unknown
R_2YEuaOOHDI36mFg	Strongly support	For more improvements.	Minority	Not low income
R_3ffVv4I5VsgdZEL	Strongly support	For more improvements.	Minority	Low income
R_1hKKXaGLK6tkFHA	Neutral	First, discipline your agents in the booths to be customer friendly. Most of them are rude and behave like doing a favor to answer any inquiry. Second, you really need to modernize your train	Minority	Not low income

		to be in 20th if not 21st century. And then ask for the raise.		
R_XgLmoaDAH7Wlp8l	Strongly oppose	Fares are already quite high, and it does not seem fair to put the burden of additional expenses primarily on taxpaying citizens after a global pandemic.	Minority	Low income
R_1JPX4L02VoEVdsq	Strongly oppose	Fare is already expensive and the service provided is already limited (poor services on week end, and nights for a big area like the Bay)	Non-Minority	Not low income
R_xmUyUuRABdTU1O1	Strongly oppose	Fare increases hurt those who are lower income which in most cases are usually people who regularly commute on Bart. I understand inflation issues and I also understand that we need to keep Bart safe. My first concern is safety above everything else and second cost. In order to increase ridership to pre pandemic levels I think we need to increase Bart advertisements and cleaning/sanitation. Also, having reliable AC bus transit to and from Bart locations helps too. As a regular rider, I am constantly seeing fare evaders jumping gates which is also a problem so increased police presence and security will help as well.	Non-Minority	Low income
R_vk183zX2D9zKfZf	Strongly oppose	Every day I watch others jump the turnstile while I pay full price (with minimal tax benefits from my employer for using public transportation instead of contributing to the worsening Bay Area traffic). It is hard enough to justify taking the frequently-delayed BART over driving myself, and increasing the fare would not move that decision in a positive direction.	Non-Minority	Not low income
R_2fqu3nX7VAobiUF	Strongly oppose	Each time the fare goes up we never see any difference with the bart delays, maintenance, more bart police, cleanliness and being consistent with the schedules. Also there are a lot of homeless people and also people that jump the gate to get free rides.	Minority	Not low income
R_3CZQDYoZH1ldwvk	Strongly oppose	Despite BART's public announcements, the system is filthy and dangerous, especially after 6pm. The parking areas are also dangerous. I may return to driving. A fare increase is very ill-advised.		Unknown
R_2VIOqC2cvbmEzEg	Strongly oppose	Currently everything is going up. It has been two years since folks have been going in to work each day. Since then service has decreased with less trains running. Until it returns to normal I dont think it is fair to charge more for less service. Also,	Non-Minority	Not low income

		inflation is going up and now a roundtrip fare from Walnut Creek to downtown SF is close to \$11. It is almost getting to the point where it may be cheaper to drive with another person instead of taking Bart.		
R_6h66wXZgtsYjmpz	Neutral	Cost but will still ride it, only choice.	Minority	Low income
R_3nIAjoU8WBT1ITD	Strongly oppose	Continued increases without seeing any change within the service.	Non-Minority	Not low income
R_Aus5pu0DWCJIPoB	Somewhat oppose	Considering the reduced service (Richmond/SFO line), dirty trains, prevalent fare evasion, safety concerns, etc., it's hard to be supportive of a fare increase. It seems to take forever for riders to see the results of fare increases.	Non-Minority	Not low income
R_2UveAQy0HdyXilm	Strongly oppose	Complete new trains with WiFi & time clock.	Minority	Low income
R_31tvzuck0enh4HO	Somewhat oppose	Commuting with BART is already expensive. I feel that if fares were to increase then please use the funds to actually do what BART is advertising. This week I've seen many advertisements stating how much BART is cleaner, and I've seen the exact opposite when I'm riding trains. Trash is a norm, but to find mysterious liquids, syringes and burn marks on chairs is unacceptable. Additionally, with all these issues BART is also advertising safety, and I do not feel safe while riding BART. I'm constantly looking over my shoulder, I refuse to ride after 8pm because of suspicious activity and I rarely see BART ambassadors on the train. Again, these are things that BART is heavily advertising but I don't see any of it. I commute 5 days a week, even throughout the pandemic and I like the option to take public transportation. But as a rider, if you're going to increase fares, stay true to your word and use the funds to make the system safer and cleaner.	Minority	Not low income
R_1GHvtQH7JKOMDXc	Strongly oppose	Clipper takes so much of the fare off the top. Take money back from clipper rather than making people pay more. We should be encouraging more people to use transit, which means prices should go down, not up. It's already too expensive and inaccessible.	Non-Minority	Not low income
R_30q1sdSh2EexH1X	Strongly oppose	Can't it become more affordable like it used to be?	Minority	Not low income
R_V3fTmfFyiscCBu9	Strongly oppose	Been paying too much already with poor service. Train is dirty with no proper disinfection process.	Minority	Not low income

R_1rjnhjlgRn9OLdm	Strongly oppose	Become too expensive. Please explore other revenue.	Minority	Not low income
R_3nPba0evojGKtmU	Don't know	Bart was already given millions. The staff is reduced, seems like mismanagement of funds.	Non-Minority	Not low income
R_Zt3sye1H7lqrLxL	Strongly oppose	Bart trains are always late anyway. I don't want to pay extra for that. If the fare gets too expensive more people are just going to hop the gates because they can't afford it. It's only a couple cents, but for people who are below the poverty line, every penny adds up, especially with the high Bay Area prices.	Minority	Low income
R_2eUwp3bfxiRCOFa	Somewhat oppose	BART should not be reliant on farebox recovery, and pushing the fare increases onto riders who rely on transit for further trips will bear the brunt of the fare increases. If there is truly no other way to fund operations, then a fare increase is understandable	Non-Minority	Not low income
R_3Okwz4bj7KtSOMD	Strongly oppose	BART should be free you absolute ghouls	Non-Minority	Not low income
R_1H1axv5zPgDSKCG	Somewhat oppose	BART service is currently highly irregular and unreliable with wide gaps in the Richmond-SF direction, adding 20-50 minutes to my daily commute. If this kind of service persists and fares are increased, I may have to turn to other forms of transportation	Non-Minority	Not low income
R_1mgyhMcRlbu0Igj	Strongly oppose	Bart prices are already higher than transit systems in pretty much every other city in the US. Why do you need more money when you have an over \$2 billion budget? Why don't you just budget that money more efficiently?	Non-Minority	Not low income
R_1HnmU7d0uoWKTdO	Somewhat oppose	Bart is not reliable. I understand that things break and need repairs. But every time that something goes wrong with the Bart system, it takes weeks before it's repaired and during all that time, the trains are off schedule or canceled.	Minority	Not low income
R_VVAtC75IdloJLmF	Strongly oppose	Bart is already way too expensive. Increasing the fare is the wrong way to go. It costs 2 and a half dollars to go three stops. That's ridiculous.		Unknown
R_10vCrcKBnyyb8tE	Strongly oppose	BART is already unreasonably expensive! What are y'all thinking? You spend more money on trying to punish fare evaders than you do trying to create safe, effective public transportation for EVERYONE. Get it together, please.	Non-Minority	Not low income
R_1QtnumOpAn5C9rA	Strongly oppose	BART is already too expensive compared to other metro areas in the world.	Minority	Not low income

R_VIJLpne7XVyDWXT	Strongly oppose	Bart is already the most expensive public transport I have ever taken by distance. It is unaffordable. If you are going to increase fares I feel it's paramount you implement a commuter card or monthly pass option	Non-Minority	Not low income
R_z5L6C90YheJKtpf	Somewhat oppose	Bart is already so expensive!! I have a one income household and I sometimes try to find excuses to convince my boss to let me work from home more so I can save the Bart fare. Commuting from the East bay to SF is so pricey!!!	Non-Minority	Not low income
R_1fduoQpX9r7XTxH	Somewhat oppose	Bart is already ridiculously expensive for public transit. The distance based fare system is absurd. It discourages many people I know from using it for longer trips. Compare it to MTA in New York where any ride anywhere is the same rate.	Non-Minority	Not low income
R_31vi1QIFp9Iup60	Somewhat oppose	BART is already really expensive, but I also understand the need to better fund its operations.	Minority	Not low income
R_3M3QjDoHPaxa8sl	Somewhat oppose	BART is already raising prices.	Minority	Not low income
R_2XiiawLWMBhTIOw	Strongly oppose	BART is already incredibly overpriced and becoming more and more out of reach for working class commuters	Minority	Not low income
R_WczTWNXCu4tUeOF	Strongly oppose	Bart is already hardly cheaper than takin Uber (almost at pat with a two persons fare) and takes at least twice as long to complete a ride. It really makes no sense to offer public service which does not incentives ridership. Given environment benefits, I believe that Fares should be significantly reduced in the near future. My case: after visiting sfo for two days I have completely switched to Uber.		Unknown
R_OjrxA5wNH8jk35L	Strongly support	BART is already expensive. The train is dirty half the time and there is a huge homeless issue. My 13 year old daughter is scared to catch the BART alone. BART should work on safety instead of just trying to increase fares. Who will it benefit?	Minority	Not low income
R_zVEvPCDj3JwrANX	Neutral	BART is already expensive but maybe a smaller increase would be worth it.	Minority	Not low income
R_sjRca65SkHMOTPH	Strongly oppose	bart is already costly to ride every day please keep prices as is		Unknown
R_Wd08BvEAOonJzVdf	Somewhat oppose	Bart is already an expense, even though I appreciate the option and use Bart daily to get to work. There still are so many I see on a daily basis hop the gate and pay 0 everyday. If those people paid their fare, I'd be more inclined to support it.	Non-Minority	Not low income

R_3qO7gPSVBt0HrMp	Strongly oppose	BART is already almost too expensive to use. Service is terrible, on the whole. Trains are unreliable, the schedules online are never accurate. Please don't put yourself into obscurity (see: AC transit)	Non-Minority	Not low income
R_3f4zRiRr9txOHBL	Strongly oppose	Bart has upped its fares quite a bit in the last 20 years. It costs the same amount of money to drive compared to commuting. That's ridiculous. There's not any more security, cleanliness or frequency in trains then we see now.		Not low income
R_3qmt3gBqnCRUDqX	Strongly oppose	Bart has just become a reliable and safe option for AFFORDABLE public transportation: cost of downtown sf - hayward round trip has dropped below what it costs in gas + toll. Any increase ruins this fragile system.	Non-Minority	Not low income
R_1QJ95pLj2fiwAz	Strongly oppose	Bart has increased its fares significantly over the passed few years and to this day I've not seen much improvement in the overall atmosphere of my transits. Commute days are marred with train cancellation and I remember just a week ago that the Richmond line was down due to faulty electrical lines that just so happened to be needing a repair in the next few days prior to its servicing? I am really opposed to this and do not see significant improvements in BART amidst the continual increases in fares.	Minority	Not low income
R_1rdCfQLHNCts2x7	Strongly oppose	BART has gotten worse, far worse, not better and a service increase is entirely inappropriate. Please find ways to improve service before increasing service fees	Minority	Not low income
R_1LhRVITE6g0Zsn0	Strongly oppose	BART fares are already too high. The trains are dirty and unsafe. I do not support any increase	Minority	Not low income
R_1DBc8zVBney82A6	Strongly oppose	BART fares are already higher than they should be for the level of service provided. BART should prosecute fare evaders for more money rather than further gouge fare-paying riders.	Minority	Not low income
R_2TT2Gb2601RrnRF	Strongly oppose	BART fares are already higher than any other metropolitan area's public transit I've seen. For example, it costs \$3.40 to go anywhere in nyc on the subway.	Non-Minority	Not low income
R_2D2Hgka6DBPBQOY	Strongly oppose	Bart does not deserve an increase!! The trains are not being cleaned and the trains keep breaking down during commute time. Bart has been given alot of money to fix these issues.	Minority	Low income
R_UrutmzT1eLLEPo5	Somewhat support	BART cannot continue to depend so heavily on fares to pay expenses. BART workers are better	Non-Minority	Not low income

		<p>compensated than I am, which is deeply unfair. The BART union needs an attitude adjustment and a reality check. And management compensation should also be kept in check; the union can rightly point to high managerial compensation as a reason the union's demands are always so extreme.</p> <p>Please consider sales tax or some other form of funding besides fares. If I were compensated as well as BART staff, maybe I wouldn't mind a fare increase so much, but I'm not, and fare increases hurt riders and drive potential riders away.</p>		
R_1pJqpDPw7wBcAVF	Strongly oppose	<p>BART are already much higher than peer systems for longer distance rides. Washington Metro caps fares and offers monthly passes. BART does neither, and offers service that is not better. Caltrain offers superior rolling stock for much cheaper.</p> <p>Compared with metros in expensive cities around the world (Tokyo) BART has in fertile service frequency, coverage, rolling stock, and reliability, and is much more expensive per mile.</p>		Not low income
R_3sp1MATAOr2nq9p	Neutral	As long as service is better and more clean.	Minority	Not low income
R_3pA0EP1AxJ7Dd1D	Don't know	As long as BART takes me to work and is stable.	Minority	Low income
R_12h8pJtg3UWMfzc	Strongly oppose	Are you serious? The fare is already way too expensive with zero improvements and constant delays and disgusting trains. Where did the money from the government go?		Unknown
R_1K3JZQzIRYxNqyp	Strongly oppose	Are you kidding? This is already the most expensive public transportation I have ever seen. It costs me 10 dollars roundtrip just to work. That's egregious.	Non-Minority	Not low income
R_74EPQqLZkofzIQJ	Strongly oppose	Are you kidding? Bart received over a billion dollars in federal funding and you still want to bleed your riders!!! Bart is neither reliable nor safe these days. The massive amount of homeless that ride the train and hang out in the stations is unacceptable. Bart police are nowhere in sight and the regular delays due to police activity have skyrocketed- most of whom are fare evaders that shouldn't even have entered the station. Riding Bart is a choice and if you continue to piss off the existing riders your numbers will decrease rapidly.	Non-Minority	Unknown

R_2c5Ymvk6noruaNc	Somewhat support	A 3.4% increase is not a bad exchange to see the Bart more efficient and see less delays.	Minority	Not low income
R_1oAo59fNPM67QFO	Somewhat support	3.4% seems like an odd number for an increase to keep up cost of providing service. Why is 3.4% is the proposed number?	Minority	Not low income
R_2uvNXps96R26ZD5	Somewhat oppose	2% fare increase is acceptable, but 3.4% is high- will consider changing to driving electric car/carpool instead.	Minority	Not low income

Appendix PP-C: July 2022 Fare Increase Postcard

BART WANTS TO HEAR FROM YOU!



After delaying a planned fare increase at the height of the pandemic, BART is now studying a small fare increase to keep up with the cost of providing reliable and safe service.

Tell us what you think at the following BART station events:

Wednesday, March 16, 7–9am.....Fruitvale
 Thursday, March 17, 5–7pm..... Balboa Park
 Tuesday, March 22, 5–7pm..... Antioch
 Wednesday, March 23, 7–9am.....El Cerrito del Norte
 Thursday, March 24, 7–9am Montgomery
 Tuesday, March 29, 5–7pm..... South Hayward



SCAN TO TAKE SURVEY


Or take the survey online March 14–April 3, 2022 at bart.gov/faresurvey

¡BART QUIERE CONOCER SU OPINIÓN!

Después de retrasar un aumento de tarifas previsto en el momento más álgido de la pandemia, BART está estudiando un pequeño aumento de las tarifas a fin de mantenerse a la par de los costos de brindar un servicio confiable y seguro.

Díganos qué piensa en los eventos que se llevarán a cabo en las siguientes estaciones de BART:

- Fruitvale**
Miércoles, 16 de marzo, de 7 a 9 a.m.
- Balboa Park**
Jueves, 17 de marzo, de 5 a 7 p.m.
- Antioch**
Martes, 22 de marzo, de 5 a 7 p.m.
- El Cerrito del Norte**
Miércoles, 23 de marzo, de 7 a 9 a.m.
- Montgomery**
Jueves, 24 de marzo, de 7 a 9 a.m.
- South Hayward**
Martes, 29 de marzo, de 5 a 7 p.m.

 O responda la encuesta por Internet del 14 de marzo al 3 de abril de 2022 en bart.gov/faresurvey



BART 希望聽取您的意見!

在新冠肺炎疫情最嚴重的時候，舊金山灣區捷運局 (BART) 推遲了原定的票價調漲計劃；但現在為了提供安全可靠服務，BART 正在研究小幅調漲票價以應付成本所需。

請參加 BART 以下捷運站活動，讓我們知道您的想法：

- Fruitvale**
3月16日星期三，上午7:00 – 上午9:00
- Balboa Park**
3月17日星期四，下午5:00 – 晚上7:00
- Antioch**
3月22日星期二，下午5:00 – 晚上7:00
- El Cerrito del Norte**
3月23日星期三，上午7:00 – 上午9:00
- Montgomery**
3月24日星期四，上午7:00 – 上午9:00
- South Hayward**
3月29日星期二，下午5:00 – 晚上7:00

 或者請於2022年3月14日至4月3日上網站參加問卷調查：bart.gov/faresurvey



Appendix PP-D: Multilingual Newspaper Ads

The screenshot displays the India West Journal website interface. At the top, there is a navigation bar with categories: Americas, India, Opinion, Entertainment, LifeStyle, Horoscope, Advertise, and Classifieds. A search icon is also present.

The main content area is divided into sections:

- LifeStyle Section:**
 - Working In A Hybrid Environment P...** (March 14, 2022): An article by ASYUSHI LAKHAPATI discussing the impact of the coronavirus pandemic. It includes a share button, 0 comments, and 247 views.
 - Doorstoppers: Physical Exercise &...** (March 13, 2022)
 - Salmon Carpaccio With Balsamic Dr...** (March 13, 2022)
 - The Modern Drape** (March 13, 2022)
 - Karan Singh Grover's Art Inspired...** (March 13, 2022)
 - Neena Gupta: I Am Not Brave** (March 13, 2022)
- Food Section:**
 - Salmon Carpaccio With Balsamic Drizzle** (March 13, 2022)
 - Solkadhi** (March 10, 2022)
 - Ginned Up Cucumber Lemon** (March 9, 2022)

On the right side, there are two advertisements:

- BART WANTS TO HEAR FROM YOU!**: A blue banner for BART's fare survey, mentioning a planned fare increase and a survey period from March 14 to April 3, 2022. The survey is available at bart.gov/faresurvey.
- Subscribe To Our Newsletter**: A white box with a red "Subscribe" button. It includes a text input field for an email address (example: `ex.jane@doe.org`).

At the bottom right, there is another advertisement for **CHUGH CORPORATION**, listing services: **CORPORATE TAX**, **IMMIGRATION**, and **LITIGATION**.

學者：中人口登峰值 空前挑戰

2022年之後 經濟須轉向靠消費需求拉動 考驗勝過俄烏戰

記者林汪靜／綜合報導

中國人口成長率大幅下滑下，前中國社會科學院副院長、人行貨幣政策委員會委員張明近日表示，去年中國人口的增長率為0.34%，接近零增長，今年完全有可能達到中國人口高峰。中國經濟今後需要轉向消費需求來拉動，要更加依靠消費。

張明日前在北京參加「財經智庫全球經濟信心指數」記者會時表示，2022年是中國前所未有的挑戰，從來沒見過的挑戰。不是突發事件，不是俄烏衝突，而是個「歷史性的事件」。他指出，2021年中國人口自然成長率已經接近零增長，2022年「完全有可能達到中國人口峰值」。

張明表示，今年中國的經濟增長預期，去年的高增長是補償性增長，將今年的增長目標設在潛在增長率水平，可以保持2020到2023年的平均也能達到潛在增長率水平。他強調，儘管疫情導致的中國供給衝擊仍然存在，但最嚴峻的時期已經過去了。

他提到，中國正面臨三大需求側挑戰：第一，經濟增長供給側的驅動因素與需求側拉動因素的配合。他說，之前以為預期的中國潛在增長率已經考慮到了勞動年齡人口負增長因素，預期可以實現目標，但人口高峰可能會提前到來，需求因素能否支撐增長潛力成為嚴峻的挑戰。

第二，宏觀經濟需求因素的結構轉換。過去「三駕馬車」中，出口、投資發揮主要拉動經濟的作用，今後需要轉向消費需求來拉動，要更加依靠消費。

第三，經濟復甦與長期增長政策的相互適應，保市場主體也要與保民生協同銜接，供給側政策與需求側政策要同時使用。

張明指出，中國人口高峰和負增長將伴隨

著消費收縮，應對不當會陷入低通脹、低利率、低增長、高負債的長期停滯。但他強調，這並非沒有出路，中國破解之策就是促進「共同富裕」。

他還指出，勞動年齡人口負增長在中國不

一定代表勞動力的負增長，因為勞動力的核心是生產率較低轉向生產率更高的部門。這就帶來了勞動供給的增加，以及資源的重新配置和生產率的提高，帶來「實質上在」潛在增長率的提高。



山東95後產5胞胎 夫：壓力大

中國新聞組／北京23日電

山東一名95後產婦20日在泰安市中心醫院剖產生下一女四男五胞胎。醫生稱，懷五胞胎的機率只有6000萬分之一。孩子的父親程先生(化姓)很高興，但坦言有壓力，接下來要開工車養活一家七口。

據目擊者稱，泰安市中心醫院表示，五胞胎中最大的是女孩，另外四個均為男孩，五個孩子為7個月的早產兒，目

機率6千萬分之一

前正在醫院住院觀察，體重最重的有1.4公斤，最輕的只有1.14公斤。

程先生表示，妻子懷孕兩個月的時候，就已經查出是五胞胎。他擔心妻子的身體承受不了，帶她去了濟南的山東省立醫院檢查，各項指標都很正常，醫

生就建議繼續觀察。「孩子九點的時候，在家裡種供應上營養，發育大了以後就供不上了。」程先生說，他現在特別高興，孩子們的名字還沒來得及想；他是開工車的，妻子在懷孕之後就不上班了，後期要養活一家七口也有壓力。

他說自己和妻子都是95後，孩子是自然受孕的。醫生告訴他懷五胞胎的機率只有6000萬分之一。



最近一批北蘇斯比登的中國留學生到達利沃夫火車站後與領先大使(中)合照。(取材自環球時報)

在烏撤僑 中官員曾被槍抵腦袋

中國新聞組／北京23日電

俄烏戰事未歇，中國也展開撤僑行動。在當地時間3月9日下午，從烏克蘭蘇梅撤離了最後一批中國留學生，其間還發生中國駐烏克蘭官員在查看場邊過程中，突然被人用槍指著腦袋，好在最終化險為夷。

中國駐烏克蘭大使范先榮在接受環球時報視頻專訪時表示，從烏克蘭蘇梅撤離一批撤

大使首披露細節

的任務圓滿成功。報導指出，一位中國駐烏克蘭使館工作人員在運送學生乘坐大巴途中，不到一小時就遇到三起炸彈爆炸。范先榮說，在運送完學生們回國的時分，司機開始於路邊，車上開始清理，所幸沒有翻車。還有一次，官員在實地查看某場地的過程中，突然被人用槍指著腦袋，好在最終化險為夷。

ALAMEDA County Transportation Commission

1111 Broadway, Suite 800, Oakland, CA 94607
(510) 208-7400 • www.alamedactc.org

徵求建議書(RFP) 為了電子收費系統服務 用於 Alameda CTC 運營的快速車道 (RFP 編號 R22-0009)

阿拉米達縣交通委員會 (Alameda CTC) 現在正在徵求一份合約提案的建議書，該合約將於 2022 年 10 月 7 日開始服務，或如有關附錄內所明訂之日期起生效。

重要日期：

- 線上舉行招標前會議：2022 年 3 月 30 日上午 10 時 (太平洋標準時間)
- 標書截止日期：2022 年 5 月 16 日下午 3 時 (太平洋標準時間)

本招標程序受 Alameda CTC 委員會屬下本地商業合約平衡法約束。專業服務的計劃目標是本地企業 (LBE) 為 70%、小型 LBE 為 30%。

有關計劃要求和表格，請上訪 Alameda CTC 的網站，由本 RFP 產生的任何合同都將按照聯邦、州或地方法律禁止的任何方式一視同仁地授予。

所有 RFP 文件均可在 www.alamedactc.org/contracting-opportunities 上找到。

有關此 RFP 的所有問題必須在 4 月 4 日下午 3 時之前，以電郵 apowell@alamedactc.org 書面提交給 Alastair Powell。

所有標書必須按照 RFP 中的招標指引進行提交。任何獲此之合約必須符合當地、州和/或聯邦的要求。

BART 希望聽取您的意見!

在新冠肺炎疫情最嚴重的時候，舊金山灣區捷運局 (BART) 推遲了原定的票價調漲計劃；但現在為了提供安全可靠服務，BART 正在研究小幅調漲票價以應付成本所需。

請參加 BART 以下捷運站活動，讓我們知道您的想法：

3月16日星期三，上午7:00 - 上午9:00	Fruitvale
3月17日星期四，下午5:00 - 晚上7:00	Balboa Park
3月22日星期二，下午5:00 - 晚上7:00	Antioch
3月23日星期三，上午7:00 - 上午9:00	El Cerrito del Norte
3月24日星期四，上午7:00 - 上午9:00	Montgomery
3月29日星期二，下午5:00 - 晚上7:00	South Hayward

或者請於 2022 年 3 月 14 日至 4 月 3 日上網站參加問卷調查：
bart.gov/faresurvey

視力博士的眼睛自救書

青光眼 白內障 黃斑部病變

作者：山口康三
譯者：黃耀山
出版社：三采

特價 **\$30.4**

世界日報 世界日報圖書部

(650) 259-2063 1633 Bayshore Hwy, Suite 231 Burlingame, CA 94010

Tacos veganos de aguacate para el desayuno

Ingredientes (2 personas):

- 1/2 Aguacate, pelado, sin semilla y cortado en dados
- 2 tomates pequeños, cortados en dados
- 2 cucharadas de cilantro, picado
- Jugo de 1/2 limón
- 1/2 taza de champiñones, cortados en cuadrillos
- 1 1/2 taza de espinacas
- 1/2 taza de tofu, cortado en cuadrillos
- 2 cucharadas de aceite de aguacate
- 1/4 cucharadita cada una de cúrcuma, pimentón ahumado, ajo en polvo, comino, y sal
- 4 tortillas de maíz, calientes
- Una pizca de hojuelas de chile picante
- Sal y pimienta al gusto

Preparación

1. Coloca el aguacate, el cilantro, el tomate, el jugo de limón, y la sal y pimienta en una taza. Mézclalo para combinar los ingredientes. Prueba y ajusta la sazón si es necesario. Agrega una pizca de salsa picante o algunas hojuelas de chile, si te gusta el picante.
2. Calienta 1 cucharada de aceite en una sartén a fuego medio. En un recipiente, mezcla el tofu, especias y una cucharada del aceite restante. Agítalo hasta que está completamente mezclado.
3. Agrega los champiñones a la sartén caliente y revuélvelos hasta que los hongos liberen su agua. Agrega el tofu y la espinaca. Cocínalo hasta que el tofu se calienta completamente y se marchite la espinaca.



4. Prepara tus tacos. Pon una capa de la mezcla caliente de tofu en la parte superior de una tortilla caliente, y cúbrelo con la salsa de aguacate. Disfrútalo de inmediato.



¡BART QUIERE CONOCER SU OPINIÓN!



Después de retrasar un aumento de tarifas previsto en el momento más álgido de la pandemia, BART está estudiando un pequeño aumento de las tarifas a fin de mantenerse a la par de los costos de brindar un servicio confiable y seguro.

Díganos qué piensa en los eventos que se llevarán a cabo en las siguientes estaciones de BART:

Miércoles, 16 de marzo, de 7 a 9 a.m. Fruitvale
Jueves, 17 de marzo, de 5 a 7 p.m. Balboa Park
Martes, 22 de marzo, de 5 a 7 p.m. Antioch
Miércoles, 23 de marzo, de 7 a 9 a.m. El Cerrito del Norte
Jueves, 24 de marzo, de 7 a 9 a.m. Montgomery
Martes, 29 de marzo, de 5 a 7 p.m. South Hayward

O responde la encuesta por Internet del 14 de marzo al 3 de abril de 2022 en bart.gov/faresurvey



RESPONDE LA ENCUESTA

Las personas jóvenes y saludables ~~no tienen que preocuparse~~ PUEDEN ENFERMARSE GRAVEMENTE de COVID-19.

COMPARTE LOS HECHOS, NO EL VIRUS.

MyTurn.ca.gov | 833-422-4255

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DMV por Internet: A su servicio cuando usted esté listo.

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#Cultura
#SanFrancisco

Una inmersión en el universo de la 'tía Frida' y sus tres grandes amores

El espectáculo 'Immersive Frida' se presenta hasta el 8 de mayo de 2022 en SVN West, ubicado en 10 South Van Ness Ave, San Francisco, CA 94103

Lolbé Corona ESPECIAL

La fascinación por la vida y obra de Frida Kahlo está más viva que nunca. Y desde hace unos días, en San Francisco

es posible 'echarse un clavo', figurativamente hablando, en el universo de la pintora mexicana más famosa del planeta con la exhibición 'Immersive Frida'.

"Ves un poco de la historia de Frida y eso te hace entrar en su mundo", dice Mara Kahlo, sobrina nieta de Frida y presidenta de la Fundación Familia Kahlo. "Entender por qué quería igualdad... y conocer sus tres amores: México, Diego y su familia".


La nieta de Cristina Kahlo, hermana de la pintora, cuenta que hace un año se les acercó la compañía Lighthouse Immerse para proponerles la idea de hacer una exhibición inmersiva, y su propuesta estaba muy en comunión con los deseos de la familia de mostrar no solamente a la artista mexicana desde su arte sino también a la mujer y todo lo que significa para ellos la "tía Frida".

"No se trata de una Frida sufrida, sino de una Frida alegre", cuenta Mara De Anda, hija de Mara Kahlo y quien ayuda a su mamá en la preservación del legado de la pintora. "No queremos limitarnos a los cuadros, sino presentar a una nueva Frida y hacer algo social".

La ventaja de un espectáculo inmersivo es que no se trata de una historia lineal, sino que, a través de sus cuadros, retratos familiares e incluso de pinturas de Diego Rivera, reconocido como uno de los grandes muralistas mexicanos y quien fue esposo de Frida, es posible que el espectador se adentre en una experiencia sensorial fuera de serie. En la que no solo se conoce un poco más del árbol genealógico de la artista, los momentos históricos y 'accidentes' que marcaron su vida, sino también las causas que le importaban, lo que ella amaba y sentía.

La inmersión sucede en una gran casona en la que en cada cuarto te permite ver

¡BART QUIERE CONOCER SU OPINIÓN!



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Escanea el código QR para responder la encuesta.


O responde la encuesta por Internet del 14 de marzo al 3 de abril de 2022 en bart.gov/faresurvey

059-107200-1




Appendix PP-E: BART News Announcement

/2022/news20220316-0



Bay Area Rapid Transit

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SERVICE ADVISORY: Face masks required. ✕

03.16.22

BART wants your input on the planned, less-than-inflation July 2022 fare increase

After delaying a planned fare increase at the height of the pandemic, BART is now studying a small increase to keep up with the cost of providing reliable and safe service. BART has a fare increase program, that was approved by the Board in 2019, that calls for small, regular, less-than-inflation increases every two years, with the next increase of 3.4% scheduled for July 1, 2022. For a short trip like Downtown Berkeley to 19th St/Oakland, the regular fare is estimated to increase by 5¢ and for a longer trip like Antioch in Eastern Contra Costa County to Montgomery Street Station in Downtown San Francisco, it's estimated to increase by 30¢.

Fares are an important funding source to continue to meet the needs of riders who rely on BART. This proposed increase will help fund BART operations, reducing the risk of service cuts that impact essential workers and transit-dependent riders.

We want to hear from you about this scheduled fare increase through our online survey or at a series of in-station outreach events. Tell us what you think at the following BART station events:

- Fruitvale - Wednesday, March 16, 7-9am
- Balboa Park - Thursday, March 17, 5-7pm,
- Antioch - Tuesday, March 22, 5-7pm,
- El Cerrito del Norte - Wednesday, March 23, 7-9am
- Montgomery - Thursday, March 24, 7-9am
- South Hayward - Tuesday, March 29, 5-7pm

Or take the survey online March 14-April 3, 2022 at www.bart.gov/faresurvey

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