SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

TITLE VI ANALYSIS FOR 2026 PRODUCTIVITY-ADJUSTED INFLATION-BASED FARE INCREASE

May 22, 2025

Table of Contents

EXECUTIVE SUMMARY 1
1. INTRODUCTION
1.1. IMPLEMENT THE PRODUCTIVITY-ADJUSTED INFLATION-BASED FARE INCREASE OF 6.2%
2. TITLE VI COMPLIANCE - BURDEN ANALYSES
2.1. Assessing Fare Change Effects 5 2.2. A Productivity-Adjusted Inflation-Based Fare Increase of 6.2% 7 2.3 Alternatives Available for People Affected by the Proposed Fare Changes 10
3. ANALYSIS FINDINGS 12
3.1. A PRODUCTIVITY-ADJUSTED INFLATION-BASED FARE INCREASE OF 6.2%
APPENDIX A: METHODOLOGY USED TO ASSESS THE EFFECTS OF AN ACROSS- THE-BOARD FARE CHANGE
APPENDIX B: DISPARATE IMPACT/ DISPROPORTIONATE BURDEN POLICY (DI/DB) 16
APPENDIX C: PUBLIC PARTICIPATION REPORT
1. PUBLIC PARTICIPATION PURPOSE
1.1. Purpose
2. PUBLIC PARTICIPATION PROCESS
2.1. Outreach Events 20 2.2. Publicity 22 2.3. Advisory Committees 22
3. OUTREACH RESULTS
3.1. TITLE VI OUTREACH SURVEYS 23 3.2. SURVEY DEMOGRAPHIC DATA 23
4. PUBLIC COMMENT OVERVIEW
4.1. Overview
5. PROPOSED 2026 CPI-BASED FARE INCREASE: PUBLIC COMMENTS
5.1. PROPOSED 2026 CPI-BASED FARE INCREASE SURVEY QUESTIONS265.2. QUESTION 1: SUMMARY OF LEVELS OF SUPPORT275.3. QUESTION 2: SUMMARY OF IMPACTS (PUBLIC COMMENTS)295.4. QUESTION 2: PUBLIC COMMENTS315.5. COMMENTS SUMMARY33
APPENDIX PP-A: JANUARY 2026 FARE INCREASE SURVEY
APPENDIX PP-B: PUBLIC COMMENTS
APPENDIX PP-C: JANUARY 2026 FARE INCREASE POSTCARD115
APPENDIX PP-D: SAMPLE OF MULTILINGUAL NEWSPAPER ADS117
APPENDIX PP-E: BART NEWS ANNOUNCEMENT121

Executive Summary

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

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

This report includes an analysis of the proposed 6.2% productivity-adjusted inflation increase scheduled for January 2026. The proposed increase is the third and last in a series of productivity-adjusted inflation-based fare increases. The next sections provide a description of the change; analysis findings; public input; the fare change's analysis findings, which consider both the analysis findings and public input; and mitigation proposals where applicable.

Implementing the Productivity-Adjusted Inflation-Based Fare Increase of 6.2% in January 2026

This fare change is the last in BART's third series of productivity-adjusted inflationbased fare increases. The proposed fare increase would help fares keep pace with inflation, generating revenue that supports BART operations as well as BART's capital reinvestment projects. The 6.2% increase has already been included in fare revenue projections for the upcoming FY26 budget. Implementation of the last increase in this series is subject to Board approval of the corresponding and finalized Title VI fare analysis, which will comply with federal laws and regulations in effect at the time.

In January 2025, the Bureau of Labor Statistics released the final inflation data for 2024, which allowed for the actual calculation of the 2026 increase as written in Resolution 5405, approved by the BART Board of Directors on June 13, 2019. This calculation results in an overall inflation of 6.7% over two years. After subtracting the 0.5% productivity factor, the actual fare increase by policy to be implemented in 2026 is 6.2%.

<u>Analysis Findings</u>. This is an across-the-board fare change, and the DI/DB Policy states such a change will be considered to have a disproportionate impact *if the difference between the changes for protected riders (i.e., minority or low-income riders)*

and non-protected riders is equal to or greater than 5%. Calculations of the weighted average fares for protected and non-protected riders show increases are virtually identical and thus the difference between these fares does not exceed the 5% threshold for protected riders. In addition, the cumulative effect of fare increases from 2020 through the proposed increase in 2026 would not result in a disparate impact or disproportionate burden on protected riders because the increases are also virtually identical, and thus the difference is less than 5%. The table below summarizes the findings.

	Minority Disparate Impact	Low-Income Disproportionate Burden
A. CPI-based fare increase of 6.2%, 2026	No	No
Cumulative impact	No	No

Public Outreach. Survey respondents were asked to provide feedback regarding the proposed increase by answering survey Question 1: "Would you support or oppose the proposed fare increase of 6.2% to keep up with the cost of providing BART service?" Of the minority respondents (812), 67% did not support and 22% were in favor. Of the low-income respondents (213), 75% did not support and 14% were in favor. In addition, survey respondents were asked to provide feedback regarding this biennial increase by answering survey Question 2: "Do you have any comments about how these proposed fare increase would impact you?" Approximately 61% of survey respondents, or 783 respondents, chose to comment regarding the less-than-inflation fare increase. Of the 783 commenting respondents, 61% (477 respondents) identified as minority and 16% (123) as low-income.

Analysis Finding. The fare change analysis found no disparate impact or disproportionate burden on protected riders. Regarding survey responses, of the 812 minority respondents, 67% were not in support, 10% were neutral, and 22% supported the increase. Of the 213 low-income survey respondents, 75% were not in support; 8% were neutral; 14% supported the increase. Although many respondents indicated they did not support the less-than-inflation fare increase, the fare change analysis had no DI/DB finding for protected riders. In conclusion, this fare change would not have a disparate impact on minority riders or place a disproportionate burden on low-income riders.



1. Introduction

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

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

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

The following proposed fare change has been analyzed for this report:

A. Implementation of BART's productivity-adjusted inflation-based fare increase of 6.2% in January 2026, which will be BART's final increase of the most recent series of BART's productivity-adjusted inflation-based fare increases.

1.1. Implement the Productivity-Adjusted Inflation-Based Fare Increase of 6.2%

In 2003, the BART Board approved the initial productivity-adjusted inflation-based fare increase program that increased fares by less-than-inflation-based amounts every two years between 2006 and 2012. In February 2013, with Resolution 5208, the Board approved extending the productivity-adjusted inflation-based fare increase program for increases in 2014, 2016, 2018, and 2020. Most recently, in 2019, the Board extended the program for a third time with Resolution 5405, authorizing increases in 2022, 2024, and 2026, subject to final Title VI analysis.

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

BART staff used estimated future inflation-based percentage increases to perform preliminary analyses of the third series of fare increases to determine if any of the increases had a disparate impact on minority riders or placed a disproportionate burden on low-income riders. These analyses and public comments are documented in the May 2019 reports, "Title VI Fare Analysis for the Proposed 2020 Productivity-Adjusted Inflation-Based Fare Increase; Series 3, 2022 the Productivity Adjusted Inflation-Based Fare Increase Program; and Magnetic Stripe Surcharge

Increase" and "Title VI Fare Analysis for the Proposed 2020 Productivity Adjusted Inflation-Based Fare Increase; Extension of the Productivity-Adjusted Inflation-Based Fare Increase Program 2022-28; and Magnetic-Stripe Surcharge Increase Public Participation Report." The preliminary analyses showed that the four biennial inflation-based fare increases studied in the analysis would not likely result in a disproportionate impact on minority or low-income riders under BART's DI/DB Policy since the proposed changes would increase fares by virtually identical amounts for minority riders and non-minority riders when compared to overall users. These findings were subject to the application of thresholds contained in the DI/DB Policy, which the BART Board adopted on July 11, 2013. It should be noted that while the analysis studied four fare increases through 2028, the Board ultimately adopted a series of only three biennial fare increases in 2022, 2024, and 2026.

Due to the COVID-19 pandemic, the Board voted to defer the first instance of the Series 3 Fare Increases, originally scheduled for January 1, 2022, by six months. In May of 2022, the Board approved Title VI analysis for the July 1, 2022 fare increase, as documented in the report "Title VI Fare Analysis for the Proposed 2022 Inflation-Based Productivity-Adjusted Fare Increase." In May of 2023, the Board approved Title VI analysis for the January 1, 2024 and January 1, 2025 fare increases of 5.5%, as documented in the report "Title VI Fare Analysis for the Proposed 2024 & 2025 Productivity-Adjusted Inflation-Based Fare Increases and Clipper START Discount Increase." As with each previous inflation-based fare increase, the Title VI report findings demonstrated that the proposed increase would increase fares by virtually identical amounts for minority riders and low-income riders when compared respectively to non-minority riders and non-low-income riders. Thus, the calculated differences between the fare increases for protected groups and nonprotected groups fell below the 5% DI/DB Policy threshold. In addition, the proposed fare changes applied to all fares and fare types, and the fare types were projected to increase at the same percentage. Although each fare type had differing constituencies, all fare types were affected equally.

The 6.2% increase analyzed in this report will be the last of three in the current CPI fare and is scheduled for implementation on January 1, 2026. As stated in Resolution 5405, "Title VI analyses for the three fare increases of Series 3 will be updated and finalized, once the inflation percentage increase is known for those years and after public input is solicited. Implementation of each of these fare increases will be subject



to Board approval of the corresponding and finalized Title VI analysis, which will be in compliance with federal and state law in effect at the time."

In January 2025, the Bureau of Labor Statistics released the final inflation data for 2024, which allowed for the actual calculation of the 2026 increase as written in Resolution 5405. This calculation results in overall inflation of 6.7% over two years. After subtracting the 0.5% productivity factor, the actual fare increase by policy to be implemented in 2024 is 6.2%.

2. Title VI Compliance - Burden Analyses

2.1. Assessing Fare Change Effects

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

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

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

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

From the 2024 Customer Satisfaction Survey, minority includes riders who are Asian or Pacific Islander, Hispanic (any race), Black/African American, American Indian/Alaska Native, and Other (including multi-racial). Non-minority is defined as White. According to responses to the 2024 Customer Satisfaction Survey, 71% of BART riders are minority.

For the purposes of this analysis, low-income is defined as 200% of the federal poverty level. This level is approximated by considering both the household size and household income of respondents to the 2024 Customer Satisfaction Survey. The household size and household income combinations that comprise "low-income" are as follows:

Low-income									
Household Size	200% Threshold for 2024	Corresponding Survey Category							
1	\$30,120	Under \$30,000							
2	\$40,880	Under \$40,000							
3	\$51,640	Under \$50,000							
4	\$62,400	Under \$60,000							
5	\$73,160	Under \$75,000							
6	\$83,920	Under \$85,000							

Table 2.1 – Low-income Threshold by Household Size

For example, a survey respondent with a household size of two and a household income range of \$30,000 - \$39,999 would be considered low-income. According to the 2024 Customer Satisfaction Survey, 28% of BART riders could be considered low-income.

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

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

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

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

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



2.2. A Productivity-Adjusted Inflation-Based Fare Increase of 6.2%

2.2.1 Data

The primary data used to analyze the proposed across-the-board productivityadjusted inflation-based fare increase of 6.2% each are the following:

- 2024 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 2024 study had a sample size of 4,687 including weekday peak, off-peak, and weekend riders.
- Current and projected BART fares. The projected fares are based on a less-thaninflation-based increase of 6.2% in 2026. These are the preliminary full Adult Clipper fares and do not reflect the various discounts available to riders. Approximately 99% of BART riders use Clipper to pay their fares.
- Actual 2024 BART ridership. These trips by station are shown as recorded by BART's automated fare collection system, currently known as Data Acquisition System (DAS).

BART uses its FTA-approved methodology to assess the effects of a fare increase. The methodology compares the weighted average fare increase between (a) minority and non-minority riders and (b) low-income and non-low-income riders to determine if an increase would have either a disparate impact on minority riders or result in a disproportionate burden on low-income riders. In accordance with FTA Title VI Circular 4702.1B, BART makes this determination by comparing the analysis results against the appropriate threshold defined in the DI/DB Policy. In addition, pursuant to the DI/DB Policy, staff reported the cumulative impacts over its last three-year triennial reporting period as well as for the current three-year triennial reporting period.¹

2024 Customer Satisfaction Survey responses are used to determine the percentage of riders at each station who are minority or low-income. Since BART has a distancebased 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.

¹ BART's last reporting period, approved by FTA, includes changes for the period from January 1, 2018 through December 31, 2021, noting that the last Triennial Review was delayed by one year due to COVID-19 and was completed in 2022. BART's current triennial reporting period includes all changes from January 1, 2022 through December 31, 2025.

2.2.2 Methodology

The steps used to assess the effects of an across-the-board fare change are described in Appendix A.

2.2.3 Analysis Findings

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

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

The proposed inflation-based fare increase of up to 6.2% is an across-the-board fare increase. BART's DI/DB Policy provides an across-the-board fare change will be considered to have a disproportionate impact if the difference between the fare changes for protected riders and nonprotected riders is equal to or greater than 5%.

2.2.4 Minority Disparate Impact Analysis Finding

The table below presents the results for minority riders of the calculation for the proposed inflation-based increase of 6.2% in 2026.

Applying the 5% DI/DB Policy threshold to the calculated difference, this report finds that the proposed implementation of an inflation-based 6.2% fare increase would not result in a disparate impact on minority riders because the difference in the increase for minority riders and non-minority riders is less than 5%. In addition, the cumulative effect of fare increases from 2020 through the proposed increase in 2026 would not result in a disparate impact on minority riders because the difference in the across-the-board increase between minority and non-minority riders is less than 5%.



Table 2.2 - Disparate Impact Analysis: 2026 Inflation-Based Fare Increase
Proposed 6.2% fare increase in January 2026

								Current	P	roposed	Cu	mulative
	2	2020 Fares	2	022 Fares	1	2024 Fares		2025 Fares	2026 Fares		Change 2020	
Fare Increase %		+5.4%		+3.4%		+5.5%		+5.5%		+6.2%	1	to 2026 ¹
Minority	\$	4.452	\$	4.599	\$	4.857	\$	5.116	\$	5.434	\$	0.982
Non-Minority	\$	4.544	\$	4.694	\$	4.958	\$	5.222	\$	5.546	\$	1.002
Overall	\$	4.480	\$	4.628	\$	4.887	\$	5.148	\$	5.468	\$	0.988
Minority								% Change		6.21%		22.05%
Non-Minority								% Change		6.21%		22.05%
								DIFFERENCE		0.01%		0.00%
						I	Disp	arate Impact?		No		No
Minority								\$ Change	\$	0.318	\$	0.982
Non-Minority								\$ Change	\$	0.324	\$	1.002
Overall								\$ Change	\$	0.320	\$	0.988

To ensure consistency in calculating cumulative impact, the 2024 average weekday trip table was used to calculate 2020, 2022, 2024, 2025, and 2026 weighted fares. 2024 Customer Satisfaction Survey data were also applied to all fare years.

2.2.5 Low-Income Disproportionate Burden Analysis Finding

The table below presents the results for low-income riders of the calculation for the proposed inflation-based increase of 6.2% in 2026. Applying the 5% DI/DB Policy threshold to the calculated difference, this report finds that the proposed inflation-based fare increase would not result in a disproportionate burden on low-income riders because the difference in the increase for low-income riders and non-low-income riders is less than 5%. In addition, the finding is that the cumulative effect of fare increases from 2020 through the proposed increase in 2026 would not result in a disproportionate burden on low-income riders because the difference and non-low-income riders because the difference in the proposed increase in 2026 would not result in a disproportionate burden on low-income riders because the difference in the percentage increase between low-income and non-low-income riders is less than 5%.

Table 2.3 - Disproportionate Burden Analysis: 2024 and 2025 Inflation-Based Fare Increase	S
Proposed 6.2% fare increase in January 2026	

			-								
	1	2020 Fares		2022 Fares	022 Fares 2024 Fares		Current 2025 Fares		roposed 026 Fares		mulative ange 2020
Fare Increase %		+5.4%		+3.4%		+5.5%	+5.5%		+6.2%	1	to 2026 ¹
Low Income	\$	4.391	\$	4.535	\$	4.789	\$	5.045	\$ 5.359	\$	0.968
Non-Low Income	\$	4.511	\$	4.661	\$	4.922	\$	5.184	\$ 5.506	\$	0.995
Overall	\$	4.480	\$	4.628	\$	4.887	\$	5.148	\$ 5.468	\$	0.988
Low Income								% Change	6.21%		22.04%
Non-Low Income								% Change	6.21%		22.05%
								DIFFERENCE	0.00%		-0.01%
						Dispropo	ortic	onate Burden?	No		No
Overall								% Change	6.21%		22.05%
Low Income								\$ Change	\$ 0.314	\$	0.968
Non-Low Income								\$ Change	\$ 0.322	\$	0.995
Overall								\$ Change	\$ 0.320	\$	0.988

To ensure consistency in calculating cumulative impact, the 2024 average weekday trip table was used to calculate 2020, 2022, 2024, 2025, and 2026 weighted fares. The 2024 Customer Satisfaction Survey data were also applied to all fare years.



2.3 Alternatives Available for People Affected by the Proposed Fare Changes

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

2.3.1 Alternative Transit Modes including Fare Payment Types

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

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

The table below compares BART fares to Clipper and cash fares of operators providing service in parts of the BART service area for the proposed 6.2% fare increase.

Table 2.4 – Alternative Transit Operator Fares

BART		Clipper Adult									
DARI	Minimum		Average		Maximum ¹		Transbay				
Current	\$	2.40	\$	4.95	\$	11.45	\$	4.85			
Proposed 6.2% Increase - 2026	\$	2.55	\$	5.25	\$	12.15	\$	5.15			

BART	Clipper Adult									
DAKI		Minimum		Average		Maximum ¹		Tra	nsbay ²	
	Current	\$	2.40	\$	4.95	\$	11.45	\$	4.85	

Other Operator Fares			Α	dult Local	Adult Pass Price		
		Clipper Ca:		Cash	Transbay	Clipper	
AC Transit	ć	2.25	Ś	2.50	Ś 6.00	\$81.00	\$5.00
AC ITANSIC	Ş	2.23	ç	2.30	\$ 0.00	Monthly	Day Pass
		\$ 3.20 -		\$ 3.75 -		\$76.80 -	\$7.50 - \$30
Caltrain (zone-based)		\$ 14.45		\$ 15.00		\$346.80	
				\$ 15.00		Monthly	Day Pass
SamTrans	ć	2.05	Ś	2.25		\$65.60	\$4.50
Samirans	Ş	2.05	Ş	2.2 5		Monthly	Day Pass
San Francisco Muni	ċ	2.75	Ś	3.00		\$85-\$102	\$5.00
San Francisco Muni	Ş	2.75	Ş	3.00		Monthly	Day Pass
	ċ	2.50	ć	2.50	\sim	\$90	\$5 - \$7.50
Valley Transit Authority (VTA)	\$	2.50	\$	\$ 2.50		Monthly	Day Pass

- The maximum fare is from Antioch to Berryessa, representing the longest ride in 2024. It does not include fares to either of the airports, as these trips include an airport fare premium.

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



In comparing the other operators' Clipper fares to BART Clipper fares with the 6.2% fare increases, BART's minimum fare is less than the minimum fare of three out of the five operators. While BART does not offer a monthly pass, a rider could pay a fare using another operator's monthly pass that would be less expensive than the 2026 BART Clipper minimum fares under the following circumstances:

	Local Minimum Clipper Fare	Monthly Pass Price	BART Min Fare Break-Even Trips for Monthly Pass
BART			
with 6.2% increase eff. Jan. 2026	\$2.55		
Operators in BART Service Area			
AC Transit	\$2.25	\$81.00	32
Caltrain	\$3.20	\$76.80	31
SamTrans	\$2.05	\$65.60	26
San Francisco Muni	\$2.50	\$85.00	34
Valley Transit Authority (VTA)	\$2.50	\$90.00	36

Table 2.5 - Break-Even BART Minimum Fare Trips with Alternative Agencies' Passes

3. Analysis Findings

BART makes an analysis determination finding regarding any fare change by considering both the results of the disparate impact/disproportionate burden analysis and public input. For the proposed fare changes, analysis results, public input received, and the resulting findings are presented below.

3.1. A Productivity-Adjusted Inflation-Based Fare increase of 6.2%

The fare change serves as the last of BART's third series of productivity-adjusted inflation-based fare increases. The proposed fare increases would generate revenue that supports BART operations as well as BART's capital projects. The implementation of the 6.2% is subject to a separate Board approval of the corresponding and finalized Title VI fare analysis, which will comply with federal and state laws and regulations in effect at the time.

In January 2025, the Bureau of Labor Statistics released the final inflation data for 2024, which allowed for the actual calculation of the 2026 increase as written in Resolution 5405. This calculation results in an overall inflation of 6.7% over two years. After subtracting the 0.5% productivity factor, the actual fare increase by policy to be implemented in 2026 is 6.2%.

Analysis Findings. This is an across-the-board fare change, and the DI/DB Policy states such a change will be considered to have a disproportionate impact if the difference between the changes for protected riders (i.e., minority or low-income riders) and non-protected riders is equal to or greater than 5%. Calculations of weighted average fares for protected and non-protected riders show the increases are virtually identical and thus the difference between these fares does not exceed the 5% threshold for either minority or low-income riders. In addition, the cumulative effect of fare increases from 2020 through the proposed increase in 2026 would not result in a disparate impact or disproportionate burden on protected riders because the increases are virtually identical, and thus the difference is less than 5%. The table below summarizes the findings.

Table 3.1 - Disparate Impact/Disproportionate Burden Analysis Results for the Proposed2026 CPI-Based Fare Increase

	Minority Disparate Impact	Low-Income Disproportionate Burden
A. CPI-based fare increase of 6.2%, 2026	No	No
Cumulative impact	No	No

Public Outreach. Survey respondents were asked to provide feedback regarding the proposed increase by answering survey Question 1: "Would you support or oppose the proposed fare increase of 6.2% to keep up with the cost of providing BART service?" Of the minority respondents (812), 67% did not support and 22% were in favor. Of the low-income respondents (213), 75% did not support and 14% were in favor. In addition, survey respondents were asked to provide feedback regarding this biennial

increase by answering survey Question 2: "Do you have any comments about how these proposed fare increase would impact you?" Approximately 61% of survey respondents, or 783 respondents, chose to comment regarding the less-than-inflation fare increase. Of the 783 commenting respondents, 61% (477 respondents) identified as minority and 16% (123) as low-income.

Analysis Finding. The fare change analysis found no disparate impact or disproportionate burden on protected riders. Regarding survey responses, of the 812 minority respondents, 67% were not in support, 10% were neutral, and 22% supported the increase. Of the 213 low-income survey respondents, 75% were not in support; 8% were neutral; 14% supported the increase. Although many respondents indicated they did not support the less-than-inflation fare increase, the fare change analysis had no DI/DB finding for protected riders. In conclusion, this fare change would not have a disparate impact on minority riders or place a disproportionate burden on low-income riders.



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

The following steps outline the methodology BART uses to assess the effects of an across-the board fare change, in this case, the proposed productivity-adjusted inflation-based fare increases up to 6.2% scheduled for January 1, 2026. The steps below describe the methodology as applied to the proposed fare increases. The same methodology was applied to assess the effects of each of the below-inflation increases (in 2022, 2024, 2025, and 2026) that comprise Series 3 of the Productivity-Adjusted Inflation-Based Fare Increase Program.

<u>Step 1</u>: For the proposed productivity-adjusted inflation-based fare increases up to 6.2%, 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. Future stations or expansion projects, such as Phase II of the Silicon Valley Berryessa Extension, are not included in this analysis as fares for those projects have not yet been adopted. The more riders boarding at a station that pay a certain fare, the closer the weighted average fare will be to that more-often paid fare. This is in contrast to a simple average fare where each fare has the same weight. A sample of stations is shown below, with the "2025 Fares" reflecting BART's current fares and the "2026 Fares" reflecting the proposed inflation-based fare increases of 6.2% for 2026.

Origin Station	2025 Fares (5.5%)	2026 Fares (6.2%)
Richmond	\$4.92	\$5.23
El Cerrito del Norte	\$4.76	\$5.06
El Cerrito Plaza	\$4.37	\$4.66
North Berkeley	\$4.64	\$4.93
Downtown Berkeley	\$4.29	\$4.55

Table 3.2 - Sample of Weighted Average Fare Data for Proposed 2026 Increase of 6.2%

For each station, a station-to-station fare table is multiplied by the 2024 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 actual 2025 fare table was used in the calculations for the current fares, and it was increased by 6.2% for the proposed 2026 fare increase.

<u>Step 2</u>: For the proposed productivity-adjusted inflation-based fare increase of 6.2%, estimate weighted average fares for minority, non-minority, 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 2024 Customer Satisfaction Survey. These percentages are then multiplied by the 2024 actual station-specific entries to estimate the number of minority and low-income riders at each station. A weighted average fare for minority riders systemwide is then calculated by multiplying, at the station level, the minority riders by the average fare, summing the total and dividing by the number of minority riders. This same step is repeated to calculate the average weighted fare for low-income riders and for non-minority and non-low-income riders.

<u>Step 3</u>: For the proposed productivity-adjusted inflation-based fare increase of 6.2%, calculate the percent increase paid by minority riders, non-minority riders, low-income riders, non-low-income riders, and overall users.

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

<u>Step 4</u>: For the proposed productivity-adjusted inflation-based fare increase of 6.2%, to determine if the fare increase would have a disparate impact on minority riders or result in a disproportionate burden on low-income riders, apply to the differences in percent increases obtained in Step 3 above the appropriate Disparate Impact and Disproportionate Burden Policy threshold.

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



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



DISPARATE IMPACT AND DISPROPORTIONATE BURDEN POLICY

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

Statement of Policy:

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

Definitions:

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

Disproportionate Impact:

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

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

1

Adopted: 7/11/13



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

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

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

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

Cumulative Impacts:

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

Finding a Disparate Impact:

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

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

Finding a Disproportionate Burden:

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

2

Adopted: 7/11/13



APPENDIX C: Public Participation Report

Title VI Fare Analysis for the Proposed 2026 Productivity-Adjusted Inflation-Based Fare Increase Public Participation Report

May 2025





Table of Contents

1. PUBLIC PARTICIPATION PURPOSE	20
1.1. PURPOSE	20
2. PUBLIC PARTICIPATION PROCESS	20
2.1. OUTREACH EVENTS	20
2.2. PUBLICITY	22
2.3. Advisory Committees	22
3. OUTREACH RESULTS	23
3.1. TITLE VI OUTREACH SURVEYS	23
3.2. SURVEY DEMOGRAPHIC DATA	23
4. PUBLIC COMMENT OVERVIEW	26
4.1. OVERVIEW	
4.2. PUBLIC COMMENT GROUPING ANALYSIS: GENERAL METHODOLOGY	
5. PROPOSED 2026 CPI-BASED FARE INCREASE: PUBLIC COMMENTS	26
5.1. PROPOSED 2026 CPI-BASED FARE INCREASE SURVEY QUESTIONS	
5.2. QUESTION 1: SUMMARY OF LEVELS OF SUPPORT	27
5.3. QUESTION 2: SUMMARY OF IMPACTS (PUBLIC COMMENTS)	
5.4. QUESTION 2: PUBLIC COMMENTS	31
5.5. COMMENTS SUMMARY	33



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 to solicit rider feedback. A key component of Title VI outreach is to seek input on fare changes from minority, low-income, and limited English proficient (LEP) riders. BART used established information outlets to engage the stakeholders who would be directly affected by the proposed fare increase. By doing so, BART ensures consistency with its Public Participation Procedures (2015).

The District is required to conduct a Title VI Fare Analysis any time there is a proposed change to BART's fares. Accordingly, staff completed a Title VI Fare Analysis to determine if the proposed productivity-adjusted inflation-based 6.2% fare increase scheduled for January 2026 would have a disparate impact (DI) and/or disproportionate burden (DB) on protected populations. The next sections describe the outreach and community engagement conducted by BART staff, followed by an analysis of survey responses by protected group. All comments in this report have been transcribed as written by the respondent with the redacting of any profanity and personal identifying information.

2. Public Participation Process

2.1. Outreach Events

BART hosted a series of in-station outreach events with information tables where staff could speak directly with riders about the proposed fare options and any potential effects they may have on low-income and/or minority riders. At the outreach events, the public had the opportunity to interact with BART staff regarding the January 2026 productivity-adjusted inflation-based fare increase (CPI-based increase).

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

The survey period began Monday, March 3rd, 2025, and ended Tuesday, March 18th, 2025. Digital and hardcopy surveys were made available to riders in English and LEP focused languages.¹ A \$50 Clipper card was offered as a prize in a drawing for those who completed either an online or paper survey.

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



¹ Spanish, Chinese, Tagalog, Vietnamese, Korean, and Russian are the top six non-English languages in BART's five county service area. (BART Title VI Language Assistance Plan December 2022)

Station	Date	Time	Language Assistance
Lake Merritt	Tuesday, March 4, 2025	7:00 am-9:30am	Spanish, Chinese
Pittsburg/Bay Point	Thursday, March 6, 2025	3:00 pm-6:00pm	Spanish, Chinese
Fruitvale	Monday, March 10, 2025	7:00 am-9:30am	Spanish, Chinese
El Cerrito del Norte	Wednesday, March 12, 2025	3:00 pm-6:00pm	Spanish, Chinese
Montgomery	Thursday, March 13, 2025	7:00 am-9:30am	Spanish, Chinese

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

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

Lake Merritt Station Outreach: March 2025





2.2. Publicity

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

2.2.1. Multilingual Newspaper Ads

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

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

2.2.2. Electronic Destination Sign System

On all BART station platforms, there are multiple electronic destination signs (DSS) that inform riders of train arrivals and display other important BART information. Throughout the survey period (March 3 – March 18, 2025), the DSS regularly displayed the <u>www.bart.gov/faresurvey</u> link to alert riders to take the survey.

2.2.3. BART Advisory Committees

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

2.3. Advisory Committees

BART staff presented the proposed fare increase to BART's Title VI/EJ and LEP Advisory Committees. The joint meeting was held Wednesday, December 12, 2024, from 2:00 pm – 4:00 pm, via Zoom. Although not a Brown Act meeting, the meeting was open to the public and the agenda was noticed at least 72 hours in advance of the meeting.

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



how the District can provide programs and services to customers, regardless of English proficiency.

At the meeting, Committee members asked questions and provided commentary about the January 2026 CPI-based fare increases. The committee was interested in learning if Fruitvale BART station could be included in the outreach station plan. There was no objection, this station was added to the plan. At the conclusion of the meeting, committee members thanked BART for considering the impact of this proposed fare increase.

3. Outreach Results

3.1. Title VI Outreach Surveys

These public outreach efforts resulted in 1,290 survey responses. This survey serves as the dataset for this analysis and all uses of the generic term "survey" in this report refer to the January 2026 Fare Increase 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.

98% of the surveys received during the open survey period were completed online. 2% of the surveys received were paper surveys completed by riders during the station outreach events. Table 3-1 provides the breakdown of where and how many surveys were received.

Location	No. of Surveys Collected
Online	1,258
Paper	32
Total Surveys Received	1,290

Table 3-1 Total Number of Surveys Received

3.2. Survey Demographic Data

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



Minority Status	94% of survey respondents answered this question	Count
Minority	67%	812
Non-minority	33%	395
Total responses	100%	1,207
Ethnicity	94% of survey respondents answered this question	Count
Non-minority	33%	395
Black/African American	8%	100
Asian or Pacific Islander	32%	384
American Indian	0.4%	5
Hispanic, Latino, or Spanish	20%	240
Other or multi-racial, non-Hispanic	7%	83
Total responses	100%	1,207
Low-income Status	93% of survey respondents answered this question	Count
Low-income	18%	213
Non-low-income	82%	993
Total responses	100%	1,206
Annual household income	93% of survey respondents answered this question	Count
Under \$30,000	8%	99
\$30,000 - \$39,999	4%	49
\$40,000 - \$49,999	6%	69
\$50,000 - \$59,999	7%	90
\$60,000 - \$74,999	11%	130
\$75,000 - \$84,999	8%	98
\$85,000 - \$99,999	10%	123
\$100,000+	45%	548
Total responses	100%	1,206

Table 3-2 Survey Demographic Summary: All Respondents (N=1,290)

*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 status considers both household size and annual household income, so these groups includes only respondents that answered both survey questions.

3.2.1. Minority

A "non-minority" classification refers to those respondents who self-identified as "White" without selecting any other races. A "minority" classification includes the combined responses from all other races or ethnic identities including those identifying as other or multi-racial. In this survey, 67% of respondents identified as a



race classified as minority. For comparison, according to 2024 Customer Satisfaction Survey responses, 71% of BART riders systemwide could be classified as minority.

3.2.2. Low-Income

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

LOW-INCOME THRESHOLD BY HOUSEHOLD SIZE					
Household Size 200% Threshold for 2024		Corresponding Survey Category			
1+	\$30,120	Under \$30k			
2+	\$ 40,880	Under \$40k			
3+	\$ 51,640	Under \$50k			
4+	\$ 62,400	Under \$60k			
5+	\$73,160	Under \$75k			
6+	\$83,920	Under \$85k			

Table 3-3 Low-Income Threshold by Household Size

For example, a household of two or more people with an income range of \$30,000 - \$39,999 would be considered low-income. In this survey, 18% of respondents could be classified as low-income. For comparison, according to 2024 Customer Satisfaction Survey responses, 28% of BART riders systemwide could be classified as low-income.



4. Public Comment Overview

4.1. Overview

By reaching out to the public via in-station events, newspaper advertisements in other languages, and via the Title VI/Environmental Justice and Limited English Proficiency Advisory Committees meetings and email blasts, BART received 1,290 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 Appendix PP-B.

4.2. Public Comment Grouping Analysis: General Methodology

While comments can be generally categorized and reviewed for popular themes, any numerical analysis or reporting should be done with caution as the Title VI Outreach survey does not employ a random sampling methodology and comment grouping is subjective. Categorizing the comments, however, provides a general understanding of the points survey respondents wished to communicate. See Sections 5.3.1 for more detailed information on the grouping methodology.

5. Proposed 2026 CPI-Based Fare Increase: Public Comments

5.1. Proposed 2026 CPI-Based Fare Increase Survey Questions

Questions 1 and 2 of the January 2026 Fare Increase Survey asked respondents to choose a level of support for the proposed fare increase and provide comments on how the increase would impact them.

Question 1: Would you support or oppose the proposed 6.2% fare increase to keep up with the cost of providing BART service?

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

Of the 1,290 surveys received, 100% of respondents chose to answer this question.

Question 2: Comments regarding the proposed increase:

A total of 783 respondents, or approximately 61%, provided a comment on how this proposed increase would impact them. The grouping methodology for this second question is described in Section 5.3.1 below.

See Appendix PP-A for the full survey.

5.2. Question 1: Summary of Levels of Support

5.2.1. Summary of Responses by Minority Status

Table 5-1 shows that significantly fewer minority respondents (22%) supported the fare increase program compared to those who opposed it (67%). Of the remaining minority respondents, 10% were neutral. While this outreach survey did not use a randomized sampling methodology needed to accurately report out population-level findings, a higher proportion of minority respondents oppose the proposed increase (67%) than non-minority respondents (47%), and a smaller proportion support it (22%) compared to non-minority respondents (42%).

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Minority	420	126	81	113	63	9	812
%	52%	16%	10%	14%	8%	1%	100%
	TOTAL	546		TOTAL	176		
	OPPOSE	67%		SUPPORT	22%		
Non-minority	136	51	39	103	63	3	395
%	34%	13%	10%	26%	16%	1%	100%
	TOTAL	187		TOTAL	166		
	OPPOSE	47%		SUPPORT	42%		
Unknown ¹	49	18	5	6	3	2	83
%	59%	22%	6%	7%	4%	2%	100%
	TOTAL	67		TOTAL	9		
	OPPOSE	81%		SUPPORT	11%		
TOTAL	605	195	125	222	129	14	1,290
%	47%	15%	10%	17%	10%	1%	100%
		800			351		
	TOTAL OPPOSE	62%		TOTAL SUPPORT	27%		

Table 5-1 Summary of Responses by Minority Status (n=1,290)

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys. *"Unknown" are those respondents who left the race/ethnicity question blank.



5.2.2. Summary of Responses by Income Status

Table 5-2 shows that significantly fewer low-income respondents (14%) supported the fare increase program than opposed it (75%). Of the remaining low-income respondents, 8% were neutral and 3% answered "Don't Know." The table shows that more non-low-income respondents (31%) supported the fare increase compared to low-income respondents (14%). Additionally, fewer non-low-income respondents (58%) opposed the fare increases compared to low-income respondents (75%).

	Strongly Oppose	Somewhat Oppose	Neutral	Somewhat Support	Strongly Support	Don't Know	Total
Low-Income	134	25	18	18	12	6	213
%	63%	12%	8%	8%	6%	3%	100%
	TOTAL	159		TOTAL	30		
	OPPOSE	75%		SUPPORT	14%		
Non-Low-Income	422	157	100	193	115	6	993
%	42%	16%	10%	19%	12%	1%	100%
	TOTAL	579		TOTAL	308		
	OPPOSE	58%		SUPPORT	31%		
Unknown ¹	49	13	7	11	2	2	84
%	58%	15%	8%	13%	2%	2%	100%
	TOTAL	62		TOTAL	13		
	OPPOSE	74%		SUPPORT	15%		
TOTAL	605	195	125	222	129	14	1,290
%	47%	15%	10%	17%	10%	1%	100%
	TOTAL	800		TOTAL	351		
	OPPOSE	62%		TOTAL SUPPORT	27%		

Table 5-2 Summary of Responses	s by Income Status (n=1,290)
--------------------------------	------------------------------

*Note: due to rounding, percentages may not add up to 100%, sample size dependent upon the number of respondents that answered each survey question. Not all questions were answered on many surveys. **Low-income and non-low-income percentages factor in both household size and annual household income, so this sample size includes only respondents that answered both survey questions.

*"Unknown" are those respondents who answered the support question, 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:

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.
Other Fares Comment	Survey respondent provided miscellaneous comments on fare increases.
General BART - Positive	Survey respondent provided general positive comment(s) about BART operations, reliability, or customer experience, or indicated that BART service is very important to them.
General BART - Negative	Survey respondent provided general negative comment(s) about BART operations, reliability, or customer experience.
Did Not Comment	Survey respondent did not respond to Question 2 or responded with "no comment" or something similar.

A total of 783 out of 1,290 survey respondents answered Question 2 while 507 did not comment. Tables 5-4 and 5-5 shows the breakdown of those who chose to comment.

5.3.2. Summary of Impact Responses by Minority Status

Table 5-4 shows that, of those minority respondents who chose to comment on the impacts of the fare increase, the largest proportion cited general comments on the increase (58%). The second largest proportion of minority respondents (17%) indicated that they would be personally impacted by the proposed fare increase. An additional 13% noted potential impacts to others, while only 2% indicated that there would be no impacts from the proposed fare increases. Non-minority respondents were more likely to provide general impacts of a fare increases (72%).

	Personally Impacted	Impacts to Others	Not Impacted	Other Fares Comment	General BART - Positive	General BART - Negative	Total
Minority	79	61	10	279	10	38	477
%	17%	13%	2%	58%	2%	8%	100%
Non- Minority	18	24	5	187	2	23	259
%	7%	9%	2%	72%	1%	9%	100%
Unknown*	6	4		26		11	47
%	13%	9%	0%	55%	0%	23%	100%
TOTAL	103	89	15	492	12	72	783
%	13%	11%	2%	63%	2%	9%	100%

Table 5-4 Summary of Responses by Minority Status (Public Comments, n= 783)

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

5.3.3. Summary of Impact Responses by Income Status

Table 5-5 shows that of those low-income respondents who chose to comment on the impacts of the fare increases, the majority (55%) also opted to provide general comments on the impacts of a proposed fare increase. 19%, the second-largest percentage of low-income respondents, indicated that they would be personally impacted by the increase, while 18% cited a potential impact to others. A large proportion of respondents who did not identify as low-income opted to provide general comments on the fare increases too (64%), and only 12% cited personal impacts from the proposed increase. 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 (1% and 2% respectively).



Table 5 5 Summary of Responses by meome status (1 able comments, 1–705)							
	Personally Impacted	Impacts to Others	Not Impacted	Other Fares Comment	General BART - Positive	General BART - Negative	Total
Low-Income	23	22	1	68	3	6	123
%	19%	18%	1%	55%	2%	5%	100%
Non-Low- Income	76	64	13	395	9	59	616
%	12%	10%	2%	64%	1%	10%	100%
Unknown*	4	3	1	29		7	44
%	9%	7%	2%	66%	0%	16%	100%
TOTAL	103	89	15	492	12	72	783
%	13%	11%	2%	63%	2%	9%	100%

Table 5-5 Summary of Responses by Income Status (Public Comments, n=783)

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

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.

5.6.1. Oppose

Minority Respondents

- Monthly, my Clipper card expense is approximately \$400 and increasing it would go against my monthly budget (translated).
- For someone who has to travel to work everyday of the week this increase is significant cost.
- The proposed increase will hurt ridership long term as there are other options to get into the city that are more cost effective. For those who do not qualify for the low income reduction, this extra increase which you believe seems like a small and insignificant increase will be financial detrimental.
- Most jobs are in SF and many people in Antioch are employed in over the bridge. Increasing bart rates will increase our daily and weekly commute to even \$17 or \$18 roundtrip DAILY. that's almost \$100 a week to take bart if the average commuter went to work 5 days a week. Almost \$400 a month on commuting is unaffordable, inaccessible, and unacceptable.
- The distance based fees already disproportionately impact riders from further distances, and fee increases heavily impact riders who commute for work. We need more incentives to increase ridership, and fee increases do not do that.

Low-Income Respondents

• I barely make enough to make ends meet and now whatever little bit of money I have left is going to go on my Bart card. I already pay quite a bit each week on bart.



- I already can barely afford it. I have to travel from Del Norte to 16th/Mission frequently and I might as well drive with how much the cost is! That's including the increased toll price. It's no longer affordable, but I take it instead of driving because it is reliable and less risky than driving into SF.
- Everything is already super expensive . This increase will make getting to work, school , the doctor etc harder . Especially for those of us in low income communities who COUNT ON bart to get to where we need to.
- I am a struggling student. I can't afford the increase in costs.
- Bart fares should be DECREASING not increasing. This makes it even more inaccessible to low-income communities of color. Not to mention that this will only put more people on the road that'll drive up c02 levels even more. I strongly oppose any fare increases.

5.6.2. Support

Minority Respondents

- Although I would go for Neutral and Somewhat Real, I would support this measure as due to these understandably tumultuous times. So I understand as much as I love to ride BART and all public transportation's with thankfully my RTC Clipper card that fully helps me out affordably.
- I support public transportation, and can pay my fare. I worry about access for others who have less ability to pay.
- I have an employer transit subsidy that should cover the increased cost. I personally will be fine. It's important to me that BART continues to operate reliably.
- I would support it as long as there is an expansion of programs such as Clipper Start the cost of transportation is already a significant portion of budgets of low to moderate income individuals and families who rely on public transportation.

Low-Income Respondents

- As a rider, the twin 5.5% increases over the last few years combined with the proposed 6.2% increase is painful. However, I understand that providing BART service has real costs that roughly scales with inflation inflation is a real concept and I fully support the proposed fare increase as well as the more general, biannual slightly less than inflation fare increase policy.
- I dislike it, but I understand the necessity. As someone who doesn't own a car and has limited ability to drive due to neurodivergence, I would vastly prefer fare increases and continued/improved service rather than lower fares and service cuts, given the binary choice. I worry that neurotypical/abled folks with cars and no issues driving won't feel the same way. Also I must note that having a discount Clipper START card makes dealing with these fare increases much easier on my wallet.
- BART is already an expensive transit system. With other systems, I like that there's a cap to how much someone spends to use transit (eg \$3 per ride but a \$10 max per day, so if you take more than 3 rides it's free after that). This would encourage more transit usage by rewarding increased ridership (maybe have a daily or weekly cap). I know the cost of driving is higher than just the cost of gas, but to the general population most people are going to compare the time their trip will take and how much comes out of that pocket for that particular trip. These types of fare increases are understandable given BART's financial situation but they're not sustainable and they hurt their most frequent riders. This must be a temporary solution and I would like to see more about long-term financial planning to make public transit more incentivized.



5.6.3. General BART/Other Fares Comment

Minority Respondents

- Wages haven't increased by more than 5% (translated).
- I strongly support the proposed increase; however, I also call on BART to consider more flexible fare options such as monthly passes, different types of discounts, etc.
- The access and availability of quality public transit is extremely important to me. I would be ok with a fare increase if it was the only option to prevent degradation or removal of service. I would still take BART.
- Who needs BART most? People who cannot afford a vehicle or other means of travel. Your claims otherwise of BART being clean, reliable, and safe can be clearly proved false by riding it for a week. Not to mention your disgusting police program which serves to harass more than protect.
- Did BART not just do a rate increase in January 2025? You say that these increases are biannual, but that's back-to-back annual increases. Also, BART is already an expensive service. Understand that the product is only marginally cheaper than driving (toll included), with an overall worse experience.
- Understand that reasonable fare increases are to be expected over time, however the current condition of so many trains and stations is not appropriate, so I don't want to throw more money at a system that is not up to par.

Low-Income Respondents

- If the issue is improving the quality of service, the increase would be fine (translated).
- If BART needs it, then I'm for it. Especially if the fare jumpers are stopped.
- It already feels expensive. Its alwsys crowded. And bart time is wrong at least once a month.
- You guys already increased the Bart fare this year and want to do it again, of course this is not helping us at all, plus if this increase is to keep Bart safe and clean I don't think so because I don't see it clean and I don't feel safe either.
- It cost to much but I love the fact bart is getting more cleaner.

5.5. Comments Summary

Consistent with previous fare increases, respondents generally opposed the proposed increase. Several respondents expressed affordability concerns about BART fares citing how they would have difficulty with the increase and how it would impact others. The majority of comments noted lack of value concerning capital needs and improvements, safety, cleanliness, and reliability. Several commented with concerns about the current level of service and fare evasion. A few respondents included personal anecdotes about their negative experiences while riding BART. Lastly, 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 also hope to see service and operational improvements.



This Page Left Intentionally Blank



Appendix PP-A: January 2026 Fare Increase Survey





Please complete this survey to provide your input on the proposed January 2026 less-than-inflation fare increase. To thank you for your time, you can enter to win a \$50 Clipper card at the end of this survey.

Proposed Fare Increase:

BART's current funding model relies on passenger fares to run safe, clean, and reliable service and to help pay for key improvement projects. BART has a fare increase program that calls for small, regular, less-than-inflation increases every two years, with the next increase of 6.2% scheduled for January 1, 2026. For a short trip like Downtown Berkeley to 19th St/Dakland, the requ lar fare is estimated to increase by \$0.15, and for a longer trip like Antioch to Montgomery, it's estimated to increase by \$0.55.

This proposed increase will help minimize the risk of service cuts while BART explores a long-term funding solution to restore financial stability, as some riders are taking fewer trips than before. Fares continue to be an important funding source to continue to meet the needs of riders who rely on BART.

Your feedback is important!



Would you support or oppose the proposed 6.2% fare increase to keep up with the cost of providing BART service?

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

Comments regarding the proposed increase:

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.

About how often do you <u>currently</u> ride BART?

- 5 or more days a week
- 3 4 days a week
- 1 2 days a week A few days a month

BART | CPI 2025 Fare Increase Survey

0	V	EF	R	Ð

Less than once a month, but at least once in the

Did not ride BART at all in the past year

past year



In which county do you live?	8 What is your total annual household income
Alameda	before taxes?
Contra Costa	Under \$30,000
San Francisco	\$30,000 - \$39,999
San Mateo	\$40,000 - \$49,999
Santa Clara	\$50,000 - \$59,999
Other (please specify):	\$60,000 - \$74,999
	\$75,000 - \$84,999
Which BART station is your "home" station (the	\$85,000 - \$99,999
station you typically use when coming from home)?	\$100,000+
	Do you speak a language other than English at
What is your race or ethnic identification?	home?
(Check all that apply.)	Yes, I speak:
American Indian or Alaska Native	No
Asian or Pacific Islander	If you answered "Yes" to question 9, how well do
Black/African American	you speak English?
Hispanic, Latino, or Spanish origin	🔄 Verywell 🔄 Well 🔄 Not Well 🔄 Not at al
White	G (Ossianal) News annida anna annil addara if
Other (please specify):	(Optional) Please provide your email address if you would like to enter for a chance to win a \$50
Categories are based on the U.S.Census	Clipper card.
Including yourself, how many people live in your	
household?	
L 1 L Z L 3 L 4 L 5 L 6+	Context Rules: No purchase necessary. Void where prohibited. One entry per person. This wavepatalwas each on March 18, 2023, et 11:00 PM FDT. Sponcor is Bay Asse Rapid Turnsk (SAFT). Open only to matients of California who are at least 18 years old at time of entry. Employees/continuous of BAFT and the family/household members are not eligible to entry. Other satisficions app Sponcor will award one Clipper card lights to the cont. Other satisficions app Sponcor will award one Clipper card lights to the satisfication of SO. Where will be selected by random drawing and must respond within free (S) business days of notification. Need not be present to win. All federal, state, and loc regulations apply.
	Thank you for your feedback!



Appendix PP-B: Public Comments

LEGEND
Strongly Support
Somewhat Support
Neutral
Somewhat Oppose
Strongly Oppose
Don't Know

*Note on Public Comments: All comments on record have been included. The use of profanity has been redacted.



		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
	Bart 的服务		
	很好,很安全,很快地到达 终点。但是它的维修也蛮贵!		
R_6eXrUdW2KAjw9ss	希望 车厢多用些酒精消毒。谢谢!	Minority	Low income
R 7sZJVaXXBZ53U1r	El BART es un medio de transporte que colabora mucho con medio ambiente, es siempre más barato que el carro, como transporte público es el más confiable para programar el tiempo de llegada al trabajo pues es libre de congestionamientos.	Minority	Not low income
R 3QAG9YPazUXXJKx	Although I would go for Neutral and Somewhat Real, I would support this measure as due to these understandably tumultuous times. So I understand as much as I love to ride BART and all public transportation's with thankfully my RTC Clipper card that fully helps me out affordably.	Minority	Low income
R_71LyeTsb3FIVMzM	Thank you for sowring very like volunteer station agent job. I will apply -Future mail lady	Minority	Low income
R 3yYa2ei7tFeaJb3	As a rider, the twin 5.5% increases over the last few years combined with the proposed 6.2% increase is painful. However, I understand that providing BART service has real costs that roughly scales with inflation - inflation is a real concept - and I fully support the proposed fare increase as well as the more general, biannual slightly less than inflation fare increase policy.	Minority	Low income
R_6aeumwsFE5EvKHh	The increase is necessary to fund future projects, uphold maintenance, and to keep Bart running for the foreseeable future. It is necessary, however, to ensure that the public has a clear understanding on Bart expenditures. Despite this, public transportation ought not to solely be reliant on fares and on a for-profit model.	Minority	Low income
R_7aKqfAAv2Qdhsna	While I think that BART should cut unprofitable routes, I strongly support the increase and think it should be even higher.	Minority	Not low income
R_7aDNiYDSpnl9wBr	Bart is an important part of our transit system. If I need to pay a higher fare to keep it going, that's OK.	Minority	Not low income
R_7qh1gLFPOWi98wP	I understand that BART needs more to keep running. I want to see BART continue well on into the future.	Minority	Not low income
R_5XQxOIM5ICa27h7	Support domestic investments	Minority	Not low income
R_7x9DU7KHTgu3Vjb	The budget shortfall causing service cuts and layoffs for BART would be a disaster, although I support political efforts to fund BART over farebox revenue, any measures to maintain BARt service I heavily support	Minority	Not low income
R_50oDQjaimuXIONe	Can any of this funding be allocated to safety measures, such as platform fencing to prevent accidents? Guardrails/barriers would be very beneficial to the commuters.	Minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
	I need BART to get to and from work + to and from airports (OAK, SFO, sometimes SJC). While not always on-time,		
R_5bV5OK5NNrPTHNL	BART is the only reliable mode of transportation for me as I cannot drive.	Minority	Not low income
R_3BKae3lhR972GJ3	All possible efforts must be made to keep trains running frequently and reliably.	Minority	Not low income
R_6QH02TGnJtGg8jR	I strongly support the proposed increase; however, I also call on BART to consider more flexible fare options such as monthly passes, different types of discounts, etc.	Minority	Not low income
	Fares were increased in January 1st of this year. If you need revenue charge fare to all Bart employees and their families.Enforce payment and punish all fare evaders. Also keep Bart clean and safe. You already have the personal	N dia anita	
R_5S3xwElsDE1i3vM	to do it.	Minority	Not low income
R_7Ei2RHQtp8FvCXv	Some of this money better go to increasing security at Coliseum station, especially for bikes and cars.	Minority	Not low income
R_6rvvvvctgYZxcJPfusS	I support it if we can increase service for the red line. Please connect Hercules/Pinole area!!!	Minority	Not low income
R_738gc90FD4aRVHF	I support transit funding and am happy to help contribute to BARTs success.	Minority	Not low income
R_30iNpAtHt58qCww	I have an employer transit subsidy that should cover the increased cost. I personally will be fine. It's important to me that BART continues to operate reliably.	Minority	Not low income
R_6az9Zag78P68hGk	I strongly believe in contributing more to support the BART system.	Minority	Not low income
R_6WhPFjUrzw7iyg9	BART, even with the increase, is cheaper than driving, parking, toll, wear and tear on your car, etc . If the money makes our trains safer and cleaner I'm all for it.	Minority	Not low income
R_35Rc3u2igxjepGN	Yes but I would like to see 8 car trains during commute times.	Minority	Not low income
R_5qa316fgyU2akxd	As someone who relies on Bart for commuting, I would like to ensure it is funded and remains being an option	Minority	Not low income
R_7hXbHoAg07KJo12	As BART ridership decreases after Covid, it is imperative that BART increases fares to continue service. Therefore, I strongly support the 6.2% proposed fare increase.	Minority	Not low income
R 5qlkKGt7BMSP1nX	We need BART to function well (clean, safe and well maintained stations and trains)	Minority	Not low income
R_6CCCcnq61krIXxB	I'll accept whatever it takes to keep transit growing. I want more ridership and better service. I want it to be the first option for people living in the bay area.	Minority	Not low income
	This proposed increase is too modest. Make it a .25 cents increase minimum. It is in keeping with alternate transportation costs i.e. driving point to point and/or crossing any of the toll bridges in the Bay Area. A .15 cents		
R_3WC3OsGL0LVJvNK	increase is more of a nuisance.	Minority	Not low income
R_2hSRMqrsxYKyaG1	I prefer a fare increase to service cuts	Minority	Not low income
R_32neFdpHwhMnNNv	Just need quality & consistency, little increase in cost can be justifiable.	Minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
	I am a regular transit commuter. I take advantage of my Employer tax incentive. I am gainfully employed and can afford the increase. I believe that BART offers discounts to students, youth, seniors and disadvantaged individuals who do not have enough income.	·	
R_3awrY9nKqFRuty1	I am outraged by fare evaders and believe they need to be educated on measures that may help them.	Minority	Not low income
R_1tm7CoWv01x1iiY	I support it since it keeps things realistic and smooth.	Minority	Not low income
R_1NzhPLDbqLQwB2X	I'm happy to pay more IF you also make sure the ride is safe and people don't free ride and cause crime	No response	Not low income
R_7n29LRdrEB3z9lu	I don't want BART train to face severe cuts.	White alone, non-minority	Low income
R_3DIQRqRLQkOoGPL	This fare increase is acceptable to me as an immediately necessary measure, but ideally BART would be fully funded by taxes and all fares would eliminated.	White alone, non-minority	Low income
R_7SGdVnpsEnX5IKe	If BART needs it, then I'm for it. Especially if the fare jumpers are stopped.	White alone, non-minority	Low income
R_5dZkYV3sUnRugkr	We need to service. It's not thatbig increase.	White alone, non-minority	Not low income
R_5mZVHbkutLQH578	I want a fiscally healthy BART. I'm willing to pay for it.	White alone, non-minority	Not low income
R_3tFqS5Ub8GvjH6k	Look, no one wants to have to pay more for things. But I'd rather BART double fares than cut service. BART is essential to my ability to live, work, and have fun in the Bay Area.	White alone, non-minority	Not low income
R_6wmDvA3NiBqabpk	I think it would be better to charge the property management companies who operate the TODs on BART property more money, before asking riders for a fare increase though. Companies like Avalon jack up rent on tenants all the time, Avalon is your tenant now, jack up the rent on them.	White alone, non-minority	Not low income
R_5EnLag87wbQ3yc4	It's less than inflation and with the Republicans in charge of DC it's important to keep up the fare box recovery.	White alone, non-minority	Not low income
R_708HNGqIxYxbHej	The cost of everything goes up over time, including my rent. it's to be expected. A cost-of-living increase seems reasonable. I love BART and it's more important to me to have optimal BART services than save a few pennies.	White alone, non-minority	Not low income
R_77VRAbYTJLRzTFb	But, you need to also add more cars to the blue line. It's ridiculous how jammed in we are during rush. Also!!! Open all the entrances. Good lord. Open all the escalators!!	White alone, non-minority	Not low income
R_4V3AHXAG2ww7JWv	I've been riding BART to work continuously for ten years, including as an "essential" worker through 2020, and I depend on it as someone without a car, and with neither the finances nor attention span to operate one full time.	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
	The fiscal cliff and Trump's incoming recession have me scared for the public transit I depend on. BART is too reliant on unreliable sales tax already, and needs a more sustainable source of funds from a regional parcel tax or long-term state commitment.		
	Although it will hurt me as a twice-every-day rider, I support this fare increase because anything that gets us closer to securing state and regional operating funds for BART is essential. I would even support a higher increase, if it moved the needle on politician and public opinion about whether BART riders are doing our part. I appreciate BART's role in pushing for 50% Clipper Start discounts, the MTC free transfer pilot, and the excursion fare grace period. I appreciate that BART is doing a percentage increase instead of a flat increase, so that short-distance riders are not giving additional subsidy to exurban commuters or San Mateo County residents.		
	With the observed trend that riders have returned to BART but are taking fewer trips, I believe that now is an ideal time for BART to introduce monthly passes and fare capping, which will allow you to increase individual ride fares while incentivizing people to ride more often. People with the privilege to work from home part time still depend on BART, and should continue paying their fair share with increased fares while frequent, service-type workers are protected from the increase by monthly passes.		
	I also desperately hope that BART will do what it can to mothball VTA's irresponsible tunneling project, which paints an unfair target on BART's back with both the Trump administration and with voters. BART is well-managed and efficient, and cannot allow its reputation to be torn down by that project.		
R_6yqVMzDYvK204i5	As long as it works. The service is critical to the city. Agree with increase as long as it's fairmeaning everyone pays. There are still too many homeless traveling for free. That means I pay for them, and I don't want to.	White alone, non-minority	Not low income
R_5lyMlptv37cmbcv	I believe it is extremely important to keep BART afloat, which are fare increase would assist with. I do wonder how this will fiscally impact underserved communities and if it would deter them from riding. I am all for the fare increase, and perhaps make the low-income clipper program more accessible (ability to sign up at survey locations?) so that low-income individuals still feel that they have a voice and the ability to ride.	White alone, non-minority	Not low income
R_54i5ipkqmZEFRrr	obviously I'd prefer to pay as little as possible, but an extra 6.2% per ride is a steal compared to what I'd have to spend on parking/tolls/rideshare if BART is no longer financially viable	White alone, non-minority	Not low income
R_5DpBxqEDH5bzxbs	Gotta save BART! Considered shorter/fewer cars?	White alone, non-minority	Not low income
R_1QhnhyreUdSKK2L	Unfortunate, but necessary.	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
		White alone,	
R_3frMH32GvS9IWjX	We cannot let BART fail - it is vital transportation infrastructure, and we must support with our fare dollars	non-minority	Not low income
R_6tMDtSsngNdXFkW	Bart needs more funding and fare increases need to make up for less overall ridership for people working 3 days a week.	White alone, non-minority	Not low income
R_7sSi7ixf9E5aTsJ	It obvioiusly needs to be coupled with finding more money from the state.	White alone, non-minority	Not low income
R 7LeafuKbpkGlfVU	Transbay fares Should pair with bay bridge toll increases, but always be cheaper than bay bridge toll	White alone, non-minority	Not low income
R 7ZNV6nsAA65KrkK	We need to keep the good BART service!	White alone, non-minority	Not low income
R 7QVLxRSfBF2KEM1	It's important that we fund BART in order to continue serving people in the Bay who don't have a personal vehicle.	White alone, non-minority	Not low income
	it's important that we fund better in order to continue serving people in the bay who don't have a personal vehicle.	White alone,	
R_3q9xm4xCSmLtXwu	Only if this avoid service cuts. Also please keep adding police to trains especially from 5-9pm	non-minority	Not low income
R_5r0r1du1OT4ovlu	I can afford it, and I understand the need to increase BART fares as the cost of all of BART's expenses increase as well	White alone, non-minority	Not low income
R_6g5RSuXEafP0PBh	Bart needs to do whatever it can to survive. I do worry that more people will start driving if fares get too high.	White alone, non-minority	Not low income
R 7ILCdnVaOpGWSZ6	It's a work benefit for me, so no problem. While I was unemployed I skipped Bart because cost prohibitive.	White alone, non-minority	Not low income
R 6aHbU4oJxTz62Qh	I support a fare increase if there can be a noticeable improvement on safety and cleanliness. Move Bart cops out of the cars in the parking lots and have them ride the trains. It makes an unbelievable difference when Bart cops are walking the trains and responsive to the security app.	White alone, non-minority	Not low income
R_6iSVFeeszuiXbcR	I understand that BART is facing significant financial pressures and that a fare increase is one reliable method of increasing available funds. I don't think these fare raises are too big of a burden.	White alone, non-minority	Not low income
 R_5JOriPqHdepCSmv	3% per year is probably too low at the moment.	White alone, non-minority	Not low income
R_3PMJLCcXa2Pxshk	BART needs to fund itself	White alone, non-minority	Not low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
Response	如需要平衡財政預算的穩定性和不裁減職員的話,我認為票價有所提高是不能避免的。但是上漲的幅度不能	winterity	
R_3uNCICj30JKM98S	如需要半個射政預算的穩定性和小教源職員的話, 我認為崇慎有所提高走不能避免的。但走上漲的幅度不能 太高。5%都是可以接受的!	Minority	Not low income
R_5zkGFdCSZAdbGnv	加幅度不是很大,可以接受的範圍	Minority	Not low income
R_5q1x5bStKCrLJs1	No creo que afecte tanto el precio si van a cobrar lo justo	Minority	Low income
R_5QYjMKlXdmykn7K	Si el tema es mejorar la calidad del servicio estaria bien el incremento.	Minority	Low income
R_7m2V7EmTJAQzM9r	I understand the purpose because the costs have increased and we have less support from the state and federal government	Minority	Low income
R 1CxPiNk71YJxSss	I dislike it, but I understand the necessity. As someone who doesn't own a car and has limited ability to drive due to neurodivergence, I would vastly prefer fare increases and continued/improved service rather than lower fares and service cuts, given the binary choice. I worry that neurotypical/abled folks with cars and no issues driving won't feel the same way. Also I must note that having a discount Clipper START card makes dealing with these fare increases much easier on my wallet.	Minority	Low income
R_7K9yNSm8la1ACC0	BART is already an expensive transit system. With other systems, I like that there's a cap to how much someone spends to use transit (eg \$3 per ride but a \$10 max per day, so if you take more than 3 rides it's free after that). This would encourage more transit usage by rewarding increased ridership (maybe have a daily or weekly cap). I know the cost of driving is higher than just the cost of gas, but to the general population most people are going to compare the time their trip will take and how much comes out of that pocket for that particular trip. These types of fare increases are understandable given BART's financial situation but they're not sustainable and they hurt their most frequent riders. This must be a temporary solution and I would like to see more about long-term financial planning to make public transit more incentivized.	Minority	Low income
R_77j3G7lTK6nxcPT	I would support it as long as there is an expansion of programs such as Clipper Start - the cost of transportation is already a significant portion of budgets of low to moderate income individuals and families who rely on public transportation.	Minority	Not low income
R_5ZU3O84qKig8tUz	We desperately need better frequency! However, I still think NYC-style congestion pricing is a better idea to fund transit.	Minority	Not low income
R_2cpuKmFH5B3cPMR	Somewhat support is contingent on BART exploring reduced fare program for low income passengers	Minority	Not low income
R_5R3NqCFQLzLu7Hw	I do not agree that the increased faires will "keep up with the cost of providing Bart services", but rather I hope that they will improve the lack of service thereof. Exactly for this reason do I support the increase.	Minority	Not low income
R_5jXh8skb7pUc0SZ	I don't mind the increase as long as it keeps BART safe and running more reliably	Minority	Not low income
R_6NEO6DW4xQ551k8	More people are riding BART to work so longer trains are needed and shorter wait times.	Minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_7zPzIdJ70hH2fGF	Fares were just increased in 2025 but do not want cuts	Minority	Not low income
R_58HVT6T4aVENBDA	Make sure to provide stats to justify any increases (eg. It's still more affordable to take BART than to drive)	Minority	Not low income
R_5QQRgsdLsHvZaVG	Minimize service cuts including operational hours and train frequencies.	Minority	Not low income
R_5Kg5kbRpVzBAKDH	I always pay! Disturbing to watch how many folks don't & it's ok!	Minority	Not low income
R_7N5EDuZHJuzvKnf	nobody likes increases with everything getting pricier at once but i know there aren't much other options	Minority	Not low income
R_6ccNrDt7rjccmsN	The most important point is riding safety and the cleanliness in the bart area.	Minority	Not low income
R_7aFY9ejSfiomNTZ	Will there be services to help economically vulnerable people continue to use BART?	Minority	Not low income
R_7RO1pkKzA8aHIGM	I understand that it's a previously agreed upon time frame and practice to increase fare revenue.	Minority	Not low income
R_3E56Xp3MM50lfYL	If my money goes to cleaner bart, keeping crazy away I'm for it.	Minority	Not low income
R_6XnfTNzHydA9sEp	The increase will have an unintended consequence of increased fate evasion.	Minority	Not low income
R_14HLp2OQnjhuJxe	If there is more security on the trains. Bart police and removal of people sleeping and camping on trains the increase would be acceptable.	Minority	Not low income
R_3mlQrqSlzLgsdve	If I continue to see increased Bart police and ambassador presence I am ok with increase. It would be nice to see regular deep cleaning of the stations.	Minority	Not low income
R_3AcrxIC2PtGMxZ7	The access and availability of quality public transit is extremely important to me. I would be ok with a fare increase if it was the only option to prevent degradation or removal of service. I would still take BART.	Minority	Not low income
R_3e3W5g0bGizdqkB	Strong support will require greater transparency regarding where the fare increase will be noticeable to BART customers	Minority	Not low income
R_76aLnwnyJTurMyJ	I'm ok either way increase the fare, but the trains need to be cleaner and the stations need to be more protected	Minority	Not low income
R_3hoT9uhawatELPZ	Funding needs to go to security, cleaning and maintenance of bart.	Minority	Not low income
R_6RyTg8QLWlxchhv	When I was paying full fare I would have opposed the increase. Now that I get the senior fare I am grateful for reliable service.	Minority	Not low income
R_7lm0H2Sa8Fq83zn	I understand the need to keep up with cost of providing BART service and I am in the position to be able to afford a fare increase, but I really really wish this was planned as a last resort and not a first. Fares shouldn't be a reliable income source for public transit.	Minority	Not low income
R 6PDcYb1b1EB12Df	I support fare increase as a method to sustain BART service. I would like to find out more about how other avenues of funding are being sought and how successful they are and especially how riders/supporters of BART can help lobby or advocate for sustaining BART service. Appreciate the work you all do.	Minority	Not low income

Pornonco	Q2 Comments	Minority/ Non Minority	Income Status
Response	Truthfully, I'd like to see more involvement in reducing fare evasion to make sure BART is collecting the fare they're due rather than placing the burden on those who do not evade by raising the fare rates.	Willonty	
R_6kAgjbVkjgNojXu	Caltrain does an excellent job of verifying who has tagged in and ensures that those who haven't, get off and tag on. While the exact procedure may not work for BART, I'd love to see more research into alternative methods.	Minority	Not low income
R_5lotKbEpFX3eubL	The increase is reasonable.	Minority	Not low income
R_5C3NwmC2px1wa53	I support anything that keeps bart available and convenient, even if it is a fare hike	Minority	Not low income
R_32rVvageNNgyMub	If the increase is minimal, I can support it if it goes to improved structure and train maintenance.	Minority	Not low income
R_6FFFpyrYGSj84wh	While I support the fare increase and understand that bart is in dire straits financially and is at risk of cutting service, I feel fares are already high and at a certain point it will drive people away from riding bart	Minority	Not low income
R_7lnwDH7vSKjTmAS	The cost of life in general has increased. The Bart needs frequently upgrades and keep cleaning. We see more police and less homeless in the stations too which I appreciate. Increases are hard for all, but personally I understand, as long as youth, elders or mothers in need keep discounts. Thanks Bart for the hard working of trying to be improving and working with the community.	Minority	Not low income
R_2c1ub49mWRbtTPf	If the fare is going to increase, I would like to see better security in and around stations (parking lots, etc.). I have family who refuse to ride BART now because of safety concerns.	Minority	Not low income
R_1oHcmCvsefBVmlK	Your statement that 6.2% is less than inflation is inaccurate. The current rate is 2.8%. Please don't lie or try to trick us. Honesty and accurate data always provides credibility.	Minority	Not low income
R_7b0dzlCjHl5M54l	I understand that Bart needs to increase fares to continue to provide service, but I would need to actually see improvement to justify the increase. I want to see improvement in cleanliness, patrols, wait times, etc.	Minority	Not low income
R_6J1Pzyy5bo9EIR0	The fare increase is understandable although nobody should be excited about it.	Minority	Not low income
R_6T1X0q28SO84Zgt	I thought you had already recently increased the prices? Not for paying more but will support if it means keeping Bart running the way it is.	Minority	Not low income
R_7w1sIBHQSaqIbfb	i wish we were adequately funded by the whole bay area and not just riders, but it's OK	Minority	Not low income
R_5F5uCb9dpt180HT	If the extra fee includes keeping the BART stations and trains clean and free of homeless	Minority	Not low income
R_7LRJ8r67sJRaH8L	Can we make sure the increase goes to service improvements, like maintenance of stations, cleaning trains, etc.	Minority	Not low income
R_5e5xzMSR8PNCmfB	I'd only support it if it means BART gets the improvement it deserves, the employees get better taken care of with improved salaries, and passengers can also be disciplined enough to support the changes by doing their part to keep BART safe and clean. Otherwise the point to it loses itself and it'll just come off as a change to enable corporate greed.	Minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_3CKeYWtobv6kfDY	I support public transportation, and can pay my fare. I worry about access for others who have less ability to pay	Minority	Not low income
R_7CE0BO3Yr05Fj5M	I'll support it if it means improved service.	Minority	Not low income
R_1F3ZceLofxOTnSq	Provide a monthly pass Cut some services Provide discounts to long term passes If it makes sense, connect trains to many stations	Minority	Not low income
R_6hMhs6uXX6DSpSJ	I do support, but would like to know where the money will be spent. Stations, especially in parking area and stairwells seem to continue to have cleanliness issue. Would some money be spent there?	Minority	Not low income
R_1oMZ5eKgZAzU8js	The raise won't impact me at all, but if the hike will decrease ridership, then I'm not in favor.	Minority	Not low income
R_5o62djqbbSjXUVb	Yes only if you go down on paying price's	Minority	Not low income
R_11Brl6TDVgAz4Gk	If rate increases are needed, 6.2 sounds reasonable.	Minority	Not low income
R_15UNurupFrTSvF7	I would support this if BART continues to stay reliable, safe and clean. But I wouldn't support too many increases too often	Minority	Not low income
R_7v91NjyyJKkrj9L	Support, only because my employer pays for my Clipper/BART travel. If I pay out of pocket, then would hesitate more but understand the need for increase. Appreciate the BART team for all that they do!	Minority	No response
R_32Rds8jDn8RG770	If the number of trains per line increases and if the proposed track extensions to Santa Clara make good progress, then I am not opposed to it.	Minority	No response
R_1LGRPnNFFX5CEOk	I see the need, and while I would support the increase, it's important for BART to review its operations and address inefficiencies and waste as additional source for balancing the budget, plus BART needs to address the degradation of service. I have heard stories - whether true or not - where BART mechanics - by contract - is only required to complete checkup of ONE car a day, instead of putting their honest 8hrs worth. Station agents doing basically nothing even when people were jumping fare gates. Train operators have basically abandoned enforcing no bike in first car rule.	No response	Not low income
R_62Dc0Ha6dK9fOxb	Please detail out what the upcoming improvement projects will be. And if we can get screen doors on the platforms like most Asian train systems do to keep passengers safe and prevent falls onto the tracks, that would be great for rider safety. It would also increase the timeliness of bart trains by having less chances of foreign objects on the tracks.	No response	No response
R_7AT3hrts6oXBv3i	I think it's important to keep BART affordable but I also understand how important it is for the system to be fiscally healthy so will be okay with the changes	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
		White alone,	
R_60Mi2g4Ozf4ZsGh	As a senior citizen, I have no choice and will ride BART regardless of the fare increase.	non-minority	Not low income
R_5IHL9BaUuAt1OsV	l like using BART.	White alone, non-minority	Not low income
 R_5rNDYyaFxa2kDKt	I understand sometimes fares have to increase but it's hard to support increases of over 2-3% at a time. I haven't had a raise of 6.5% last year; if I had, it would be easier to support this.	White alone, non-minority	Not low income
R_7Rafsx9jQBLT41k	I personally recognize the fiscal need BART is facing, and would support this fare increase as well as a ballot measure, but I believe BART must do more to communicate to the public the catastrophic consequences that will happen to service, perhaps permanently, if they reject any sort of fare increases or tax increases. People need to know this isn't just "paying do-nothing station agents" or the usual dimwitted retorts transit haters use to undermine support.	White alone, non-minority	Not low income
R_13W4LN267lGm3BS	It would hurt my personal budget due to already increased bills, high living costs and my wages not increasing, so this would propel me to look for work closer to home so I don't shovel out increased transportation cost. However, I do support bart running safely and cleanly	White alone, non-minority	Not low income
R_1Bt0HHQcUVSo9kl	I expect BART to collapse right before the city.	White alone, non-minority	Not low income
R_7GuJulXptiBePBC	Will this increase really go towards fixing trains, getting and keeping trains running, and cleaning the stations? It feels like the rates increased recently and as riders we saw things get worse. I've been on more delayed trains than ever and every escalator is broken. I'm watching people with walkers have to navigate stairs at Montgomery because there were NO escalators this morning and the elevators are gross. It's hard to be ok with the increase when we don't see the increase going anywhere. Unless it's just paying the execs more??	White alone, non-minority	Not low income
R_31mv7jpv9wzCfzR	Fare increases are never fun, and BART is already an expensive system compared to many others in the U.S., but I understand the funding model and why an increase would be needed.	White alone, non-minority	Not low income
R_7RPb1Rx2xG0lKYA	Bart is too expensive already!	White alone, non-minority	Not low income
R_7leRlauGanSJ9At	Understand need to anticipate funding shortfalls due to fed gov't grant cuts	White alone, non-minority	Not low income
R_3hNjMAm61bHdSyJ	My annual pay increase is only 3%. It's hard to see a 6.2% increase on some thing that is a necessity.	White alone, non-minority	Not low income
R_6A9MX6nq2ngGVP3	We need more frequent service but the fares are expensive. I commute from Oak to SF but my small non profit is less than 50 employees so I get no commuter benefits. I wish there were more discount options and fare programs	White alone, non-minority	Not low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
R 6nSDTjBZdAN1hYY	I understand the need for a price increase. Most riders probably won't feel a huge impact, but there should be a discount for low income riders.	White alone, non-minority	Not low income
	show me why the increase is needed - simple spreadsheet with backup info as needed as well as outline of pay	White alone,	
R_1MOVFwFhCManlm1	scales for majority of labor costs (where does ot come into play, benefits, vs other area transport agencies) Love bart, want it to continue and improve, but poor people cannot afford it. I'm happy to pay a subsidy for those	White alone,	Not low income
R_7pzl3ku6cTiL11B R_1e203LAOmgio16V	trying to get to work. It's understandable but it would be nice to find other funding sources. Could the valley had taken care of it if we blocked the buses and steered their investments to public transportation? Big missed opportunity.	non-minority White alone, non-minority	Not low income
R_6L4PYOKoHv4tUuS	Feel strongly that Bart remain functional but works hope there are strategies to still serve those that are lower income	White alone, non-minority	Not low income
R_6L75enUEOmbdw2i	I'm only supporting so BART can maintain operations. Obviously we will need a more long term solution than just pay-by-use.	White alone, non-minority	Not low income
R_7odOct3Vt5wabWv	Only for full price tickets. Not for discounted rate tickets that affect the elderly or poor or students.	White alone, non-minority	Not low income
R_1TBFZfzciGAydPx	While I can afford the increase, some of the most vulnerable populations who use public transportation as their primary resource, may not be able to afford the constant increases.	White alone, non-minority	Not low income
R_7ktR399FjzSNvP3	I would strongly support if this increase goes to safety, fare dodging and maintenance.	White alone, non-minority	Not low income
R_1HNPTjrbgVq2oHi	Support increases so long as they are in line with cost increases for BART service.	White alone, non-minority	Not low income
R_7wcrZTErMRQnZwA	I use BART to commute 4x per week and will absorb this increase without issue. If it's needed to reduce losses in service and cleaning, that makes sense. I worry that it will be negative in two ways, it will hit lower income riders harder, and it may marginally reduce potential users of the system who are put off by increasing prices.	White alone, non-minority	Not low income
R_5wFDYIsT96SlgXD	The MTC needs to get its act together. Public transit needs more general support. Fare increases like this are bandaids not long term solutions.	White alone, non-minority	Not low income
R_3nrt49RgT5cpm1T	Would also need to see improvements such as security, cleanliness in and around stations (not just on trains), restoring headways on the orange line, and stop slowing trains down every time there is a drizzle or cloud (I don't care that it saves money and brakes, it's nonsense).	White alone, non-minority	Not low income
R_3E0u34n65H1rgi8	I get that we need to continue investing in BART and that means increasing the nominal fare regularly. Just uncertain what it would go to.	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
		White alone,	
R_1f7tWDbYksmvcRw	I would support if more train cars are added. Peak times are way too packed	non-minority	Not low income
R_7dWmGWqInKf2F1a	I greatly value BART service and recognize prices for everything is going up, so I somewhat support the increase. However as an East Bay resident who frequents San Francisco, BART is becoming less price competitive for many of my trips to the city, especially if I'm traveling with someone else and not going to downtown SF or the airport.	White alone, non-minority	Not low income
R_6TS2IDPQnS11hWO	It's going to be harder to remain in operation without federal funding, so I understand why a fare increase would have to happen. People will complain about the same things they complain about now and it will start a cycle of news, but I don't see a way around doing this.	White alone, non-minority	Not low income
R_1CjqxEUgMBLE0hi	Would like to better understand what the increase is for.	White alone, non-minority	Not low income
R_6Dkf0J1IDWAhBBn	BART is already one of the most expensive transit systems in the country. While I support keeping it running, I would hope that this is not the only measure the service is taking to fix its budget shortfall.	White alone, non-minority	Not low income
R_3qaLK3EedTVQ1SF	I'd rather the fare not increase as it feels expensive already. I commute into the city three and soon four days a week. However I would support the increase if it's essential for sustained/improved operation.	White alone, non-minority	Not low income
R_7rqBhAXQyBsb4dc	I already think it's expensive especially because the cost of living is so high in the bay. That said, I'm willing to pay more if it means consistent service.	White alone, non-minority	Not low income
R_77wxXhaQqoluz0B	More frequent trains need to be added if you're increasing costs	White alone, non-minority	Not low income
R_1FIFtBoFPH5mM9z	I understand that it's necessary	White alone, non-minority	Not low income
R_34oSAnW0XeKXFpz	Why is public transit so expensive here? In New York City, a subway ride of ANY length is less than \$3.00.	White alone, non-minority	Not low income
R_6MfIYRpyaF0BAMF	still a great value. I want to pay my fare / fair share.	White alone, non-minority	Not low income
R_5tAocOTETlvT8j4	The cost of BART already matches the price of gas to drive weekly. The closer prices look the same there is less of "value argument" to ride transit.	White alone, non-minority	Not low income
R_3gYkPowQ2YWKcPq	Bart needs the money. I just hope that it doesn't drive customers away.	White alone, non-minority	Not low income
R_3hm5ioUTz76EYSv	Fare increase is preferable to service cuts	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_7ffPQbgzqNtXMcz	I am financially able to pay an increased fare, but I don't believe I am representative of average Bart riders. There may be many folks who cannot afford the increase.	White alone, non-minority	Not low income
R_3HHchYDIVvXmyn0	While the cost will be negligible for me, my concerns are that the people that commute on longer trips and therefore more impacted are more likely to have a lower income.	White alone, non-minority	Not low income
R_3msJXpKJBMsmMOg	The most important concern for me is keeping high frequency and extensive operating hours. I wouldn't mind paying a door or more to keep the frequency as the alternatives, bus is too slow and infrequent or rideshare, too expensive. I can swallow the cost of increased fares but I would also like to see to more fare checking because fare evasion is still a problem.	White alone, non-minority	Not low income
R_5wrwcohNqBdBYLT	BART does not seem to be safe or clean, so the price hikes really don't seem worth it.	White alone, non-minority	Not low income
R_7KpaqzcwCc50S1Z	I understand that BART needs to raise fares. I am most concerned about the impact on commuters coming in from outer stations to Oakland or S.F. for work. Many of them have been priced out of the cities, so making their commute harder and more expensive adds to their burden.	White alone, non-minority	Not low income
R_5fwaeuNPKnB1JPr	If the additional funding goes to improvements that truly make The BART service better, I'm fully in support. I'm skeptical and concerned that dollars will go to waste but I'm in favor of trying.	White alone, non-minority	Not low income
R_5dnInFSOqdgNEaJ	Need BART to continue to operate but want to see accountability.	White alone, non-minority	Not low income
R_3rYe0FCDA1sDPk5	I support the fair increase, but there should be a monthly commuter pass that incentivizes using public transit over driving. It would be even better if there was a joint regional commuter pass with SFMTA as well	White alone, non-minority	Not low income
	The fare increase does not seem unreasonable. I would be more supportive if BART improved quality-of-ridership conditions on trains, such as: - better management of vagrants and people taking multiple seats;		
R_5kUEBwN0BYSqXGG	 greater Bart police presence on trains and enforcement of BART rules re food, smoking, and bicycles; and more cars/more seats for riders. 	White alone, non-minority	Not low income
R_71pDEvABZpmnc0p	I understand this would be needed to keep the service but at the same time it is frustrating not to get any benefit from it since problems never change (specially regarding safety).	White alone, non-minority	Not low income
R_50ARk08ALMRWGCj	I can afford it but could be tough in others. Tough choices for BART.	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_1cCwPYzj1vOXb0K	i understand bart needs to raise more funds due to decreased ridership its unfortunate people like me who do ride regularly will have to bring the cost.	White alone, non-minority	Not low income
R_6esGmUq1WW8Zx3S	Generally supportive if used for things like better policing, more of the new fare gates, longer trains.	White alone, non-minority	Not low income
R_6qaMwfbxqPg21A4	If it's for security, police / crisis staff and or more security fare gates.	White alone, non-minority	Not low income
R_12UTpGErzdf3MJh	I can afford the increase, but I know it will be a burden to many others. I wish there were more middle income support programs.	White alone, non-minority	Not low income
R_75HGbXRm2Khz8oZ	But keep the bart clean.	White alone, non-minority	Not low income
R_7e19ZSPqsabEe0F	I understand the increase - although I'm sure there are inefficiencies that can be removed to mitigate the cost increase.	White alone, non-minority	Not low income
R_7dLIAsNtsXCunKU	The percentage sounds like a lot How well will this money be utilized?	White alone, non-minority	No response
R_7s0Vp2MsloxcYdx	It's difficult, because higher fares will discourage ridership, however, if you expand eligibility for clipper start, I think it would even it out.	White alone, non-minority	No response
R_6FrMSJ0Ault13WC	Yo viajó diariamente entre 5 a 6 días a la semana de Pittsburgh B point to Embarcadero. Y considero q la tarifa actual es suficiente, BART tiene un servicio mediocre	Minority	Not low income
R_6ah8vtvYleXf0Ds	Estaría de acuerdo con el aumento si en el BART solamente viajaran los que si pagan porque realmente al tema de vigilancia no es nada confiable ya que hay muchos que solo esperan a que uno pague y se van tras uno sin pagar	Minority	No response
R_5711cm0BQLBS07J	Any other option to reduce service would be slay	Minority	Low income
R_77wi73g0WslEK7n	Is already expensive	Minority	Low income
R_7EEKIcYCYEmEVHz	I'm at neutral honestly I personally choose bart because it is more cheaper and convenient especially when traveling in San Francisco or other area of the bay, the thing is when you increase it what about those commuters who are earning minimum salary wage who only depends on job and how can you assured us by increasing it by 6.2% fare for a secured clean train? Because it was very obvious that some stations and trains are not safe I heard the news about the lady who was pushed by a guy in SF and then die, how can you assured us with that?	Minority	Low income
R_32sTN8ITBBFeWm6	If we would see a difference in the Bart trains and more security when people that pass without paying and we are actually paying everyday	Minority	Low income
R_683a5YGXo0OROwh	I am ok with the \$0.15, not too much to me	Minority	Not low income

Pornonco	Q2 Comments	Minority/ Non Minority	Income Status
Response		wintority	income status
R_35Fa1DWK5WBjQZj	The fare for my commute between downtown Oakland (12th Street & 19th Street stations) to downtown San Francisco (Market Street stations) has risen by \$1.35, an increase of 46.55%, since 2008	Minority	Not low income
		,	
R_6dmJWeUNXZHuHIV	It would be nice if the in crease also went toward bust security on the train for the dangerous homeless	Minority	Not low income
R_1MMuvRL0emWgTOI	I realize and am somewhat ok with BART attempting to recover lost revenue from reduced ridership as workers prefer to work remotely plus the cost of replacing the entry gates.	Minority	Not low income
	The government should also contribute to bart financial. On the other hand Bart needed to have a protocol about homelessness people and keep Bart clean and with good odor. If by increasing the fees with adress some of the issues then that's okay.	Minority	Natiowincomo
R_61hlQ1qlJylbYdo		Minority	Not low income
R_50h5wxyKYlaoJzz	I am a 71-year old asian male and have been a regular rider since November 2002.	Minority	Not low income
R_5o4Lopu9vOxoK8m	Want Bart to be efficient	Minority	Not low income
R_3nJjjGKwdTEx3Db	I know it probably needs to be done, though I cannot be excited about the cost increase to my daily commute, which is already over \$11.	Minority	Not low income
R_3V2G2DfluXLhPKp	As long as the fare increase also means an extra cart per train and more rapid service I could even accept 10% increase	Minority	Not low income
R_3IPPJtSWUxmolhJ	I support that is the fare increase can improve the Bart service and the safety.	Minority	Not low income
R_1bNWE6mmCjoXXfA	I'm not opposed to it but I think the price increase could be detrimental to many of the people here.	Minority	Not low income
R_7EWqTLutc5jAzkl	If you plan on increasing the price for riders, I need to know where the fund is going? If the funding is to improve safety, there should be security guard patrolling the parking lots, the BART itself and carts between the hours of morning to evening. This is to ensure safety of the rider, and the safety around BART itself.	Minority	Not low income
R_5lFxnOoWy1rOolV	I would strongly support an increase if it resulted in redesigning trains for shorter people. Shorter people and small children have little to hold onto while standing in a crowded train. The nylon straps need horizontal handles or loops.	Minority	Not low income
R_1f8XNgKBsicepVP	The service is really good, the trains are always on time but dirty I understand this out of your control but it's a comment	Minority	Not low income
R_3VAq7DxOIF4h5wB	If increases fare price can make BART continue operate	Minority	Not low income
R_5e9iU6oBffPck9e	at work we don't have increased in salary, so increasing our fares is not an option	Minority	Not low income
R_135rfFhepf1GAwx	I will be fine if it is used to make the bart better and do improvements	Minority	Not low income
R_5OqtxlpvFFo3L3B	A significant increase should provide more security and cleanliness of the stations and trains	Minority	Not low income
R_5bK4udMyrgsJn6d	I would rather the funding come from non-fare sources.	Minority	Not low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
		initionity	
R_3Gnk60fON9kcL7z	If fares increased and BART used the money to improve service I would be okay with the increase. However I'd like to know how the increase is being used to answer if I support or oppose, thus I am currently neutral.	Minority	Not low income
R_3ptUmOibduJE0Nz	Neutral as employer covers bart costs	Minority	Not low income
R_5EeQmUHyHvbh6Lf	Will there be more trains running during commute times in the morning if the fares are increased or will there still be service cuts	Minority	Not low income
R_30PrVFmczVwwQe9	I would only support the increased fare if it also meant increased security and safety measures on BART	Minority	Not low income
R 37Ezh4jMDfQAbTR	I understand that increases are necessary in order to address the loss of federal and state pandemic funding, as well as for important projects like the fare gate replacement and increased safety measures, but without information from BART about how it is working to reduce expenses, especially labor expenses for unionized and non-union employees, I will not be supportive of fare increases.	Minority	Not low income
R_7Yeg8viaEYT1kCB	I think I would want to know a roadmap to the long-term solution at the end of these short-term price jumps.	Minority	Not low income
R_7PMoSROOLW7v54Q	I understand that it helps bart out with its current financial crisis, but higher fares could also make people take less trips because of the higher prices. Ideally, there should be a different solution like getting funding from the state.	Minority	Not low income
R 5IXBvvtEriQRPFz	BART fares have almost reached unsustainable levels for middle income residents of the Bay Area. The fare increase is necessary for sustainable financial operations but the subsidies provided for residents is not enough to support sustained and future riderships	Minority	No response
R 3XL3hEEKtMfYT9T	Depends on what the increase is used for	No response	Not low income
R 7PBuF1kM98FI4TQ	Seems like a pretty steep increase, especially compared to other transit agencies across the country	No response	No response
R_5QmWTISVLrFgXDz	I support increases needed to maintain services as I believe public transit options are essential in the Bay Area. However I continue to see people jump fares at the new gates and agents seeing this and doing nothing - which makes me feel that those of us who do pay are also paying for fare evaders. I wish there was a way to better manage fare evasion. FYI, the ways I have seen people sneak in include following closely behind someone entering - which has happened to me and makes me very uncomfortable to have someone squish up that close to me. And also to climb over - between the side area and the first high gate. I'm appalled that people go to such lengths to avoid fares, but it is our reality. Can there be more security to act on this? Both to avoid evasion, avoid damage to gates and most importantly - to make us riders feel safe.	White alone, non-minority	Low income
		White alone,	
R_1affk31xvGQlfBj	Depends on timeframe, annual increases ae typical, more frequent is too much	non-minority	Low income
R_6HFWXiM3BASioWL	it will affect a lot of commuters, but I plan to move before then	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
		White alone,	
R_1fwZvaSm0zEiXkZ	It's rediculus you guys even need to do this,	non-minority	Not low income
		White alone,	
R_1hrUsRv453PbmFo	Would love to see this cost go towards keeping Bart stations cleaner.	non-minority	Not low income
		White alone,	
R_6e9Kk8rHuAj0PJ7	Bart is already very expensive compared to other public transit options!	non-minority	Not low income
		White alone,	
R_5KPFLIoFTlw5wn7	It is hard on riders, but regular service is important	non-minority	Not low income
		White alone,	Net less income
R_6ymD6ZswOcIEJ6b	We need government subsidies. Poor people cannot afford another increase.	non-minority	Not low income
	I want BART to continue providing safe, clean, and on time services, and I understand that means keeping up with		
	cost-of-living adjustments, however I do regularly wonder if BART is doing as well as it could do given the current fares it is receiving. Are there other funding sources that are being fully utilized? Are the current fares being utilized		
	as best as can be done? Our fares continue to seem meaningfully higher than other urban areas with high quality	White alone,	
R_6RyI4pIk1QBTH9u	public transit, and it is hard to reconcile.	non-minority	Not low income
	I'm assuming the math works out that ridership will decrease under 6.2%. But it will likely decrease ridership some		
	so the gains will be less than 6.2%. Id rather encourage ridership but I understand this is probably an easier	White alone,	
R_7plfcfeDM1LrCfi	mechanism for increasing revenue.	non-minority	Not low income
	I would prefer to fund Bart by increasing taxes on corporations and businesses, because fare increases		
R 2PZVNyvm0mwxnmd	disproportionately affect economically disadvantaged people who depend on it. That said, the fare increases are modest and I want bart to maintain good service.	White alone, non-minority	Not low income
	I don't mind paying more because the cost of everything has risen, but I'm disappointed that there hasn't been		
	progress on things like free transfers to buses, upgrades to the clunky Clipper card system while other places allow	White alone,	
R_6apnSdYhtJsA72V	"open payment" with credit cards, etc. Why are these upgrades taking so long?	non-minority	Not low income
	I am not sure fare recovery will come back to pre-pandemic levels. So increasing fares seems like a temporary	White alone,	
R_3slO4f1TRoacvW9	solution. We need more assistance from the state of California for help with funding for BART	non-minority	Not low income
		White alone,	
R_3qVBTcCiBOVDaNP	Employer reimburses so no personal preference	non-minority	Not low income
		White alone,	
R_1qPCK74oRLd13RB	BART should also cut costs, particularly at the executive/management levels, which are excessive.	non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_6HMnV72NP5t1pxH	quite often bart schedule gets messed up by police activity is San Francisco so if fare increase helps with boosting security to minimize such incidents I'm happy with it	White alone, non-minority	Not low income
R_70oJ1tA9JAejjYC	I wish the state would adequately fund transit and recognize its importance in reducing emissions, but understand barts gotta do what it needs to do to stay solvent	White alone, non-minority	Not low income
R_1iJtGv5tTdD3ZiO	I don't want to see a decrease in service, so if there is no other option, it is ok.	White alone, non-minority	Not low income
R_3I45V2cPBZ3ZD8H	-Was there consideration made to raising fares on longer trips vs. shorter trips? -Has revenue increased since the fare gate changes at SF locations was implemented - that is a great improvement to curb turnstile jumping -SF locations have consistently poor escalator service	White alone, non-minority	Not low income
	I understand the need for a fare increase. I am guilty of being one of the former 5-day-a-week travelers from Lafayette to Montgomery Street who now comes in just twice a week. The conditions on BART since the new trains were installed has been SO MUCH BETTER. At least during commute hours.		
R_1CUI5JeULUJdOjW	Nothing is getting cheaper these days, and a ~\$0.50 increase in the cost of a one-way fare seems like it would be worth it, to keep the trains running and the conditions better than they seemed during the Before Times.	White alone, non-minority	Not low income
R_7lmKPdSl6GJpQNs	What about shorter trains, fewer trains during less busy periods	White alone, non-minority	Not low income
R_6dQvmxCdllSnwKk	I would rather pay higher fare and get free parking at Daly City and Colma stations. It's annoying to pay twice (parking and fare).	White alone, non-minority	Not low income
R_7nvNadlUOKq60i5	It doesn't affect me much,	White alone, non-minority	Not low income
R_5JWwSgH50W5uTot	按現有規定我反對加價,對於乘客來 說每天的車費已經好貴,如果真的實行加價,希望貴公司能為乘客提供 灣區捷運通勤月票,這樣貴公司可以實現加價而乘客也可以減輕負擔。	Minority	Not low income
R_1OwV0qoFRnXB13G	De por si ya es algo costoso, no brindan el minimo estandar de seguridad. La policia y los agentes ven personas violando las reglas y no hacen nada, los trenes limitedos y antes de la pandemia era mas barato el servicio y pasaban mas seguido. Esto lo que dice que no es el aumento si no que no hacen bien el trabajo que tienen y quieren mas dinero.	Minority	Not low income
R_6em2HJtOSTopAjf	I feel like it gets quite expensive especially from one end of the line to another. It could cost \$20-30 a day depending where you live and if you also take bus.	Minority	Low income

		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
	It's already expensive for somone like me who's dealing with insecurities like inconsist hours high price os living and		
R_53D7hLUW4ChFOJL	groceries as well as travel fees to even get to a bart station.	Minority	Low income
R_30jKsMEn490HkVY	Everything is going up. Things are harder to afford already. I take Bart to go to work and this will heavily impact my life from groceries, bills cost, and transportation to work.	Minority	Low income
R_3LZnXnHWwWgEUmV	Public transit should be affordable for all. Input on price should be based on whether better service is provided to communities.	Minority	Low income
R_5IBpKzrzy9OOsNe	I understand if there is a fare increase to keep BART running however, I will strongly oppose it if there is not a control of the fare evaders. Its not fair to the rides that do pay for BART trips, and there is no consequence to those who do not. Police needs to be more present, there needs to be harsher penalties for those who evade fare.	Minority	Low income
R_1shSoMIQ8yOO3q3	People get paid less how they are going to pay more if they are traveling by bart,bus.Some students don't have job or they are minors how are they gonna pay?	Minority	Low income
R_1mrcW265qDQkMIE	I would have to get a second job.	Minority	Low income
R_1ASHrrPF0ePKsKQ	There is already an increase this year 2025.	Minority	Low income
R_1HObyA7EsKGM4ap	Bart just increased their fare this year and I have not seen any improvement in cleanliness or on time service	Minority	Low income
R_7uVPTZqREn621yV	At this time of inflation with the price of groceries rising I would have to say not a good time.	Minority	Low income
D. 7	I understand the increase is below the current inflation, however, it increases the burden of cost on commuter college students who use the BART system to go to and from school. Many of these students may not have the time for a well paying job due to long commutes. So my proposal is that there should be some sort of student program,		
R_7arbeZxnndgQc27	exemption to the increase or discount of some kind.	Minority	Low income
R_6FKFNrMMtzjfhrR	With my salary, it's a challenge to pay for parking, BART fare, and MUNI fare everyday. I already do not feel 100% confident in the BART system with delays, police activity, and witnessing fare evaders	Minority	Not low income
R_7FiW2Cp7aBNSMp3	I know that upgrades are needed for track maintenance and fiscal sustainability, but wasn't there a fare increase just recent? There has got to be another way to allocate funds to ensure that the service continues running. What about stopping fare evaders? Cuts to upper management salaries? If we are all in this together, shouldn't sacrifices be made by both sides?	Minority	Not low income
	There was just an increase in 2025 to keep pace with inflation, so every two years would not be true if that's how you want to position it. The last thing Bart is right now is a safe, clean, and reliable service, but I'd support this		
R_7M0Ja4Yc6NW0e9H	increase if there was a real plan to make it genuinely reliable because right now it's not saving time or money	Minority	Not low income
R_3gLS2oKsBa3TheE	BART commute is becoming equal to just driving . 10 dollars a day is 50 a week	Minority	Not low income
R_3XqnGglplwkSMDf	It cost riders more money	Minority	Not low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
	For daily commutes, it really an adds up for someone who heavily solely relies upon the BART. I take two buses and a BART trip one way to work. Everyday I pay \$20 just to transport myself to work. With the current state of politics, the current administration plans to increase costs for food and other basic necessities. I just want one thing to remain the same to help the population of low income homes that rely on BART. We should be encouraging more people to use the BART system because it is so economically and environmentally friendlier than taking a personal car to commute everyday. There are already so many taxes and price increases in other aspects in life, keeping the		
R_5fSEhlamD7SGAWv	BART prices the same really does make a difference for those who depend on it.	Minority	Not low income
R_7JrPg5kP5VsE7nU	Increasing the fares will not increase ridership.	Minority	Not low income
R_5KDgDdPl5FKZhWK	I ride BART once a month and am not financially well off. I understand that BART needs repairs but please don't put the burden on the riders. Why don't you consider cutting the salaries of upper management. It would be helpful to catch and punish the fare evaders. Thank you for your attention.	Minority	Not low income
R_17C41mU27AJTnRh	People will choose take other transportation than Bart if fare increases	Minority	Not low income
R_50pHnv2SfWljO4T	I understand the necessity for fare increases, although I am a bit dissatisfied with having to pay more to get to work. It's just one of those things though.	Minority	Not low income
R_3NCdNJaBZrJvnMc	getting expensive to travel into the city for work now that companies are starting to require at least 4 days in office	Minority	Not low income
R_5gXEyWeVHgG55dk	If the hope is that more people will ride BART, price increases will only further deter future and current riders	Minority	Not low income
R_7M9uuHKmZYd8nZv	I don't actually know how fares are calculated, but I do know this is the only form of transportation for some folks. An increase could make or break the bank for some people.	Minority	Not low income
R_5mDWdpklR2EgMeE	Fare increases are too frequent. Fare increase was just in Jan 2025	Minority	Not low income
R_5la3erd4rRu9lAx	Price increase should just be 5 cents or 15 cents. BART is getting expensive every year.	Minority	Not low income
R_7ylw8BaGtGwWhDf	Bart fare for a worker that goes into work daily will increase too much. It's already more than \$10 round trip for one day.	Minority	Not low income
R_6F3Zu7gvtMKZaQi	BART is beginning to becoming unaffordable. The constant fare increases are not justified considering that BART is still working on safety. The new gates are helping, but it is no where close to where it should be. Until the safety situation is resolved, I oppose the fare increase. This would sharply disparage those who loyally supported and rely on BART services.	Minority	Not low income
R_7hGYLnTqCccUXMf	I am currently paying \$80 a week with the recent increase. In addition to paying \$120 for parking every month. Bart is expensive and it is almost the only option from Contra Costa to San Francisco besides driving.	Minority	Not low income
R_108iAsiOmbZEqLn	The living expenses are very high in everything. Having the fare increases will bring more burden to the riders.	Minority	Not low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
•	I believe public transit should be free. It would motivate more people to use it and travel sustainably. We should	,	
R_3OuGaSPsIYKxS5s	increase tolls for cars instead.	Minority	Not low income
R_5R7BiDCK60zqlIW	The fare percentage doesn't have to be so high from the start.	Minority	Not low income
R_67a9ak8ZZpF4l8Z	i would support single ticket increase. But there needs to be discounts for local residents and commuters, or weekday commute hour discounts. Because workers are already facing financial hardship and a small increase multiplied by daily round trips are going to us the hardest.	Minority	Not low income
R_7dzQ5EakulsIPm2	I agree BART needs to maintain its cleanliness which is relied on the fares, however, I do think 6% increase is too much and will be less affordable.	Minority	Not low income
R_77flSnBGXmjT2eh	Although the fee seems relatively small, I worry that in the long term it could negatively impact low-income and poor folks that use BART. Fees add up if you're a daily commuter.	Minority	Not low income
R 3s6qniKM8pXFLTX	BART is already expensive in comparison to other transit systems around the world. Additionally, increasing BART fares can potentially cause people to decide to not take BART and rather drive or take Uber/Lyft. Keeping fares low is what will get people to take BART over driving. BART should host more events and sell more merchandise to earn money	Minority	Not low income
R_6g8qHM06kpmJ6nf	As someone with a job that provides commuter benefits, I can afford the increase in costs. Other people will have a harder time paying for the daily expense increases.	Minority	Not low income
R_50rb0mpYsL7kc0o	The fare should be competitive against the cost of driving and for commuters especially, an increase in fare prices may deter current frequent riders and consequently, decrease ridership.	Minority	Not low income
R_7Kd9CTa9EM3QlbD	The prices keep going up but there are always delays and activities causing me to be late even when I'm taking the previous earlier train.	Minority	Not low income
	I would support or oppose the fare increase depending on what happens to service levels with the increase. The wording of the introduction makes it sound like the increase won't be enough to meet BART's needs and I don't want to see an increase coincide with a service reduction. I would probably support the 6.2% if it meant a guarantee		
R_30pB0C6Q36VRoAD	to maintaining service at or above current levels at least for a year or two.	Minority	Not low income
R_5AU4rh74il1YtEZ	It would contribute to my financial hardship.	Minority	Not low income
R_6YLXNjouguHotud	Cost of living	Minority	Not low income
R_5ara2zTprTwU87V	Are there not alternate sources of funding, such as increased government funding? With the cost of goods in the current inflationary economy, price increases only further squeeze the pockets of frequent riders. This is coming from someone who makes around 90k a year, which is above median salary but still feels squeeze	Minority	Not low income

Decimente	O2 Commonte	Minority/ Non	Income Status
Response	Q2_Comments	Minority	income status
R_5PbzUvMe92cKGVD	I feel like the fares are high enough already. I think more should be done about fare evaders that I constantly see jumping over the gates at Daly City and Balboa Park.	Minority	Not low income
R 78Ssre6eZKRbcuG	BART is already very expensive and that would make my daily commute around \$14.	Minority	Not low income
_	If number of cars and frequency of trips during peak hours morning 6:30 am to 8:30 am and 3:30 pm to 5:30 pm		
R_3onDhJPdjdBOPj6	then I somewhat support or I strongly oppose.	Minority	Not low income
R_5n7NsuZkxqOduQS	The fare just went up recently, by a large amount, and it's very much being felt.	Minority	Not low income
R_7fZtcMbMPJ0jYuN	I think to keep up with the cost is intense if we're not getting any benefits. Fare increase makes sense if we get something out of it but in it's current state, feels like nonsense	Minority	Not low income
R_6C2Wh7TsKrbBn76	 Clean up and make Bart safer before raising fares. Create better methods of generating revenue from advertising Consider laying off corporate employees 	Minority	Not low income
R_5Dw4SHWRdyvh2JM	I'm obviously against any types of fare increase. Get some of your money from the insane highway budget that is just use to add more lanes. Just one more lane bro, I swear	Minority	Not low income
R_5esGNHFcCpCzIKI	This is regressive - many commuters do not have another option but to take BART to work and lower income folks will bear a greater burden	Minority	Not low income
R_3eLB0Jo6IJxJiKt	Dislike the attitude that public transit needs to be run profitably.	Minority	Not low income
R_1peR3jpS31iMl6U	I understand that BART needs more money to survive. I just wish it didn't come at the expense of the people who are already relying on the system every day as an alternative to driving.	Minority	Not low income
R_5xD54PtMSeQbwqt	Another fair increase? We just had one in 2025.	Minority	Not low income
R_5n0hKmwTAWvFvgJ	Its already expensive	Minority	Not low income
R_3ON2JsRr6mfV0K6	i would support this increase if the subsidized bart card qualifying cap were raised by an equal or greater amount.	Minority	Not low income
R_1Mhake0bnDSxYDS	I understand the need/concept of the increase since riverside has fallen but I feel there are so many people who don't pay their fair share.	Minority	Not low income
R_7rU4YGP2yVQ4NxD	6.2% outpaces inflation	Minority	Not low income
R_3dAYpf2Rwp6BjUu	BART fare increases are outpacing inflation and escalators chronically out of service at my two most used BART stations (Montgomery and 24th Mission).	Minority	Not low income
R_6Z8qYf3fjzDKMwN	I don't feel that for the current cost enough is done to ensue clean trains and stations as well as ample staffing of police in stations or trains. I've been attacked at two different stations in one year and have no choice but to use this	Minority	Not low income

Demonst	O2 Commente	Minority/ Non	
Response	Q2_Comments system to get to and from work. A fair increase is a slap in the face of those who rely on the system and pay daily	Minority	Income Status
	while watching others force their way through or over gates.		
R_1x5LYWTsFjsgPnj	I understand the costs continue to go up but I can not support fare increases without essential attention to service and safety	Minority	Not low income
R 7eE3SM8sn0zd5Pw	While I understand the need for an increase to shore losses from national and state level cuts to transit, it should not be the responsibility of loyal BART riders and commuters to help given that we already experience the yearly increases as it is, combined with record inflation. Transit funding must be sourced elsewhere such as through ballot measures and state taxes as well as taxes on large businesses whose employees rely on BART.	Minority	Not low income
R_7vLtHL5BCGzG2Nb	Understand that reasonable fare increases are to be expected over time, however the current condition of so many trains and stations is not appropriate, so I don't want to throw more money at a system that is not up to par.	Minority	Not low income
R_7KoN1cNYYgycc3y	I dont know enough to support it. Also, most of the people who have to Bart need to do it. It's not an option.	Minority	Not low income
R_6yGrRraiZxxhDCp	Regular riders have had to deal with change in schedules, Smaller trains, yearly increases. Where's the 1 day free to ride Bart day?	Minority	Not low income
R_5dXqK0eiPFVeHWH	I don't want to pay more to access BART, it's already expensive for people	No response	Low income
R_1mEnnvzSTSxadiG	There was a fair increase on in the beginning of 2025. Service has not improved	No response	Not low income
R_7rUbtpMwxZL8OrG	Salary has stayed static while everything else has increased in price.	No response	Not low income
R_3WZhNy03D93xccq	-There is a lack of transparency about where all the funding is going to, I'm constantly being told that there needs to be increases, yet I'm hearing the salaries are out of control which gives me suspicions that funds are being mishandled. What programs is Bart applying for to get additional funding besides fares? Funds seem to be misallocated. It's frustrating for prices to keep increasing and services decreasing, cleanliness and safety is a major issue. It's gotten so expensive that I opt to drive instead and I know that further increases the problem with funding but why should I support a poor, unsafe service?	No response	Not low income
R_6FUO0ZdVpssF5Qm	I have little confidence in BART's ability to manage the budget in prosperous times. Throwing more good money at bad doesn't seem like the answer.	No response	No response
R_6WPBrt3qyu0BR6S	Current inflation rate is 2.8%, fares increased 5.5% in 2023 and 2024	No response	No response
R_13ERdDy30dqBOqB	Our cost of living is high, and yet wages are low, so for some families I think it would be a bit difficult to keep up with the increase.	No response	No response
R_3v6vl6Fip6je2Mu	Cost of living and transport is already expensive in the bay area	White alone, non-minority	Not low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
R_65ZKc48eu8Tq033	Bart is already the most expensive transit system, I spend something like 70 dollars a week just getting to and from work.	White alone, non-minority	Not low income
R_1BYhIQR0XLl05ln	BART is already far more expensive than Muni and my commute to the financial district costs twice as much as my colleagues who live in San Francisco. My employer has determined it is not legally required to offer commuter benefits of any kind. I've already stopped going into the city on the weekends for fun, as the extra costs add up. I buy online instead of travelling into SF to visit a store as the shipping is cheaper than going there in person. And there are no monthly or weekly passes that would make it more viable for me to travel into the city more often. I understand BART is facing budget shortfalls, but this is going to make it even harder to work in or visit San Francisco.	White alone, non-minority	Not low income
R_63Bcj4NScHYiyGd	Service decreased so why increasing the price?!	White alone, non-minority	Not low income
R_5j8zlqEjbMpARhO	Already expensive to commute daily	White alone, non-minority	Not low income
R_51pSRvKFcXOaeQc	An increase is reasonable but 6.2% is too much	White alone, non-minority	Not low income
R_1gLrqVEmXFnXc1u	Where are the funds going?	White alone, non-minority	Not low income
R_1CCTxWTfg4WTazh	Bart is hiring a number of people that may not be needed, i.e. multiple station cleaners when only 2 are needed during each shift. I think this should be revisited and reduced to cut costs.	White alone, non-minority	Not low income
R_7iki5gXzkPUs2De	Didn't fares just go up? Can you make more money off advertisements or other revenue? Can the state/county/cities chip in more?	White alone, non-minority	Not low income
R_72PW8V6vP9Q8eJY	Stop increasing fares more for people who live farther away and have to travel farther. A flat increase is not helpful. Raise fares on short trips by 20% and leave longer trips alone. Bart should use a flat fare across the system ultimately.	White alone, non-minority	Not low income
R_5alQGbJGQTAR528	If it's necessary to keep up with cost of providing service, then why are we even asking for people's opinions like their opinions will change the outcome? If everyone says they oppose (which who would support an increase), then does that mean the increase might not happen? In that case, how would BART stay in service?	White alone, non-minority	Not low income
R_5y44dVDAa86J9NF	Bart should run as a public service, not as a way to make money or even break even. Even with a datebook recovery rate pre pandemic of 80% is too much when compared to systems around the US.	White alone, non-minority	Not low income
R_17W39sOgzWOzB4Y	Has anyone proposed a pay cut for BART executives? Lower starting salaries? Caps on overtime pay? Why is this always passed on to the customers?	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_5F7bK3mzqMAorvz	Obtaining funding from the farebox to maintain solvency is the wrong approach. Funding should come from the state and federal funding	White alone, non-minority	Not low income
R_5AhP756jrNgvl8B	Eliminate fares. Fares are a bad model. Eliminate the cost of collecting and enforcing fares.	White alone, non-minority	Not low income
R_3BtB0NlyrZ0ScbD	I commute using BART five days a week, round trip from San Bruno to Fruitvale. My fare and parking bill per day is about \$16, and I do not qualify for START program requirements based on income. That being said, I only make \$40k base per year, which makes BART still a significant expense. The fare for the BART should always, always be pegged against the cost of driving - that is a core part of the value proposition of transit for the future. It also allows me to live a safer, more social, active and healthier lifestyle, and I will likely continue to pay the fare even with the increase. There are so many folks, however, who are already on the economic margin, and pricing BART out of their price range works the same for their lifestyles as price increases on higher-quality foods.	White alone, non-minority	Not low income
R_5WupPEHVewfQu9N	too damn high already	White alone, non-minority	Not low income
R_7P4Ni5KD5j2QR0N	There have been 5% increases each of the past 2 years. To have another 6% increase next year is crazy. Get the state to properly fund bart. Increasing fares is a terrible way to increase revenue because people will not want to take bart of it gets so expensive. Even a 0.15 increase in a one way fare would be about \$75/year	White alone, non-minority	Not low income
R_7E5VUnilaETUS0e	Lake Merritt into the city is already expensive. If fares go up it'll be cheaper to drive two people across the bridge	White alone, non-minority	Not low income
R_7UzSYNLyTFKoBtT	I know Bart needs more funding but this increase affects lower income people more than those of us with resources. Could there be an income consideration? I've just become a senior and the difference in cost is remarkable.	White alone, non-minority	Not low income
R_51jQX4OHZkwugUE	I'd hate to see service reduced, but at the same time, Bart is fairly expensive already, compared to other cities.	White alone, non-minority	Not low income
R_1JJGOdmaKQYLzXO	Crack down on gate jumpers before raising fares	White alone, non-minority	Not low income
R_71hWY4L9hjLPIBZ	I would rather they focus on fare evaders. I still see this daily even with the new gates	White alone, non-minority	Not low income
R_38e0wage0zGglLr	I don't want a fare increase but I understand the shortfall.	White alone, non-minority	Not low income
R_6Sr9kjm2Jvyj4hG	Where is all the money from the toll increases going? We were told some would go to mass transit, so far fares are raising and service is dropping.	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_7cYzSPs6zjdN8bV	BART continues to increase fares and parking fees annually. I thought fare increases were only supposed to occur once every two years. These increases will soon make public transportation unaffortable - particularly for low income residents - at a time when many are already suffering from higher prices overall.	White alone, non-minority	Not low income
R_6es5ZsXDu6xjK1C	BART is already much more expensive than other comparable train systems in other parts of the country (DC Metro, Chicago El, NY Subway)	White alone, non-minority	Not low income
R_3NsbVeDSVribx5L	BART service is so terrible these days. I've been riding BART for 30 years and it has never been worse. The train is nearly unrideable. And BART continues to cut service despite fare increases. It makes no sense to increase fares when the service BART provides continues to get worse.	White alone, non-minority	Not low income
R_3DvSZ6NPLht4CKf	I recognize that BART needs additional funding. At the same time BART fares need to be affordable for low-income riders and be at a level that makes BART competitive with other transportation modes.	White alone, non-minority	Not low income
R_5roG79u7rx58khl	It'll hurt ridership significantly	White alone, non-minority	Not low income
R_3OMZKB6lKj1SSMp	Bart is already quite expensive compared to other transit systems and recovers a high percentage of its costs from fares, while other systems rely on greater subsidies. By asking riders to pay more to prevent service cuts rather than finding other funding sources, people are being priced out of taking transit - especially since the cost of splitting an Uber among multiple people can be cheaper or similar to Bart.	White alone, non-minority	Not low income
R_5FFQlUPtSDi8VvH	We should make public transportation more affordable and accessible for all, not more expensive. I also understand that the government needs to prioritize public transportation over car infrastructure.	White alone, non-minority	Not low income
R_3K0YlxH0cFhRk1f	I would need to know what the fees are covering. With increased fees, are you going to offer an easier way to travel? Can you add zone based pricing instead of each and every stop?	White alone, non-minority	Not low income
R_7PBglIDU5IPbRh0	There was already a significant fare increase this year	White alone, non-minority	Not low income
R_6q9kgZtkOSqgSMO	This seems like a pretty large increase!!	White alone, non-minority	Not low income
R_7rxCOPfG6g84TfA	It's getting pricey and my paycheck isn't increasing.	White alone, non-minority	Not low income
R_3851ggml9togjQd	I'm cool with the fare increase, personally, but I make decent money. This is just going to cause more people to jump the gates and less people who *need* bart to be able to use it.	White alone, non-minority	Not low income
R_3cqEtU2xixWlkKB	You say it is "less than inflation", which is untrue if only measuring inflation from 2025 to 2026. Perhaps this toll increase is to help "catch up"? If so, it needs to be branded as such.	White alone, non-minority	Not low income

		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
R_3xLSf05cqvSGltH	Though it's logical to track fares with inflation, consumers are being hit in so many different places and wages are not keeping up.	White alone, non-minority	No response
R_5lLWjunBWtwsc6A	Bart fare is not cheap. You really need to get a handle on gate jumpers. The problem is rampant. It seems Bart is too lazy to do something about it. Many of us are regular riders and pay the fares. Get a look at the fare gates and stop fare evaders . AT LEAST TRY	White alone, non-minority	No response
R_5ZOd4pEaT68n0Yh	車費太貴	Minority	Low income
R_5PidlLkgz2sv2Em	人工都没加多 过 5%	Minority	Low income
R_3vi9BJKirlM5cDq	不用問! 要加錢的話,沒人會支持! 除非是神經病!	Minority	Not low income
R_3sbNdPrGVhOWsqs	Mensualmente mi gasto del clipper es aproximadamente de \$400 y aumenntarlo iria en contra de mi presupuesto mensual	Minority	Not low income
R_3bdouhGcpFOUk37	Los salaries son altos y el duena no lo quiere porque no es justo	Minority	Not low income
R_1nTsek9HZ24Kf4d	To get more riders u need to lower the cost not raise it and especially now when prices so high on food	Minority	Low income
R_3lagtq0J0hnw6SP	Public transportation should remain affordable for those who are low income	Minority	Low income
R_5cLhR7ADQqM9SQF	bart is already way too expensive even with discount like clipper start	Minority	Low income
R_7AGStbnguxYBIBD	It's high enough	Minority	Low income
R_5IyOndXpfgWmWuC	too much	Minority	Low income
R_3jK9wniAjKxexLc	the fairs already put strain on people's commutes	Minority	Low income
R_5EGqX4qrLvPE5no	People are already struggling by taking bart	Minority	Low income
R_7iaDdpknAMJdMVr	I barely make enough to make ends meet and now whatever little bit of money I have left is going to go on my Bart card. I already pay quite a bit each week on bart	Minority	Low income
R_3LXqy0BzHDRpJ3Y	There is alway no agent too be found who are we actrally paying constaley no elevators no bathrooms	Minority	Low income
R_5hA9tfFFImuiKTd	It already feels expensive. Its alwsys crowded. And bart time is wrong at least once a month	Minority	Low income
R_7HLaF1Xx9ZsMjRf	It is already overwhelmingly expensive as it is.	Minority	Low income
R_5wEvbowMtLCNrcU	That's too high considering the inflation and so many people losing their jobs.	Minority	Low income
R_3FLdZkhX1NHylji	It costs too much already. It's almost the same as paying for gas	Minority	Low income

_		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
R_6C79ZWhXlO8e8EG	I already can barely afford it. I have to travel from Del Norte to 16th/Mission frequently and I might as well drive with how much the cost is! That's including the increased toll price. It's no longer affordable, but I take it instead of driving because it is reliable and less risky than driving into SF.	Minority	Low income
R_11POg1SP3lus3st	The prices are already high as it is.	Minority	Low income
	Increase fare just make people don't want to pay and not affordable. There is no use to replace new gates because your station agents still let people who don't pay fare getting in and out from emergency exit. There is not fair for those people who pay fare. Especially in West Oakland, homeless and black people don't pay fare and people keep		
R_32EXKVNKwAp3hPd	entering in emergency exit.	Minority	Low income
R_6hExKrbbTneMdo8	No budget for increasing fare every year. Totally oppose !!!	Minority	Low income
R_5HnoELvobZzICbm	I don't support because I'm disabled and low income.	Minority	Low income
R_5eb2yb3AbDggQuL	Its already expensive! Costs all going up and our pay remains the same!	Minority	Low income
R_6Lkkil3CDZd7Cps	I am a struggling student. I can't afford the increase in costs.	Minority	Low income
	Some people who take Bart live paycheck to paycheck. They take Bart because they cannot afford to drive and own a car. From MacArthur to Fruitvale, the ride was a already increased by 10¢. Now another 15¢?		
R_32Abw78OXE5x3iq	More people are going to skip the fare and try to pass through the people who do actually pay.	Minority	Low income
R_1DP5LY7pTb2ztlY	We are struggling financially. It's expensive enough going to work, school, and home. There should be a fare decrease!	Minority	Low income
R_7RseHPo3K97sB96	I'm a student so I can't afford to much	Minority	Low income
	Cost of living in the Bay Area is already spiking. If BART increased 6.2%, it would have added more burden on average families who rely on BART to commute daily. It would also force some people to seek other alternative mode of		
R_7XjlUyPnKHMxp89	transporation.	Minority	Low income
R_3ssVq6c9zZCbydX	Too expensive I'm old	Minority	Low income
R_2h48pFae95Vs3yQ	It's not good for poor people	Minority	Low income
R_50I6CRqqeBmnCLx	We just got an increase, no need for another high increase	Minority	Low income
R_16xalYw9jD0A4Kt	Bart is too expensive and should be cheaper. Commute	Minority	Low income
R_7HnC6RJyLBMd5MB	6% is too much of an increase	Minority	Low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
	Bart is already expensive enough, the more you increase the prices the less likely people will want to even ride the Bart which will lower your revenue in the first place. Adding gates to the Bart entrys was your first straw, y'all are	innority	
R_5gb4DllddgnuVa1	just making Bart less and less accessible at this point.	Minority	Low income
R_5mJDMhDt3floidM	It's so expensive already! I have to commute on weekdays and adding an increase would further stress funds!	Minority	Low income
R_5rcwPiFZuE82Tly	For someone who has to travel to work everyday of the week this increase is significant cost	Minority	Low income
R_5VWbXyFzrJWGNAB	Higher are bad when grocery costs are very high. BART should show why it is needed. Has BART looked at other ways to save money and not have riders pay more when trains are not on time and leas safe.	Minority	Low income
R_311InTIT3CygvOJ	BART should not be raising the prices, instead it should be focusing on getting the trains and stations cleaner. They should also focus on ensuring people who are evading fares, actually get caught and punished. Adding the new fare gates is one big next step to preventing fare evaders. But, we shouldn't be raising the prices again, after you just recently raised them.	Minority	Low income
R_7J4v4MQzWjASmPj	How about catch the stupid homeless who skip on fare and hop over the gates. Or maybe pay the employees less who are on cell phones all shift instead of doing their jobs calling Bart police on these criminals	Minority	Low income
R_7ifC1VbnFVADhvz	There are a lot of people because they have no other options. They can't afford to take an uber, afford a car, or gas. To them bart is the only alternative because it's affordable. Bart prices has allowed all different kinds of people to take it, increasing it will affect riding rates and riders.	Minority	Low income
R_6PYuwrlO5BJ4No9	I take bart everyday from and to home/work.	Minority	Low income
R_6qz1UB4bfITCLcf	It's already too expensive and I don't think it would makes sense to add additional cost	Minority	Low income
R_7uR8tPiZnE7xG9j	Almost every year, fares go up and need to decrease. Especially for those longer haul rides. For example, I ride from Richmond to Daly City and currently paying around \$6+ and should be reduced to around near \$5	Minority	Low income
R_5uthy6bUiihbLR7	Having hard time to get things meet !!	Minority	Low income
R_74iUcz8yhvAkgR0	This is ridiculous after already easing the fare prices	Minority	Low income
R_7mk4CMzoHBzguVp	Fares are high as they already are! Why would you even consider this!?	Minority	Low income
R_5jT74gWxy0q9mk9	You guys already increased the Bart fare this year and want to do it again, of course this is not helping us at all, plus if this increase is to keep Bart safe and clean I don't think so because I don't see it clean and I don't feel safe either.	Minority	Low income
R_7V41pluf3LowUm2	Absolutely not. I get it, but I can barely afford it as it is. You guys want people to stop evading fares, but soon people will have no choice.	Minority	Low income
R_6CQtt2sMpFo3vcG	too expensive for daily commute	Minority	Low income
R_15nu21ZBqVGyyLT	I take bart to get to school from soth hayward to lake marrite and ronde trip is \$8.90 total every day I go to school	Minority	Low income

_		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
R_30GVenW9G1zb4S9	Bart fare is already expensive. Especially for those traveling far distances	Minority	Low income
R_5QIJH6IsMfZRfoZ	It's not fair to increase bart due to there's some ppl that don't even pay for the ride there's a Latina lady that never pays for her 6 yr old daughter they always catch Bart in Embarcadero at 4pm so I don't think it's fair for those of us that do pay for the Bart, and Bart parking .	Minority	Low income
R_30kMmZl94ldi4bl	Expensive service with very little options for long distance commuters	Minority	Low income
R_6PTQ7rY15bn7PEr	Everything is already super expensive . This increase will make getting to work, school , the doctor etc harder . Especially for those of us in low income communities who COUNT ON bart to get to where we need to	Minority	Low income
R_6Z2lzC9oLt5sBTr	Cost of living has gone up, and not everyone can afford to ride bart	Minority	Low income
R_4NhswBiUiS6e8AQ	Enforce fares before raising them for those of us who pay	Minority	Low income
R_5bWg1h87KU6honH	More people are riding BART to work as many people are being required to go back to their office. There is constantly an increase with BART fares. There was just one effective 2025. It is getting more and more expensive for people to ride BART.	Minority	Low income
R_1Xb0owbc8OtTXOS	I thought the new far gates were supposed to pay for themselves.	Minority	Low income
R_70PGoHAIFU429ji	It's already so expensive! I almost feel relieved that I'm moving to NY because their fares are so much lower and accessible to those who can't afford that price on a daily basis. I'm offended you're even asking me this question	Minority	Low income
R_7iVXUkUyvEqDJbb	Prices just went upfurther increases should be unnecessary.	Minority	Low income
R_3kcBiJ8KFFT0wyK	Bart riders pay enough money, including parking. with expenses continue to increase, it really tough for riders to make it in the bay area	Minority	Low income
R_1KwuTzpAFv0CcRH	I don't get an increase with my current job. It will be hard to afford it	Minority	Low income
	I do not think this is a fair increase at all. With previous 5.5% price increases, there has been absolutely no improvement. Bart cars are still absolutely disgusting, incredibly dangerous - especially at night, broken elevators which prevents disabled people from accessing Bart, and too many people are physically and verbally harassed with Bart police taking almost 6 stops to intervene. So much can happen within 6 stops. My two friends were followed by two men in ski masks who were holding syringes. Thankfully another man intervened by screaming at the men. My friends could have been killed or worse. Where was security at that time? There should absolutely not be a price increase. There should be a price decrease for how poorly managed all Bart stations are. I understand riders have decreased, but that's because people would rather pay an arm and a leg for a safe uber, Waymo, or buying a car.		
R_7hsfqOPtZer6G67	If you're going to charge more, at least make the clipper star program free	Minority	Low income
R_1QPoQDJ6oOTvTo9	Increase fare decrease parking	Minority	Low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_7ALJwkLzraa6ybG	Price already high and trains are always behind	Minority	Low income
R_8Ej9p5sdD4mYBjc	Bart need to upgrade the trains	Minority	Low income
R_3IGEgdE4OOdI7BV	Bart is already expensive	Minority	Low income
R_6U5GwTVs2Sd25RD	The fees are already high and having to pay more will make it harder to afford it. Also why o increasing the fees with all the delays and crazy things we have to face almost every day.	Minority	Low income
R_7QQyef8rlsWejq6	The fair just increased on my commute 5 more cents. I feel like this fare increase will still happen regardless of my opposition.	Minority	Low income
R_37Ea7iZ5FsjCYBX	rates went up at the begging of this year by about \$0.55 from Richmond - Montgomergy	Minority	Low income
R_7pXxujoiJ6RLDDH	I can barely afford to continually refill my clipper card with a discount increasing it by over 6% is going to make public transport less accessible.	Minority	Low income
R_8OqePk2efyJuS6w	I feel that ridership will decrease if prices increase so we shouldn't modify prices in this already critical time. We are slowly but surely almost at our pre COVID ridership so let's stay strong	Minority	Low income
R_6DwqefgAKxNmU4b	We just had a rate increase at the beginning of this year	Minority	Low income
R_3uwfp1n6SdOCUdM	If anything, i speak for everyone when i say that The fare price is actually to high as of now and needs to be decreased.	Minority	Low income
R_18zyAY7wvfn8BwJ	For those who take longer rides it's already expensive espically those who commute everyday going and coming	Minority	Low income
R_1IQ2rymKJYighRo	BART should seek funding from government sources and private sectors, implementing subsidized fares for commuters and locals; raising fares all-around is frankly an irresponsible move with heavy implications around increased socioeconomic inequities. Seek funding from local companies and corporations with local offices whose workers should be relying on public transportation as opposed to one-occupancy cars and Waymos.	Minority	Low income
R 3zei8marfjGUlwh	Who needs BART most? People who cannot afford a vehicle or other means of travel. Your claims otherwise of BART being clean, reliable, and safe can be clearly proved false by riding it for a week. Not to mention your disgusting police program which serves to harass more than protect.	Minority	Not low income
R_35YjgWXjBevGGX9	The economy is crushing us and it's hard enough trying to make ends meet in a country where prices keep going up and wages are staying the same. Those of us who take bart do so TO SAVE MONEY!	Minority	Not low income
R_54cMCFMJ7V40s4J	Too expensive for commuters. I saw lot of people including people with jobs jumped the fare gates and even passed the emergency entrance. I am hard working and working every work day, why I should assume their fares? Why I should bear the loss of the Bart system. The fare increase is unfair to all of the commuters.	Minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_5i3uMBhy7AzPrqb	I am writing to express my concern about the proposed 6.2% fare increase. This hike is extremely inconvenient, especially given the sharp rise in the cost of living over the past few years. Many people who rely on BART for daily transportation are already struggling to make ends meet, and this increase would add even more financial strain. It's important to consider that the majority of BART riders are low-income individuals who depend on affordable transit to get to work, school, and other essential destinations. Raising fares at a time when living expenses are already high will disproportionately impact those who can least afford it. I urge you to reconsider this decision and explore alternative solutions that do not place additional burdens on the community. Thank you for your time and consideration	Minority	Not low income
R_5j291rwqRyPznMj	The price it is affordable for everyday commuters.	Minority	Not low income
R_6EiiwS1TA8nM9qK	We are in recession people losing their jobs. Your service is lousy and your biggest mistake the coliseum Bart to the Oakland airport people do not use it because you do not provide security. Clean that homeless campamento underneath of Oakland coliseum to avoid crime. That is where you are losing your biggest revenue	Minority	Not low income
R_6ux6rC83iU8cBcM	No increases. How about administration and anyone making over 100k take a pay cut instead. Why should customers pay for BART's low ridership when services haven't improved? Trains are packed, consistently delayed, cars are filthy, arrival times are inconsistent, and elevators are broken every other day. Fix the Bart experience and bring back 8 car trains during commute hours.	Minority	Not low income
R_3qHE05jYcYwHiVY	Taking Bart is convenient and eco-friendly but it's already getting more expensive than it would be to drive. Although I would love to keep taking Bart to work with this increase I would probably start driving to work to save money.	Minority	Not low income
R_1hJZFveiWYMfjhZ	The BART is already expensive. If the price increases, make it more affordable for low-income households by increasing the threshold for discounted fare programs.	Minority	Not low income
	Continuing to increase fares is harming the community, which is already financially insecure, and will lead to a decline in ridership. BART spent millions of dollars on fare evasion gates instead of investing that money to incentivizing ridership. People		
R_1pRatseVknXL7XH	were (and still are) clearly struggling to afford fare; continuing to raise it will only exacerbate the problem.	Minority	Not low income
R_7U8TiVNnoPazt1n	I can hardly manage as is.	Minority	Not low income
	I can hardly afford the current rates. It's \$20 for me to commute everyday back and forth which comes out to \$400 a month. That's more than it would be for me to fuel my car 3-4x a month.		
R_7ix94c48oomjqdQ	I feel that adding the new gates to the stations will ensure plenty of money coming through to bart and that's enough to keep up.	Minority	Not low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
•	Using the BART service allows for me to have affordable access to transportation. Increasing the fare can add	•	
R_1UguGyUyVhSr3ov	barriers to those in the community that rely on this.	Minority	Not low income
R_35yxQHRd3XXrRmd	This would greatly increase my commute costs. I don't see the benefit as bart does not seem to spend these increases on safety or necessary upgrades. Elevators are consistently down. I have entered train cars smeared with feces and drug paraphernalia. Bart apps barely work. Where would the increase money be going?	Minority	Not low income
R_1P75lhIHdyslOUx	BART keeps increasing the prices but there is no help from BART agents, police or crisis intervention when called for or asked. On top of that BART always has issues with the Red line with no fix in the works. Just keeps applying a wet bandaid to.the issue.	Minority	Not low income
R_77rHhPiliPKMD9n	Right now one day round trip fare is \$16.20. Not easy for people to afford. Bart need to look into cutting waste, not raising fare again! Almost everyday at Civic center station, seeing this lady just sitting there playing with her cell phone, why is Bart paying?	Minority	Not low income
R_5yephqlFOkllWJH	the fare is already high enough as it is and with the economy right now not everyone can afford another fare increase and plus the service is a hit and miss. the trains are dirty and smelly. the station does not seem to be doing anything and are just all relaxing and socializing with one another. maybe if Bart services can improve and everyone can see and feel the changes then that would justify the fare increase. instead of asking for fare increase maybe you should cut down on your employees who does not seem to be doing what they are supposed to do.	Minority	Not low income
R_5frqGIFZ9k4kG42	BART used to be the easiest and most convenient form of transportation around the Bay Area however with constant fare increases, it has allowed many riders to deter from using its services. This has allowed most people who need to utilize BART the most to be priced out, such as individuals of lower socioeconomic areas or commuters to work/school. Additionally for the past fare increases, we have not seen any plans of transparency of where these extra funds will go in terms of timeliness, maintenance, or even how these will benefit your riders.	Minority	Not low income
R 3BxvlLu1unHmw3T	More unaffordable 🔿	Minority	Not low income
R_5hT3wOhfgeTwoJr	My round trip from Antioch to Montgomery bart is already \$18.20. This is alot of money each month for me if I take bart 5 times a week	Minority	Not low income
R_60YugKKQVrssC2W	It's to high now	Minority	Not low income
R_6kGEMtZ7LWykOHX	Inflation is already hard enough as it is. I use Bart to save money and increasing the far by 6.2% is absolutely ridiculous!	Minority	Not low income
R_6zuSpkXWtI4p9ND	Current fare is already very high. The problem is management.	Minority	Not low income
R_1gXwQHHRzVTt1rq	The price is already increased recently and it should not be increase again due a lot of people have financial burdens and reply on public transportation to work.	Minority	Not low income
R_31ilOCoH9IC2dUC	You guys charge 13.00 to park at west Oakland	Minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_5949n14s1aeePXb	Public transit should be free. Too much \$ was wasted with the new gates	Minority	Not low income
R_5SP1tNDZJGQehB7	I have to take bart for work and adding commuter costs eats into my take home earnings.	Minority	Not low income
R_5RT1PI9UPADfbxL	It's too much	Minority	Not low income
R_1CHOk9ReCXSy3jy	Prices are going up everywhere and this proposed increase will put a further strain on my finances (as someone who uses BART frequently).	Minority	Not low income
R_5HBKceO2814pYKB	The amount of fare increases continue to be unfair to riders. Why is BART not looking to cut administrative costs where possible and reduce executive pay. No additional bonus for executives and redirect bonus to cover costs of BART. 6% increase is entirely unreasonable given that annual wage growth is under 6%.	Minority	Not low income
R_6EongRRR9fJjMUy	Expansive enough as it is on a public agency	Minority	Not low income
R_3cM4yvSalKY6q5z	Increase is too much.	Minority	Not low income
R_6ieX9i4UoClocHN	The fee increase will make it harder for people to be able to afford BART to get from their jobs and school.	Minority	Not low income
R_6I3OwkAUdQ4euxp	Trains are not being cleaned stations are looking like trash and all y'all know how to do is raise fares make it make sense as a taxpayer I am appalled	Minority	Not low income
R_5RsO14JJXcyER4B	BART is already not a sustainable choice for many people including myself. This increase will only further strain my limited resources when it comes to commuting options and will force be to reconsider continuing to use BART. Instead of increasing the fare and also punishing those who rely and use the service, BART should consider ways to incentivize ridership- such as flat rate travel, discounted rates after a certain amount of paid rides, or even consider leveraging partnerships with employers to offer better rates.	Minority	Not low income
 R_1FywkPrUhom0xGO	I spend, \$180 a month in bart fare. I can't spend more	Minority	Not low income
R_1bPCJDgM1jjXGHn	Cut back on offering all the discounts so fares don't need to be raised. Continually raising fares while trains are often delayed or crowded makes no sense.	Minority	Not low income
	I pay almost \$60/week taking BART 3 days from the Pittsburg/Bay Point Station. That already equates to almost \$3,000/year. I have seen first hand ridership increasing on a monthly basis, by the time I exit in San Francisco, the trains are more than full. Is it BART's intention to pack the trains so full again, pre-pandemic, that there isn't even any standing room available?		
R_168y3ZF5SXaDmOl	And commuters coming from further away shouldn't be penalized with higher fares increasing, as the reason why so many live so far away was because of the high housing prices. What we managed to save in rent/mortgage is being taken up with higher gas prices and higher fare increases. We don't have many options in getting to work, it's either public transportation or driving.	Minority	Not low income

		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
	Bart has already increased fare beginning of 2025. Increase of the transportation cost and more days to work in		
R_7cSdqvWPzOHOwyy	office lead to a harder life.	Minority	Not low income
R_3n745cg8P0n2uxS	Bart gets funding from different sources; leasing Bart land., parking, advertising and fares. I feel so called Ambassadors are a waste of resources, they don't do much.	Minority	Not low income
R_3PYWtzjbFRPE8Nh	I am spending a lot of money to make ends meet.	Minority	Not low income
R_6bNIVW6YvMvr6vv	It is already to expensive. my household pays 40\$+ on a daily basis.	Minority	Not low income
R_6E0JsiZEZ5L4aB3	Its already expensive to ride bart	Minority	Not low income
R_19psT5JT03oPZ22	mismanagement- fare is already too high	Minority	Not low income
R_1VrPW7iW12gpAZ3	Everything is going up and it's just so hard to maintain	Minority	Not low income
R_3wAL2klOeCYllgq	l can not afford to pay more for Bart	Minority	Not low income
R_6rf4CG2VzV3RBoY	It's already expensive as it is. At the new proposed rate, it may be cheaper to travel in a car.	Minority	Not low income
R_1rYNZAuojQq1rcR	It will cost too much to go to the airport from Pittsburg center	Minority	Not low income
	The proposed increase will hurt ridership long term as there are other options to get into the city that are more cost effective. For those who do not qualify for the low income reduction, this extra increase which you believe seems		
R_1CU0WakglrbSsHa	like a small and insignificant increase will be financial detrimental.	Minority	Not low income
R_5KV81EA4cnHE08h	I am strongly oppose because 6.2% is a big amount.a lot of things increase but the salary didnt increase.	Minority	Not low income
R_1pukMO1kvh9hmbi	We already spend so much for with bart then to add muni or any other option to our destination and with bart we are most likely to use that it twice a day going back home	Minority	Not low income
R_7HeUoqsHHvX2uNX	The far price should be lower	Minority	Not low income
R_7gDzWCjyb88Pta9	This will cause a hardship for some	Minority	Not low income
R_5zcnbGbPXpbZJnH	Doesn't make sense to me. You want to increase Bart fare when so many people are still jumping the gates or sneaking through the new gates, to avoid paying. Bring back fare inspectors throughout the day and not just in the morning.	Minority	Not low income
	A fare increase just because!! Has your service level increased? Has your cleanliness increased? Has your safety increased? Has your level of dealing with issues increased? Do you really care about people that ride bart? Show it and have the best level of customer service, be the role model when it comes to cleanliness and the safes		
R_3anA9Rmo0BCFBHr	commuting system then increase the fare!!	Minority	Not low income

Desmanne		Non	la como Choturo
Response	Q2_Comments	Minority	Income Status
	I commute from Lake Merritt to Dublin/pleasanton every day so a 6.2% increase would be an incredible mark up for my daily commute. As much as I support BART, it will be a financial toll on myself and many other riders who travel		
R_5lTzxb07TfvDFo5	long/longer distances.	Minority	Not low income
	BART increases aren't fair for the every day commuter like myself. This increase impacts me directly and this fair		
	adds up over a month of commuting. I already have two jobs how is it that Bart fares keep increasing but the quality of Bart doesn't.	Minority	Not low income
R_7Q863dmxssH287v F	Rates are much higher than prepandemic but services are lower already.	Minority	Not low income
ſ	Bart just recently increased fares just this year. Give the public a break. How about decreasing staff. Bart police,		
R_1w2WueyweiUt6HT t	ticket patrol, prevention specialist Ave another group	Minority	Not low income
	BART is considerably higher than most public transit systems as it is. And considering the limitations of the stops, its		
	services, the myriad of service distributions do not justify raising prices for everyday commuters who rely on such a service.	Minority	Not low income
(Our wages did not go up, starting June, we have to take bart 5 days a week and the issues with bart are still there.		
R_3rHFCr9kw6qK56m C	Get rid of the "intervention " useless people you hired and do nothing.	Minority	Not low income
	You are still not doing enough to crack down on fare evasion. The new gates are so slow that one or two people		
R_5gU3jb4k9793rTd c	often follow me through when I tap my clipper card.	Minority	Not low income
R_3IBpHpB8JqZqTFa C	Only if you put full height fence on the platform to avoid accidents and delay	Minority	Not low income
	This is like affecting the wrong person; minorities instead BART is better of increasing parking cost by to 4-5\$ to		
	make up for no increase in fare because minorities can't afford driving/parking and with the parking cost increase it		
	could also increase carpool to BART. (P.S the parking increase will also affect us)	Minority	Not low income
R_6dnoxXQKYpqeVyo E	Bart's quality has decreased and to charge more is ridiculous	Minority	Not low income
	It's unfair to those of us who actually pay the fair. It's as if we're paying the burden of BART not having adequate		
S	security to capture the fair evaders. I'm a rider 5 days a week and every single day, there are people who freely hop		
	over the gates, walk out the side gate, or piggy-back behind a paying patron who goes through the new "top security " gates.	Minority	Not low income
	We just had an increase in January and now I pay \$9.10 each way. Plus parking. I'm paying over \$100.00 a week for	.vintority	Hot low meenie
	transportation and parking.	Minority	Not low income
R_5unVDJMfo7XjryN E	Bart should be cheaper than driving your car and paying for gas every month.	Minority	Not low income
R_6nAdPvkUSRBJAHi E	Bart is already expensive as it is	Minority	Not low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
	The fare was already increased at the start of the new year. So to see another increase so soon after that feels really unreasonable. Especially since the train car were also decreased last year, reducing the chance of actually getting a seat even during the first couple of stops on a route. Having to pay around \$10 a day for a longer round trip back in 2020 was already pretty bad. Now that the fare has increased exponentially the past few years makes it especially		
R_5mkDBpCNgGh72Pg	egregious. For riders, we are literally paying more money for less service.	Minority	Not low income
R_6dsDWAazS0ZvMhT	Too expensive for regular BART riders	Minority	Not low income
R_7VD66OdxyiPVJwM	BART fares are too high and trains are too crowded. Need service to improve as not willing to pay more and getting less. Also costs of living is worse than before such as high egg costs. Can't afford BART as need to eat.	Minority	Not low income
R_7jPcx0CkUsBtxK1	The cost of riding BART is increasing every year and cost of living increase also. Need discounts for multiple ride like a 10-ride pass or 20-ride pass.	Minority	Not low income
R_1IHkNQScLdkn7Ou	As it is, with rising inflation and other expenses. Due to the return-to-office practices that businesses are implementing, ridership with Bart may have grown since the outbreak. In the future, I would prefer that fares remain the same or be reduced.	Minority	Not low income
R_7UmybBR5wWsZBol	The current Bart fare is already very expensive. It will become unaffordable to a lot of people including myself if Bart increases the fare. Price increase will not solve the issue as people will just avoid taking Bart.	Minority	Not low income
R_35MFRRa36jWFb57	They just recently increased the fare so	Minority	Not low income
R_7jRu3KESdUUWUfv	I use Bart every weekday to commute to and from work. Bart being cheaper than driving is a big reason I use it. If Barts fare keeps increasing I don't know if there will be much of a difference price wise whether I drive or take Bart.	Minority	Not low income
R_7q7pq5vQegyZfGM	I commute from Pittsburg/Baypoint to SF every day for work and the fare takes away a good chunk out of my paycheck. I do not want to pay more	Minority	Not low income
R_7lsYz7lUjdLnlxx	too much	Minority	Not low income
R_3nMBYRrOT316wsz	Why 6.2%?! Most of wage contract increases are only 3%.	Minority	Not low income
R_1QKIfAqivvI3m8K	For the decreased cars and space, if the fares increase, the 10 car trains need to be brought back! At minimum, the majority of people should have a seat and it's packed at every time if every day now.	Minority	Not low income
R_7GkBsRibG0gT5tf	I've taken Bart all my life it's starting to get expensive to go to work	Minority	Not low income
R_1oAcnG4CxH4Aze5	They just increased the fare	Minority	Not low income
R_1zkboDXYXddYHQZ	BART is already expensive as it is (compare to LA Metro) and as someone who commutes 5 days a week, this would negatively impact me as a BART user. Where is this money even going? the BART trains are dirty and dangerous anyways	Minority	Not low income

		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
R_1KkxkKZitH49VjX	I don't see any improvements to BART.	Minority	Not low income
R_1cwpVhJ7t46Ke0F	Commute is already expensive and with less trains, it feels like rush hour on BART is less than pleasant to ride.	Minority	Not low income
R_7gSo0riUopgNTlf	Fare prices have been getting expensive and BART in general is becoming less affordable that I sometimes seek other forms of transportation to get to where I need to be.	Minority	Not low income
R_5vGOCFj2Cp3kkdH	people don't have they money. increasing the costs of public transportation is insane.	Minority	Not low income
R_1ZKSdtQ1sWWpT4q	There is an annual fare increase despite taxpayers consistently passing grant propositions. This fare increase be on top of the usual fare increase that occurs every January 1st, this seems excessive.	Minority	Not low income
R_5gMDGAwsH0lXIDn	Already high too live in the Bay Area. Should have never installed new items they couldn't afford	Minority	Not low income
R_5KXbOx1GnBktUpH	You say this is to keep Bart safe & clean. You need to make it safe & clean first! The new gates that have been installed are a joke. Have a Bart police officer stationed at those gates to ensure that everyone is indeed paying a fare & not just walking behind a paying customer!	Minority	Not low income
R_1vZJsZ6jYPEidKF	The fare is already so expensive for our job pay. You just increased the fare in January. I completely oppose this increase. We don't make enough to pay that much.	Minority	Not low income
R_7tyV5jxtIUw0tiW	Not worth it, it should be reduced for the quality of security and cleanliness that is missing inside the BARTs	Minority	Not low income
R_1HH0vjy7EB4nfxh	Bart has increased fare in 2025. If you increase the fare in 2026 that means Bart increases fare every year not every two years. The increase % is higher than the inflation rate too.	Minority	Not low income
R_425rLlFBRviVMiZ	I think the Bart should regulate illegal Bart rides since that hasn't gotten any better.	Minority	Not low income
R_5cqmHkzwIKohvMZ	We just have an increase why another increase? Unfair!	Minority	Not low income
R_7CydH4sPcmRwq5L	This is an added burden to riders who take bart everyday	Minority	Not low income
R_3SHVuOrLvucFqtb	Fees are already expensive as is depending on the distance. Other public transport systems in other cities and states only charge a flat rate upon entering the transport facility.	Minority	Not low income
R_5zbChWlxHq7sAl4	You guys don't do a good enough job of stopping jumpers or fare evaiders, and suspicious activities in Bart and we loyal bart customers, and bart police app users, are tired of this and are already paying so much just to see that nothing is being done and it's unfair to us. More gates, more enforcement and decreasedl fares please!	Minority	Not low income
R_4dEyGRNoqSE1Eg4	My wife and myself commute daily via bart from Fremont to San Francisco. Increase in fares is going to be big hole in our pocket. We already paying hella lots of taxes. Why doesn't bart use government funding and instead rip off general public.	Minority	Not low income
R_7k7BmkXyewuds0y	Is not a good time . Due to inflation .	Minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_5v7kZwbpxvfw6UP	The current fare is fair. I would rather drive than paying a higher fare.	Minority	Not low income
R_7PTZIGBBfonvZym	It's already high. The Bay Area itself is expensive. If the fare increase will only encourage us to bike and seek other options	Minority	Not low income
R_3EH2HaRd84BvXCa	Most jobs are in SF and many people in Antioch are employed in over the bridge. Increasing bart rates will increase our daily and weekly commute to even \$17 or \$18 roundtrip DAILY. that's almost \$100 a week to take bart if the average commuter went to work 5 days a week. Almost \$400 a month on commuting is unaffordable, inaccessible, and unacceptable.	Minority	Not low income
R_7PtA8HMJfow2oC0	The rates have already went up in January of 2025, and now you want us to pay more. Also, I do not feel safe on the train when there are people (who obviously did NOT pay) doing drugs on Bart. Those individuals bother us who are commuting to work by loitering, panhandling and sometimes be violent towards others. Maybe you should focus your energy on the people who are not paying for rides and leave us commuters alone.	Minority	Not low income
R_7dSxwE6DufdxinH	Bart should not be raising their prices until things are fully fixed, people jump the pay point, there is homeless people on the train, people smoking in between cars, and the stations are not clean.	Minority	Not low income
R_19bG6fwGCa9Fa2s	Fare increases only encourage the procrastination of finding a long-term solution, since the fare increases will only dampen the severity of the problem and allow BART to run as is, making it seem like there's no urgency for a long-term solution, in fact the long-term solution becomes fare increases. BART needs to recognize that they need to address its financial health and plan immediately. Increasing the prices will only make BART's issue of decreasing ridership worse, since it will become less affordable for the everyday rider, pushing them to find alternatives. Furthermore, fare evasion will be come more prevalent. BART should look to make internal changes before pushing the consequences on its paying customers, who are dwindling day by day.	Minority	Not low income
R_3ZgoPoJZfnJc9zz	current price costs almost \$20 round trip from south bay to SF, and plus parking fee. it's way expensive than driving car to the city. the current price already discourage people to take public transit.	Minority	Not low income
	 Bart need to improve the cleanliness in and around the stations, as well as the seating area inside trains. Sometimes marks, dirt, and filthy smell appear on seats. Over time the current seat cushion materials that Bart used became saggy. Bart should implement stainless steel or plastic seats which are much easier to clean and maintain the neat and clean look. Marijuana or weed smell permeates the air inside train. No Wi-fi connection in Bart stations and on train. Nowadays it is very important to be able to connect to law enforcement or to family members should any accident or disasters is happened. Advertising posters posted on Bart train windows obscure the outside views from the train inside. Only dots on 		
R_7iPyLaRIPuVfdMy	windows can be seen from inside. Passengers are unable to see the outside scene from train car.	Minority	Not low income
R_5DYneyPnThL7bs0	We already are paying too much train fare.	Minority	Not low income

_		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
R_53bKBOMAHHxxn3j	Transportation is already expensive	Minority	Not low income
R_7nT0yjUf7BDmIJo	I have taken BART nearly everyday for nearly my entire life and now I'm questioning if this is the way to go. I am all for supporting public transportation but BART has become extremely inaccessible, taking account of a large chunk of my monthly expenses.	Minority	Not low income
R_5i9upTUu1bv5nS7	proposed increase of another 6.2% is absurd and unfair considering the two increases that have occurred in the last two years	Minority	Not low income
R_1mkCGFUDCOwaY1d	6.2% increase? It just went up so this is highly upsetting. Bart is still dirty, it's always running late or some kind of delay. The new fare gates are either fast or slow (people are still pushing behind others). You guys want ridership but want to increase the prices without any improvements. Question is, are you guys raising prices to pay the higher ups even more or to actually make the ride better for your customers? Please make it make sense. Show us what you guys are doing to make it right instead of saying you guys are making it right. Bart at 4:30 and up in insane, add more trains!!! With this incoming increase, I would rather much drive myself to work instead of paying Bart.	Minority	Not low income
R_37eeFL8Z40iicJy	Instead of increasing the fare, u should make money penalizing those to don't pay fare.	Minority	Not low income
R_5dzQijikEPIOUN3	That's too much of increase. January 2025 Bart already increase the fare. People salary like myself doesn't get pay increase! Can't keep up with all prices going up.	Minority	Not low income
R_5Hk4hCKrNbRLEB6	Bart fares are already expensive and some of us are still not making enough to support our family. Also, there are still homeless people on bart and less bart worker patrolling the bart areas. I also noticed the bart bathroom are closed most of time.	Minority	Not low income
R_2HXnhYUNMRHc2ds	Now the fate is already too high! Can't affordable it!	Minority	Not low income
R_1rZwtxWOfOSe9B7	Continued support increases further push riders to other options and make it inaccessible to everyone.	Minority	Not low income
R 5F9TiP0JRednjJM	I can afford it but others can't	Minority	Not low income
R_3tqWSsIkLu1eWhC	With the condition of these bart trains as it is, with no patrol of delinquents, it would be absurd to think Bart Should be charging more	Minority	Not low income
R_6OqSBWlGx92aiX0	There is so fare evasion and I see the BART attendants (BART employees) chatting and being unavailable—and there are legit drug users and armed indigents in the trains. Riding Bart is a liability 50% of the time, and I don't think BART deserves more. Have BART staff do their job before you ask me to pay more. Ensure everyone pays before you ask me to pay more. These increases only make me think I should jump fences and leave my trash on Bart floors.	Minority	Not low income
R_1LCpFValtDHYffW	Bart has continued to increase prices over the years and unless the experience changes, I would strongly oppose. Compared to other major cities like NYC, we already pay a lot more for public transportation and going into the office 3x a week is going to be way too expensive	Minority	Not low income

Decrease	O2 Commonte	Minority/ Non	In come Statue
R 31HQuOdDTPaTyOC	Q2_Comments Keep BART affordable!	Minority Minority	Income Status Not low income
R_3dzCQvwMg2sC6ZP	Would not support an increase at this time. Everything in this world is increasing. Already installing gates to ensure people aren't cheating fares. It costs me a lot to get to work every day and I pay the least out of my coworkers. \$12 to go 7 stops. What would this increase cover? There is no transparency over what the increase would cover and will the riders see the benefits of this cost increase? No. 6.2% is an extremely high increase.	Minority	Not low income
R_3dj3xKnmYWm9YHu	The price just went up this year and increasing again makes it ridiculous price for me to get to work each day. I ride bart to decrease amount of pollution cause by driving. But with the continued increase it is probably better to just drive.	Minority	Not low income
R 7YJIPtoA97OAy9y	Bart and public transport fares are far too high as they are. It is cheaper for me to drive to work and pay for gas than it is to take public transportation. I feel strict that sfmta is misunderstanding the purpose of public transportation which is to provide transportation access to all people. Higher fares at a time of economic distress completely fly in the face of that goal.	Minority	Not low income
R_3FhbRG6lqddyEEL	Fares were just increased 5.2%. There wouldn't be a need to constantly increase fares if BART made it safer for more people to ride again. The trains are disgusting, BART police is never around and they never come when you ask them for help. There also wouldn't be a need if you had more station agents / police around because they would stop fare evaders. Every day I see someone skipping paying their fares. The only time I see BART police checking to see if people paid is either very early in the morning or on Saturdays when there aren't as many riders.	Minority	Not low income
R_1QDChvyzHmiCz2i	Bart is becoming too expensive, will begin to consider alternative transportation means.	Minority	Not low income
R_6tiotZmyQUQpIYk	It seems as if there are always delays and service outages at these prices. Why would I think that with an increase, these probables would change. Prices have gone up over the years and quality of service has gone done.	Minority	Not low income
R_5Fy90KGMHX8YqW6	The city/state needs to find other ways to make up for the funds instead of squeezing the public's purse. Riders who take Bart already don't have the highest salaries and not many employers cover commuter benefits. Find another way!	Minority	Not low income
R_5mglkQBBDr44N7R	BART fares are too high as they are! Rates keep going up but service has not improved. Also, the new gates are not effective at deterring toll-evaders and BART officers do nothing to stop them either, emboldening their criminal behavior.	Minority	Not low income
R_7hs9Lc5K8c5zj5D	We just had a fare increase a couple months ago! There have been no NOTICEABLE improvements! How about you stop and give a ticket AND a court summons to every fare jumper!	Minority	Not low income
R_3pAb4DHYo9E6Cs1	My wages don't go up 6.2%	Minority	Not low income
R_1F8j3yUxezhYktX	Pricey	Minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R 3kGlzxkePpfvG8V	I have been taking BART most my life. I have not seen much improvement. New trains, but shorter and less cars(from 8-10 cars to 6) Putting new pay gates up, mostly on low income areas	Minority	Not low income
R_5mXSSjaVRGxUkCZ	BART literally just increased fares. Would like to see the organization deal with costs by managing budget and personnel better. Would like to see a monthly flat rate fee for east bay riders.	Minority	Not low income
R 1j5Px7U0vrBAT0B	The higher you raise the fare, the more people are going to jump the turnstiles. I've seen people crawl under the new ones that you spent tons of money putting in. Don't do it.	Minority	Not low income
R_68NfquhCM9RcGjt	I ride from West Dublin to Montgomery and pay \$7.40 one way. During commute hours, you only send 6-car trains every 20 minutes. So I am paying more for less service than I got during the pandemic. BART is important but I feel like riders are paying for gross mismanagement - I rode empty 10-car trains during the pandemic and you reduced service AFTER riders started coming back. Subway fares: NY - \$2.90. Seattle - \$2.25. Philadelphia: \$2.50. Why are we paying so much?	Minority	Not low income
R_7w0ZamBnNoteLE5	The distance based fees already disproportionately impact riders from further distances, and fee increases heavily impact riders who commute for work. We need more incentives to increase ridership, and fee increases do not do that.	Minority	Not low income
R 7IRFZunzPofnrh4	Make Bart cleaner and safer first before you increase the fares. I still see a lot of people who doesn't pay for fares and sleep on the trains especially in the morning. I wish my train line runs more frequent like pre pandemic (every 15 mins)	Minority	Not low income
R_33yWWygkgws21k5	It's already too expensive	Minority	Not low income
R_72xj0Zs53dkQRGW	I oppose the proposed 6.2% fare increase. While I understand the need to maintain BART services, this increase puts an unnecessary financial burden on riders, especially currently high inflation period. I believe alternative solutions should be explored to keep fares affordable.	Minority	Not low income
R_7U9tAcgHthLWuyt	Recent increase already happened this year 2025	Minority	Not low income
R_6e5qsnLEVqTu1xN	BART has so many scheduling issues and not enough seats during commuting hours and it is already expensive for what it provides. It's cheaper to drive, which is unheard of in a metropolitan city. NYC makes it soooo much cheaper to take public transportation which encourages people to take them more.	Minority	Not low income
R_3Ce2fjoWbM9heT7	I understand Bart is expensive. I support Loopdecreasing the millions of dollars that are going to the Bart Executives instead of increasing the cost for lower income people.	Minority	Not low income
R_8K9mZ7r1mpeDXcu	I feel like the fare kept increasing last years. 6.2% seems too high.	Minority	Not low income
R_5re89JkCvP4t988	There should be other projects to offset this increases	Minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
	This is no longer an equitable or convenient way of transportation around the Bay Area. BART should understand how to become more efficient in its maintenance and schedules with transparent plans on how these fare increases will be used to benefit its riders. We have seen nothing in the past to show that BART will utilize this money effectively as we see daily delays, reduced schedule times and high fares. These increases will deter regular riders		
R_1FR5UErqDHRVTIC	and increase the amount of turnstile hoppers	Minority	Not low income
R_3OALG959Y9RO3Op	Operate system within budget	Minority	Not low income
R_19rZv54Zg490LKH	The fair keeps getting raised but there is still homeless people riding and crazy people. I don't see the people who monitor the trains riding to keep us safe.	Minority	Not low income
R_5QAoB1936aElkrv	I'm a broke high schooler please dont.	Minority	Not low income
R_7WTreXDjPDK3b3O	The price keeps going up but there are still delays. The trains are still nasty inside	Minority	Not low income
R_63LAISxWjgbJplf	I am concerned because rate hikes have always been a thing for BART even before the pandemic. I feel like the issue doesn't stem from inflation but from poor management.	Minority	Not low income
R_7DJ5V89Zc5LjSba	Did BART not just do a rate increase in January 2025? You say that these increases are biannual, but that's back to back annual increases. Also, BART is already an expensive service. Understand that the product is only marginally cheaper than driving (toll included), with an overall worse experience. Constant fare increases may further decrease demand.	Minority	Not low income
R_7vcUcDcTk22Jl5x	Increased quality and I would	Minority	Not low income
R_6p096HTj1UP6A8W	There is increased ridership as shown by the statement to include two cars on morning trains to San Francisco. Also, the City of Oakland, the city county of San Francisco, and the state of California all have required employees back to work, which would mean an increase in ridership. With that said revenue will increase without having to increase the cost.	Minority	Not low income
R_1GkZtypobpoY3Z4	People are evading even with the dumb new doors installed. Im not sure what the funding would go to and that it would be helpful	Minority	Not low income
R_3QrBCjYeUvHLmoP	I strongly oppose increase in price without also a increase in benefit. BART seems to be running inefficiently (I see fare evaders daily), is unsafe (where is BART police?!), and unreliable (even a little bit of rain causes delays). How are you expecting customers to simply suck it up and agree to a yet another price hike?!	Minority	Not low income
R_1FYYvSWqhQF9VUl	It already more expensive than most public subways.	Minority	Not low income
R 3YIB1iYFLGIQrRw	You have people smoking crack on the bart, and smoking cigarettes. Millbrae station elevator repeatedly has someone p*ssing and sh*tting in it. Homeless ride the bart smelling like p*ss and sh*t. Constantly getting threats from crazy Homeless. If anything a decrease is in order. A couple more weeks of this crap and I'll probably just drive my own car, for my safety.	Minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_142AJ7iyVqMZS7G	BART's staff and board are completely out of touch with riders and potential riders. While train cleanliness has improved over the past six months, the frequency and reliability of service is poor. This is especially true on the red line, where riders on the northbound segment frequently see delays and a lack of capital investment. For example — fare gate implementation at Millbrae station is much needed.	Minority	Not low income
R_5uBJ9PvfCD3Ad4R	How do I say this well? You have steadily increased the price of fare, and I still feel just as unsafe in the BART car as a woman. I don't care about modifications, upgrades, anything of that nature. I would just like to feel safe. I have no choice, I have to take BART or I need to do a two hour driving commute. ALSO: my Home BART stop is Bayfair, and when I fly Oakland - that price is almost \$10 - SAME PRICE AS AN UBER and my uber takes me from my HOME to the AIRPORT. Where is the incentive to fly oak and take bart?	Minority	Not low income
R_2qDgeidUZbf7RyR	I noticed an increase a couple of months ago without warning. A couple of other reasons I oppose the ticket increase are that overall service hasn't improved enough to justify higher rates. Issues like the presence of homeless people riding on trains without adequate support, as well as the lack of enough trains to meet demand, further compound frustrations. As a rider, these factors make the fare hike seem unfair.	Minority	Not low income
R_6jUGa6Pnke9Keel	The fare is already very high, can't be increased anymore	Minority	Not low income
R_3fuJuq4HSYYL8Up	Did you really spend money and time to ask what riders think about an increase ?	Minority	Not low income
R_3CP2sehzjeOiRXP	It's already expensive as is	Minority	Not low income
R 3NmIW0ixXOTJWGs	I feel unsafe on trains normally. Rampant drugs use, filthy cars and slippery floors are a constant reminder that whatever funds that have been alloted to this public transit system have been misappropriated. I spend 65 dollars a week using your system. Assuming others spend the same, there is no reason why any rider should pay more. Thank you for allowing me to vent on this subject and I am sure others share the same sentiment.	Minority	Not low income
R 737uaC8eFTyx8So	Please don't pass the costs to the fare riders. It's basically a regressive tax on the poor.	Minority	Not low income
R_6HeFuO0VZ7F3sfD	Bart has been running for 50 years, but still can't make the train on it's tracks efficiently when it's raining	Minority	Not low income
 R_7tMduD26RWrsTue	It's already a heavy burden and struggle for many people to make ends meet on the daily basis. BART ridership is popular because it's fairly affordable, convenient, and reliable for the most part. Increasing the fare will negatively impact those currently facing financial instability.	Minority	Not low income
R_5KuwBGEj93k1cgR	Even if the proposed 6.2% increase seems relatively modest from an agency perspective, the general message that fares are going up might actually further hurt BART ridership— leading to a vicious cycle of having to increase fares each time that ridership decreases. It creates fatigue among the general public, which is already suffering with higher food and energy costs. What BART needs to do is find creative ways to increase ridership.	Minority	Not low income
R 6P7QgMAit5LAKkL	Going to take ferry if increase	Minority	Not low income
		winnority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
	I still see plenty of people hopping the gate without paying. There are still a lot of homeless people, drug addicts, and crazy violent people who obviously did not pay the fare. Why should paying and rule following customers shoulder the burden of the fare increase while dealing with getting attacked and threatened by the crazy non paying		
R_3rf7hykljNvsUH0	people Bart allows on their trains?	Minority	Not low income
R_5D6SROm7BLlpdJN	No it's already too high and the service is pretty crappy compared to other city transit systems and in fact other 3rd world transit	Minority	Not low income
R 6EW95YZhru4Vdmh	There was a recent increase in the fare and it's not the value for money. The security is joke. We often see crazy things happening on Bart and bart stations	Minority	Not low income
R_5R99tdbjVbgx4FX	I pay enough taxes to city, CA and federal.	Minority	Not low income
R 5nk50srutRrkUYE	People heavily rely on BART for their day to day travel and don't should be affordable and low cost. Raising prices would make it harder to afford BART	Minority	Not low income
R 1oS8RS0g1eUODap	It is expensive enough already.	Minority	Not low income
R_1Kg4Nx6aFFoNJAL	Bart is already too expensive. I was recently in NYC and the subway system is way more convenient	Minority	Not low income
R_7uU98CpGOW20H82	Bart is already expensive as it is for daily commuters. If fares were to increase we would need to enhance employer provided commuter benefits.	Minority	Not low income
R_7TpDsDXSrVEZ5IL	Bart is already expensive and it is not clean or safe.	Minority	Not low income
R_7r2gipnx1RjHyjK	This is a tax on the working class people who rely on Bart. Bart should be fully subsidized by the government.	Minority	Not low income
R_1ou9vRNv5hjylVA	I'm fortunate that the cost increase won't impact me because I earn a living wage but others are not as fortunate. Additionally, I strongly oppose the funding model for BART. It discourages ridership and encourages driving for longer trips. BART should move to a flat fee and should be subsidized for all similar to highways and roads.	Minority	Not low income
R_3dbs4NUCnp1QTIJ	Fares keep increasing while trains are still 20+ minutes apart, only 6 trains instead of the 10 it used to be, and always delays or slow. Why should we pay more to wait and be uncomfortable standing?	Minority	Not low income
R_7b9DbBTxJJ7bpJf	BART costs are already too high. It would be another burden on the public who are already dealing with higher grocery costs, gas costs The middle and lower class already feeling the brunt of inflation.	Minority	Not low income
R_1O1y5YSjxpHwHyF	half the people don't pay anyway, stricter laws regarding fare evasion and stricter penalties and consequences.	Minority	Not low income
R_2rS4OVjsPRiDopB	It's very expensive	Minority	Not low income
	I understand the rising costs, but it feels like the services are not necessarily improving and there's a larger issue at play - which is dealing with fare evaders and safety on Bart. Ridership has been down due to riders not feeling safe at		
R_6GHKynZ2f4Qn9Ul	or around train stations and so many people do not pay when they get on Bart.	Minority	Not low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
	We need to start enforcing stricter rules and make a change instead of looking to riders to pay for these increases every year (which doesn't solve the deficit anyway). It feels unfair that riders who are following all the rules have to pay for other people's mistakes.	, , , , , , , , , , , , , , , , , , ,	
R_73TfZcaHuY2eBwd	Until BART can manage the lose of revenue from gate jumpers, and rampant over run cost of mismanagement your paying customers should not keep shouldering these constant requests for fare increases.	Minority	Not low income
R 5S7DG9u4s5CLJXQ	Bart is already ridiculously overpriced for public transportation, it makes more sense financially to drive than take public transport in many ways which subverts the goals of public transportation. If anything we should be subsidizing bart.	Minority	Not low income
R_6k163ZOP9GjQ0al	Open up clipper start to more people.	Minority	Not low income
R_7Rxqt7p6CW8xQfT	Bart fares are already very high	Minority	Not low income
R_5gXgtQjIPsPLd5w	Just increased in January 2025. Do not increase fares until 2027.	Minority	Not low income
R_1Q4Mcj9zZ4ZPfUB	The prices are too expensive and it will make peoples lives more difficult because some people take bart everyday to school or work and not everyone can afford this. In my opinion the price shall decrease it already 6\$ for a round trip.	Minority	Not low income
R_5ls3Fu21cVaNFPs	An increase was just implemented recently in January 2025. These increases are making Bart unaffordable for daily commuters as it outpaces salary increases.	Minority	Not low income
R_7HOebjDPfCyV9Vz	The Antioch Bart is never on time. Not reliable. And also the fair just went up in January. It's too much.	Minority	Not low income
R_6E6z5qTH0HAP1DH	Why raise the fares instead of catching fare evaders	Minority	No response
R_3246Z419uc2SzZL	Right now everything is expensive. I can't afford to pay any fare increase	Minority	No response
R_7Op2eSg1qiRdeys	Increase have already taken place but the conditions of the Bart travel experience remain the same, is the not pleasurable; over crowded trains, dirty trains and constant delays.	Minority	No response
R_1js04A4fZXEahSm	You just increased the fares.	Minority	No response
R_3zDpwBSXObjPPDr	It is already very expensive. You don't even provide passes like other metros do.	Minority	No response
R 52ziD9qCYcDRk8Q	As a rider that heavily relies on the Red Line/Orange Line, they are the first to be halted when there is trouble in the system. Why should we be subject to a fare increase when we have had to put up with shorter trains and longer wait time intervals?	Minority	No response
R 1x8hKAENRZ8al6t	Bart doesn't even provide 10 car trains during peak commuter hours but asks us the commuter to pay more for subservice and or lack of accountability on Barts part. Hiring people to monitor bathrooms is a waste of money and should be used for more bart cars.	Minority	No response

		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
	Dear BART Board of Directors,		
	I am writing to express my strong opposition to the proposed 6.2% fare increase. As a daily commuter who takes BART from Montgomery Station to Lake Merritt Station, my round-trip fare is approximately \$8.50. With the Bay Bridge toll set at \$8 in 2025, it is now cheaper for me to drive, especially since my highway exit is the first one across the bridge into the city. At this point, driving is not only more cost-effective but also safer.		
	Furthermore, BART fares were already increased by 5.5% starting January 1, 2025. Implementing yet another fare hike so soon will only push more commuters to seek alternative transportation options, leading to further declines in ridership.		
	We all know that BART has struggled with decreasing ridership since the pandemic, largely due to:		
	Safety concerns (crime and harassment in stations and on trains) Remote work reducing the number of daily commuters Perception of cleanliness (stations and train cars remain dirty) Lack of confidence in system reliability (delays, train breakdowns, and inconsistent schedules) Social service issues (unhoused individuals using stations and trains as shelters) Recently, as some companies and government entities have implemented return-to-office (RTO) policies, ridership has increased. I have personally observed more crowded trains over the past two weeks. Instead of discouraging commuters with fare hikes, BART should focus on capitalizing on this increase in ridership by improving service, safety, and overall rider experience. Additionally, fare evasion remains a major issue. Many people continue to ride BART without paying, while paying passengers like myself are forced to bear the financial burden of these fare hikes. It is unfair to continuously raise fares on law-abiding commuters while allowing fare evaders to abuse the system with no consequences.		
R 7EseELUk98VmCYg	If BART continues down this path of excessive fare increases, it will drive away even more riders. Instead of raising	Minority	No response
R_52coP9fV4o3Xxhn	Unfair as we have had multiple price increases within a year. The quality of transportation does not equate to a price hike at all as a everyday user.	Minority	No response
R_3PBvil1OyHUxxeh	People are struggling as it is. BART shouldn't exploit this hardship in current economy to squeeze every dollar as it can.	Minority	No response
R_5CJRctPBY2pWIV4	Ya la tarifa es muy alta, aumentarla sería perjudicial para las personas que viajan en ese transporte.	No response	No response
R_5ahBAJYXp4XGxLb	Why would you increase the fair? Users that use bart are the working class to get to get to work and do not have extra money.	No response	Low income

_		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
	If you want to cut cost, get right of the front desk bathroom personnel. Thats the most stupid thing someone came out with, not even a 5 start hotel have that useless spot.		
	Get rid of the TV displaying the time, does are vandalized and cost money to maintain. They are useless since we have our phones and know how to read the app.		
	Get rid of two people per station, there's no need to have two people.		
	Bart already increased fare this year. This proposed increase is significant.		
R_73BzFf38ceNjtzu	Instead of increasing fare, I propose that Bart replace free rides for employees and family with a discount program. Also, I propose enforcing payment at the fare gates. I see people hopping over the fare gates every day.	No response	Low income
R_7M4k3hlegTYKeab	bart is already expensive as is and a lot of people commute as well so to pay for an expensive lyft AND bart its already over \$20 a week for travel that is RIDICULOUS	No response	Low income
R_6ILb0b82C4Gtr57	Some trains around PM time, look like HOMELESS HIDEOUTS 💿 filthy dirty, weed smelly. I see people evading fares by jumping gates. Police presence it's hardly seen.	No response	Low income
R_3H2L4tQuo2W8sTA	I travel from Pittsburg Center to Daly City, five days a week. This would significantly affect me. Especially during summer when I have no financial assistance.	No response	Low income
R_7781Q2UG7VCwfcb	This is crazy!	No response	Low income
R_7jqeocovLZ6oKyZ	What's the fare increase for? I still see crackheads doing crack on Bart, I still see dirty trains, dirty bathrooms, lack of service. Unless those things change I don't want any fee increasing	No response	Not low income
	My salary has not been increased to reflect such an inflation increase. Therefore I do not expect public transportation to reflect and increase either. I'm struggling to get by, and these increases cause harm to people like me who depend on public transportation the most	No rosponso	Not low income
R_50p2sOWB2Fynm1n	me who depend on public transportation the most.	No response	Not low income
R_5aquXTUeS1BwPQA	There are lots of students and low wage people that depends on transportation on the bart and due to current recession it is very hard and high cost of living	No response	Not low income
R 3CwCN4HwJldvXku	Between the constant delays on BART, poor customer service from the agents, cars getting broken into in the parking lots, high parking fees, and now you're talking about raising fares? It doesn't make sense. I'd rather just take a Lyft, where I can pay almost the same amount and have a much more reliable experience	No response	Not low income
	the last 5.5% has already increased my round trip for office commute. while I understand the increase goes back to maintaining the stations, I have yet to see improvement on the escalators of the stations. There are more broken		
R_1mOuQbN3NtbdZOp	escalators and blocked entrances than before.	No response	Not low income

Demonst	02.0	Minority/ Non	
Response	Q2_Comments	Minority	Income Status
R_5j07e5DE0bpoqNm	Bart just raised fares.	No response	Not low income
R_3SOfUXeR5gLCI1z	This proposed fare increase would disproportionately harm the most economically vulnerable in our community.	No response	Not low income
R_5wDHKZMWD6Pm4cp	I prefer budget cuts	No response	Not low income
R_7SigeNCGCu7y0lq	On certain lines, the current trains do not have enough cars and also do not run as frequently. If this does not change, the fare increase is not justified from a rider perspective.	No response	Not low income
R_667tErUpRqXyhpv	Fares are already high. Most of us can't afford higher fares with our high PGE and food bills. Trim some fat from management rather than charging higher fares.	No response	Not low income
R_1RlqOR6azFS2Y2R	I already pay too much for fare. At this point, getting my own vehicle is wiser and cheaper (which I will probably do and stop taking BART).	No response	Not low income
R_7rEZotHaEmxUVFL	Many people who use BART, including myself, are either students or minimum-wage workers and the proposed increase will only put further stress on their finances.	No response	Not low income
R_6QDp94FnBc45H3e	It is expensive enough as it is with such limited routes for Bart. You should have a cheaper monthly pass for those that only need to use Bart within SF.	No response	No response
R_5ArpKbHpCTI0MJb	Every time they raise the prices, they say it's for cleanliness and safety. But every time after the price hike, nothing improves—frequent breakdowns, low punctuality.	No response	No response
R_5Tvog6nf3MbaMV1	It's hard to justify supporting a fare increase when BART is consistently facing delays and reliability issues. Whether it's cold, hot, or rainy weather, the trains are often running late or too slowly. As a passenger, you might check the schedule, arrive at the station, only to find out your train has been unexpectedly canceled. These cancellations not only disrupt your BART trip but also interfere with other transit connections. Given these ongoing issues, it's difficult to support an increase in fees when the service continues to fall short.	No response	No response
R 33jp9iYS9AEsH8Y	Too expensive.	No response	No response
R_5cdJzHiuBqxYuwF	You just raised prices!!! You need to get your in house together. Cut some of the fat because you're not working hard enough for the public.	No response	No response
R_3OcAFbTYEyDoQfl	There's enough people riding Bart again. You already shortened the trains to save money. The trains are packed like sardines especially when it's a 6 car train. It's uncomfortable! More people are back in the office and longer trains are needed now.	No response	No response
R_7qsoBWiPUAjzRrr	Even though I've always loved BART (and wear BART merch), I'm tired of the nightmarish commutes of the past few months. This morning the doors on my car were out of service. Trains are too short. Too many f*ckers piled into each train. I sat on a sh*t stain this morning and didn't even care. Yesterday morning a man was laying on the floor	No response	No response

Descent		Minority/ Non	
Response	Q2_Comments next to his bicycle and everyone felt relieved when he finally got off at Lake Merritt. I love you BART, but you're	Minority	Income Status
	f*cked up. I want to leave this relationship for good.		
R_19uKgrfYuJ8KS3f	It's already expensive to ride and increasing fares will be a hardship.	No response	No response
R_79wfaq89qWc9Sz7	I think that BART needs to manage their budget better instead of the current status quo of passing the the buck on to the customers.	No response	No response
R_1HnUv0bLmNtDlXh	I am in favor of the continued updates being made to install the fare-evasion structures, and appreciate increasing the train size to 8 cars instead of 6 cars (I use the Berryessa/Dublin lines into SF). With many of us not getting a pay increase to match inflation (or the 6.2% proposed increase listed here), nor getting commuter expenses reimbursed, I urge BART to consider ways to get additional funding that is not at the expense of its ridership.	No response	No response
R_5mPBVz4GxgwjK7l	The fares are already expensive, the trains are filthy and crowded, security is scarce, and there are too many delays and long waits in between trains.	No response	No response
R_3f8RIYMqTx73hp6	Have your board, have the c suite give up their pay because of their poor planning.	No response	No response
	The current level of service doesn't warrant an increase. Why? Because trains run every 20 minutes often making it difficult to make bus/plane connections as it is – before asking for more money invest in improving the service to		
R_3LW55Dci6su9HhL	make it more rider friendly.	No response	No response
R_701wqCoz00SBTty	Bart fare is already high nowif there is a fare increase, will not take bart anymore	No response	No response
R_5s14gmEYG0XMfZX	BART recently increased the prices and we still have not seen any changes!!!!!!!! B	No response	No response
R_3laQvmDH5Ot6uLc	It's unfair to outsource your own financial mismanagement to an in need consumer base. Why does Bart need to run a profit? For you to pay the bills on a dead SJ project?	White alone, non-minority	Low income
R_3m2bbgE6n0b2xJa	It is my way to college and it is already hard for me to provide for it sometimes i go twice between lany and berkely colleges	White alone, non-minority	Low income
R_7PT3xH2Nh6yhX12	Bart fares should be DECREASING not increasing. This makes it even more inaccessible to low-income communities of color. Not to mention that this will only put more people on the road that'll drive up c02 levels even more. I strongly oppose any fare increases.	White alone, non-minority	Low income
R_3wRYN4HDJiY2ZZR	I think if you increase prices, even fewer people will ride Bart and cause further financial instability. Alternatively, if you cut services thoughtfully, I feel you should be able to retain most of your current ridership.	White alone, non-minority	Low income
R_6P7oHtTFXUgbevO	bart is supposed to be affordable public transportation and if these increases keep happening soon enough it wont be affordable	White alone, non-minority	Low income
R_7JrZ0ITdmfglRJm	It's already expensive end people traveling every day to work spending so much money on transportation that we can't afford food for our kids. Give us a break.	White alone, non-minority	Low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
Response	Q2_comments	· · · ·	income status
R 17O4pYQ2TEMKEZT	Too high	White alone, non-minority	Low income
		White alone,	
R_5QGBYzQtL3fc6Rb	Majority of the people who use Bart are either poor people or middle class family	non-minority	Low income
		White alone,	
R_3Sg6DhEvgSlvdlL	I think its too expensive, including for those who take long rides twice everyday	non-minority	Low income
R_7DRqwvk2u8VM3cd	Raising fare costs isn't what's going to get you out of your financial troubles. Catch and fine the fare evaders, fine the people who eat and drink on BART, fine the panhandlers and performers who harass people riding BART. The more you increase prices, the more attractive it is to drive my hybrid vehicle to work because the cost is about equal at this point. Stop nickel and diming your faithful riders and crack down on other places you aren't making your money.	White alone, non-minority	Not low income
R_7ydA0luj8ShdDAo	This is an absolutely unreasonable change in pricing, considering there has been absolutely no improvements to Bart since I have lived here. I have lived in Oakland and San Francisco for 8 years and have dreaded taking Bart. It's dirty, unsafe, and previous price increases have done nothing. Maybe start allocating your funds to useful bills instead of wasting money.	White alone, non-minority	Not low income
	Bart is not transparent about what the funds are going towards. Bart has a history of mismanaging funds. I do not	White alone,	
R_74Qwh2tikRyxqjn	support the increase, as a Bay Area citizen for 20+ years, the quality has continued to decline.	non-minority	Not low income
		White alone,	
R_3tvO88XKgvYqaXf	Overly prohibitive to long distance commuters reliant on BART	non-minority	Not low income
R_5ZgzmgQ9iBtorMl	I will stop taking BART all together if it increases. It's too much money now and it's not even close to being a good transportation (it would be too much money now if it were a perfect system). It's never on time, trains get frequently cancelled, it's always breaking down, there's crime, people (including BART drivers) smoke weed on the trains, the sound system on bart is either too low or painfully loud, the Bart station attendants aren't helpful and don't care, the Bart stations are dirty, the bathrooms are always locked, and the routes are limited. You want to fix your transit problem? Clean up your act first. New York, Chicago, and Boston have better, older, and cheaper systems.	White alone, non-minority	Not low income
		White alone,	
R_5f33z8cQXkfcuoU	It's your fare evaders that you should be going after not the ones that pay everyday .	non-minority	Not low income
R_3ffOtXkjYPq3O1u	BART is already so expensive and becoming largely inaccessible for most middle-class people who do not fall into Clipper START. Do not do this!	White alone, non-minority	Not low income
R_1fqLXQYubyzarAd	It's already a struggle to pay rent and Bart parking. The cost of Bart is getting to where driving to commute is better than catching the train	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
		White alone,	
R_5fpbuxFvGT1vNDc	It is already expensive to Bart in and out of the city, another increase feels punitive	non-minority	Not low income
R_3JL5IGDg9RbceTN	Reduce administrative staff first and specifically middle and upper management, stop stupid surveys, restore parking lots - still fuming about Lake Merritt which is a disaster and where the lot didn't merit to be cancelled for fake housing -, run trains on time, increase from 6 to 8 cars but I know the Bombardier cars and in particular the boggie wheels are rubbish and add more patrols in trains and platforms to remove the indigent and the undesirable making riding Bart safer and more comfortable for the paying public. Then perhaps I would consider paying more for a currently subpar system. As an aside, Bart should not be a shelter, a dormitory, a toilet nor a picnic place.	White alone, non-minority	Not low income
R_3Rz8jRB7TXsyZnO	If you raise the rates again I will get back in my car. At least I will feel safer there than on your trains.	White alone, non-minority	Not low income
R_11AGWW2hDVAUPSi	ΝΟ	White alone, non-minority	Not low income
R_1ikpf92Dzt4LWCd	It costs \$2.90 to go anywhere in NYC via subway. It really shouldn't cost \$5 for me to ride 4 stops to work on BART.	White alone, non-minority	Not low income
R_7xLbgvGaVXNWjmR	riders already pay a lot. there are many stakeholders that benefit from public transportation and they should pay their share. local and national businesses, sports teams, fossil fuel and car companies should also contribute, as public transportation reduces the harm caused by their companies.	White alone, non-minority	Not low income
R_7Pv6c4LHVbugx8c	My commute is already expensive. If you increase security I think that would be a better option to stop fare evaders and help people feel safer	White alone, non-minority	Not low income
R_7VCN7t5KiksQCHd	With the fare raise in 2025, it's already more expensive. I'm a student and I depend on BART for my transportation. It would be very difficult for me to pay.	White alone, non-minority	Not low income
R_70woA1DJeem7YEU	I love Bart and understand it takes money to support such a service. But please take that cost on by taxing car services like Waymo or Uber instead of taking it onto the average working class rider. I do not have the money to take on yet another fare increase, and need to take Bart to go to work everyday accross the bay.	White alone, non-minority	Not low income
R_3q8LPg8n9MuysLf	Many of us poorer Americans travel long distance Exp. Antioch to Montgomery, for work. This increase disproportionately affect us , hard working people.	White alone, non-minority	Not low income
R_3zLPQsMv79cJGbQ	Commutes are already painfully long, increased fees cost more than gas and it would be more cost efficient to drive instead of BART but will contribute to traffic and elongating commutes further	White alone, non-minority	Not low income
R_6gMc04Hkn0vH03d	The Bart stations are already filthy and unsafe, now you want to increase the prices as well. This is truly disheartening. Most of us have no other options for commuting and are forced to pay high Bart fares. If the prices	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
	increases then there needs to be actual positive changes made because there has been none. I am a recent college graduate who was born in San Francisco. I have taken BART my whole life and to see what it has become is terrible.		
R_7lyD1WNEBjaDb65	The increase in BART prices would no longer make BART a feasible option for me.	White alone, non-minority	Not low income
R_1k3PlvfzT4XpAGJ	I think that raising the prices will make people want to pay less and I think there should be a set fee instead of it getting more expensive the farther you go.	White alone, non-minority	Not low income
R_6GQssTnQvBNmH3V	BART is the most expensive transit fares in California look at Los Angeles transit the fares are low and Los Angeles is bigger . Minimum fare on bart is 3.00 while los Angeles 1.75	White alone, non-minority	Not low income
	You had time and money during the pandemic to fix the tracks and equipment. So far this year I have spent about \$150 for Uber because there is an equipment problem around Union City no service, no bus bridge. I have to get to BayFair in order to catch a train to Oakland. Where are the Crisis intervention workers or Police? I bored a train about 0630-0645 and return 1645-1715. No one is around or on trains. I guess you only help the homeless and protect us from crime between 0800 and 1600. My coworkers see these people on the Yellow line why doesn't the Green or Orange lines between Berryessa and Oakland have the same. I have had my car vandalized numerous times. You get approached and hassled in the parking lot. Why do you need my hard earned money to clean up your mess? Aren't you building apartment's on your property? Use the rent from that to clean things up.		
R_5IcQKUpghNFTxmS	Why should I pay more? You are top heavy with High salaries. Too much overtime, with no accountability for taking to much time off.	White alone, non-minority	Not low income
R_3et3oNeO2Ym650B	didn't fares just increase in january? is there no other way to fundraise for bart? love bart but keeping it relatively affordable seems of paramount importance if we want it to be an accessible, well-used transit system	White alone, non-minority	Not low income
R_6VR6tWevK9d4GOC	You just can't keep raising the fares. They are already outrageous.	White alone, non-minority	Not low income
R_5KTucELZKjaoEtq	I now only go on Bart on rainy days because it costs too much with the fare and parking fees. I take muni every day.	White alone, non-minority	Not low income
R_7OBGXpF1i9vokqo	It's expensive as is to pay both ways from San Jose to San Francisco in addition to parking at the station. It makes it not feasible to use as a consistent form of transportation	White alone, non-minority	Not low income
R_3Jygv1nhlTduDal	Bart recently increased their prices. Also, I would like to know where the money is going because I feel like Bart transportation has declined in quality.	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_3262PW4oVoPTIKn	I would support an increase if there was added security and cleanliness on the trains and stations	White alone, non-minority	Not low income
R_32X3ek7RW3ptvrY	Public transportation should be free (as it is in many European cities)	White alone, non-minority	Not low income
R_5MH8QpJLm1vt3LX	Public transit should be free	White alone, non-minority	Not low income
R_3lzQDv9uVzJLCkb	It is already unreasonably expensive. This is a tax on poor riders.	White alone, non-minority	Not low income
R_3k1v9XKmigMiyGo	working people cannot afford the BART fare. I am not knowledgeable about the inner workings of BART but it seems to me there has to be other sources of funding available other than solely the passengers. The cost to SFO from anywhere is quite high compared to other states who have public transportation to their major airport.	White alone, non-minority	Not low income
R_7eL96pmlyiEp5IR	with the economy in crisis, costs for everything (food, housing, child care, etc) having gone up with no end in sight, this would truly make it financially difficult to use BART	White alone, non-minority	Not low income
R_3pLcYRnClS3sOFz	I'm already struggling to get by as it is. I depend on bart for my commute. This would certainly add to my financial hardship.	White alone, non-minority	Not low income
R_50uU5yTCQnrXIS0	You already increased it this year.	White alone, non-minority	Not low income
R_6R9eb4XLtH87gsR	It is already very expensive. My work does not pay for this and I cannot afford to pay more.	White alone, non-minority	Not low income
R_5pfShLcJTJ4Rzbz	BART is the most expensive transit system I've ever depended on. In NYC the MTA one-way fare is \$2.90. What can we do to get there?	White alone, non-minority	Not low income
R_672pHOLNU8VYcST	Service has decreased already. If fares increase, I will try to ride less. Find alternate ways for funding!	White alone, non-minority	Not low income
R_7n1p4tN3aUVCsGY	BART needs to first prove they have a service that warrants a fare increase. The inconvenience I experience so often is the lack of service. The escalator replacement takes 8 months to replace one escalator. I have a disability that limits how far I can walk and at Civic Center you had the escalator going up taking from approx July until February to get done. Walking to the end to the elevator with back/walking issues was extreme for me. Additionally, the communication to passengers is basically nothing. Recently there was a track issue at Bay Point where we sat between Bay Point and Antioch transfer platform for 5 minutes then the train went back to Bay Point and opened the doors and we sat there for another 5 minutes. The train doors then shut and we headed back to No. Concord, NO COMMUNICATION to passengers during all of this. The train conductor then came	White alone, non-minority	Not low income

_		Minority/ Non	
Response	Q2_Comments	Minority	Income Status
	on between the two stations stating he was sorry that nothing had been said but the train was headed back to San Francisco. I should have been home in plenty of time that evening to make an appt but this whole thing set my arrival to Antioch back 50 minutes.		
		White alone,	
R_3solLLu6s1idaNC	It cost enough	non-minority	Not low income
	This is the baseline transit option for people crossing the bay. Increasing fares would further marginalize those of us	White alone,	
R 5lSE3wxtOspAiKR	who have no other affordable options to get to work daily.	non-minority	Not low income
'	I have not seen any reason to raise the fares. If you added services that made it safer, cleaner, and more efficient,	•	
	then maybe.	White alone,	
R_13H05YdwQHX1yMx	Plus, if the fares get raised, it's easier to drive into work.	non-minority	Not low income
	I rely on Bart to get to/from work every day. My daily fare is currently about \$20. I can't justify even that price as I continue to deal with homeless people on trains, horrid stench spilling throughout the car - this is a weekly occurrence. My exit station is Montgomery - I'm not sure how long it takes to replace an escalator but one of the main escalators have been out of service since the pandemic. Most importantly however, I simply don't have the money and I'd hate to switch to bus lines - they are probably	White alone,	
R_5ewVhfREpk94nge	cheaper, but less convenient.	non-minority	Not low income
R_6axnrkSKxnfbnwY	We just had a fare increase, which significantly increased my commute costs. I thought with the new trains there would be fewer personnel needed. What happened to those savings. You can't get blood from a stone.	White alone, non-minority	Not low income
R_5VWsKpx892ZDZkJ	Bart is the most expensive railway I ever used already	White alone, non-minority	Not low income
R_30DzLo2xYWD5WRz	Fares are already high for how crowded and dirty it is	White alone, non-minority	Not low income
R_1PjAwyQqns4X9El	It's already outrageously expensive for one of the only means of commuting in the bay, plus the cars are very dirty and overcrowded.	White alone, non-minority	Not low income
R_5Ez6BjghYkcUSmR	The quality and timeliness of service and the schedule does not warrant an increase. There should be better options for discounts and frequent users	White alone, non-minority	Not low income
		White alone,	
R_1Tq1WIpOzpBPAEb	BART is already very expensive. Please reduce fares, not raise them!	non-minority	Not low income
R 1UoBllylkFyZkzL	Fare increases, with no transparent increase of value of service, only punishes BART's most reliable riders. I would be in support of a fare increase if BART offered a way to reward regular customers with methods to save money, such as a monthly pass. I take BART at least six times a week, and I like the service, but at some point BART will become	White alone, non-minority	Not low income

_		Minority/ Non	
Response	Q2_Comments too expensive and I will figure out an alternative method for transportation, like carpooling with my father-in-law	Minority	Income Status
	who drives in to the city daily.		
	You increased fares at the start of 2025 and decreased the number and size of trains going in and out of San	White alone,	
R_70HO0RidaUCmmwB	Francisco during rush hour. Why do you need another fare increase.	non-minority	Not low income
	I ride Bart 8-12 times a week, but I would look for alternative cheaper transit. We just had a fare increase. Also,		
	service is becoming less reliable on my route (Rockridge to berryessa line.) in winter months the yellow line Bart is	White alone,	
R_3NzqlyoDCfikCqd	often slow and the transfer at MacArthur is not timed.	non-minority	Not low income
	BART has run TERRIBLY through recent increases, so I am already aware that this increase will NOT go to cleaner and		
	safer trains. Literally nothing has been done differently on peak commutes - I have seen no greater police presence and trains are filthy with disruptive riders who should never even have the chance to board crowded trains	White alone,	Notlowincomo
R_7dSvABGzX0k6Wfj		non-minority	Not low income
	Bart cars are already overcrowded and poorly cleaned, so I don't support a fare increase without plans to improve	White alone,	Notlowincomo
R_55xQSzuw3xILBJL	the experience of frequent riders.	non-minority	Not low income
	The Bay Bridge toll \$ is going up. Your ridership will increase if you stay at least half as expensive as it is to drive	White alone,	Net law in a second
R_6eqOmacHzWvtt3z	across the bridge	non-minority	Not low income
	Already increased the fare this year, any.more are bullsh*t and a result of your ceo being too greedy. How about we	White alone,	
R_3ocBTl0df8v03Sp	kill elon musk and ride for free for life? Or we can Delay Deny Defend your CEO.	non-minority	Not low income
		White alone,	
R_6gZC7xybsFB5kfn	Fares were just raised 5% at the beginning of this year? They're supposed to go up again? 11% in 2 years??	non-minority	Not low income
	If they raise Bart 6.2% I would probably drive to work instead because it would be cheaper for me and much safer.	White alone,	
R_7uWIuXEQhGAN36F	Despite increased and promises of additional safety as a women I do not feel safet	non-minority	Not low income
	Pricing is already extremely high when compared to any other public train system.		
		White alone,	
R_3jchhw9conOQZ4f	I don't know how anyone that is low income can afford to use this service	non-minority	Not low income
		White alone,	
R_1fQ4tdYV3yhamXw	Already so expensive. We need monthly passes. Additional discounts for low income people. Less policing of Bart.	non-minority	Not low income
		White alone,	
R_1R3kSsmDXuZyIcK	Public transit should be free of cost. It is the only ethical, environmental, and logistical way forward for the Bay.	non-minority	Not low income
		White alone,	
R_7KhNuOegM2byJXP	We already pay an arm and a leg to take Bart not to mention the safety issue	non-minority	Not low income
		White alone,	
R_7Mr8uBINp3S6tDr	l am poor	non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_6S8jgIryrTaeRoN	BART remains filthy and dangerous; it obviously is unable to manage the huge sums of money it already receives. No more money should be authorized until BART proves that service will actually improve as a result. Today was just another day with a passed-out fellow in the parking garage stairway and on the train. Recently I motioned to a disinterested station agent to do something about a "customer" who entered the paid area without paying; the agent sprang into action and scolded me, saying that doing something about the fare cheat was not his job and that I should take my "negative energy" elsewhere. This is but one example of my experience in how loyal, paying customers are treated by BART and you want to impose a fare increase? You must be kidding!	White alone, non-minority	Not low income
R_6LBzU0NZY3pChs5	Theres been a lot of fraud with bart. Take some of money that was used for that	White alone, non-minority	Not low income
R_3lfqkY4P0EPIxII	Bart is already the most expensive transit in the US. I stopped riding last year when I figured out it was better for me to drive than to have to deal with the violence, drugs, and homeless camping on the trains. The final straw was hearing a janitor bragging that he was making more than \$150k per year, and only worked half his shift.	White alone, non-minority	Not low income
R_7j6hghlj1mW6sul	The 6.2% fare increase does not add up to the reality of BART's users who are not receiving a pay increase of the same percentage. The people of the Bay area's pay isn't increasing by 6.2%, therefore why should BART's fares?	White alone, non-minority	Not low income
	How will increasing fares impact local air quality, our state's vehicles miles travelled reduction goals, and traffic?		
	EIRs should be required for things like these that will worsen our local air quality by encouraging driving.		
R_5dGja2iVf2T1xWD	BART hikes should be frozen until bridge tolls are raised to make driving into the city more expensive than taking transit.	White alone, non-minority	Not low income
R_5eLaKAJKsZLhUop	This is public transportation. It should be affordable to all.	White alone, non-minority	Not low income
R_5C9rhn11i959m9z	I don't know how much the new fare gates cost, but they do nothing to stop tailgaters. It seemed like an INCREDIBLE waste of millions. So keep paying more while its biz as usual for freeloading riders.	White alone, non-minority	Not low income
R_51Mnn3oGUZmXMAN	Security issues Constant equipment issues. Clean up your mess. Get rid of over paid employees that don't work	White alone, non-minority	Not low income
R_7waSq1hWVbxwg3k	The increase is outrageously high. It would hurt the working class hardest as they are the main commuters	White alone, non-minority	Not low income
R_7QKyFhfUPGUJ1fr	I ride Bart daily. Trains are frequently delayed. It is already a poor value	White alone, non-minority	Not low income

Response	Q2 Comments	Minority/ Non Minority	Income Status
	I would support a fare increase if BART spent money wisely. From a customer point of view, BART seems to spend		
R_5kNqIDNZhF1ADaQ	disproportionately on pointless efforts to reduce fare evasion like new gates and fare checks targeted at poor neighborhoods.	White alone, non-minority	Not low income
R_70NDwCdEQ8tvlz5	We've had a lot of increases recently the financial strain on working class commuters is high enough with current inflation and cost of living compared to wages	White alone, non-minority	Not low income
R_39S1kwWFi01inQt	A lot of people are out of work and having to pay for so many other things . It is already expensive enough and it shouldn't be that expensive. I stress about paying the fare and it's because I don't have a job and I am a mom. It is stressful to not have a lot of money and to have bart fares go up when there is no help to lower the costs.	White alone, non-minority	Not low income
R_337EhKoPc3wqtUZ	This will reduce ridership	White alone, non-minority	Not low income
R_3hR4UKtwuY23sMf	Bart is always dirty, delayed, and has too many homeless people sleeping on it.	White alone, non-minority	Not low income
R_1JnWp9OK0mbryNj	Fares discourage riders.	White alone, non-minority	Not low income
R_5Qz9iliYoXYF13v	Ridiculous to ask people for more money while the quality doesn't improve. Trains are dirty, homeless in trains and stations. Bart staff that ask homeless if they are okay instead of asking them for a train ticket. First start improving your quality before asking people for more money. If you want people out of the car, ensure the alternative is best as possible.	White alone, non-minority	Not low income
R_7VLk5Lf9sVG3ERP	A fare increase is justifiable, but should be pegged to inflation. Most riders don't receive annual pay increases that even keep pace with inflation. Increasing fares is regressive and hurts lower and middle income riders the most.	White alone, non-minority	Not low income
R_5HixQaXF2GbzpAm	Bart needs to stop fare evasions, it runs less train cars, make cuts elsewhere and enforce people to pay their fares. Why do some people get reduced fares based on income. That is another way to get your funds	White alone, non-minority	Not low income
R_31iGf2UxeSXQpC5	Your trains are incredibly expensive for what we get. They are dirty and filled with people who don't pay and are gross.	White alone, non-minority	Not low income
R_1Zfw9X664CkYVkR	The Bart fare just increased recently and it is getting too much to swallow for the rider.	White alone, non-minority	Not low income
R_1fGKzBI5IFwfcrG	Employees get paid too much as it is and provide mediocre service. The trains are consistently dirty and I do not feel safe when utilizing the system. That includes the moment I enter the parking lot, on the platform, train, etc.	White alone, non-minority	Not low income
R_6Rxfbq3efMrl2VC	Fare has been increased and the service is really bad. Frequent delays, unclean cars, dull cars during the rush hours	White alone, non-minority	Not low income

Response	Q2_Comments	Minority/ Non Minority	Income Status
R_3wUMh2pQZtKFuwx	Fares are already high	White alone, non-minority	Not low income
R_1iziulTjxaqW3W9	You already charge enough	White alone, non-minority	Not low income
R_7IJgUrD7o8WhDdT	Push the government to fund public transit more. BART needs more money from the government.	White alone, non-minority	Not low income
R_5otiJjuvdXPiFiv	I'm very broke and Bart is my only way to my job that pays my bills. Every month im fighting check to check and a price increase would leave me homeless.	White alone, non-minority	No response
R_6KT2hKGaewQ67rH	It costs me the same to go from Fruitvale -> Lake Merritt & Fruitvale-> 18th st change that & I'll support increase	White alone, non-minority	No response
R_1XaFVmKovTqmfrd	I strongly oppose. Bart should focus more on eliminating fare evaders from the BART system. Paying passengers have to put up with the homelessness and criminal activities on the BART system everyday.	White alone, non-minority	No response
R_70HachJQ4ZENYWZ	We are struggling as it is with super high electricity bills and groceries	White alone, non-minority	No response
R_6a1DVDif2i6wq4h	Bart is already expensive as is raising the price even more would just cause people too find a way too not pay. I don't agree with this I think prices are decent as of right now anything more is just obsurd	Minority	Low income
R_7ite0BDk6hZ1KFn	It cost to much but I love the fact bart is getting more cleaner	Minority	Low income
R_6I5eqACS6yRVoyJ	Because of cost of leaving am not sure	Minority	Low income
	How about enforcing fare evaders who feel entitled to free rides before raising fares on paying riders?		
R_3D25NDT7dnkDwDA	Plus there's no need for multiple well-paid station agents loitering around that don't even bother asking fare evaders to pay.	Minority	Not low income
R_3wis3fHFKrQWnmc	You are always looking for excuses to rise	No response	No response
R_68YA5BekVJB3P9Q	Overall, I want BART to change the pricing model more than just increasing or decreasing. It's really hard that the toll over the bridge is cheaper than two adults going back and forth from the East Bay to the City.	White alone, non-minority	Not low income
R_6cmfqIDr3bjGGOd	Will there be reduced fare options for people who need it? If so, then yes.	White alone, non-minority	Not low income

Appendix PP-C: January 2026 Fare Increase Postcard

BART WANTS TO HEAR FROM YOU!



BART is proposing a new estimated fare increase of 6.2%. Learn more and share your opinions by taking the survey online March 3-March 18 at bart.gov/FareSurvey2025 or in-station at the locations listed below.

Lake Merritt	Tuesday, March 4 7:00 – 9:30am
Pittsburg/Bay Point	Thursday, March 6 3:00 – 6:00pm
Fruitvale	Monday, March 10 7:00 – 9:30am
El Cerrito del Norte	Wednesday, March 12 3:00 – 6:00pm
Montgomery Street	Thursday, March 13 7:00 – 9:30am



Your feedback is important! *This survey is available in multiple languages online.



BART WANTS TO HEAR FROM YOU!



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

ibart quiere Escuchar su opinión!

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

BART 希望 **傾聽您的意見!**

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

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

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



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

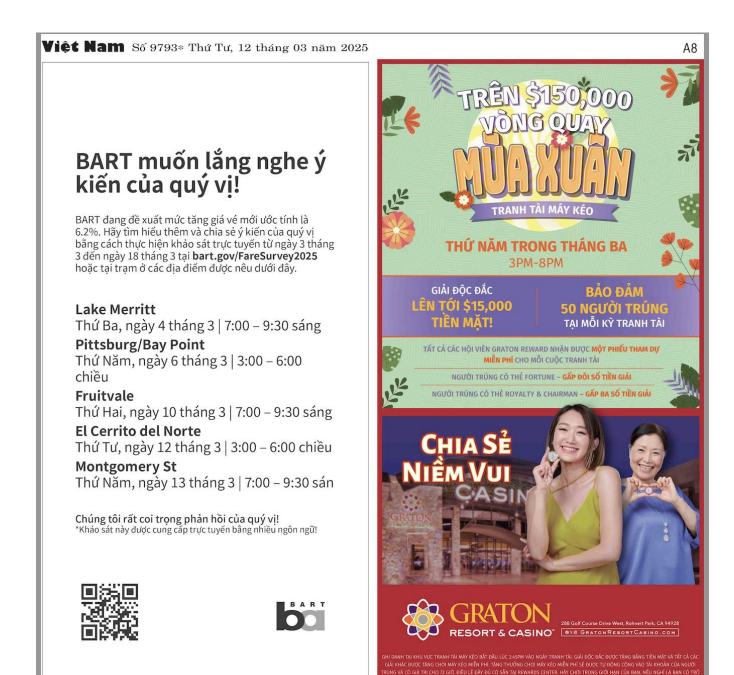
요금 변경 관련 설문조사: **bart.gov/faresurvey** = 에서 의견을 보내주시기 바랍니다. 스캔하여 설문조사 참여 Опрос по изменению тарифов: пройдите опрос на сайте **bart.gov/faresurvey**. Отсканируйте для участия в опросе Survey sa Pagbabago sa Pamasahe: ibigay sa amin ang iyong feedback sa **bart.gov/faresurvey**. I-scan Upang Sagutin ang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



Appendix PP-D: Sample of Multilingual Newspaper Ads









#Inmigración

Trump deporta menos que Biden en febrero Durante febrero el récord de Imégrantes emitados de va naciones de origen casi lego a 11,000. No obstante, un al el mismo me, presuntamente fueron devot el terror

6 DE MARZO DE 2025 La O

cs 12,000 k

e je s

CHD

20. 00.

0 1 F

La bancada hispana rechaza la persecución de indocumentados

Jesis Garda

El Caucus Hispano del Con-greso (CHC) oridos al go-liarno del presideno Donald Trump por la persecución de ique el grupo runtidad fronperspective.

the realized Drump esti abu-estros recursos n de la ley y ac-es pera amosr a Les mi y del Zeranza de Proteoción Temporal (TPG): Si proteger alos melajadores agrícolas, y 4º modeminar los recursos de seguridad de la froncem. Actualmente, el Compre-so debate el protycom preso-puestal que inclinye acles de informe de Aclementes de dice la poeru-CHC. 121 CHC A sode pue do comade, al sdos que sente or la adastria-

por la actuardo-permei armeto sención y la de-tanignarmetino-se de los cuales pilar las dep sivas y refors fronzerina. El pian ha onación de contras do, pagado impues-ado durante años er un ecorrus legal n esperar ningún naciministración", sento "Posisión Popor organization citation la Auto de Abogados (AILA, en Inglés) "En virtud de volucion

"Positide De Torugreso del de Lura mel Machani al Cangreso del Senado Senado Senado en Cangreso en Can el 119º Congreso del Magano del Congreso

counidades. apoya inequivo-creación de co-seguras y el uso sos de aplicación Basados Unidos ryreducir el cridurante los pu-alios facales, o "Se espera que financie una aj estritos de las l services de las l

Alon II indicat. "General and a line indication predictions del CPCL et exercisions Advices Line any de constants Advices Line any de la constant advices Line any de la constant advices Line any de la constant advices Line advices any del Compress of Line advices L

and o P

es del CHC dieren a consocer su perform elicia

dounidense, especialmen-re ouendo la administración de Tourp nos ha armerado a nodos por el camino de la intertidumine econòmica", dijo el representame Adria-no Especific (News Yorki 3), presidente del CHO.

Logaria del CHC de ndoran consideran que su postura conservia actiones humanizarias y que serian "continticamento beneficiaass" para 22000, sin des la seguridad en la fron "Les prioridades de

¡BART QUIERE ESCUCHAR SU OPINIÓN!

BART propone un nuevo aumento estimado de tarifas de 6.2%. Obtenga más información y comparta sus opiniones respondiendo a la encuesta en línea del 3 al 18 de marzo en bart gov/FareSurvey2025 o en los ugares indicados a continuación.

Lake Merritt. Martes, 4 de marzo 7:00 = 9:30 a.m. Pittsburg/Bay Point Jueves, 6 de marzo | 3:00 - 6:00 p. m. Fruitvale Lunes, 10 de marzo | 7:00 - 9:30 e.m. El Cerrito del Norte Miércoles, 12 de marzo | 3:00 – 6:00 p.m.

Montgomery St Jueves, 13 de marzo | 7:00 - 9:30 e.m.

(Sus comentarios son importantes) "Esta encuesta está disponible en varios idiomas en lítea.







3

que de fronte cestri cestri arribe

119 |Title VI CPI Fare Analysis



• 2.F riseds DACA year beneficiaries de DMCA vitida-res de TPS. El caucur piden al Congreso aprobar una legisla-ción para orneser un samino a la obdetienta para sente in-mignanze. El documento no lo canadora, pero la represen-nare Optica Lerría (Insue-29)





Appendix PP-E: BART News Announcement

Home | News Articles | 03.03.25 News Article

03.03.25

BART wants to hear from riders on proposed 2026 less-than-inflation fare increase

Update: The survey is now closed.

BART is seeking the public's input on a proposed January 2026 less-than-inflation fare increase.

BART's current funding model relies on passenger fares to run safe, clean, and reliable service and to help pay for key improvement projects. BART has a fare increase program that calls for small, regular, less-than-inflation increases every two years, with the next increase of 6.2% scheduled for January 1, 2026. For a short trip like Downtown Berkeley to 19th St./Oakland, the regular fare is estimated to increase by \$0.15, and for a longer trip like Antioch to Montgomery, it's estimated to increase by \$0.55.

This proposed increase will help minimize the risk of service cuts while BART explores a long-term funding solution to restore financial stability, as some riders are taking fewer trips than before. Fares continue to be an important funding source to continue to meet the needs of riders who rely on BART.

Your feedback is important! Learn more and share your opinions by taking the survey online at <u>bart.gov/faresurvey2025</u>, or in-station at the locations listed below. The survey closes March 18. Respondents may choose to enter to win a \$50 Clipper card at the end of the survey. It is available in multiple languages.

In-station survey locations:

- Lake Merritt | Tuesday, March 4, 7am 9:30am
- Pittsburg/Bay Point | Thursday, March 6, 3pm 6pm
- Fruitvale | Monday, March 10, 7am 9:30am
- El Cerrito del Norte | Wednesday, March 12, 3pm 6pm
- Montgomery St | Thursday, March 13, 7am 9:30am

This Page Intentionally Left Blank

