

Title VI Fare Equity Analysis

BART Participation in the Metropolitan Transportation Commission's Regional Means-Based Transit Fare Discount Pilot Program

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EXECUTIVE SUMMARY

Background

This report analyzes a proposed fare change that would introduce a new fare type that offers a 20% discount per trip to regular BART fares for adult riders with incomes at or below 200% of the federal poverty level. The new fare type is the outcome of the Metropolitan Transportation Commission's (MTC) Regional Means-Based Fares (RMBF) Study, which had these objectives:

1. Make transit more affordable for Bay Area low-income residents.
2. Move towards a more consistent regional standard for fare discount policies.
3. Define a transit affordability solution that is financially viable and administratively feasible, and does not adversely affect the transit system's service levels and performance.

The new fare type would be offered through a regional means-based fares pilot program as overseen by MTC. On May 23, 2018, MTC approved the Means-Based Fare Discount Pilot Program Framework (Pilot Program), which was presented to the BART Board of Directors as an informational item on April 26, 2018. Pilot Program participants are BART, Caltrain, Golden Gate Transit (bus and ferry), and San Francisco Muni. The rider will use one card--a regional Clipper smart card--to receive a means-based fare discount when riding the services of either of the four operators mentioned above. This specially encoded Clipper card will be free to eligible low-income riders.

BART's proposed discount is 20% per trip to the regular fare. The table below shows the regular and means-based fares for a sample trip. BART's fares are in nickel increments, so the discounted fare is rounded down to the nearest nickel to ensure the rider gets at least a 20% discount. Fares will be unchanged for a low-income rider who elects not to utilize the discount.

Trip	Regular Clipper Fare	20% Discount Means-Based Clipper Fare
Pittsburg/Bay Point to Embarcadero	\$6.70	\$5.35 (rounded down to nickel)

The Pilot Program is expected to last between 12 and 18 months, and data gathered from it will be used to evaluate and determine the feasibility of a permanent program. As the proposed duration of the Pilot Program exceeds six months, to ensure compliance with federal and state civil rights regulations, including but not limited to Title VI of the Civil Rights Act of 1964 and applicable implementing guidance (FTA Title VI Circular 4702.1B, dated October 1, 2012), BART has performed this equity analysis using FTA-approved methodology to determine if minority and/or low-income riders are disproportionately more likely to use the new fare type and if such effects are adverse.

Disproportionate Impact Findings

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

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

The impacts of a proposed fare change are evaluated by applying the District's Disparate Impact/Disproportionate Burden Policy (DI/DB Policy) adopted by the BART Board on July 11, 2013. For fare type changes, BART assesses whether protected riders are disproportionately more likely to use the affected fare type or media. Impacts are 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%.

If a new fare type results in a disproportionate impact on minority and/or low-income riders, then BART may need to take additional steps to avoid, minimize, or mitigate disparate impacts. BART also performed the required outreach to receive public input from low-income, minority, and Limited English Proficient (LEP) populations, in accordance with its Public Participation Plan, and FTA Environmental Justice Circular 4703.1.

The 2018 BART Customer Satisfaction Survey data found that BART's overall ridership is 20.2% low-income. Every low-income rider is eligible to get the free Clipper card and receive the new benefit of a 20% discount on each BART trip. As the discount fare type would be available to all low-income riders, introduction of this new benefit would not place a disproportionate burden on BART's low-income riders.

The share of low-income riders who are minority is 81.5%, which is 17.0% more minority than BART's overall ridership of 64.5% (2018 Customer Satisfaction Survey). This difference exceeds the DI/DB Policy threshold of 10% for new fare types, which indicates that low-income riders are disproportionately minority. Therefore, minority riders who are low-income would be more likely to receive the benefit of the 20% discount on each trip, and so this new discounted fare type would not result in a disparate impact on minority riders.

Consistent with BART's Public Participation Plan, BART conducted outreach to inform the public and solicit feedback on the potential discount for low-income riders. More detailed information on the public outreach can be found in Appendix B.

An equity finding is made after considering both the fare change analysis results and public comments received. The equity finding of this report is that the new fare type will not

disproportionately impact minority or low-income riders. Therefore, the report concludes that the new fare type will not result in a disparate impact or disproportionate burden on minority riders or low-income riders, respectively.

Section 1: Introduction

This report analyzes a proposed fare change that, through a pilot program, would offer a new benefit for low-income riders. Adult riders with incomes at or below 200% of the federal poverty level would be eligible to receive a new fare type: a free, specially encoded Clipper card that would give them a 20% discount per trip to regular BART fares. The new fare type is the outcome of the Metropolitan Transportation Commission's (MTC) Regional Means-Based Fares (RBMF) Study, which had these objectives:

1. Make transit more affordable for Bay Area low-income residents.
2. Move towards a more consistent regional standard for fare discount policies.
3. Define a transit affordability solution that is financially viable and administratively feasible, and does not adversely affect the transit system's service levels and performance.

The new fare type would be offered through a regional means-based fares pilot program as overseen by MTC. On May 23, 2018, MTC approved the Means-Based Fare Discount Pilot Program Framework, which was presented to the BART Board as an informational item on April 26, 2018. Pilot Program participants are BART, Caltrain, Golden Gate Transit (bus and ferry), and San Francisco Muni. The rider will use one card--the regional Clipper smart card--to receive a means-based fare discount when traveling on either of the four mentioned operators. This specially encoded Clipper card will be free to eligible low-income riders.

BART's proposed per-trip discount is 20% off of the regular fare. For example, a low-income rider who takes BART to work five days a week will get the fifth day of travel free. Table 1.1 below shows some sample trips taken with the regular fare and with a 20% low-income discount. BART's fares are in nickel increments, so discounted fares are rounded down to the nearest nickel to ensure the rider receives at least a 20% discount.

The fares would be unchanged for low-income riders who elect not to get the discount. Seniors and people with disabilities would continue to receive a discount of 62.5% and youths ages 5-18 a discount of 50%. The low-income discount cannot be combined with any other discount.

Table 1.1

Trip	Clipper Fare	
	Regular	20% Low-income Discount (rounded down to nearest nickel)
Pittsburg/Bay Point to Embarcadero	\$6.70	\$5.35
Downtown Berkeley to 12 th St/Oakland	\$2.00	\$1.60
Fremont to MacArthur	\$4.60	\$3.65

The Pilot Program is expected to last between 12 and 18 months, and data gathered from it will be used to evaluate and determine the feasibility of a permanent program. The proposed duration of the Pilot Program exceeds six months. Accordingly, to ensure compliance with federal and state civil rights regulations, including but not limited to Title VI of the Civil Rights Act of 1964 and applicable implementing guidance (FTA Title VI Circular 4702.1B, dated October 1, 2012), BART has performed an analysis using FTA-approved methodology to determine if minority and/or low-income riders are disproportionately more likely to use the new fare type and if such effects are adverse. This determination is made by applying the appropriate threshold from BART's Disparate Impact/Disproportionate Burden Policy (DI/DB Policy).

The next section of the report describes this analysis and determination. In addition, BART has undertaken public outreach to receive public input on the options from low-income, minority, and Limited English Proficient (LEP) populations, in accordance with BART's Public Participation Plan and FTA Environmental Justice Circular 4703.1. Summarized public outreach results are reported in Section 3 of this report and in the attached and more detailed Public Participation Report (Appendix B).

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

2.1 Assessing the Effects of a Fare Change

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

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

- v. Determine the number and percent of users of each fare media being changed;
- vi. Review fares before the change and after the change;
- vii. Compare the differences for each particular fare media between minority users and overall users; and
- viii. Compare the differences for each particular fare media between low-income users and overall users.

The impacts of a proposed fare change are evaluated by applying the DI/DB Policy adopted by the BART Board on July 11, 2013. For fare type changes, including new fare types, BART assesses whether protected riders are disproportionately more likely to use the affected fare type or media compared to overall riders systemwide, and if such effects are adverse. 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%.

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 and BART's DI/DB Policy, BART can only 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.

Should BART find that low-income riders experience a disproportionate burden from proposed fare changes, pursuant to FTA Title VI Circular 4702.1B and BART's DI/DB Policy, BART should take steps to avoid, minimize, or mitigate impacts where practicable. BART shall also describe alternatives available to low-income populations affected by fare changes.

Should BART find that a fare change results in a disproportionate impact 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.

2.2 Methodology and Data Used

FTA Title VI Circular 4702.1B Chap. IV-19 states that an agency shall analyze any available information from ridership surveys when evaluating the effects of fare changes. The fare change under study is the introduction of a new fare type that provides a 20% discount to the fares of adult low-income riders, and the data and methodology used are described below.

2.2.1 Methodology

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

2.2.2 Data Sources

A. 2018 BART Customer Satisfaction Survey

The BART Customer Satisfaction Survey provides data on BART's overall ridership. Conducted every other September, BART's Customer Satisfaction Survey allows BART to track trends in rider satisfaction, demographics, and BART usage across the system. The 2018 survey has a sample size of 5,113, including weekday peak, off-peak, and weekend riders. Survey data provides demographic information on BART riders' fare type and media usage. FTA Title VI Circular 4702.1B defines protected riders as anyone who describes themselves as minority or low-income.

For the 2018 Customer Satisfaction Survey, minority includes riders who are Asian, Hispanic (any race), Black/African American, American Indian/Alaskan Native, and Other (including multi-racial). Non-minority is defined as white. According to responses to the 2018 Customer Satisfaction Survey, 64.5% of BART riders are minority.

For the purposes of this analysis, low-income is defined as 200% of the federal poverty level. This broader definition is used to account for the region's higher cost of living when compared to other regions. This level is approximated by considering both the household size and household income of respondents to the 2018 Customer Satisfaction Survey. The household size and household income combinations that comprise "low-income" are as follows in Table 2-2:

Table 2-2

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

For example, a household of two or more people with an income of \$33,000 would be considered low-income. According to 2018 Customer Satisfaction Survey responses, 20.2% of BART riders are considered low income.

The steps used to assess the effects of a change to a fare type are described in Appendix A.

B. 2018 Survey for BART Participation in Regional Means-Based Fares Pilot Program

This survey provides data on low-income BART riders. Note that as the purpose of this survey was to collect public input, it was open to everyone and was not based on a random sample. As such, these survey results cannot be projected to the overall population, and statistical calculations such as margins of error cannot be computed.

BART hosted three in-station outreach events (described in detail in the attached Public Participation Report) to survey BART riders on the potential 20% discount for qualifying low-income riders. An online survey link (www.bart.gov/discountsurvey) was also available and advertised through multi-lingual newspaper ads, BART social media, BART's electronic Destination Signage System (DSS), and postcards handed out at the in-station outreach events throughout the survey response period (December 4-December 31, 2018). A \$120 Clipper card was offered as a prize in a drawing for those who completed either an online or paper survey.

The survey and outreach aimed to reach low-income riders who were most likely to be impacted and to benefit from the low-income discount. BART received 3,708 responses to this survey, of which 3,530 indicated their income status. Of that number, 1,233 survey takers, or 35%, identified themselves as low-income.

2.3 Analysis Results

2.3.1 2018 Survey for BART Participation in Regional Means-Based Fares Pilot Program Results

Table 2.2 is a summary of the survey results from the outreach conducted in December 2018:

Table 2-2 Survey Demographic Summary: All Respondents (N=3708)

Minority Status	96% of all survey respondents answered this question	Sample Size
Minority	57%	2028
Non-Minority	43%	1533
Total responses		3561
Ethnicity	96% of all survey respondents answered this question	Sample Size
White	43%	1533
Black/African American	7%	245
Asian or Pacific Islander	19%	697
Hispanic, Latino, or Spanish Origin	22%	792
Other, non-Hispanic	3%	95
Multi-racial	5%	170
American Indian	1%	28
Total responses		3560
Low income Status**	95% of all survey respondents answered this question	Sample Size
Low-income	35%	1233
Not low-income	65%	2297
Total responses		3530
Annual Household income	95% of all survey respondents answered this question	Sample Size
Under \$25,000	23%	797
\$25,000 - \$34,999	10%	364
\$35,000 - \$39,999	5%	194
\$40,000 - \$49,999	8%	275
\$50,000 - \$59,999	8%	293
\$60,000 - \$74,999	9%	312
\$75,000 - \$99,999	10%	340
\$100,000 or more	27%	962
Total responses		3537
How well is English spoken?	28% of all survey respondents answered this question	Sample Size
Very well	85%	898
Well	11%	112
Not well	3%	33
Not at all	1%	6
Total responses		1049

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

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

2.3.2 Minority Disparate Impact and Low-Income Disproportionate Burden Analyses and Findings

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

The proposed fare change is to offer a 20% discount per trip to BART’s low-income riders using a free, specially encoded Clipper card. This is a fare type change, and so BART assesses whether protected riders are disproportionately more likely to use the affected fare type or media, and if such effects are adverse. In accordance with the DI/DB Policy, impacts will be considered disproportionate when the difference between the affected fare type’s protected ridership share and the overall system’s protected ridership share is greater than 10%.

As the table below shows, 2018 Customer Satisfaction Survey data indicate that BART’s overall ridership is 20.2% low-income. Every low-income rider is eligible to get the free Clipper card and receive the new benefit of a 20% discount on each BART trip. As the discount fare type would be available to all low-income riders, introduction of this new benefit would not place a disproportionate burden on BART’s low-income riders.

Table 2-3

	Low-Income	Non Low-Income		Sample Size
All Riders	20.2%	79.8%	100.0%	4,649

The next table shows 2018 Customer Satisfaction Survey data for all minority riders and low-income riders who identify as minority.

Table 2-4

	Minority	Non-Minority		Sample Size
All Riders	64.5%	35.5%	100.0%	5,113
Low-Income Riders	81.5%	18.5%	100.0%	1,067
<i>Difference from all Riders</i>	17.0%	-17.0%	--	--

This data shows that the share of low-income riders who are minority is 81.5%, which is 17.0% more minority than BART’s overall ridership. This difference exceeds the DI/DB Policy threshold of 10% for new fare types, which indicates that low-income riders are disproportionately minority. Therefore, minority riders who are low-income would be more

likely to receive the benefit of the 20% discount on each trip, and so this new discounted fare type would not result in a disparate impact on minority riders.

2.3.3 Summary of Disproportionate Impact Test Results

The table below summarizes the results of the minority disparate impact analysis and low-income disproportionate burden analysis. There is projected to be no disparate impact on minority riders and no disproportionate burden on low-income riders.

Table 2-4: Disproportionate Impact New Fare Type Test Result Summary

	Minority Riders	Low-Income Riders
Low-Income Fare Discount	No Disparate Impact	No Disproportionate Burden

2.4 Alternatives Available for People Affected by Fare Change

This section analyzes alternative transit modes, fare payment types, and fare payment media available for riders who could be affected by the fare change, the introduction of a fare type that gives a 20% discount to low-income riders, being analyzed. The section also includes a demographic profile of users by BART fare payment type.

2.4.1 Alternative Transit Modes including Fare Payment Types

BART operates a heavy rail system and an automated people mover that links the BART Coliseum Station and Oakland International Airport. There are four major operators in the BART service area that provide service parallel to some segments of the BART system:

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

Table 2.5 below compares BART fares and the fares of operators providing service in parts of the BART service area. The proposed low-income fares of Caltrain and San Francisco Muni as participants in MTC’s RMBF Program are included.

In comparing the other operators’ fares to BART fares, the local cash fares of the other operators are higher than BART’s minimum fare. BART’s proposed low-income fare is lower than Caltrain’s 20% discounted fare, but higher than San Francisco Muni’s 50% discounted fare. A rider on other transit systems would need to use their respective agency monthly pass a given number of times in order for the pass to be less expensive than BART’s low-income discounted minimum one-way fare, as shown in Table 2-5.

Table 2-5

	Current Local Minimum Clipper Fare	Proposed Low- Income Clipper Fare	Low-income Discount	Monthly Pass Price
BART				
	\$2.00	\$1.60	20%	n/a
Other Operator Fares				
AC Transit	\$2.25	n/a	n/a	\$84.60
Caltrain	\$3.20	\$2.56	20%	\$96.00
SamTrans	\$2.05	n/a	n/a	\$65.60
San Francisco Muni	\$2.50	\$1.25	50%	\$39.00*

*SFMTA Lifeline Pass for limited-income riders.

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

Tables 2-6 and 2-7 on the next page show the demographic profiles of users of BART’s fare media--Clipper and magnetic stripe tickets--and fare types from the 2018 Customer Satisfaction Survey data. Although BART offers the youth discount to riders age five through 18, BART does not survey riders under the age of 13. Thus the demographics for the youth fare discount type are from the survey’s age grouping of 13 through 17 year-old riders; demographics for 18-year-old riders are not included because they are part of the survey’s next age category of 18 through 24.

Each bar in the charts is made up of the protected and nonprotected percentages of riders who use that fare media or fare type, which together add up to 100%. Table 2-6 shows that the percentages of minority riders using Clipper and magnetic stripe tickets are very similar to BART’s overall percentage of minority ridership; data also indicates that minorities use the disabled and youth fare types more and the senior fare type less when compared to overall minority ridership. Table 2-7, on the other hand, shows that a higher percentage of low-income riders use magnetic stripe tickets compared to the overall percentage of low-income ridership; data also indicates that low-income riders use the disabled and youth fare types more when compared to overall low-income ridership, but the high-value discount fare type less.

Table 2-6

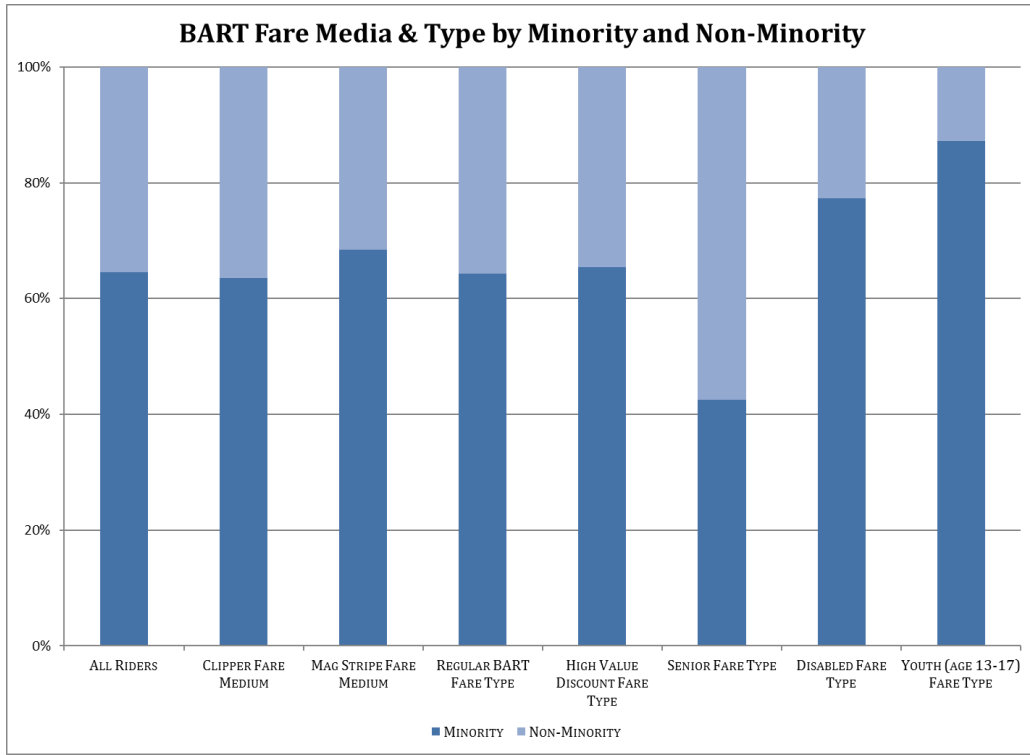
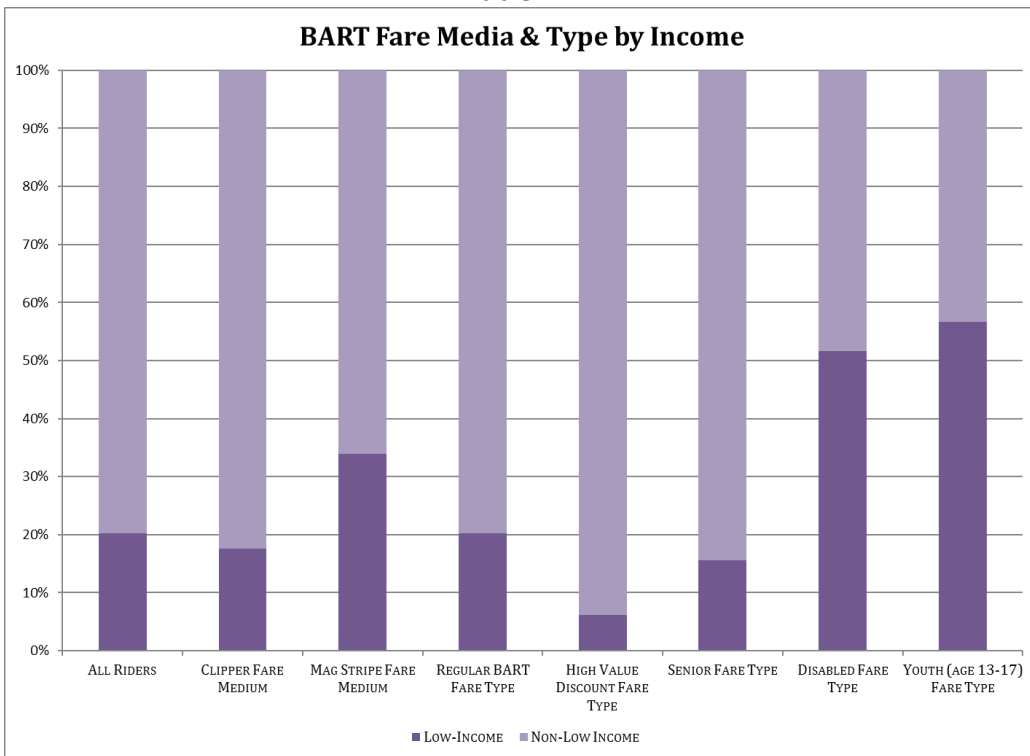


Table 2-7



Section 3: Public Participation

Consistent with BART's Public Participation Plan, BART conducted outreach to inform the public and solicit feedback on the potential discount for low-income riders.

3.1 Process for Soliciting Public Input

BART hosted a series of in-station outreach events with information tables where staff could speak directly with riders about the proposed RMBF Pilot and any potential effects it 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 proposed discount amount, BART's current fare structure, eligibility requirements to receive the discount, and any concerns they had related to program implementation.

The public was also able to read information provided by MTC about the proposed pilot program, and complete a BART survey in person. Riders who did not have time to complete the survey on-site were handed informational double-sided postcards that had English on one side, Spanish and Chinese on the other, with the hyperlink for the online survey: www.bart.gov/discountsurvey. The postcards included additional taglines for language assistance in Tagalog, Vietnamese, and Korean.¹

The survey period began Tuesday, December 4, 2018 and ended Monday, December 31, 2018. Digital and hardcopy surveys were made available to riders in English, Spanish, and Chinese. A \$120 Clipper card was offered as a prize in a drawing for those who completed either an online or paper survey. More detailed information on the public input process and copies of the survey and postcard distributed to riders unable to complete the survey during the outreach event is included in the attached Public Participation Report (Appendix B).

3.2 Survey Response Demographics

The outreach resulted in a total of 3,708 surveys completed. Of this, 3,530 respondents indicated their income status, with 1,233, or 35%, being low-income. 3,561 respondents indicated their minority status, with 2,028, or 57%, being minority.

3.3 Public Comments

Most respondents, both low-income and non low-income, were supportive of the RMBF Pilot Program. While some believed that the discount should be more than 20%, any discount was better than no discount. The topic of fare evasion spanned all categories, showing that it is a concern for most BART riders, regardless of whether they supported or did not support

¹ Spanish, Chinese, Tagalog, Vietnamese and Korean are the top five languages in BART's four-county service area (BART Title VI Language Assistance Plan, January 2017).

the Pilot Program. More detailed information on the demographics of respondents and the public comments can be found in the attached Public Participation Report (Appendix B).

Section 4: Equity Findings

This section provides equity findings for the implementation of a low-income discount. An equity finding is made after considering both the fare change analysis results described in Section 2, as well as public comment received, as described in Section 3 and in greater detail in the attached Public Participation Report (Appendix B).

4.1 Minority Disparate Impact and Low-Income Disproportionate Burden Finding

Low-income riders are disproportionately minority and so would be more likely to receive the benefit of the 20% discount on each trip, and so this new discounted fare type would not result in a disparate impact on minority riders. Every low-income rider is eligible to get the free Clipper card and receive the new benefit of a 20% discount on each BART trip. As the discount fare type would be available to all low-income riders, introduction of this new benefit would not place a disproportionate burden on BART's low-income riders.

4.2 Equity Finding Conclusion

Public input received also overwhelmingly supports offering the low-income discount. The equity finding of this report is that the new fare type is not projected to disproportionately impact minority or low-income riders. Therefore, the report concludes that the new fare type will not result in a disparate impact or disproportionate burden on minority riders or low-income riders, respectively.

Appendix A

Methodology Used to Assess the Adverse Effects of a Fare Type Change

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

The table below shows the data by fare type for protected and non-protected riders from the 2018 Customer Satisfaction Survey. As an example, increasing fares for the fare type used by riders with disabilities would be considered to have a disproportionate impact because the use of the “disabled” fare type by low-income riders compared to overall low-income riders exceeds the Policy threshold of 10%.

	Minority	Non-Minority	Sample Size ¹	Low-Income	Non-Low Income	Sample Size ¹
All Riders	64.5%	35.5%	5,113	20.2%	79.8%	4,649
Regular BART fare	64.3%	35.7%	3,935	20.9%	79.1%	3,601
<i>Difference from All Riders</i>	<i>-0.2%</i>			<i>0.7%</i>		
High Value Discount	65.4%	34.6%	553	6.2%	93.8%	502
<i>Difference from All Riders</i>	<i>0.9%</i>			<i>-14.0%</i>		
"A" Muni Fast Pass	70.6%	29.4%	77	26.8%	73.2%	73
<i>Difference from All Riders</i>	<i>6.1%</i>			<i>6.6%</i>		
Senior	42.5%	57.5%	246	15.6%	84.4%	82
<i>Difference from All Riders</i>	<i>-22.0%</i>			<i>-4.6%</i>		
Disabled	77.3%	22.7%	93	51.6%	48.4%	82
<i>Difference from All Riders</i>	<i>12.8%</i>			<i>31.4%</i>		
Youth (age13-17; under 13 not surveyed)	87.3%	12.7%	69	56.7%	43.3%	50
<i>Difference from All Riders</i>	<i>22.8%</i>			<i>36.5%</i>		

Appendix B

BART Participation in the Metropolitan Transportation
Commission's Regional Means-Based Transit Fare Discount
Pilot Program

PUBLIC PARTICIPATION REPORT

April 2019



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Section 1: Public Participation Purpose

1.1 Purpose

Pursuant to FTA Circular 4702.1B (October 2012), BART conducted outreach to provide the public with information about the Metropolitan Transportation Commission's (MTC) proposed Regional Means-Based Fares (RMBF) Pilot Program (Pilot Program), and to solicit rider feedback about BART's proposed participation in this program. A key component of Title VI outreach is to seek input on fare changes inclusive of minority, low-income, and limited English proficient (LEP) populations. BART used established information outlets to engage the stakeholders who would be directly affected by the 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.

Through the Pilot Program, BART would offer a new benefit for low-income riders. Adult riders with incomes at or below 200% of the federal poverty level would be eligible to receive a new fare type: a free, specially encoded Clipper card that would give them a 20% discount per trip to regular BART fares. For example, a low-income rider who takes BART to work five days a week will get the fifth day of travel free when using the discount.

The District is required to conduct a Title VI Fare Equity Analysis (Title VI Equity Analysis) any time there is a proposed change to BART's fares. Accordingly, staff completed a Title VI Equity Analysis to determine if BART's participation in the proposed Pilot Program would result in a disparate impact on minority riders or a disproportionate burden on low-income riders.

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

Section 2: Public Participation Process

2.1 Outreach Events

BART hosted a series of in-station outreach events with information tables where staff could speak directly with riders about the proposed Pilot Program and any potential effects it 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 proposed discount amount, BART's current fare structure, eligibility requirements to receive the discount, and any concerns they had related to program implementation.

The public was also able to read information provided by MTC about the proposed Pilot Program (Appendix PP-F), and complete a BART survey in person. Riders who did not have time to complete the survey on-site were handed informational double-sided postcards that had English on one side, Spanish and Chinese on the other, with the hyperlink for the online survey: www.bart.gov/discountsurvey. The postcard included additional taglines for language assistance in Tagalog, Vietnamese, and Korean.¹

The survey period began Tuesday, December 4, 2018 and ended Monday, December 31, 2018. Digital and hardcopy surveys were made available to riders in English, Spanish, and Chinese. A copy of all versions of the survey is provided in Appendix PP-B. Appendix PP-C provides a copy of the postcard distributed to riders unable to complete the survey during the outreach event. An incentive of a \$120 Clipper card was offered as a prize in a drawing for those who completed either an online or paper survey.

BART sought public input on the proposed Pilot Program at outreach events at Pittsburg/Bay Point, Coliseum, and the 16th Street Mission BART stations on the following dates and times:

Table 2-1: Outreach Locations, Dates, and Times

Location	Date	Time
Pittsburg/Bay Point Station	Wednesday, December 12, 2018	7am-10am
Coliseum Station	Thursday, December 13, 2018	6pm-9pm
16th Street Mission Station	Tuesday, December 18, 2018	7am-10am

Based on a demographic and frequency of contacts at stations analysis, interpreters were placed as necessary at specific stations, as shown below.

Table 2-2: Interpreters

Location	Interpreter
Pittsburg/Bay Point Station	Spanish
Coliseum Station	Spanish
16th Street Mission Station	Spanish

¹ Spanish, Chinese, Tagalog, Vietnamese and Korean are the top five languages in BART's four-county service area (BART Title VI Language Assistance Plan, January 2017).

Coliseum Station Outreach: December 13, 2018



2.2 Publicity

Publicity for the outreach events was conducted through print and social media. BART staff worked to ensure all available information related to the Pilot Program and survey was available to riders in multiple languages. The following is how BART advertised the upcoming outreach events and survey link.

2.2.1 Multilingual Newspaper Ads

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

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

2.2.2 Social Media

In partnership with the Metropolitan Transportation Commission (MTC), BART staff developed and posted all pertinent information regarding the Pilot Program via Twitter and BART.gov. The posts were uploaded Wednesday, December 5, 2018 and ran through the close of the survey period (Monday, December 31, 2018). Sample posts are included in Appendix PP-E for reference.

2.2.3 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 information BART needs to communicate. Throughout the survey period (December 4-31, 2018), the DSS regularly displayed the www.bart.gov/discountsurvey link to alert riders to take the survey.

2.2.4 Community-Based Organization Outreach

To ensure that data was collected from a wide range of minority, low-income, and limited English proficient (LEP) populations, staff emailed information about the RMBF program and the survey link to 415 community-based organizations in Alameda, Contra Costa, San Francisco, and San Mateo counties. The list of organizations came from BART's Government and Community Relations and Office of Civil Rights community-based organizations database. Staff additionally emailed information and the survey link to contacts at community colleges for their assistance in publicizing the outreach events and survey link to students.

2.2.5 BART Advisory Committees

BART also distributed information on the outreach events, survey link, copies and hardcopies of the survey in English, Spanish, and Chinese to the Title VI/Environmental Justice and Limited English Proficiency Advisory Committees to distribute to the communities that they serve. For more information on the BART Advisory Committees' input, please see section 2.4.

2.3 Focus Group Sponsored by the Metropolitan Transportation Commission

As part of MTC's framework for branding and development of the Pilot Program, a focus group was hosted at Focus Pointe Global in San Francisco on Thursday, December 6, 2018. Ten public transportation riders from across the Bay Area were selected by Focus Pointe and MTC to participate and provide feedback about the Pilot Program. The riders chosen were selected based on their frequency of transit use (regular riders), eligibility for the program, and usage of one of the participating transit agencies. All agencies participating in the program (BART, Caltrain, Golden Gate Transit, and San Francisco Muni) were invited to attend and observe the riders' feedback about the program.

Participants' overall reactions to the Pilot Program were positive. Most participants expressed excitement, with all of them agreeing it would be a great benefit to low-income riders. Two participants questioned whether or not the program was sustainable given that it results in lost revenue for the transit agencies. Four participants questioned whether or not the agencies' discounts did enough for low-income populations. One participant wanted to know if the discount could be combined with other existing discounts, e.g. for seniors, people with disabilities, and youth. The overall sentiment was one of agreement with the program. The views expressed in the focus group were similar to the overall input from respondents to the BART survey on the Pilot Program.

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

MTC staff presented a preliminary overview of the Pilot Program to BART's Title VI/Environmental Justice (EJ) and Limited English Proficiency (LEP) Advisory Committees. The joint meeting was held

Tuesday, December 11, 2018 from 10:30AM – 1PM at the BART Board Room, Kaiser Center 20th Street Mall (2040 Webster Street), Oakland, California. 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 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, assist in the development of the District's language assistance measures and provide input on how the District can provide programs and services to customers, regardless of language ability.

At the meeting, committee members showed strong support for the program. Some mentioned that they appreciated staff's efforts in the program development. The committee members also offered suggestions on how to complete more robust outreach, specifically by reaching out to local workforce and employment development offices to try to reach unemployed populations. Suggestions were also made for MTC to partner with CBOs in addition with the proposed third-party verifier to help streamline the verification process. The members also expressed concerns about reaching out to the homeless populations who frequent BART. MTC staff expressed that the homeless population was also a part of their target outreach demographic and that plans were in development to reach them specifically through case-management efforts.

Committee members were e-mailed copies of the survey in English, Spanish and Chinese, a copy of the postcard, and were also provided the survey link to distribute to their communities. Committee members can also request hardcopies of the survey. One member made this request and copies of the survey in multiple languages were mailed to this CBO to ensure everyone was afforded the opportunity to take the survey.

MTC staff also plans to have a follow-up meeting with the Advisory Committees to discuss additional program details once they are available.

Section 3: Outreach Results

3.1 Surveys Collected

BART’s public outreach efforts resulted in three thousand seven hundred eight (3,708) surveys received. Nearly 98% of all surveys received during the open survey period were obtained online. Public outreach at BART’s 16th Street Mission Station resulted in the most hardcopy surveys received (46). Table 3-1 provides the breakdown of where and how many surveys were received.

Table 3-1

Location	No. of Surveys Collected
Pittsburg/Bay Point Station	6
Coliseum Station	14
16th Street Mission Station	46
Community-Based Organizations	9
Online	3,633
Total Surveys Received	3,708

3.2 Survey Demographic Data

Table 3-3 provides a demographic breakdown of all survey respondents. Table 3-4 provides a demographic breakdown of all low-income riders, those who are potentially eligible for this program.

3.2.1 Minority

A “non-minority” classification refers to those respondents who self-identified as “white.” A “minority” classification includes the combined responses from all other races or ethnic identities including those identifying as multi-racial.

3.2.2 Income

Consistent with BART’s Title VI Triennial Program standards, low-income is defined as 200% of the federal poverty level. This broader definition is used to account for the region’s higher cost of living when compared to other regions. This level is approximated by considering both the household size and household income of respondents to the 2018 Customer Satisfaction Survey. The household size and household income combinations that comprise “low-income” are as follows:

Table 3.2

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

For example, a household of two or more people with an income of \$33,000 would be considered low-income. According to 2018 Customer Satisfaction Survey responses, 20.2% of BART riders are considered low income.

Table 3-3 Survey Demographic Summary: All Respondents (N=3708)

Minority Status	96% of all survey respondents answered this question	Sample Size
Minority	57%	2028
Non-Minority	43%	1533
Total responses		3561
Ethnicity	96% of all survey respondents answered this question	Sample Size
White	43%	1533
Black/African American	7%	245
Asian or Pacific Islander	19%	697
Hispanic, Latino, or Spanish Origin	22%	792
Other, non-Hispanic	3%	95
Multi-racial	5%	170
American Indian	1%	28
Total responses		3560
Low income Status**	95% of all survey respondents answered this question	Sample Size
Low-income	35%	1233
Not low-income	65%	2297
Total responses		3530
Annual Household income	95% of all survey respondents answered this question	Sample Size
Under \$25,000	23%	797
\$25,000 - \$34,999	10%	364
\$35,000 - \$39,999	5%	194
\$40,000 - \$49,999	8%	275
\$50,000 - \$59,999	8%	293
\$60,000 - \$74,999	9%	312
\$75,000 - \$99,999	10%	340
\$100,000 or more	27%	962
Total responses		3537
How well is English spoken?	28% of all survey respondents answered this question	Sample Size
Very well	85%	898
Well	11%	112
Not well	3%	33
Not at all	1%	6
Total responses		1049

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

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

Table 3-4 Survey Demographic Data: Low-Income Respondents (N= 1233)

Minority Status	98% of low-income survey respondents answered this question	Sample Size
Minority	68%	821
Non-Minority	32%	382
Total responses		1203
Ethnicity	98% of low-income survey respondents answered this question	Sample Size
White	32%	382
Black/African American	8%	100
Asian or Pacific Islander	19%	232
Hispanic, Latino, or Spanish Origin	32%	385
Other, non-Hispanic	3%	37
Multi-racial	5%	55
American Indian	1%	12
Total responses		1203
Annual Household income	100% of low-income survey respondents answered this question	Sample Size
Under \$25,000	65%	797
\$25,000 - \$34,999	19%	241
\$35,000 - \$39,999	7%	84
\$40,000 - \$49,999	6%	73
\$50,000 - \$59,999	3%	38
Total responses		1233
How well is English spoken?	39% of low-income survey respondents answered this question	Sample Size
Very well	82%	391
Well	12%	56
Not well	5%	26
Not at all	1%	6
Total responses		479

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

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

3.3 Low-Income Rider Program Benefits

As described in Section 3.2, 1,233 or 35% of survey respondents are identified as low-income riders. The survey sought to answer two important questions about the proposed Pilot Program.

1. How many low-income riders currently do not receive some form of discount?
2. How many low-income riders would ride more if they received a discount?

3.3.1 Current Type of Fare Paid by Low-Income Riders

Question 3 of the Low-Income Discount Survey asked the following:

What type of fare do you usually pay when you ride BART?

- Option 1. Regular BART fare (no discount)
- Option 2. High Value Discount (\$48 or \$64 value)
- Option 3. Muni Fast Pass
- Option 4. Senior Discount
- Disabled Discount
- Option 5. Youth Discount
- Option 6. Other Discount: _____

Table 3.5 provides data on responses to question 3 by low-income riders.

Table 3-5: Current Fare Type

Fare Type	Number of Respondents Paying	% of Total
Regular BART fare (no discount)	1017	83%
Disabled discount	69	6%
High Value Discount (\$48 or \$64 value)	59	5%
Senior discount	27	2%
Other discount	23	2%
Youth discount	23	2%
Muni Fast Pass	13	1%
Total	1231	100%

Of these low-income respondents, the great majority--89%--could benefit from the 20% discount because they currently pay the "Regular BART fare (no discount)," receive the 6.25% "High Value Discount (\$48 or \$64)," or use the "Muni Fast Pass" (the discount level of which depends on the number of trips the rider takes per month). Low-income riders paying the senior or disabled discounted fare already receive a greater discount at 62.5% and, although the Pilot Program is for adults, it is worth noting that youth riders get a 50% discount.²

² The low-income discount cannot be combined with any other discount.

3.3.2 Potential Increase in Low-Income Tripmaking

Question 4 of the Low-Income Discount Survey asked the following:

If you received a 20% discount off of regular BART fares, do you think you would ride BART more often?

- Option 1. Yes, I would ride BART more if I received a 20% discount
- Option 2. No, this discount would not change how often I ride BART
- Option 3. Don't know

Question 4 had answers from 1,231 low-income riders, of whom 87% or 1,073 selected Option 1, stating they would ride more with the discount. This result underscores the benefits of the Pilot Program as almost 90% of low-income rider respondents could make more trips with the discount. The remaining 13% of these riders would not ride more often or didn't know how the discount would affect them.

Section 4: Public Comments

4.1 Overview

By reaching out to the public via in-station events, Title VI/Environmental Justice and Limited English Proficiency Advisory Committees meetings, social media posts, and community-based organization solicitation, BART received 3,708 survey responses. Of this total, 2,119 or 57% chose to respond to Question 5 by writing comments. All comments have been categorized, sorted, and color-coded by general theme in Appendix PP-2.

4.2 Public Comment Grouping Analysis: Methodology

While comments can be generally categorized and reviewed for popular themes, they should not be analyzed numerically as doing so would give undue weight to the more subjective feedback solicited from respondents. Categorizing the comments, however, provides a general indication of the points the public outreach participants choosing to comment wished to communicate. The four categories in which the comments are grouped are as follows:

1. Support (Unconditional)
2. Support (Conditional)
3. Don't Support
4. Miscellaneous

BART staff reviewed all comments and placed each into one of the above categories. "Support (Unconditional)" comments are those where riders made it clear they wanted to see the program implemented. "Support (Conditional)" comments indicate some level of support but often with caveats. Comments are in the "Don't Support" category when it can easily be determined the respondent did not wish the program to move forward. "Miscellaneous" comments are those that do not directly address the proposed low-income discount program. There were 66 miscellaneous comments that have been removed from the overall calculation of comment percentages. The next sections provide sample comments from each category.

4.3 Support (Unconditional) Comment Overview

Support (Unconditional) comments express full support for the program. Table 4-1 provides a breakdown of all comments categorized as supporting the program unconditionally.

Table 4-1 Support (Unconditional) Summary of Responses

	Number of Support (Unconditional) Commenters	Total Number of Commenters	Percentage of Support (Unconditional)
Non Low-Income	827	1358	61%
Low-Income*	447	594	75%
Unknown Income**	47	101	47%
Total	1321	2053	64%

*Low-income commenters are highlighted as they are the riders who are eligible for the Pilot Program.

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

Examples of the comment category Support (Unconditional) are as follows:

4.3.1 Low-Income Respondents

- *BART rates disproportionately affect low-income riders. Please create this program!!!!*
- *I strongly believe that a BART discount for low-income riders is highly needed. Public transportation fees are rising and it can be difficult to cover costs in the bay area for transportation.*

4.3.2 Non Low-Income Respondents

- *I don't need it, but please make it available to those who do.*
- *I think it is a fantastic idea! I would be happy if my tax money contributed to a program like this, I think it is great for income equality in the Bay Area and would support the economy in countless ways. With this program, BART has the opportunity to be a pioneer and set a positive example for other transit systems across the country.*

As shown above, 1,321 commenters, or 64% of all commenters, unconditionally support the Pilot Program. Of commenters who are low-income, 75% support the program unconditionally.

4.4 Support (Conditional) Comment Overview

Comments categorized as supporting the program but with caveats are categorized as Support (Conditional). Table 4-2 shows the breakdown of how many individuals conditionally support the program using the established methodology.

Table 4-2: Support (Conditional) Summary of Responses

	Number of Support (Conditional) Commenters	Total Number of Commenters	Percentage of Support (Conditional)
Non Low-Income	316	1358	23%
Low-Income	126	594	21%
Unknown Income	27	101	27%
Total	469	2053	23%

*Low-income commenters are highlighted as they are the riders who are eligible for the Pilot Program.

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

The following are examples of comments in this category:

4.4.1 Low-Income Respondents

- *20% isn't enough. It should be 50%*
- *Great concept... need more trains and better reliability... already over-capacity during peak hours...*

4.4.2 Non Low-Income Respondents

- *It seems like your income threshold is too low. It should be higher. Theoretically anyone earning minimum wage and lower should be eligible. The Bay Area is insanely costly to survive in and*

while this program can go a long way to retain our most vulnerable residents, let's make it truly effective and wide-reaching

- *It would be great if Bart was able to give a larger discount to low income families. Also discounts on connecting bus rides.*

Of the 2,053 comments received, 469 are categorized as Support (Conditional), which is approximately 23% of all survey respondents who chose to comment. Of the commenters who are low-income, a similar percentage, 21%, expressed conditional support of the Pilot Program.

4.5 Don't Support Comment Overview

The Don't Support category captures all comments where the respondent expresses some form of objection to the program. Table 4-3 shows a breakdown of how many commenters did not support the program by income category.

Table 4-3: Don't Support Summary of Responses

	Number of Don't Support Commenters	Total Number of Commenters	Percentage of Don't Support
Non Low-Income	215	1358	16%
Low-Income	21	594	4%
Unknown Income	27	101	27%
Total	263	2053	13%

*Low-income commenters are highlighted as they are the riders who are eligible for the Pilot Program.

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

Examples of unsupportive comments are as follows:

4.5.1 Low-Income Respondents

- *While this proposal is motivated by good intentions, BART should not decrease revenues via a discount program. Transit is already terribly underfunded in America compared to other developed countries. BART needs every cent it can get from its riders. I believe BART should be fiscally responsible so it can focus on improving the service it provides to all its riders via increased investment in new cars, repairs, funding a 2nd Transbay crossing, Transit oriented housing development, etc. It is not the responsibility of BART to means-test its fares. Everyone should pay the same price.*
- *Instead of a discount program how about changing the fare system in which one gets charged per ride instead of mile and a monthly pass is included.*

4.5.2 Non Low-Income Respondents

- *This discount scheme is a complete waste of BART time and resources. BART should outsource its station staffing and maintenance and cut fares 25% for everyone.*
- *I do not approve of the new discount program for low income riders.*
- *Do not want gas tax now used for BART discount!! That was not the intent! If money is available, should be used for upgrading system for ALL, not as a discount.*

Of the 2,053 comments received, 263 are categorized as Don't Support, or about 13% of all survey respondents who chose to comment. Of the commenters who are low-income, 4% did not express support for the Pilot Program.

4.6 Miscellaneous Comments

Comments are categorized as Miscellaneous when there appears to be no connection between the respondents' comment and the low-income Pilot Program. So that data is not skewed by non-program related comments, Miscellaneous comments are not included in the total comment count of 2,053 (shown in the tables above). 66 comments are categorized as Miscellaneous, which is approximately 3% of the total comments received. The following are examples of Miscellaneous comments:

- *The current program for getting the disabled discount is really inaccessible*
- *No, but add security to make riders feel safe (sic)!!*
- *Good means of transportation*

4.7 Overall Comments

Most respondents, both low-income and non low-income, were supportive of the Pilot Program. While some believed that the discount should be more than 20% discount, any discount was better than no discount. The topic of fare evasion spanned all categories, showing that this is an issue of concern for most BART riders, regardless of whether they supported or did not support the Pilot Program.

Appendix PP-A:
Question 5-Public Comments about the
Low-Income Discount

Legend	
	Support
	Conditional Support
	Don't Support
	Miscellaneous

Note on “Unknown” categorization for the following columns:

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

Survey ID	Comments	Low-Income	Minority
1487	Prices are very steep, i think even those who are well-off economically feel that way. The bay area is very expensive, these burdens need to be lessened.		
1234	A 20% discount will offer many already-strained commuters some relief in their continued struggle to afford cost-of-living in the Bay Area. BART could look to MUNI’s Lifeline Pass as a model; those with current MediCal and/or EBT cards automatically qualify for their monthly low-income pass.	X	X
71	A Blessing for low Income	X	Unknown
2561	A discount definitely would've helped me out when I was commuting part time to the city. And it might incentivize more people who wouldn't normally be able to afford the commute to find work further into San Francisco.		
2002	A discount is imperative given the high and continually rising cost of living in the bay area. The region's low income families need these cost savings, and the region at large needs to use policy levers to move folks from cars to transit.		X
1968	A discount program for low-income riders is an excellent idea and would have substantial need!		

Survey ID	Comments	Low-Income	Minority
1400	A discounted fare will help the working poor access to their jobs and in turn boost local economies. A reduction in fare is needed now more than ever considering the rise in rent, food and transportation costs. A reduction would be a proactive step in reducing the loss of workers from their current local communities and would result in extended commutes that increasingly congest highways and unnecessarily contribute to auto emissions pollution. We need this discount program NOW.		X
731	A good idea.		
1258	A lot of the people that need BART to get to and from work would see a huge benefit in discounted fares since most jobs don't pay a living wage in California. BART is such an integral part of the bay area, it shouldn't be what stands between a person and their livelihood.	X	X
636	A monthly unlimited pass system rather than the negligible bulk ticket discount would also be very good		
1166	A step in the right direction!		
523	Absolutely need this new program. Thanks!	X	X
1413	Absurd! Homeless and vagrants constantly get away without paying any fare at all already.		
284	Accessible transportation for everyone is essential.		X
1954	Admirable program.		
3013	Affordability of transit is critical for low income riders when considering whether to drive or take BART.		
1804	After paying regular fares since BART opened, I see how valuable my senior clipper card fees are too me. I often wonder how low income people afford riding BART. They need help too. This would lower the amount of people who are jump. I see low income people using the elevators outside stations to access the platform for rides so often. I think this is because of the expense of the regular Bart fees. Please help these people.....		X
56	Agree it serves Low income	X	X
1589	altho all public transportation ought to be free for all this certainly is a good start.	X	Unknown
2347	Although not applicable for me, I most certainly approve of this program!		
2596	Any discount is a good idea in the Bay's high-priced climate.	Unknown	X

Survey ID	Comments	Low-Income	Minority
844	Any discount would really encourage people to take BART. It's a big expense and the regular people who live here could use all the help we can get.		
3145	Any program to offer discounts for low income riders is a positive. However, fares have been very high for a long time, while ridership has increased drastically. Rates need to be brought to normal levels for the average person in addition to these specific programs.	X	X
3319	Any way to help low income riders with their transportation needs would be great		
1185	Anything that can be done to reduce car traffic is good.		X
2192	Anything that gets folks on PT more, I'm all for.	Unknown	
48	Anything that improves accessibility is a win	X	
3666	Anything to make BART more affordable for low-income riders is a good thing. I hope you consider making it free for low-income users.		
837	appropriate for low-income riders		X
2684	As a college student it is really hard to budget everything and adding transportation on top of that is difficult. A low income fare would be amazing if it could also apply to those working part-time and balancing school.	X	X
3415	As a full time employee, student, and rider, I rely on bart to timely get me from stop to stop multiple times a day, at least 5 times a week. With this, I find myself reloading several times, sometimes only less than \$2. Commuting adds up, since bart isn't the only public transportation I utilize in Oakland. However, I depend on it and must pay the fees. If bart discounted low-income riders, it would allow me to feel more secure in my finances without concern for how (or how much) I'll get to work that day/week/month. Living in the Bay Area is costly and being able to afford transportation is a lifeline for many of its residents.	X	X
3157	As a high school student, it would benefit myself and other riders like me.		X
955	As a higher income BART rider, I want this service to be accessible to everyone, so I fully support the potential new discount program for low-income riders.		

Survey ID	Comments	Low-Income	Minority
1626	As a low-income Bay Area resident, and as a full time student, BART's prices are far too expensive for me to afford. I often have to find cheaper ways of transportation to get to and from work/school. If BART provides discounts for low-income folks, I think it would be an incredibly helpful resource. With a discount I would definitely use BART more, and it would make getting to and from my destinations a lot faster and easier.	X	X
3629	As a minimum wage employee who commutes to San Francisco every day, BART represents a significant portion of my income and is tremendously unaffordable for me and for many other riders of BART. I have lived in the Bay Area my whole life and have watched BART fares rise drastically alongside the cost of living. Making public transportation unaffordable and off-limits to anyone who is not wealthy is a form of discrimination, segregation, and an aggressive rezoning practice to reduce the mobility of low-income people. At the same time, BART's services and quality not only have not improved but have actually decreased. I have often been late for work due to inexplicable delays. I would strongly advise BART to look into unlimited fare options, 50% reductions for low-income people (20% fare reductions willnot make the commute any more affordable, in truth), and reconsidering the corrupt governmental and private corporate practices that lead to money squandering, policing, and public services that are utterly useless and alienating to the actual public.		Unknown
708	As a senior with limited financial resources, I pretty much avoid using BART because of the cost unless there is no other viable alternative. Although a 20% discount wouldn't make a huge difference, it would make BART service more of a possibility for me and my family members, especially for medical trips between East Bay and SF.	X	

Survey ID	Comments	Low-Income	Minority
3104	As a volunteer at Berkeley Free Clinic and The Suitcase Clinic, the requests for public transportation tickets have been non-stop. I know many people who would benefit immensely from this discount and could truly improve the livelihoods of many low-income folks. It can mobilize people to access more employment opportunities or healthcare offices and would overall better the community. In addition, as a college student, I know many people who would rather Lyft or Bart because it's more cost-effective and this discount may incentivize eligible people to use Bart instead.	X	X
3377	As one of the few Bay Area residents who actually makes a living wage, I'd be thrilled to see BART made more accessible for low-income riders. Public transit is a public good, and it should be for everyone. (This is also why I oppose BART throwing money down a hole on fare enforcement. People jumping the gates are primarily poor people, accessing a basic need of city life in the only way available to them.)To be honest, I think public transit should be entirely tax-funded, rather than depending on fares with the occasional means-tested discount. But I understand that will require some legislative changes at the city and state levels.		
1023	As people are displaced due to the housing crisis, their cost to ride BART increases because of the way the system calculates fares. This seems like a good first step to help people who are hurt the most by rising cost of mobility.		
1256	As rent prices skyrocket and jobs pay less, it is so important and vital that transportation be affordable for those of us who are struggling to make ends meet. I avoid riding BART as much as possible because I cannot afford it, particularly to commute from Oakland to San Francisco and back. I strongly support this discount.	X	

Survey ID	Comments	Low-Income	Minority
1180	As someone who is not low income, I think this program is important and I strongly support it. I have been a daily BART commuter for previous jobs and I assume I will be again in the future (it just doesn't work for my current job). I appreciate that we have BART and I want it to be accessible for all -- it is always going to be faster than BRT in Oakland (and so, so, so much faster than AC Transit) and low-income people already spend so much time waiting for so many things to save money/because they can't afford a faster way. Making BART more affordable is a matter of justice.		
282	As someone who no longer lives in the Bay Area, but plans on relocating back in the next 7-8 months, low-income BART tickets would be extremely helpful to those who may lack means to pay for their fares. This is a much needed program.		X
2218	at this point, I would not need the extra 20% discount. but if I ever did need it, I would certainly choose bart more often than the bus.I travel a lot for work, and use public transport in other cities when available, as much as possible. many other transit systems are so much more affordable. we should do all we can in the SF bay area to make bart more affordable for those in the lower income ranges.		
375	Bart and muni are my only source of transportation. I use a fast pass, which is unlimited within the city. So a break won't change my daily, but I know it will help those that can't afford a fast pass. I used to not be able to afford a fast pass, and would walk miles instead of paying for a ride.		
871	BART can be cost prohibitive! I don't qualify as low-income, but I think it's really important to support low income riders and make sure public transit is accessible to everyone!		
1948	Bart cannot be thought of as a luxury form of transit, or something that would just be used by a few. It has become a necessity for all of the bay area, and the increasing prices make it difficult for any low-income riders to afford using BART. It needs to be discounted, for everyone but low-income riders most of all	X	

Survey ID	Comments	Low-Income	Minority
2498	BART does not offer a monthly pass, so a higher price discount will greatly help those who take BART every day because it's fast, affordable, and good for the environment.		
835	BART fares are a burden for low income riders, who must use the system to get to work and school. A low-income discount is long overdue.	X	
2672	Bart fares are too expensive for a student who doesn't have a car and have to ride BART. A 20% discount can reduce my expenses a lot.	X	X
509	Bart fares plus parking fees are extremely limiting to low income riders. I wouldn't qualify, but I would be happy to know that others were getting a discount who so badly need it.		
3269	BART gets expensive do any help would be welcomed	X	
3042	BART has gotten too expensive that I no longer go into SF for the weekends. I don't seem to fall under your low-income levels so the 20% off would not apply to me, but I can see how it would be beneficial to someone who earns minimum wage.		X
1746	BART increasingly gets more expensive over the years, making it difficult for low income people who rely on public transportation to even afford it, then criminalizes people that cannot afford the fare when they "bart hop". I think discount programs would be extremely beneficial and prevent the number of tickets given for fare evasion.	X	X
435	BART is a crucial means of transportation for many people in the Bag Area. It is important to implement this program to provide support the most vulnerable population.	X	X
643	Bart is a huge expense for students like me, and for low income folks. I spend way more on transportation than I do on food or other expenses. Please seriously consider this discount for low income people and adult students. Thank you so much.		X
659	Bart is a really prohibitive cost for a lot of people with no income. I've worked with people who had to forfeit access to free dental/ medical services because they couldn't afford the transit costs. This isn't a complete solution but a step in a very valuable direction.		X

Survey ID	Comments	Low-Income	Minority
2018	Bart is a vital form of transportation for many, keeping it as accessible as possible is your duty to your community.	X	
3418	BART is an efficient means of getting around, especially from the East Bay and in SF. Yet, it is pretty expensive. Offering discounts to low-income people is a great idea to help them and keep more cars off the road.		
3155	BART is expensive now. Reducing the fare would increase access and ridership		
1093	Bart is expensive. Thankfully i have a full time job that pays well and i can afford the fees. Someone who doesn't have my privilege would not be able to afford the fees. Give them the low income riders discount		X
895	Bart is for the working class, but it's getting harder and harder for the working population to afford riding public transportation or commuting especially with the oncoming toll hike. A discount program will greatly be utilized by many workers in the Bay Area.		X
1930	Bart is insanely expensive- especially if you're trying to get in and out of the city. I think this makes sense		X
1985	Bart is prohibitively expensive even for our working class bay area residents. I would very much like to see a discount esp in SF where it will incentivize more people to use Bart over Muni		X
3351	Bart is too much expensive and I would love for there to be a low income discount, even though I wouldn't be eligible for it.		
2222	BART is very expensive for working class and low-income riders, and because of gentrification and folks having to leave the bay area they are still reliant on BART for transportation. A discount program would go a long way to helping them.		X
207	BART is very expensive, but can be the most efficient way to get across the bay into SF from the East Bay, for example. A fare reduction is a great idea - please redirect funds that are going for "fare police" to fund this program widely.		
535	Bart is very expensive. I would be happy to see a fare reduction for low-income riders.		X
2802	BART is way too expensive for the poorest among us! I strongly support a discount program for low-income riders.		

Survey ID	Comments	Low-Income	Minority
3605	BART needs a low income discount program. Especially for those working between SF and the east bay as well as no-income people who are seeking employment and are confined geographically in the east bay, SF or Peninsula because of the extraordinarily high cost of BART.		
407	BART rates disproportionately affect low-income riders. Please create this program!!!!	X	X
1175	BART should absolutely implement this program. Rather than punishing low-income riders and wasting money through fare evasion programs, BART should make its services affordable to low-income riders--who are most likely to be transit dependent. BART should actually be free for those people!		X
1386	BART should be accessible to everyone because it is such a large part of the Bay Area commute, especially as the expense of driving a car has increased significantly in the past 10 years. BART deserves to be fast and accessible for all in order for the Bay Area to live up to its potential for its infrastructure.		X
2528	BART travel is the best way I have to get to my job in SF and is very expensive (my friends who use transit in large cities like Boston are consistently shocked by how much I pay.) I'm able to use a pre-tax income program to pay fare that saves me money in the long run and can manage alright, but I think BART needs to find ways to be more affordable for lower income riders. I think this discount program would be a good strategy to try.		
3124	Bay Area living is expensive and this would be a great help to low-income riders like myself!		
1239	Because of the cost of living (rent) in the Bay Area. It is very necessary to have this program. In the past, I have called out for work because I didn't have enough to ride BART to SFO (where I worked) I actually had to quit that job and take a less paying job where I can drive 20 minutes to work because I couldnt afford to ride BART.Secondly, it would probably prevent fare evasion because passengers can more likely afford to ride. Lastly, Bay Area toll is increasing, so this program would make a difference. Please consider this program		X

Survey ID	Comments	Low-Income	Minority
1702	Being a reverse commuter, having a smaller income and higher living standard means double disadvantage. With free parking at suburban jobs, they might as well just drive. There are seats available especially in the reverse commute. Having lower fares would definitely bring in more riders and reduce the cost of living for current and potential riders.		X
1391	Being that the Bay Area is filled with POC, this discount would benefit them greatly due to the statistics of low-income families being minorities and potentially help them get out of the low-income status by increasing their ability to commute to work across the Bay Area.		X
29	beneficia al usuario (benefits the user)		X
2036	Brilliant		X
1227	Brilliant. Definitely do it.		
2518	Card must be indistinguishable from other cards so users of the service are not shamed or otherwise targeted by others		
2597	Current discounts serve as proxies for being low income. It makes perfect sense to expand the program to cover the full intended audience.	X	
3214	Definitely at least do this program but also make bart free to everyone free public transportation is mandatory for a just society	X	
1853	Definitely for it! For our neighbors in the Bay Area who are struggling to live with stagnant salaries and sky-high rents, a subsidy for transportation could make a big difference.	Unknown	X
3341	Definitely hope it comes to fruition. The reality low-income riders are being cited for fare evasion in an area where residential prices are already pricing them out of their communities is ridiculous.	X	X
344	Depending on the salary amount I am all for the discount program for low income		
792	Discount for low income riders should be a given. A healthy society provides for all of it's residents.	Unknown	Unknown

Survey ID	Comments	Low-Income	Minority
1727	Discounts for low-income folks is much-needed because they already likely live further away from where jobs are, so many low-income folks likely already pay 20% more than others. However, we should make sure that it's easy and not a hassle for low-income riders to achieve this discount.		
940	do it		X
1275	Do it		X
2025	Do it		
1857	DO IT ALREADY		
2110	Do it because this is needed as the cost of BART fares have been on the rise.	Unknown	X
3404	DO IT DO IT DO IT I would happily pay a little more if it meant lower fares for low-income folks (though I'd take it as a kindness if the money can be found elsewhere first, I'm not a techbro making millions at Google or Twitter).		X
748	Do it!		
833	Do it!		X
1952	Do it!		
41	Do it! Please! People need this! I take BART to work so discount would not change my ride frequency (I have to go to work every day!) But it would allow my paycheck to go to more important expenses		
3497	Do it! We should support low-income Bay Area residents as much as we can. The discount should be more.		X
2171	Do it!!!		
2086	Do it!!!!!! It sounds great!!	X	X
446	Do it.		
588	Do it.		X
2329	Do it.	X	X
2731	Dont let rich snobs who dont like it sway your decision. People need help. Be better.	X	
2371	encourages more people using bart instead of driving, less pollution and save traffic jam. eventually bart make more profits if everyone try to ride bart when they receive discount on their fare		X
1005	Equality is important in a changing bay area and everyone deserves the right of public transportation		
2123	Essential!		
13	estaria muy bien *would be great*	X	X

Survey ID	Comments	Low-Income	Minority
2418	Even if I don't qualify, I am a huge supporter of this program!		
2679	Even if I don't qualify, I think the program is very necessary.		
2676	Even though I don't fall in the "low-income" bracket, I think this discount will help those who are in need and can benefit from it. This discount will help those who can't afford to commute to work at long distance because of commute cost in Bart or because of traffic. Yes, it will increase the amount of people taking bart, even during peak hours but that will also benefit bart and force them to decrease the intervals between trains. We might get more Bart's on track to assist in crowd controlling.		X
2255	Even though I wouldn't personally benefit from this type of discount, I strongly support the idea!		X
2633	Excellent idea & very much needed. My son has worked minimum wage jobs in SF & the commute on BART takes a huge chunk of his paycheck.		
3173	Excellent idea!		X
1499	Families need it! SF is too **** expensive!	X	X
2386	fares should be lowered for low income folks.		
1708	Finally! Low-income riders should have access to a discount.		X
1350	Financially accessibility to public transportation is a necessity for any civilized society to respect the struggle of lower income and working class people, especially in such a costly area as the bay. Please move forward with this quickly. THANK YOU!	X	
294	For families that are low-income and rely on public transit, every decision has to be weighed carefully. Riding BART may be faster, but more expensive for some families or individuals, and that decision is probably never easy--especially if commutes are long. Access to transit is absolutely an equality issue! I am all for this program!		
221	For low income families who don't own a car bard is an important lifeline to high-paying jobs in the bay area. This seems like a promising program.		

Survey ID	Comments	Low-Income	Minority
3472	Frequent commuting to assist an elderly friend causes my monthly BART fares to add up quickly. Any help with a discount would be highly appreciated.	X	
3025	From what I have read, I would not qualify for the BART discount. That said I support 100% this initiative. What is more upsetting to me are people who bust through the toll takers. I understand that they maybe low income and may not be able to afford transportation and for this reason I sympathize with them but not enforcing "payment" what ever that looks like does not help the psyche of the low income and full paying riders alike		X
1208	Fully in support	X	
60	Fully Support		
3103	Fully support it especially if funded by a gas tax	X	X
1813	Fully support it.		
1272	Geat idea!!! Please do it!	X	
2348	Given that BART is so necessary for my own commute, this discount would raise my opinion of BART as a responsible service provider, even though I myself wouldn't qualify for the discount. Local transportation, particularly commuting, should not be a luxury that low-income families can ill-afford.		
1055	Given that low-income riders are being pushed further to the end of lines and seeing their fares increase, a discount program would at least help make things less regressive than they currently are.		
1105	Giving these discounts could make employment for many low income families much more possible in that their transportation costs would be cut down, making it more affordable to get to work or even school. The opportunity this would give to low income persons would be amazing.		
558	Go for it ... make it even cheaper		X
2937	Good good good good		X
1044	good idea		X
2134	good idea		
2852	Good idea		X
979	Good idea! Income inequality is the biggest issue compounding other challenges.		
3544	Good idea, a lot of people would be able to ride bart with the discount	X	X

Survey ID	Comments	Low-Income	Minority
1846	Good idea. Should help reduce expenses for working poor. Please keep trains and restrooms clean and available too.		X
1929	Good idea. You guys need all the goodwill you can get.		
456	Good news	X	
31	Great	X	
26	Great Idea		
366	Great idea		
615	Great idea		X
1432	Great idea		X
2469	Great idea	X	
2982	Great idea		
3017	Great idea	X	X
3630	great idea especially for seniors on a fixed income. it will help seniors get out of the house and become less isolated	Unknown	Unknown
1128	Great idea!		
1293	Great idea!		
1443	Great idea!		X
1703	Great idea!		
2302	Great idea!		
715	Great idea! Fully support.		
1548	Great idea! Transportation access is a key indicator for an individual's ability to move out of poverty.		
2346	Great idea! I'm higher income and receive a BART subsidy through work and it's a huge help.		
1958	Great idea! Lots of your fare evaders are just low income people trying to get to work/school etc. I think fare evasion rate would go down.		X
2285	Great idea!!		
3271	Great idea!!	X	X
1363	great idea, encourage more people to get out of their cars. also, often I take longer to get somewhere by bus because it is cheaper.	X	
3333	Great idea.	X	X

Survey ID	Comments	Low-Income	Minority
195	Great idea. I don't need it but we have so many people struggling to afford living in the Bay Area, and get to and from jobs far away, we need to help them as we can. You should figure out how to tax employers to pay for this! They are creating the demand and the pressure on our infrastructure and workers and housing.		
1355	Great idea. BART is essential transportation for many people but many can not afford it.	X	X
30	Great idea. California's cpst living is not in balance w/ FPL		X
1629	Great idea. Please help diminish low income transportation expenditures!	X	X
470	Great idea. Providing reasonably priced, reliable transportation to those with low incomes can be a huge help to finding and keeping jobs.		
3345	Great program for lower income households.	X	X
1639	Greatly needed please approve.		X
1015	Having a cheaper fare will allow me to save commute time from taking the slower alternatives and help me focus on other aspects of life rather than use them on the commute.	X	X
1938	Having a discount for low income riders would make transit to and from work more accessible and increase Bart usage. As Bart is public transportation it should be accessible to all people regardless of income.		X
2253	Having a discount for low-income individuals would be GREAT service to the bay area public. IT would allow for more job access and help in addressing the financial disparity that exists between race and class in the bay area. By saving money, increasing access to job employment and health services by making transport more accessible for low income folks, it will contribute to addressing issues of equity.	X	X
2680	Help low income families live in the bay area. Stop pushing us out		X
2713	Hi! I am in a higher income family and would not qualify for the BART discount BUT I think it's an excellent idea to buffer the intense impacts of income inequality in the region. PLEASE IMPLEMENT THIS POLICY. I AM HAPPY TO PAY 10 cents more a ride or whatever to make it happen!		

Survey ID	Comments	Low-Income	Minority
1259	Highly encourage this program		
3705	Highly interested in this program, see numerous benefits for large groups of people, definitely approve	X	X
473	Highly support it. Public transit fares are a de facto tax, and taxes should be progressive.		Unknown
68	Hopefully will happen		
2996	Huge supporter of this. Bart is extremely expensive compared to public transit in other major cities while offering few services. Fares should be lower in general, but particularly for low income people. Also, why not consider a flat fare for unlimited rides per month similar to the NY public transit system? I believe that would increase ridership overall.		X
2056	I absolutely support a discount for low income riders. Bart is a vital service to so many people working in the bay, many of whom have longer commutes because of the housing crisis. a		
828	I absolutely support a discount program for low-income people. BART should be accessible to everyone.		
3446	I absolutely support it. Transportation costs keep rising, and lower income folks often can't afford to live close to their jobs.		X
1706	i absolutely support this program. i know Apple & tech companies GIVE loaded clipper cards away & Sfbay area is in an economic crisis. y'all are shaming people on trains & have KILLED people over fares. i EXPECT this program to be approved and y'all to study public policy & sociology. thanks- dandelion of berkeley.	X	
1529	I already did a fantastic fear and part because I have the senior clipper card. Our daughter lives in Oakland and finds the BART fares for commuting into San Francisco prohibitive. She ends up using casual car pool instead. I definitely am in favor of reduced fares for low income riders.		
1086	I already get a discount so i almost never drive to San Francisco, or anyplace else i can get to by BART. Since you give discount to all seniors without means testing, i certainly think you should give a discount to low income folks.		
2265	I am 100% for it.		

Survey ID	Comments	Low-Income	Minority
889	i am a disabled man with a cane, so this will surely help me alot	X	X
2801	I am a low income rider of bart and the cost of BART often prevents me from using BART because I can't afford the high costs of transportation. I would use BART more often if the new discount program for low income riders took place	X	X
245	I am a low income working student who is spending about \$100 each month on Bart or more it would be helpful if Bart made some kind of low income or student discount for those of us that only have this one way of transportation	X	
3005	I am a physician who works for a clinic in the mission in San Francisco at a clinic for the low income. I pay full price with a monthly pass and am happy to support public transport in the bay area. However, many of my patients come to clinic on the BART and the cost is significant and very difficult for them. I believe many of them would take BART and public transport significantly more if it were more affordable. I want to encourage public transport and walking especially in the young people I work with so that they get used to taking this rather than walking. I am very much in support of this discount.		
3428	i am a student who makes very little money and would be interested	X	
2698	I am absolutely in favor of this new discount program. I think it's a fantastic way to approach more equitable transportation. I would argue for an even bigger discount, in fact. I am not low income, so I would not be affected by it.		
3168	I am all for a discount for low-income riders even though I would not benefit from it. As many low-income workers travel significant distances to get to work, their primary means of transportation needs to be affordable enough for them to use it and so that the strain of living in the Bay Area can be lifted some.		
3445	I am filling out this survey in support of low income individuals and having the option of low income fares. This should be a given. I could go on. But in sum, low income individuals deserve lower fares, it is an injustice otherwise.		X

Survey ID	Comments	Low-Income	Minority
1167	I am fortunate to not be low-income. For me, using BART is much preferable to driving either way. I think it is important to help others for whom every dollar must be squeezed. I support the idea of a discount program for low-income riders.		
856	I am greatly in support of this new discount program as I believe this makes access to public transportation more equitable for people who are struggling more and more to afford living in and getting around the Bay Area.		X
3397	I am high income now but previously made a middle income in the bay area. I grew up low income. I think this is an important and terrific idea! I would be more than happy to pay any tax to offset costs for low income riders.		X
3628	I am highly in favor! I would not qualify, but those of us who can afford it should subsidize the fares of people who struggle to remain in San Francisco (or the Bay Area in general).	Unknown	X
2366	I am in favor		X
1384	I am in favor and I think it would be great if it was an even bigger discount. (I would not currently qualify.)		
2661	I am in favor of it even though I don't qualify.		
1914	I am in favor of this program and would support raising the maximum qualifying income. The cost of living in the Bay Area is out of control and this is a much needed, albeit small step towards making public transit affordable for those who need it most.		X
3442	I am in full support. The cost of a daily commute for low-income riders really adds up. As a low-income rider myself, I pay a significant chunk of my daily budget on public transit. I easily spend \$50 a week on BART most weeks. A 20% discount would really help me.	Unknown	

Survey ID	Comments	Low-Income	Minority
3376	I am in support of this program. Low-income residents of the Bay Area are increasingly being pushed out further from the job centers of SF and Oakland. I have a friend who commutes 2 hours via BART and bus just to get to her job in San Francisco. She lives at the end of the line (Antioch). Not only is she paying more to travel, it is taking up a major part of her day. Residents should not be penalized for their inability to afford to live in the more central parts of the Bay Area. Thank you to BART for considering such a discount!	X	X
1250	I am in total support of this discount. I would not qualify, but I think it is essential to make transportation affordable to everyone. It is one of the key steps we need to take to have a better functioning city		
831	I am not a Bart rider with low-income, but I do believe this discount program for people with low-incomes would have a strong positive impact on Bay Area communities. The cost of living is incredibly high, and this program would help those who feel that cost burden the most, but work and live in the Bay. Less stress, more mobility for jobs and more financial freedom for these riders will benefit us all.		X
3167	I am not a low income rider but I think we should make BART more accessible for low income folks. Already at that income level (200% of poverty line) people are choosing between essentials. Please make transit less of a burden.		
2767	I am not a low income rider, but bay are public transit is abominably expensive and I support any measure that makes it more accessible for those in need		X
1146	I am not a low income rider. I think BART should give fare discounts to low income riders, and especially families. Thank you.		
3678	I am not a low income rider. I use BART almost every day of the week, and I am grateful for the convenience. I definitely am aware that not everyone can afford to ride BART as frequently as I do, and if this measure helps more people to get around and enjoy the speed and comfort of BART, then I strongly support it!		
1987	I am not a low-income rider but I believe they should get a discount	Unknown	X

Survey ID	Comments	Low-Income	Minority
2413	I AM NOT FINANCIALLY INSECURE, AND MY DECISIONS ARE STILL IMPACTED BY REGULAR FARE. REDUCED PRICES ARE NECESSARY FOR THOSE WHO ARE LOW INCOME.	X	
2751	I am not low income but I approve of this discount program for low income riders.		
3616	I am not low income but I support a discount program for low income riders		
1031	I am not low income myself, but riding bart is very expensive and I support this program for those who need it		
1111	I am not low income, but I fully support this.		
821	I am not low income, so I do not need the discount. However, I think the discount could be really helpful for anyone who qualifies.		X
3551	I am not low income. I think it's a great idea.		
2043	I am not low-income but fully support this change		
735	I am not low-income but think this is a great idea! fully support it		X
285	I am not low-income myself but think it is SO important to create this program for others who are. BART is so expensive and we need to make it more affordable for those with lower incomes!		
482	I am not low-income, but feel that this is EXTREMELY important and should be done to help low-income residents of the Bay!!	Unknown	
1608	I am not low-income, but I would support this program for low-income riders.		
742	I am single and make \$20,000 à year.	X	
1444	I am strongly in favor of discounted fares for low income riders. I receive a senior discount without regard to income and while I am grateful for the discount, I am sure that there are low income workers who need it even more than I do.		
464	I am strongly in favor of the program! Accessible public transportation is so important for our community!	X	

Survey ID	Comments	Low-Income	Minority
641	I am very excited to hear this could be possible. Not for myself, but for folks in much more dire need for affordable transport. We need an equanimous fare system that doesn't penalize folks who live farther away from the city center/ have a longer commute since they are coming from city outskirts to work. These folks are often the most marginalized and in financial need, but they currently are paying the most to ride BART.		
898	I am very much in favor of it. Living in the Bay Area is already super expensive.		
1581	I answered no to the 20% discount question, only because I'm in a high enough income bracket that I can afford the BART fare. However, I frequently consider the price of BART vs. the toll of driving from Oakland to SF, and they are too close to make much of a sway toward public transportation. I have friends who frequently cite high BART prices as the reason they don't participate in certain activities across the bridge. I think that a 20% discount for low income families is an incredibly important thing, and thank you for considering it!		
2588	I applaud BART for their efforts in creating a more accessible platform for all. When someone is living paycheck to paycheck any discount could mean the difference between lunch or not		X
3212	I appreciate this potential new discount program. It helps a lot of low-income riders for better surviving. People with low-income may have a chance to buy enough food for themselves if they are able to receive discount while using bart.		X
1949	I appreciate using public transit for many reasons. For myself, I am fortunate to be in a position where affordability is not a critical issue -- but in future, I may be on a fixed income and this will matter more. I feel that it is important for public transit to be accessible to those who need it most. I am happy to pay full fare in my current situation, and I agree completely that fares should be discounted for my low-income neighbors.		
246	I Approve. The costs are too high for low income customers.		

Survey ID	Comments	Low-Income	Minority
1965	I believe it is not even a question of whether Bart should institute this program but why its taken so long. Most major cities have these programs in place; New York's subway system has a flat rate for one way travel which is less than \$5. Bart is becoming more and more for high income earning professionals and out of budgetary reach for the average rider that actually has no vehicle, or low wage earners that really needs a reliable affordable means to travel to make a living.		Unknown
549	I believe it will help a lot of people which is what we need	X	X
1560	I believe it would be beneficial if the rates were a single flat rate instead of rate per station. that way it could be easier and more cost effective for riders.	X	X
2113	I believe that it would be utilized by many people. We need this for those who are lower-income and can't afford a car and gas.		X
758	I believe that low income riders would be able to use BART more often if their travel costs were reduced per trip.	X	
2151	I believe that offering low-income riders a discount would be of benefit to everyone.		
540	I believe that public transit in general should be more heavily subsidized so that commuters are diverted from single occupant cars into mass transit. I believe this has both infrastructure and environmental benefits.		X
980	I believe there are many things that BART could do to lower costs for riders. A great start would be to offer discounts to low-income riders. Low-income riders have less disposable income and anything to lessen their day-to-day burden is beneficial to our community.		
2646	I believe this is a great program to help commuters	Unknown	X
2411	I believe this is a great proposition to put in place		X
452	I believe this is an incredibly beneficial program! Especially for folks who commute to work and spend almost a quarter of their income trying to get to work every day!		X
474	I believe this program would make BART a more accessible and affordable lifeline for many low-income riders.		X

Survey ID	Comments	Low-Income	Minority
237	I believe this would be a great idea especially with all the fare evaders I encounter at the station. People will then be able to afford BART rides while paying rent and for food!		X
3498	I believe this would help many low income people access more job opportunities and generally improve their quality of life.	X	
2114	I can take my mom and niece out way more.	X	X
1242	I commute to UC Berkeley for school 5 days a week and although I have youth discount, it will go away in a few months and paying 200 a month is hard on a college student once I pay regular fare. I hope this program goes through.	X	X
3087	I completely think this should happen		
342	I currently receive a 60% discounted clipper rides. An additional 20% would make it even easier to use BART. My single-household income comes to about \$25,000.00 annually.	X	
128	I definitely feel that a discount program would help those many people living in the area who struggle financially and commute on BART. Hope it's implemented.		
744	I definitely support it!		
3226	I do not personally need to discount. I would love to see all the low income folks in the bay area benefit from a BART discount. It is so expensive.		
986	I do not qualify in the low-income group, but I absolutely support it. In fact kids under 12 accompanied by parents and people above 65/70 should be able to ride for free. Also, atleast for Bay area, this discount should be extended to a household income < \$60,000		X
2844	I do not ride BART too often, but I know that a lot of people use it to commute to work, school or to simply visit family and friends. Not all riders can afford to pay regular price for their BART ticket and a discount could help alleviate that issue. I hope the discount can be implemented!! It would help a lot of low income people.		X
1671	I don't need a discount; but I am for low income riders getting one. BART is expensive and it's almost a tax for the working poor. Please do this!		

Survey ID	Comments	Low-Income	Minority
2699	I don't need this discount because I'm lucky to have an employer who pays about 80% of my Muni/BART monthly pass. But until very recently this wasn't the case and I had to be careful about limiting my rides. I STRONGLY support discounted BART tickets and passes for low-income riders. It is the right thing to do. Please move forward with the discount program!		
2599	I don't qualify for this discount, but I am so glad you are considering this for our very-low income community members!!		X
1387	I don't know if I would qualify but I absolutely support it being implemented; BART is one of the most expensive transit systems I've travelled on and one of only a few that don't even have the option of a discounted 10 ride or monthly pass. Please make BART more affordable for those who need it most!	X	
741	I don't need it, but please make it available to those who do.		X
3386	I don't need this discount as I'm fortunately able to afford the regular price of a ticket. However, given the raising cost of living in the Bay Area I highly recommend that BART institutes this low-cost fare for low income families. Happy to pay a higher tax at the pump to fund this. Thank you.		
3330	I don't personally need it but strongly support it and would be happy to subsidize it with my ticket price.		
1843	I don't qualify for a low income discount, but I think you should do it!		
409	I don't want to be a grunt, I want to be afford going places. Please government, allow easier access to BART for everyone.	X	X
3029	I doubt I'll be eligible - but you should totally do it.		
100	I feel giving those who need assistance a discount would increase ridership and reduce the number of non-paying riders.	X	X
861	I feel it would be wonderful	X	X
1669	I feel that if we had this new discount program that more people would be inclined to take Bart and this also gives more low income riders abilities to get more jobs because they have a way to transport themselves in a timely manner that is both efficient and cost effective.	X	X

Survey ID	Comments	Low-Income	Minority
3133	I feel that there would be more riders (myself included) if you had more safety processes in place. It's a great idea to offer more discounts but until the transient and crime on board and at the stations are addressed you're ridership will not increase.		X
796	I feel that with so many working at minimum wage this would be a great help in commuting since they can not live within the city.		X
339	I fully support a discount for low-income adults!		
2397	I fully support a discount program for low-income riders.		
1060	I fully support a discount such as this. I think the discount amount should be higher (30-50%).		
3552	I fully support a discounted BART ticket for low-income riders.		
1741	I fully support it!		X
3282	I fully support it. BART can be very expensive for those with low incomes		
3190	I have a great salary and not being a Republican would be more than happy to help low income folks by paying more myself or donating to their cause.		X
447	I have lived (mostly as a poor student) in many cities in many countries in the world, and find it ridiculous that public transportation is so costly here in the Bay Area, particularly given the impossibility for most people who work in San Fransisco to actually live there. It is shameful that a haven of technological advancement such as the Bay Area has such poorly developed infrastructure. The possibility of a low- income discount is not only reasonable and welcome but long overdue, even if it is only a half-measure.		
2949	I have many low income friends who simply cannot afford to get to school or work because the cost of bart is so expensive. This is why there are so many people who dont pay. The prices are unrealistic.	X	X
790	I have no choice to ride bart to and from work every day from Oakland to SF. It is so expensive that the cost is a burden on me and my family.	X	

Survey ID	Comments	Low-Income	Minority
1619	I have to ride BART to get to my workplace, so I probably wouldn't ride more with a discount because I don't have any other reason to ride other than commuting. However, I do think this program would benefit low income riders because the cost is expensive especially for longer routes for people who have been pushed out of the urban centers and now live farther from their workplaces.		
2381	I highly suggest and support the decision to provide discounted tickets for low-income individuals!		
3054	I highly support this idea for a discount program for low income riders. I hope it will be implemented.		
521	I highly support this new idea for a program. It would benefit so many recently graduated students like myself.	X	
2924	I hope I qualify	X	X
35	I Hope it does threw good idea	X	X
1116	I know Bart is difficult to manage financially for many of my friends on a regular basis.	X	
2944	I know several people who feel they cannot take Bart often because it is too expensive for them	X	
1878	I live at an end of the line station, Dublin Pleasanton, and the roundtrip fares to San Francisco have gone through the roof! Public transit needs to be affordable for people like myself who are on Medi-Cal.	X	X
1374	I live in Livermore, STILL NO BART TO LIVERMORE, however in the service area the discount will be helpful.		Unknown
2649	I live in San Jose and work only part time in San Francisco. I pay Bart fare and parking total \$17.50 everyday round trip, 5 days a week. I DO wish to get the 20% discount because I earn less than \$1500 a month	X	X
993	I live near a MUNI line and BART. I often take BART downtown, not always across the bridge. If I had a discount, I would make BART my main way to travel from home to downtown.	X	
444	I love it! I think it will cut down on the number of people who "jump the gates" and don't pay the fare	X	X
3215	I love it, I use bart every day and a discount would really help me out.	X	X
1858	I love it. Make it happen! :)	X	X

Survey ID	Comments	Low-Income	Minority
65	I love riding BART since it opened. I am not disabled + on a low income. Paying regular BART fare created financial difficulties for me. I had to forgo my favorite coffee shop etc.. To be able to ride BART. (monthly treats-restaurants, etc.)	X	
3669	I love the idea, low income families, who are mostly using bart to commute to work or just using it to get back and forth from school, this would be a huge money saver for them.	X	X
2159	I make north of \$200k, you should absolutely do this program, your fare box recovery rate is way too high		
1788	I moved closer to work because public transit was too expensive. Now I live closer to work and have a MUCH smaller space for my family but can afford the commute. 20% discount would have let me not have to move my family into a shared home.	X	
646	I need any discount I can get	X	
1767	I NEED this new discount given I'm a graduate student that only is able to work 20 hours a week (according to my graduate program) which caps my wage; therefore, categorizing me as "low-income". I commute 6 days week for school and work from Richmond to Powell then have to take muni once I'm in the city which costs me around \$500/month. I greatly support this proposal.	X	X
1006	I often do not ride BART because it is cheaper to go by car when there is more than one person in my party. I would ride more regularly we're it cheaper.		
2317	I only occasionally ride BART as Muni Metro is more convenient. But I'm very grateful BART is available. I firmly believe low income riders should receive a discount. So many people travel long distances to get to work each day. Perhaps this would help people who typically receive lower wages, such as restaurant workers, be able to afford working in places like SF and Oakland which would be better for everyone.		
566	I personally would not qualify for it but I think this is a great idea and I support it 100%		X
2763	I personally wouldn't use this but think it would be good for low income families to travel Kore frequently		
1484	I really hope I qualify.		X

Survey ID	Comments	Low-Income	Minority
440	I really hope you can offer it. I wouldn't qualify nowadays, but in the past it would've been valuable to me in between contract jobs, and right after moving to the Bay Area.		
457	I really hope you implement this. BART fares add up quickly and it takes out a pretty solid amount of my income per month.	X	
1568	I really like it.	X	X
129	I really would love to see a discount program for low income riders, I think it would expand their opportunities greatly! I would also love to see a discount program for students!		X
2499	I receive a subsidy through my work to take public transportation- I can spend pretax dollars on bart tickets. So I think it's fair to give low income people a discount since I make a decent salary and am receiving a discount		
876	I receive commuter checks as a bart subsidy from my work— I support this discount for low income riders		
713	I recently decided not to move from SF to the East Bay as I crunched the numbers and realized that even with reduced rent, I couldn't afford the move due to the added BART commuting costs. It was a huge wake-up call at how much people spend each month on BART, and I can't imagine adding that onto our already high cost of living.		
3437	I ride BART because I have to. I can't afford a other methods of transportation when commuting from Oakland to SF regularly, so the program wouldn't necessarily change how much I ride. However, it's important to me because I am very low income and I have to cancel plans or not buy food because I can't afford them. At the very least, I could get more rides for my money, and free those funds up for other necessities.	X	
904	I ride BART everyday for work, and would not ride more with a discount but I definitely know many other people who would, and in general am wholeheartedly in favor of you providing a 20% fare discount for low-income riders. I believe this is important for many reasons, and also might support the effort to reduce fare evasion. I hope BART decides to create this program.		

Survey ID	Comments	Low-Income	Minority
3020	I ride Bart everyday from Concord into the Rockridge or Downtown Berkeley. It's the only option for me to get to work like most people who get onto Bart where I do as well. The prices keep going up. And the amount of time I'm on there everyday seems to get longer as well. I feel like people are getting priced out of Bart like other living options. This would be a great relief to many riders.		
2191	I ride BART out of necessity, I depend on it to get to school and work everyday. This is a huge financial commitment and burden every month. Offering a discount would be so incredibly important for people like me who rely on BART to make a living. I support this program 100 percent!!!		
2216	I ride BART to commute to/from work and probably wouldn't ride it more if there was a discount. But i do think it's prohibitively expensive for some folks, especially as we see poor communities pushed further out of Oakland/Berkeley and I completely support providing discounts to these folks.		
3370	I save more than this because my employer offers me the ability to buy high value packs with pre-tax money. Hopefully a program like this can also extend discounts to some folks in the community who need it the most.		
1119	I shouldn't receive a discount, to I'm not low income now. There were times in my life, however, when a discount would have been a huge relief for me, would have allowed me to afford more nutritious food, etc. Please make this available to folks who would benefit.		
2263	I strongly believe that a BART discount for low-income riders is highly needed. Public transportation fees are rising and it can be difficult to cover costs in the bay area for transportation.	X	X
3667	I strongly support a discount program for low-income riders! I think you should take all the money you are currently spending on fare evasion reduction and put it towards discounts for low-income riders. In an ideal world, BART would be free for everyone!		
3633	I strongly support discounted fares for low income riders!	Unknown	Unknown

Survey ID	Comments	Low-Income	Minority
2972	I strongly support increasing access to and equity in, BART rides. This discount would be a great, welcomed first step in doing so. Thank you so much for considering public input.		Unknown
1863	I strongly support the effort, even though I would likely not qualify.		
3340	I strongly support the idea. BART is pretty expensive, especially transbay, so this program would be a step in the right direction.	X	
2224	I strongly support this idea		
639	I strongly support this!!!		
51	I support a discount for low income riders!		
3180	I support a discount for low-income riders	X	X
3656	I support BART making fares affordable for low income people		X
644	i support it		
1841	I support it		
2007	I support it		
141	I support it and I think attention should be paid to how easy it is for qualifying people to enroll.		
2479	I support it and think the discount should be based on regional income parameters, not federal. I don't expect to qualify and I am not filling out this survey with hopes of qualifying. I'm responding in support of social equity.		
1482	I support it! Getting around the city is crucial to people supporting themselves and engaging in society!	Unknown	
891	I support it! I'm just not low-income myself.		
1328	I support it.		
2707	I support it.	X	
53	I support it. I am not low-income.		X
2223	I support it. Would not be eligible for it myself.		X
1217	I support the discount for low-income riders! I take BART daily and will continue to do so for my commute to downtown SF from the East Bay, and I would be even more excited if low-income riders were supported to do so. I know many people for whom BART is a large expense that they cannot always afford.		
3112	I support the idea of a discount BART ticket for low-income riders and would even like to see BART be free in the future.		X

Survey ID	Comments	Low-Income	Minority
25	I support the idea of having discounted options for low income and other deprived individuals.		X
1051	I support the potential new discount program.		X
42	I support the potential to make BART accessible to all people		
2737	I support this 100%		X
750	I support this as BART is quite expensive, especially for folks with low-incomes. I actually support a larger discount than 20%. I personally get a higher discount already b/c I have an RTC card based on disability, which has made BART more financially accessible to me.	X	
2286	I support this idea.		
3118	I support this program, and believe this is a good use of gas tax and MTC funds.		X
24	I support this, although I doubt I would qualify now. In the past I have struggled financially and I do not wish that state for anyone.		X
2069	I think it would be great for people commuting to and from work, especially since the cost of living is so high	X	X
2516	I think a discount for low income riders is a great idea		X
2376	i think a discount for low income riders is a great idea.		
1267	I think a discount for low-income riders is a critical need in the Bay Area and should be a highest priority for transit.		
241	I think a discount is a great idea. The cost of living is high and a daily round trip of \$10+ can hurt a family that isn't making much.		X
2712	I think a discount program would allow people to ride more often and may also decrease fair jumping.		
1162	I think a fare discount could help people who are low income and rely tremendously on Bart to get to and from work.	X	
1390	I think a low-income rider discount is a great idea! I am personally not low-income anymore, but when I know I would of appreciated such a program growing up.		X
1359	I think a steep discount for low income riders would be a great gift to this region.		
1571	I think anything that encourages use of mass transit or that supports low income individuals in their struggles should be supported		

Survey ID	Comments	Low-Income	Minority
463	I think BART should absolutely be more accessible and affordable for low-income riders.		
2978	I think Bart should allow people who earn less into this new program it will benefit a lot of people	X	X
711	I think creating a new discount program for low-income riders is going to be highly efficient and very beneficial. Transportation fares are increasing which stresses out low-income riders. By creating this discount program, more riders will be encouraged to use BART without the stress of high fares.	X	X
526	I think discounts should be given to low income riders and accessibility should be increased.		X
371	I think everyone would benefit by having public transportation be more affordable, from our environment to the community.		X
307	I think having a low income option is really really important to the Bay Area. As cost of living anyware is raising, it becomes harder and harder to get around, which isolates poorer people and allows the wealthier to move freely. Thank you for considering providing the poorer people with access to mobility.	X	
2658	I think helping those with lower incomes in their everyday lives is a great idea and exactly what more large, metropolitan areas like the Bay Area need.		
2721	I think if BART would be less expensive then driving a LOT of people would choose to ride BART. Currently it is still more expensive then driving. Those who can afford more, should pay more, those who make less need to pay less. It's simply fair.		Unknown
3523	I think it great. I have a family of six and a round trip to SF cost us roughly \$60 bucks. Which causes us a grave financial hardship!	X	Unknown
1063	I think it is a fantastic idea! I would be happy if my tax money contributed to a program like this, I think it is great for income equality in the Bay Area and would support the economy in countless ways. With this program, BART has the opportunity to be a pioneer and set a positive example for other transit systems across the country.		
1699	I think it is a fantastic idea. Anything that helps people get around the Bay Area without impacting traffic on freeways and roads has my support.		X

Survey ID	Comments	Low-Income	Minority
2838	I think it is a good idea to support lower income people despite it not benefiting myself.		
1898	I think it is a good idea.		
3251	I think it is a good idea. How are you going to prove your income.	Unknown	Unknown
3259	I think it is a good thing to get anyone to use more public transportation. And I know it would help myself with my Bill's as traveling on bart and bus is currently one of my highest costs monthly.		
3069	I think it is a good way to help struggling families to get to school or work. Parking should be included in a discount program.	Unknown	Unknown
1491	I think it is a great idea		
2057	i think it is a great idea	X	
2539	I think it is a great idea	X	X
2046	I think it is a great idea and would support making public transit more affordable.		
1194	I think it is a great idea it would help me out but why not offer it to frequent riders as well. Traveling on bart everyday does add up	Unknown	Unknown
2066	I think it is a great idea that will improve utilization of public transportation! Often I don't take BART because ridesharing services are only a couple dollars more so I pay little for the convenience (it's like \$7-8 to get from my BART station into the city). If BART was cheaper it'd be much more attractive.	X	Unknown
3576	I think it is a great idea to help low income riders with a discount. I used to ride BART everyday. The cost really adds up even for those who are not classified as low income. Thank you.		
1685	I think it is a great idea to offer the discount for students, seniors and low-income riders. In Tokyo there a long term commuter pass for discount (1, 3 & 6 months for different discount). Why can't we do this?		X
1156	I think it is a great idea!		
1159	I think it is a great idea!		X
3235	I think it is a great idea!		
1897	I think it is a great idea, I'm just not low income.		

Survey ID	Comments	Low-Income	Minority
429	I think it is a great idea, lower farrs would enable those with low income to expand their job search horizons to all over the BART system while also keeping their cars off the already overpacked highways and bridges	X	
1720	I think it is a great idea.		
3015	I think it is a great idea.	X	
3701	I think it is a great idea.	X	X
2804	I think it is a great idea. Anything we can do to provide access to all people is important. Please do this!		X
2625	I think it is a great idea. Even though I would not qualify, I still find BART expensive to the airports and to the East Bay.		
2079	I think it is a great offer considering the high cost of living here in the Bay Area		X
900	I think it is a great option, I spend around \$300 on Bart every month and it adds up, I could be paying a new car for that much money, if would be a good option to help people :)		X
3413	I think it is a great plan, I hope you will go forward with it. I won't qualify, but would like to see low income have as much of a discount as possible		
3405	I think it is a great way to encourage more ridership, less private car use, and less fare evasion all while supporting low-income families and residents in the Bay Area.	X	
147	I think it is a wonderful program	X	
312	I think it is a wonderful proposed program.		
168	I think it is amazing and a great idea		
1633	I think it is an awesome idea. I hope you are able to provide this.		
1108	I think it is an excellent idea		
2199	I think it is an excellent idea.		X
405	I think it is brilliant and needed.		X
1124	I think it is fabulous. Making public transportation available to people with low income is extremely important.	Unknown	
2575	I think it is good		
869	I think it is great as Santa Clara county has a program for its residents and employees who utilize public transport. Thank you for the consideration, it believe many would benefit!	X	X

Survey ID	Comments	Low-Income	Minority
725	I think it is highly necessary. My wife works with young people with poor parents, and often they express reluctance to take good educational or occupational opportunities due to cost of transit. A discount would hopefully eliminate some of the reluctance and help them to be productive.		X
2775	I think it is long overdue. Many low income people can't afford a car and depend on BART and bus to get to work, school etc. Please bring this into effect. And come up with an easy way for people to access it (don't add a lot of hoops to jump through as this will create lots of barriers to access). Thanks!		X
1076	I think it is super important to provide these discounts since transportation can often be a major barrier for individuals who are seeking important things such as health care, legal counsel, food, and transportation to work/school. BART can be extremely pricey, but is definitely much faster than bus transit. Cutting down prices via discounts would help increase accessibility for low income rider to important resources and day-to-day needs as well as decrease time spent on transportation so they can be present in other necessary capacities.		X
2462	I think it might help prevent fare cheats and make it more accessible to people.		
1456	I think it seems like a wonderful idea that'll allow people better access to transport!	X	
149	I think it should be available for them.		
1438	I think it should be mandatory for most services to have a discount program for low-income riders, and something as necessary as bay area transportation should definitely be implementing this discount. I think it's long past due.	X	X
2325	I think it sounds like a great idea. I already ride BART every work day thus I do not think a discount would make me ride it more. However, if I were weighing which mode of transport to use between, for example, a car and BART, I think this discount could sway my decision.		
1882	I think it sounds like a great program that would make BART more accessible	Unknown	X

Survey ID	Comments	Low-Income	Minority
1547	I think it will be extremeley beneficial for low-income riders so that they can 1) spend less on transportation and save and use that money for other things such as food to sustain themselves or for anything else they would usually not be able to afford or 2) if they usually don't travel much due to costs, it would give them incentive to travel more/give them better reason to use bart.		X
1911	I think it will help single parents who have to put money on their and their kid bart/clippers. I know it will help me a lot since I have a lot bills.	X	X
756	I think it will possibly help the people that cannot afford to ride BART.		Unknown
130	I think it would be a good idea because it would be less of a burden for people to get to and from work. I think it is a goo idea		X
514	I think it would be a great opportunity for those less fortunate. It would give them the ability to commute further on the same amount of funding (and so live outside of SF or other higher-rent areas).		
1621	I think it would be great and would make traveling to further areas financially accessible	X	X
1497	i think it would be great because not as many people would jump over	X	X
1890	I think it would be great if low income riders can benefit a discount program, folks here in the bay who are poor travel long ways on BART to get to their jobs from Union City to San Francisco. It would benefit low income folks for sure and I'm down with that.	X	X
1910	I think it would be great program to implement and support it 100%!		X
2077	I think it would be incredibly useful and allow underprivileged people to expand their transportation	X	X
2068	I think it would be so great because in order to get to work, I need transportation, and right now transportation is eating out a lot of my paycheck.	X	X
2261	I think it would be very appreciated, every little bit counts.		X

Survey ID	Comments	Low-Income	Minority
1139	I think it would be very useful- I'm an aspiring nursing student who's looking to start part-time work, and a discounted BART fee would help me afford to travel to and from work, and to and from school.	X	
234	I think it would be wonderful to help make it easier for low income community members to be able to travel at a cost that's easier to manage.		X
3452	I think it would benefit low-wage workers in an economy that doesn't work for them. It's a step in the right direction.		
2072	I think it would help a lot of people out and more people would ride Bart.		X
2693	I think it would help a lot of people use your service more freely and would be a great thing to have.		X
2889	I think it would help low income people in the bay area. who may be surviving on low wages. I support the plan	Unknown	
3644	I think it would help many people get to work and leisure activities. I would vote for it.		
3164	I think it would help mobility but will we you be able to manage it while also removing the paper ticket fee?		X
399	I think it would make Bart more affordable for low -income riders, thus giving them the opportunity to ride bart vs. busses that take much longer		X
794	I think it would make it very accessible, especially for low income students who have to commute to go to school!	X	
1919	I think it'd be extremely helpful for people who have financially limited access to transportation but don't qualify for the other discount programs.	X	X
3002	I think it's a fantastic idea that would greatly help out lower-income residents. Given the pervasive economic disparity of the east bay, programs like this could be an important way to level the playing field, so to speak, even if slightly. I would even support a fare hike for the rest of us to support this program.		
2233	I think it's a good and necessary thing		
1172	I think it's a good idea considering all other major metropolitan areas have a flat rate for their trains that are much cheaper.		
3689	I think it's a good idea.		

Survey ID	Comments	Low-Income	Minority
2578	I think it's a great idea - it wouldn't help me, but others definitely could use it.		
2660	I think it's a great idea and could potentially decrease the number of people driving		
1523	I think it's a great idea and long overdue. BART is very expensive. When I was livin in the east bay my husband and I were paying over \$500/m just to get to work. Luckily we had the means to afford it, but there are tons of folks that can't swing that, especially with the high cost of housing.		
3278	I think it's a great idea and would love to see it implemented on a year-long trial basis or other similar scheme.		
1794	I think it's a great idea for low income people		
2853	I think it's a great idea for students of all ages, and people in poverty, to be able to access this terrific, efficient, transportation system.		
2720	I think it's a great idea given the high cost of living in the Bay Area. My rent has gone up dramatically and my nonprofit salary has not.		X
493	I think it's a great idea idea!		
59	I think it's a great idea this will increase rider use.	X	
1231	I think it's a great idea to help low-income riders be able to afford getting around better.		
585	I think it's a great idea to keep Bart realistic and useful for all riders!		
2798	I think it's a great idea to make public transit more accessible to low income ppl, especially as more and more folks are forced to live further away yet still commute to SF/oak/Berkeley from the outlying Bay Area. Make it happen!!	X	X
3506	I think it's a great idea!		
3685	I think it's a great idea! Bart is great and should be accessible for all!		
2961	I think it's a great idea! BART is really expensive especially without something like a monthly pass since more and more people have to move out of the city but still work in SF.		X
3390	I think it's a great idea! I'd be interested to know how many people in the area qualify, rather than just the qualifications by poverty level percentage.	X	

Survey ID	Comments	Low-Income	Minority
1187	I think it's a great idea! Transportation is a great way to empower to those who are economically disempowered.	X	
1886	I think it's a great idea! Wealth disparity in the bay area is so intense it feels like it's the middle ages. Poor people are dying because they don't have enough basic necessities to survive and maintain an income. Transportation is one of those necessities in a place dominated by roads rather than walkways	X	
279	I think it's a great idea, and can't see any downside.	X	X
353	I think it's a great idea, especially for young adults and students	X	
2825	I think it's a great idea. I am not low income and used to ride BART every day, but have moved and though it is more expensive, the ferry is more convenient. Lots of people work in SF for the higher salary and with the potential of almost \$20 a day is a big financial hit.		
718	I think it's a great idea. I feel like people would still ride the same amount, however they'd be saving from having a 20% discount. I recently came back from New York and cannot understand why Bart is ridiculously expensive. Families who are being displaced from SF and moving to Oakland have to pay almost \$20 round trip per day which is ridiculous for the distance.	X	X
582	I think it's a great idea. I wish bart had monthly unlimited passes too for regular commuters.		
1043	I think it's a great idea. It will encourage lower income families to travel around the Bay more.	X	X
3453	I think it's a great idea. My employer (the federal government) pays for my commute, so it probably would not affect me.		
104	I think it's a great idea. Paying full price for transportation can really be a hindrance for people to get to work or to be able to see family and friends around the Bay.		X
2097	I think it's a great idea. We need to make transit as accessible as possible for low-income individuals.		
2141	I think it's a great program, but not sure how many people would actually take advantage		X

Survey ID	Comments	Low-Income	Minority
3456	I think it's a great program. I work at a low income school with many struggling families. This would be such a benefit to them. I hope this program becomes a reality, good luck!		
3567	I think it's a great proposal and will help keep the Bay Area affordable/accessible for low-income families.		X
726	I think it's a great, more inclusive idea.	X	X
2467	I think it's a really great idea to make Bart more accessible for low income workers. Hopefully will help them if they struggle to find jobs within walking distance or if their job is far. Wonderful idea!		X
2946	I think it's a wonderful and civic minded idea. Bart is very expensive public transportation and pretty inaccessible because of that.		
1333	I think it's a wonderful idea to help low-income riders commute and travel		
2322	I think it's an excellent idea. Please offer this! I would not qualify but I know it would be a huge help to families who are struggling with the high cost of the area. We need more ways to keep the region accessible and this is one opportunity.		
2226	I think it's awesome!	X	X
367	I think it's great		
2023	I think it's great and I hope BART is proactive in showing people how to sign up for the discounted rate if they qualify. Lots of ads would be helpful		
3632	I think it's great- I'm not low income		
3581	I think it's great. BART is expensive for a daily commuter trying to make ends meet. Though I don't think the discount would effect me personally, I hope low-income riders have the chance to lessen the burden of their commuting expense a little bit.	X	
1381	I think it's great. I hope that by offering lower fares to those that need it, it will further discourage fare evasion.		
953	I think it's great. Let's help those already struggling to make ends meet. They work hard, raise families, contribute to the local economy.		
680	I think it's important and necessary sometimes it's jug hard to pay for a ticket this needs to be done	X	X

Survey ID	Comments	Low-Income	Minority
3416	I think it's long overdue! Living in the Bay is hard enough for low-income residents, and a little ease off the cost of transportation certainly would not hurt!!!		
3695	I think it's much needed and thoughtful idea!!	X	X
3519	I think it's necessary	X	X
664	I think it's really important, though BART obviously needs more funding. It will decrease the fair evasion we keep hearing about, and regardless about whether or not that affects income, it will give low-income riders more dignity.		
3335	I think it's the right thing to do		
2173	I think it'd be a good idea if it can be incorporated into a high value ticket since I take BART for work.	X	X
1822	I think it'll be very beneficial.		X
1513	I think it's a fantastic idea! The economic disparity in the Bay Area is crazy. There are so many people who can afford to pay the full fee and deal with price increases as they may happen as BART needs it, but for so many people, these discounts will make a huge difference.		
1255	I think it's a fantastic idea.		
649	I think it's a good idea, assuming it's easy enough to prove! (also want to note I rode bart 5 days/week for 10 years up until a couple years ago)		
862	I think it's a good idea, especially considering the increasing bridge tolls affecting people's ability to get to work.		
2163	I think its a good idea.		
712	I think its a good idea. Lots of residents all over the bay area have to ride BART to get to work or school and it can be very expensive. I commute from Oakland to SF everyday for work and it costs me \$7.90 round trip everyday which is about \$160.00 a month I spend on my commute. If someone is very low income, which you can be with the price of housing in the bay area, that could be a significant amount of their take home pay. Plus other large cities like Chicago and New York have much less expensive transit systems that are comparable to BART.		X

Survey ID	Comments	Low-Income	Minority
1580	I think it's a good idea. Sometimes, I have to catch the bus because I don't have enough money for BART and I prefer BART because it's faster.	X	X
122	I think it's a good incentive and opportunity for those who need access to transportation. It may increase ridership - I just hope BART has the capabilities to handle the surge of patrons.		X
652	I think its a great idea		X
2535	I think its a great idea	X	
1311	I think its a great idea and could reduce the burden of individuals trying to get where they need to be.		X
1348	I think it's a great idea and I would happily pay more so BART was more accessible for everyone		
2726	I think it's a great idea and would help out many low-income families.	X	X
3202	I think it's a great idea for low income people/family	X	
96	I think its a great idea for low-income people.		X
120	I think it's a great idea to accommodate people who utilize BART for work, school and commuting in general rather than forcing them to choose a cheaper, longer commute and perhaps riskier.		X
2052	I think it's a great idea to be pushing for equitable and accessible transportation for everyone living in the Bay area		X
266	I think it's a great idea to give low income people a discount. I would be happy to pay a higher gas tax to do my part. Housing is so expensive and rising that its extremely hard for low income people to afford it.		
1226	I think it's a great idea!	X	
3558	I think it's a great idea!		
2158	I think it's a great idea! Helping low-income riders get where they need to go and allow them to save money for food & other necessities at the same time could really help them.		
1956	I think it's a great idea! I wouldn't qualify, but I still think we should do it!		
3062	I think it's a great idea, and essential for making public transit more accessible.		

Survey ID	Comments	Low-Income	Minority
462	I think it's a GREAT idea, especially as an increasing amount of low-income people are commuting long distances between locations where housing is affordable to places where they can generate the highest income. Yes, please do it!		
1815	I think it's a great idea, especially as low income people are being pushed outside of the city and forced to commute from farther distances to jobs in Sf		X
1392	I think it's a great idea, even though I wouldn't qualify.		
2925	I think it's a great idea, public transportation should be accessible to all Bay Area residents and providing a discount to low-income passengers is a big step towards equity.		X
1376	I think its a great idea.		X
1881	I think it's a great idea. The least wealthy people often have the most expensive commute because they can only afford to live in the outer Bay Area. They are often coming in to work low -paid service jobs and we need to help them get to work. I think children, youth and low-income people should pay less.		
2975	I think its a great idea. If a commuter is working for minimum wage, they basically work the first hour for free because of how expensive BART is to get there and back. The Bay Area is just expensive in general. A discount would really help.	X	X
264	I think it's a great idea. The bay area is one of the most inequitable places in the country right now, and public transportation is the only option for many people. Let's help our community.		X
1740	I think it's a great program. Ideally though, people in need should be able to ride BART for free. Thanks!		
2309	I think it's a great step forward in addressing how a utility like BART can serve as an economic hurdle to growth. Acknowledging the reality of many of your riders, and the "invisible" pressure of more and more people slipping into dire economic straights	X	
1766	i think it's a really great idea, and i'd also love to see it expanded in the future!		
1760	I think it's a small drop in the fight against income inequality, but every little bit helps!		

Survey ID	Comments	Low-Income	Minority
2101	I think it's a very great program especially with the economy and prices of gas going up it'll also help people learn to commute more on BART are public transportation if the fares are reasonable enough to fit in their budget thank you for what you are doing single mother of five you helping me out a lot	X	X
2181	I think it's a WONDERFUL idea! People would DEFINITELY be saving A LOT of money!	X	
2637	I think it's a wonderful idea. I know other cities that offer lower fares for low income people. It would be much appreciated on BART	X	
2356	I think it's an excellent idea! Public transportation should be as accessible as possible.		
2746	I think it's an excellent idea. Often low-income people have to live far from where they work, where housing costs are lower. They may rely more heavily on BART than people for whom driving is easier or not expensive. Plus young people rely on BART.		
1947	I think it's an excellent idea. I can afford to ride the Bart but for someone on minimum wage it must feel very expensive.		
1059	<p>I think it's crucial to have discount program because it will incentivize people to use an affordable type of transportation, such as Bart -- more often. Even though Bart is already considered cheaper than other modes of transportation, i feel that the cost of Bart has been rising faster in a short period of time. This puts more stress on the low income population who are trying to meet basic needs and commute to work and school at the same time.</p> <p>Having this program will encourage students, teachers, and professionals to use Bart without putting a dent in their pockets. With the cost of living increasing so drastically and wage declining, it is so difficult to live in the bay area. Having this program will really incentivize people to use Bart more and shop more. Overall, it's a good thing for the economy.</p>		X
1411	I think it's good -- BART is really expensive but also really useful, so this would help those that need to make use of BART but can't afford to do so	X	X
66	I think its great	X	X

Survey ID	Comments	Low-Income	Minority
1475	I think it's great		
983	I think its great as long as the eligibility is kept simple and doesn't frustrate the consumer. For instance, CalFresh and MC recipients just need to show their card or even someone can self-declare if there is no other means of proof.		X
969	I think its important means of transportation for everyone and should be accessible. The discount would make it more affordable for low income people who often use part as a main source of transportation to their jobs and to fulfill other daily duties.	X	X
250	I think it's only right for a discount to be available to those in low-income situations. The cost of living in the Bay is insane - people are being forced to live further and further away from where jobs are located - yet most are not paid enough to cover bills, transportation, and daily needs comfortably... At least a discount would help alleviate some of that!		
3590	I think its the only equitable way forward. But 20% discount is insulting to poor people. most cities are 50% off for poor folks. This is a joke.	X	
1202	I think k it's a good idea to provide discount t program for the low income family. As such, Bay area affordability is sky high and is definitely is very hard on low income people. If this can help their situation a little better, I would strongly support it.		X
2013	I think low income people deserve better access to public transportation! It would allow people greater access to community, commerce, medical, etc. If ridership increased to these communities who need it most, I would imagine an overall net gain for everyone.		
1796	I think low income people would benefit greatly, and teachers would also benefit as well. Many teachers who teach in SF can't afford to live there and rely on BART to get to their jobs. While teachers may make more than the federal poverty level, a discount would be significantly helpful.		X
2088	I think making transit mobility more affordable would be a good way to help low income households.		

Survey ID	Comments	Low-Income	Minority
2005	I think nits a wonderful idea since many low-income people don't tend to leave their general areas or drive places due to the expense of taking BART. This would increase public transit usage.	X	X
388	I think offering this discount is a wonderful idea to help facilitate the continued ability of low-income riders to be able to use the system. The yearly fair increases for BART will likely continue, and the cost of riding BART each way may soon become untenable for some riders who contribute greatly to jobs all over the bay area.		X
973	I think passing this shouldn't even be a question. it would be a massive help to low income individuals and should be extended to accommodate anyone earning under \$50k annually when you consider the exhorbitant cost of living near Bart lines		
3322	I think prices should be lowered all around, but especially for low-income riders.		X
1732	I think proposing this is a great idea, as prices for everything around us goes up i.e. gas, housing, tolls; providing alternatives like this would definitely encourage me to use bart over driving more, however extension to the southbay is imperative.	X	X
1027	I think t is a great idea. Living and commuting in the Bay Area is very expensive and anything that would help low income individuals and families would be great.		X
2722	I think that a discount for low income riders would be a small, but good, step toward mitigating the high cost of transportation costs for our areas more vulnerable population.		
1855	I think that a new discount for low income would be beneficial for the rider and for Bart. It'll make it easier for the regular rider who is already struggling to get by. I think it would discourage some from evading fare,	X	X
2372	I think that it's a great idea because you're allowing more people to have a better means of transportation.		X
2665	I think that it's an amazing idea to have a discount program for low income riders		X
2408	I think that this is a great idea!		X
36	I think that this is an excellent program to help low-income BART riders.		

Survey ID	Comments	Low-Income	Minority
798	i THINK THAT THIS WOULD HELP SERVE THE GROWING POPULATION OF PEOPLE WITH DISABILITIES AND THOSE WHO ARE HOMELESS OR AT RISK OF HOMELESNESS.		X
1349	I think the discount program for lower income riders is a great idea		X
683	I think the discount program is a good idea		X
1829	I think the discount would be fair to low income residents of the Bay Area who rely on BART to commute to their jobs. The cost of living here is atrocious, and residents who are forced to live far from the jobs deserve a break in the cost of their commute.		
1895	I think the discount would help all low income peoples		X
451	I think the discounts on Bart would increase accessibility of transport to more people allowing them to more efficiently get to places of employment and aiding them in providing for themselves and their families.	X	X
840	I think the fares are extremely high. NYC subway is cheaper, Bart should be too. More people would ride it maybe. Aside from that, there should absolutely be a discounted rate for low income riders. And how about having it run all night?		X
346	I think the new discount program would be a great idea. So many of us are struggling with the high cost of living in the SF/Bay area. So a discount on transportation that we use everyday would help us save a couple bucks a month	X	X
813	I think the potential new discount program for low-income riders is a great idea. With how much cost of living is in the Bay Area, every little bit of discount would help.		X
1383	I think the program is a good idea; public transportation should be accessible to everyone, not just the well-to-do.	X	X
1082	I think there would be more incentive for low-income people to commute to get jobs. I also think it would be easier for homeless people to travel to a new job.		X
20	I think they should offer this program		X
1879	I think this a great for low income and elder riders.		X

Survey ID	Comments	Low-Income	Minority
834	I think this could be a really great program. It would allow low-income riders a more affordable means of transportation which could potentially enable their lives in other ways (ability to get to a job in a different area opening up potential job opportunities). Additionally, if these low income riders are not already riding BART, this could be potentially increase revenue for the BART systems.		X
1526	I think this discount program is important for making BART/public transit more accessible for all of the Bay Area's residents, and it would increase BART usage.	Unknown	
2200	I think this discount program is vital for people with low incomes in the Bay area. Given the tremendous cost of living in the Bay, anything helps for people who are financially struggling.		X
2269	I think this discount would be extremely beneficial and help ensure that transportation is available to people of all economic backgrounds.	X	
1474	I think this is a benefit that should be available to low-income households.		
127	I think this is a good idea because the cost of housing in the Bay Area is so high that it makes it difficult for families to afford everything else.		X
3648	I think this is a good idea. For seniors I think the 20% should apply on top of their already discounted tickets.	X	X
305	I think this is a good idea. I won't qualify for the discount, but I think it would benefit my community. I like my tax dollars going toward helping people, and people should be encouraged to use mass transit.		X
1507	I think this is a good idea. I would also be happy to opt in to an opposite program that lets me pay more for tickets. Perhaps round up to the next dollar. I'm able to afford it, but there's no way to do it that I know of.		
816	I think this is a great idea and should be implemented as soon as possible!	X	
1302	I think this is a great idea and would be so beneficial to those living in such a wonderful area but one that is difficult for many to afford.		
2602	I think this is a great idea to increase ridership.		

Survey ID	Comments	Low-Income	Minority
1248	I think this is a great idea! All public transportation should have a discounted fare. Please help these people out!!!!		X
508	I think this is a great idea! I think the reason more people don't take bart is that many times, it is more expensive than Muni although BART is a better alternative.	X	X
1304	I think this is a great idea, and necessary to help ensure long time Bay Area residents can continue to live and work here as living costs skyrocket. I'm not low income and would not qualify, and 100% support this change. I would also support a larger discount - it's needed.		
3102	I think this is a great idea, given that many people rely on BART who qualify as low income and keeping in mind the rising costs of the Bay Area.	X	
1579	I think this is a GREAT idea. As a young starving student, I use BART to get to campus (and then work) 6+ days/week. I ride alongside the well-dressed SF commuters every morning who are presumably headed to well-paying jobs in the City, while I'm struggling to make ends meet. Right now, I pay the same fare as they do.	X	X
360	I think this is a great idea. Bart needs to do something for the community besides arresting kids who are fare jumping in an attempt to get home or whatever.		
3505	I think this is a great idea. Lower income people are at a great disadvantage to successfully keep employment when they have to struggle to get to work.		X
1449	I think this is a great idea. As a UC Berkeley student and Bay Area native, the housing crisis made it difficult for me to live near campus. I had to use BART for 2 semesters as it was a more affordable option for me to continue my studies. Having a Discount for low income folks would be great (and maybe even students).	X	X
2312	I think this is a great idea. I took Bart as a kid while living in a homeless shelter. Sometimes I couldn't go to school because I couldn't afford bus and Bart fare.		X

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2291	I think this is a great idea. I used to ride BART daily when I commuted to work from Oakland to SF. The costs really added up and were a burden on my fixed income. When I sought out a new job my goal was to work in Oakland to cut back costs. By discounting tickets low income working class BART riders, BART can great impact people's ability to make ends meet.		
3221	I think this is a great idea. It could help individuals get to work more easily, especially those for whom transportation is already a huge cost and potential barrier to work and financial security.	X	X
1206	I think this is a great idea. It just wouldn't effect me personally.		
1312	I think this is a great idea. Public transport is meant for the entire public (duh)	Unknown	Unknown
784	I think this is a great option for Bay Area residents who qualify with low income.		X
1755	I think this is a great way to provide a safe and accessible way to move throughout the city. I know people who work late at night and would benefit from having a discounted program. It is a great way to serve the community. If this program is created, please make sure to promote it and make sure that communities are aware of this opportunity.	X	X
1876	I think this is a no-brainer. For many low-income families transportation can be a cause of major stress: coordinating one vehicle or not owning a vehicle at all, inability to afford maintenance on a vehicle; there are many reasons a discount program would ease transportation stress for low-income riders.	X	X
2641	I think this is a really good idea! As the cost of living in the Bay Area has gotten higher and higher, transportation costs have also been a big expense that adds to the barriers for low-income people in the Bay. This program would be a big improvement in making the Bay more affordable and accessible for long-time residents.		
949	I think this is a wonderful idea		X
1663	I think this is a wonderful idea. Even if I don't personally qualify, I think this option would help a lot of people.		

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2520	I think this is an awesome idea!!! This could open up many opportunities for people to not only commute on BART instead of by car, but for those who don't have a car, they could find jobs or housing in cities in the bart area.	X	X
2541	I think this is an excellent idea and support this program. I am not low income anymore, but remember the transportation struggle from when I was, and reducing BART costs for low income people will make public transportation a more viable option for them. This should also be extended to include AC transit, cal train, ferry service and county buses.		
413	I think this is an important step to making the bay area more equitable and fair!		X
3194	I think this is an important step, and I think it would be additionally helpful to eliminate increased fares for exiting and entering at the same station for low income riders.		X
2273	I think this is an incredibly important step for BART to take. Low-income riders need discounts for transportation. The Bay Area has become nearly unlivable for low-income people. Public transport must be affordable.		
335	I think this is an incredibly positive idea.	X	X
1377	I think this is awesome and very helpful, especially for low-income college students and workers that have to commute for long-distances. Hopefully the lower middle class could get a 10% discount years later too.	X	X
1251	I think this is essential for the increasingly expensive Bay Area!	X	
2923	I think this is great because it could allow people to travel to SF for higher paying jobs if fares were lower.		
2628	I think this is great for low-income riders because their cost of transportation will be decreased and they can have more money to spend on themselves or on their families. Life is hard for many in the Bay Area and with an incentive for low-income people, this will be a great idea because this can potentially lead to more BART ridership and can possibly decrease vehicles on our roadways, therefore, decreasing congestion.	X	
1188	I think this is great. The Bay Area has a lot of struggling families, and every little bit helps.		

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696	I think this is long over due. Living expenses in the Bay Area are too high to begin with. I've literally turned down jobs or didn't even consider because I couldn't afford to get there on a regular basis due to its proximity to public transportation.	X	X
672	I think this is much needed. Bay Area is an expensive place to live and people commute long distances. This will definitely help!		X
3568	I think this is necessary for low income folks. People need to get to work and go to school! The Bay Area is getting harder and harder for folks like me who have lived here over 20 years to stick it out in. The cost of living has become ridiculous. Please institute this discount! Thank you and Happy 2019.		
3297	I think this is really important to expand fees for low income folks. With more and more telecommuting, it would help more people get to work and around the Bay.		X
1183	I think this is super important. Transportation is a crucial part of survival for many people it's takes them home, to school, work, everywhere. People deserve to have access to these parts of life.	X	X
110	I think this is very crucial to many low-income riders. It would offer a multitude of opportunities not otherwise afforded to them. To do this would open doors in career and education for many folks.	X	X
1034	i think this is very necessary as many low-income people rely on BART for transportation, and it is important for this means of transportation to remain accessible to them.		X
691	I think this is wonderful. As my mother and who father have been blind all their life needed to go places I would have to pay full price..This is wonderful.	X	X
1622	I think this new discount program is a good idea. I also think that this program can reduce fare evaders.	X	X
3200	I think this new program would be great for low income riders. It would prevent them from jumping the rails because they can afford to travel on Bart . The bay area is a very expensive place low income people need transportation to get from and to there destination	X	X

Survey ID	Comments	Low-Income	Minority
1659	I think this program is a good idea. Anything that helps alleviate the cost of living for low income families is welcomed.		
893	I think this program is great, I've been riding Bart since I was a kid and I've seen the fares increase over the years and it makes it harder on low income riders because we depend on public transportation. Increased fares/high fares makes much harder on families.	X	X
2957	I think this program is great. I used to take BART from the East Bay into Downtown SF Monday-Friday for work and the cost was an enormous burden. I was spending upwards of \$400 month on my BART costs alone- this took a huge percentage of my income. I have had the opportunity to take public transportation in other areas of the country and the world and I've always been impressed not only with the efficiency, cleanliness, expansiveness, and reliability of their networks, but by their fare prices as well. Other areas prove that reliable and effective transportation systems can be offered at a lower cost to the rider- regardless of income level. 20% off for our most vulnerable members of the population is just a start. If the system was more affordable I truly believe that far more people from all walks of life and all incomes would start using BART to travel in the Bay Area.	X	
1597	I think this program is very necessary to provide access to public transportation for all individuals as many rely on this mode of transportation. I fully support all programs that offer access to programs for low income riders.		
3432	I think this program should happen. While I can afford to pay the current bart rates, this is a means of public transportation and discounted/free public transit would allow folks to be able to travel more effectively and safely.	X	X
2094	I think this program would be very helpful ??	X	X
243	I think this program would be very helpful for me as a low-income college student.	X	
85	I think this program would be WONDERFUL, if a family is making so little money in the Bay Area- they are going to need a little help!		

Survey ID	Comments	Low-Income	Minority
3276	I think this will benefit or make it an incentive for people to ride BART instead of driving, potentially	X	X
1772	I think this will help so many people.		X
3611	I think this would be a great help for low-income riders. Because it encourages the use of BART, low-income folks might find it easier to travel to jobs/job interviews, health care check-ups or housing opportunities that they might find difficult to get to without financial assistance on BART.	Unknown	
1711	I think this would be a great program because many people use BART to commute to minimum wage jobs or to school. However BART does need to make sure to do proper outreach to communities that would benefit the most like Spanish speaking communities or communities whose main language is one other than English.	X	X
3704	I think this would be a great program. Bart can get very expensive especially when you commute every day of the week. I alone spend \$500 a month on bart	X	X
1287	I think this would be a very important new program that I'd fully support seeing in action. In my opinion BART has indeed gotten too expensive for low-income riders, and probably the price increases are just fine for richer folks (which helps subsidize the whole system), so this seems like a smart way of increasing accessibility for those that need it, as opposed to just pushing for lower fares unilaterally. So good job on this, I support.	X	
2037	I think this would be an excellent way to reduce traffic, help the environment, and to give back to the community who needs it the most.	X	
776	I think this would be an important program for many people		
1473	I think this would be incredible for low income riders, especially because they often have long commutes.		X
3275	I think this would be incredibly useful and important for those who rely on bart to get to work		X
2305	I think this would definitely help low-income riders be able to get from point A to point B without having additional financial burdens.		X

Survey ID	Comments	Low-Income	Minority
3192	I think this would make bart more impacted and Bart already cannot support the number of riders it services each day.		
497	I think we need this program in the Bay Area where too many people have fewer options because of their income.	X	X
2297	I think we should make Bart more affordable for people who can't pay. I'm all for it		
392	I think we should pass it. It will help stop fair evasion. It helps people who travel into the city for low paying jobs. Also, with the amount of wealth in SF we should be creating programs exactly like this to help those who live here and barely get by. I hope this passes. Good work Bart! (I commute on the Muni but my husband uses Bart everyday).		
717	I think you should definitely do it.		
2149	I use BART to commute to work M-F already so I wouldn't use it any more for a discount. I am all for a discounted fare for adult riders from low-income families. BART is expensive!		X
2252	I use Bart to visit friends and family as almost all have moved out of SF. I would visit more if it were more cost effective.	X	X
2813	I used to commute by BART around 5-6 days each week at my old job. I was spending about \$200 per month on fares, which took up a significant portion of my income (I was making about \$1600-2000/month). Saving on BART fares would have helped me a lot in terms of extra discretionary income and saving more money.	X	X
504	I used to ride BART far more often (multiple times a day, on average) before getting my license. A low income discount would have relieved my budget immensely. One of the biggest obstacles to people living in poverty, especially people of color, is access to reliable and affordable transportation. This would be a huge help to probably thousands of people throughout the Bay Area, especially if outreach and support were done to assist people in accessing this wonderful program.		
2341	I was going to get a youth clipper card last summer when I was 17 and working in SF. Until I saw you had to buy a separate youth clipper card. This 20% would save me a lot of money.		X

Survey ID	Comments	Low-Income	Minority
2879	I whole heartedly AGREE that we must provide this discount to low income riders. Great idea!!!		
929	I wholeheartedly support assistance for those being left behind by income inequality in the Bay Area. Do it!		
3573	I work as a nanny to a family in San Francisco and live in concord. The family I work for does not pay for my BART. This discount would help me afford to take BART more often on the weekends to school.	X	
1500	I work in tech and receive a transit benefit (tax free) from my employer, so I'm not a candidate for the program but I hope BART decides to put it into action! While I'm not currently low-income, BART has only gotten more expensive over the years and the cost affects many Bay Area residents and their options. This summer I watched my very low-income partner give up a new job he loved because he couldn't afford his daily BART commute. I think this discount program is an amazing proposal and I'm in full support.		
1709	I work in the Tenderloin District in San Francisco with many low-income residents who would having something like this would be life-changing. It would make traveling across the city more efficient.		X
499	I work with many underserved folks in the East Bay and see how challenging of a barrier transportation is to their inability to access appropriate services or find jobs. It is incredible that BART is considering providing discounts to low-income riders. This decision would make the Bay Area much more equitable - truly transforming opportunity and support for more vulnerable members of our beautiful and diverse community. On behalf of others in my work and the lovely individuals I've had the privilege to know, I strongly recommend that this discount program be implemented. Thank you so much for your care, compassion, and consideration.		X
1423	I worked with a lot of the homeless/unstably housed community living in and around Berkeley, and knew SO MANY folks who rely heavily on BART to make it into SF and other places for job interviews and the like. We often gave them Clipper Cards/BART tickets out of our nonprofit budget, so this initiative is a huge positive step in supporting underserved people in the Bay.		X

Survey ID	Comments	Low-Income	Minority
143	I would actually choose bart over driving to most places instead	X	X
2882	I would appreciate this discount very much.		X
322	I would be one of these riders. I've had days where I can't afford BART and have to walk for miles to get where I need to go. This would help me out so much.	X	
2671	I would be willing to pay higher fares to support subsidies for low income riders. And I am a teacher, making *only* \$78k/yr.		
2095	I would be willing to pay more on my muni fast pass to make more discount programs available for low-income riders.		
2544	I would benefit in a HUGE WAY from to a 20% discount; as I am a very-extremely-low-income resident of San Francisco, and I have been able to call this beautiful city my home for the past 43 years. I've calculated the POTENTIAL savings, and if this 20% discount DOES take effect, it would allow me at LEAST (2) Round-Trip Bart fares Per Month (!!!) to visit my immediate family, which are all "Bart-able" from my home in downtown SF!! And so that is why I am looking forward in the most hopeful, and positive way to seeing this 20% discount take effect as soon as possible!		X
996	I would definitely support this as someone who relies heavily on BART and all connecting transit systems (Golden Gate Transit, Marin Transit, AC Transit...) I spend \$20 a day on my commute, which cuts heavily into my budget as a recent college grad bogged down with debt.	X	X
1803	I would hope it would lower fare evasion while making the Bay more livable for struggling families. Win-win situation.	Unknown	Unknown
880	I would like to sign up		X
1457	I would LOVE IT if BART provided our low-income riders a discount program. BART is a central entity of the Bay Area, and our low-income brethren are just trying to get to work/their business like the rest of us. If BART could be a champion of this, as an agency that seeks to help its patrons, I would love yall forever.		
362	I would love to know more when this is available. Paying for my commute weekly is becoming a headache and I feel like it's not worth it to commute		X

Survey ID	Comments	Low-Income	Minority
829	I would love to see BART support lower income families in the bay area with this discount program		
1585	I would love to see low income earners in the area get some sort of a break, and this is a great way to start!		
2373	I would not benefit from this discount program but believe it is a great idea.		X
963	I would not personally be eligible, but I think it is a great idea.		
947	I would not personally benefit from this program, but I strongly support it and I'd be willing to pay a little more in fares or taxes to support it.		X
705	I would not qualify for a low-income program but I strongly support the creation of one for people who would benefit. Cost of living is so high in our area; people need relief.		X
454	I would not qualify for the discount but I think it should be made available for those who do qualify.		
3273	I would not qualify for the discount, but I strongly support it even though my fares might increase as a result. Transportation is so very important to the survival of Bay Area families, especially with rising rents forcing people further and further toward the fringes of the Bay. A discount for low income riders would be a huge help for people trying to keep their jobs when they have to move. Better access to transportation for low income Bay Area residents will enrich life for all residents.		
1631	I would not qualify for the program, however I am in favor of it. I think good, fast public transit such as BART should be financially accessible to all.		
1946	I would not ride BART if I didn't have the disabled discount. I think the new program is a good way to make the cost of fare increases less of a "regressive tax" on low income riders.		
1421	I would really appreciate it! Public transit needs to be accessible and it really adds up, especially for folks who commute every day		X
1921	I would still ride BART the same amount as it's necessary to get to my job, but it would make commuting more affordable		

Survey ID	Comments	Low-Income	Minority
1874	I would use BART a lot more if I received a discount. It would be very helpful in my commute to work. Right now I can't afford to use BART to go to work.	X	
1427	I would utilize this five days a week to get to school in the east bay. As it stands, it would cost me nearly 14 a day. Also— can we please find a way to end the gate jumping? It's super frustrating that I'm paying so much and there are no consequences for evading your fare.	X	
3602	I would visit friends more often. Easily.	X	X
3339	I would welcome such a program, and feel this would give many the chance to better their employment situations. Depending on the job, transportation costs can make it almost not worth having the work! I think this would help the low income bay area residents pick themselves up improve their lives, and the over all economy too. Thanks for this opportunity to give input.		
2845	I wouldn't qualify for the low income program however it is important to offer discounts to low income communities. It's a great step for the Bay Area and a good bar to set for public transportation.		X
57	I wouldn't need one but I'm all for it		
3366	I wouldn't personally benefit from it but it's a great idea. But to make BART really valuable for low-income riders, it's probably more important that it is reliable and efficient.		
3122	I wouldn't qualify for this discount personally, but I think it is very important to make transportation more affordable for low income families. I strongly support a discount for low-income members of the community and encourage the discount to be even more discounted than proposed.		
3052	I'm a broke college student with a part time job, please make it cheaper for me to go back home to sf every month.	X	X
2080	I'm a full time student and full time retail worker. i make above minimum wage in sf and STILL only make around \$16,000 a year. I support my disabled partner and pay both our rent, and have to figure out transportation on top of everything else. Bart is incredibly expensive for me and i often just don't have the extra funds to take it.	X	X

Survey ID	Comments	Low-Income	Minority
1988	I'm a low-income first gen student at UC Berkeley and this would be extremely beneficial. I'd be able to get internships in SF. BART prices are ridiculously high	X	X
3367	I'm a single mom of 3 kids. I'm working in San Francisco I pay the parking and taking bart 6 days a week. I have Medical and WIC program little saving will help me in our family expenses.	X	X
1371	I'm all for it.		
3329	I'm been on disability so a program to help out lower income families/people would help immensely.	X	X
2647	I'm in favor of adding this new discount! This provides an alternative solution for low-income families on transportation and I am in agreement		X
1282	I'm in favor of whatever support will help lower income riders navigate the high costs associated with living in the Bay Area.		X
3604	I'm not a low-income rider, but I support the idea of discounted or subsidized fares.		
1557	I'm not low income but I think this would be amazing for those that are		X
1207	I'm not low income, but think it's very important to offer this. Too many people hop turnstiles/get ticketed, or lose out on opportunities because they can't get somewhere because they can't afford BART		
3209	I'm supportive!		
1650	I'm very excited about this program! I wouldn't qualify but I think it would be a great way to help those less fortunate in our community.		
3079	If and when BART gets the following, I'd ride more.....all new cars on the Dublin/Pleasanton line all the time, and guarantee better safety. Until then, I won't ride BART! PERIOD!!!!	X	
754	If I have 20% discount, I will use Bart more frequent.	X	X
389	If it does not raise fares for others and also does not impact the current Dev plan it's fine. Please ensure that people can atleast get breathing space. The trains to east bay are so packed that one cannot have breathing space	Unknown	Unknown
2540	If it were to encourage people that normally don't pay, to contribute to the system, I would prefer it.		

Survey ID	Comments	Low-Income	Minority
1860	If someone is low-income enough for free muni, they should get free Bart. That said, I'll take what I can get I guess	X	
1603	If you want to encourage public transport and less economic disparity, this could help a lot of people in a lot of ways		
1916	I'm a low income rider on food stamps and its often very hard for me to afford commuting to my campus. This would help a lot of low income workers and families.	X	X
778	I'm glad BART is considering this option. I'd also like you to institute a monthly pass option, something available from nearly all other major bay area transit agencies. This would benefit everyone.		
3556	I'm in favor and would accept my own fare or taxes increasing in order to afford a discount for those who need it.		
37	I'm in favor of it		X
595	I'm in favor of it in general. Will BART have more trains if this proposal increases ridership?		
3337	I'm not a low income rider, but I would support higher discounts for low income riders including 100% discounts.		
933	I'm not a low-income rider, but I think this program is a great idea for those who would qualify. BART fares can be expensive for people living paycheck to paycheck, and this will be one less thing for people in precarious financial situations to worry about. Thank you for considering this and making mass transit more accessible to people who most need it.		
3384	I'm not in a low-income situation, so I don't think the discount program would really affect me personally, but I think it makes a lot of sense to implement it. Transportation is a necessity, so why not lessen the financial burden on people who already have enough financial burdens?		
1806	I'm not low income, but I generally take busses because they cost a lot less than Bart fares. For those who have to come from a longer distance, reduced fare Bart can mean not having to skip a couple meals a week		X

Survey ID	Comments	Low-Income	Minority
3139	<p>I'm not low income, I'm actually on the high income scale which makes me middle class in the bay.</p> <p>I commute into the city on bart for work so I probably wouldn't use bart more if it was cheaper.</p> <p>But low income ppl need this. The cost of living has increased so rapidly, ppl need transportation.</p> <p>Bart should be expensive for tourists and cheap for low income</p>		
3239	I'm not personally low-income but I deeply believe we need to keep transit accessible for everyone.		
3295	in favor		
598	In the past, when I have had friends who had fallen upon hard times, I have offered to pay for a clipper card for them, because I recognized that the ability to get from place to place, including to see family and to job interviews, was an important part of people able to get their lives back on track. However, I am only one person (specifically not a multi-millionaire) and so I can only help a small number of people in this way. I think that this program is a great way to begin to extend this assistance to those in need on a larger scale. I hope that in time the 20% discount will be increased.		
2550	In think it would be a great idea for video makers. Traveling around on BART all day filming can be expensive, and this would be interesting for someone like me.	X	X
2673	In this past year when I was injured and I had to take muni in addition to bart, i found that the cost of transportation was pretty unbearable. I had to make some hard decisions about what to cut or find a way to not go into work. for less mobile riders, especially elders on a fixed income, i imagine that this could mean the difference between riding to the hospital and being able to pay for the rising cost of medical care. i support the proposal of having a 20% discount off the increased prices that the seniors.	X	X
3035	Increased number of riders, making the system more efficient and more people will want to use it.	X	X

Survey ID	Comments	Low-Income	Minority
109	Increases in BART prices have impacted many residents of the Bay, specifically all throughout Oakland. It would be encouraging to be able to provide a discount for riders so that the convenience of BART will be used by everybody.	X	X
965	It could be a lifeline and get cars off the road. Win win		
2753	It could increase mobility for low income folk which could expose them to opportunities that are farther away. For example education and job opportunities to put knowledge and money in the hands of low income folks		X
3679	It good!! Do more!!!		
2773	It has the potential to benefit those with the greatest need.		
1624	It is a critical step to make BART/public transit more accessible for those who most need it in the Bay Area. BART is far more expensive than many public transit options in other major cities like Los Angeles and New York City (and maybe even Seattle). Yet, inequality is growing in the Bay Area, and people who do not have cars are most likely to need BART, but it is often too expensive for those very people.		X
2313	It is a good idea to have a new discount program for low-income riders.	X	
692	It is a good idea!	X	
170	It is a great idea		
1555	It is a great idea and I really hope you go through with it	X	
1816	It is a great idea and much needed to alleviate pain for lower income folks in the Bay Area. Do it!		
2054	It is a great idea!		X
255	It is a great idea! Transportation is a huge barrier for many people who face financial difficulties, so a discount program could be a good solution. This program could make it more feasible for people to get to grocery stores, medical appointments, or even job interviews.	Unknown	X
907	It is a great way to use the gas tax!		X
3499	It is a nice program	X	X
999	It is a start		
830	It is a very good idea since a lot of people rely on BART for transportation	X	

Survey ID	Comments	Low-Income	Minority
506	It is an amazing opportunity! Paying for bart is very expensive and it feels like a relief knowing that there's a chance that our expenses could start being reduced.		X
1861	It is an great idea and i fully support it!		
472	It is completely inexcusable that BART is so expensive and as the only transit system of its kind in the area, not monetarily accessible nor safe for the majority of low-income, working class, and marginalized community members to ride. I feel such a discount program to be necessary and vital.	X	
2189	<p>It is costing me \$260 per month approximately for my BART and Muni usage to/from East Bay to SF. That is over \$2000 per year. There should be a larger discount for those using both systems as those of us that work away from downtown need to take both systems. The high cost of transportation is a factor when I look at finding work in the East Bay or moving out of the Bay Area entirely.</p> <p>I am all for giving a discount to those at poverty level...great idea.</p> <p>I would appreciate more attention to the large numbers of people sleeping across multiple seats that are there in the a.m. when the commute starts, resulting in mess, difficulty for commuters (one guy had vomited on himself for example). I suspect they have not paid and the situation seems NOT to be well managed by BART.</p>		
3298	It is definitely going to help out people with low income		X
3509	It is essential for poor, working class and seniors to get access to work, food and social n medical appointments!		X
54	It is good.		X
1661	It is great idea that would be helpful to those already struggling to get by.		X
1493	It is important to provide such opportunities for low income riders as there is clear evidence and data showing that low income folks are continuously being displaced from their home and continue to rely on public transportation to get to work. Transportation is becoming a necessity for families to have employment and it must be made accessible.		X

Survey ID	Comments	Low-Income	Minority
956	<p>It is much needed! As housing costs rise, folks who are low-income have to move farther and farther away from SF and a burgeoning job market. Instead of alleviating the poverty of these families, BART has chosen to contribute to it by increasing ticket prices and hiring extra fare inspectors. To make matters worse, fare evasion citations are racially disproportionate: https://www.sfchronicle.com/bayarea/article/Nearly-half-of-BART-fare-evasion-citations-go-to-13264277.php</p> <p>The logical answer is to instill a discount for low-income riders, especially when every other public transportation system provides a low-income discount. BART has consistently chosen to respond punitively to those economically disadvantaged, and this certainly impacts the trust (or lack of it) riders have in BART. Do the right thing.</p>		
765	it is necessary to provide transportation to low income people so they can get to work, hospital, school, etc		X
3372	It is needed. I work 3 jobs and have a family of 5. I can barely afford the BART fare.	X	
1160	It is only fair to offer a discount to lower income families. Upper income families have advantages such as a cap on SSI payments, tax exemption for home ownership, not available to renters. Lower income families pay a disproportionate portion of their income on sales taxes for necessities. Upper income families are also a larger burden on earth systems. More lower income families cannot afford to own and maintain a car. Lower income are more dependent on public transportation. Lower income are more likely to own older, more polluting cars. A twenty percent discount for lower income families is the least we should do to make the system more fair and reduce pollution, including GHG.		
3496	It is sorely needed. I believe in public transportation and now my commute is way too expensive.	X	
34	It is very good	X	X
693	It is very important and should be implemented asap	X	
3169	It is very important to make Bart affordable for everyone, especially for the low income community.		X

Survey ID	Comments	Low-Income	Minority
919	It makes perfect sense to me. It's only fair, considering how expensive the Bay is now.		X
2124	It makes sense to provide more access to the individuals that could benefit from support.		X
3516	It makes sense. I feel that techies should pay more to fund Bart to make rides affordable for low income people. Not everyone can afford the increasing costs of Bart.		
2918	It needs to be available by 2019!		X
2258	It really adds up for those of us who pay for our kids' cards as well as our own.	X	
1315	It seems fair to me to give a lower rate to people who need it. I'd feel much better about supporting this program than paying for all the people I see evading fares every day.		
349	It seems like a great way to attract increased ridership. I'm in full support of such a proposal.		X
2049	It should be in place because I'm so sick of seeing people hop over the gates. Or worse, shuffling up behind me when I scan my card.		Unknown
1832	It should definitely be passed. The reason some people don't ride bart/don't pay for their tickets is because it's too expensive. I rather go on bus and have it take longer than pay for bart because of bart's high prices.	X	X
1289	It should not be implemented. Everybody should pay their fare share while riding BART. I don't want to pay even more in transportation costs (gas tax etc.) so a bureaucracy can be created that will cause more problems than it solves.		
1505	It sounds good!		
944	It sounds like a good plan. Encouraging BART use by lower-income riders seems a benefit to all. Providing access for those in need seems important.		
3033	It sounds like a great and well-needed program.	X	
2504	It sounds like a great benefit for single mothers		X
2942	It sounds like a great idea!		Unknown
676	It will encourage more people to use Bart. The current carpool system for transbay sucks at the moment.		X
380	It will help and it encourage me to drive less.	X	X
2215	It will help numerous people		X

Survey ID	Comments	Low-Income	Minority
1724	It will increase ridership and boost the economy by making it easier to commute for both train riders and drivers.	X	
2636	It wont change hiw i ride bart because i use it for work but i could afford food more easily with the discount. I pay almost \$10 a day, that would be \$2 more for food.	X	X
423	It would alleviate a lot of pressure	X	X
1594	It would allow for me to seek work further away without worrying about spending too much on transportation	X	X
1653	It would allow me to save money because I have no rainy day savings. I sometimes ride bart from Oakland TWICE to go to my two jobs	X	
2555	It would allow more accessibility for low income riders to ride BART and lessen the financial burden on people who use BART as their main form of transport.	X	X
1676	It would be a great addition. Others and I would ride Bart more often if it were cheaper.	X	X
2011	It would be a great benefit and hope gain more people paying, keeping prices stable.		
3160	It would be a great help to low-income riders. The Bay Area is a very expensive place to live, and I feel it would benefit riders and BART, not only financially.	X	X
3617	It would be a great idea		X
2968	It would be a great idea because people with low income could visit more places around the bay area. If this passes it would be an improvement for Bay Area transportation services.	X	X
3450	It would be a great way to encourage Bart usage		
707	It would be a really great way to save more money for riding Bart so frequently to work. The high value discount is nice and convenient to use. But since I make minimum wage, it'll help me cut costs for personal expenses.		X
3691	It would be amazing to have this option. I live in the east bay and commute to SF for work. I make just enough to survive if you had this then this could mean the difference between a few more times to eat out that week or more frequent trips. Either way its noticeable for people like me and I'm sure others in the same boat.	X	X
22	IT WOULD BE AWESOME FOR THE COMMUNITY!		X

Survey ID	Comments	Low-Income	Minority
3439	It would be awesome if it's approve this discount	X	X
3302	It would be extremely helpful to everyone that's low-income	X	X
1263	It would be good but people would take advantage of it and it would be more dangerous.		X
1527	It would be good for student commuters to also get a discount if they are low income as well.	X	X
1795	It would be good for those who qualify given how hard it is to financially survive here, and how much harder it is becoming with time. Please do this.		
899	It would be good if it encourages more passengers to pay fares		
2523	It would be great for students that aren't minors.		X
3073	It would be great, especially for people like me that always have struggles when it comes to put more money in the clipper	X	X
50	It would be great, especially with how many low income families commute from outside of SF.		X
203	It would be great. So helpful for those who need to spend money on things other than commuting expenses.	X	
2030	It would be helpful for many people		X
258	It would be helpful to many who need public transportation		X
3545	It would be incredibly helpful for poor folk	X	X
2204	It would be life changing. I am a college student & I need all the help I can get.	X	
1824	It would be really helpful to those making fewer than \$40 or \$30k a year. Sometimes we wish BART was just a go-to option but it's expensive to buy round trips for a whole family. I know many would benefit from a discount of any kind.	X	X
1007	It would be significantly positive. Especially for those riders who must use slower forms of transportation because it is lower cost. Also should consider a discount for public employees.		
1435	It would be so helpful because bart fares add up.	X	X
586	It would be so helpful for my low income friends and family. Mae t easier t get to work.	Unknown	X
3267	It would be so helpful if this existed	X	X

Survey ID	Comments	Low-Income	Minority
2979	It would be very beneficial especially for those low-income riders who have to utilize BART frequently in order to go to work or other places. Especially if individuals are choosing to use other forms of public transportation such as the the bus because it is cheaper even though it could entail a longer commute.		X
2878	It would be very beneficial for the low-infome community.		Unknown
2926	It would be very beneficial to have a program like this. Yes there are alot of fare evaders that can afford the fare but alot cannot and that is why they do it. This would be beneficial for those of us who have to commute from the east bay.		X
2368	It would be very helpful for the low income riders	X	X
448	It would become even more accessible for families and working class parents and commuters	X	X
1064	It would become extremely accessible for the community if this discount program was put into place. Low income riders utilize BART the most, and rely on BART the most for transportation to school and work. This would be the best way to pay reparations to the communities that BART and BART police have hurt and profited off of for years.		X
3486	It would benefit very much	Unknown	Unknown
3491	It would certainly increase ridership and also make people view BART more favorably.		
645	It would certainly make using bart more accessible to more people	X	
1294	It would definitely help students, such as myself, commute from home, school and to work.	X	X
913	It would greatly benefit low-income riders and our community overall. It would increase accessibility and efficiency for those that cannot afford to use BART as their regular transportation. Low-income riders would be able to travel farther distances with a faster travel time compared to the time it takes using the discounted bus pass. They may be able to access jobs that are farther away or healthcare facilities or family support, all of which benefit those with money struggles.		X
2188	It would greatly put more money in my pocket, and out to the city more often.		X

Survey ID	Comments	Low-Income	Minority
1370	It would help a lot!	Unknown	Unknown
3220	it would help a lot, I only make \$16 an hour. I commute everyday from Baypoint to 16th and Mission and back and that costs me \$14.50 a day. My commuter Check covers \$255 a month but I always have to add more cash to last me until the 1st when my Clipper reloads. It's very expensive	X	X
2076	It would help make it easier for adults to get to work.		
3003	It would help many people struggling with finances and is the right thing to do in a city with such high living costs.		
3037	It would help me a ton I'm struggling to afford the rising transit costs. AC transit is raising the Transbay ticket a full \$1 on January 1st and 50 cents a year after that. adds up super fast. If Bart had a similar increase I would be in trouble	X	
3347	It would help out the community immensely. I just moved to the Bay Area and when I first started taking BART it used up quite a bit of my paycheck, I'm lucky enough that I can afford rent every month now but because of BART fares on top of the bus fares, I would barely make it.	X	X
2648	It would help reduce congestion on highways and help make transit accessible to low-income residents. It benefits the individual and our region.		X
194	It would make Bart more accessible to the people who rely on it. Many low income people don't have cars	X	
2240	It would mean not having to plan and save for when they want to visit friends in Berkeley and Oakland, given that I already use it for work in downtown.		X
698	It would not affect it for me because I am not low-income but I think you should definitely give a discount to low-income riders! Please it is so expensive to live in the Bay Area.		
1625	It would not affect me because I'm not low income, but I know it would help make people I know take jobs they wouldn't have due to high commute costs		
3108	It would not apply to me, but I am for it.		
1817	It would provide strong support for a lot of multi-generational Native San Franciscan families.	X	X

Survey ID	Comments	Low-Income	Minority
3537	It would really help me and my family members save money. They live in San Mateo County but travel to SF a lot for work and for pleasure. This discount program could help convert some of their car trips to transit trips.		X
1329	It would really help me I travel with my 5 kids on bart	X	X
1220	It would really help me save money which could be used to pay bills	X	X
2032	It would really help me And my family	X	X
3626	It would really help must people. I still see people using paper tickets. You to start another campaign to let people know that they spend more money on paper tickets. Having a discount will encourage more people to use bart more often.		X
1008	It would tremendously help low income riders and this program should		X
2481	It would vastly improve my expenses if I could spend less on the BART fare getting to and from work each day.	X	X
782	It wouldn't apply to me but I'd be happy to see it implemented. Transportation is essential for people's livelihoods and the fewer barriers there are to access the better!		X
3308	It'll definitely benefit riders who rely heavily on public transportation.	X	X
2155	It'll help those who really need it. Please think about the children		
1201	It'll make it so much easier to commute to work and not have to spend so much money		X
2618	It's a good idea		
543	It's a good idea - Bart is expensive.		
1640	It's a good idea as it can cause people to stop begging for money and much more suspicious for passengers as they may be cheated out of their money through panhandlers.		X
2098	It's a good idea, given the higher cost of living in the Bay Area. I doubt that it would have significant impact on ridership. It might make a difference, for a small number of persons, whose decision to use BART vs. their personal automobiles can be driven by a simplistic comparison of BART fare to the toll at a bridge.		
3420	It's a good idea. It costs me a lot to go to work and school.		X

Survey ID	Comments	Low-Income	Minority
2988	It's a good idea. It's expensive to be poor and this could help cut cost for many people.		X
2914	It's a good strategy to get them to pay for the services they're either: likely already using (and not paying for), or would like to use but can't justify cost.	Unknown	Unknown
2454	It's a great idea and I fully support it.		
385	It's a great idea and would make transit more accessible to more Bay Area residents.		
760	It's a great idea for families that make under \$50k/year.		
1339	It's a great idea!		X
2652	It's a great idea!	Unknown	Unknown
2905	It's a great idea!	X	
3007	It's a great idea!		
2203	It's a great idea! It makes more sense than investing in officers to give poor folks tickets.		
2278	It's a great idea!! I know many low-income riders that use bart to get to their low-income jobs. Giving a 20% discount to those who need it would help increase riders and therefore income for BART.		X
1913	It's a great idea.		X
2416	It's a great idea. Bart is very expensive for low-income riders.		
1495	It's a great idea. It would enable ability to get better jobs if commute prices are reduced.		
308	It's a great idea. Things are expensive in the Bay Area. Every act of compassion helps those in need.		
2990	It's a very good idea I also have to change from Bart to Muni and it makes more expensive my fare !!		X
101	it's about time! i have had lifeline pass for years and often avoid bart because it's expensive.	X	
3440	It's about time... also I'm not sure if I'd meet the poverty time but I make 25k, my husband makes about 15k (annual). If that's not poverty in the Bay Area... what is?		X
1247	It's absolutely vital to maintain accessibility to all people who need it. Most of the service workers in SF commute from outside of the city and it impacts greatly	X	X
341	It's better to offer a discounted program than having them steal rides & make no money at all.		
218	It's equitable		X
3255	It's good	Unknown	

Survey ID	Comments	Low-Income	Minority
303	It's good for people who have to commute to their jobs everyday and save some money	X	X
2355	It's great		X
2178	It's great!		
3268	It's necessary to take bart sometimes for work since it's faster although taking just muni instead of transferring is overall cheaper. It'd probably make it a lot easier for many commuters to take shorter shifts and make it worthwhile.	X	X
2042	It's the right thing to do!		X
1081	It's very much needed		X
2536	It's very much needed, especially for low income Bay Area natives		X
2201	It's a fantastic idea, and I think would help with some negative press / stigma that BART has received!		
373	It's a good idea, surprised there already isn't a program like this.		
2819	It's a good idea.		
1088	It's a great idea - do it!		
3528	It's a great idea - for the environment, for our roads, for low-income workers and families - especially for workers who live in adjacent cities so BART is a better option than bus. Also given our clogged roads, it's a better transportation alternative. When I worked in SF I rode BART daily. When I lived in SF I also rode BART daily. I'm older now but understand the need, especially as fares rise and wages stay stagnant.		
3016	It's a great idea - I don't qualify as a low-income rider, but increasing public transportation is a great idea to get people to have affordable housing and more options in work.		X
466	it's a great idea and long overdue!		X
3694	It's a great idea to offer a discount to low income riders. Thank you!		
2345	It's a great idea!	X	
479	It's a great idea! So many folks in the Bay (including me) commute from long distances for work and this would really help make it more affordable.		X
2916	It's a great idea, please do it!		
3403	It's a great idea, please do it!		
1171	It's a GREAT idea.	X	X

Survey ID	Comments	Low-Income	Minority
3495	It's a great idea. Fares are rising but there are still plenty of people who can't afford the increases. More low-income people are being evicted from areas near their jobs and are facing longer, more expensive commutes.		
1762	It's a great idea. I hope it goes through.	Unknown	
3430	It's a great idea. I'm originally from New York City where metro rates cost a fraction of what Bart is and its not as limited. I feel it's cheaper to drive in the Bay Area than to take the Bart which defeats the purpose of public transport.	X	
1338	It's a great idea. Make bart accessible and team it with cracking down on fare evasion so everybody in the system is benefitting.		X
637	It's a very good idea; please adopt fares that make it easier for low income people.		
2385	It's about time		
552	It's an imperative. Public transit is a de facto tax, and progressive taxes are inherently fairer.		
3166	It's an important step towards equity.	X	
3690	<p>It's essential for us to make public regional transportation more accessible. It reduces carbon emissions and moves us closer to the reality of transportation being a right rather than a privatised privilege. This is especially important for low-income residents as we have less transportation options. A reduced rate would incentivize more frequent use of BART and other public regional transportation.</p> <p>My experience getting MUNI Lifeline Pass at a 50% discount has made a major impact as I can continue to move around San Francisco with \$39 more available to me every month. Getting a discount for BART would likely increase my use of it. I don't own a car and I find it prohibitively expensive to leave SF.</p>	X	X
519	It's fair and equitable.		
1147	It's great and fair, thank you so much for considering.	X	
2129	It's really important! Please make it a reality!		

Survey ID	Comments	Low-Income	Minority
491	Its very sad when low income people that live in low income neighborhoods cant afford to get to their job all the way on the other side of the city. Its weird and unethical to force low income people use so much money to go and earn money... with cost of rent and food being so high in the city, its not fair to make us pay so much for the only modes of transportation that we can barely aford (sometimes we cant aford it at all) with our low income. I think a discount for low income people would vastly improve our experience with bart, i would definetely ride more often, i have places i want to see other than my job, but it all depends on if i can even afford to get there.	X	X
2527	Ive been paying the regular price for years to arrive late to work every day due to delays so this is a good thing to offer to your riders.	X	X
3081	I've been waiting for this to happen since I was little (I'm a lifelong bay area resident and have always been appalled that there isn't a lower income option). I also think it could reduce fare evasion. I would much rather see money put into subsidizing rides than on cracking down on fare evasion.	X	X
2752	Just do it. Nobody should be prevented from riding public transportation because of the cost. Just get on with it.		
1277	Just get on with it. Poverty should NEVER exclude someone from riding public transit. Just let people ride. The train doesn't cost appreciably more to operate with a few extra people on it.		
233	Less people will jump over the bridge	X	X
1701	Let's do it! More people on public transport would be great!		
853	Let's do this!		
2795	Like sf program i think bart should have this service. Helpful to low income may prevent evaders.	X	X
1797	Living expenses way to high in the Bay area. Low income working people are taking a real hit just getting to and from work. Many low income people are working more hours, and are also working jobs that are more dangerous and/or difficult than people who make many times more money.	X	

Survey ID	Comments	Low-Income	Minority
225	Living on a low fixed income I am limited to where I can go, Bart brings you all over the Bay area. I am inexperienced in Bart transit and fear being lost, however I would love the experience of going to different areas.	X	X
280	Long overdue		X
1793	Long overdue program for those who are struggling financially here in the Bay Area. Would love to see this program implemented for all of those who need it.		X
3388	Love it!		
2109	Love this idea!!!! This is so important!! thank you for proposing it. although i would add that the threshold for the discount should be based on median income of the bay area...	X	
2103	Love this idea, makes it accessible to more individuals		X
728	Low income folks in the Bay Area are getting forced out. We have to live farther out, and Bart is one more expense that makes life in the Bay that much harder. This place is not only for the wealthy	X	
1565	Low income in the Bay Area means that you most likely work in the city but commute from east or south bay, where rent is more affordable. This would save a lot of people money because the bridge fair is about to rise.		X
2697	Low income people need all the help they can get in the Bay Area.	X	
2954	Low income people NEED this!!	Unknown	X
2394	Low income riders NEED a discount program. Or atleast a time-based fare instead of distance-based. Low income people have moved further away from the places where there are the most jobs, which means they have to spend more money to get to work, and more time away from their home and families.	X	X
137	Low income riders should get a discount to make public transit more accessible.		
866	Low income riders should get the discount; I should not.		X
729	Low income riders should have the opportunity to get discounted BART tickets. This is a great idea.		
730	Low income workers need access to transit!		X

Survey ID	Comments	Low-Income	Minority
2396	Lowering the fare for low-income riders would result in a much more equitable transit system. As it is, I avoid BART because of its high prices, and I know many others who struggle to get to work and around the Bay because of this, too.	X	X
358	Low-income riders should absolutely get a discount. It aligns with our regions growth policy of getting residents on transit. As lower-income residents are priced out of certain markets, ensuring they have reasonable means of transportation to work locations is pivotal for the health of our region.		
1316	Low-income riders should be able to use BART and get around the bay without having to pay the full fee, which can be very expensive when added up		X
3270	Low-income riders should receive a discount.	X	
1839	Low-income riders would benefit immensely from a discount; the price hikes reflect an average income increase for only a small percentage of the bay area population, and most people riding BART do so for convenience and price.		
948	Make bart more accessible for low income riders.	X	X
481	Makes a lot of sense, not sure what the downside is		
1050	Makes sense to me, these are people that may not have access to cars and would use BART to travel longer distances, this would be a great incentive to use public transportation.		X
1757	Makes sense.		X
2570	makes sense. Would, or might, help prevent fare evasion.		
734	Making public transit lower cost (ideally, free) is vital to a Transit First policy.		

Survey ID	Comments	Low-Income	Minority
1851	<p>Making public transportation financially accessible to low income riders is incredibly important, especially in an area like the Bay where living costs are already so high.</p> <p>If I did not qualify for the disabled discount that I currently have, I would be spending hundreds of dollars a month on BART and bus fares in order to get to my two jobs. Without that discount I would not be able to afford to rent a room in my shared apartment, let alone live in my current city.</p> <p>I think other riders with limited finances who rely on public transportation need programs like a low-income discount in order to be able to afford to ride BART.</p> <p>When you're riding BART from El Cerrito to Montgomery to San Leandro back to El Cerrito like I have to for work, fares pile up. Even a 10% discount can make a huge difference financially.</p>	X	
3152	<p>Many low income people rely on public transportation to get to work. I would ride BART more myself if it connected to Marin. This will help people who need to get to work every day.</p>		
2156	<p>Many of my friends do not ride BART because it has become more and more expensive. A discount for low-income individuals would absolutely be an incentive to ride BART more frequently.</p>		X
210	<p>Many riders are commuting with their kids to work since cost of living is so expensive in SF. We need to make commutes more attainable and affordable to lower working class families.</p>		X
1983	<p>Maybe it would cut down on fare-beaters</p>		
2930	<p>More people need this! My family struggles to ride Bart consistently to work and it's important that the city help provide this.</p>	X	X
2246	<p>Much needed since many low come riders have to Bart in for their jobs.</p>	X	X
61	<p>Much needed to make BART more accessible!</p>	X	X
3321	<p>Much needed.</p>		

Survey ID	Comments	Low-Income	Minority
2783	My BART fare is deducted from my paycheck as part of commuter benefits. The only reason I can afford BART on a takehome salary of \$4k per month is bc it's a pre-tax benefit. I would otherwise probably have to move out if the area. We have a housing crisis. SFMTA can't evdn find bus drivers for its new, state of the art fleet. Working single parents and young riders, or those living on public assistance, need similar discounts. I believe fare evasion would drop if discounts were offered. (We all know that the federal Govt pays the bulk of mass transit costs. Even with millions of riders taking BART every week, it's not self sustaining. But we can't live w/out mass transit.)		
2205	My household income is too high to qualify for the discount but I think it would an awesome thing to have for the general good		X
2810	My income fluctuates and I currently spend a lot of money trying to get from Daly City Bart to Embarcadero/Montgomery Bart Station everyday and the cost adds up if I take Bart 5x a week, twice a day. I would love a low-income riders pass to be initiated.	X	X
2029	My income it's low and still have to pay regular fare		X
882	My teenage children would be able to ride BART more often if they were able to get this discount.	X	
2472	Necessary.	X	X
52	No I think it's a good thing	X	X
1092	No I think it's a great idea!	X	X
47	No, GREAT IDEA		X
1675	Nothing other than this being a great idea!	X	
951	Our cities need folks for working class jobs. Until we solve the housing affordability crisis, we should make sure people aren't spending a huge portion of their paychecks commuting to continue working in cities they've been displaced from.		
3620	Overall I think this is a good idea. BART transit is cost prohibitive and if cost can be lowered for those who need it most it may help with decreasing traffic on the road and people fare evading.		X

Survey ID	Comments	Low-Income	Minority
606	People are riding the bus more frequently because they are cleaner on the inside and Bart cars are dirty, overcrowded and the fair is outrageous. The cost of living in the Bay Area already cost to much. With this discount, families can have one less expense to worry about.	X	X
2608	People should have affordable access to transportation		X
1530	People will probably hop over the barriers less -- we need more affordable transportation here		
1678	Please do it!		X
3664	PLEASE DO IT!!!! I doubt I'd qualify but so many folks would greatly benefit, especially those commuting long distances to work because they can't afford to live closer!	X	
139	Please do it. As a privileged person who makes plenty of money, I don't mind paying a bit more to help people who need it.		
1292	Please do it. Low income assistance is crucial for helping income inequality. I have lived in the Bay Area for 15 years and used bart for the duration, often during commute hours.		
1964	Please do it. Low income folks change the world for the better and I'm totally down with supporting their transport.		X
2380	Please do this I am low income and BART is expensive	X	X
500	Please do this!		
2815	Please do this! And stop policing fare skippers. Makes us all less safe and no one cares who doesn't already hate poor people.		
1883	Please do this! I think I would go back to school if this program started	X	X
501	Please do this! Low income people should be able to ride public transit at a price that they can easily afford		
1785	Please do this!! I am not low income but I work at a nonprofit where people often don't show up because they can't afford the fare. This would help!		
2548	Please do this, I would really appreciate it as a low-income person.	X	X
1211	please do this, it seems small, but it really helps and does make a difference!!	X	

Survey ID	Comments	Low-Income	Minority
2505	Please do this. Bart is so expensive for any person making less that \$70,000		
3243	Please do what you can to get cars off the road and increase use of transit. Thank you for your hard work. We really appreciate it!		
321	Please implement	X	
950	Please implement it	X	X
2771	Please implement it, 40% of my earnings goes to Bart everyday	X	X
146	please implement it.		X
3601	please implement this program in order to further support transportation needs of multiply marginalized communities of color, the economically disadvantage, gender and sexually minoritized communities, the differently abled among other communities that might be advantageously effected by a low income rider program	X	X
1583	Please implement this! Giving as many people the lower possible barriers to public transportation is crucial in our fight for a more equitable society.		
3071	Please institute this program as it would offset the low wages currently afforded working class workers in the notorious, astronomical expensive bay area. When higher education is free and wages are fair we don't need these types of programs but as long as the system creates disparity we continue to pretend that charity is a viable alternative to equality. Thank you.	X	X
3598	Please make discounted fair available to low income riders! BART is a great system and is the only lower income option available to so many folks. Back when I was making only a little money it was a life saver. Charge folks that can afford it a little more, and make it that much more affordable for those that can least afford it.		
2053	Please make this available.		
1768	Please offer allow income discount I spend more then I can afford to	X	
661	Please please do it! I work with low income people who struggle so much just to get by. This is a wonderful idea!!!		
1728	Please provide low income riders w a discount.		X

Survey ID	Comments	Low-Income	Minority
1825	Please use grassroots organizers to spread the word so that more people can know about it	X	X
3627	Please, please, bring it on. It's desperately needed. We have so many low-income citizens who could greatly benefit from such a program.	X	
3461	Please, please, please do it	X	X
2896	Pls do it. With the housing crisis, low income folks are being pushed out further and further away, many still needing to work in SF, and the further you travel, the more it costs. This would be a great help!!!		X
2121	Prevents fare evasion!		
843	Prices have surged relatively high for low income people like me, this would help alleviate and encourage me riding Bart	X	X
1416	Pro discount even though I wouldn't probably qualify.		
1896	Providing a discount for low-income riders would be amazing for people from the bay area trying to provide for their families. BART is a large part of many people's commute around the bay area and allows people to get around for a lower price at an efficient time. BART prices have risen, but people's income has not which is causing a lot of people harm.		X
669	Providing affordable transportation will allow more low to moderate income earners to save and or/ help reduce the cost burden they're already enduring due to minimum wage jobs and the high cost of living.		X
453	Public Transit is getting more expensive every year. This discount would make a difference.		X
942	Public transit is important and should be accessible for everyone.	X	
2818	Public transportation is very expensive in the Bay Area and a discount for low income riders is a good idea.		
1656	Public transportation needs to be affordable for all. Low income riders should receive a discount.		X
198	Public transportation should be funded by the public. It is a public good and contributes to the well-being of the entire community. I think reducing costs is always a good thing, but especially now, in the era of extreme wealth inequality, low income people should receive as many benefits as possible.		X

Survey ID	Comments	Low-Income	Minority
2549	Public transportation should be just that; accessible to all members of the public regardless of income. It should be even more than 20%, but this is an amazing start.		X
2743	Really good idea and very much needed (just not by me) - BART's distance-based fares are a huge impediment to lower-wage workers who've been forced to be outer edges of the region. Also you should pay for it with a tax on billionaires named Jack Dorsey.		
667	Reduced fare is must needed for BART riders		X
3483	Rides over shorter distances can be comparable to AC Transit fares, but it costs me almost \$10 round trip from El Cerrito to downtown San Francisco, which seems high for public transit. It would make so much more sense for transit fares to stay as low as possible because a lot of us do not own cars due to cost of gas, tolls, maintenance, etc. not just for environmental reasons. Tax/charge single occupant cars on the road, not the poor people who depend on public transit to get around.	X	X
138	Riding BART daily can really add up - from the parking fee to the cost of the ride.		X
3043	San Francisco has many low wage earners and the high price of housing has caused people to leave and as a result take public transit . This would help .		
3518	seems fine		X
38	Seems like a good idea I thought there was already a low-income option...?		
826	Seems like a great idea		
2586	Seems like a great idea to make it easier for the less wealthy among us to take BART; and also to reduce traffic!		
648	Sería bueno tener descuentos especial para los de bajos ingresos.cada año suben el precio del clipper *It would be good to have special discounts for low income. Each year the price of Clipper increases.	X	X
3206	SF is already prohibitively expensive for working-class people. It should be easier and less expensive for them to commute.	X	
2434	Should apply to students...should be a student discount not just youth	X	

Survey ID	Comments	Low-Income	Minority
3312	Should deter turnstyle jumpers by making it easier to afford tickets	X	
417	Should have been something implemented way sooner. Hope it carries out! BART should also be free but....	X	X
11	Si es un poco alto la Tarifa para el Pasaje *yes, the passage rate is a bit high.	X	Unknown
2358	Simply because of my schedule, my ride frequency wouldn't change, but I think that families that are eligible for the discount would definitely use BART as a transportation option more frequently if the discount is approved!	Unknown	X
3441	Since Bart is so expensive, I know it will benefit low-income riders.	Unknown	X
421	Since more and more people who work in San Francisco can't afford to live there, I support efforts to reduce the cost of living for low income riders		
1283	Single household of one with no kids, high rent, and annual income of less than 25,000/year with raising Bart fare each year. Discounts are much needed	X	X
544	So happy this may be happening. I'm a low income college student working in a non profit in my field that cannot afford to pay my commuting costs. I spend 75% of one of my monthly checks just on commute fees. This would be of huge help to someone like me and many of the people that I know who are in the same situation.	X	X
3572	So important as transportation is necessary and increasingly expensive especially for low-income families.		
739	So many of my friends can't ride BART because of the price. In a time of escalating homelessness in the Bay, please make BART accessible to all.		X
3557	So, so valuable to make transportation more accessible for the people in SF. Long overdue		X
620	Some of us have to attend school and I would definitely ride the Bart if it was a lot cheaper for me to do so, or i would have chosen a better schedule instead of smushing my classes into 2 days when I could have them spread out and it also has forced me to take more online classes	X	X
287	Sounds good to me	X	X

Survey ID	Comments	Low-Income	Minority
563	Sounds great to me (even though I wouldn't qualify). Not only do low-income riders pay a much higher percentage of their income for transportation, but they're also less likely (I think) to get commute benefits through their work. Discounted fares would help level the playing field.		
63	Sounds great!		
1494	Sounds great!		
2846	Sounds incredible. I essentially had to find a new job because the cost of commuting by BART for my minimum wage job was not worth it and i had to find something bikeabke	X	X
2875	Sounds like a good idea		
3494	Sounds like a good idea		
2563	Sounds like a good idea - it doesn't apply to me, but would address a small part of the challenges of living in the bay area for low income folks.		X
774	Sounds like a good idea to me.		
579	Sounds like a good idea. It's hard enough living in the Bay Area so any help low income riders could get would be helpful. Wondering how the discounts would be funded though (higher fares for riders who are not low income) and how the low income status would be verified so that people who are truly in need of the service get it as opposed to the greedy who just want to abuse the system.		X
650	Sounds like a good idea. My Disabled rider discount has made it possible for me use BART.	X	
3174	Sounds like a good option as long as it is only for those who are low income		
1613	Sounds like a good program.	X	X
295	Sounds like a great idea!		
851	Sounds like a great idea!		
1933	Sounds like an amazing idea to increase access to public transportation		X
2811	sounds like BART will be much more accessible for a diverse income range! wahoo!	Unknown	X
2457	strongly in favor of it		
858	Strongly support		
1303	Strongly support it.		

Survey ID	Comments	Low-Income	Minority
1310	Students like myself who rely on bart for school and work would greatly benefit from a fare reduction please	X	Unknown
1110	Such a great idea.	X	
1428	Support even though I may not qualify		
2524	Support low income workers who can't afford to live in the cities they work		
3171	Thank you and thats very nice of you	X	X
1716	Thank you for considering this policy. It would be very helpful to me and my family.	X	
1169	Thank you, I was asking for help and this means alot	X	X
72	That its awesome program and will help alot.	X	X
2031	That will make me want to ride bart with prices of fares in low prices	X	X
21	That would be a great asset to my commute	X	X
1181	That would make BART much closer in price to other muni transit systems and would greatly improve Quality of Life in the bay area.	X	
3521	That's good, I can save money. Thanks.	X	X
1891	The Bay Area deserves a transit system that is reliable and affordable for its low income residents and not geared towards aggressive fare inspectors. We deserve more respect from BART.	X	X
1605	The bay area has an extremely high cost of living, even someone 300% or 400% the federal poverty level struggles with the ever increasing cost of the bay. The program should be extended to a higher level of federal poverty levels.		X
2020	The Bay Area has become unlivable for so many people who were born here. I believe that there should be a discount to help ease the burden of high living costs here in the bay.		X
2374	The Bay Area is so **** expensive as it is. If people are truly low income or in poverty, this seems like a good idea to test.		

Survey ID	Comments	Low-Income	Minority
1408	The cost of BART isn't a burden for me but hopefully this would make BART less burdensome for those who ride. Another interesting question is if this would make people who sometimes choose to ride without paying more likely to pay the fare? If so it would be a win for them (in that they're less likely to get in trouble) and a win for BART (getting a discounted fare is maybe better than getting nothing, so long as BART is charging fares).		
252	The cost of living in the Bay Area is absurdly high, and transit is a real problem for the working poor. Please set your guidelines for qualifying accordingly.		
3382	The disabled discount makes it much easier for me to get around on Bart and Muni. I ride more often than if I was paying full fare and I get out of the house more often. The Bart disabled fare is one of the things I most appreciate and I'm sure a similar discount would have similar effects for low-income riders. It may also reduce fare cheats a bit.	X	X
1196	The discount can help incentivize BART use by some people with lower incomes. I support this discount.		
17	The discount is needed for Low Income it is most, their only mode of transportation		X
270	The discount likely wouldn't impact me, but I welcome it for low income riders.		
215	The low income discount is a great idea to boost ridership among the less fortunate.	Unknown	Unknown
2006	The only reason I do not take BART more often is because I cannot afford to. When I do take it, I get on at Embarcadero then get off at West Oakland and rely on buses from there and vice versa.	X	
2922	The potential for low income riders to have access to a discounted bart ticket is an excellent idea and makes a lot of sense. With the rise of gentrification and displacement of low income folks in the Bay Area, coupled with the new bay bridge toll raise starting in the new year, this program could be extremely beneficial for many people facing hardship right now.	X	
2460	the program seems like an extremely great idea to have for those who need to take BART to different cities for jobs and different opportunities	X	X

Survey ID	Comments	Low-Income	Minority
1601	There are many low-income communities throughout the Bay Area and this program could help many people get affordable transportation.		X
2877	there are times where I choose to miss out on my education because I don't have enough money that week to commute to college. A discount would make a difference on my transportation spending.	X	X
1807	These families need these. Not being able to travel for work significantly decreases opportunities and, as we all know, living out here can be a struggle even if you're 'financially stable'. Let's help these people.		X
3473	They probably need discounts more than I do	X	X
1479	Think this would help low income riders take Bart more and help with people who are skipping the fair or unable to afford it.		
841	This (potential) new discount program would be a huge help, as the cost of riding is prohibitive for myself & people I know. An aside: for years, the DMV has sent me a disabled parking whatsit for the rear view mirror, but I've never seen anything regarding 'disabled fares' on the BART system. Aware that it may be due to my simply not noticing signage or such; just commenting as I saw it listed as an option here in your survey. Thanks.	X	
2777	This could be a great opportunity to involve more low income residents to take part in a more environmentally friendly way to get places	X	X
3012	This discount is a key access for so many low-income riders to have the chance to make a difference in the world. 20% would make a HUGE difference for people who use BART everyday and is a chance for BART to actually make more money.		X
1598	This discount is vital for fighting inequality in one of the most unequal regions of the US. I will not benefit from this discount but hopefully families, students, and people struggling to stay on their feet will. Thank you.		
559	This discount program is very needed! I work with low-income people in the Berkeley area and transportations is a major obstacle financially for many of them to get to work or to the services that they need to.		X

Survey ID	Comments	Low-Income	Minority
2739	This discount will have a substantial impact on poor and working class people's ability to continue living and working in the Bay Area. This discount should be implemented ASAP and doesn't go far enough, in my opinion.	X	X
1291	This discount would be essential to ensuring that everybody has access to ride bart and it will surely help weaken the growing gentrification.	X	X
3529	This discount would help people who have low income to get to work, needed services, medical appointments, and to see family. Thank you!	X	
3362	This discount would make it easier for commuters from low-income communities to seek out jobs in more places without the expensive costs.	X	X
2863	This discount program would be huge for low-income folks. Not only would it allow them the necessary mobility to travel to work, it would give increased access to those in extreme poverty to the necessary supportive services to help them rise out of poverty. However, I do believe BART should do more of this, specifically for critical populations such as the homeless or those in extreme poverty. Transportation is one of the biggest barriers to connecting with services and help. To this end, I urge BART to work with local service providers to distribute subsidized Clipper Cards, because there is a high demand and need for such a program.		
2412	This is a badly needed thing.	X	X
3588	This is a fantastic idea		X
1131	This is a fantastic idea! The Bay is difficult to get around in. Low income earners and families need the ability to get around too.		
3309	This is a fantastic idea. BART rides can be very expensive when they add up, especially when traveling long distances. This is an issue for low income people who can't afford to live near central cities where they work, and have to take BART from outlying areas. Their fares are unsustainable, and we should do our best to subsidize them. Make public transit accessible and affordable to the most vulnerable among us in the Bay Area.		

Survey ID	Comments	Low-Income	Minority
1722	This is a fantastic idea. There are so many inequities baked into our way of life and steps like this are necessary to bring systems in line with values of fairness and equity. Bravo.		
3526	This is a fantastic proposal for riders who are forced to the fringes of the BART system due to housing cost. Than you for considering this progressive pricing scheme!		
1554	This is a good idea, especially as people are being priced out of the Bay Area.		X
2260	This is a good idea. I would not be eligible for this discount but support it		X
2928	This is a good idea. In an area where prices and cost of living seem to go nowhere but up this would be very helpful to the community		X
171	This is a good policy and a good use of gas tax money; BART fair is a huge expense for low income commuters who rely on public transit to get into Oakland or San Francisco for work.		
2323	This is a great idea		
174	This is a great idea -- BART is a vital system for all members of the Bay Area community but can be unaffordable to low income riders who need it to commute.		
1684	This is a great idea and I hope BART adopts it!	X	
2062	This is a great idea and I hope it goes through!	X	X
2249	This is a great idea and I hope to see BART implement this program.		
2495	This is a great idea and is very necessary for our area. The Bay is already very pricey and commuting regularly puts a large financial burden on all of us		X
906	This is a great idea for lower income people and I support it.		
1884	This is a great idea!		
2254	This is a great idea!	Unknown	
562	This is a great idea! I hope this program can be expanded over time.	Unknown	Unknown
577	This is a great idea! I wouldn't be eligible, but I strongly support making Bart more broadly accessible.		
1517	This is a great idea!! Its about time there were more equity programs with BART.		
657	This is a great idea.		

Survey ID	Comments	Low-Income	Minority
2567	This is a great idea. I would see if other transit authorities would align with you. This way the 20% can be tied to a specified clipper card. Many folks, usually working class or low income, use other forms of public transit in addition to Bart. Cards could be color coded and eligibility renewal every year. Just a thought		X
3607	This is a great idea. It's very expensive to ride bart, or even to drive for that matter. Gas is fluctuating all the time. With 20% discount it can definitely help out the less fortunate. That's extra money that could toward bills and/or food.	X	X
966	This is a great idea. Many low income people BART to get to work .		X
2626	This is a great idea. The high cost of BART relative to public transportation in most other major cities is a major barrier to BART's accessibility and use by the general public		X
3675	This is a great initiative from Bart. It would help a lot of families in the bay are who struggle financially and can't afford to spend a lot of money in transportation.	X	X
3693	This is a great initiative that could help low income families make ends meet as well as allow them to have their children gain educational opportunities without sacrificing necessities simultaneously.	X	X
1744	This is a great step for helping low-income riders. Affordable transit is so important to everyone in our society so they can go to work, get to dr appointments, visit friends, etc. This is a great idea and so important.		X
3185	This is a great way to curb traffic and improve the air quality and help low-income Bay Area residents! Yes to this program!		
656	This is a great way to help low income families. I find the cost of BART cost prohibitive for my needs and I am single with 50k income.		
2250	This is a higher priority than stopping fare cheats		
136	This is a hypothetical because I wouldn't qualify, but absolutely yes, and as someone who does not qualify I'm so excited this is finally being offered for low-income riders.		

Survey ID	Comments	Low-Income	Minority
2274	This is a major form of transportation that low income communities utilize and should become affordable in order to ensure we are able to travel to school, work, and other societal responsibilities.		X
2546	This is a moral imperative and it'd hadn't occurred to me that there wasn't something like it in place already.		
281	This is a much needed program for low income individuals, the underserved populations, and those who are looking for work and in need of affordable transportation. The high price of BART rides, coupled with the lack of reasonable day passes or value tickets for adults, has made a discount program inevitable.		X
2229	this is a necessary measure in a region gripped by the sharpest contradictions of capitalism, where wealth inequality and the suffering of the masses is most deeply felt.	X	Unknown
1016	This is a program that Metro in Los Angeles already has. It is a great way to help local community members from sneaking onto the trains without pay. This will allow more people to have access because currently, it's too expensive.		X
3662	This is a really good program because a lot of people need bart to get to where they are going but it's expensive and \$10 round trip 5 days a week is a lot.	X	X
1750	This is a very important program to make it more affordable for low income riders to ride BART, which is already so expensive for low income riders.		
3207	This is a very important step to making BART more accessible and inclusive!	X	X
311	This is a very important tool to help ease the incredible burden on Bay Area working class families.		
2509	This is a wonderful idea that would help my family get to work and necessary appointments.		
622	This is a worthy program/service to the Community of need. It has my whole hearted support	X	
2365	This is absolutely necessary, but just as a start. BART should be much less expensive for all, and as low-income people get increasingly pushed out of urban areas, they will be paying more for fare than the wealthy people displacing them.		X

Survey ID	Comments	Low-Income	Minority
2945	This is absolutely necessary. While I believe it would be best to charge the same fee no matter the distance traveled, say \$3 each person, I think this discount program is a great start. Make BART accessible for everyone! If anything, I would consider a higher discount percentage. Great work, BART!		
2453	THIS IS AMAZING AND WOULD HELP SO MANY PEOPLE &t;3		
2280	This is an absolutely essential program to make BART more affordable for low-income riders, something that is sorely needed. As it is, for certain rides BART fares seem astronomical, and offer no incentive to riders to consider taking BART instead of just driving, which defeats the entire purpose of BART.		X
613	This is an amazingly important program that must be put in place.	X	X
2488	This is an excellent idea and should have been put in place a long time ago. Public transit in the Bay Area is prohibitively expensive, especially for low income residents who are already being priced out of their homes		
3646	This is an excellent idea. I personally would not benefit from it and I ride BART less often than I did a few years ago — but this should absolutely be done.		
1730	This is an important step in reducing the financial burden of living in the bay area.	X	
3561	This is an incredible opportunity to improve access and make the Bay Area a more just, accessible place! Low income rider discounts will also help reduce traffic and the use of older, less environmentally friendly cars. Our transit system should be for everyone.		
1163	This is AWESOME	Unknown	Unknown
350	This is crucial and could help many people as well as lower bart hopping a tad.	X	X
2704	This is crucial for the environment and for the economy of the city and for boosting the lives of low income people. Looking at Bart in comparison to New York City metro, the metro is a flat rate for any distance and is cheaper than Bart this is what allows a city to move diverse people around and creates culture that benefits everyone. Bart should definitely go in this direction!		
3619	This is desperately needed.		X

Survey ID	Comments	Low-Income	Minority
3117	This is essential to living in our huge bay area.	X	X
1307	This is good. Cutting cars helps the poor save money and helps the environment!		X
1950	This is great considering displacement of some lower income populations, we need to do the right thing and help out those who struggle to afford BART		
507	This is great! I am glad to hear that BART is doing something to help offset the high cost of transportation for our Bay Area neighbors who need the help the most.		X
2339	This is great, we should lower all fares though!	X	
1409	This is incredibly important. We need to make transit more affordable for low income folks especially those that need to commute to jobs in higher paying areas.		
2106	THIS IS NECESSARY! BART is way too expensive and a big reason why people don't ride it. It's cheaper for me to drive my hybrid car than to ride BART but since I don't want to pay for parking, I ride BART. It's too expensive to live in the bay area, to begin with and having an affordable way to travel would help us so much! PLEASE DO THIS!	X	X
39	This is necessary! I spend >15% of my paycheck on BART every month.	X	
848	This is really important for making public transportation more available for members of the public in the Bay Area who most need it, especially to incentivize its use and decrease carbon emissions		
1665	This is really important. Lowering fares for low income riders is a great way to improve access and make the Bay more affordable.	X	
709	This is really necessary especially since the bridge toll will be going up in the upcoming year.	X	X
3363	This is really needed in the Bay Area. The cost of living is so high and people need BART to be affordable so they can get to work.	X	Unknown
1233	This is so important and it should definitely happen! Good for y'all :)	X	X
2284	This is so important- Bart is very expensive compared to other transit companies around the globe.		

Survey ID	Comments	Low-Income	Minority
2998	This is so important, as a student and an artist, having less financial strain on getting around the city I grew up in would be so greatly appreciated. I commute from South San Francisco to SFSU to the mission for work almost every day of the week and bart and muni are the most important parts of that journey. Thank you.		X
3229	This is so important, please!	X	
2812	This is so necessary! BART fare makes it inaccessible to so many people who can't afford it	X	X
1791	This is so necessary.		
3230	This is something that absolutely should be done. Folks need to get around and things are expensive here, especially for folks on the margins.	X	
3455	This is such a good idea! Seattle has a robust fare discount program with slightly different parameters and it makes such a difference with feasibility. Please go ahead with this, it will make transit just that much more doable and lead to fewer Uber/Lyft/car rides for sure, helping everyone.	X	
2824	This is such an amazing and important initiative! I hope you decide to put this through!!!		
28	This is the greatest idea, since folk, should have access to equal opportunities + resources.		X
1737	this is urgently needed !! Discount for low-income is a must.	X	
3294	This is very helpful especially for the low income passengers	X	X
2938	This is very important for the community. Transportation is necessary for all means and to make it affordable is one major step into aiding the community and also good for business and morals.	X	X
3692	This is very smart and actually a family of four in oakland to come to sf round trip is \$40 now they have to leave the kids and one adult at home which is hard to bring home more groceries	X	X
1715	This needs to happen. Why is that there is no discount option available for residents who don't live in SF? Discount programs for public transportation already exist in populous areas such as LA.	X	X

Survey ID	Comments	Low-Income	Minority
3653	This new discount program for low-income riders is a step in the right direction. It is crucial and necessary that we make public transportation accessible and equitable to all. With low-income folks in the Bay facing gentrification and displacement everyday making the price of living impossible, the absolute bare minimum that can be done is helping folk with their transportation.	X	X
3480	This pilot program would be amazing for low-income riders. It would help make what has become a very expensive area to live in much more affordable for those with lower incomes.	X	X
1100	This potential new discount would be of great advantage to individuals from low-income communities as not only has BART become increasingly more expensive over the years, but individuals living in these low-income communities more often than not do not have reliable modes of transportation, and BART offering a discount program for low-income riders would largely help in offsetting this problem.	X	X
1578	This program can be really beneficially, especially because cost of living in the Bay Area is so expensive. I am low-income college student and many of my BART rides were out of necessity for school projects and volunteer work. I could not afford the high fares, so I would often have to miss the opportunity to work with high school students because the cost of traveling.	X	X
3569	This program can work if other riders don't have to pay more.	X	
396	This program could make transportation more accessible to low-income riders and make it more affordable for folks to go about their day to day lives with work, school, and any other personal tasks.		X
125	This program seems like a good way to help those of low-income make it in the expensive Bay Area we now live in.	X	
2781	This program seems like it would be very beneficial to low-income people who regularly commute.	X	

Survey ID	Comments	Low-Income	Minority
1324	This program should definitely exist to combat income inequality in the Bay Area. We owe it to our communities to take actions to retain the beautiful diversity of ethnicity and income levels, and this program is one way to do that. I would advocate for a larger discount and higher income ceiling.		X
1632	This program would allow for low income families to retain more money and be able to provide more to support their families.	X	X
2045	This program would be extremely beneficial, especially to commuters working low and minimum wage jobs on opposite sides of the bay. Having a more affordable commute can add to join people's job security and stability living in the most expensive region in the country.		X
974	This program would be great for those low income adults who still have to pay to commute to work. A discount would be of some help.	X	X
927	This program would be incredibly helpful for folks struggling to make ends meet in a place with not only high cost of living but also high cost of travel. Sometimes people can pay \$15 in a day or more just to get to work!		
1672	This program would be really helpful for me if it applies to unemployed adult students!	X	X
1228	This program would improve access to transportation for a lot of students and families.		X
3536	This program would not apply to me, but it should absolutely happen.		
3583	This really would help low income riders. Cutting the transportation cost down for them will actually put more money in out pockets for rent, utilities, etc. Due to the cost of living increasing rapidly, transportation for riders especially low income riders should be discounted. I spend a lot on transportation everyday to get back in forth to work.	X	X
2012	This seems like a great idea.		
2458	This seems like a really great program that could help a lot of people.		X

Survey ID	Comments	Low-Income	Minority
3443	This should be put into place yesterday. It's terrible that the poor are disproportionately burdened by cost of public transit when they're the ones who need it most. It is unlikely to affect me personally but I fully support this proposal!		
3385	This should've been offered sooner. Bart is already expensive where it makes more sense financial wise to drive. I would ride more if I qualify for the discount	X	X
761	This sounds fantastic. I would not qualify but I support the program.		
855	This sounds great! Due to a lack of an unlimited pass and dodgy transfer implementation BART is kind of expensive. I wish BART was free for everyone, but I guess a discount would be good.		
459	This sounds like a fantastic program. SF does this with Muni and it helps a lot go people but many are limited to accepting employment within the confines of bus only Schedules. Adding BART as an option would really help the workforce a lot by expanding where they can live, work and send their children to school.		X
3381	This sounds like a good idea to make it easier for anyone outside SF to have BART as an alternative to AC as a way to get into the city.		
2871	This sounds like an amazing idea. I have struggled to pay Bart fare after a job loss, and my partner has struggled to pay Bart fare for years. It makes it difficult to get around and we often decide not to make certain trips because we can't afford it. Any kind of discount, even at 20%, would be an enormous help to thousands of low-income riders.	X	X
458	This system should already be in place, but the implementation of this discount will greatly affect the low-income rider demographic in a positive light.	X	
2927	This will be a big help to me personally as a single mom with 2 kids.	X	X
3019	This will curb fare evasion like you don't even know.	X	
361	This will help more people to be able to travel and not stress about means of money.		X

Survey ID	Comments	Low-Income	Minority
584	This would allow those of a lower income to access more opportunities ie getting to jobs/job interviews, appointments (like physicals/dentist appointments), reuniting with family or friends (who may be dealing with health issues or other serious emergencies) and/or getting out of a dangerous situation. No one should be deprived of any of these things simply because they lack the finances.	X	X
3053	This would also potentially reduce gate hopping and maybe improve traffic, since that is a huge financial incentive.	X	
674	This would be a fantastic way to increase public transit access and mobility for those with fewer resources.	X	
1150	This would be a game-changer and even out the playing field as those with the lowest income tend to live farther from city centers (e.g. Richmond, Antioch, etc.).		X
1326	This would be a great benefit to all those in poverty. Sometimes the price of a BART ticket is high enough to prevent job opportunities anywhere not in my neighborhood.	X	X
2823	This would be a great idea! discounted Bart fare would truly benefit low income folks who are already struggling to keep a roof over their heads with these Bay Area housing prices.	X	X
3511	This would be a great improvement and help maintain long time Bay Area residents in the bay		X
3222	This would be a great opportunity for the low income families like me but I wonder how Bart is going to distribute low income passes?	X	X
2388	This would be a great program for riders, would love to see it expanded		X
2659	This would be a great program that can help people. Especially for people who have children with them in the evening time or at night riding bus instead they can get on BART for a quicker way to get where they're going without to much stress about the cost	X	X
153	This would be a huge bonus. I had to leave the city because I couldn't afford it. I could move back.		
1786	This would be a huge help for me!	X	

Survey ID	Comments	Low-Income	Minority
214	This would be amazing for several friends and family members that can't afford to visit anyone. This would be a huge benefit for tons of people who can't afford to get around and see their families, it would be great to see a further discount if possible, but I understand BART has to run somehow.	X	X
1360	This would be amazing! I'm a student and I live in Antioch but go to school in San Francisco. I pay for an uber to Bart ranging anywhere from \$5-17 depending on the time of day, pay almost \$10 for a one way ticket to SF, pay for another ticket home after class and the uber from Bart to home. It adds up quick.	X	
2275	this would be an AMAZING program to offer for low income riders!		
864	This would be an excellent program that would make public transit more accessible and affordable. This would boost ridership, reduce economic inequity, and be environmentally friendly.		X
3618	this would be extremely helpful as bart is my commute to work and home everyday.	X	X
1902	This would be extremely helpful for those who need public transportation in order to get to work, especially when they already have other expenses to worry about.	Unknown	Unknown
2971	This would be great because service workers and students commute too.		X
3293	This would be incredibly helpful for low-income riders who rely on BART to transport them to work from neighborhoods that may be far away (especially due to high housing costs in central areas).		
3315	This would be life changing for many people and help offset the ridiculous bay area cost of living		
921	This would be very beneficial for low-income riders who need to use bart for transportation.		
2694	This would be very helpful	X	X
16	This would be very helpful to not only myself but to the community. I hope this actual takes place it would be great.	X	X

Survey ID	Comments	Low-Income	Minority
3470	This would definitely assist a lot of low income within the Bay Area. I come from SoCal and go to school at Cal State East Bay. Sometimes it's a little hard to pay for the full \$18 round trip from Hayward to OAK Airport. I come from low income and this will benefit a lot. I would be able to grocery shop and find things I need for my dorm at a much more cheaper price to travel. It will be more accessible	Unknown	Unknown
2820	This would definitely increase my BART usage because I would be able to plan my trips differently.	X	X
3663	This would definitely lure me back. I live in Antioch but I haven't used the new station because the cost of parking and tickets would be more per month than my car maintenance and gas cost.	X	X
1378	This would help a lot with the cost of living so expensive in the Bay Area, most have to commute and spend a lot throughout the week for transportation and getting to work on time.	X	X
1644	This would help immensely between commuting to school, work, and home. It would also save me from remaining in dangerous parts of town in order to avoid paying for additional rides. And I would be able to enjoy more leisurely activities more often and throughout the city, not just confined to one area in order to save money. Thank you for taking my experience and need of BART into consideration.	X	X
2179	This would help me to keep my job.		X
575	This would help riders like me very much who feel the dent of BART fares weekly.	X	
1040	This would highly benefit low-income riders.	X	X
3258	This would increase transportation to those who don't have access or can't afford to be traveling, it'd be beneficial for people like me who attend college and must take Bart.	X	X
2758	This would provide a very important service for the people and the city.		X
2122	This would revolutionize my ability to travel and accept work I otherwise would not be able to.	X	
1925	To help get people out of their cars and reduce congestion yes, please give discounts to lower-income riders.		

Survey ID	Comments	Low-Income	Minority
397	To whom it may be concerned my name is Hilda and I think this idea of understanding people situation Thank you Bart for understanding that we all need to get to our final destination	X	X
2702	Totally - it's a great idea, so do it :)	X	
2478	Transportation can be a huge burden for those who are low-income, and low-income riders are likely to travel farther distances to work because housing is often cheaper in the outskirts of the Bay Area-- so not only are prices greater, but also, commute times are longer. I think lowering the discount for low-income riders can help to reduce some of this burden.	X	X
594	Transportation is a huge expense for people. You have no idea how many opportunities you will open up for people on limited incomes if you discount fares. People will be able to attend schools they couldn't before to get jobs they couldn't before. This discount could be game changer for many people of limited means. I really hope you open up the possibilities for people who are struggling to make it. Thanks a	X	
806	Transportation is a right and no one should be turned away for economic reasons.		X
3597	Two of my children have benefitted from the Pilot program, it has been a big help financially.		X
987	Very beneficial. Will attract more people to Bart.	X	X
2112	Very essential, would probably allow more low income people to pay rather than hopping the gate/driving	X	
161	Very good idea.	X	
2991	Very important initiative to ensure BART stays accessible for low income individuals.	X	X
2907	Very much needed. The bay area is a high cost of living. People need to get to work and we need less cars on the roads.		X
1215	Very necessary		X

Survey ID	Comments	Low-Income	Minority
2640	very support to this potential new discount program for low-income riders, even longer commutes could not save those riders' time but could save a little bit of money. And less traffic on the freeway and less accidents. more people would like to take bart to many places if they receive discount on riding bart	X	X
2234	Vital	X	X
2367	We desperately need this in the Bay Area. I make \$70,000 a year and a 20% would go a long way for me (even tho I know I wouldn't qualify for the proposed plan) so I can't even imagine how helpful this would be for others who make less than I do.		
2890	We need a discount program bc BART is becoming very unaffordable along with other public transit		X
611	We need this it's a dded expensiv e thing when we ride Bart 4-5 days a week. It adds up	X	
2125	We need this program badly- right now bart is only for the rich		
3507	We need this program!	X	
1394	We need this!		X
1344	We need this. Riding to college ever day from El Cerrito Del Norte to Balboa Park is already so difficult. we need to usher in more equity in the Bay Area and that change can begin with BART.	X	X
685	we need to protect the most vulnerable among us. please introduce this discount	X	
449	We should absolutely have a discount program for low-income riders.		X
3008	We should help people with low incomes as much as possible, especially youth and seniors. Transportation can mean access to education, healthcare and other necessary benefits.		X
701	We'd be able to afford it	X	X
892	What a great idea! Thank you!	X	
3422	What a great idea, with such a high cost of living more people need to commute in from far away and use BART and this could significantly save costs for low income folks and families	X	
746	What took so long?		X
175	When and where do I sign up?		X

Survey ID	Comments	Low-Income	Minority
1021	While a discount would not encourage me to personally ride BART more often, I would strongly support a discounted fare for lower income riders!		
2901	While a discount would not make a difference in how often I ride BART (I take it for my commute to/from work), I support the creation of a discount program to help low-income riders.		X
2738	While I don't think I would qualify for a discount, I think it would be great if BART offered such a discount to those who did qualify. Many people come from far away to high cost of living cities that the BART line serves in order to work "bread and butter" jobs, but if their employers don't reimburse for transportation, then BART really takes a huge chunk out of their paycheck.		X
2290	While I would not qualify for or need this discount I do think we should offer this for those who do need it.		
3649	While I would not qualify for this discount program with my current income of \$54,000/year, I wholeheartedly support the proposition. My BART commute costs a total of \$178 monthly (Ashby to Civic Center and back 5x a week). I cannot imagine the intense burden this same cost must have on those earning below \$50K/year, especially those who have the added expenses of families and even greater fare costs from commuting farther distances. I understand that from an economic perspective, there is a concern that a decreased cost will increase usage and therefore impart greater costs to BART. In my opinion, I doubt this is a major concern. Those who are riding BART and will be eligible for this discount are not riding BART for recreational purposes, they are riding exactly as much as they have to. They are using it to get to jobs, likely service sector jobs that are struggling to find suitable employees as it is due to exorbitant housing costs. It is an economic certainty that the money these families will save on their BART fares will instead go to their other expenses: food, clothing, emergency expenditures. This is economic stimulus in it's best form.		

Survey ID	Comments	Low-Income	Minority
2357	While the potential ticket discount may not affect me personally, I think it is a wonderful idea for making BART and transportation for accessible to the greater Bay Area community and would impact the frequency with which many folks would use BART. Thank you for considering implementing this program, and I hope you proceed with offering discounts to low-income riders!		
6	Why haven't Bay Area Rapid Transit (BART) implemented this sooner. You objective should be to assist the public; which the service is for.	X	Unknown
961	With the increases in housing cost in the city, I think it would be a welcome relief for families trying to get to work or school.		
2242	With the price of living in the Bay Area continuously skyrocketing, I'm in favor of such a proposed discount for low-income individuals such as myself and I feel it would allow me to utilize BART more frequently. Thank you for your consideration!	X	X
354	With the rising cost of living in the Bay Area, this would be extremely helpful for low income families	X	X
3218	Wonderful idea to have a discount for low-income riders	Unknown	
1173	Wonderful idea!		
565	Worked a minimum wage job, discount is very much needed	X	X
3421	Would be a big help to lots of folks and students, and etc		
2833	Would be amazing to see this program implemented		X
3098	Would be great for low income riders who commute every day		X
2797	Would benefit and help so many more individuals, a minimum wage job in the bay area can not sustain a healthy life for an individual.	X	X
1836	Would help low income families save money in their commute.		X
2900	Would help others and encourage more use of public transportation, and remove some cars from the road.		X
467	Would rather that a decrease for some doesn't result in an increase for everyone else, however family really likes this idea.		
191	Wouldn't qualify, but 100% in support!		X
3475	Y'all should've proposed it sooner!	X	

Survey ID	Comments	Low-Income	Minority
2870	Yes - it should happen. I'm not in the target group but too many are and need assistance.	Unknown	Unknown
1271	Yes I am currently unemployed with a recently diagnosed child on the spectrum. She enjoys riding public transportation but at times with fare prices it is costly. Currently on public assistance til ai can get back on my feet.	X	X
1743	Yes I believe they should get a discount.	Unknown	
224	Yes I have family members who desperately need this program		X
1011	Yes I think this would be especially beneficial. Perhaps less use of Bart police for those not paying fare	X	X
2655	Yes I would like to get the low-income riders discount. I am a 67 year old senior	X	X
3396	yes please give riders that are low-income discounts	Unknown	X
2884	Yes please. Ive been stranded at BART so many times, often at night, often in the rain, due to lack of funds.	X	X
2279	YES PLEASE. spending \$300 a month to get to my job where I make \$15/hr is killing me	X	
671	Yes! Bart is too expensive and it doesn't run 24 hours. Not ok. Everything here is way too expensive. I work 3 jobs just to get by. Also not ok.	X	
1069	Yes! Living in the Bay Area is hard.		
1061	Yes! Makes complete sense — esp since workers in the city already receive tax-free BART fares		X
920	Yes! This is needed. Any support for those who need to commute to do groceries and to work a discount would help in getting us where we need to be.		X
3408	Yes, bart fare is extremely high and could be even more expensive for low income families. I support to give them 20% discount		X
2756	Yes, I believe it will be a life changer for low-income riders relying on BART to commute to work. It is often a stress to account for transportation costs amidst such a high cost of living in the Bay. I recruit interns at a non-profit and they often ask for financial aid to supplement their commute to our locations.		X
3264	Yes, I think it is a wonderful idea. It will save them much hard-earned money and get them riding public transit.	Unknown	

Survey ID	Comments	Low-Income	Minority
564	yes, my daughter travels to city college daily and working a part time job. our household funds are limited for she is paying her own way through school. this program would be beneficial because she simply can not afford the hiking fair. it would be greatly appreciated to help our struggling young adults	X	X
1635	Yes, we should give discounts for low-income riders since BART has the highest farebox recovery in the nation and we can afford to give some of that surplus back to lower income riders.		X
1327	Yes, yes, yes, very very needed, please please please do this		X
3466	You should absolutely give discounts to low income riders		
945	You should definitely do it	X	X
3238	\$50k families of 4 is a good threshold! But it would be nice if single people earning less could qualify too.		
238	希望优惠方案不单只是给低收入乘客，经常乘坐捷运的乘客也希望得到优惠 * I hope the discount will not only be for low-income passengers, but passengers who frequently take BART also want preferential treatment*		X
2507	20 percent is a joke. to someone on low income, what is that?		
1014	20% doesn't make that much of a difference. 40% discount would help those of us that do not make \$50,000 a year.	X	X
2800	20% doesn't seem particularly aggressive. I would have thought a steeper discount might make more sense.	Unknown	Unknown
93	20% is an insultingly low discount, particularly when you are using a FRACTION of the FEDERAL poverty line as a metric for receiving the discount in the most expensive metro area in the country. Someone in a family of four making less than \$50k/year cannot even live in this region, so I guess this is a great way of making it look like you're doing something positive without actually having to disburse the discount to a meaningful number of people.		

Survey ID	Comments	Low-Income	Minority
1003	20% is great, but won't make that much of a different for truly low-income (not those considered "low-income" because the cost of living is out of control here, but those who have no access to cars, are having trouble paying the bills, may be unemployed, homeless etc.)	X	
3201	20% is not enough of a discount	X	
3191	20% is not enough. 50% please!		
1246	20% is the best you can come up with. ?????		
3280	20% isn't enough. It should be 50%.	X	X
1120	20% off is not enough for low income people with cost of living.	X	
2706	200% of the federal poverty line is NOTHING use the state poverty line or better yet the local average. 117k is considered low income in San Mateo county...		X
1343	200% of the poverty level isn't high enough to cover people a lot of folks who need this. The eligibility should be aimed to cover anyone earning up to the living wage (~ enough to spend less than 1/3 of your income on rent). (20% off also isn't that much.)	X	
1572	200% of the poverty line is far too low. People making much more than that struggle to afford a Bay Area commute. Additionally, a 20% discount is measly. The low-income discount (especially given the chosen definition of "low-income") should be more comparable to the senior or disability discount.		X
3438	A 20% discount is not enough for working families. A greater discount of 30% or more may make BART more accessible to all riders.		X

Survey ID	Comments	Low-Income	Minority
3140	<p>A 20% discount isn't enough. It should be much larger. Like the senior rates at least. What about low income seniors? Are their fares additionally discounted?</p> <p>With that being said, how would BART offset the increase in ridership this incentive would create?</p> <p>Increasingly large portions of BART are dangerously overcrowded at peak travel times, and this could make that marginally worse.</p> <p>Tax me, raise regular fares that aren't part of a package, whatever needs to be done.</p> <p>Just make the system sustainable for everyone.</p>		
2208	A discount between 30% to 40% would be even better since there is a significant percentage of low income BART riders daily. This would help to increase ridership.	X	X
1112	A discount on longer distances or taking Bart past 24th and Mission. As well as non peak hours would be great		X
960	A discount program for low-income riders is badly needed. I rarely take the bart because of how expensive it is. I will take a much longer muni ride to avoid it. However I do not feel that a 20% discount is enough. For our community members living at 200% of the poverty line or below, a 50% discount would be much more appropriate and would really make bart more accessible.		
1924	A discount program would lower the barrier to using transit for folks who would benefit from it to get to work, but at their current income level can't afford to use it. I don't have an issue with the price, so a 20% discount would not incentivize me to use BART more, for me it's more a matter of time than expense that decides whether I drive or use transit.		
2983	A great idea, but it needs close and regular monitoring. What proof would a person need to show and would it be re-evaluated annually? Also, there should be a photo on the ticket for ticket inspectors so that the ticket doesnt get handed out to non qualified people.		
3225	A student discount would be great	X	X

Survey ID	Comments	Low-Income	Minority
2241	Add a discount for auto pay riders. And actually monitor stations, I see so many people evading fares.		Unknown
3034	Advertising would be great for people who don't know about discounts	X	X
2855	All public transportation should be affordable for EVERYONE. That's the entire point. It should already be at a price that all can afford		X
1539	All riders should ride FREE. That would increase ridership, lower auto traffic problems, etc. public transit should all be a free service, not profit making companies. Everyone compares the poor service in U.S. with the efficiency in Japan and Europe. How are those services compensated?	X	X
1279	also provide a discount for students		X
823	Any discounted tickets should be issued through registered Clipper cards to ensure accountability.		X
486	As long as all the other prices aren't raised because of it, who cares	X	
714	As long as it doesn't affect the overall profitability or BART and doesn't translate poorly to regular riders, I see no problem with it.	Unknown	X
408	As long as the fares are not transferred or subsidized by regular Bart riders. So don't increase fares of regular transit riders. Also watch the fare evaders. It is so easy not to pay at Bart stations like civic center and El Cerrito Del Norte.		X
2894	As long as you don't tax the middle class to pay for the discount . I can barely afford living here and in fact I cannot afford to heat my apartment despite having a job .		X
2999	As long the regular HONEST FARE payers aren't subsidizing this program. BART needs to enforce Fare evasion not just do photo ops.		X

Survey ID	Comments	Low-Income	Minority
1154	as of now the bay is the most expensive metropolitan in the world with one of the least functional public transit systems. making bart accessible to lower income folks would be a positive change that could set a precedent to other cities. the bay area has always been known for progressive practices and has been sliding with putting in place systems to uphold the more oppressed class. offering a discount to low income families could help them from being pushed out of where they have lived their entire lives. let's lead the nation in making public transit more accessible	X	X
2532	As service workers are forced to live further from their jobs it's important that reliable public transit is affordable. The 20% discount IS NOT ENOUGH. It should be 50-80% to really allow those that work minimum wage to commute daily. If BART remains a train for the upper class it's not doing it's job serving the public good.	X	
1126	As the years go by, it is more and more expensive to ride BART. Last year because I wasn't making ends meet, I had to quit my job in SF because it was too expensive to travel across the bay. Accessibility is imperative in big cities, especially since BART is the most expensive and least taken care of transit system in the United States.	X	X
1531	BART exists in the Bay Area, the federal poverty line is much lower than what Bay Area poverty is. For example, my household is a family of four, we make 70k a year, live in a 1 bedroom apartment. i stopped taking Bart because it was too expensive to get to work at about \$180 a month or more. Instead I carpool and drive to work to afford the bridge at about \$60 a month so I can then use the extra money on groceries. Please adjust the line of poverty to match what actual low income families in the Bay Area are making.		X
3591	Bart is exponentially more costly than other cities rapid transit. This isn't enough but it's a start.	X	

Survey ID	Comments	Low-Income	Minority
1582	BART is far too expensive even for middle-income riders. A 20% discount for low-income riders is a pittance. If we ever are going to move away from car ownership, fares should be dropped by 50%, and low-income riders' fares discounted by 80%-100%. It is hard enough to rely on BART when trains are late and overcrowded, and then unavailable for so much of the night. Worse, being late to work means losing the job of which you just spent an hour's wages on a BART + bus commute.		
278	Bart is inaccessible and needs to be less expensive		
885	BART Is more expensive than to drive, this needs to change	X	X
2663	Bart is really expensive and working low income folks find the expense of commuting a major burden. There should definitely be a hefty discount, more than 20%	X	
2283	BART is ridiculously, preposterously expensive for all riders. In many cases, it's cheaper to drive or take Uber. I don't understand why other major metropolitan areas (NYC, Washington DC, Boston) can offer more frequent service for less money. Pretty soon, even LA will have better and cheaper train service. I'm baffled by how high Bart fares are.		
554	BART is too expensive for middle income people as well, especially given the low quality service provided. There should be a pilot program to improve BART so that it's actually worth the expensive fare. There should be a student discount that extends to university students. There should be more funds from the state put toward maintaining cleanliness of the BART cars so that they can be cleaned more than twice per year.	X	
1323	Bart is too expensive. Many times if you carpool it is cheaper to drive than for each person to pay the bart fare. That doesn't make sense	Unknown	Unknown
581	BART is transportation for those who cannot drive. It is convenient. Higher prices impact lives of those who work in farther cities (IE Antioch to San Francisco). Higher rates mean difficulties to work.		X
1604	BART is very expensive and many people have no other option to get to work or school. The fares are too high. I get a good transit subsidy for commuting through my government job but it doesn't cover the cost of BART.	X	

Survey ID	Comments	Low-Income	Minority
578	BART is very expensive for the quality of rides - I ride it everyday and I'm constantly squished into trains to make it to and from work everyday.		
1651	Bart is very important for me and my family. I work in SF and commute to work. The tolls are very expensive so I depend on Bart.		X
873	BART is way too expensive. Fares determined by distance discourage riders from outlying suburbs. Fares should be overhauled to be more in line with other Bay Area Transit systems.	X	
1935	Bart needs to be clean and safe!!!		
58	BART needs to be less cost	X	
618	Bart needs to make it safer to ride on their trains if they want to have more customers. It does nothing about customer safety to give out discounts.	X	X
2558	Bart really should not be as expensive as it is already. You make more than enough and even more with parking fees.	X	Unknown
2486	Bart should be accessible to EVERYONE, including FREE fares for those who cannot afford it. Any public infrastructure that is not available to EVERYONE is unjust and only serves to exacerbate inequities. As the richest city in the history of the Earth, we are absolutely able to provide these critical public services. It's not a matter of how, it's a matter of political will.		
1425	BART should be accessible to everyone.		
1885	BART should be free for anyone receiving SNAP ie food stamps or SSI	X	X
2577	BART should be FREE for Students (August to June) and Seniors (year round).	X	
1095	BART should go to flat fares. This would inherently help low income riders, since they usually live further away from the city.		
3260	BART should have a flat price monthly pass.		
3004	BART will need to create new plan, to have BART Train Monthly Pass like did with ACE Train, Caltrain, SF Muni Rail, and VTA in San Jose. I think BART is a long overdue to have train monthly pass for unlimited rides	X	X

Survey ID	Comments	Low-Income	Minority
1018	Bay Area is an expensive region to live in and with the current income bracket, many residents in San Francisco do not qualify because they are outside of the maximum income level. Is BART open to expand the maximum income level to be more inclusive of riders who are outside of current maximum income level or find another way to be inclusive of riders who are in the lower-medium income bracket?		X
205	Before my senior discount kicked in, riding BART was a hardship. At that time I was working and using Bart to and from work at least 6-7 days a week and sometimes more than 4 times a day.	X	
1157	Besides low income, a college student discount would help so much. Not just for local Bay Area colleges, but for Bay Area residents who go to school out of the area and need a mode of transport when they come back as well.		X
553	Besides of the low-income riders, please also consider a higher discount for frequent riders. Many low-income/ welfare receivers are already collecting supportive services (transportation).		X
3596	Can we get a subscription program that reduces the amount for a month, also please improve technology capacity. I would like to use my phone to prevent having to purchase at the Bart station	X	X
154	Can you please make a transbay BART/Muni monthly pass?		
3227	Change the income thing to include any artist (or person who has to commute via bart and doesn't work for a tech company)and young people under the age of 25. I stopped taking BART because it was too expense. Cheaper to just take a Lyft or drive a car when I need too. Or just make a multipass, bulk buy pass, something. BARTs fees are outrageous. Also, stop allowing the murder of black people on your properties.		X
378	Collaborate with other agencies such as CALfresh and EBT to reduce the paperwork strain		X
2851	College students should also receive a discount	X	X
115	College students should be included. I know SFSU students have a 25% discount but some of us have to pay \$16 round trip when commuting from Antioch		X

Survey ID	Comments	Low-Income	Minority
2503	Consider single households especially for those who are part time students.	X	X
1336	Coordinate it with free bus to BART because big issue is the getting to the BART station.		
3448	Cut rates for everyone, onstead of on the earnings of tax payers.		
302	Definitely lower costs to ride BART. It should cost less to ride BART than drive over the bay bridge.		
3262	Discount for disability.	X	
2387	Discount has to be given to all frequent riders, not only to low income riders.		X
2287	Discount is a great ideal, but not at the expense of the rest of the riders. Like rate hikes or less services.		X
738	Discount should be bigger; mass transit is too expensive in the Bay Area.	X	
2465	Do not use the federal poverty line limit. Bay area is more expensive to live. Almost no one would qualify for the discount. Also consider student discounts.	X	X
1584	Do they already receive a 50% discount, that used to be 62.5%?		X
3400	Does this program potentially reduce fare evasion?		
3216	Don't know anything about this yet		
95	Don't think people who are that poor will know about the program		
1230	Due to the housing crisis, commuting is becoming the only option for service workers and low income work in the city and inner Bay Areas. Now, outer Bay Areas have become just as pricey, and outer Bay Area residents heavily rely on Bart to get to their jobs. Transportation costs more against the wages of lower income, which dont have work from home or drive to work options.	X	
2814	Ensure that the discount program is not offset by fares paid by regular users		Unknown
690	Even a 20 percent discount isn't enough. Fares are really expensive!		

Survey ID	Comments	Low-Income	Minority
827	First, about time! What took so long? You should take it 10 steps further, by providing up to 40% off in addition to providing an option of a day pass for those that don't meet the ridiculous 200% poverty line. I spend \$60 per week (\$240/month) , and that's with a commuter card, but I've always felt you should have a \$10 day all commuter pass. Ideally, make it work between muni, AC, etc. Do something for the people other just keep asking us to pay for your repairs. You have plenty of \$\$\$, but do you have ??.		Unknown
3219	Folks that work service jobs shouldn't have to pay a quarter of their pay check commuting because they can't afford to live near their jobs.		
1960	For low income riders at the currently proposed eligibility requirement, it feels too out of reach and not enough of a discount to significantly help.		X
1028	for now I only really take bart for work, but i'd love to be able to afford to go out dancing like I used to. It'd really help if bart ran a little later as well!	X	
1032	For students also paying loans and fees and coming back and home from school to work to home	X	X
1077	For the bay area, families of 4 making more than \$50k would still need the discount.		X

Survey ID	Comments	Low-Income	Minority
1345	<p>For those that can document their use, not just income alone, this could be a game changer for those families.</p> <p>If someone not currently using bart but would otherwise do so because of the discount should be given an opportunity to demonstrate that use via a probationary period.</p> <p>At the end of a 90 day period (?) riders that meet income requirements AS WELL AS meeting a minimum number of rides per week/month would be allowed to stay. Those not doing so would not be allowed to utilize the program.</p> <p>This should be targeted, not wholly based on income. Or more frequent ridership lends itself to greater discounts, etc...</p> <p>Joseph Camacho 510.691.9183 josephbcamacho@gmail.com</p>		X
1085	Give low-income riders even higher discount like 50%		X
642	<p>Given the high cost of living in the Bay Area alone, using the federal standard of poverty isn't realistic. Being considered "very low" income at the federal level is already low in much cheaper places such as North Dakota. You need to use a better measure of low income that is more appropriate for our area such as level of housing burden or being a certain percentage below the local median income. This would make it more accessible to people rather than setting the bar so low that almost no one can qualify. I do understand that this is harder to do logistically but I think that it would be more beneficial to the people who are living so far out in places at the end of the line (and further) due to gentrification and have to pay hundreds of dollars in bart fares to get to their jobs that may only pay \$50K for a one person household, which isn't much in the Bay Area at all especially after they budget out Bart fare.</p>		X
2099	Good idea but I would like to see a greater discount for low income riders		

Survey ID	Comments	Low-Income	Minority
3198	Good idea, as long as it doesn't require too much bureaucracy to receive a discount. BART is quite expensive, particularly for Transbay trips. Ensure that it has a consistent policy with connecting transit agencies, and make it so that applying for a discount with one agency makes it apply to the rest.	Unknown	X
2127	Good idea. Then enforce the gate jumpers.	Unknown	Unknown
468	Great concept... need more trains and better reliability... already over-capacity during peak hours...	X	X
431	Great idea also kids thru 12 grade should ride free tied to library cards maybe Discount for college students tied to college Id		
3217	Great idea and will really benefit the community, but the cut off for what is considered low income should use Bay Area specific statistics NOT the federal level as the cost of living is much higher here than almost every other region in America		
2073	Great idea to help low income riders get to work and be productive. However, I worry about attracting some of the wrong crowd. Can you increase security and the number of trains so that trains don't get overly crowded, and keep commuters feeling safe and comfortable?		
3247	Great idea! And even better idea would be to make it a 50% discount. I wonder if a Medicaid number could be easily verified and substitute for whatever financial forms would need to be filled out to qualify.	Unknown	X
1084	Great idea!! I would offer a sliding scale discount based on income. Riders who fall below 100% FPL get a 30% discount, between 101- 200% of the poverty level get a 20% discount, between 201- 300% then a 10% discount. The FPL does not take into account the higher cost of living in the Bay Area and I feel that a lot of riders would not meet the 200% or below criteria.	X	
1102	Great idea, but 20% is too small of a discount for true low-income people.		X
3234	Great idea. 20% is too puny of a discount though. Get more taxpayer funding to lower fares more.		X
2190	Great idea. How about a bigger discount? 50%		Unknown

Survey ID	Comments	Low-Income	Minority
1436	Hace cerca de 18 años tomó el BART de lunes -viernes y los fines de semana ocasionalmente pero causa frustración ver todos los días personas de todo tipo de sexo,jóvenes,adultos,y de toda condición económica q se pasa sin pagar y no tienen ninguna consecuencia sus acciones . Espero q este descuento no origine el aumento de tarifas para subsidiar a toda esas personas q se beneficiarian gracias *About 18 years ago I began taking BART Monday-Friday and weekends occasionally. It causes me frustration to see every day people of all sexes, age, and of all economic status not pay fares and do not have any consequences for their actions. I hope that this discount does not originate the increase of rates to subsidize all those people (fare evaders) who would benefit. Thank you.*		Unknown
2067	Happy to have low income riders ride more so long as they are qualified, working individuals. My worry is this could increase more vagrants or delinquents on board. Has a study been done to see how many people are actually not using BART currently that otherwise would with a discount? Would like to think this isn't being done just from political pressure without any substantial data to back it up.		X
3176	Have been considering having to quit job bc the pay to get there is \$16 a day. Already inflated rent and toll. At least let Bart have some decency	Unknown	Unknown
348	Higher forms of discount should be applied to students taking Bart and seniors 60 and over		X
2015	Honest question: What are the reasons you believe this program is important or would benefit your riders? Related comment: I see dozens (not exaggerating) of folks jumping the gates every single day (weekdays and weekends). Many are between the ages of 15-25 years. They are taking up spots in the cars without paying. Who will subsidize their fares plus this discount you are proposing to low income riders? I don't mind implementing a generous program like this, but it's unfair to have honest customers offset extra costs.		Unknown
301	Hopefully it doesn't raise my fare to give discount to the low income		X

Survey ID	Comments	Low-Income	Minority
1000	Hopefully would encourage less gate jumpers and lower the fares for everyone		X
2654	How about discount for everyone? The current Bart fare is way expensive for average riders.		Unknown
1025	How about having a weekly and monthly pass?? That would save commuters money, stabilize your fare income, and also you could discount it for low income riders. Metro North and the nyc subways also do this.		
1941	How can you gas tax dollars for this?	Unknown	
1974	How can you possibly verify who is low income? How will you prevent everyone from claiming they are low income?	Unknown	Unknown
1590	How do you measure the success of this program?		X
33	how do you qualify?		
469	How does BART propose low-income qualifications will be verified. I suspect these benefits would be abused with the burden falling the shoulders of full-fare riders.		
724	How is this being paid for? BART can't keep the escalators running and has so much differed maintenance to clean up. I worry that this would end up being another revenue drain when the basics aren't being covered.		
3263	How will BART make up the lost revenue? Perhaps this program should be funded by the low-income riders cities of residence.		
1368	How will it effect your regular riders like myself who do not receive any discounts and use bart 5 days a week. You should as give your daily rides a discount.		X
2898	How will the discount program for low income riders reduce fare evasion?		X
787	How will the program be paid? Will fares increase for regular riders to offset the discount? Will this be a ballot measure?		X
177	How will this other than the event for this discount, how will this discount be advertised to the public? This discount would be a great thing for most people and if it wasn't properly advertised, I think not many people would know it existed.	X	X

Survey ID	Comments	Low-Income	Minority
522	How will you fund this? Can't be taxes or bonds, so higher rates for the rest of us. And then why not lower rates everywhere? Tolls, gas, cars, food. You get discount, and you get a discount, and you get a discount! Everyone gets a discount!	Unknown	Unknown
3088	How would it be enforced? How can BART make sure riders don't allow there family and other's ride with there pass?		X
2526	How would low income riders receive the discount if they ride with multiple transit agencies such as VTA and AC Transit? I find it more useful to Auto-Load cash to my Clipper card for easy transfers from one agency to another.		X
1216	How would this be verified?		X
2003	How would this program affect other riders. Will this mean fares would increase for riders not in the program? Who will foot the bill?		X
1733	How would you prove you qualify? Would a medi-cal card do it?	X	
3671	I already have discounted travel on account of being disabled but many of my friends cannot afford to ride as often or as far as I can simply because they are low-income and let's face it, in the Bay, that's a lot of people	X	
3163	I am a San Francisco native who was forced to move because of the rent. Now i am forced to pay for Bart just to work in a city i can not afford. I am a single mom who makes 48k a year. My 1 year old son rides Bart Monday - Thursday (driving is too expensive and too much of a hassle). To qualify as low income to commute would not only help me but other natives and families who are struggling to survive.		X
3687	I am all for helping who need assistance with paying the fare that they can afford. Yet I concerned it is not going to do anything. It is much easier to just skip the fare and not pay at all than getting a discount. It would also need to be a seamless experience in order for people to utilize it.		
2989	I am concerned about how this will affect the need and funding of safety on BART since the amount of revenue will change in a negative direction.		X

Survey ID	Comments	Low-Income	Minority
1713	I am not a low-income rider, but I do think you should consider a much higher discount / lower cost program. There is a lot of turnstile jumping already; I am not sure 20% will disincentivize it. For a family of four making less than \$52k, it should be 40-60% off. The benefits to the communities they serve would offset the cost.		
2874	I am student at CAL, and we receive free AC transit bus rides but no discount on Bart. Many of us have jobs and internships that require us to be in the city and it's difficult to do so on such a low budget as a student.	X	X
932	I assume proof of income would be required?	X	X
697	I cant afford Bart at the moment, but a 20% discount is not enough, especially when considering how poor the service is for the cost. In London, the oyster card, their version if the clipper card, gives users a 50% discount on a fare. The transport system is incredibly vast, and the trains and stations are in much better condition. Considering how poorly kept the BART system is, and how small our BART system, the cost of transport is ridiculous and only a 20% discount is pathetic.	X	Unknown
675	I can't afford to ride BART often even though I want to. Just for myself, it is expensive, but when considering riding with my three kids, it's just too much. The discount should be higher, 50%. And, like other metropolitan areas and MUNI, youth fares should be provided.		X
2231	I commute between Concord and Civic Center five days a week. Every day I see a dozen or so BART riders waltzing into or out of the Civic Center elevator, without paying. Most of them in their 20's, and able-bodied. And never see any BART personnel doing anything about it. I'm disabled, but pay full fare. I hope this program helps the people who really it. BART is EXPENSIVE to ride! BTW, I appreciate the clip-boarding staff in the Civic Center elevators, which are no longer being used as bathrooms.	Unknown	
512	I do not think the discount is enough - it should be the same as for low-income riders in other defined categories - i.e. disabled and senior adults. There's no reason to distinguish and this program needs a steeper discount to make a meaningful change!		

Survey ID	Comments	Low-Income	Minority
1522	I don't think the discount is enough to make a significant difference. The BART tickets should be more reasonably priced for everyone.	Unknown	Unknown
2569	I don't believe BART should use the federal poverty level to measure this discount. The Bay Area is so expensive to live in that any comparison to nationwide income levels is laughable. Anyone who is 200% below the federal poverty line is either homeless or has already moved away. Unless the bar is raised, this will help no one.		
2512	I don't qualify for this - my income is too high - but I did want to note that I was surprised to hear that the target discount is 20%, compared with the RTC discount for seniors/disabled (which I do qualify for) of 62.5%.		
1826	I don't the rate should have to be so high (200% of the poverty level). I believe it should take in consideration that this is the Bay Area. That even though we make more in wages that expenses are higher as well. Also this should go through either way, we need to support those who are less fortunate.		X
227	I don't think 20% is enough, although of course it's better than nothing. MUNI's discounted monthly pass, Lifeline, is HALF the cost of a regular Fast Pass and for truly low-income that \$39/month is still a lot. I can't tell you how many times I haven't taken BART when it would have been much faster, just because I couldn't afford to pay the fare on top of MUNI.	X	
186	I don't think it captures enough of the low-income riders or would-be riders. The information provided didn't show what the income for households of one or two should be to qualify, but I'm assuming if it can't only be \$50,000 for a family of four, a family of one or two would need to be significantly poorer (\$10,000/year) to qualify. While I believe programs are needed to assist such families, the Bay Area is a very expensive place to live. The curve is very different from federal definitions of poverty. A family of one in the Bay Area should be considered poor if they earn less than \$40,000 per year.	X	X

Survey ID	Comments	Low-Income	Minority
852	I don't think it's good enough. I commute from Marin, and I think there should be reciprocity. I should not have to pay for Bart to travel the 4-stops to get closer to work after I've already spent \$6 and nearly an hour coming from San Rafael.		X
2547	I don't think most people would care if it's only 20% because the green and red bart cards have a higher discount value, so they would still stick with those.	X	X
839	I feel like the discount could be even more. Maybe 50%? I think bart is quite expensive.		X
460	I feel that the price of my Bart fare is inelastic. The fare of Bart never stops me from purchasing a ticket or choosing to ride it.		X
527	I fully support this as long as BART takes a more aggressive stance on fare evasion and other bad actors abusing the BART system.		
3137	I have genuine concerns about the cost to manage such a program. If it could be done with little overhead, I would favor it. I also wonder if it will reduce revenues in a way that requires eventual fare hikes for other riders down the road. I love the intention behind this, but not sure it makes sense to implement social transfer payments at this small a level—leave that to broader policy initiatives that can reap economies of scale. Thank you.		
815	I have the free muni rtc program card until 2023 and would like bart to offer that as well at least in the city so getting to ccsf would be easier.		
2909	I hope discount would apply to BART daily parking during the week as well.	X	X
991	I hope it's easy to sign up and access! I feel like if folks have to go through a lot of steps to register they won't know about it and it won't be as accessible.		
1121	I hope that there will be income verification options that folks of various backgrounds could provide. I worry that the program could be exclusionary to immigrants, who we know rely on transit more heavily than the general population		X
1893	I hope that these fares will affect the disabled riders as well.	X	
1176	I just don't want to see this discount program subsidized through a fare hike on other riders.		X

Survey ID	Comments	Low-Income	Minority
2096	I know that sometimes these programs are easy to get started by using qualifications for services like CalFresh, etc to validate need, but I hope you will just also take income verification through tax returns, as I don't use many services but would for this BART program.	X	X
2010	I love the idea of it but it should definitely be a higher discount for low income students. UCB, Laney, and Berkeley City college are the most BARTable and you have probably thousands of low income students riding every single day to each of them.	X	X
2973	I make an okay amount. I already ride BART a lot so I would not ride BART more often, but back when things were tighter and I was not obligated to ride BART (could take bus instead), a 20% discount would probably have encouraged me to use BART. Although a 40% discount would have been better		X
379	I personally do not meet low-income qualifications but nevertheless struggle to make ends meet day to day. I am concerned that the funding for a 20% discount would come from increased fares passed to non-discounted riders and that is something I cannot afford.		Unknown
3066	I qualify for the disabled discount and could not ride bart without this discount. I know people who work full time who have to ride bart, but in reality can not afford the fair. What do they cut back on in their budget? Food. Make the low income discount the same as the disabled discount or its just good PR, not real help.		X
455	I regularly use the BART app to report issues and I never receive a response. How is BART prepared for the influx on potentially a large influx of more riders? Bart is already astronomically high and this cost has to be consider when taking a job, all riders could benefit from a discount.		Unknown
2197	I support it. I think the threshold should be an even higher income and the discount should be 80%.		
946	I support low income discounts. However, I do not support increases in regular fares.		
1773	I support the idea in principle! But it's almost laughable how small the scope is. How many families of four can survive on \$50k in the Bay Area and how much difference would a 20% discount make? If anyone can make that work here they should be riding for free.		

Survey ID	Comments	Low-Income	Minority
978	I support this and I think it should be extended to people who make more than just 200% of the median income (maybe 150%?). To be clear I would not qualify for either version but I support the concept of a low income discount for people for whom the fare is difficult. Thank you.		
608	I think 20% isn't enough. Low income riders should pay the same fare as disabled/senior riders. In Portland all of the above pay 50% per ride/28% for a monthly pass and it's lifesaving	X	X
2349	I think 200% of the poverty rate is too restrictive. Perhaps 150%- 125% would be more encouraging.		
475	I think a discount program for low-income riders is a great idea! I think it should be a greater discount (i.e. the discount of senior and disabled riders).		Unknown
510	I think a discount should also be given to middle income households as well.		X
445	I think a family of 4 making \$89k a year would still have a hard time paying for Bart every day. They would benefit from a program like this. The low income restrictions in SF are ridiculously low most of the time. SF is becoming unaffordable more for the middle class than poor and rich classes.		X
2164	I think BART fares are higher for everyone but people still use it to avoid very bad traffic and very very expensive parking. It will be more economical for whoever gets this benefits, but who will pay for their discounts?		X
3565	I think daily commuters with low income coming from further away where housing is cheaper will need a significant discount to help them achieve a better standard of living. I also wonder why BART can't be automated, cost lowered by increasing riders volume, and made to cover the BayArea more extensively, so that driving becomes no longer necessary. Why doesn't BART stretch to Marin county, and connect across bridges like Dumbarton, etc	X	Unknown

Survey ID	Comments	Low-Income	Minority
3399	I think dropping the rate for those in poverty would benefit a great number, however, if BART wants to survive with the ever unstable economy, it should invest more in high speed rail to gain more support from the public.		X
1478	I think it could/should be a higher discount than 20%.	X	
3378	I think it is a great initiative and wish it could be a greater discount for those who are homeless or unemployed.		X
3196	I think it is a sound policy in comparison to other less sustainable options (i.e. automobile). However, fare evasion ENFORCEMENT is lacking at 16th St. & Mission. I travel daily (roundtrip) between Pleasant Hill and 16th St. & Mission. The station gate agents at Pleasant Hill enforce the gates and do not allow fare evasion. The station gate agents at 16th St. & Mission DO NOT enforce the gates and allow fare evasion right in front of them. That is if they bother to wake up or look up from their phones. SAD!		
123	I think it is important to keep public transit accessible to those who need it most. I am in favor of a program such as this which would make it easier for low income passengers to move around the bay. But there are many things to consider: many people fare evade when riding BART because they simply cannot afford to pay the proper fare. I am concerned that, because the fares are already very high, even with the discount, the fare may still be too high for those who are struggling financially. Furthermore, fare evasion on BART is rampant, resulting in major loss of revenue and thus better enforcement of fare evasion would be needed. I believe that if fare evasion could be eliminated, BART would actually be able to make fares more affordable for all of us.		
658	I think it should be 30-50% off sliding scale depending on how much you make, if you're a student etc. The cost of bart is so prohibitive, especially with the new toll hikes on the bridge! Yikes! How will low income folks like us ever afford to keep making it to work or school?	X	X

Survey ID	Comments	Low-Income	Minority
3283	I think it should be a bigger discount. I hopefully won't qualify, but commuting in and out of SF every day costs me over \$300/month - comparable to my health insurance payments. Families making less than \$50k a year in the Bay Area are likely to live farther from where they work than wealthier families, and may run up transportation costs even higher than mine! Anything that gets that fixed cost down will be a big help, and businesses in SF and the surrounding cities need people to be able to afford to get to work.		
2320	I think it should be fair enough to match the low-income riders discount with the senior and student current discount rates.	X	X
722	I think it should be more than 20 percent because Bart is very expensive and when you are low income and have to ride the Bart everyday it really puts a dent in your wallet.	X	X
1509	I think it should be more than 20%, perhaps 40% for a proper discount. Or, simply half to match the other discounts and keep it simple. 200% of the poverty line is income unstable and not a good place to be; help folks out more than 1/5th.	X	X
249	I think it will make it more accessible to those who use it. Also having more trains would be good.	X	X
2969	I think it would be better if the limit was more than 200% as a lot of people in the region are struggling as it is, and 200% really only serves the absolute most destitute and not the low income working class who use BART to get to and from work/home. Additionally, a zone scheme should be set up where low income customers can link their Clipper to BART and can get discounts for riding within a specific zone..example would be SF as a zone, where riders can use clipper card that's registered in the program to ride at a lower cost or unlimited rides within that zone for lower cost than the BART/Muni passes.		
1875	I think it would be great to start a program like this. Please look into it for the youth as well.	X	X
3132	I think it's a great idea and would support an even larger discount.	X	

Survey ID	Comments	Low-Income	Minority
1862	I think it's a great idea, but if it does encourage more Bart riders, Bart needs to find a way to make the actual system more reliable and have less delays. I feel like a lot of people choose other ways for transportation because of how unreliable it can at times.		X
770	I think it's a great idea. I think that making it free for low income people would be the next logical step which I agree with.		
2009	<p>i think it's a good thing.</p> <p>i also think there should be more enforcement when it comes to well to do folks that skip out on fare because they think it's fun/funny. it happens a lot.</p> <p>i understand when low-income folks skip out on BART fares and personally feel fine when it comes to subsidizing fares that are hopefully more affordable for them (which is basically the situation as it stands already).</p>		
2580	I think it's a great idea if, and only if, fare evasion is no longer ignored.		
2862	I think it's a great idea, however, I'm curious about how you will be able to implement it. Are you asking for W2's or what. Very interested in how this will play out without offending anyone.		X
687	I think it's a great idea, the Bay Area is very expensive for all, especially people who make minimum wage. I also think running 24/7 with limited trains would be even better. Many people have to be at work for graveyard shifts can't commute to work.		X
2294	I think it's a great idea. To keep things simple PLEASE use the exact same qualification rules and activation process as the Muni Lifeline Pass. Ideally such a system should be available regionwide, but AT A MINIMUM you MUST coordinate with Muni.		

Survey ID	Comments	Low-Income	Minority
1535	<p>I think it's a nice suggestion, but misguided approach. There are several concerns. 1) What is the suggested procedure to acquire a low-income discount? How long does it take to authorize a discount-card? BART and many Bay Area transit suffers from lack of easy-to-acquire information about transit - especially on-site (it's ironic that it's easier to find information online than offline). So I wonder if BART will be successful in getting sufficient numbers to sign-up for this program. I would suggest setting-up human information booths at each station with sufficient advertising, so that riders can easily sign-up. Also, if the sign-up process requires days/weeks, I think that it will discourage low-income riders who would want the immediate effect, especially when they are tight on money at the daily level. Can they get a paper-permit that they can show to operators?2) How will you manage abuse of this discount? How will this prevent discrimination? Will certain types of people be barred from this program? I presume that this discount program would require some application with tax-return information. What are the requirements to obtain this discount? Does this study account for the actual and potential socio-economic demographics of the riders? 3) Will this require annual renewal program? Can riders apply any time? This is pertinent for riders who experience sudden financial struggles and may want the immediate effect. 3) My daily BART-ride frequency has not changed despite having the 15% discount for SFSU-affiliates. This is because my work-commute has not changed and has required BART either way. In the grand scheme, the few cents saved on my BART rides have not had a significant effect on my budget.</p>		X
2605	<p>I think it's a very good idea. While I was studying and low-income, the muni lifeline pass was really important to me. It allowed me to go to class and to work. I know that discounted BART passes would be similar for other people. In fact, I think the discount should be 50% like the lifeline passes.</p>		

Survey ID	Comments	Low-Income	Minority
766	I think it's a wonderful idea. I would gladly "suffer" a small fare increase if it meant that low-income workers would have a few extra dollars at the end of the week. My only concern would be whether it would lead to an increased number of unhoused individuals taking advantage of the discount and behaving poorly or taking up space on crowded trains. I don't mean this to refer to homeless people in general, just to a minority that would use the trains as a place to sleep.		X
1655	I think it's absolutely necessary for low income folks and I don't think 20% is enough - the discount should be higher.		
1325	I think it's an important step, but it should be a deeper discount. BART is unaffordable for low-income people, especially youth, young adults, and seniors. It's often cheaper for me to drive than to take BART.		X
1334	I think it's great. I see a lot of fare evasion at my stop, so it would be good to offer incentives to pay while enforcement is stepped up.		
1266	I think low income riders should qualify for 50% off tickets, or even free ones. Bart is very inexpensive and 20% doesn't do much. We know the money is in the city. Find it and help low income folks ride without worry.	X	X
2943	I think low-income riders and students should pay a flat monthly rate. In Madrid I've used their metro system where I payed 20€ a month and paid every month. I believe it'll increase the number of riders and highly benefit the East Bay/ Bay Area community.	X	X
2858	I think that the discount should be even more for low-income riders, and there should be a BART-sponsored commuter benefits program for low-income people who ride to work, or maybe a flat fee for longer-distance riders.		
2668	I think the discount program should not use the 200% federal poverty line as the threshold, because the cost of living in the Bay Area is so much higher than most metropolitan areas in the US. For example, the max a family of 4 can make to qualify for this program is about 50K. Whereas if you look at the Bay Area median income, a 100K income still makes you low income. The program should use AMI (area median income) instead.		X

Survey ID	Comments	Low-Income	Minority
2582	I think the discount should be increased to 30%, and that the eligibility guidelines should be more inclusive to ensure all families who need this discount can receive it.		X
1335	I think the discount should be more than 20% but no more than 40%. All in all the fares getting to and from the city, still isn't affordable with a 20% discount. Also, I doubt that level of discount will be effective to what is the growing cost of traveling to and from the city.	X	X
3577	i think the discount should be offered to people who actually need it (commuters such as students and workers) as well as people of low income.		X
2417	I think the discount should take into account the amount one spends on BART as a percentage of their net income. Someone who parks at Antioch and BARTs to SFO will benefit more from the discount than someone who rides from Berkeley to 19th.		
2247	I think the low income discount should be 50%		
2622	I think there needs to be documentation to prove income because there are a lot of cheaters out there! Also, perhaps this will reduce the number of people who cut the turnstiles.		
1153	I think this can provide a beneficial potential for both the recipients and BART. However, I believe that the discount should reflect closer to the disabled and elderly discount.		
1931	I think this is a good idea. Just make sure cheaters are held to a minimum.		
2351	I think this is a great concept/idea. However, fare evasion is a major issue that requires more and faster attention than BART is putting forth. With less fare evasion, BART would have millions of additional dollars per year in its budget to fully fund programs such as this proposed one.		
401	I think this program is a fantastic idea! I am concerned about people potentially conning the system in order to get a discount even if they don't qualify, but I still think it is worth pursuing.		
2613	I think this program is great in its intentions, but needs to be tinkered with before releasing it publicly.		X
2239	I think this should be expanded across all platforms that take clipper card. I also believe that it should be more than 20%		X

Survey ID	Comments	Low-Income	Minority
2747	I think this would be a fantastic and equitable idea if BART took into account costs of living vs. actual income for the Bay Area. While it's a start, I don't think that needing to be 200% below the poverty level to qualify for this discount is reasonable. Consider how much expanding the criteria could BOTH save riders money AND thus increase BART's attraction and revenue	Unknown	Unknown
3571	I think this would be great! I don't think I'm in this low income bracket but I think that those who are should get an even greater discount than 20% off!		
2236	I think we should make it FREE for anyone using public assistance, food stamps, WIC, etc. Anyone making 200% below poverty line should ride for free. Tax the f'ing tech/finance/corporate sector at a fair rate and we could ALL ride for free!!		
3525	I think you need to take into account many single people don't make a living wage and still don't qualify for low income options. I make \$17,000 per year and am not eligible for assistance.	X	
2304	I think you should consider some local measurement of poverty. It is well established that the poverty level in the bay is much higher than federal. It is a good idea, but Bart will be criticized if you don't consider local factors.		
1823	I think you should give this discount to the thousands of riders that ride your system every single day as well. \$10.90 a day is too much for the poor service I get on bart. I get a way better experience on caltrain for way less. The HVD ticket is not valuable at all when I have to pay \$220/month on train tickets (not counting the additional \$60/month for parking.)While I commend you trying to give low-income riders a more accessible price point for the system, I wonder how this will affect the current homeless problem within the system. Will there be more homeless people peeing and shooting up on the trains while hardworking, paying customers pay the brunt of the discount?		

Survey ID	Comments	Low-Income	Minority
2664	I think you should help low income riders. I would not be opposed to letting them ride for free and charging more during rush hour to compensate for it. However, I understand this would be a hard sell for the general public. When I was low income, there were days it was hard to come up with transportation money and there is no option to walk across the bridge.		
1932	I totally support it.		
870	<p>I was just looking at this article that talked about your discount: https://www.nbcbayarea.com/news/local/BART-Seeks-Public-Input-on-Proposed-Discount-for-Low-Income-Riders-503413201.html?fbclid=IwAR37doX6scaXuGj4IyadCwFFuSdtzwLpbU7npTi9o3bESNgKkKtrT2lEV6Y</p> <p>I think a 20% discount is better than nothing but I also feel like Bart is extremely expensive compared to the bus or compared to transit in other cities. It's not clear to me why Bart is so expensive. I feel like a 20% discount is not much for a family of four who is living on \$50k a year. I would like to see a higher discount for individuals at 200% of the federal poverty line. I would also like to see a discount for other low-income individuals who are not as in dire straights as a family of four living on \$50k a year. Honestly, this is the Bay Area and it is expensive to live here. Public transit should be accessible to all.</p>		X
2888	I won't qualify. I would like the discount to be higher		X
3696	I work hard for the money I make. Why shouldn't middle class people get a discount as well. Lower all fares by 20% and maybe you'll get more riders. Between the high prices and dirty cars I hardly ever ride any more. Giving discounts to low class riders will just increase the crime on BART. Allowing the thugs easier access.		X

Survey ID	Comments	Low-Income	Minority
3065	I work in the nonprofit sector, and while I make a good income (65k/yr), the cost of living in the bay means that commuting via bart is a *huge* but necessary expense for me. There are other people who need a bigger break more than I do, but I think anyone making less than 80k a year would benefit from a little relief. Crazy to think that 65-80k a year is "low" income in this day and age.		
678	I would also suggest a type of discount/subsidy for individuals who make more than 50,000. Making a bit more than that does not amount to being financially secure in the bay area.		X
18	I would appreciate a flat monthly payment that would give unlimited rides. When I lived in NYC, MTA providing this service really helped support the people living there		
3482	I would have expected the discount to be larger than 20%. Regardless, this idea is a no-brainer -- just do it!		X
197	I would just stress that though it would be great, make sure proper procedure is in place to not allow fraud...		Unknown
166	I would like to see discount rates at different levels based on a variety of factors Really glad to see that you're doing this		
369	I would love to ride bart more, but I can't afford to be late to my job. Having the discount would be nice, but if I'm constantly late because of Bart, I won't ride it.	X	
684	I would support it if it targeted lower income people (maybe 50% of AMI)		
390	I would support the program as long as fare evasion at the stations is prevented.		
2682	I would think a larger discount would make more sense. Ticket prices, especially transbay, will still be quite significant even with a 20% discount, and what is easy for financially secure people to pay could be very difficult for low-income riders to pay.		
2836	I wouldn't qualify unfortunately but I know that 20% discount isn't enough for lower income families. Bart gate along with having to pay for parking it's all very expensive. The discount should be higher.		X

Survey ID	Comments	Low-Income	Minority
428	I'm for this program to increase equity but I think that bart should reserve the right to revoke participation in this if the pass holder is found guilty or in violation of any bart or local crimes — fare violations, public defecation or urination in a station, etc. Also the pass should have a photo on it to reduce trading and theft, like the disabled permits.		X
32	I'd prefer a larger discount for low income - across the Bay and Long trips especially. It's cheap in cities		
1934	If it's helpful to families then great. As long as there are not more homeless people sleeping on BART.		X
1083	If low income riders pay less, would that mean that future BART extensions would need to consider higher-income areas a higher priority for fare reasons?		X
176	If low middle income riders could have a discount as well, it would be more great.		X
1963	If such a program was implemented, it should be available to those in need and there should be penalties for those who abuse the program. Heading into it, BART should be aware of how many riders jump the faregates (will a discount program prevent this?), how many utilize BART as a warm spot to take a nap out of the cold (does BART know how many do so?), and how many low-income riders this would actually benefit. Could this be paired with other incentives - discount on food or drink at participating cafes/restaurants?		
1269	If you increase it, it would make more of a difference to the community.	X	X
825	If you want the money to offer a discount, build more parking structures, end permit parking, and charge a flat fee so people can park any time. I ride at Fremont and the parking lot is half empty in the mornings. People park on the street because permits are too expensive, daily permits have to be printed out, and even if it's after 10am, you can't pay for parking with your clipper card. You're losing revenue by making it too hard to park.		X
113	If you're going to do it, you need to be thoughtful about how to make it accessible to those who need it. Too often programs like these create boundaries that prevent participation by requiring a linked credit card/bank account or internet connection or signing up during limited hours at select stations.		

Survey ID	Comments	Low-Income	Minority
1819	I'm a student who makes 0\$	X	X
1912	I'm all for helping out low income families, the Bay Area is an incredibly expensive place to live, and I'd even be for increasing the threshold to households earning less than \$75k/year; but I want to see a crackdown on fare avoiders. I've heard talk all year about how BART was going to crack down on people who don't pay their fair share - yet everyday on my ride from Richmond to 16th and Mission (and back) I see people who don't pay. Fix this so we can actually pay for helping low income families out rather than by increasing my fare's.		
998	I'm curious about how one's low income status would be verified.		X
3373	Im currently in the free muni rtc program until 2023 and expect renewal. Id like to see free bart for the rtc program within the city.	X	
2591	I'm not technically low-income, but I also support a more generous high-volume ticket discount. I spend SO MUCH MONEY on BART tickets -- I need more than two high-volume \$64 cards per month to commute daily between Glen Park and Downtown Berkeley, and the \$4 discount per ticket is really paltry.		X
1848	I'm tired of paying more and more taxes to subsidize others. So many people hop the turnstiles anymore, I feel like I'm one of the few fools that still pay full price. Fund this program by catching more cheaters instead of punishing the paying public more.		
1042	In addition there should be a program for commuters - especially transbay. Fares are quite steep - a family with two daily commuters must spend quite a bit of their budget on commuting when using BART		
2687	In Bart you usually encounter foul behaviour, public nuisance by not so well to do people. This program should ensure that it's not attracting more of those to keep the decorum		X
3099	Include those on social security. It's getting tougher to reside in CA on 2300.00 a month Those on SSI don't qualify for food stamps or other programs.		X
2986	Income based if under a certain level. Also, implement monthly passes like Caltrain!		

Survey ID	Comments	Low-Income	Minority
81	Income level to qualify should be higher. The cost of living warrants an expansion of the persons qualifying for this discount.		
3120	It doesn't go far enough. BART is extremely expensive for poor and working class people. I get a disabled discount which is 75% and actually makes it affordable. 20% is just grandstanding.	X	
140	It needs to be easy to apply and simple to verify eligibility. I am disabled and the reason I haven't gotten that discount is it has been hard to figure out how to get it.	X	X
3086	It seems 20% is quite a small discount for low income riders- with fares at nearly \$3, 60 cents is very little.		
192	It seems like your income threshold is too low. It should be a bit higher. Theoretically anyone earning minimum wage and lower should be eligible. The Bay Area is insanely costly to survive in and while this program can go a long way to retain our most vulnerable residents, let's make it truly effective and wide-reaching		
777	It should be 100%, and you should tax all the billionaire tech scum who profit off our labor.	X	X
2118	it should be 50% not 20% actually bart should be tax funded and free for everyone no matter the income level		
647	It should be a 40-50% discount, as in Seattle (with ORCA Lift), in Minneapolis, and even in SF (with MUNI lifeline).	X	
2515	It should be a higher discount. 30%-50%. Bart prices have gone up significantly in the last five years and my income doesn't match that hike . It's harder to make ends meet because of this and I wind up driving more.	X	
490	It should be applied monthly and rely on the same data used for EBT or CalFresh	X	X
180	it should be easy to access and require zero hoops to jump through unlik other benefit programs		X
3469	It should be greatly expanded, and the discount raised as high as possible. The burden of paying for it should be assumed by taxes on landlords and businesses.		
2892	It should be higher and you know it		X

Survey ID	Comments	Low-Income	Minority
450	It should be more than 20%. Bart costs are too ***** high. Los Angeles metro is not only cheaper, but runs ON TIME. You could learn from them.	X	X
2729	It should have higher discount or discounted monthly plan to encourage more Bart usage.	X	Unknown
1265	It should reflect the cost of living and income in the Bay Area.		X
3136	It sounds like a great idea, however I can imagine the backlash from people who almost qualify but unfortunately don't.		X
187	it would be good to include students for a discount - including graduate students		
2410	It would be great if Bart was able to give a larger discount to low income families. Also discounts on connecting bus rides.		
3301	It would be nice to include employers into this program. If employers/businesses make this option available by providing pre-tax funds from the paychecks to do an automatic purchase of monthly, discounted BART fares, it would be a much easier process. The BART ticketing machines are terrible to use (bad UX) and it can be detrimental to these riders because they find themselves spending a lot of time trying to figure out how to use the machines. Also, the machines do not do automatic discounts.		X
251	It's good but you really need to solve parking problems in east bay. Specifically Dublin. It's horrendous and those paying full fare need better support.		
3625	It's not enough of a discount. Bart is expensive. And casual carpool free. It would still be a splurge to take Bart on this income.	X	
3127	it's ridiculous. you have to a family of 4 earning less than \$54k a year?? really?? bart is ***** expensive and ***** service. how does anyone even qualify for this? what about the working class that live far make more than \$54k and need this type of discount???		X
1013	It's a good idea, but Bart needs to run ontime, not "just a minute late." Reliability is important. Low-income riders can be heavily affected by late trains, which negates the purpose of the discount.	X	

Survey ID	Comments	Low-Income	Minority
670	It's a good idea, it will help elderly people the most I suspect. You should offer a frequent rider discount. After your 10th trip the 11th is free or something		
1814	It's a good start but should be more - at least 50% off		X
206	It's a great idea. You should consider a discount much higher than 20% - 50-75% would be better.		
1559	It's a nice idea. However, many people simply jump the gates and don't pay for BART rides at all. Why not focus on making everyone pay and then look at new ideas. The fares are too expensive to begin with, so making sure everyone pays would allow BART to lower fares across the board.		
536	It's good, but it may be better to have a monthly pass program like SFMTA does with Muni. It'll encourage more use of the Bart system since it's not limited to a a single bart fare.		X
757	It's good, it should be an even bigger discount. Make public transit free for all riders!		
2581	I've been hoping a program like this would come out for a while. Another suggestion may be to not inflate yearly prices for low income customers. Keep it at the 20% off price of the year its issued. It's really hard every year to budget that much more for bart, when my paycheck remains the same. Maybe also consider monthly passes that are flat rate for travel outside of San Francisco. Do different tiers if you have to.	X	X
2392	<p>I've been riding Bart since moving to the Bay Area in 2002; I've steadily seen the trains, the stations, everything in bart just grow more dirty, more in need of repair.</p> <p>Bart is just dirty and grungy — it's worse than Muni, and Muni's pretty bad. When I think about whether I'd take Bart more, I always now opt to not take bart.... only when there's really no other way.</p> <p>I see the great need to help those with low incomes, but, man, the folks with just regular incomes are suffering greatly on these stinky, crowded, trains.</p>		
2592	Just wondering how it would work for people who add to their clipper card online.		X
719	Let them ride for free.		

Survey ID	Comments	Low-Income	Minority
75	Like more discount	X	
3175	Looking at the federal poverty level shouldn't be the baseline, look at regional numbers instead as the baseline.		
1465	<p>Low income people should get a break on public transit costs. Especially for work commutes.</p> <p>My main concern is avoiding encouragement of more antisocial riders. Get the nasty disgusting homeless drunks, crazies and druggies off BART. I am tired of not being able to sit because of their trash and piss, of reading stories of people seeing them shoot up. Yelling schizophrenics. Groups of normal riders unwilling to sit in a section or even a whole car during commute hours due to stench. Seriously WHAT THE ****?</p>		
1951	Low income program is ok. However BART board of directors should focus on citing or kicking off riders who do not pay their fare at all. Instead of raising fares and spending unnecessary money on things that don't work and let Bart PD do their job.		X
1971	Low income riders may be less likely to use clipper for various reasons including no or poor credit or no account to link it to. Could program provide participants a clipper card without need for a credit account? Absent this, low income riders should not be charged a fee for disposable tickets.	Unknown	
265	Low-income individuals or family couldn't afford the housing or renting closed to where they work, they spend a lot of time commute and pay expensive fare just in order to survive. Since they spend much longer time on Bart, they actually deserve more than 20% discount for their fare. It is a great idea to offer discount to those low-income riders since it would save less traffic jam. It also encourages more people using Bart to go to work or outside the city instead of driving cars. Less cars on the road, less accidents and traffic jam, better air for all of us. In the long term, Bart gain more by offering discount on fare.	X	X
2050	Low-income rider program would be great but families making less than \$50,000 aren't the only individual's struggling. Perhaps discount can be extended to frequent riders, single individuals or have discounted riding days.		X

Survey ID	Comments	Low-Income	Minority
2843	Make BART free for all!		
2078	Make BART in San Francisco free for seniors or the disabled, like MUNI does...! Happy Holidays to BART...!	X	
967	Make compatible with Pre-Tax Commuter Benefit Credit Cards	X	X
2431	Make it 50% discount ON ALL TYPES OF PAYMENT.	X	X
1520	Make it cheaper for students too		X
274	Make it easy and convenient to use please!	X	
3550	Make it easy for people to sign up for, especially non-English speakers.		X
412	Make it free for all residents of counties that pay into Bart! I pay high taxes for poor folks and kids to use our sidewalks for free, let me pay more taxes so that they can ride the subway too! And every fare I pay is pre-tax, so I'm getting a ~30-40% discount anyway!		
3080	make it more	X	
200	Make sure it is easy to register and accessible. Be proactive with advertising and registering people and provide the opportunity to purchase a low income pass when riders face fare evasion enforcement	X	X
651	Make the discount far larger than 20%. And ideally, BART would be sufficiently publicly funded to be free for all users at point-of-use.		
762	Make this easily accessible for people to receive - like one pay stub as evidence of income and quick turnaround for receiving the discount.		
3500	Many low income riders don't use tickets; they hop the gates and use the emergency exits. BART should give a discount commensurate with their lower income, but they also need to change to higher fare gates and actual enforcement.		
376	Many would benefit from it. But will fares go up for everyone else? BART really needs to start cracking down on fare evasion. I see it nearly every day, usually multiple times a day. No one stops these people.		X

Survey ID	Comments	Low-Income	Minority
838	Maybe bump up the income limits because using FPL in Bay Area is laughable. Consider having an "off peak" discount program to encourage ridership in non-commute hours.		X
3051	More low income riders on bart	X	X
471	More of a student discount would have been very helpful when I was at University. Or an easier to find discount anyway, I ended up taking 13 hours worth of classes a day so I could cut down on commuting	X	X
2319	Most of the Bay Area riding Bart is low income, why only 20%? We are trying to make a living traveling to work and paying high prices as if we are tourist? The discount should be 45-30%, how about you help your low income community out?		X
3638	My hopes would be to see less brazen misuse of the emergency exits for personal use and more fair paid use.	X	X
1300	Need a monthly discount for frequent riders. 20% off is not enough		
3595	No. Is there a age limit?		X
3306	Not enough of a discount.		X
3634	Of the discount is approved, there should be more promotional discounts offered throughout the calendar year		X
2169	Perhaps more important than a 20% discount would be more generous transfers between BART and feeder services.		X
3159	Please consider everyday riders, we could a break as well.		X
3090	Please consider increasing the discount in the future at least. 20% is a good base but many commuters who have been priced out of the city have to pay more to go to work the farther they live, and this doesn't include what they spend on parking at BART parking lots.	X	X
2193	Please have it reflective of what is considered low-income in the Bay Area, not just the national consensus.		X
236	please include low-middle income riders too. i can't afford to buy a car, no available passes cover ac transit and bart together. my monthly transit expenses are almost half my rent.		

Survey ID	Comments	Low-Income	Minority
660	Please lower cost. BART fare always stresses me out. Make it fair for all. 20 percent for those who make less than \$50,000 but it should be 40 percent for the majority of us who make less than \$30,000	X	
1490	Please make it a seamless and hassle free way (allow me to use my clipper card!)		
3661	Please make sure only qualified riders are accepted. There are many illegal residents who work for cash and make more than \$50K per year, but declare they are low income. I know this because I know these people who abuse the government system.		X
3223	Please make the income threshold lower to reflect the cost of living in the Bay Area.	X	X
164	Please make this as user friendly to undocumented people as much as possible. We do not feel comfortable giving personal information to government	X	X
2768	Potentially offer specifically some form of student discount please or some other program for college students.		X
593	Prioritize low income youth/students that commute to college, high school and so on. I think 20% discount might not be enough but it's a great place to start.	X	X
872	psychologically it seems low -- 25% sounds a LOT bigger than 20%.		X
1980	Public transit should be free. The Bay Area has failed its responsibility to ensure that all of its residents can access the Bay's resources, opportunities, and jobs, forcing more people onto crowded roads and freeways. This automotive traffic increases pollution, increases the burden of regressive gas taxes and bridge tolls, and decreases time that working parents can spend with their children. Bay Area governments must do their duty to build high-quality, accessible, and comprehensive public transit.		
1317	Public transport should be no cost per ride	Unknown	Unknown
363	Raise it to 50% discount. I usually take the BART from downtown Berkeley to Oakland Airport for necessary trips, and \$8.80 for a one-way trip is too much. A 20% decrease lowers that to \$7 and I still believe that is too much. To a low-income rider, that's a meal or two I'm putting into transportation. Paying \$4.40 at 50% is much more ideal.	X	X

Survey ID	Comments	Low-Income	Minority
43	Re-consider what it means to be low-income in the Bay Area.	Unknown	X
3116	Riders who are low income and ride the Bart daily or almost daily, should receive a larger discount. We are more than likely riding the Bart at least 2-3 times a day	X	X
1546	Set up low income riders, teirs such as HS student, COLLEGUE, park & ride pricing, monthly cards etc. to attract more would be riders if it was more economical than driving. SFO/Oak park and fly pricing etc.		X
1243	Should be a privilege - revoked if causing trouble on system	X	X
3049	should be more than a 20% discount		Unknown
2796	So many of us even with decent incomes are having trouble making ends meet and the cost of BART and travel is becoming prohibitive. This is not only a good idea, it's so necessary for the extremely high costs of living in Bay Area and the terrible traffic congestion. I would want to see an even greater discount for low-income riders.	Unknown	X
628	Sounds like a good thing. Public transit should be free.		
1588	Sounds like a great program. Please allow those with disabilities that prohibit them from driving to apply their disability discount in addition to the low income discount there are many of us who have disabilities and are also on Social Security.	X	
2461	Students between K-12 should receive a discount especially, equitable access is crucial. Tech folks making above 100k should not pay the same price as a low-income family.		X
3674	Students should get 50% discount on BART.		X
1831	Suggest stimulating employers to pay the discount BART conditions require funding. Suggest having BART decision-makers experience the new Metro trains in Washington, DC for ideas to upgrade BART.		X
3409	Support this program to make BART more accessible, as long as it does not result in service cuts		X

Survey ID	Comments	Low-Income	Minority
2912	Teachers need this discount also. I want to win the clipper prize to give to my friends daughter who is a teacher at Mission Dolores Academy she's raising her aunts two children because he4 aunt died of a heart attack recently. They can't afford to live in SF.	X	X
1564	The 50K threshold seems very low for the entire Bay Area--that's half our median income in SF! At that standard, I think eligible riders would *really* need the discount, particularly commuters from Oakland. I don't know if 20% is enough to switch low-income commuters from driving, but I do think it's a good idea. I did personally say "yes I would ride BART more" because I'd probably take more downtown rides, but to be clear, I would not be eligible for this.		
3252	The Bay Area is one of the wealthiest places on earth. All rides should be free on our transit system. Short of that, anyone under 25 and over 50 should ride for free		
2700	The cap is too low, what family of 4 making less than 50k can afford to live in the bay area? 50k for two is probably still too low. I make over 200k and am fine paying Much more than I currently do per ride to subsidize low income riders. Please consider giving the rich the option to pay more to expand this program.		
2865	The cost of BART is too high. In Chicago, you can take the train from one end of the city to the other for 2.25. The turnstiles in Chicago severely limit the ability of people to evade fares. Why not find ways to make it harder for fare evaders and bring the price down for all?	X	
3210	The cutoff for income should be much higher given the cost of living in the Bay Area		X
2859	The definition of low income should be re-assessed. A lot of people who earn at least 100k per year are also struggling. San francisco defines low income around the 108k threshold. Maybe lets follow that?		X

Survey ID	Comments	Low-Income	Minority
158	The discount is insufficient for some one at the Poverty Level or below. I suggest a sliding scale discount starting @ the proposed 20% for income level 250% of the Poverty level. Consideration needs to be made regarding the significant differences between locations within the Bay Area inherent in the Federal calculation determining the Bay Area Poverty Level. There is a significant difference in the cost of living in San Francisco & the Silicon Valley as compared to the rest of the Bay Area. This is important because the Area Poverty Level is not able to accommodate the economic impact of the discrepancy. Then there is the impact of Commutation expenses causing an unfair restriction on low income individuals who would like to take advantage of the job market in city centers. This is especially significant when the minimum wage in cities like San Francisco, which is \$15, and others which can be as low as \$10.50.	X	
2685	The discount isn't enough, public transit should be free for the public, tax corporations and the rich	Unknown	Unknown
1986	The discount program should raise the threshold to be at least 300% or 350% of the federal poverty level. People who make \$35k a year still have to pay more than 30% of their take-home (after taxes) on rent that is still a ways away from jobs in SF. Not to mention, the discount is only 20% (so instead of paying ~\$160, I'm still paying ~\$128 a month on transit alone). I would suggest a tier-system as well. Those who make below 200% federal poverty level get 30-40% discount, those who make between 200%-300% federal poverty level get 20%-30% discount, or something along those lines. If you're an individual working in the Bay Area, someone making \$40k a year is still, more than likely, living paycheck to paycheck.	Unknown	Unknown
1418	The discount should also be considered for those who buy the monthly pass through Muni.		X
2630	The discount should apply to more people, not just 200% of poverty line.		

Survey ID	Comments	Low-Income	Minority
793	The discount should be even higher for low-income riders, if not free. I also think the ticket price for short rides should be lowered, to make BART more competitive with Uber and Lyft for short, intracity rides (e.g. from 12th St Oakland to 19th St Oakland).		
2803	The discount should be expanded to more income levels. 200% above the federal poverty line is not sufficiently inclusive.		
1573	The discount should be higher		X
365	The discount should be on a sliding scale associated with income.	X	X
2976	The idea sounds great, but if it is implemented make sure that accessibility is prioritized. Confusing application processes and cumbersome enrollment procedures can be discouraging and prevent those who need it most from participating.	Unknown	X
3	The income level to qualify should be higher. \$100,000 year.		X
1235	The income rate should be higher. A family of 4 with \$50,200 or less is sad and most possibly be homeless. A family of 4 cannot survive with \$50,200 and ride Bart when average Bart will cost about \$100 a month. U won't have anyone who would be eligible.		X
1001	The income requirement is untenable. A family of four making \$50,000 a year means that this hypothetical family would barely have enough for rent and food, let alone anything else.	X	X
1010	The riders should have to show some proof that they are using BART mostly for work commute to receive this discount. The advance tickets sold would need to be limited to prevent resale.		
1114	There is not a current option for commuter discounts for those falling just out of the eligibility window.		
1089	There needs to be an "all you can ride" pass for BART (between zones, station pairs, etc.). Every other major transportation system in the country has one.		
3083	There should be a college student discount. There have been times when I almost didn't go to school because I couldn't afford my bart ride or I had to use my spare change	X	X

Survey ID	Comments	Low-Income	Minority
1668	There should be a frequent rider discount, regardless of income.		X
1906	There should be a student discount program.	X	X
2686	Things are expensive for poor people here	X	Unknown
3153	Think we need to encourage more people on public transit. We also need BART to be safer and more reliable.		
2494	This "discount" is not enough to make me use it more, but in the event I need to ride BART it would take a little of the sting out of the cost.	X	
2757	this and use fare-capping to limit the amount low-income riders pay into bart, especially for those traveling long distances		
569	This discount is important and will help low-income people go to work and school! 25% or even 40% would be even better. The rest of us are paying enough to subsidize this.		X
12	This discount is very much needed as everything else is expensive, especially housing and we are moving further & further away to have our earnings stretch thinner. Commute prices being discounted can help me use my earnings for other basic needs.		X
3195	This is a good idea, but I am wondering how and how often BART would evaluate an individuals income. Would this be on a monthly basis? Annually? What if I am a college student with \$0 income and then I get a job in June starting at \$100k? How would this be evaluated?	Unknown	Unknown
1550	This is a great idea and honestly should be increased to a 50% discount.		X
1758	This is a great idea. I would suggest 25-50% off		X
3534	This is literally the least you can do guys. It should be 50% like the MTA is instituting.	X	

Survey ID	Comments	Low-Income	Minority
857	This is seriously sadistic. 20% for a family of four making 50,000? Girl, this family is dead in the water and your dollar off is not going to help them (25 cents each) because they cannot live in the bay except in a tent. This train is THE most offensively priced "public" transportation in the highest priced city in the world. Do you know how much interpersonal violence these forms of daily impoverishment breed? Do you know who this is falling on? WOMEN OF COLOR, that's who. Plus their children. PEOPLE WHOSE ANCESTORS WERE STOLEN AND ENSLAVED. A train. That everyone needs to get to work. PRICE IT LIKE NYC OR LONDON OR PARIS!! 20% off an eight dollar round trip ride. Shame. In case you cant infer, here is my comment: TWENTY PERCENT IS NOT ENOUGH. Here is my sub-comment: TWO HUNDRED PERCENT? LOL 100% BELOW THE POVERTY LINE IS NOT ENOUGH?? What's wrong with you.	X	
2931	this new discount would not qualify me.. i make well over the 200% poverty line but have many studnet loans that does not allow me live on my own. maybe should have a criteria to look at peopel expense		X
2217	This program should be 50 percent off all transit region wide. VTA should also participate as should Samtrans.	X	X
2657	This proposal sounds good, unless it comes at the expense of other riders who don't qualify as "low income". BART is already expensive and I am not willing to pay more so others may pay less.		X
2102	This should be implemented together with an automatic "high value discount" — give everyone 6% off after spending \$X.		
443	This would be a great benefit for those who truly need it. Note: So many people though are fare evaders, be they moneyed or not. I see individuals, or entire families, fare evade, either going through side gates, emergency doors or watch for gates that don't close. Others go through the gates, engaging the alarms without any fear.		X
338	This would be a great program. Maybe consider parking discount as well		X
612	This would be a great start to offering more accessible public transportation. Monthly paid discounts would be a great thing too like other public transit cities offer.		

Survey ID	Comments	Low-Income	Minority
3530	This would be amazingly helpful. Another huge problem, though, is the lack of parking. I live closest to the Lafayette and Orinda stations, but I can't park at either. The waiting list for a spot is years long. The county bus is inconsistent and often late. It's unreliable. So I end up driving long distances when I would prefer to BART because I literally can't park there. And I can't afford to take a Lyft/Uber there. It's a huge shame and totally ruins the point of public transportation.	X	X
1280	Thou, its great idea to allow BART riders with family to ride together with discount. I have assistant public patrons with BART help on where they can find tickets as in paper format. Many seem not educate about the benefit of using the clipper that can work on all Bay Area transit rides.	X	Unknown
1296	Tiene q ser super-facil inscribirse en cualquier programa, sobre todo para estos q cuentan con algun tipo de discapacidad fisica y mental, si no, no se van a inscribir y eso no es justo. Los probres merecen la ayuda *It must be super easy to enroll in any program, especially for those who have some type of physical or mental disability, if not, they will not enroll and that is not fair. The poor deserve help*		Unknown
751	Totally supportive if it's regulated. How are you going to avoid someone using another persons "discount" card?		
3417	Traffic is horrible, and housing crisis is causing enormous economic distress on people. Why not try something truly progressive like free annual passes to people who make less than \$XX,XXX (e.g. \$40,000) per year, and sliding scale above that up to \$80,000 per year or so for full price? Annual passes will incentive pass-holders to use BART more often which may decrease congestion on the roads. Providing free or steeply discounted passes for economically disadvantaged people would be a great benefit to society.		
2754	We are all low income in the Bay Area barely scraping by how about no more taxes or fare decreases for everyone		
2105	We need to encourage everyone to ride public transit and get out of their cars. For all people, public transit should be free, reliable, efficient and comfortable. This would also support low-income riders.	X	

Survey ID	Comments	Low-Income	Minority
1200	We need to explore marketing this program to students, especially those with financial difficulties and EOP program recipients. It is important to make sure discounts are distributed equally; but shouldn't be a shoulder to the universities to pay. At minimum, colleges should market and offer the programs to students to encourage them to take transit more, especially for urban colleges.		X
2244	We need up to 50% discount or monthly pass fix amounts for low income riders. Thanks you		X
1062	We should do everything we can to help low-income folks access public transit. We should make all transit free eventually, by taxing high-earning corporations or with a percentage of income tax that taxes the wealthiest people or corporations. We also need to improve our transit system, expanding it and making it much cleaner and more modern like European cities and cities abroad do. This should also be paid for with taxes on high-income earners and corporations.		X
789	What does BART consider low income? Stop giving away taxpayer and rider user fee money to support special agenda programs. Improve station security, stop fare jumping and improve parking at remote station locations. That will improve ridership numbers and fare revenue.		
1646	What does low-income really mean? I think anything under \$60k should be considered low-income for the Bay Area.		X
1784	What is considered "low" income. We have a low income, but we don't qualify for assistance, because we're not low enough. You need to post what is low. I can't even get food from our local food bank, but can't pay my bills.		X
2883	What is considered low income for single person households? Consider adding a student price for college students as well!!	X	Unknown
2666	What is the income level for one person household?	X	

Survey ID	Comments	Low-Income	Minority
938	What proportion of riders are low-income now? How big of a fiscal impact would the program have? Last time I checked, the fare box recovery ratio is 60-70% .	Unknown	Unknown
1033	What really qualifies as low income? it should be more than just earned income I qualify for low income because I run a business that doesn't generate a lot of income. I have a lot of assets so I shouldn't qualify. you need to tighten up the regulations on who is low income really.		
19	What would be the process for getting them.		X
3651	What's low income? Given the cost of living in general and the cost of housing more specifically how is low income computed? Using some multiple of the fed poverty baseline as is usually done doesn't reflect actual low income. There are plenty of BART riders who make seemingly good incomes and who don't come close to qualifying for low income programs but after rent, student loans, childcare, and transport are left scrambling at the end of the month. There's always people worse off but these programs rarely help the working class, especially those on hourly pay, who bear the brunt of fare increases and delays (delays cost me money and risk my job).		X
3161	When I was in college, I took BART all of the time. Before I was homeless, same thing. I've been homeless 11 out of the last 18 years, and for work or school I always relied on BART. In this time I went back to college and received my BFA, Post-Bac, and MA as a return student. Charge earners in normative working class brackets the same and the poor less, those destitute or homeless shouldn't be charged much at all if at all. Social Services can help authorize how much and to whom. For others maybe something at the DMV instead.	X	
1518	When I was still going to school, there were times where I had to choose between going to class or being able to eat that day. I've known people who couldn't afford bart but had to get to work, so they would hop the gates. Low income people shouldn't have to make these choices.	X	X

Survey ID	Comments	Low-Income	Minority
2061	When places offer a discount for low-income riders, they use the national low-income rates. However in the bay area, even a single person earning \$60k is low income if you take into effect how much is rent, gas, food, and other daily necessities. I feel that if you are going to help low-income riders, you need to help the Bay Area low-income as they are the ones that's actually obeying the rules and utilizes Bart without breaking the system, even though it would make it hard for them	X	X
1989	Where do I find the information, ? Is this different than Muni senior Clipper Card?	X	
3542	Where the fund coming from? Another debt? We need safe BART, we need new trains, we need to discount the low-income fare....Too many priorities means no priority. Limited resources unlimited needs. Use the fund wisely.		X
3304	While 20% isn't enough, it would enable access to transportation to low-income riders so they can actually travel	X	X
972	While I applaud this proposed program, I wonder how it will affect us those who pay regular fares. How do you propose to offset the potential loss of revenue? By increasing the regular fares? How about decreasing fares across the board? Or decreasing the exorbitant parking fees? Our fares should already be part of paying for the parking lot maintenance, not a separate fee. Do you think this new discount program would be an incentive to the fare cheats? How will you make sure that people won't abuse the system by under-reporting their income? By submitting W-2s? How often will their eligibility be reviewed? Annually? Every two years? Please be fair to those of us who pay regular fares. We already pay high fares. Maybe what you can consider is a monthly pass program.	Unknown	X

Survey ID	Comments	Low-Income	Minority
962	While I personally applaud all efforts to help low income riders, I feel it is in the best interest of the Bay Area that prices for everyone is dropped. BART is much more expensive than many other transit systems like it in the other major US cities, and yet the technical problems (single tracked) are far worse than these other comparable services. Also, I believe that public transit is critical to less pollution. If you only bring down the prices for a segment of the population who are (unjustly) looked at as undesirable, less people who CAN afford to ride will opt for Lyft or driving. Bring EVERYONE'S fare down 10%, and provide a way for low-income patrons to pay through volunteer service.		
2956	While this discount wouldn't change how often I ride BART, as a case manager, I know that many folks choose between buying food and going to work, especially if they're going to work for higher wages in the City	X	X
2000	While this program is helpful for low income riders, what would you be doing to prevent misuse of the discount? For example, if a low-income rider purchases tickets, what would be done to prevent it to be given away or sold to someone else who is not low-income?		X
2985	Who is subsidizing this "discount"? One can only assume it's the rest of the riders that pay full price already. How is this at all fair? Just because one doesn't qualify as "low income" (a subjective term to begin with) now means that one must help pay the fare price for others who (supposedly) can't afford it?		
817	Who will be funding this program? Will my fares be increasing yet again?		
290	Who will cover the revenue lost by Bart by offering discount tickets to low income?		X
173	Who would be subsidizing the low income users?? People who pay full fare? BART can't even manage its own finances. How will this be paid for?		X
1872	Why not just give everyone the 20% discount so that more people ride BART instead of taking Uber/Lyft?		X
2393	Why only for low income? What about middle range?		X
1496	Why? Who is paying for it? The other customers who are living paycheck to paycheck?		
2718	Will it subsidize parking, or connecting transit or TNC fares also?		

Survey ID	Comments	Low-Income	Minority
3305	With BART's cost per mile fare system, people who are super commuting from the Central Valley and beyond are put at a further economic hardship. They are typically those who also still need the employment in the region, usually after being squeezed out by the housing crisis. BART can at least help ease the burden by lowering its fares across the board. This will also make driving a less financially attractive option (and potentially get people out of their automobiles, helping to relieve traffic as well and reduce pollution and greenhouse gasses).		X
1322	With the discount for disabled riders at 60% and the discount for low-income riders only being 20%, I don't many people will apply or use this program. The savings just isn't that significant.		X
2444	With the drastic underavailability of affordable housing, many low income people have to commute to work. I don't think the discount is high enough and the threshold is too low.	Unknown	Unknown
1799	With the regular fare, we have homeless people and drug users riding bart, leaving needles behind and making the ride very uncomfortable because no one wants to be near them. If you offer discounts, I don't know if it will make this situation worse. I would love it if it was offered to low income families who really need the transportation however others who will use this benefit but use bart as a means to sleep or use drugs will make it worse because I'm afraid their numbers will increase. Bart is crowded as is.		X
172	Wonder how it will be paid for.		Unknown
160	Would be great if SFMTA's Lifeline could be used as low-income verification. Thanks for collecting input!	X	X
596	Would I qualify for this discount if my annual income is only \$28,580?		X
971	Would it be loaded easily onto current Clipper Cards riders have?		X
753	Would it raise fares for everyone else? If so, I'm not in favor. I think the discount program should be subsidized by local or state government programs.	Unknown	X
69	Would like to undertsand if this will result in losses or profit to BART.		X
2538	Would low income college students be included?	X	X

Survey ID	Comments	Low-Income	Minority
2090	Would prefer a program built around daily/weekly/monthly fare caps and/or means tested subsidy instead of discount (essentially, high value tickets without as large an up-front cost to make them more accessible)		
3429	Would this raise the price of regular fares ?	X	
2730	Yes - I'm very concerned about this program. The trains are already overcrowded with commuters. This does not seem well planned out. How would it be monitored?		Unknown
3059	Yes but the discount should go to everyone. You guys also need to fix this ebart ***** too. Bart keeps coming up with more and more ass backwards things.		X
1471	Yes I would ride bart more but this question is ridiculous as you would not offer that to the majority of your high paying riders. Give riders like my self who ride you 5 days a week, twice a day at full price.		
3233	Yes, low income is at a different level in the Bay Area than other parts of the country. Please make sure your cut off is high enough to really benefit working low income members of our community.		X
1337	Yes, I would make the discount bigger or make the rides free for poor people. For some people I know getting to work costs as much as one hour of their work. That is 1/8th of their salary!!!		
381	Yes, if this is expanded, i suggest that bart mean-tests the senior and kids current discount to offset some of the cost to the system. Also, would like to know how you plan on validating participants.		
3244	Yes, it's a good start, but needs to be a steeper discount. Decriminalize dare evasion.		
995	Yes, what is considered low income in this bay area today?		X
121	You are the most expensive transportation system in one of the most expensive places to live. To expected people to be able to afford living in the Bay Area and your fares is ludicrous.	Unknown	Unknown

Survey ID	Comments	Low-Income	Minority
1511	You have got to be kidding me. After all we have been hearing about how BART is having such a difficult time with money which has resulted in multiple property tax initiatives. You are going to start giving low income discounts. Honestly I think whoever thought this plan up doesn't ride BART very often. Every time I am in any of the stations I see quite a few of what I would consider "Low Income" people sleeping on the trains or platforms. My advice just keep doing what you are doing. It looks like you are giving enough free or discounted fares already.		
2790	You have to raise the eligibility threshold. It is tough to make ends meet here on 5x the federal level. This program should not be only for home-owners and those who were lucky enough to find a good rent-controlled place over 10 years ago. No one making less than 200% can afford to live here at all. A 200% threshold is a joke.		
2786	You should definitely offer a discount for low income riders, but it should be even more than 20%. A fifty percent discount would make much more sense, since \$50,000 for a family of 4 is nearly impossible to live on in the Bay Area.		
1996	You should definitely provide low cost/free BART passes for low income folk!		
3128	you should have done this a long time ago		X
310	You should implement it, life is too expensive		X
2748	You should just make it free for low-income riders. Many jump the turnstile anyway.		
1241	Your bar for low-income is too low given the cost of living in the Bay Area. Anyone making under \$75,000 should qualify.		
2384	Your proposed discount is not fair to those who have no access to mass transit, specifically rural people who are compelled to drive further than city folk, need to buy more gas, and subsequently pay more taxes to finance subsidize another giveaway to city residents who get all the benefit at the expense of rural dwellers. Democrats love to shaft country people and are very good at it!	Unknown	X
1046	You have problems now on Bart I think discounts could increase the issues you already have.		
1419	反对给予折扣 *I oppose giving discounts*		X

Survey ID	Comments	Low-Income	Minority
937	反對給低收入折扣 *Opposed to low income discounts*		X
710	反对提供折扣给低收入 *Opposed to offering discounts to low income*		X
2187	<p>1. Stop making(California taxpayers) pay for new Bond measure for Bay Area Rapid Transit so you can get funding for new trains, new pensions for your employees, while the people who actually used Bay Area Rapid Transit every day are having to worry about their own safety on your trains.</p> <p>2. Take care of your Bart Train Cars and clean the seats and floors and the outside after every night. Make your cars presentable to the public.</p> <p>3. Bart #1concern should be the safety of your employees, Safety of the public using Bart as their transportation. As a Bart Rider who uses Bart to get to school, I have noticed that there are not any Bart Police on the Bart trains, Bart stations protecting people who are using the Bart Train.</p> <p>4. Why should everyone else have to pay more for a Bart Ticket or Clipper Card to ride Bay Area Rapid Transit so you can give low- income riders a discount?</p> <p>5. Bay Area Rapid Transit Management - Talk is Cheap and if you want the public to give you more money you will have to show something for it by Bart actions on what you are going to do to make the Bart more enjoyable, safer, cost-effective and sustainable for many years in the future.</p> <p>6. Bart needs more parking in their Bart stations everywhere.</p>	X	
2027	<p>1. Without better enforcement of fare evasion, there will be no incentive for low-income riders to pay a regular fare</p> <p>2. The SFO line is so expensive- mmore people would take bart to SFO if those fares were not so high, and that would help low-income riders a lot.</p>		X
2678	A lot of low-income riders take multiple forms of transit. You should be unifying transfers and payment systems across the Bay Area transit providers before wasting money on a flawed single-source Clipper 2.0.		X

Survey ID	Comments	Low-Income	Minority
638	absolutely do not agree! the bart is already absolutely dirty and very filthy witj so many homeless people and in the last 4 years i only remember getting a seat probably 10 times going from Hayward to SF we dont need more people trying to ride the bart and make life hell for the rest of the current riders. Bart please do something about the beggers and homeless people on the bart by tighter securities.		X
217	Adding to tax payers burden.		X
779	Already an abundance of programs for low income folks. Now we are going to start charging them less for services? Do they start paying less for groceries too? Will there be a low income price for everything?		
1752	Another rip off. Use gas tax money for it's intended purpose rather than another subsidy.		X
2321	As a commuter from N Concord to Oakland, I've lost count on how many gate jumpers I see on a daily basis. BART continues to raise fares and parking fees; I currently pay an average of \$254/month (BART and parking) and with BART wanting to cover the cost of low income, I'm sure my commute cost will go up because someone has to pay for it so put the cost on the commuters. BART needs to take care of business and make commuters feel safe, build parking garages because now I need to get at the N Concord station at 6:30am, compared to before at 7am, so I can get a parking space. BART continues to get your priorities in order and this is why the public is disquested with BART.		X
163	As far as I can tell, the low income riders already jump fare, I see it almost every day. I'd rather see that problem solved.		
1298	Bad idea who's to pick up the slack		X
2705	BART already has huge problems with people who don't pay their fair share by fare evasion and homeless people who " live" in BART cars . Let's fix what's wrong now before we spend more tax money ! The Stations are dirty, the escalators don't work , and people are loaded on cars like sardines . Let's take care of the problems we have before we lack more people into overcrowded cars		Unknown

Survey ID	Comments	Low-Income	Minority
1782	BART doesn't have enough money to introduce sweeping discounts. If you want to encourage people to ride BART, make the system safer, cleaner, and improve your on-time performance. Instead of inviting rampant fraud with this discount program, BART should enforce payment at the fare gates.	Unknown	
2872	BART has become TOO DANGEROUS to ride. Keeping it safe seems more important than a discount		
3508	Bart is already an absolute disgrace because they're too politically correct to deal with the human trash infesting the trains. Why don't you do something about that.		X
537	Bart is already cheaper than driving or carpooling, people already jump the gates at the bart station everyday. I don't support low income getting a bigger discount than the rest of the community.		X
849	BART is already highly subsidized and we are opposed to the discount program. Most discounts based on income are given without proof of income level. Gas tax should fund infrastructure as we were told on the proposition.	Unknown	Unknown
2831	Bart is already the low income option for a person. Instead of giving a discount, Bart should utilize the money it does have to clean up Bart and improve performance. When I say clean up, I literally mean clean the place up. Power washers, bleach, etc		X
2887	BART is heavily subsidized. It does not need further subsidizations.		
3645	Bart is just in general too expensive as it is for middle-class riders (aka most of your passengers who commute across the Bay daily to get to work). There are numerous issues with the trains and the way stations are managed, and having a discount program specifically for low-income riders wouldn't do a thing for improving Bart other than giving a small percentage of the riders a discount. Where did you even get this idea to begin with? It's really, really dumb.	X	
3231	Bart is responsible for transporting most of the criminals to and from San Bruno. Why don't you work on making the train safer for riders and cleaner before you start making it easier for criminals to ride. Your own officers tell people not to take Bart.		

Survey ID	Comments	Low-Income	Minority
2826	Bart is unsafe, dirty and over crowded maybe fix this issue first. Taking Bart is extremely expensive		X
2951	BART often talks about how they do not have enough money. They have allowed people not to pay fare (fare jumpers) and at one time did not enforce parking. Now does not seem like a good time to offer discounts.		
1305	BART riders are a kind of prey species, upon whom aggressive panhandlers, so called break dancing street artists, thieves, thugs, and foul smelling homeless persons impose with impunity. How about curing that situation first?	X	
2421	BART should consider peak and off-peak fares first. The goal of peak and off-peak fares would be to increase public transportation usage, provide funding for the transportation system, and charge a more equitable fare based on the time of day and cost of operations. BART has a problem of overcrowding during commute hours and undercrowding during non-commute hours. Those who ride during commute hours are higher income than those who ride during non-commute hours. The cost of operations is much higher during commute hours than the cost of operations during non-commute hours since you have to add extra trains. If you were to charge off-peak fares when BART is less crowded, BART would be a more competitive option. So why doesn't BART do peak and off-peak fares, similar to Washington DC's Metro?		X
1019	Bart should focus on riders safety and clean the trains.	X	X
1094	BART should study what it would take to make ridership free for all and then create a subsidy to be paid by all jurisdictions served by BART. Free rides encourage more/better usage. I would use BART more frequently if it extended down the bayside in SMC. Currently, I drive to San Bruno and park and ride.		
1723	Bart trains are already too short during commute times and offer overcrowded. With more ridership due to some riders getting a steep discount, the experience on Bart would go down significantly.		X

Survey ID	Comments	Low-Income	Minority
403	Bart was supposed to pay its own way and never has. Any time they are money ahead they spend it on new cars and new bad computer systems. I used to work at Mare Island Navel Shipyard and as a top step nuclear pipefitter I never came close to what Bart workers get and I had to work in hazardous environments and harsh conditions. My 30 year retirement is \$29,000 gross/yr and my group health is \$800 a month. You spend too much money in the wrong palces and then you want more to give away. People shoud work where they live. If they wont to comute to make more money and live somewhere cheep they should have to pay the price. If I can't afford it I don't have it. I don't make or ask anybody to pay my way. I make my way on what I have. No gas tax money for bart. Ridership fairs should pay all the freight or no ride.	X	X
1056	Better to expand disabled program. I'm a service-connected disabled veteran, but do not qualify for BART disabled fare. My VA disabled ID makes me easily verifiable. Income-based fare will create a morass of bueracracy and fraud.		X
3105	*****. Everyone should pay the same.		X
298	Concerns about potential abuse of the system.		X
3096	Discounts put an extra burden on BART's operating costs. The entire discount program should be contingent upon receiving an equal offset with Grant funding or an alternate source of revenue other than fare revenue. Each fiscal year, the program should be decided whether to continue only if the alternate funding is secured. Regular fares have continued to increase for an unreliable system and unequal share on full fare paying passengers to support subsidies.		X
267	Do it for everybody. Stop hiking up the f***** fares especially when you guys can barely get a train to function.	Unknown	Unknown
3650	Do not like it		
1506	Do not offer the discount program.		

Survey ID	Comments	Low-Income	Minority
3369	Do not offer this discount now. Maybe this can be revisited later, after Bart resolves the problem with people not paying fare. Or offer the discount to employers to give to their employees. Oh btw, please put a station at Somersville/Auto Center Drive in Antioch.		X
2785	Do not offer this discount. Use the money to hire more security to make BART safer.		X
1731	Do not think there should be a new discount program for low-income riders.		X
1058	Do not want gas tax now used for Bart discount!!! That was not the intent! If money is available, should be used for upgrading system for ALL, not as a discount.		
1038	Don't agree with it. It would make everyone else's fare increase		X
2473	Don't do it		Unknown
2850	Don't do it, the system needs the money		X
182	Don't support.		
1129	Don't do it, it's not fair to everyone else. Homeless already ride for free		
3266	Don't do it.		
116	Don't do it.		Unknown
1285	Don't do it. The number of homeless who take up seats and stink, and the number of grifters and thieves are overwhelming as it is. How about a police officer on every train? That would be nice!		
2143	don't use gas tax money to discount bart		X
2089	Don't.		X
2041	Equal protection under the law. No discount		X
3303	Even the full fare isn't high enough to cover the cost of running BART. We should be raising fares instead of considering further discounts		
1670	Even though I use a disabled clipper card ,Bart is going to loose money because so many already take advantage of th the disabled clipper card that don't even need it ,and it won't be fare to the regular fare user ,that has to use Bart for work they already pay a lot ,give them a break somewear	X	X
1274	Everyone should pay equally		
2584	Fair treatment to all. Everyone should pay the same rate for the same service.		

Survey ID	Comments	Low-Income	Minority
1942	Fares are already low, and I would rather see BART invest more in the system than offer discounted fares.		
767	First, BART needs to regulate and make sure people are paying first. I have seen people not pay and hop the ticketing area or run behind people. It should look more like the East Coast train stations where the ticketing area is tall and high so no one can hop it. Once that happens, it'll be good to implement cheaper BART rides for low income people. It might encourage BART riders and make trains even more packed but maybe people will pay		X
2511	Gas tax revenue should be used to repair roads. That's what we voted for!!!!		Unknown
2537	Gas tax should be used for road repairs		
888	Gas tax should not be used		X
220	Gas Tax should NOT be used.	X	
1222	Get the fare evaders first man		X
531	Guess the rest of us will have to pay more so they can ride cheaper in a poorly run system whose cars are cesspools		Unknown
213	How much more is this going to cost regular riders? This is a waste of money! BART needs new management and automated trains.		Unknown
1020	I am absolutely opposed to using BART funds to subsidize low income riders. You should be using available funds to improve service, clean up the cars and the stations, and increase officers for safety. Make BART a better experience for all riders.		
2762	I am COMPLETELY against this. Why should I pay full price to get to my job in the city so others can get a discount that I don't qualify for? I'm tired of paying out big \$\$\$ to ride BART, and you know once this kicks in they will raise fares even more--everything for "the poor" and nothing for the hard workers is what's wrong. Tired of paying for "low income" my family does without and cut corners while they get the freebies and discounts--NOT RIGHT!!!!		X

Survey ID	Comments	Low-Income	Minority
3493	I am concerned that people would take advantage and say they are low income to get the discount raising the price for other riders. I don't see how this would be enforced well and BART doesn't have enough money as it is. It would be better to stop fare evaders and lower the price for everyone. I am not low income and still struggle to live in the bay area. If BART prices increase more I will find alternate transportation.		Unknown
2692	I am Disabled and Low Income. I purchase RED Tickets currently. RED tickets give me a 62.5% Discount, a 20% Discount would make me pay more than I currently do. so, I do not Support this program. I would like to see Blue HIGH VALUE, Green, and Red Tickets added to the Clipper Program. BART is a vital Lifeline for me , as AC Transit is getting more Expensive to use in SF/ Transbay. BART is more reasonable.	X	
2603	I am not in favor of this type of program. Clean up the trains and stop the vagrants from riding/ sleeping on multiple seats! That should be your priority.		
3048	I am not in favor of using state gas tax revenue to fund discounted BART tickets to anyone of any income level. It's unfair and inequitable to the households who do not qualify for proposed program. BART should alternatively consider reducing its fares across the board with any monies it receives from the state gas tax funds.	X	X
810	I am not sure I agree. If there are lower fares offered for some why not all? I personally do not think Bart manages their finances very well. The union demands overly high wages for it members. There is already a lack of police presence, trains are dirty and old etc. And I am guessing that my ticket price would go up to cover the gap created by these low income ticket holders.		

Survey ID	Comments	Low-Income	Minority
3129	I believe a discount fare is not the answer. Old and disabled do not have the opportunity to work like others. The low income pass would be abused. I believe the fares should be subsidized by the businesses that need the workers. They get a tax break for it. On the other hand my gas tax money doesn't get used for the roads or alternative transport. Let businesses pay for new Bart cars and capacity.		X
952	I believe there are other, more pressing matters that should be taken care of - i.e., the drug addicts that shoot up or flop all over the seats when people are trying to commute - no one wants to sit near them - it makes riding BART disgusting. Safer stations should also be addressed before offering discounts to people.	Unknown	
3463	I commute with on the highways, not BART. BART is not a viable option for me, or the residents of my community. The gas tax was passed to improve our roadways, not BART. This does not appear to meet the intention of the gas tax.		X
383	I disagree with the Bart discount proposal, we should all pay the same fare, except for the senior. One should work hard, study hard, spending the money wisely, eventually they will make more money. Because of the low income discount, low income benefits, these just encourage people not to work hard. Because you are low income , one will have everything ,free medical, free glasses, free hearing aids, no need to pay for driving violations. Why bother to make money. If you earn more,then will have your benefits taken away , and you have to pay more. I think this is not the way to make California a better city,people don't work hard anymore.These people just taking the money away from the tax payers. I totally disagree with the proposal.		X

Survey ID	Comments	Low-Income	Minority
3504	I DISAGREE WITH THIS POTENTIAL NEW DISCOUNT PROGRAM WITHOUT HAVING MORE INFORMATION ON HOW IT WILL BE FUNDED. Having grown up in the Bay Area, and also having lived on 4 continents, there are clearly some major changes that BART needs to address first. While I agree that there should be something done to assist low-income riders, the majority of riders are lower middle-class riders who won't qualify for any discounts of any sort. These workers are already stretched to the limit on their paychecks (myself being one of them). We need to know how this 20% discount will affect the rest of us. *Will fares continue to increase exponentially for everyone else who are not eligible for this discount?* We have also had multiple taxes in the past 5 years that were supposed to improve BART's services overall; having been a daily rider of BART from East Bay to SF and down the peninsula for the past 3 years, there are still some major issues that need to be addressed first. This includes security (clearly a major issue with the recent killings), general cleanliness, technical maintenance of the trains (have had at least 1-2 major delays every month riding BART).		X
1240	i do not agree with using money from the gas tax to give the low income riders a free ride (or a reduced fare). riding Bart is NOT a necessity but it is a "want". i work hard for my money so why should people get perks and not me? i was not in favor of the gas tax either, but since it's here to stay i feel it should ONLY be used to fix the roads like the politicians in this state said it would go for!!!!!!		
1643	I do not approve of the new discount program for low income riders		
2480	I do not believe it is feasible. I see fare jumpers every day and the fares are not enforced. If they are spending \$0 as it is, what would motivate them to pay anything? Spend the money and effort into increasing BART security and cleaning up the cars, adding more trains, and ensuring better on-time performance instead.	Unknown	X

Survey ID	Comments	Low-Income	Minority
1257	I do not like this potential new discount program. We are paying the gas tax to fix roads and that is where the money should be spent. I do not appreciate you drooling over the funds and robing this tax to support your program. This is robbing Peter to pay Paul.		
1614	I do not support higher prices for some people and lower prices for others.		X
1054	I do not support the low income program. I am actually offended by it. I am already taxed to supply the following services for low income: cell phones, food, housing, health insurance, discounted PG&E, discounted EBMUD, discounted internet. California will lose more of its middle class if it keeps increasing taxes to support low income. With common sense I say, if it is too expensive to live here, move to someplace more affordable. I realize that we will lose many low wage workers and the result will be that companies will be forced to pay a competitive wages for salaries or automate. The free market will deal with this. I am also offended that we have a 'brown' underclass. The only way to eliminate this is to stop the welfare state, prompting companies to pay more for employees.		X
786	I do not think BART should seek to encumber funding from the recent tax election for this purpose. Voters intended the money that was approved to be used to build new infrastructure, including BART equipment and maintenance needs and highway and street improvements, not to subsidize riders of any income level. To usurp the voters' intention would be wrong. Why not use the high priced salaries of the General Manager and several assistants to help citizens who need assistance with fares? Grace Cunnican makes too much money and does not deserve her compensation, in my view.		
1561	I do not think it is appropriate to lower fees for some people and not others, regardless of their income levels.	Unknown	X
1477	I don't agree with it partially since Bart needs to focus on managing their money. In the end, where is this delta going to come out of? Overall, maybe focus of the safety and cleanliness of the stations and trains before rolling out a program.		
1372	I don't like it. There are better ways to use the gas tax		X

Survey ID	Comments	Low-Income	Minority
2448	I don't ride BART because it's a disgusting mess. Instead of giving discounts, you should spend the money on cleaning the stations and making the system safer. Bart is already heavily subsidized and it can not afford to provide discounted services. Besides I thought the gas tax was supposed to pay for our infrastructure like our roads which are also in terrible repair.	Unknown	Unknown
2259	I don't support it. We should all get the 20% off if you are going to implement it.		Unknown
3680	I don't like the idea because BART is always complaining about not having enough money and raising fares and parking.		X
1029	I don't really think this would benefit myself. I am low income but, I would prefer to pay the same amount because I would rather my money go to upkeep for BART. I would prefer my money along with other low-income riders go to help pay for more security and BART police instead of giving myself a lower fee.		X
3582	I don't think a whole lot of regular BART riders will benefit since we probably won't qualify. The ones that do qualify would probably not take the time to purchase esp since 20% is not much discount. I see a lot of free riders. Why pay when they can just go pass the side gates. It's unfortunate but it's the truth. BART's priority should address the safety of the people. There's other means of transportation. If you can't afford BART, there's the bus.		X
803	I don't think it is a good use of funds. There are low fare bus options. Please put more police on the trains.		X
3156	I don't think it is fair to people who do not qualify and need to pay full price, including middle class commuters. It would be more fair to either lower the prices for everyone, or have another program such as a greater high value discount		X
1099	I dont think it is fair to the basic working class employees who have to pay full fare and don't make that much more then those who would be considered low income. I would stop riding and drive.		X
3030	I dont think it's fair. There are people who pay over \$20 daily it would be nice to just lower all fares.		X

Survey ID	Comments	Low-Income	Minority
1426	I don't think the discount would work. The Federal poverty guideline does not apply to California, since we all make much more due to cost of living.		X
917	I don't think they should get one or minimum make them jump through hoops and pay a yearly fee in order to get their discounted rate like you make the disabled passenger do. Really, make a disabled passenger go to only specific places to get discount card, make them pay a yearly fee to get that discount. THIS IS WHY I DO NOT RIDE BART ON A REGULAR BASIS. And the parking fee. MY WORK IS Bartable BUT I WILL NOT GIVE YOU MY MONEY, and I will not jump through hoops to get my disabled discount. But oh ya lets give the low income another break. You are helping to get rid of the middle class.	X	
1637	I don't think this is a good idea. BART is one of the most poorly managed public transit systems in the country, if they start giving discounts they're only going to raise rates for everyone else.		
700	I don't think those of us who do not qualify should subsidize lower income riders. We already pay more taxes.		X
430	I feel it would just make it easier for criminals to get on the trains. They have no problems now, why "encourage " it?		X
2202	I have no desire to have my tax dollars fund any programs to assist low income people. That's just a bandaid for the real problem. Fix the California cost of living barrier for good.		X
2799	I just don't understand why Bart cant focus on Safety and recucing fare evaders. I feel unsafe on mybdaily commute as do others. Please prioritize accordingly.		X
633	I most likely would not qualify for tblhis program, as my income is above the poverty line. However, BART is already expensive and so is living and working in the Bay Area. If regular fares go up to pay for this low income discount, I would stop riding BART. I shouldnt have to pay for a low income program.		
3414	I oppose it. Misbehavior on BART is too high, and there aren't enough seats as is. Keep fares as they are, and spend the money to put police on each train.		Unknown

Survey ID	Comments	Low-Income	Minority
1540	I oppose this discount. BART prices keep going up, and now you plan to offer a discount that I don't qualify for. I wouldn't be surprised if you plan to cover the cost of this discount by increasing costs for people like me and it's not fair.		X
359	I pay my share they should pay thier share. Everyone should pay the same rate no matter their income		
1738	I really hope that you'd make people show proof of residency or something to sign up for the program. I find it unfair that individuals can ride BART and use it as a place to sleep. If they're collecting money to ride I know that it is difficult to tell them to get off. But unclean, urine smells, people doing drugs...why make it easier for people to ride BART. BART is expensive - I ride from Walnut Creek to Embarcadero 5 days a week. With parking that is 2,700ish a year. I doubt that I would qualify as low-income. But when you work in a city where the average lunch is 15-20 a day...life is expensive not including rent.Why not reduce the fare for EVERYONE? Even if it is just 10cents. If you can reduce for some you can reduce for all.I'd rather see you invest in making the trains safer, cleaner and better for those actually paying. So instead of reducing the fare that you'll wind up raising sooner than later, take what you've identified as an available loss and apply it making the ride better.		X
548	I spend more than \$300. A month on BART. I already see able-bodied non -seniors useing discount tickets, hopping the gates, and taking the elevators without paying. I make 60k. A year but only take home 2.5 k a month. 1.5 k for rent and 300 to you. So F*** YOU with your discount program. Poor losers already get handouts, now you want to promote them with more perks! F*** You!!		X
3121	I think BART needs to keep fares the same and use money to improve the reliability of BART		X

Survey ID	Comments	Low-Income	Minority
2623	I think Bart should be ashamed to continue raise bridge tolls and seek a new way to rob drivers every election. Quit asking for more tax payer money, then turn around and attempt to start a discount fare for riders. Take that money get put it in your police because your srations are crime infested	X	X
2903	I think it is suspect to dictate a discount on whether BART's income might increase or not.Bart is one of the highest fares in the world and yet no where near as efficient nor available to the working class thus i can't even get to work on the weekend.I think we should stop fooling ourselves as to which is the problem and which is the solution.I'd imagine Bart has spent more on fare inspectors than they have lost in fare evasion. Bart needs to get their priorities straight as to what they actually stand for. mobility or sheer profit??	X	Unknown
1361	I think it's a horrible idea. The cost is just going to be pushed on the rest of us who pay full price.		
1351	I think it's preposterous. This is not what the gas tax is meant for!! It should be fixing roads and bridges that benefit us all, not just giving some individuals a discount on one mode of transportation. It is extremely unfair and I oppose this suggestion.	Unknown	Unknown
706	I think it's really problematic to introduce new bureaucracy where people have to go through a step of proving their low income. This also creates the very likely potential of privacy violation. I would support this measure because it's important to make BART more accessible, but it would much, much better to make fares cheaper or free for all (and to have an integrated regional payment system)		
2383	I think its stupid. Everyone should be able to get a discount maybe the people that ride 5+ times a week get a discount too		X

Survey ID	Comments	Low-Income	Minority
2681	I think people are more concerned with the raising of fares and parking and that's what is causing low income riders to not use Bart. I think the discount should be towards people who take Bart on a frequent basis because they are the ones who pay the consequences of others getting cheaper fares.		X
3208	I think this discount program is outrageously offensive to regular BART commuters. I take BART every day twice a day from Millbrae to Montgomery, and receive no discount. The over \$4 a ride fare is exorbitant for a dirty outdated extremely loud train. Discounts should not be given so funds can be used to hire police, I have never seen any officers on my train. A discount program is offensive to regular riders who spend \$250+ a month and make an honest living. Unlimited monthly passes (commonly available in MANY other cities) should be available first.		
1332	I think this is unfair to charge higher fares to regular passengers to subsidize lower income passengers. This will not increase ridership. It will only increase fares for regular passengers.		
3352	I think this would unfairly hurt regular riders.		X
3070	I will not qualify for the discount and I am struggling already to make ends meet so it means it will make my life even more harder. I am Pretty sure there are loopholes of getting the discount and people are going to misuse it, so no I don't want this discount since there is already youth, senior and handicap discount.		X
268	I would ride BART less. The is because the redistributive nature of your proposed discount will inevitably raise prices for the rest of us. Given the cost of living in the region, this is "death by a thousand cuts" for the rest of us.		

Survey ID	Comments	Low-Income	Minority
653	I'd rather you put safety first than accommodating to low income riders. How about people don't get attacked on the train and we stop fare evasion rather than focusing on the low income community, worry about ALL riders and keeping EVERYONE safe. If there is a discount for people who commute through BART that would be great. I do not think it is fair to have lower fares for lower income while people who ride and spend \$15 on your services every week day do not get perks. Please think about ALL your BART riders. I work my ass off and get nothing. Why bother working?	Unknown	X
1689	I'm not in favor as someone else will bear the costs, either other riders or taxpayers. Where is the survey question relating to that issue?		X
3668	I'd rather see help some other way. Fair paying commuters already cover everything and keep getting charged more. This program will only add to that		
788	I'd rather you stop fare evaders than to continue to cut breaks.		X
3359	If funding originated from the new gas tax, I would be opposed. I voted against the gas tax because I felt it would be used for items other than road repairs and improvements.		X
572	If it's going to make Bart even more crowded during rush hours, I'd be disappointed. The experience is already somewhat difficult when I'm unable to avoid peak commuter hours. Platforms out of the city in the evening are sometimes so crowded you can barely safely exit the escalator.	Unknown	Unknown
2987	If making low-income riders gets discount and regular bracket income gets an increase in tickets price, I don't think I'll ride the train more. This will only encourage people to move.		Unknown
1398	If providing a low income discounts burdens people who cannot qualify for this discount because their fares must be raised to make up the cost, but are barely hanging on working insane hours trying to pay rent, then this program will cause harm.	Unknown	Unknown
1514	I'm against it. I believe the discount will encourage Bart to raise rates for the rest of us and I can barely afford it now.		

Survey ID	Comments	Low-Income	Minority
1508	I'm sick of having to pay more when others either don't pay (I see fare evaders EVERY day) or get these subsidized fares. People are getting FED UP. And we all vote too.		X
3000	I'm very tired of all the handouts by the government. Especially since nothing is "free", someone has to pay for it and 99% of the time it's the hardworking tax payers like my wife and I. BART is horribly mismanaged as it is. Now you're proposing to give a discount to a segment of society while raising the taxes and floating bond measures that a different segment of society has to pay for. Everyone associated with BART administration and management should lose their jobs immediately.		X
2354	Instead of a discount program how about changing the fare system in which one gets charged per ride instead of mile and a monthly pass is included.	X	
2194	Instead of requiring poor households to jump through additional bureaucratic hurdles for each benefit, we as a society should give cash to low-income households, who can then decide for themselves whether BART is the best use for the money. BART is not a substitute for an income-redistribution system, should not try to become one, and should instead focus on its core mission.		
3038	It is a terrible idea.		
1866	It looks like now that there is a revenue source from the gas tax, BART is looking for additional ways to spend it. It seems BART has enough issues requiring the added revenue. This program looks to me to be a public relations move to help low income people at the expense of badly needed system improvements. Don't do it.		
329	It makes no sense to charge less to ppl who can afford the clipper card than the 50 cent charge on the tickets it's oppressive	X	Unknown
3250	It seems to me that many low-income riders are currently paying NO fares. I see fare evaders almost every time I ride Bart. The trains have become motels and toilets for a great number of people. Address this problem before you even consider any new discounts.		
3014	It will be abused to the max. Just like all the gate hoppers...		

Survey ID	Comments	Low-Income	Minority
1205	It will be used to steal money from taxpayers. There is nothing discriminatory about asking people to pay for a service they use. Let them have pride in being able to take care of themselves without handouts.		
1144	It will make bart even more crowded and dirty... will make rides even more unpleasant. There are already tons of homeless people practically living on BART.		X
3022	It's going to give more homeless people access to the trains. Please don't.		X
2530	It's too easy for people to fraudulently claim low income. Why aren't you seriously cracking down on fare evaders?		
1521	It's a nice idea, but that is not what we voted that money in for. We need BART to use it to update the system. The stations are filthy. The trains that were promised are not in use. You already look the other way to fair jumpers. If your going to let some people ride free and park free, why shouldn't we ALL get discount or ride and park for free? We get to the Bayfair station and there is no station agent in the little kiosk. People just jump the bar. We need the system working properly, proper cameras, proper staffing (there should always be a station agent working) more security. We welcome the BART police because we aren't doing anything wrong. We voted for this to update the BART system, not give SOME people a break. My daughter rides BART every weekday and some weekends. We use it less frequently. But we voted in this money to get the updates to the system so that it would be updated, clean, safe, and on time for us. If this money goes only to help some people, then I will never again vote for any taxpayer money to go to BART. We are furious over the fair jumpers. If everybody paid their fair share then maybe the promised cars, clean stations and extra security would be a reality. You seem to be going backwards. Either be fair and give the discount to everyone, or use it to do what we voted for. FIX THE SYSTEM.		
3531	It's not fair. either lower the costs of fares for everyone or not at all.		X

Survey ID	Comments	Low-Income	Minority
320	Keep it the same for all. Give everyone a 20% discount or none to any. Not fair that people have to pay more. Everyone is working hard to make the money to get to places.		X
2071	Keep the fare up and use the funds to clean up the trains and install fare gate barriers -- BART's mission is a transit system; not a homeless shelter		
3091	Keep the fares equal for everyone. Use the money to improve the system		
351	Laudable goal. But the increased gas tax was to FIX OUR ROADS! If you think there is money for your program, it means:1. The backers lied to us (wouldn't be the first time). If you have extra money after fixing our roads, reduce the tax.2. Backers lack integrity. Another bait-and-switch tactic to fund their pet projects.And in case you've forgotten, that is exactly what happened to the gas tax funds we've been paying for years. Went to the general fund instead of paying for road infrastructure.	Unknown	
2500	Low income people already have a discount. It's 100%. They just jump the gates. How about the BART police getting out of their cars and starting to monitor what's happening in the stations and on the trains? I went to NY recently and there are cops everywhere in the subways, watching what's going on. Not on BART. Strange.		Unknown

Survey ID	Comments	Low-Income	Minority
846	Low income people are already receiving so many discounts in our society. The rest of us are being forced to give up more and more of our income for this stuff. For example, starting 1/1/19, if we need any special documents from city, county, state, etc., agencies, we have to pay \$75 now. We pay an extra \$0.20/gal for our diesel fuel. We pay more and more sales taxes and fees. None of this gives us anything. Most goes to their government pensions and to the low income and poor. They already receive free cell phones and service, EBT cards for free food/food stamps, free food for single moms and their babies (how about getting married or finishing school and getting a job before getting pregnant?), Section 8 welfare, discounted transportation on other providers, free healthcare and on and on. Meanwhile, we have to wait hours at DMV because our tax money goes to all of these freebies instead of hiring more DMV workers and smarter workers.		Unknown
3036	Low income residents already receive enough benefits. SF/Bay Area public transportation is not expensive enough to require additional discounts		X
867	Low income? What threshold? How often would the discount be audited? I might be low income this year, but make a bundle next year. Seems unfair and difficult to audit. Employers should pay for workers BART fares. Other riders, who are working hard should not pay for other riders BART fares.		X
516	Low-income riders are already receiving multiple discounts through various programs in California. Average-income riders or riders whose income is not low enough, do not get any breaks. If the discount program is passed, obviously non-income-riders will have to pay more for their commutes. Please consider the hardships of the non-low-income riders.		X
1993	Make the discounts apply to frequent riders. Too many people are fare evaders, give the discount to those actually supporting BART.		
1221	Middle-income people should not be forced to subsidize low-income riders; leave communism for failed countries.		X

Survey ID	Comments	Low-Income	Minority
2847	More focus should be put on preventing fare evaders than providing discounts.		
1781	My commute train is full to capacity, sometimes I have to let one or two trains pass until I can squeeze in. Insufficient parking forces me to park a quarter mile away in a dangerous part of town. I watch fare jumpers, aggressive homeless and you want to know if more of the same is a good idea?		
2476	My spouse rides BART everyday. The stories that he can tell about the filth on the cars, the riders that are still farehopping as well as the already lack of police presence, make me think that BART isn't operating effectively with the current discounts that they offer riders. I do not agree with any other discounted tickets. Seems like it would be too much for the agency to maintain and continually review and maintain. How often would they confirm people's eligibility? Who is to say that people wouldn't buy them for others that don't qualify? This seems ridiculous and like a terrible idea.		
418	Need some vetting system to ensure there won't be homeless people sleeping on BART or disrupting other people. Most people don't ride bart because there are homeless people, it's dangerous, and saving a few bucks by taking bart over driving is simply not worth the risk of getting robbed or worse.		X
97	No discount please! I don't mind to pay more if I could get super clean reserved seat everyday.		X
3142	No discounts until BART has eliminated fare cheaters.		
1470	No no no		
1380	No way!		
1177	NO! These tax dollars were never intended to fund or subsidize low income riders of BART.		X
2330	Not a fan - I don't want to pay more taxes so others can ride Bart at a lower cost.		
1354	Not good. Too easily abused. It would be a nightmare to maintain and keep its integrity. A one-time pre-loaded card/ticket (think bus pass voucher), could be made available to charitable organizations for the truly needy. But it seems if there are already many needy who use BART as a home.		X
763	Not in favor of it.		

Survey ID	Comments	Low-Income	Minority
1871	Not in favor of it. Low income people have enough subsidies already.		
1869	Nothing wrong with low income discount concept, but it should be funded by regular BART fares, not a gas tax which penalizes people who can't use BART. Increasing the gas tax will increase cost of living, and make goods more expensive which affects everybody. BART should be paid for by the people that use it.		
3334	Of course if you get a discount you are going to ride BART at least as frequently. Why are gas tax dollars going to this? I thought those dollars were meant for fixing potholes? What the heck?		
3522	poor idea. if you want to help poor people, do so with direct grants of money. bart is not is the social welfare business. it has enough problems just transporting people safely.	Unknown	Unknown
323	Really bad idea		
1867	Save the money and get the fare evaders off the trains. The trains are dirty and disgusting. I pay my share but if we git the fare evaders off then reduce the price for everyone.		
2293	Scared that it will allow more homeless and drug use in the stations. I had to call 911 on Bart because a guy was threatening to shoot up the whole car.		X
3093	Secure the gates before you provide more discounted fares.		
2959	Security increase needs to happen first, there's a potential for problems with low income Bart		
1718	Seems like a lot of administrative hassle for a minimal discount. Why not discount off peak fares for everyone instead? It would still help low income riders as many work off hours and would also encourage non commute BART ridership.		X
994	Seems that it would be difficult to manage and enforce. How does Bart identify those who qualify. How does Bart prevent mis-use of discounted tickets. Also it's quite unfair to anyone with income just above the threshold who continue to pay the existing very high fares.	Unknown	

Survey ID	Comments	Low-Income	Minority
1764	Some survey. You don't even tell or ask questions regarding to funding source. I think drivers might have more to say about it if they knew the money was going to come from gas taxes earmarked for roads as Brown promised. Shame on you. How low. Tell all of the facts. Why do you care about my age, ethnicity or income? Fix the survey!		
1920	Stop Bart's mismanagement of funds, and you can stop raising fees, keep Bart safe, AND have these welfare programs!		X
441	Stop rewarding people for low-income.		X
3502	Stop with the handouts		
1606	Taxing people to provide a discount to others is unfair.	Unknown	Unknown
1489	That's ridiculous. The hard working class have been paying enough. If u can afford lowering the fare for the poor again, u should not keep increasing the fare year after year. We paid more than enough to help the poor thru all kinds of taxation. People should get a job & get a life , don't take drugs , don't have babies if u can't afford because the baby won't be happy growing up. Wake up! People are moving away from California.		X
1079	The Bart is already struggling with safety security cleanliness and other issues. I do not think a low income discount is fair or sustainable. I completely disagree with that and would feel even more burdened by it as a rider.		X
2017	The Bay Area doesn't have an income problem. Invest in fare evador systems and you will recoup your investment in a couple years. People have no choice but to pay what the market demands for fares. It's like coin laundry, people will pay and use the same regardless of price because they need to have clean clothes!!		X
1134	The expense to monitor this program and the potential for fraud outweighs a 20% discount. This is a waste of money. Instead you should lower the fares 20% for all riders.		
2742	The gas tax is meant to fix the roads, not provide any funds to BART. I am totally against this!!!!	Unknown	X
2180	The gas tax was supposed to be used to repair roads and infrastructure. Repair things!	Unknown	X

Survey ID	Comments	Low-Income	Minority
3383	The money given to you but us voters was for operation and maintenance it's bad enough that people do not pay to ride Bart they jump the gates piggyback behind customers and now you want to give him free rides NO BART station attendants need to be replaced all this is happening right in front of them and they do nothing about it the station attendants are too busy looking at their phones being on social media to see what this crooked customer's are doing. And when you take the time to make them aware of what's going on the station attendant get upset that you're taking their time away from phone activity so the answer to your question is no no no	Unknown	Unknown
886	The money should be used to fix highways and roads instead.	Unknown	
1212	The people that can't afford Bart already hop the fence or find a way to go for free. It would continue to convince business people to take uber instead		
936	The potential discount is fiscally irresponsible. BART has never broken even, relies on federal subsidies, and is always in the red. BART should 1/ crack down harder on people jumping the turnstile to avoid the fare, 2/ renegotiate union contracts, and 3/ conduct a rigorous and independent operational analysis to improve efficiency and reduce costs.		X
424	the tax payers money should be used to improve security of the BART system, clean the trains, prevent crime, and upgrade the trains. It should not be used to give discount to anyone, rich or poor.		
702	The voters voted to keep this tax for road repairs. DON'T DIVERT THE FUNDS to things that weren't approved		
1168	There are so many people that don't pay and squeeze through the fate gates already. Those that rightfully pay will suffer a rate hike in the end.		X
3524	There is already FAR TOO MANY FARE EVADERS and problems with the BART stations that I see a program such as this to only become a scapegoat that will more down the many many things require urgent addressing.		X

Survey ID	Comments	Low-Income	Minority
3010	There should be no discount program for low-income riders. The fee schedule need to be similar to the Washington DC subway: Peak Fares and Non-Peak Fares. Lower fares during non-peak times can bring people back into the system. Most transit systems make most of their money in the peak times.		X
2391	They already have a discount called free rides because there's never any dam bart police to be found and never any fare checkers to be found. Junkies take up all the seats for free every morning it's their free hotel. No police or fare checkers ever. I see people shooting up on platforms at least 3 times a week. No police or fare checkers anywhere! Stop worrying about people who don't pay and take care of the people who do pay to go to work every day.		
1469	They don't pay anyway, so why would a discount matter. Also, you passed out paper surveys with no trash cans around. They are littered all over the 16th mission station. Lol	Unknown	
3348	This discount scheme is a complete waste of BART time and resources. BART should outsource its station staffing and maintenance and cut fares 25% for everyone.		
1276	This discount will be a waste of money and will cause an increase of local tax for everyone. First, it will be hard and costly to verify the income of all discount applicants. I am sure people will cheat and abuse the handout. It is better to concentrate our effort to solve the bigger problem of homelessness.		X
1125	This does nothing but raise BART fares for people who are not considered low-income but who still can't afford BART. That 20% will come from somewhere. It will be us middle class that pay. It is appalling.		Unknown

Survey ID	Comments	Low-Income	Minority
272	This is a dumb idea. What is the purpose of such an idea? If to increase usage, try letting us see the trains that you folks spent almost three quarters of a billion dollars on and have yet to deliver, or try to have a system where commuters can feel safe. If to give assistance to poor, I don't believe that is the purpose of the board of directors. There are other, more direct ways to help people. All in all, this is a poorly thought out, confused idea.	Unknown	Unknown
3170	this is a farce	X	Unknown
824	This is a terrible idea to force regular riders to subsidize so called low income riders. How about reducing unnecessary costs, reducing pay of executive managers who provide little value and increase fare enforcement, so that regular fares can be reduced for everyone?		X
2533	This is absolutely ridiculous. When about one third of the people fare evade why not make BART free for all. Why do some people have to subsidize others when we ourselves are struggling to pay bills and live in the bay.		X
3407	This is absurd! There should not be a low income discount. You keep raising rates. Why on earth should the full fair riders have to pay for those that need the discounts? We (those struggling to pay full fare and that won't qualify to pay the discount rate), will just get screwed. NO discount for low income. There are enough subsidies already.		X
1638	This is not fair for the middle clas people. We are the ones that will eventually have to pay for it. Most of the low income households have able bodied individuals but they prefer to sit home, or do drugs vs work for their family. Look around and do some research.		X
2415	This is NOT fair to the people who pay full price. A low income discount would discourage me from taking BART at all.	Unknown	
498	This is NOT s good use of funds. Before anything else, Bart needs to increase security. It should not be a rolling homeless shelter, or a place to get high. Too many people still evade paying fares. Bart needs first of all to pay attention to its regular users.	Unknown	Unknown

Survey ID	Comments	Low-Income	Minority
334	This is ridiculous, none of us who struggle but aren't as far below the party line pay and continue to see the fare go up, despite service being poor and the criminal activity on the trains. Low income riders cause most of the crime on the trains, too.	X	X
1562	This is to be paid for from gas tax revenues—why the heck! How about using the gas tax money to fix pot holes, and road construction LIKE IT WAS MEANT FOR!!!!		
809	This is yet another way to redistribute wealth and I don't agree with it.		X
1410	this just means more homeless people on the trains at all times. i see people jump or even push open the turnstiles on a regular basis and no one care/does anything. i have to take bart to work everyday and i know this program will only increase the amount of people who are not taking bart to commute but to sleep. all day.		X
926	This proposal is outrageous. This tax was sold to us by the fact that our roads are falling apart and we were told it was going directly to road repair. To now use it to subsidize Bart is not acceptable.		
2369	This proposed discount would do nothing to curtail the up to 80%...yes 80% of the people I've witnessed just not paying at all. This money would be better spend on enhanced physical barriers to thwart fare evaders. I even posit that doing away with woefully ineffective Station Agents with actual law enforcement officers at each station in order to curtail fare evasion and increase BART revenues. This discount won't do anything to change the mind of most fare evaders. People aren't evading fairas because they're \$.80 short.		X
352	This should not apply to them.	Unknown	Unknown
517	This should not be paid for with tax dollars.		Unknown
2004	This sounds like a terrible idea. Please don't do this. It will only allow anyone who knows how to use a computer to defraud BART, pay less for the same amount of rides, and BART would earn less money.		

Survey ID	Comments	Low-Income	Minority
2364	This tax is meant for fixing the roads... it should have been repealed... if you want to help low income people get them trying so they can find work or get better jobs... they should pay the same as everyone else.... this money from gas tax was not ever supposed to be used to give lower fares.... this entire thing is wrong!!!		
3056	This will not help keep BART clean, safe, accessible or help with the high volume commute times. It will cause more people to take advantage of BART without adding any value. It will cause more people to STOP taking BART because it will be full of people taking advantage of the system rather than pay their way to make it a better experience.		Unknown
1812	This won't solve the issue of fare evasion and if this makes regular riders fares go up to make up for lost revenue it's going to be a problem.		X
3702	Tired of handouts. Bart keeps raising fares so as usual the middle class working people will end up footing the bill for others	Unknown	
1184	to be fair, while a discount is a wonderful idea, low income riders like myself would benefit greatly from a moratorium on fare increases. fare increases occur without notification and without reasons for their need. this sort of thing can be quite frustrating.	X	X
533	Too many people take advantage of being 'low income' and they are the ones that sleep, & take two seats to lounge. Do homeless qualify for low income? I just see more personal problems w/this program. I truly love BART but all the crime reports are discouraging. I just have to think crime could increase as well. Sorry, I do not support this program.		X
1066	too much red tape to verify those qualified.		
230	Totally unfair. You already have discounts and don't check people who skip the turnstiles. Not fair to paying customers, my taxes fund you, my fares fund you, and now you want even more money. Go f*** your mother in the ***		X
222	Trains are dirty and crowded, and tickets for regular riders are grossly overpriced. Instead of offering discounts for a subset of potential riders, focus on making your trains run more efficiently and reducing costs for everyone. I strongly disapprove this plan.		X

Survey ID	Comments	Low-Income	Minority
2683	Unbelievable! Hard working middle class obviously don't matter anymore.	Unknown	X
3676	Unfair to full priced paying customers riding the same trains. Would discourage ridership. How would anyone regulate discounted vs non-discounted riders?	X	Unknown
1037	Unfair to others		X
2292	Unnecessary. Bart is too mismanaged already.		X
2176	Use our gas tax funds for our crumbling roads and infrastructure, not for lowering BART fares.	X	
2399	Use the money to make bart rides safe, sanitary and have better station agents. The station agents are the worst and are not helpful. Why do you have station agents like that? Everything BART does just shows BART as a company does not have any standards and do not care about their riders safety. Focus on that and the ridership will increase.		X
2487	Where do the money come from? I strongly oppose this program if other BART riders will see a fare increase to offset the cost of this program.		X
1461	Where is the money going to come from for this program? Why are you not doing enough to stop fare evaders? Would fare evaders be eligible for this program? How will you judge if this program is successful or a failure? What type of documentation will be needed to ascertain if someone is eligible for this fare reduction program? Who will administer the program within BART? Will BART have to hire more people to run the program?		
2936	Where's the money coming from? I take the Dublin/Pleasanton line and question the implementation of this new program when there are fewer trains on my line than all the other lines, even though it's jam packed during commute hours. This is difficult to swallow when I'm seeing new trains and half empty cars constantly on the Pittsburgh Bay Point line and no improvements to Dublin/Pleasanton.		X

Survey ID	Comments	Low-Income	Minority
3338	While I support broader utilization of public transportation, I'm not sure this would do much to encourage public transportation use and might only serve to push the poorest selectively on BART versus other forms of transportation while increasing commute length for the poorest, who are now able to commute a farther distance. I wonder whether these monies might be better spent on infrastructure upgrades or programs for the very poorest.		X
2691	While this proposal is motivated by good intentions, BART should not decrease revenues via a discount program. Transit is already terribly underfunded in America compared to other developed countries. BART needs every cent it can get from its riders. I believe BART should be fiscally responsible so it can focus on improving the service it provides to all its riders via increased investment in new cars, repairs, funding a 2nd Transbay crossing, Transit oriented housing development, etc. It is not the responsibility of BART to means-test its fares. Everyone should pay the same price.	X	
277	Who are the people you're trying to help? I feel like a lot of financially marginal families commute from far out on the BART lines and would benefit a lot if their monthly transit expense, which is high, went down. But I feel like a lot of those folks make slightly more than 200 FPL. A lot of very very poor people in SF just ride muni (at low cost or for free because they don't pay). So I'm not sure this proposed discount would even reach them. Also what was the point of this survey? I would not qualify for a low income discount, but you didn't ask me that, and you did ask me if having a discount would change my rider behavior. I'm irrelevant to your target population, but you have no way of knowing that..		X
3621	Why give discounts when there's so many fare evasions anyway? Bart doesn't care enough to follow through with fining those that jump through gates, so why should you facilitate a discount?		X
2590	Why not use the Gas tax for ROADS?		

Survey ID	Comments	Low-Income	Minority
3063	Why offer a discount that will make overcrowding worse?		
1492	Why should low income people get a discount? BART is so expensive for anyone because of the massive lack of governance and mismanagement of funds. There should be no discount until they fix this problem.		X
1437	With the cost of the bart tickets already so high, why would you discount it for low-income riders. This is a big drain to the pocket everytime you take bart. In fact the long distance tickets should be made more cheaper. Most of the low income people live further away because of the high property prices and the price to come from the last point to downtown SF is exhorbant. That should be fixed.		X
528	Would non-discounted riders would have to subsidize the loss of revenue? It's already too expensive to ride the Yellow Line from Walnut Creek to San Francisco. Would the fare go up even more? I don't think it's fair to have different fares for different people. There are so many scammers who jump over the gates without paying and the attendants ignore them. Why not enforce the rules and make everyone pay their fair share at the same rate.		
2891	Would not want to pay higher fees to support ths program. Where are funds coming from? At capacity in rush hour already!		
1362	Yes I'm upset this could be coming out of gas tax which was supposed to be for roads. This is not cool as most people lie on their income. Would BART be looking at tax returns? I don't like this proposition.		
3299	yes, BART is already a big dirty HOLE--why do that? Also, you already have a low-income program in place in our TICKET EVADERS and your homeless issue that on any given day you can find them on the trains or stations. So why don't you focus on the paying customers because if BART becomes anymore GHETTO then the paying customers will take their cars to the road ways.		X

Survey ID	Comments	Low-Income	Minority
78	Yes, BART should be dissolved of its Board and Management; it is using funds promised to fix and repair highways and roads that are in disarray. Illegally diverting funds to pay for low-income riders is morally and ethically wrong. BART should be under Federal control since the current Board and Management are unscrupulous, dirty rotten scoundrels.	X	X
1834	Yes, I don't think this there should be any discount programs.		Unknown
94	Yes, Its a horrible idea. The train is already filled with homeless people. Allowign low income people a discount will make the train ride dirtier, more crowded and even more unsafe.		
1035	Yes, what was presented on the news tonight, was that this program would be funded by the gas tax. Is the same gas tax that Governor Brown improperly put into affect, without voter approval? The same gas tax that is to be used for infrastructure improvements . . Then my responses is absolutely NO!!!! Use the gas tax money for what it was designated for improving our roads and infrastructure!		
1141	Yes. We already subsidize enough free stuff.	Unknown	Unknown
99	You already have a discounted fare option. Allowing prople to hop the turnstiles with no punishment.		
3436	You are going to encourage homeless to take up residence in the trains. And as I've seen in the 24 months of constant ridership you neither have the conviction of the apparent means to clean or police the trains.		
2075	You keep increasing costs to the middle income wage earner by subsidizing other patrons. Stop! No on more discounts...only for senior citizens on fixed incomes.		
2119	You should be giving all riders discounts not just low income stop with the socialist policies and stop ripping people off I pay full fare I expect nobody to pay my fare except me lower your overpriced fare which in return I receive horrible service		Unknown

Survey ID	Comments	Low-Income	Minority
3290	子女上大学搭bart clipper card没有了discount, at least我觉得大学生都应该有discount。*My children go to college and use a BART Clipper Card without a discount, at the very least college students should have a discount*	X	X
3107	Discounts of any type should be quoted or processed at a destination fare gate or add value machine in the event of insufficient funds; I use Clipper/SFSU ID that receives a 25% discount for trips beginning or ending at Daly City, however when the loaded value is not enough to exit the system, the fare quoted is the "no discount" amount, and add value machines will not process the payment until this amount is reached. When it is reached, the fare gate still charges the discounted rate.		X
2560	Everyone is broke and struggling. I don't understand how Bart receive so much money and still can't keep the places clean and safe.	X	X
3682	for family of 4 it is cheaper to take uber. lyft.		
1459	For me, it's a choice between BART and Muni Metro--and BART is always the cheaper alternative. My doctor says I need to walk more, so I shouldn't even be riding BART!		
2856	From Fruitvale Station to San Francisco, round-trip, it's a fortune. I rarely take part based on its price and now what I perceive as it's danger.	X	
46	Gang		X
1745	Good means of transportation	X	X
2160	How about better management of the bart system? Why is it so dirty? where are the new trains? why are the station agents so rude? why do you treat riders so cruel when checking clipper cards? I ride bart because I have to get to work.		X
3672	I do not qualify as a low-income rider.		
1953	I don't qualify as low income.		
3474	I have to get to work, regardless of whether I get a discount to ride. Also, I wouldn't be considered low income, so I wouldn't qualify for the discount anyway.		
384	I live well below the federal poverty level. Of course BART is expensive for me.	X	

Survey ID	Comments	Low-Income	Minority
2952	I often commute from my house in Solano County and use part to commute to a plethora of work and personal destinations all throughout the Bay Area: From the East Bay to The City to the Peninsula. BART makes saving gas and precious mileage easier in addition to saving time and being within a trustworthy environment to promise a better chance of being consistently safe.	X	X
3401	I ride the trains no matter what and now the bridge toll going up it costs me upwards \$300 out of a \$800 paycheck to go to and from work!	X	X
1982	<p>I see a lot of low income people using cash at Bart to buy tickets. Please consider making EBT cards work as Bart tickets by letting folks use their EBT Cash assistance for Bart fares.</p> <p>Please look at adding discount fares at off peak hours to encourage folks to use the system when it isn't rush hour.</p> <p>Please add trash cans, bathroom and water faucets at the stations. It is needed.</p> <p>Please add volunteer jobs at Bart that let folks earn Bart credit. I would gladly volunteer to take a trash bag and picker and navigate the length of the train picking up trash if it meant my fare was free.</p>	X	X
2282	I think Bart is expensive and sometimes is comparable to Uber.	X	
2047	I think more should be done about tax evaders who are the ones causing increases for the rest of us full paying customers		
2257	I think prices in general are too expensive especially since it's paid for by tax payers anyway		
1057	I think the return of the 15 min maximum wait we had before the earthquake would also help low income riders while also helping everyone else.		
1052	I think there should be a college student discount regardless of income		
112	I think this is a regional issue and should be solved (paid for) through a regional program that recognizes and analyzes that this transportation issue is a direct outcome of our racist and exclusionary land use policies.	Unknown	

Survey ID	Comments	Low-Income	Minority
2186	I think your math of 200% below poverty threshold isn't correct.		
105	I used to ride daily for school. Considering how hard it is to get around the bay, finding jobs within walking distance of bart is important.		X
89	It is outrageous that there is a paper ticket surcharge of 50-cents per ride! This is racist and discriminatory! So wrong!!!!!!		
2656	It's not clear to me how to request senior discount.	X	
1078	It's currently cheaper for me to drive then BART to work, and I wish that weren't true.		X
286	make the orange tickets available to all college students	X	Unknown
2715	MOST Seniors ARE LOW INCOME. Cannot afford BART anymore. And BART IS NOT SAFE. A/C Transit serves me pretty well, AND gives a decent Senior discount. I was a regular BART commuter for years.	X	
15	My wife and I live just right on Alameda, but it costs so much now for a round trip into San Francisco that we rarely go. If we do, then Uber Pool Express is much more competitive and convenient than BART.	X	X
1623	N/A		X
3670	N/A		X
1301	N/A	X	X
4	Na		X
14	No		X
44	No		X
49	No		X
73	No		
1004	No	X	X
1944	No		
2593	No	X	X
2789	no		X
3391	No		X
3586	No	X	X
2446	No		X

Survey ID	Comments	Low-Income	Minority
55	No but yall f***** suck.		
2670	No, but add security to make riders feel safe!!		X
2869	No. But it will be nice to get free rides some time.	X	X
293	None	X	X
1253	People jump the gate if they don't want to pay.		X
3281	POWER TO THE PEOPLE	Unknown	Unknown
2782	Public transit should be free	X	
5	Public transit should be free and fare evaders should not be penalized	X	X
1936	que le aumenten el tiempo a las maquinas de entrada de todas las stations. *increase the time at the entrace machines at all stations.	X	X
3320	Should be Free during all non peak hours. Stop wasted runs with empty seats. We don't have the money to waste by leaving a seat empty, when job, education and communication would benefit from better using our public resources.		X
188	Stop shooting young men and harassing poor people at stations and on trains	X	
134	Stop using armed BART fakePolice to enforce fares. (Why you need armed fakePolice *at all* is a separate but important question.) Stop making any level of fare evasion a criminal offense. It's stupid and horrible and costs the community far more than whatever meager result you think it brings to you.		
1047	The current program for getting the disabled discount is really inaccessible	X	
3451	The prices are outrageous and the safety is minimal at best. For how much money we pay we should be getting places faster. It's a shame how the tech capital of the world moves its people around in comparison to other cities in the country. It's a shame that when we can barely afford the crazy prices now we are unsafe.		X
822	the problem is that I really do not know how much it costs to ride from there to here anymore. the machines USED to print the fare on the ticket. but most machines do not. and when I clipper I have ZERO way of seeing that unless I log into the card to find the log.	X	

Survey ID	Comments	Low-Income	Minority
2225	The survey question above makes no sense to someone who would not be eligible for the program. How is someone who is not eligible supposed to respond? Can BART afford this program?		
1682	To many people don't pay for the ride ??????I never saw the police in acción ?????.		Unknown
2401	What is Bart doing to solve the homeless issue? Aggressive homeless people are practically a daily occurrence for most Bart riders. I'm so tired of disgusting Bart trains with needles and trash everywhere!		
1502	Why does BART have an Office of Civil Rights?		
3245	Yes. I think that it is a travesty (and perhaps, an intentional one) that the News Alert for the meeting at the Bay Point Station today was NOT in the news, until 1.5 hours AFTER the meeting had already started! The slick move nearly *guarantees* that the turnout will be low of non-existent! It's looking more and more like The Fools are running the show!		
289	You call this a survey? Where are the questions regarding the funding source.		

Appendix PP-B:
Low-Income Discount Survey



Low-Income Discount Survey

BART needs your input on a potential new discount program for low-income riders!

In partnership with the Metropolitan Transportation Commission, BART is considering offering a new discount program for low-income adult riders that could begin as soon as fall 2019. Eligible riders would receive a **20% discount** on all their BART rides. To qualify for the discount, a rider's household income would need to be at or below 200% of the federal poverty level guidelines—for example, a rider in a family of four earning \$50,200 or less would qualify.

Please complete this survey to provide your input on this potential new discount. To thank you for your time, you can also **enter to win a \$120 Clipper card** at the end of this survey.

1 About how often do you currently ride BART?

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

2 Do you usually use a Clipper card or BART ticket to pay your BART fare?

- Clipper card
- BART ticket
- Other: _____

3 What type of fare do you usually pay when you ride BART?

- Regular BART fare (no discount)
- High Value Discount (\$48 or \$64 value)
- Muni Fast Pass
- Senior discount
- Disabled discount
- Youth discount
- Other discount: _____

4 If you received a 20% discount off of regular BART fares, do you think you would ride BART more often?

- Yes, I would ride BART more if I received a 20% discount
- No, this discount would not change how often I ride BART
- Don't know

5 Do you have any comments about this potential new discount program for low-income riders?

Please tell us about yourself.

(Your answers will help us evaluate how well we're reaching all the communities we serve.)

6 What is your "home" BART station (the station you usually use when coming from home)?

7 What is your most common "destination" BART station (the station near your frequent destination, such as your workplace)?

8 What is your age?

- Under 18
- 18 – 24
- 25 – 34
- 35 – 44
- 45 – 54
- 55 – 64
- 65+

9 What is your race or ethnic identification?

(Check all that apply.)

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

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

- Yes, I speak: _____
- No

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

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

11 What is your total annual household income before taxes?

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

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

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

13a Do you have a smart phone (can access the internet, download apps, etc.)?

- Yes
- No

13b If you answered "Yes" to question 13a: As of today, were you able to use the internet on your smart phone?

- Yes
- No

14 Do you have a checking or savings account?

- Yes
- No

15 Do you have a pre-paid debit card, debit card, or credit card?

- Yes
- No

Thank you for your input.

Optional

If you would like to **enter to win a \$120 Clipper card**, please tell us how to contact you if you win:

Name: _____

Phone: _____

Email: _____

Would you like to sign up for **BARTable this Week**, a free email newsletter with contests, discounts and events close to BART stations?

- Yes
- No

Would you like to be contacted in the future (via email) with **important BART updates**, or in case of a major system-wide emergency?

- Yes
- No

CONTEST RULES: No purchase necessary. Void where prohibited. One entry per person. This sweepstakes ends on 12/31/18 at 5 PM PST. Sponsor is Bay Area Rapid Transit (BART). Open only to residents of California who are at least 18 years old at time of entry. Employees/contractors of BART and their family/household members are not eligible to enter. Other restrictions apply. Sponsor will award one Clipper card (approximate value \$120). Winner will be chosen by random drawing and must respond within five business days of notification; otherwise an alternate winner will be chosen. Need not be present to win. All federal, state and local regulations apply.



Encuesta de descuentos para pasajeros de bajos ingresos

BART necesita conocer su opinión acerca de un nuevo programa de descuentos que se podría lanzar para pasajeros de bajos ingresos.

En asociación con la Comisión Metropolitana de Transporte, BART está considerando la posibilidad de ofrecer un nuevo programa de descuentos para pasajeros adultos de bajos ingresos, el cual podría dar inicio en el otoño de 2019. Los pasajeros que reúnan los requisitos recibirían un **descuento del 20 %** en todos sus viajes en BART. Para reunir los requisitos de este descuento, los ingresos del hogar del pasajero tendrían que ser iguales o inferiores al 200 % de las pautas federales de nivel de pobreza. Por ejemplo, un pasajero que pertenezca a una familia de cuatro que gane \$50,200 o menos reuniría los requisitos.

Por favor responda esta encuesta para brindarnos su opinión acerca de este nuevo descuento potencial. Con el fin de agradecerle por su tiempo, al finalizar esta encuesta puede **participar en un sorteo para ganar una tarjeta Clipper de \$120.**

1 ¿Con qué frecuencia viaja usted en BART actualmente?

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

2 Por lo general, ¿utiliza una tarjeta Clipper o un boleto de BART para pagar su viaje en BART?

- Tarjeta Clipper
- Boleto de BART
- Otro: _____

3 Por lo general, ¿qué tipo de tarifa paga cuando viaja en BART?

- Tarifa normal de BART (sin descuento)
- Descuento de alto valor (con valor de \$48 o \$64)
- Muni Fast Pass
- Descuento para personas mayores
- Descuento para discapacitados
- Descuento juvenil
- Otro descuento: _____

4 Si recibiera un descuento del 20 % en las tarifas normales de BART, ¿cree que viajaría en BART con mayor frecuencia?

- Sí, viajaría más en BART si recibiera un descuento del 20 %
- No, este descuento no cambiaría la frecuencia con la que uso BART
- No sabe

5 ¿Tiene algún comentario acerca de este posible programa de descuentos para pasajeros de bajos ingresos?

Por favor, díganos un poco acerca de usted.

(Sus respuestas nos ayudarán a evaluar qué tan bien nos estamos comunicando con todas las comunidades a las que servimos).

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

7 ¿Cuál es su estación de BART "de destino" más común (la estación cercana a su destino más frecuente, como su trabajo)?

8 ¿Qué edad tiene?

- Menor de 18
- 18 a 24
- 25 a 34
- 35 a 44
- 45 a 54
- 55 a 64
- Mayor de 65 años

9 ¿Cuál es su raza o identificación étnica?

(Marque todas las respuestas que correspondan).

- Indio norteamericano o nativo de Alaska
- Asiático o de las Islas del Pacífico
- Negro/Afro-americano
- Hispano, latino o español
- Blanco
- Otra: _____

10a ¿Habla algún otro idioma en el hogar que no sea el inglés?

- Sí, hablo: _____
- No

10b Si respondió "Sí" a la Pregunta 10a, ¿qué tan bien habla inglés?

- Muy bien
- Bien
- No muy bien
- Nada

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

- Menos de \$25,000
- \$25,000 a \$34,999
- \$35,000 a \$39,999
- \$40,000 a \$49,999
- \$50,000 a \$59,999
- \$60,000 a \$74,999
- \$75,000 a \$99,999
- \$100,000 o más

12 Incluyéndose a sí mismo, ¿cuántas personas viven en su hogar?

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

13a ¿Utiliza un teléfono inteligente (puede acceder a internet, descargar aplicaciones, etc.)?

- Sí
- No

13b Si respondió "Sí" a la pregunta 13a: Hasta hoy, ¿pudo acceder a Internet en su teléfono inteligente?

- Sí
- No

14 ¿Tiene una cuenta de cheques o ahorros?

- Sí
- No

15 ¿Tiene una tarjeta de débito prepagada, una tarjeta de débito o una tarjeta de crédito?

- Sí
- No

Gracias por sus respuestas.

Opcional

Si desea **participar en un concurso para ganar una tarjeta Clipper de \$120**, díganos cómo podemos comunicarnos con usted si gana:

Nombre: _____

Teléfono: _____

Email: _____

¿Desea suscribirse para recibir **BARTable this Week**, un boletín gratuito que se envía por email y que incluye concursos, descuentos e información sobre eventos cercanos a las estaciones de BART?

- Sí
- No

¿Le gustaría que nos comunicáramos con usted en el futuro (por email) sobre **novedades importantes de BART** o en caso de que ocurra una emergencia grave de todo el sistema?

- Sí
- No

REGLAS DEL CONCURSO: No es necesario efectuar ninguna compra. Nulo cuando lo prohíba la ley. Una participación por persona. Este sorteo finaliza el 31 de diciembre de 2018 a las 5 p. m., PST. Patrocinado por Bay Area Rapid Transit (BART). Abierto únicamente a residentes de California que tengan al menos 18 años de edad al momento de solicitar la participación. Los empleados/contratistas de BART y sus familiares o miembros de su hogar no reúnen los requisitos de participación. Se aplican otras restricciones. El patrocinador otorgará una tarjeta Clipper (valor aproximado de \$120). El ganador será seleccionado a través de un sorteo aleatorio y deberá responder dentro de los cinco días hábiles posteriores a la fecha de notificación. De lo contrario, se elegirá a otro ganador. No necesita estar presente para ganar. Se aplican todas las leyes y reglamentos locales, estatales y federales.



低收入折扣調查問卷

舊金山灣區捷運處 (BART) 可能推出低收入乘客折扣方案；BART 需要您提供意見！

BART 現正與大都會運輸委員會 (Metropolitan Transportation Commission) 合作，考慮為低收入成年乘客提供一項新的折扣計劃，最早可能在 2019 年秋季開始實施。符合資格的乘客每次搭乘 BART 均可享有 **20% 折扣**。若要符合折扣優惠的資格，乘客的家庭收入必須等於或低於聯邦貧困線標準的 200%；例如，若是收入低於 \$50,200 的四口之家，乘客就有資格享受這項優惠。

請完成這項調查問卷，並針對這項可能推出的新折扣優惠提供意見。為感謝您抽空接受調查，您還可參加問卷最後的抽獎活動，有機會贏得一張價值 \$120 的 Clipper 卡。

1 您目前有多常搭乘 BART？

- 每週 5 天或以上
- 每週 3-4 天
- 每週 1-2 天
- 每個月數天
- 每月不到一次，但每年至少一次
- 每年不到一次或完全沒有

2 您通常是使用 Clipper 卡或 BART 車票來支付 BART 票價嗎？

- Clipper 卡
- BART 車票
- 其他：_____

3 您搭乘 BART 時通常是支付哪類票價？

- 一般 BART 票價 (無折扣)
- High Value 折扣票價 (價值 \$48 或 \$64)
- 電聯車快速通行票價 (Muni Fast Pass)
- 老人折扣票價
- 殘障人士折扣票價
- 青少年折扣票價
- 其他折扣票價：_____

4 如果一般 BART 票價可獲得 20% 折扣優惠，您認為自己會更常搭乘 BART 嗎？

- 會，如果有 20% 折扣優惠，我會更常搭乘 BART
- 不會，折扣優惠並不會改變我搭乘 BART 的頻率
- 不知道

5 對於這項可能新推出的低收入乘客折扣優惠方案，您是否有任何意見？

請提供您的個人資料。

(您的回答可協助我們評估，了解我們為社區服務的成效。)

6 哪個是您的「出發地」 BART 捷運站 (從住家出發後通常搭乘的車站)？

7 哪個是您最常去的「目的地」 BART 捷運站 (您最常去的目的地如工作地點附近的車站)？

8 您的年齡？

- 未滿 18 歲
- 18 – 24 歲
- 25 – 34 歲
- 35 – 44 歲
- 45 – 54 歲
- 55 – 64 歲
- 65 歲以上

9 您屬於哪個種族或族裔？

(請勾選所有符合項目)。

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

10a 您個人在家中是否說英語以外的語言？

- 是，我說：_____
- 否

10b 如果 10a 題回答「是」，您的英語說得怎麼樣？

- 很好
- 好
- 不好
- 完全不會

11 您的稅前家庭總年收入是多少？

- \$25,000 以下
- \$25,000 - \$34,999
- \$35,000 - \$39,999
- \$40,000 - \$49,999
- \$50,000 - \$59,999
- \$60,000 - \$74,999
- \$75,000 - \$99,999
- \$100,000 或以上

12 包括您自己在內，您家裡住了多少人？

- 1 2 3 4 5 6+

13a 您是否有智慧型手機 (有上網、下載應用程式等功能)？

- 是 否

13b 若第 13a 題回答「是」：在今天以前，您的智慧型手機是否能上網？

- 是 否

14 您是否有支票帳戶或儲蓄帳戶？

- 是 否

15 您是否有預付扣帳卡、扣帳卡或信用卡？

- 是 否

謝謝您提供意見。

選填

如果您想參加抽獎以贏得一張 \$120 Clipper 卡，請告訴我們若得獎該如何聯絡您：

姓名：_____

電話號碼：_____

電子郵件地址：_____

您要訂閱免費電子報 **BARTable this Week** 並收到比賽、折扣和 BART 捷運站附近的活動資訊嗎？

- 要 不要

若將來有 **BART 重要消息**，或系統方面發生重大緊急事故時，您是否希望 BART 與您聯絡 (透過電子郵件)？

- 是 否

抽獎規則：無需購物即可參加抽獎。若法律禁止則無效。每人可參加抽獎。本抽獎活動截止日期：2018 年 12 月 31 日下午 5 時 (太平洋時間)。主辦方為舊金山灣區捷運處 (BART)。僅開放給報名時已年滿 18 歲的加州居民參加。BART 員工/承包商及其家人/家庭成員不得參加抽獎。有其他限制。主辦方將送出一張 Clipper 卡 (價值約 \$120)。得獎者是以隨機方式抽出，且在收到通知後五個工作日內必須回覆；否則，我們將抽出另一位得獎者。抽獎時，得獎者無庸在場。所有聯邦、州和地方法規皆適用。

Appendix PP-C:

Low-Income Discount Postcard

BART WANTS TO HEAR FROM YOU

BART is seeking your input on its proposal to offer low-income riders a fare discount of 20% per BART trip as part of a regional low-income transit discount pilot program.

Come tell us what you think at the following station events:

Pittsburg/Bay Point BART
Wednesday, December 12
7:00-10:00 AM

Coliseum BART
Thursday, December 13
6:00-9:00 PM

16th Street Mission BART
Tuesday, December 18
7:00-10:00 AM

Take the survey online at bart.gov/discountsurvey

Survey period is Dec. 4-31, 2018.

If you need language assistance services, please call (510) 464-6752. 통역이 필요하신 분은, 510-464-6752 로 문의하십시오. Kung kailangan mo ang tulong ng mga serbisyo ng wika, pakitawagan ang (510) 464-6752. Nếu quý vị cần dịch vụ trợ giúp về ngôn ngữ, xin vui lòng gọi số (510) 464-6752.



¡BART QUIERE CONOCER SU OPINIÓN!

BART quiere conocer su opinión sobre su propuesta de ofrecer a los pasajeros con bajos ingresos un descuento del 20% en las tarifas por cada viaje en BART, como parte de un programa piloto regional para ofrecer descuentos en el transporte público.

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

Pittsburg/Bay Point BART
Miércoles, 12 de diciembre, 7-10am

Coliseum BART
Jueves, 13 de diciembre, 6-9pm

16th Street Mission BART
Martes, 18 de diciembre, 7-10am

Responda la encuesta por Internet entre el 4 y el 31 de diciembre en bart.gov/discountsurvey

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

BART想聽取您的意見!

BART 現正 徵求您對捷運處建議低收入乘客乘坐BART時, 每程車費獲享八折優惠的意見, 有關建議為地區試驗計劃的一部份, 為低收入人士提供公交折扣優惠。

請於以下 BART 舉行的車站活動, 前來告知我們您的想法:

Pittsburg/Bay Point BART
2018 年 12 月 12 日 星期三早上7:00至10:00

Coliseum BART
2018 年 12 月 13日 星期四 晚上6:00至9:00

16th Street Mission BART
2018 年 12 月 18 日 星期二早上7:00至10:00

2018 年 12 月 4 日至31日內, 請上網至 bart.gov/discountsurvey 填寫線上調查。

如需語言協助服務, 請致電 (510) 464-6752。

Appendix PP-D:
Multilingual Newspaper Ads

紅人隊目前戰績6勝6敗，理論上來說仍有季後賽機會；實際上要靠這兩名四分衛征戰，其實機會相當渺茫了。

BART 想聽取 您的意見！

BART 現正徵求您對捷運處建議低收入乘客乘坐 BART 時，每程車費獲享八折優惠的意見，有關建議為地區試驗計劃的一部份，為低收入人士提供公交折扣優惠。

請於以下 BART 舉行的車站活動，前來告知我們您的想法：

2018 年 12 月 12 日 星期三早上7:00至10:00.....Pittsburg/Bay Point BART

2018 年 12 月 13日 星期四 晚上6:00至9:00Coliseum BART

2018 年 12 月 18 日 星期二早上7:00至10:00.... 16th Street Mission BART

2018 年 12 月 4 日至31日內，請上網至
bart.gov/discountsurvey 填寫線上調查。



상회의 일정을 마친 문 대통령은 이
날 다음 순방지인 뉴질랜드로 향하
는 공군1호기에서 가진 기자간담회

문 대통령은 "김 위원장 답방이 북
미 간 비핵화 대화에 아주 긍정적 역
할을 하는 모멘텀이 될 것이라는 점

이행하길 바라고,
는 바를 이뤄주겠
해 달라는 당부도

BART는 여러분의 의견을 듣고자 합니다!

BART는 저소득층 교통비 할인을 위한 지역 시험 프로
그램의 일환으로 저소득층 승객들에게 매 승차 시 **20%**
의 요금 할인을 제공하는 제안에 대해 여러분의 의견을
듣고자 합니다.

BART 역에서 진행되는 아래 행사에 오셔서 여러분의 생각을 말씀해
주십시오.

2018년 12월 12일, 수요일, 오전 7-10시 Pittsburg/Bay Point
2018년 12월 13일, 목요일, 오후 6-9시 Coliseum
2018년 12월 18일, 화요일, 오전 7-10시 16th Street Mission

2018년 12월 4일부터 31일까지 bart.gov/discountsurvey
에서 진행되는 온라인 설문 조사에도 참여하세요.



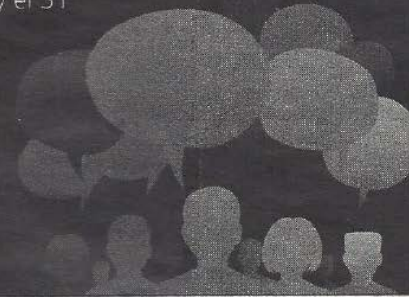
¡BART QUIERE CONOCER SU OPINIÓN!

BART quiere conocer su opinión sobre su propuesta de ofrecer a los pasajeros con bajos ingresos un descuento del 20% en las tarifas por cada viaje en BART, como parte de un programa piloto regional para ofrecer descuentos en el transporte público.

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

- Miércoles, 12 de diciembre, 7-10am.....Pittsburg/Bay Point BART
- Jueves, 13 de diciembre, 6-9pm..... Coliseum BART
- Martes, 18 de diciembre, 7-10am..... 16th Street Mission BART

Responda la encuesta por Internet entre el 4 y el 31 de diciembre en bart.gov/discountsurvey



bisexuales, transe
nero no definido) lo
tener o retener un
las pasadas selecci
el Congreso feder
legislaturas estata
gobiernos locales.

Una de las victori
bresalientes fue la
crata Jared Polis en
quien será a parti
próximo el primer g
abiertamente gay
Estados Unidos.

Los triunfos incl
ron en estados de
conservadora con
donde Sharice Da
un asiento en la C
Representantes, o
dose en la primera
ta lesbiana y nativo
por ese estado.

La sorpresa la dio
nema en Arizona, al
se la primera senad
abiertamente bisex
estado. En Texas, C
Jones será la prime
sista LGBT que repi
distrito de ese esta

La gobernadora K
de Oregon, que es t
la senadora Tamm
de Wisconsin, la pi
nadora lesbiana er
ra alta, hacen part
de políticos que sig
pasos de Harvey.

En medio del ré
esta comunidad e

BART MONG MUỐN ĐƯỢC LẮNG NGHE TỪ QUÝ VỊ!

BART đang tìm kiếm ý kiến đóng góp của quý vị đối với đề xuất áp dụng giảm 20% giá vé cho hành khách thu nhập thấp mỗi lần sử dụng BART như là một phần của chương trình thí điểm khu vực về giảm giá vận chuyển dành cho hành khách có thu nhập thấp.

Hãy tới cho chúng tôi biết ý kiến của quý vị tại các sự kiện trạm BART sau đây:

Thứ Tư, Ngày 12 tháng Mười Hai, 2018, 7-10 giờ sáng... Pittsburg/Bay Point BART

Thứ Năm, Ngày 13 tháng Mười Hai, 2018, 6-9 giờ tối Coliseum BART

Thứ Ba, Ngày 18 Tháng Mười Hai, 2018, 7-10 giờ sáng... 16th Street Mission BART

Quý vị có thể điền khảo sát trực tuyến từ ngày 4-31 tháng Mười Hai, 2018 tại bart.gov/discountsurvey



Những điều nói lái vì nghèo khó, bị quấy Ước ra đời vào tháng 9
lạ truyền thông và nhiều bởi bọn tội phạm. năm 2016 có tên là "The

Appendix PP-E:
BART Social Media Posts

02.21.19

BART seeks feedback on fare issues; survey & in-station events planned

BART WANTS TO HEAR FROM YOU!



BART is studying fare options to help fund key capital projects and system improvements.

Come tell us what you think at the following BART station events:

Pittsburg/Bay Point
Tuesday, February 26
7:00-9:00 AM

Balboa Park
Wednesday, February 27
5:00-7:00 PM

Fruitvale
Thursday, February 28
5:00-7:00 PM

Freemont
Tuesday, March 5
7:00-9:00 AM

16th Street Mission
Wednesday, March 6
7:00-9:00 AM

El Cerrito del Norte
Thursday, March 7
5:00-7:00 PM

Take the survey online Feb. 26–Mar. 15, 2019 at bart.gov/faresurvey

If you need language assistance services, please call (510) 454-6752. 如果您需要語言協助服務，請電 (510) 454-6752。如果您需要語言協助服務，請電 (510) 454-6752。如果您需要語言協助服務，請電 (510) 454-6752。

News

News Articles

02.21.19 News Article

Sign Up for News Alerts



Stay up-to-date with News Alerts sent by email or text:

bart.gov/news/alerts

BART has launched an [online survey](#) and a series of in-station outreach events aimed at gathering feedback on our fare program.

January 2020 Fare Increase

To help fund the BART system's extensive capital needs, BART has a fare increase program that calls for small, regular, less-than-inflation increases every two years, with the next increase of 5.4% scheduled for January 1, 2020. For a short trip like Downtown Berkeley to 19th St./Oakland, the Clipper fare will increase by 10 cents, and a longer trip like Antioch to Montgomery will increase by 40 cents. Paper ticket fares will continue to cost more than the Clipper fare. All new revenue from this fare increase goes to BART's highest priority capital needs including new rail cars, a new train control system to provide more frequent service and an expanded maintenance facility.

BART Fare Increase Program

BART's current fare increase program, which calls for small, regular less-than-inflation increases every two years, expires in 2020. BART is considering extending this program so that fares would increase in 2022, 2024, 2026 and 2028 by an estimated 3.9% in each of these years, based on current inflation projections. Revenue from the 2022-2028 increases is proposed to help fund new rail cars and system improvements, such as a new train control system to provide more frequent service, and operation of the expanded service.

Paper Ticket Surcharge Increase

Currently BART trips made with paper tickets cost 50 cents more than BART trips made with Clipper cards to encourage riders to use Clipper and optimize the Bay Area's significant investment in the regional transit smart card. BART is considering increasing the paper ticket surcharge to \$1.00 to incentivize the 15% of riders still using paper tickets to switch to Clipper. BART's maintaining one fare payment system is more efficient and cost-effective, and Clipper card customers enter and exit BART more quickly, using fare gates that are more reliable when they just process Clipper cards.

In-Station Events

Please join us at an in-station event or fill out the survey starting Feb. 26. Our staff can help you with any questions at the in-station events, and the survey form will give you more information about all the options being considered. Your feedback is important to us.

Online Survey

Take the survey online at www.bart.gov/faresurvey

SFBART @SFBART Follow

Just four more days to take the online survey regarding our fare program, for a chance to win a \$120 Clipper card for your help giving us input. You can find the survey, which closes on Friday, here: bddy.me/2Y1Udxg

8:08 AM · 12 Mar 2019

8 Retweets 18 Likes

Jo @jydlla819 · Mar 13
Replying to @SFBART
Done! What I'm curious about is, why does @SFBART need to know: my annual income, race, what languages I spoke, what's my 1st language, and how well I spoke English. 🤔

SFBART @SFBART · Mar 13
These are questions we need to ask in order to do federal Title VI impact analysis.

SFBART @SFBART Follow

Just two more days to take the online survey regarding our fare program, for a chance to win a \$120 Clipper card for your help giving us input. You can find the survey, which closes on Friday, here: bddy.me/2T2m9xa

11:00 AM · 14 Mar 2019

3 Retweets 9 Likes

SFBART @SFBART Follow

Just three more days to take the online survey regarding our fare program, for a chance to win a \$120 Clipper card for your help giving us input. You can find the survey, which closes on Friday, here: bddy.me/2XYJnbp

1:00 PM · 13 Mar 2019

7 Retweets 13 Likes

Bluebonnet @DTL0505noon · Mar 14
Replying to @SFBART
Flyer at WC bart says new parking garage opening March 29. Is reg bart parking avail there just like existing north garage? Flyer does not say

SFBART @SFBART Follow

Last day to take the online survey regarding our fare program, for a chance to win a \$120 Clipper card for your help giving us input. You can find the survey, which closes at the end of business today, here: bddy.me/2XZjND0

1:30 PM · 15 Mar 2019

6 Retweets 8 Likes

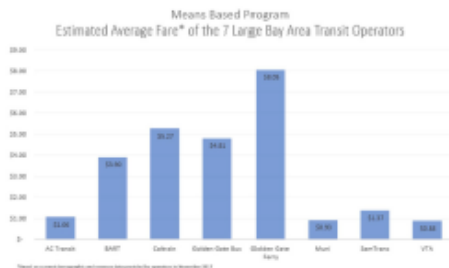
Appendix PP-F:

Metropolitan Transportation Commission Flyer

REGIONAL MEANS – BASED TRANSIT FARE PILOT

BACKGROUND

For most Bay Area households, transportation is the third-largest monthly expense—trailing only the cost of housing and food. In 2015, the Metropolitan Transportation Commission (MTC) launched a study to determine if a transit reduced fare program based on household income would be feasible and effective. As a result of the study and in consultation with transit operators, the Commission approved the launch of the "Regional Means-Based Transit Fare Pilot" in May 2018.



KEY ELEMENTS

Eligibility

Adults who earn up to 200% of the Federal Poverty Line (approximately \$50,000 per year for a family of four) can receive the transit discount.

Available on Clipper®

Pilot program participants will use Clipper cards to receive the new Means-Based Transit Fare discount.

Single-Ride Discount

In addition to existing Clipper discounts, Pilot program participants will receive at least a 20% discount on each trip taken on the four participating transit operators. SFMTA will offer a 50% single-ride discount for all trips taken by Pilot program participants.

ABOUT THE PILOT

The Regional Means-Based Transit Fare Pilot program is designed to make transit more affordable for low-income residents, move toward a more consistent regional standard for fare discounts, and be financially viable and administratively feasible.

MTC and the transit operators will solicit input from community-based organizations and social service and public health sectors in the design, implementation, and evaluation of this 12-18 month pilot.

MTC is making available an estimated \$11 million in funding for administrative costs and to defray up to 50% of operators' revenue losses for the discount program. MTC's contribution comes from State Transit Assistance funds through Senate Bill 1 (SB1).

Participating Agencies



SFMTA
Municipal Transportation Agency



BART
ba



For more information

info@bayareametro.gov

