

BART to Antioch Extension Title VI Equity Analysis & Public Participation Report

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San Francisco Bay Area Rapid Transit District

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BART to Antioch

Title VI Equity Analysis and Public Participation Report

Executive Summary

In October 2011, staff completed a Title VI Analysis for Antioch Station (formerly known as Hillcrest Avenue Station). A Title VI/Environmental Justice analysis was conducted on the Pittsburg Center Station on March 19, 2015. Per the Federal Transit Administration (FTA) Title VI Circular (Circular) 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients* (October 1, 2012), the District is required to conduct a Title VI Service and Fare Equity Analysis (Title VI Equity Analysis) for the Project's proposed service and fare plan six months prior to revenue service. Accordingly, staff completed an updated Title VI Equity Analysis for the BART to Antioch (Project) service and fare plan, which evaluates whether the Project's proposed service and fare will have a disparate impact on minority populations or a disproportionate burden on low-income populations based on the District's Disparate Impact and Disproportionate Burden Policy (DI/DB Policy) adopted by the Board on July 11, 2013 and FTA approved Title VI service and fare methodologies.

Discussion:

The BART to Antioch Extension ("BART to Antioch" or "Project") will introduce a new rail passenger service comprising approximately 10 miles of new track between the existing Pittsburg/Bay Point BART Station and the City of Antioch. The Project will use independently propelled railcars known as Diesel Multiple Units (DMUs) that will operate on standard gauge rail. Stations for the new service will be located in the cities of Pittsburg and Antioch.

Proposed Service:

- *Travel Times:*

Westbound passengers traveling towards SFO will have the following estimated travel times:

- Antioch → Pittsburg Center: 6 min
- Pittsburg Center → Pittsburg/Bay Point: 9 min
- Total trip time: 15 min

Eastbound passengers traveling towards Antioch will have the following estimated travel times:

- Pittsburg/Bay Point → Pittsburg Center (includes transfer time): 8 min
- Pittsburg Center → Antioch: 8 min
- Total trip time: 16 min

- *Transfer Times:*

Staff has established a service plan for the BART to Antioch Stations. This service plan is subject to change once BART introduces new rail cars into revenue service. All passengers travelling between a "BART to Antioch" DMU train and the rest of the BART System will transfer at a designated 'Transfer Platform' directly east of the Pittsburgh/Bay Point BART Station.

Depending on capacity, there are proposed transfer times for a two-DMU train consists or a three-DMU train consists. In a two-DMU train consists scenario, AM westbound passengers board BART and depart within two minutes. AM eastbound passengers arriving from BART will wait for eight minutes on the 'Transfer Platform'. In the three-DMU train consists scenario, AM westbound passengers board BART and depart within two minutes. AM eastbound passengers arriving from BART will transfer to a DMU train at the 'Transfer Platform' and depart within three minutes.

For detailed information on the BART to Antioch service plan, ridership, and vehicle load, please see Appendices B, C, and D.

Proposed Fare Plan:

Staff proposes to apply BART's existing distance-based fare structure to calculate fares for the new service. As such, no new fare structure is being implemented as a result of the BART to Antioch Project. The proposed fare increment for Pittsburg/Bay Point Station to Pittsburg Center Station (and vice versa) is \$0.15 for approximately 85% of trips and \$0.20 for the remainder. The proposed fare increment from Pittsburg/Bay Point Station to Antioch Station (and vice versa) is \$0.80 for approximately 85% of trips and \$0.85 for the remainder. The nickel difference in the two cases is due to rounding to the nearest nickel, which is part of BART's existing fare structure. In January 2018, for example, the fare between Pittsburg/Bay Point and Embarcadero Station will be \$6.70. The proposed incremental fare between Pittsburg Center Station and Embarcadero is \$0.15, for a total fare of \$6.85. The proposed incremental fare between Antioch Station and Embarcadero is \$0.80, for a total fare of \$7.50.

As the BART to Antioch Stations are East Bay stations, the East Bay Suburban Zone fare (equal to the 2018 minimum fare of \$2.00 when using Clipper)¹ and applied to certain other East Bay station fares has been proposed. This fare would be charged for trips between six and 13 miles from BART to Antioch, e.g., for the 9.1-mile trip between Pittsburg/Bay Point Station and Antioch Station. No new surcharges are proposed for fares to, or from, the new BART to Antioch Stations, and all existing discounts will be applied to these fares as part of the extension of BART's distance-based fare structure.

Title VI Service Equity Analysis Findings:

The Title VI Service Equity Analysis includes a demographic and travel time assessment of the Project's projected ridership.

The demographic assessment evaluates whether the projected riders of the new BART to Antioch service are predominantly minority or low-income when compared to BART's five-county system-wide population, based on American Community Survey (ACS) 2011-2015 data. The assessment also evaluates whether riders who may be adversely affected by a service option are disproportionately minority or low-income.

Per the DI/DB Policy, a disproportionate impact or disproportionate burden results when adverse effects disproportionately affect the protected populations described above. For new service, a disparate impact to minority riders or a disproportionate burden on low-income riders will be found if the applicable difference between the proportion of Project riders that are protected and the proportion of protected system-wide riders is equal to or greater than 10%

The demographic assessment found that these riders were not disproportionately or predominantly minority or low-income, as defined by BART's DI/DB Policy. Accordingly, the study found that minority or low-income riders will not be disproportionately affected by adverse impacts resulting from the new service. Accordingly, no disparate impact or disproportionate burden was found on minority or low-income populations.

The travel assessment compares the estimated travel time for riders affected by the service change before and after the new service. The results of the travel time assessment found that the Project would benefit all populations, including minority and low-income, within the Project catchment area described in Section 2.3.2 and Figure 2. The demographic assessment found that the projected riders benefitting from the new service are 60.6% minority and 30.1% low-income.

¹ In January 2018, the fare will be an additional \$0.50 per trip for a customer using a mag-stripe paper ticket.

With Project service, all populations are expected to experience the same time savings when comparing current bus travel times with BART to Antioch travel times. For the AM Peak (5 AM-8 AM)² all populations are expected to experience the same time savings of:

- 61 minutes between Antioch Parking Lot and Pittsburg/Bay Point with one stop at Pittsburg Center Station (80% reduction in travel time).
- 51 minutes between Antioch Parking Lot and Pittsburg Center Station only (89% reduction in travel time).
- 12 minutes between Pittsburg Center Station and Pittsburg/Bay Point BART only (57% reduction in travel time).

All populations are expected to experience the same time savings for PM Peak (4:45 PM-7:45 PM)³ of:

- 58 minutes between Antioch Parking Lot and Pittsburg/Bay Point with one stop at Pittsburg Center Station (78% reduction in travel time).
- 50 minutes between Antioch Parking Lot and Pittsburg Center Station only (86% reduction in travel time).
- 14 minutes between Pittsburg Center Station and Pittsburg/Bay Point BART only (64% reduction in travel time).

Title VI Fare Equity Analysis Findings:

The proposed BART to Antioch fares would not change BART's existing distance-based fare structure; BART's distance-based fares would not increase or decrease. As BART's distance-based fare structure, which has been previously evaluated to not result in any disparate impact or disproportionate burden on minorities or low-income populations, is unchanged for BART to Antioch service, there is no disproportionately adverse effect on minority and/or low-income

² While the 2017 Title VI Civil Rights Program Update to the FTA uses BART AM peak time of 6:41 AM-9:41 AM and PM peak time of 4:00 PM-7:00 PM, a BART to Antioch ridership projection analysis conducted in 2016 found that the AM and PM Peak times used throughout this Title VI analysis were the appropriate peak periods to use specifically for the Project. The BART to Antioch ridership projection analysis can be found in Appendix C.

³ See footnote 2 above.

riders because the same minority and/or low-income riders will enjoy the off-setting benefit of new rail service and improved travel times.

Public input has confirmed this finding:

- In the 2017 surveys, a little over a quarter of surveyed riders (approximately 26.4%) assessed the proposed fare as reasonable and not adverse. Of these survey respondents, 53.3% were minority and 46.6% were non-minority. 10% of these respondents were low-income and 90% were non-low-income.
- However, while 26.4% were in favor of extending the distance-based fare structure, that does not mean that everyone else who took the survey opposed the distance-based fare structure. In fact, close to half of survey respondents, 46.4% or 174 respondents, chose not to comment regarding the BART to Antioch fares (either leaving it blank or indicating they had no comments), which can indicate neutrality or potentially some level of acceptance.
- A small number, 8%, or 30 respondents, wrote comments unrelated to the fares. Finally, 19.2%, or 72 respondents, were opposed to extending the distance-based fare structure. Of these survey respondents, 68.1% were minority and 31.9% were non-minority. 15.3% of these respondents were low-income and 84.7% were non-low-income.
- In the 2011 Hillcrest survey,⁴ while a higher number of survey takers believed the fare was too high, note that the 2018 fare from Pittsburg/Bay Point Station to Antioch is proposed to only be \$0.80 for about 85% of fares and \$0.85 for the remainder (the nickel difference is due to rounding). The current proposed fares of \$0.80 or \$0.85 are much lower than the \$2.25 proposed in 2011 and these lower fares are in line with what most survey takers in 2011 requested.

Since there is no adverse effect on riders, the proposed BART to Antioch fares would not result in a disparate impact on minority riders or a disproportionate burden on low-income riders.

Public Participation:

Staff conducted extensive, inclusive, and multilingual public participation for the Title VI Equity Analysis during the month of August 2017. Three in-station outreach events were held in the BART to Antioch catchment area. Project outreach consisted of informing the BART to Antioch community of the new service and the proposed fares, and application of BART's existing distance-based fare structure to this new service.

⁴ The 2011 Hillcrest survey data is being used for informational and supportive purposes only; the data is not considered current per the Title VI Circular.

Additionally, input was sought from BART's Title VI & Environmental Justice (Title VI/EJ) and Limited English Proficiency (LEP) Advisory Committees.

For detailed information on the public participation and outreach, please see the attached BART to Antioch Public Participation Report.

Section 1: Introduction

The Title VI Service and Fare Equity Analysis for the BART to Antioch Extension (Project) evaluates whether the service and fare plan for this Project may disproportionately and adversely affect minority and low-income riders.

This study was conducted pursuant to the FTA's Title VI requirements and guidelines, including but not limited to, FTA Title VI Circular 4702.1B "*Title VI Requirements and Guidelines for Federal Transit Administration Recipients*" (Title VI Circular). This report determines if the new service and new fares proposed for the BART to Antioch extension would have a disparate impact on minority riders or place a disproportionate burden on low-income riders based on BART's Disparate Impact and Disproportionate Burden Policy (DI/DB Policy).⁵

In accordance with the District's DI/DB Policy, for new service, a disparate impact to minority riders or a disproportionate burden on low-income riders will be found if the applicable difference between the proportion of Project riders that are protected and the proportion of protected system-wide riders is equal to or greater than 10%.⁶ BART proposes to apply its existing distance-based fare structure to determine the Project's new fares. The proposed BART to Antioch fares would not change BART's existing distance-based fare structure; BART's distance-based fares would not increase or decrease. Although the proposed BART to Antioch fares would not result in a fare change under the DI/DB Policy, this Title VI Analysis includes a New Fare Findings section, which provides demographic information for the BART to Antioch study area populations compared to BART's overall ridership and an equity finding regarding the proposed fare-setting.

This report includes the following sections:

1. **Project Description:** A description of the proposed BART to Antioch service and fare plan, as well as a demographic summary of the Project area riders.
2. **Methodology:** A description of the methodology used to evaluate the effects of the proposed plan on minority and low-income riders.
3. **Findings:** A detailed description of the study's findings and conclusions of the Project's proposed service and fare plan.
4. **Public Outreach:** An overview of the public outreach efforts and a summary of public input received from riders affected by BART to Antioch's proposed service.

⁵ BART's DI/DB Policy was developed pursuant to the Circular, following an extensive public participation process, and adopted by the BART Board of Directors on July 11, 2013.

⁶ Per the Circular, an adverse effect is measured by the change between the existing and proposed service levels that would be deemed significant. In accordance with the Circular and BART's FTA approved methodology, staff evaluated potential adverse effects for new service "affected populations" which includes ridership for the new service and ridership for any existing lines whose service will change because of the new service.

Section 2: Project Description

The BART to Antioch Extension (BART to Antioch, Project) will introduce a new rail passenger service comprising approximately 10 miles of new track between the existing Pittsburg/Bay Point BART Station and the City of Antioch. Stations for the new service will be located in the City of Pittsburg and the City of Antioch.

The Project is being built in coordination with the Highway 4 widening project. The combined projects represent approximately \$1 billion invested in East County transportation improvements. The Project will use independently propelled railcars known as Diesel Multiple Units (DMUs) that will operate on standard gauge rail. The tracks will be located in the median of State Route 4. Figure 1 below shows the location of both new stations.

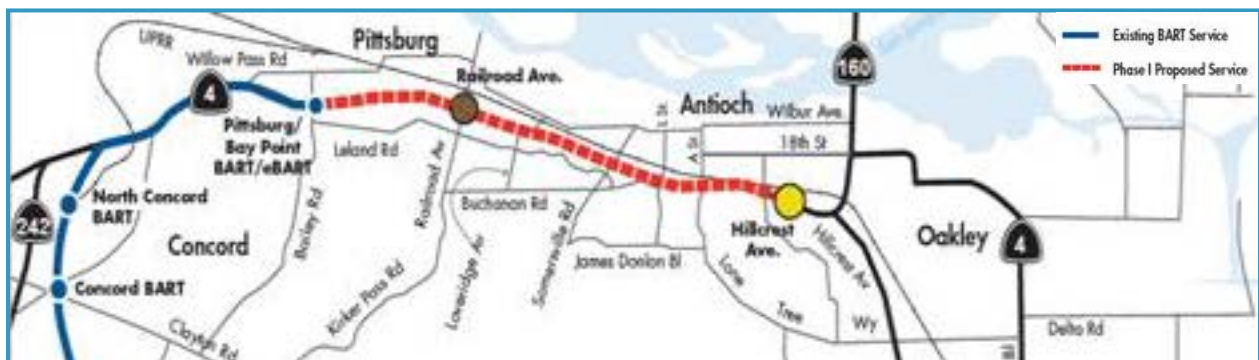


Figure 1

The DMU train was chosen to bring BART-quality rail service to East County at a much lower cost than conventional BART. The \$525 million BART to Antioch project is 60% less expensive than a conventional BART project of similar size and scope. BART to Antioch is implemented in such a manner as to allow for construction of conventional BART in the future if ridership and funding are adequate.

BART to Antioch environmental benefits include:

- Removing cars from highway and roads;
- Reducing vehicle miles traveled by 99 million miles per year;
- Carrying a number of riders equivalent to a lane of Highway 4 drivers;
- Improving freeway operations;
- Reducing greenhouse gas emissions by 260,000 lbs per day; and
- Reducing consumption of energy and petroleum.

The new rail passenger service will enable passengers to board a train at a new station in Antioch near Hillcrest Avenue and arrive at the Pittsburg/Bay Point BART Transfer Platform.

Passengers will also have access to/from a new station located in the City of Pittsburg which will be located at the intersection of Railroad Avenue and State Route 4. The hours of operation are the same as the existing BART system.⁷

⁷ Further information on the Project can be found on bart.gov/eBART.

2.1 Project New Service and Fare

As BART waits for its new Fleet of the Future, a temporary service plan will be implemented for the BART to Antioch extension for 2018. In 2016, a consultant conducted analyses on the BART to Antioch ridership projection and BART Yellow Line (C-line) vehicle loads for BART to Antioch to assist BART in developing its service plan for the Project. For more detailed information on these studies, please see Appendices C and D.

BART is proposing to apply its existing distance-based fare structure to calculate fares for the BART extension from the Pittsburg/Bay Point Station to the new Pittsburg Center and Antioch Stations. For example, in 2018, a one-way trip from Pittsburg/Bay Point Station and Embarcadero Station will cost \$6.70; the fare between Pittsburg Center Station to Embarcadero Station is proposed to be \$0.15 more, or \$6.85, and the fare between Antioch Station to Embarcadero is proposed to be \$0.80 more, or \$7.50.

The BART to Antioch Stations are East Bay stations and therefore the East Bay Suburban Zone fare (equal to the 2018 minimum fare of \$2.00 when using Clipper and applied to certain other East Bay station fares) is proposed. This fare would be charged for trips between 6 and 13 miles from BART to Antioch, e.g., the 9.1-mile trip between Pittsburg/Bay Point Station and Antioch Station. No new surcharges are proposed for fares to, or from, the new BART to Antioch Stations, and all existing discounts will be applied to these fares as part of the extension of BART's distance-based fare structure.

Both stations will have Clipper Card-only vending machines. Customers will be able to use mag-stripe paper tickets for entry and exit only. In January 2018, mag-stripe ticket users will be charged an additional \$0.50 per trip using a mag-stripe paper ticket. In June 2017, the BART Board approved a separate Title VI fare equity analysis for the mag-stripe ticket surcharge which included extensive public outreach.⁸ Passengers can avoid this surcharge by using the Clipper Card for fare payments.

⁸ The 2017 Title VI fare equity analysis can be found on bart.gov/guide/titlevi.

2.2 Alternative Modes

2.2.1 Tri Delta Transit

Alternative modes of transit between Pittsburg/Bay Point BART Station and the BART to Antioch Stations include bus routes operated by Tri Delta Transit. BART to Antioch is projected to be used mainly by existing Pittsburg/Bay Point commuters in the BART AM peak period (5 AM-8 AM) and PM peak periods (4:45 PM-7:45 PM).⁹ In the charts below, all the Tri Delta Transit bus routes that travel from Antioch Parking Lot to Pittsburg Center Station and Pittsburg/Bay Point Station (i.e. comparable to the BART to Antioch service) are shown. The charts below show the one-way travel times for the AM and PM peak period commutes.

Table 1a: Alternate Modes Service Levels*

Service Parameter	Existing Service between Antioch Parking Lot and Pittsburg/Bay Point BART with One Stop at Pittsburg Center Station								BART to Antioch	
	Tri Delta Transit Route 380		Tri Delta Transit Bus Route 388		Tri Delta Transit Bus Route 390		Tri Delta Transit Bus Route 391		BART 2/3-DMU Train Consists	
Minimum Fares ¹	\$2.00		\$2.00		\$2.00		\$2.00		\$2.00	
One-Way Travel Time ²	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	122 Min	128 Min	89 Min	86 Min	49 Min	45 Min	45 Min	38 Min	15 Min	16 Min
Hours of Operation	3:00 AM to 11:30 PM (weekdays)		5:00 AM to 11:30 PM (weekdays)		4:30 AM to 8:30 PM (weekdays)		4:00 AM to 1:15 AM (weekdays)		4:00 AM to 12:00 AM	
Headways	30 Min		60 Min		30 Min		30 Min		15 Min - Weekdays until 7 PM.	
									20 Min – Weekdays after 7 PM & weekends	

*Travel time comparison offered for information purposes only.

¹**Tri Delta Transit:** Fares are one-way and do not include senior/passengers with disabilities discounts or passes/bulk passes. For those continuing a trip from BART, Tri Delta Transit provides a discount fare of \$1.25 for a BART transfer.

BART: Fares are based on BART's current distance-based fare structure for 2018 using Clipper. One-way fare will cost an additional \$0.50 per trip if using mag-stripe paper ticket. Fares do not include senior/passengers with disabilities or youth discounts.

²**Tri Delta Transit:** Calculations (rounded) were made using averaged bus travel times between hours of 5 AM-8 AM and 4:45 PM-7:45 PM, weekdays from schedules posted on 08/2017. These are the peak AM and PM periods for BART to Antioch based on a 2016 BART C-line vehicle load study (attached as Appendix D).

BART: AM and PM one-way travel time includes transfer time.

⁹ While the 2017 Title VI Civil Rights Program Update to the FTA uses BART AM peak time of 6:41 AM-9:41 AM and PM peak time of 4:00 PM-7:00 PM, a BART to Antioch ridership projection analysis conducted in 2016 found that the AM and PM Peak times used throughout this Title VI analysis were the appropriate peak periods to use specifically for the Project. The BART to Antioch ridership projection analysis can be found in Appendix C.

Table 1b: Alternate Modes Service Levels*

Service Parameter	Existing Service between Antioch Parking Lot and Pittsburg Center Station Only								BART to Antioch	
	Tri Delta Transit Route 380		Tri Delta Transit Bus Route 388		Tri Delta Transit Bus Route 390		Tri Delta Transit Bus Route 391		BART 2/3-DMU Train Consists	
Minimum Fares ¹	\$2.00		\$2.00		\$2.00		\$2.00		\$2.00	
One-Way Travel Time ²	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	92 Min	106 Min	68 Min	64 Min	39 Min	37 Min	32 Min	27 Min	6 Min	8 Min
Hours of Operation	3:00 AM to 11:30 PM (weekdays)		5:00 AM to 11:30 PM (weekdays)		4:30 AM to 8:30 PM (weekdays)		4:00 AM to 1:15 AM (weekdays)		4:00 AM to 12:00 AM	
Headways	30 Min		60 Min		30 Min		30 Min		15 Min - weekdays until 7PM.	
									20 Min – weekdays after 7PM & weekends	

*Travel time comparison offered for information purposes only.

¹**Tri Delta Transit:** Fares are one-way and is not including senior/passengers with disabilities discounts or passes/bulk passes. For those continuing a trip from BART, Tri Delta Transit provides a discount fare of \$1.25 for a BART transfer.

BART: Fares are based on BART's current distance-based fare structure for 2018 using Clipper. One-way fare will cost an additional \$0.50 per trip if using mag-stripe paper ticket. Fares do not include senior/passengers with disabilities or youth discounts.

²**Tri Delta Transit:** Calculations (rounded) were made using averaged bus travel times between hours of 5 AM-8 AM and 4:45 PM-7:45 PM, weekdays from schedules posted on 08/2017. These are the peak AM and PM periods for BART to Antioch based on a 2016 BART C-line vehicle load study (attached as Appendix D).

Table 1c: Alternate Modes Service Levels*

Service Parameter	Existing Service between Pittsburg Center Station and Pittsburg/Bay Point BART Only										BART to Antioch	
	Tri Delta Transit Route 380		Tri Delta Transit Bus Route 387		Tri Delta Transit Bus Route 388		Tri Delta Transit Bus Route 390		Tri Delta Transit Bus Route 391		BART 2/3-DMU Train Consists	
Minimum Fares ¹	\$2.00		\$2.00		\$2.00		\$2.00		\$2.00		\$2.00	
One-Way Travel Time ²	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
	30 Min	32 Min	34 Min	38 Min	21 Min	22 Min	10 Min	8 Min	13 Min	12 Min	9 Min	8 Min
Hours of Operation	3:00 AM to 11:30 PM (weekdays)		4:45 AM to 9:15 PM (weekdays)		5:00 AM to 11:30 PM (weekdays)		4:30 AM to 8:30 PM (weekdays)		4:00 AM to 1:15 AM (weekdays)		4:00 AM to 12:00 AM	
Headways	30 Min		60 Min		60 Min		30 Min		30 Min		15 Min - weekdays until 7PM.	
											20 Min – weekdays after 7PM & weekends	

*Travel time comparison offered for information purposes only.

¹**Tri Delta Transit:** Fares are one-way and is not including senior/passengers with disabilities discounts or passes/bulk passes. For those continuing a trip from BART, Tri Delta Transit provides a discount fare of \$1.25 for a BART transfer.

BART: Fares are based on BART's current distance-based fare structure for 2018 using Clipper. One-way fare will cost an additional \$0.50 per trip if using mag-stripe paper ticket. Fares do not include senior/passengers with disabilities or youth discounts.

²**Tri Delta Transit:** Calculations (rounded) were made using averaged bus travel times between hours of 5 AM-8 AM and 4:45 PM-7:45 PM, weekdays from schedules posted on 08/2017. These are the peak AM and PM periods for BART to Antioch based on a 2016 BART C-line vehicle load study (attached as Appendix D).

BART: AM and PM one-way travel time includes transfer time.

Tables 1a-1c show that in both the AM and PM commute hours, a passenger traveling between Antioch Parking Lot and Pittsburg/Bay Point BART, or between Pittsburg Center Station and Pittsburg/Bay Point BART, or between Antioch Parking Lot and Pittsburg Center Station, will arrive at their destination station faster than riding on any available Tri Delta Transit bus route. The only exception is for a passenger riding on Tri Delta Transit bus 390 in the PM commute hours from Pittsburg/Bay Point BART Station to Pittsburg Center Station, which takes the same amount of time (8 minutes) as riding on the BART to Antioch train.

2.2.1 Tri Delta Transit Express Bus 300

Tri Delta Transit Express Bus 300 provides express routes directly from the Antioch Parking Lot to Pittsburg/Bay Point BART Station (and vice versa). Because Express Bus 300 does not stop at Pittsburg Center Station, which is a stop on the BART to Antioch extension, it was not included in the charts above, all of which are comparable to the BART to Antioch route in that there is a stop at Pittsburg Center Station. However, Express Bus 300 is important because most commuters ride this express bus as it is currently the fastest way for them to get between Antioch Parking Lot and Pittsburg Bay/Point (and vice versa).

Accordingly, relevant information about Express Bus 300 is shown below:

Table 1d: Tri Delta Transit Express Route 300*

Service Parameter	Antioch Parking Lot to Pittsburg/Bay Point (Direct)		BART to Antioch (with a stop at Pittsburg Center Station)	
	Tri Delta Transit Express Bus Route 300		BART 2/3-DMU Train Consists	
Minimum Fares ¹	\$2.50		\$2.00	
One-Way Travel Time ²	AM	PM	AM	PM
	21 Min	20 Min	15 Min	16 Min
Hours of Operation	4:15 AM to 10:00 PM (weekdays)		4:00 AM to 12:00 AM	
Headways	20 Min		15 Min -weekdays until 7PM.	
			20 Min – weekdays after 7PM & weekends	

*Travel time comparison offered for information purposes only.

¹**Tri Delta Transit:** Fares are one-way and is not including senior/passengers with disabilities discounts or passes/bulk passes. For those continuing a trip from BART, Tri Delta Transit provides a discount fare of \$1.75 for a BART transfer.

BART: Fares are based on BART's current distance-based fare structure for 2018 using Clipper. One-way fare will cost an additional \$0.50 per trip if using mag-stripe paper ticket. Fares do not include senior/passengers with disabilities or youth discounts.

²**Tri Delta Transit:** Calculations (rounded) were made using averaged bus travel times between hours of 5 AM-8 AM and 4:45 PM-7:45 PM, weekdays from schedules posted on 08/2017. These are the peak AM and PM periods for BART to Antioch based on a 2016 BART C-line vehicle load study (attached as Appendix D).

BART: AM and PM one-way travel time includes transfer time.

Because Express Bus 300 does not make any stops between Antioch Parking Lot and Pittsburg/Bay Point (and vice versa), its average AM and PM peak travel times are significantly shorter than the average travel times of the other buses shown in Tables 1a-1c above. However, BART to Antioch riders will still experience shorter trip times (even with an extra stop at Pittsburg

Center Station) than a rider on Express Bus 300. For AM peak, BART to Antioch riders will experience a 6 minute or 29% reduction in travel time, and for PM peak, BART to Antioch riders will experience a 4 minute or 20% reduction in travel time. (See Table 5a.2 in Section 4.2, Travel Time Assessment Findings).

Note that taking the Express Bus 300 also costs more than the Tri Delta Transit minimum fare, at \$2.50 rather than \$2.00, which is also higher than BART's minimum fare (using Clipper). Additionally, for a rider continuing a trip from BART, the Tri Delta Transit BART transfer rate is also higher, at \$1.75 rather than its usual \$1.25 BART transfer rate for its other buses.

Because BART to Antioch will be a smoother transition to BART, the fares will be cheaper than taking the Express Bus 300, and because most riders are already heading to or from Pittsburg/Bay Point BART, Express Bus 300 riders are assumed to be the projected BART to Antioch riders. Outreach (including one at the Antioch Parking Lot where people were waiting for Express Bus 300) also showed that people would switch to BART to Antioch for these reasons. The following comment is transcribed as written by the survey taker.

- *"I catch the express bus from Antioch now so this is more cost effective for me."*

Tri Delta Transit has not indicated that they will discontinue any of the bus routes described above once BART to Antioch revenue service commences for the Project, however, bus stop changes and schedule changes will be made to account for BART to Antioch service. A final schedule from Tri Delta Transit will not be released until BART to Antioch revenue service begins. In anticipation of BART to Antioch service, Tri Delta Transit conducted its own Title VI service equity analysis- "Bus Route Evaluation and Redesign Title VI Service Change Equity Analysis." For more information on Tri Delta Transit bus routes, schedules, or the analysis, please refer to the Tri Delta Transit website at www.trideltatransit.com.

2.3 Prospective Project Ridership

When analyzing the effects of the Project service it is important to consider prospective ridership. The prospective ridership of the Project is anticipated to be riders who currently use the Pittsburg/Bay Point Station.¹⁰ A demographic profile has been developed for the prospective ridership of the BART to Antioch stations, based on population data using the ACS 2011-2015.

2.3.1 Definitions

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

- **Minority Definition:** Pursuant to the Circular and Federal guidelines, minority populations are defined as individuals who have identified themselves to be American Indian and Alaska Native; Asian; Black or African American; Hispanic or Latino; or Native Hawaiian or Other Pacific Islander.
- **Low-Income Definition:** BART defines the low-income populations as those who are at or below 200 percent of the poverty level established for households by the Department of Health and Human Services (HHS) poverty guidelines. This assumption is more inclusive of low-income populations, accounting for higher incomes in the Bay Area as compared to the rest of the United States. The 200 percent threshold is also consistent with the Metropolitan Transportation Commission’s definition. This definition takes into account both the household size and household income; the combinations of household size and income that are defined as “low-income” are as follows in Table 2:

Table 2: 2016 Poverty Guidelines: Federal* and the BART Service Area

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

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

¹⁰ A 2016 BART to Antioch ridership projection analysis projected steady growth of BART to Antioch ridership through 2030. The analysis can be found in Appendix C.

BART's five-county service area minority population is 62.4% and five-county service area low-income population is 24.8% (American Community Survey [ACS] 2011-2015).

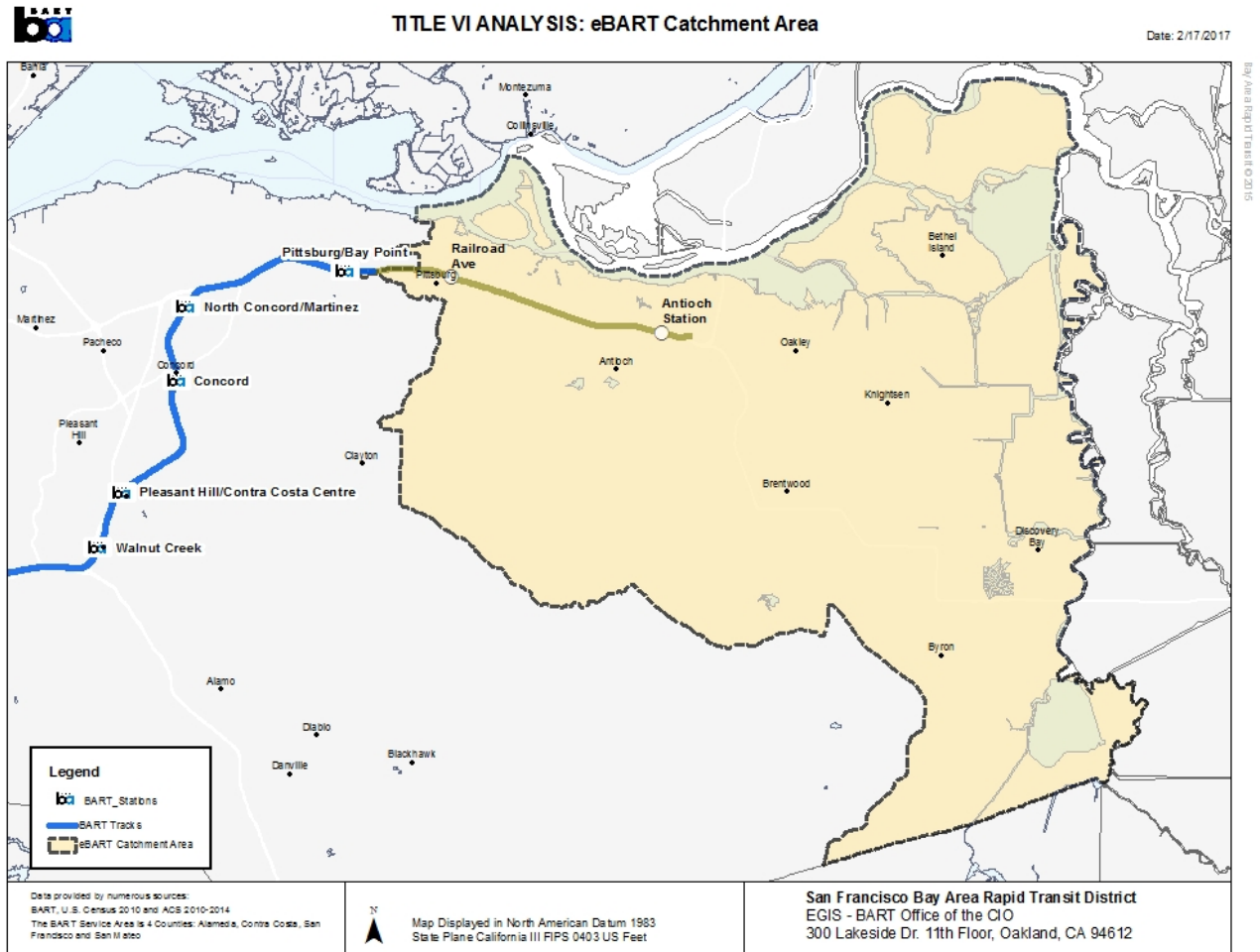
2.3.2 Project Catchment Area:

The BART to Antioch Stations' prospective ridership is projected to come largely from areas designated in Figure 2 as the BART to Antioch catchment area. A detailed methodology of how the Project catchment area was developed is in Section 3 of this report. In developing the project catchment area, the goal was to define an area where a majority of riders will reside.

2.3.3 Prospective Project Ridership Demographics:

Based on an analysis of census data covering the catchment area, prospective ridership for the BART to Antioch stations is projected to be 60.6% minority and 30.1% low-income.

Figure 2: BART to Antioch Catchment Area



2.3.4 Ridership Data:

Ridership data is gathered via surveys. Ridership demographics were collected through a public outreach survey, distributed in August 2017, targeted at current and potential BART riders. Surveys were distributed at outreach events at the North Concord and Pittsburg/Bay Point BART Stations, the Antioch BART parking lot, and through online surveys.

The survey instrument was designed to generate a profile of current and future BART riders who might be impacted by the opening of the new BART to Antioch Stations. The survey was used to determine riders' existing travel behaviors, solicit input on future travel choices in the context of new stations in Pittsburg Center and Antioch, and solicit feedback on applying BART's distance-based fare structure to the new station. A total of 375 surveys were collected (339 responses from the online survey). 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

can't be projected to the overall population, and statistical calculations such as margins of error can't be computed.

Ridership demographics collected from the survey are displayed below in Table 3. For further information about the BART to Antioch Title VI outreach, please see the attached BART to Antioch Public Participation Report.

**Table 3: Survey Demographic Summary
All Respondents***

	Percent	Sample Size
Gender		
Male	48.2%	
Female	47.2%	
Another Gender	3.8%	
Total	100%	375
Ethnicity		
White	49.6%	
Black/African American	15.7%	
Asian or Pacific Islander	20.5%	
American Indian or Alaska Native	1.9%	
Other or Multiple Race	9.1%	
Total	100%	369
Hispanic, Latino, or Spanish Origin	17.3%	
Total		360
Minority	54%	
Non-Minority	45%	
Total	100%	361
Annual Household Income		
Under \$25,000	5.4%	
\$25,000 - \$29,999	3.7%	
\$30,000 - \$39,999	4%	
\$40,000 - \$49,999	6.6%	
\$50,000 - \$59,999	6%	
\$60,000 - \$74,999	10.2%	
\$75,000 - \$99,999	14.2%	
\$100,000 and over	49.5%	
Total	100%	351
Income**		
Low-Income	17.3%	
Non-low-Income	82.7%	
Total	100%	347
Limited English Proficient (LEP)		
Yes	2%	
No	98%	
Total	100%	94

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

**Low-income and non-low-income percentages are determined by factoring in household size with annual household income.

Section 3: Methodology

The methodology used for this study analyzes the effect of the new service and new fare on minority and low-income riders. Pursuant to the Title VI Circular, BART staff developed major service change and fare change methodologies that were reviewed and approved by the FTA in May 2013 and January 2014. The latest Title VI Civil Rights Program (Triennial Update) was submitted to the FTA in January 2017 and is currently under FTA review. This 2017 update also includes a Board approved revised Major Service Change Policy. No changes were made to the major service change and fare change methodologies in this latest Triennial Update from the previous FTA approved update.

BART's Title VI service and fare methodologies are also consistent with BART's DI/DB Policy. The Board adopted this Policy on July 11, 2013 following extensive public engagement that included staff presentations to the Title VI/ Environmental Justice Advisory Committee and focus group meetings with local transportation equity advocacy groups.¹¹

¹¹ Additionally, the DI/DB Policy was posted on bart.gov and social media outlets such as Facebook and Twitter, and a corresponding webinar was available on BART TV via YouTube.

3.1 New Service Analysis

Pursuant to the Title VI Circular and BART's DI/DB Policy, BART's New Service Analysis will include a demographic and travel time assessment of the BART to Antioch catchment area. This section describes the methodology to complete both assessments.

3.1.1 Demographic Assessment:

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

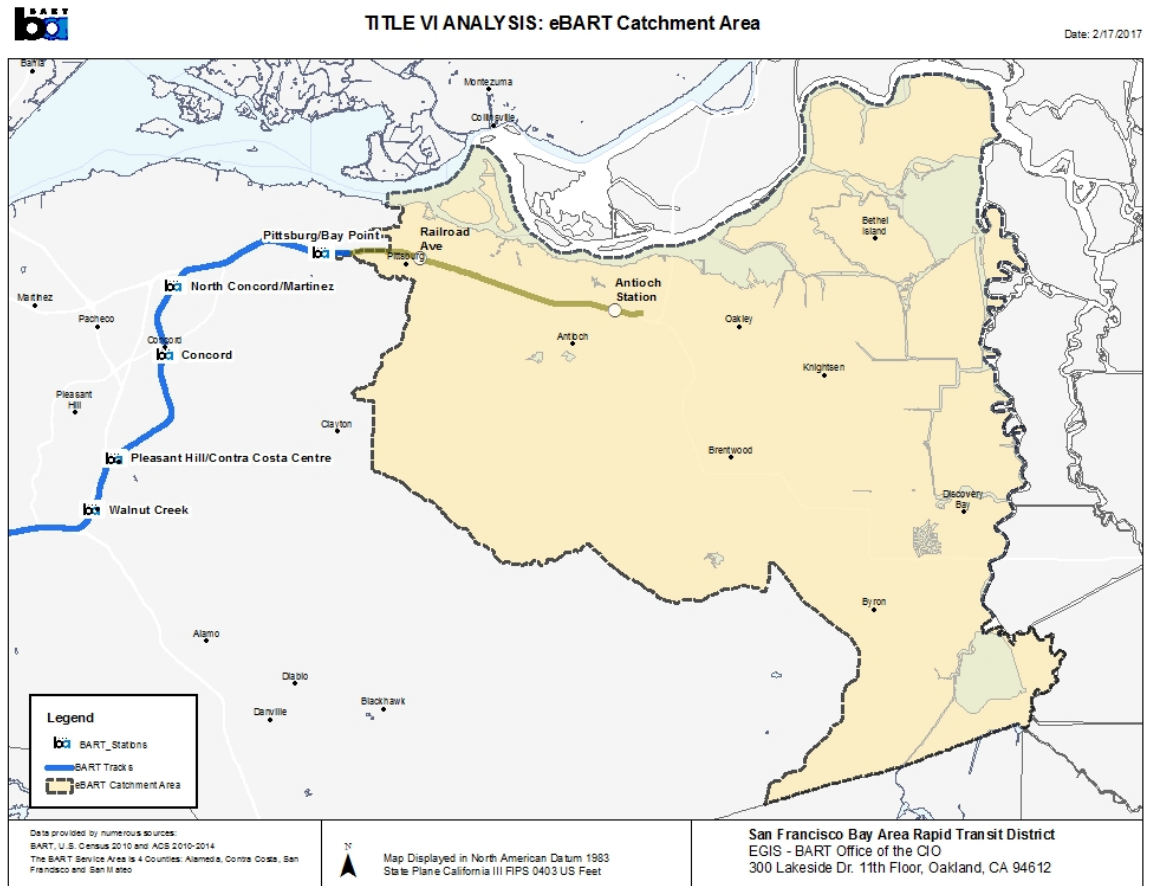
Step 1: Identify the Data Source

ACS 2011-2015 data was used to project potential riders using the Antioch and Pittsburg Center Stations. ACS 2011-2015 provides population and demographic data at the census tract level in the BART to Antioch catchment area.

Step 2: Determine Project Catchment Area

The project catchment area is shown again in Figure 3.

Figure 3: BART to Antioch Catchment Area



The project catchment area used for this analysis is based on the definition used in the 2011 eBART Title VI Service Impacts Analysis Report-Analysis for Hillcrest Avenue Station¹² (2011 Hillcrest Title VI analysis) and on a BART to Antioch ridership projection analysis conducted in 2016.

2011 Hillcrest Title VI Analysis

In the 2011 Hillcrest Title VI analysis, data was gathered from two primary sources: the 2008 BART Station Profile Survey (SPS) and 2000 U.S. Census. The 2000 U.S. Census data provided an extensive set of demographic data at the census tract level in the eBART¹³ catchment area, which included significant populations of minorities and low-income individuals. The U.S. Census data captured these entire population sets, which was then applied to SPS data to confirm that the appropriate census tracts were assigned to the proper station. The vast availability of data in the U.S. Census set was combined with the BART specific questions of the

¹² Hillcrest Avenue Station was later renamed Antioch Station; a copy of the 2011 Hillcrest Analysis is available upon request to BART’s Office of Civil Rights.

¹³ The term eBART is interchangeable with BART to Antioch.

SPS to define a reliable and more complete data set for the analysis. All population figures for this analysis, including those that reference "with eBART," in the 2011 Hillcrest Title VI analysis used 2000 U.S. Census data.

For reference, the study area was defined based on the 2008 Station Profile Survey, which indicated that 92 percent of ridership to and from the Pittsburg/Bay Point Station was home-based and located in eastern Contra Costa County in the cities of Pittsburg, Brentwood, Antioch and Oakley, as well as unincorporated communities such as Byron and Discovery Bay. Census tracts included in the study area were within close proximity to the future eBART station and included existing BART riders.

For the 2011 Hillcrest Title VI analysis, it was assumed that Pittsburg Bay-Point BART Station riders would switch to eBART in areas located close to the new station. This assumption was confirmed by the ridership forecasts developed using the Contra Costa Transportation Authority (CCTA) model during the BART to Antioch EIR process in 2008. The Hillcrest catchment represented the area where most Hillcrest Avenue station users' origins and destinations are located and is defined by census tract.

- Hillcrest Catchment Area - The Hillcrest Station catchment area includes census tracts in the eastern part of Pittsburg¹⁴ to the eastern edge of Contra Costa County and includes the cities of Antioch, Brentwood, Oakley, and portions of Byron. The west side of the catchment area includes census tracts extending approximately three miles west of the Hillcrest Avenue Station. The catchment area was determined based on transit trip generation from each Transportation Analysis Zone (TAZ) to the station.

2016 BART to Antioch Ridership Projection Analysis

In 2016, a ridership projection analysis conducted on model results were adjusted based on revisions to the 2006 land use projections reflected in the 2013 projections. The original CCTA model run included SR 4 highway improvements, which include the widening of the highway and addition of carpool lanes to ease traffic congestion.

Changes in the number of households were analyzed, as well as changes in Pittsburg/Bay Point ridership between the eBART projections in the 2008 EIR and 2015, comparing projected changes in households and actual increases in ridership. It was found that 2003 Association of Bay Area Governments (ABAG) population, household and job projections in Eastern Contra Costa County that were used for eBART ridership projections done in 2008 are higher than actual 2010 and 2014 US Census figures as well as revised 2013 ABAG projections.

¹⁴ The 2011 Hillcrest Title VI analysis did consider that there may have been a potential station at Pittsburg Center Station, but did not include the catchment areas surrounding the station. The 2016 BART to Antioch ridership projection analysis did account for the area around the Pittsburg Center Station which is the catchment area used in this analysis.

The 2016 BART to Antioch ridership projection analysis uses the same catchment area as in the 2011 Hillcrest Title VI analysis, but is expanded to include the Pittsburg Center Station.

2017 Title VI Equity Analysis

This equity analysis uses the same catchment area as proposed in the 2016 BART to Antioch ridership projection analysis (which was based off the 2011 Hillcrest Title VI analysis) because it includes Pittsburg Center Station. However, the minority and low-income demographic data has been updated with ACS 2011-2015 data. The last US Census was in 2010 so updated ACS data was used for this Equity Analysis. Per the Title VI Circular, ACS data may be used between decennial censuses (Title VI Circular, Chap. IV-8).

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

For this analysis, BART's five-county service area definitions and thresholds for minority and low-income populations are used. Each census tract within the study area was analyzed to determine if the percentage of minority and low-income populations exceeded the five-county service area average based on the minority and low-income population definitions and thresholds defined in Section 2.3. Below, Figures 4 and 5, display census tracts within the catchment area where the percentage of minority and low-income populations exceeded the five-county service area average.

Figure 4: Percent Minority by Census Tract

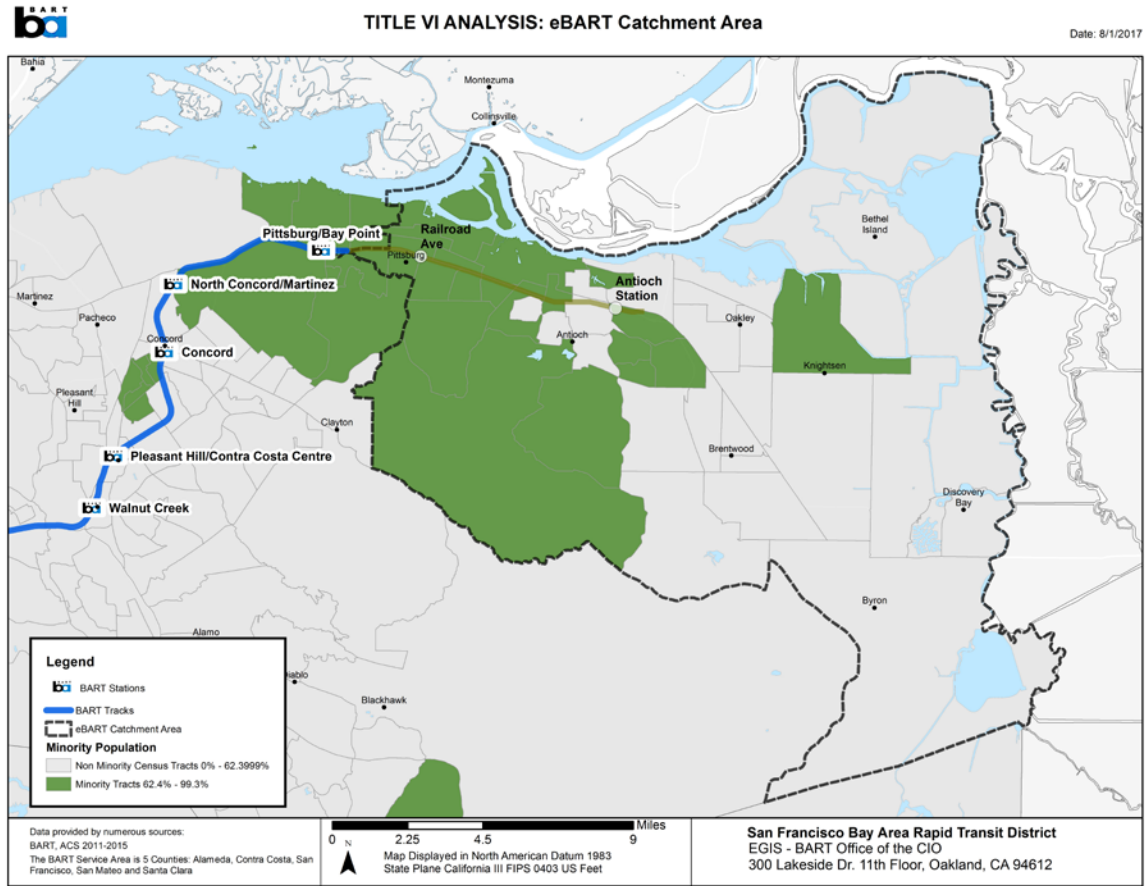
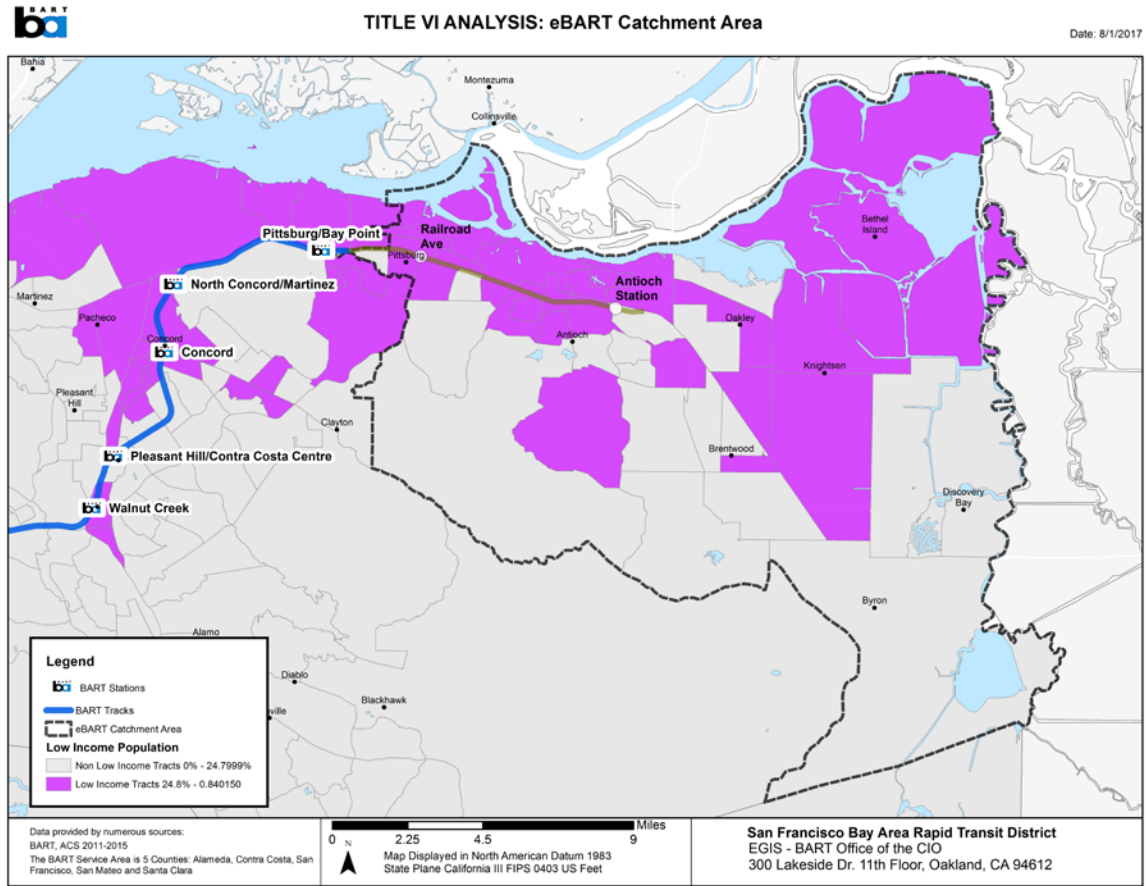


Figure 5: Percent Low-Income by Census Tract



Step 4: Determine the share of protected riders for overall BART ridership

For the New Service Demographic Assessment, BART's system-wide minority and low-income populations was determined by the ACS 2011-2015. According to the ACS 2011-2015, BART's five-county service area minority population is 62.4% and BART's five-county service area low-income population is 24.8%.

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

Pursuant to the Circular, BART must evaluate impacts of proposed service changes using its DI/DB Policy. In applying the DI/DB Policy, the determination is made as to whether the difference between the affected service's protected population (minority or low-income) share and overall system's protected population (minority or low-income) share exceeds the 10% new service threshold set forth in the DI/DB Policy. Note, a 10% difference is not considered a disparate impact if the new service benefits protected populations. For this new service affected populations include ridership for the new service and include ridership for any existing lines where service will change because of the new service. For a new service demographic assessment, a disparate impact to minority riders or a disproportionate burden on low-income riders may be found if the difference is 10% or more.

Step 6: Alternative Measures

If this service impact assessment finds that minority populations experience disparate impacts from the proposed service change, BART will take steps to avoid, minimize, or mitigate these disparate impacts. If the additional steps do not mitigate the potential disparate impacts on minority populations, pursuant to FTA Circular 4702.1B, BART may proceed with the proposed major service change only if BART can show:

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

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

3.1.2 Travel Time Assessment: BART to Antioch Catchment Area

- Description: The New Service Travel Time Assessment compares the travel time between the Proposed Antioch and Pittsburg Center Stations and the existing Pittsburg/Bay Point Station before and after the new service.
- Data Used: American Community Survey (ACS) 2011-2015 and Tri Delta Transit Existing Bus Schedules.
- Requirement: Pursuant to the Title VI Circular and BART's DI/DB Policy Section 3(a), a travel time assessment is required for any major service change and US Census population data should be used for this analysis.

Step 1: Identify the Data Source

ACS 2011-2015 data was used to project potential riders using the BART to Antioch Station. The ACS 2011-2015 provides population and demographic data at the census tract level in the BART to Antioch catchment area.

Travel time data for BART service between the proposed BART to Antioch Stations has been provided by BART's Operations Planning Department. Tri Delta Transit's existing bus transit schedule as of August 2017 is used to determine alternative travel times.

Step 2: Determine Project Catchment Area

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

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

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

Based on 2011-2015 ACS data the minority population for the BART to Antioch is 60.6%; and the low-income population for BART to Antioch is 30.1%.

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

The New Service Travel Time Assessment compares the travel times between the proposed Antioch and Pittsburg Center Stations and the existing Pittsburg/Bay Point Station before and after the Project new service for populations within the catchment area. Existing travel times are based on existing Tri Delta Transit bus routes running from Antioch Station and/or Pittsburg Center Station and the Pittsburg/Bay Point Station.

The Tri Delta Transit bus routes from Antioch Parking Lot and/or Pittsburg Center Station to Pittsburg Bay/Point Station are the 380, 387, 388, and 391 routes; the average AM and PM travel times along this route are listed in Table 2. Travel times with the Project new service were provided by BART's Operations Planning Department.

The existing and future travel times are assigned to the protected and non-protected populations within the catchment area. Travel times for minority and low-income populations are compared to the travel time for non-minority and non-low-income populations.

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

Pursuant to the Title VI Circular, BART must evaluate impacts of proposed service changes using its DI/DB Policy. In applying the DI/DB Policy, the determination is made as to whether the difference between the affected service's protected population (minority or low-income) share and overall system's protected population (minority or low-income) share exceeds the 10% new service threshold set forth in the DI/DB Policy. Note, a 10% difference is not considered a disparate impact

if the new service benefits protected populations. For this new service affected populations includes ridership for the new service and includes ridership for any existing lines where service will change because of the new service. For new service demographic assessment, a disparate impact to minority riders or a disproportionate burden on low-income riders may be found if the difference is 10% or more.

Step 6: Alternative Measures

If this travel time assessment finds that minority populations experience disparate impacts from the proposed service change, BART will take steps to avoid, minimize, or mitigate these disparate impacts. If the additional steps do not mitigate the potential disparate impacts on minority populations, pursuant to Title VI Circular, BART may proceed with the proposed major service change only if BART can show:

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

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

Section 4: Service Analysis Findings

The findings from the New Service Change Analysis indicate that BART to Antioch Extension Project service will not result in a disparate impact to minority riders nor will it disproportionately burden low-income riders.

4.1. Demographic Assessment Findings:

4.1.1 Projected Ridership, New Service

The New Service Demographic Assessment estimates the proportion of minority and low-income populations projected to use the new BART to Antioch Station, as compared to BART's five-county minority and low-income populations. The demographic assessment evaluates whether the projected riders benefitting from the new BART to Antioch service are predominantly minority or low-income when compared to BART's five-county system-wide population, based on ACS 2011-2015 data. The assessment also evaluates whether riders who may be adversely affected by a service option are disproportionately minority or low-income. The results of this assessment are shown in Table 4.

Table 4: Protected Share of Ridership

	BART Five-County Service Area	BART to Antioch Catchment Area	Percent Difference
Minority	62.4%	60.6%	1.8%
Low-Income	24.8%	30.1%	-5.3%

The projected minority ridership for the BART to Antioch is slightly less minority than the BART five-county service area threshold, with a 1.8% difference. Because the catchment area is less minority than BART five-county service area, it does not exceed BART's DI/DB Policy and therefore the ridership is not disproportionately or predominantly minority riders.

The share of the Project ridership that is low-income when compared to BART's five-county service area protected ridership does not exceed the DI/DB Policy's 10% threshold: the low-income ridership is higher by 5.3%. Since the DI/DB Policy's 10% threshold is not exceeded, the finding is made that the ridership is not disproportionately or predominantly low-income. Regardless of whether the new service benefits or burdens its prospective ridership, such benefit or burden would not be disproportionately borne by low-income riders.

4.1.2 Existing Line Ridership:

Per the DI/DB Policy, a disproportionate impact or disproportionate burden results when adverse effects of a service change are disproportionately borne by protected populations. Here, the new service will not adversely affect its protected ridership, originating from the BART to Antioch catchment area, because the Project will provide better service, frequent headways, and travel time savings. Instead, the projected ridership, which is predominantly minority and low-income, will enjoy new benefits as a result of the change. Accordingly, no disproportionate impact was found on protected populations because the service change will benefit, not burden, its

predominantly protected ridership.¹⁵ Therefore, minority riders will not experience a disparate impact and low-income riders will not experience a disproportionate burden from the Project.

¹⁵ For more information on the C-line vehicle load, please see Appendix D.

4.2 Travel Time Assessment Findings

The travel assessment compares the estimated travel time for riders affected by the service change before and after the new service. This assessment consists of two parts. First, travel times between the proposed Antioch & Pittsburg Center Stations and the existing Pittsburg Bay/Point Station are compared before and after the new service for protected and non-protected populations.¹⁶ Second, estimated travel times for existing riders affected by the service change are compared before and after the new service, based on the proposed service plan. (See Section 2.2 Alternative Modes). The results of this assessment are shown below in Tables 5a-5c.

Table 5a.1: Travel Time Assessment: Protected and Non-Protected Populations (Between Antioch Parking Lot and Pittsburg/Bay Point BART with One Stop at Pittsburg Center Station)

	Average AM Travel Time Min (Existing) ¹	Average AM Travel Time Min (Future)	Time Difference	Percent Change	Average PM Travel Time Min (Existing) ¹	Average PM Travel Time Min (Future)	Time Difference	Percent Change
Entire Population	76	15	-61	80%	74	16	-58	78%
Minority Population	76	15	-61	80%	74	16	-58	78%
Non-Minority Population	76	15	-61	80%	74	16	-58	78%
Difference between Minority and Non-Minority	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
Low-Income Population	76	15	-61	80%	74	16	-58	78%
Non-Low-Income Population	76	15	-61	80%	74	16	-58	78%
Difference between Low-Income and Non-Low-Income	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%

¹Average rounded travel time combines Tri Delta Transit bus routes 380, 388, 390, and 391.

For riders traveling between the Antioch Parking Lot to Pittsburg/Bay Point BART (with a stop at Pittsburg Center Station), with Project service, protected and non-protected populations during AM peak period are expected to experience the same time savings of 61 minutes between Antioch and Pittsburg/Bay Point Station; an 80% reduction in travel time. Protected and non-protected populations during PM peak period are expected to experience the same time savings of 58 minutes between Antioch and Pittsburg/Bay Point Station; a 78% reduction in travel time.

¹⁶ Protected populations refer to minority and low-income populations. Non-protected populations refer to non-minority and non-low-income populations.

**Table 5a.2: Travel Time Assessment: Protected and Non-Protected Populations
(Tri Delta Transit Express Route 300)**

	Average AM Travel Time Min (Existing)	Average AM Travel Time Min (Future)	Time Difference	Percent Change	Average PM Travel Time Min (Existing)	Average PM Travel Time Min (Future)	Time Difference	Percent Change
Entire Population	21	15	-6	29%	20	16	-4	20%
Minority Population	21	15	-6	29%	20	16	-4	20%
Non-Minority Population	21	15	-6	29%	20	16	-4	20%
Difference between Minority and Non-Minority	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
Low-Income Population	21	15	-6	29%	20	16	-4	20%
Non-Low-Income Population	21	15	-6	29%	20	16	-4	20%
Difference between Low-Income and Non-Low-Income	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%

Tri Delta Transit Express Bus 300 provides express routes directly from the Antioch Parking Lot to Pittsburg/Bay Point BART Station (and vice versa). Because Express Bus 300 does not stop at Pittsburg Center Station, which is a stop on the BART to Antioch extension, it was not included in the average bus times in Table 5a.1 above, all of which are comparable to the BART to Antioch route in that there is a stop at Pittsburg Center Station. However, Express Bus 300 is important because most commuters ride this express bus as it is currently the fastest way for them to get between Antioch Parking Lot and Pittsburg Bay/Point (and vice versa).

Because Express Bus 300 does not make any stops between Antioch Parking Lot and Pittsburg/Bay Point (and vice versa), its average AM and PM peak travel times are significantly shorter than the average travel times of the other buses in Table 5a.1 above. However, BART to Antioch riders will still experience shorter trip times (even with an extra stop at Pittsburg Center Station) than a rider on Express Bus 300. Protected and non-protected populations during AM peak period are expected to experience the same time savings of 6 minutes; a 29% reduction in travel time. Protected and non-protected populations during PM peak period are expected to experience the same time savings of 4 minutes; a 20% reduction in travel time.

**Table 5b: Travel Time Assessment: Protected and Non-Protected Populations
(Between Antioch Parking Lot and Pittsburg Center Station Only)**

	Average AM Travel Time Min (Existing) ¹	Average AM Travel Time Min (Future)	Time Difference	Percent Change	Average PM Travel Time Min Existing) ¹	Average PM Travel Time Min (Future)	Time Difference	Percent Change
Entire Population	57	6	-51	89%	58	8	-50	86%
Minority Population	57	6	-51	89%	58	8	-50	86%
Non-Minority Population	57	6	-51	89%	58	8	-50	86%
Difference between Minority and Non-Minority	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
Low-Income Population	57	6	-51	89%	58	8	-50	86%
Non-Low-Income Population	57	6	-51	89%	58	8	-50	86%
Difference between Low-Income and Non-Low-Income	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%

¹Average rounded travel time combines Tri Delta bus routes 380, 388, 390, and 391.

For riders traveling between the Antioch Parking Lot to Pittsburg Center Station, with Project service, protected and non-protected populations during AM peak period are expected to experience the same time savings of 57 minutes between Antioch Parking Lot and Pittsburg Center Station; an 89% reduction in travel time. Protected and non-protected populations during PM peak period are expected to experience the same time savings of 50 minutes between Antioch and Pittsburg/Bay Point Station; an 86% reduction in travel time.

**Table 5c: Travel Time Assessment: Protected and Non-Protected Populations
(Between Pittsburg Center Station and Pittsburg/Bay Point BART Only)**

	Average AM Travel Time Min (Existing) ¹	Average AM Travel Time Min (Future)	Time Difference	Percent Change	Average PM Travel Time Min (Existing) ¹	Average PM Travel Time Min (Future)	Time Difference	Percent Change
Entire Population	21	9	-12	57%	22	8	-14	64%
Minority Population	21	9	-12	57%	22	8	-14	64%
Non-Minority Population	21	9	-12	57%	22	8	-14	64%
Difference between Minority and Non-Minority	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%
Low-Income Population	21	9	-12	57%	22	8	-14	64%
Non-Low-Income Population	21	9	-12	57%	22	8	-14	64%
Difference between Low-Income and Non-Low-Income	0.00	0.00	0.00	0.0%	0.00	0.00	0.00	0.0%

¹Average rounded travel time combines Tri Delta bus routes 380, 387, 388, and 390.

For riders traveling between Pittsburg Center Station to Pittsburg/Bay Point BART, with Project service, protected and non-protected populations during AM peak period are expected to experience the same time savings of 12 minutes between Pittsburg Center Station and Pittsburg/Bay Point Station; a 57% reduction in travel time. Protected and non-protected populations during PM peak period are expected to experience the same time savings of 14 minutes between Antioch and Pittsburg/Bay Point Station; a 64% reduction in travel time.

These results find that the Project would benefit all populations, including minority and low-income, within the Project catchment area.

Since protected and non-protected populations experience the same travel time savings in all 3 routes, the DI/DB Policy's 10% threshold is not exceeded. The finding is made that minority populations will not experience a disparate impact and low-income populations will not experience a disproportionate burden with the new service.

4.3 Project Benefits and Burdens

Under the New Service analyses performed, the Project would benefit all populations, including minority and low-income communities in the surrounding areas. Minority and low-income populations will not only have improved access to transit (the new BART extension will add an additional transportation mode to the BART to Antioch area) but will also experience travel time savings. For example, for a rider traveling between Antioch Parking Lot to Pittsburg/Bay Point Station, headways will be reduced by over 78% (Table 5a.1), and there will be enhanced service consistency due to consistent headways and the fact that the BART to Antioch extension, as a new fixed guideway is not dependent on road or traffic conditions compared to alternate modes serving the area (Tables 1a-1d).

Public comments collected by BART during its outreach in August 2017 support the findings that the new service would benefit, not adversely affect all riders; and therefore, there is no disparate impact on minority populations and no disproportionate burden on low-income populations.

Feedback was generally positive for the opening of the new BART to Antioch Stations. All comments throughout this analysis was transcribed as written by the public. Comments showed that people were willing to pay to use the new stations and parking:

- *“BART is convinent (sic) and accessible. I'd pay any reasonable price to use it.”*
- *“Coming from Brentwood, I would gladly pay the additional to be able to park at Antioch Station.”*

Customers did, however, have concerns about other aspects of BART to Antioch, including capacity on the trains:

- *“You need to add more trains and you need to remove more seats. There is not enough capacity during the heavy commute hours. All lines need more capacity. Multiple trains are too full to take passengers wishing to board in am and pm commutes. Capacity expansion is big issue. Also reconsider bikes during commute - those are creating serious space issues.”*
- *“They [fares] should be higher. New riders overload the system with people in W Oakland not even able to get on some times. They also take all seats which take most room.”*

Survey respondents were diverse and represented protected populations (see Table 4). For more information on the BART to Antioch Title VI public participation please refer to the attached BART to Antioch Public Participation Report.

4.4 Conclusion

In accordance with FTA Circular 4702.1B, and as outlined in paragraph 3 of BART's DI/DB Policy, and using BART's FTA concurred Service Methodology, any major service change must be assessed using two separate analyses, a demographic assessment and a travel time assessment. Section 4, as described above completes both of these analyses. The demographic assessment did not find a disproportionate adverse impact on protected riders.

The travel time evaluation was conducted of the average travel time between the Project locations and Pittsburg/Bay Point BART Station, comparing the average travel time with and without the new Project on protected and non-protected riders. The results of the travel time assessment show that protected and non-protected riders are anticipated to experience almost equal reductions to travel time with the Project service and will not result in an adverse impact to minority or low-income riders. Accordingly, the proposed Project's new service will not result in a disparate impact to minority riders nor will it disproportionately burden low-income riders but rather will provide a benefit to projected riders by offering faster, more frequent service, to Project riders who are minority and/or low-income.

Section 5: Fare Analysis Findings

This section reports on the demographics of BART to Antioch study area populations compared to BART's overall ridership to determine if the projected BART to Antioch ridership is more minority or low-income than BART's system-wide ridership. This section also includes a description of the proposed fare-setting for the new BART to Antioch service and an equity finding regarding the proposed fare-setting.

5.1 BART to Antioch Study Area Populations: Demographic Data Source

Demographics for BART to Antioch study area populations are provided by responses to surveys administered in 2017. BART used a survey to solicit input from the public, which was inclusive of minority, low-income, and Limited-English proficient populations. The survey was designed to generate a profile of BART riders, especially current riders and potential riders who could use the new BART service to Antioch.

The survey was distributed and collected at three outreach events hosted by BART with information tables where staff spoke directly with customers and communities that will be directly affected by the new BART service to Pittsburg Center and Antioch and its related service changes. Outreach for the Project consisted of informing the BART to Antioch community of the new service and the application of BART's existing distance-based fare structure to this new service.

Outreach events were scheduled at various times, the morning and evening weekday commutes, in an effort to reach the largest audience. They were held on the following dates and locations with available on-site Spanish interpreters:

- North Concord BART Station: Tuesday, August 15, 5-7 PM
- Antioch BART Parking Lot: Thursday, August 17, 6-8 AM
- Pittsburg/Bay Point BART Station: Wednesday, August 23, 6:30-8:30 AM

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

Additionally, the survey, project fact sheet, and project website link were available online at bart.gov/guide/titlevi for the public to view and provide feedback. The survey link and surveys were posted online from Monday, August 14, 2017, to Friday, September 1, 2017 and were available in English, Spanish and Chinese.

Outreach events and survey links were advertised widely to the public online, via email, and through ethnic media. Surveys were also distributed to BART's Title VI/EJ and LEP Advisory Committees for distribution to the community. For more information please see the attached BART to Antioch Public Participation Report.

5.2 Survey Findings: Demographics

The 2017 results for the BART to Antioch study area populations are compared to 2016 Customer Satisfaction Survey results, which report on BART's overall ridership.

5.2.1 Minority

A "non-minority" classification refers to those who identified themselves in the survey as "white." A "minority" classification includes the combined responses from all other races or ethnic identities. Respondents to the 2017 survey are 54% minority compared to 63.3% of BART riders who are minority, based on results from BART's 2016 Customer Satisfaction Survey.

5.2.2 Income

To determine if a survey respondent is "low-income," BART and the Metropolitan Transportation Commission (MTC) consider both the respondent's household size and income level. Consistent with BART's Title VI Triennial Program standards, low-income is defined as 200% of the federal poverty level. This broader definition is used to account for the region's higher cost of living when compared to other regions. Approximating 200% of the federal poverty level is done by considering both household size and household income of respondents to the 2016 Customer Satisfaction Survey. The table below shows the household size and household income combinations that comprise "low-income."

Table 6

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

As an example, a household of two or more people with an income of \$33,000 would be considered low-income. According to 2016 Customer Satisfaction Survey responses, 26.4% of BART riders are considered low income.

The eight income ranges used in the 2016 Customer Satisfaction Survey are the following:

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

The results of the above demographic analysis are summarized in Table 7 below.

Table 7: Demographic Analysis

	2017 BART to Antioch Equity Analysis Survey	2016 Customer Satisfaction Survey	% Difference
Minority	54%	63.3%	-9.3%
Low-Income	17.3%	26.4%	-9.1%

These results indicate that BART to Antioch 2017 survey respondents are less minority (by 9.3%) and less low-income (by 9.1%) than BART's overall ridership.

Comments from the 2017 BART to Antioch survey are outlined in section 5.3 below.

5.3 Survey Findings: Public Outreach

5.3.1 2017 BART to Antioch Survey

The 2017 outreach survey included a question asking respondents to provide any general comments about BART's proposed fares for BART to Pittsburg Center and Antioch Stations. 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 can't be projected to the overall population, and statistical calculations such as margins of error can't be computed.

Approximately 26.4% of survey respondents (sample size 375) are in favor of BART extending its distance-based fare structure to apply to the Project. Of these survey respondents, 53.3% were minority and 46.6% were non-minority. 10% of these respondents were low-income and 90% were non-low-income.

However, while 26.4% were in favor of extending the distance-based fare structure, that does not mean that everyone else who took the survey opposed the distance-based fare structure. In fact, close to half of survey respondents, 46.4% or 174 respondents, chose not to comment regarding the BART to Antioch fares (either leaving it blank or indicating they had no comments), which can indicate neutrality or potentially some level of acceptance. A small number, 8%, or 30 respondents, wrote comments unrelated to the fares.

Finally, 19.2%, or 72 respondents, were opposed to the distance-based fare structure. Of these survey respondents, 68.1% were minority and 31.9% were non-minority. 15.3% of these respondents were low-income and 84.7% were non-low-income.

Comments regarding the Project's proposed fares included:

- *"I think the increases to use e-BART to Pittsburg & Antioch is a very fair price."*
- *"Sounds reasonable"*
- *"I have never taken any public means of transportation going to work aside from BART. I think it is still the most affordable means of public transportation."*
- *"Those rates are pretty high. A lot of commuters already struggle to pay the fares that are already in place."*

5.4 Alternative Transit Modes Including Fare Payment Types

BART operates a heavy rail system, as well as an automated people mover that links the BART Coliseum Station and Oakland International Airport. BART to Antioch is a DMU light rail system. Tri Delta Transit provides bus service between the existing Pittsburg Bay/Point Station and the new BART to Antioch Stations with these routes: 380, 387, 388, 391. As mentioned earlier, Tri Delta Transit does have planned schedule and route changes for these routes, but will not release the changes until BART to Antioch revenue service opens. The changes as they impact BART thus cannot be assessed in this analysis.

Table 8 shows BART’s proposed fares for service between Pittsburg/Bay Point Station and BART to Antioch Stations as of January 2018 and fares for comparable Tri Delta Transit service. This chart is applicable to those who are traveling only from Pittsburg/Bay Point to Pittsburg Center or Antioch, or vice versa.

Table 8

	Local Cash Fare	Day Pass
BART: Pittsburg/Bay Point to Pittsburg Center Station	\$2.00*	N/A
BART: Pittsburg/Bay Point to Antioch Station	\$2.00*	N/A
Tri Delta Transit: Routes 380, 387, 388, 390, 391	\$2.00	\$3.75

BART is proposing to charge its minimum fare of \$2.00 (as of January 2018) when the rider uses a Clipper card¹⁷ for a BART trip that begins at Pittsburg/Bay Point and ends at either Pittsburg Center Station or Antioch Station (or vice versa), which is equivalent to Tri Delta Transit’s cash and Clipper fare of \$2.00.

Table 9 shows the incremental fares proposed to be charged for trips between the rest of the system (except for Pittsburg/Bay Point) and Pittsburg Center and Antioch stations. For example, the fare for a trip between Embarcadero and Pittsburg/Bay Point will be \$6.70 effective January 2018. The additional fare proposed to be charged to get the rider beyond Pittsburg/Bay Point to Pittsburg Center is \$0.15, for a total fare of \$6.85. \$0.15 is the incremental fare for approximately 85% of trips, and \$0.20 is charged for remaining trips.

The additional fare proposed to be charged to extend this trip from Pittsburg/Bay Point to Antioch Station is \$0.80, for a total fare of \$7.50 between Embarcadero and Antioch. \$0.80 is the incremental fare for approximately 85% of trips, and \$0.85 is charged for remaining trips.

¹⁷ BART riders using a mag-stripe paper ticket will have to pay an additional \$0.50 per trip.

The nickel difference in these two cases is due to rounding to the nearest nickel, which is part of BART existing distance-based fare structure. Each of these incremental amounts is lower than Tri Delta Transit’s local cash BART transfer fare. Tri Delta Transit currently offers a reduced fare of \$1.25 instead of \$2.00 for those riders who are exiting a Pittsburg/Bay Point Station and continuing their trip on a Tri Delta Transit bus.

Table 9

	Fare
BART to Pittsburg Center Station	\$0.15 or \$0.20 (Distance-based)
BART to Antioch Station	\$0.80 or \$0.85 (Distance based)
Tri Delta Transit: Routes 380, 387, 388, 390, 391	\$1.25 (Tri Delta BART transfer)

The East Bay Suburban Zone fare has been part of BART’s fare structure since 1975, and the minimum fare is charged for trips in the zone that range from 6.3 miles to 13.0 miles on the Pittsburg/Bay Point, Fremont, Richmond and Dublin/Pleasanton lines, and now BART to Antioch. BART’s minimum fare is usually charged for trips of six miles or less. The East Bay Suburban Zone fare was intended to build ridership between suburban stations and in so doing also to promote trip-making that fills a BART seat twice during a single run in the peak period.

Survey takers noted that the distance-based fare would be cheaper than taking Tri Delta Transit:

- *“Seems reasonable. This is actually lower than rumored rate increases. Also cheaper than riding Tri Delta express bus route.”*

A rider could pay a fare using Tri Delta Transit’s day pass that would be less expensive than the \$2.00 or the \$0.15/\$0.80 incremental BART fare only if they took more than a certain number of trips on a given day, as shown in Table 10:

Table 10

Tri Delta Transit Day Pass	\$2.00* Min BART Fare Rider Takes	\$0.15 Incremental Fare BART Rider Takes	\$0.80 Incremental Fare BART Rider Takes
\$3.75	2+ trips per day	25+ trips per day	5+ trips per day

*Using Clipper. Proposed one-way fares are \$2.00 with Clipper and an additional \$0.50 per trip with a mag-stripe paper ticket.

Therefore, the proposed fares for trips between the new BART to Antioch Stations and Pittsburg/Bay Point, which are calculated using BART's existing distance-based fare structure and paid for with the Clipper card, will not be more expensive than fares for existing transit alternatives.

5.5 Proposed Fares for BART to Antioch Stations

Proposed fares for service between the Pittsburg/Bay Point Station and the new stations in Pittsburg and Antioch would be calculated by applying BART's existing distance-based fare structure. For example, the current fare between Pittsburg/Bay Point Station and Embarcadero Station is \$6.70. The fare difference between Pittsburg/Bay Point Station and Pittsburg Center Station for a trip to Embarcadero Station is proposed to be \$0.15 more, or \$6.85. The fare difference between Pittsburg/Bay Point Station and Antioch Station for a trip to Embarcadero Station is proposed to be \$0.80 more, or \$7.50

As Pittsburg Center and Antioch Stations are East Bay stations, the East Bay Suburban Zone fare (equal to the January 2018 minimum fare of \$2.00 and applied to certain other East Bay station fares) is proposed. BART's minimum fare is usually charged for trips of six miles or less. The East Bay Suburban Zone fare would be charged for BART to Antioch trips between six and 13 miles, as shown in the table below:

Table 11

Trip between:	Distance
Pittsburg Center and Antioch	6.2 miles
Pittsburg Center and North Concord	7.8 miles
Pittsburg Center and Concord	10.0 miles
Pittsburg/Bay Point and Antioch	9.1 miles

No new surcharges are proposed to be assessed for trips to or from the BART to Antioch Stations.

Thus, the BART to Antioch fare-setting proposal applies BART's existing distance-based fare structure and so would not be a fare change; it would not increase or decrease BART's distance-based fares. Additionally, while BART to Antioch is a new fare for new service, it is comparable to new fares for similar new service recently opened by BART, such as for Warm Springs/South Fremont Station. The minimum fare between the recently opened Warm Springs/South Fremont Station and the adjacent station at Fremont will be \$2.00 as of January 2018, identical to the fare proposed for the trip between Pittsburg/Bay Point and the BART to Antioch Stations. In addition, the fare between East Dublin Station and West Dublin/Pleasanton, another of BART's newer stations, will be \$2.00 as of January 2018. West Dublin/Pleasanton fares also have the East Bay Suburban Zone fare applied so that the minimum fare is charged for a trip between the West Dublin/Pleasanton Station and its other adjacent station, Castro Valley.

5.6 Equity Finding for Proposed BART to Antioch Fares

The proposed BART to Antioch fares would not change BART's existing distance-based fare structure; BART's distance-based fares would not increase or decrease. As BART's distance-based fare structure is unchanged, there is no disproportionately adverse effect on minority and/or low-income riders because the same minority and/or low-income riders will enjoy the benefits of new rail service and improved travel times.

Public input confirmed this finding. In the 2017 surveys, a little over a quarter of surveyed riders (approximately 26.4%) assessed the proposed fare as reasonable and not adverse. Of these survey respondents, 53.3% were minority and 46.6% were non-minority. 10% of these respondents were low-income and 90% were non-low-income.

However, while 26.4% were in favor of extending the distance-based fare structure, that does not mean that everyone else who took the survey opposed the distance-based fare structure. In fact, close to half of survey respondents, 46.4% or 174 respondents, chose not to comment regarding the BART to Antioch fares (either leaving it blank or indicating they had no comments), which can indicate neutrality or potentially some level of acceptance.

A small number, 8%, or 30 respondents, wrote comments unrelated to the fares. Finally, 19.2%, or 72 respondents, were opposed to extending the distance-based fare structure. Of these survey respondents, 68.1% were minority and 31.9% were non-minority. 15.3% of these respondents were low-income and 84.7% were non-low-income.

In the 2011 Hillcrest survey,¹⁸ while a higher number of survey takers believed the fares was too high, note that the 2018 fares from Pittsburg/Bay Point Station to Antioch are proposed to only be \$0.80 or \$0.85. The current proposed fares of \$0.80 or \$0.85 are much lower than the \$2.25 proposed in 2011 and in line with what most survey takers in 2011 requested.

As previously stated, both new stations will have Clipper-only vending machines with no on-site station agent. District add-fare machines (AFMs) have traditionally only accepted cash payment to add sufficient fare to mag-stripe tickets or to the Clipper card for exit at BART gates. This can present a problem for customers not having sufficient fare with no cash on hand. To address this issue for Project riders, BART has modified AFMs for the BART to Antioch stations to allow customers to add sufficient fare to their mag-stripe ticket or Clipper card using credit cards. This effort should mitigate any potential impacts on BART to Antioch customers.

Customers will have access to courtesy phones that go directly to the BART to Antioch Control Center which is manned 24 hours a day. There are also emergency phones at the stations that go directly to the BART Police Department. The new stations will also have roving supervisors that will be at the stations or available to respond if necessary. Staff is working on implementing language assistance measures for its limited English proficient customers.

¹⁸ The 2011 Hillcrest survey data is being used for informational and supportive purposes only; the data is not current per the Title VI Circular.

5.7 Conclusion

The analysis shows that the BART to Antioch service does not disproportionately adversely affect minority and/or low-income riders. As stated previously, all riders will enjoy the benefits of new rail service and improved travel times.

Appendix A: 2017 BART to Antioch Survey



New BART Service to Antioch and Pittsburg Center Stations

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

USAGE OF BART

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

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

- What time of day do you typically use BART? Select all that apply.
 Morning Afternoon Evening Late night
- Do you plan to use the Antioch and/or Pittsburg Center Station? Select all that apply.
 Yes, Antioch Station
 Yes, Pittsburg Center Station
 Neither, I plan to use: _____
- How will you get to the Antioch and/or Pittsburg Center Station? Select all that apply.
 Walk all the way
 Bicycle
 Tri-Delta Transit bus
 County Connection bus
 Drive alone
 Carpool
 Get dropped-off
 Uber/Lyft/etc.
 Taxi
 Other: _____

SERVICE

- How often do you plan to use the new BART service to/from Antioch and/or Pittsburg Center Stations? Please check one.
 5 or more days per week
 1-4 days a week
 1-3 days a month
 A few times a year
 Will not use

PROPOSED BART FARES AND FARE MEDIA

- Do you currently use a Clipper card to pay your BART fare?
 No Yes
- What type of BART fare do you currently pay?
 Regular BART fare
 High Value Discount (\$48 or \$64 value)
 Senior discount
 Disabled discount
 Student discount
 Other: _____
- All ticket vending machines at Antioch and Pittsburg Center stations will sell Clipper cards only (no paper BART tickets). Do you have any general comments about this?

- BART plans to extend its distance-based fare structure for the BART to Antioch extension. For example, in 2018, a one-way trip from Pittsburg/Bay Point Station to Embarcadero Station will cost \$6.70.

Continued in next section →

If you need language assistance services, please call 310-464-6732.
Kung kailangan mo ang tulong ng mga serbiyo ng wika, paki tawagan ang (310) 464-6732.

A trip from Pittsburg Center Station to Embarcadero Station is estimated to cost \$6.85 (\$.15 more) and a trip from Antioch Station to Embarcadero Station is estimated to cost \$7.50 (an additional \$.65). Do you have any general comments about BART's proposed fares for Antioch and Pittsburg Center Stations?

PARKING

- Do you currently park at a BART station or plan to use BART parking?
 Yes No
- If yes, please tell us the station where you park or plan to park:

- BART may charge up to \$3 for parking at Antioch Station and Pittsburg Center Station. These fees are consistent with most stations in the BART system. Do you have any general comments about BART's proposed parking fee at these stations?

PLEASE TELL US ABOUT YOURSELF

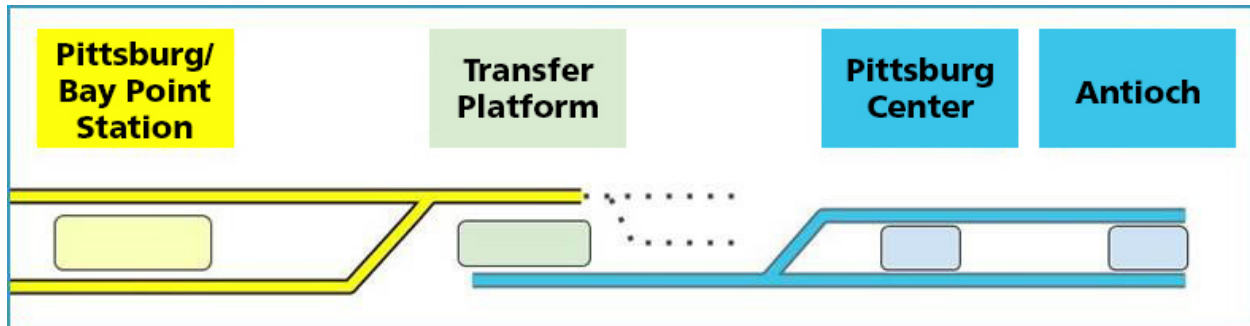
- What is your gender?
 Male Female Another gender: _____
- NOTE: Please answer BOTH Questions 15 and 16.*
- Are you of Hispanic, Latino or Spanish origin?
 No Yes
 - What is your race or ethnic identification? (Check one or more. Categories based on US Census.)
 White
 Black/African American
 Asian or Pacific Islander
 American Indian or Alaska Native
 Other (specify): _____
 - Do you speak a language other than English at home?
 No Yes → Language: _____
 - If "Yes" to Question 17, how well do you speak English?
 Very well Well Not well Not at all
 - What is your total annual household income before taxes?
 Under \$25,000 \$50,000 - \$59,999
 \$25,000 - \$34,999 \$60,000 - \$74,999
 \$35,000 - \$39,999 \$75,000 - \$99,999
 \$40,000 - \$49,999 \$100,000 and over
 - Including yourself, how many people live in your household?
 1 2 3 4 5 6 or more
 - Do you use a smart phone (can access the internet, download apps, etc.)?
 No Yes

Please turn in completed survey to a BART representative. For more information or to complete this survey online please visit www.bart.gov/antiochsurvey.

Nếu quý vị cần dịch vụ trợ giúp về ngôn ngữ, xin vui lòng gọi số (310) 464-6732.
홍익이 필요하신 분은, 310-464-6732 로 문의하십시오.

Appendix B: 2018 Service Plan

The Project will add a transfer platform to allow for easy transfer between BART to Antioch and the Pittsburg/Bay Point-SFO Trains. The diagram below illustrates the transfer platform.



Travel Times

Westbound passengers traveling towards SFO will have the following estimated travel times:

- Antioch → Pittsburg Center: 6 min
- Pittsburg Center → Pittsburg/Bay Point (includes transfer time): 9 min
- Total trip time: 15 min

Eastbound passengers traveling towards Antioch will have the following estimated travel times:

- Pittsburg/Bay Point → Pittsburg Center (includes transfer time): 8 min
- Pittsburg Center → Antioch: 8 min
- Total trip time: 16 min

Transfer Times

The following 2 tables illustrates the proposed transfer times for a two-Diesel Multiple Unit (DMU) train consists or three-DMU train consists. The demand for capacity will determine whether the train will be two-DMU train consists or three-DMU train consists.

Time Period	Toward SFO	Toward Antioch
4AM-12PM	2 min	8 min
12PM-7:30PM	7 min	3 min

In the two-DMU train consists scenario, AM westbound passengers board BART and depart within two minutes. AM eastbound passengers wait for eight minutes on BART train/platform.

Time Period	Toward SFO	Toward Antioch
4AM-12PM	2 min	3 min
12PM-7:30PM	2 min	3 min

In the three-DMU train consists scenario, AM westbound passengers board BART and depart within two minutes. AM eastbound passengers board eBART and depart within three minutes.

Appendix C: eBART Ridership Projection Analysis



Memorandum

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██
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Date: March 10, 2016

Subject: Updated eBART Ridership Forecast

This memorandum documents the methodology and findings from the update of the eBART ridership forecast.

Purpose

The purpose of the eBART ridership update is to determine if recent housing and employment growth, parallel highway improvements, and other factors would change the previous forecasts for eBART ridership performed in 2008. The updated ridership projections were used to estimate vehicle loads in the peak-of-the peak period in 2018 (opening year), 2021 and 2030, and whether additional parking capacity at the Hillcrest station will be needed sooner than anticipated. The ridership forecasts for 2018 and 2021 will also be used for operations planning for the C-line, which will have a timed transfer with eBART trains at the Pittsburg/Bay Point station.

Summary of Findings

The analysis shows that ridership on eBART, with stations at Railroad Ave. and Hillcrest Ave., will be similar to the original daily forecast of 5,400 daily passengers in 2015 (opening year) and 10,100 daily passengers in 2030.¹ The revised projection predicts there will be 5,590 daily passengers on eBART in 2018 (revised opening year), 7,000 daily passengers in 2021, and 11,200 daily passengers in 2030. Although ridership has grown tremendously on the BART system in recent years due to regional job growth, the 2008 downturn in the economy and subsequent collapse of the housing market resulted in slowed housing growth over the last eight years that has not yet caught up with the forecast in 2003.

Regarding vehicle loads during the peak of the AM peak hour, a two-train consist is anticipated to reach maximum seated capacity (99.7 percent at 160 passengers/vehicle) in the year 2023. The vehicle capacity of 160 passengers was established through a Title VI analysis as the maximum threshold for seated and standing passengers. However, according to the vehicle manufacturer each vehicle can hold up to 200 seated and standing passengers. The ability of three two-vehicle consists

¹ DMU to Hillcrest via SR4 median (2 stations), Official Ridership Summary.xls

March 10, 2016

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to meet demand assumes that no more than one vehicle is out of service at any one time for unscheduled maintenance. Preventative vehicle maintenance is scheduled to take place outside of the peak periods in the evenings and on weekends.

The parking analysis shows that the parking supply at the Hillcrest station, consisting of approximately 1000 spaces, will likely fill up by 7:00 a.m. in the morning in the opening year. As ridership grows each year, parking supply will fill up earlier in the morning. There is a site that can accommodate another 1,600-space parking facility at the Hillcrest station in the future. It is estimated that this facility would fill-up in the year 2030 by 10:30 a.m.

Methodology

Updating the ridership forecast involved the following tasks:

1. For the eBART catchment area (see Figure 1), ABAG 2013 Land use projections were compared with 2003 projections, which were used in the last ridership forecast.
2. Recent ridership patterns at Pittsburg/Bay Point station analyzed for entries by time of day to determine when the peak usage is at this station.
3. The Tri-Delta Transit service plan was reviewed for the planned service at the Hillcrest station in the peak period to determine if the anticipated volume passengers transferring to eBART would impact vehicle loading;
4. Vehicle capacity analysis was conducted to determine the load of each peak period train; and
5. Future parking demand at the Hillcrest eBART station was projected.

The following is a description of the methodology of each task and the key findings.

Land Use Projections

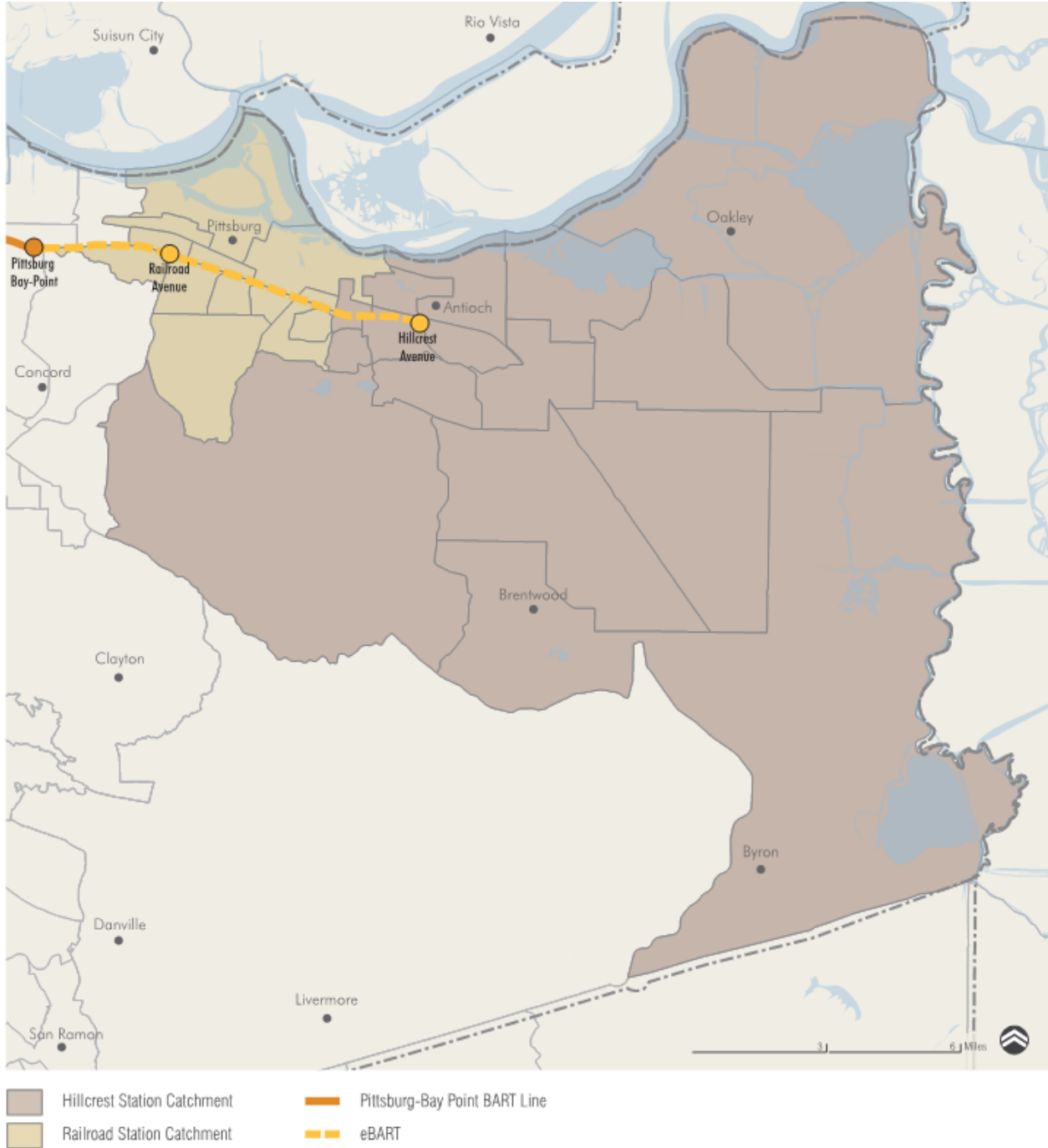
For this update, the project team agreed not to rerun the Contra Costa Transportation Authority (CCTA) Countywide Transportation Model. Instead, model results were adjusted based on revisions to the 2006 land use projections reflected in the 2013 projections. The original CCTA model run included SR 4 highway improvements, which include the widening of the highway and addition of carpool lanes to ease traffic congestion.

Changes in the number of households were analyzed, as well as changes in Pittsburg/Bay Point ridership between the eBART projections in the EIR and 2015, comparing projected changes in households and actual increases in ridership. It was found that 2003 ABAG population, household and job projections in Eastern Contra Costa County that were used for eBART ridership projections done in 2008 are higher than actual 2010 and 2014 US Census figures as well as revised 2013 ABAG projections.

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Figure 1: eBART Catchment Area



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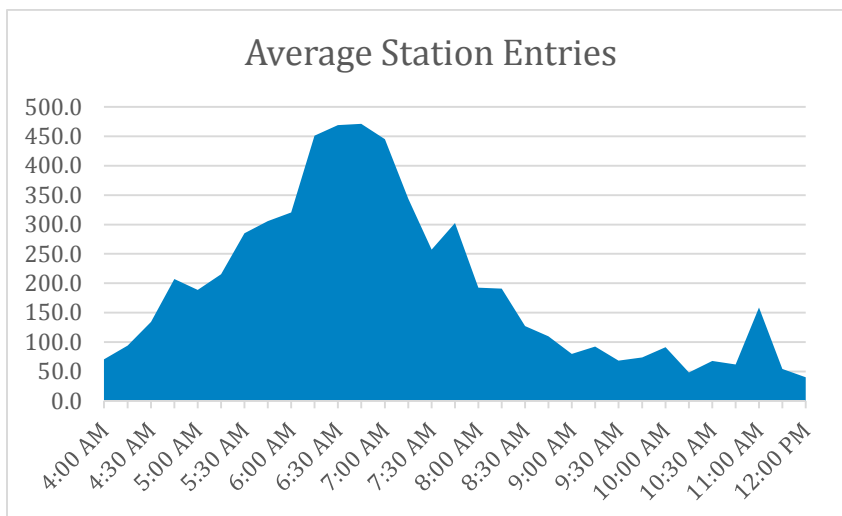
Ridership Patterns at Pittsburg/Bay Point Station

Between 2008 and 2015 BART ridership increased approximately 20 percent at the Pittsburg/Bay Point BART station, likely due to regional job growth.

According to the 2008 Station Profile Survey (SPS), about three quarters of the riders accessing the Pittsburg/Bay Point Station home origin are coming from Railroad or Hillcrest eBART station catchments. In 2008, this accounted for 3,930 passengers.

Ridership data at the Pittsburg/Bay Point station (entries by time on a typical weekday - September 29, 2015 and October 7, 2015) was analyzed to determine when the peak hour takes place. The AM peak hour for Pittsburg/Bay Point station entries is from 6:15 a.m. to 7:15 a.m., when there is an average of over 450 entries every 15 minutes.

Table 1: Average Number of Weekday Entries at Pittsburg/Bay Point Station (2015)



Based on the travel time between the Hillcrest Station in Antioch and Pittsburg/Bay Point, our assumption is that Hillcrest Station entries will occur approximately 15 minutes earlier compared than at Pittsburg/Bay Point station. This led to the estimate that the peak hour at Hillcrest station will occur between 6:00 a.m. and 7:00 a.m.

Ridership Projections

The original eBART ridership estimated daily ridership in 2015 (opening year) and 2030. We estimated daily ridership for 2018 (revised opening year) and 2021 by assuming a linear increase in ridership between 2015 and 2030. The purpose of estimating 2021 ridership was to get a sense for vehicle loading after eBART has been in service for several years.

To estimate ridership, daily ridership was adjusted down due to slowed housing growth in the area, but increased due to the travel demand created by regional job growth for riders to BART. The

revised forecast is 5,590 daily passengers on eBART in 2018, 7,000 daily passengers in 2021, and 11,200 daily passengers in 2030.

Table 2: eBART Daily Ridership Projections by Station and Year

Year	Railroad Ave. Station	Hillcrest Ave. Station	Total eBART ridership
2018	1050	4540	5590
2019	1140	4920	6060
2020	1230	5300	6530
2021	1320	5680	7000
2022	1410	6060	7470
2023	1500	6440	7940
2024	1590	6820	8410
2025	1680	7200	8880
2026	1770	7580	9350
2027	1860	7960	9820
2028	1950	8340	10290
2029	2040	8720	10760
2030	2100	9040	11140

Ridership at Peak Load

The daily ridership estimates were used to determine what the AM peak load on the eBART trains would be after passengers board at Railroad Ave. Station using the methodology from previous analyses. In the previous peak load analysis (WSA, 2009), two peak hour load points were used:

- Low - 22 percent of entries occurring within the Peak Hour; and
- High - 32 percent of entries occurring within the Peak Hour.

Based on current Pittsburg/Bay Point data, 25 percent of entries occur during the peak hour. However, to be conservative, 32 percent was used as the peak hour load point because the peak becomes more pronounced at stations located further east (away from San Francisco). The following table shows the estimated peak load during the AM peak for a two-vehicle train at 160 passenger capacity. The vehicle capacity of 160 passengers was established through a Title VI analysis as the maximum threshold for seated and standing passengers. However, according to the vehicle manufacturer each vehicle can hold up to 200 seated and standing passengers.

Table 3: Vehicle Loads in the AM Peak Hour by Year, Two-Vehicle Consist

Year	Peak Train Ridership	Percent Capacity - 2 vehicle-consist (160 passengers)
2018	225	70.3%
2019	243	75.9%
2020	262	81.9%
2021	281	87.8%
2022	300	93.8%
2023	319	99.7%
2024	338	105.6%
2025	357	111.6%
2026	376	117.5%
2027	395	123.4%
2028	413	129.1%
2029	432	135.0%
2030	448	140.0%

At 160 passengers per vehicle, a two-train consist is anticipated to reach maximum seated capacity (99.7 percent) in the year 2023. The ability of three two-vehicle consists to meet demand assumes that no more than one vehicle is out of service at any one time for unscheduled maintenance. Preventative maintenance is scheduled to take place outside of the peak periods in the evenings and on weekends.

Tri Delta Transit Service Analysis

Tri Delta Transit currently serves the Pittsburg/Bay Point station and plans to reroute most of these lines to serve the Hillcrest station. Tri Delta Transit service plans were analyzed to see how the arrival of feeder buses at Hillcrest station (all at once or spread out throughout the peak period) might affect ridership on eBART. Based on current plans for future Tri Delta Transit routes, the buses will arrive at various times during the peak hour and will be spread throughout the peak (see

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Table 4). Based on this information, we decided to disperse the 32 percent of current (2015) Tri Delta Transit AM arrivals at Pittsburg/Bay Point station throughout the peak hour in 15-minute increments. The greatest number of buses to arrive within a 15-minute increment would be five buses.

Table 4: Tri Delta Transit AM Peak Arrivals at Hillcrest eBART station, Antioch

Bus Route	Bus Arrival	eBART Train Departure
300	6:05 AM	6:15 AM
385	6:20 AM	6:30 AM
388	6:20 AM	
380	6:25 AM	
300	6:35 AM	6:45 AM
388	6:50 AM	7:00 AM
380	6:55 AM	
300	7:05 AM	7:15 AM
385	7:20 AM	7:30 AM
388	7:20 AM	
387	7:20 AM	
380	7:25 AM	
379	7:28 AM	
300	7:35 AM	7:45 AM
388	7:50 AM	8:00 AM
380	7:55 AM	
300	8:05 AM	8:15 AM
385	8:20 AM	8:30 AM
388	8:20 AM	
387	8:20 AM	
380	8:25 AM	
300	8:35 AM	8:45 AM
387	8:50 AM	9:00 AM
388	8:50 AM	

Note: TriDelta Transit schedules are not yet set and will be adapted to eBART schedules.

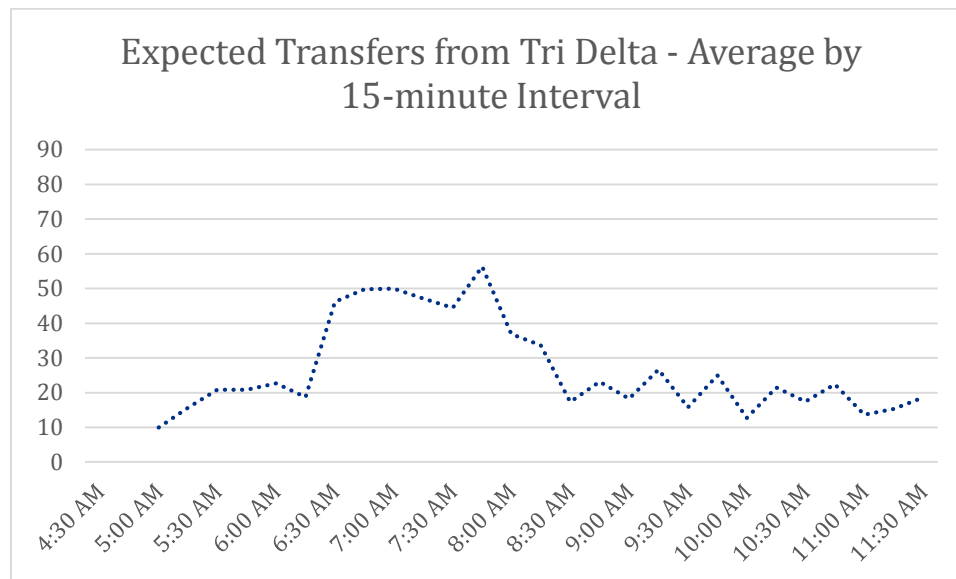
In the DEIR it was estimated that 16 percent of eBART riders would take transit to Hillcrest Station and 10 percent to Railroad Avenue. More recent 2008 SPS data shows that 20 percent of riders currently access the Pittsburg/Bay Point station. Further analysis of Tri Delta ridership (along with a 2014 on-board survey) shows that 1,650 riders use Tri Delta to access BART at the Pittsburg/Bay Point BART Station, which accounts for about 25 percent of entries at that station.

Approximately 900 of the 1,650 Tri-Delta Transit passengers are travelling from the eBART catchment areas and it is assumed they would continue to use Tri-Delta to access eBART. It is assumed that these 900 passengers are already accounted for in the daily ridership estimate for

eBART. The most number of passengers transferring from Tri Delta buses to BART arrive on Route #300.

Based on Tri Delta alightings at the Pittsburg Bay Point Station, it is projected that transit riders will likely arrive later compared to those who arrive at the station by automobile, and arrivals by transit will be more spread out throughout the morning (see Figure 2). In the opening year, the morning peak hour for transfers from Tri Delta Transit riders to eBART is estimated to be between 6:30 a.m. and 7:30 a.m. Given that this estimate is based on Tri Delta Transit ridership at the Pittsburg Bay Point station and a new service plan, the chart presents a moving average trendline of expected arrivals at Hillcrest station, not an exact forecast of passengers by route.

Figure 2: Expected AM Peak Transfers from Tri Delta Transit to eBART at Hillcrest Station by 15-minute Interval (Opening Year)



Parking Analysis

A high-level parking analysis was conducted to estimate when the 1000-space facility planned at Hillcrest station would fill-up. Current models show that the parking facility at Hillcrest station will become full in the second half of the peak hour around 7:00 a.m. In future years, the lot is anticipated to fill up earlier as ridership increases (see Table 5). The EIR call for plans to provide 2,600 spaces at Hillcrest station by the year 2030 and there is a site that can accommodate a 1,600-space facility. It is assumed that this facility will fill up daily once it is built, as there is high demand for parking system wide. In any year, the actual number of available spaces may be less given that BART has a policy to reserve a percentage of supply for premium permit parking.

Table 5: Estimated Parking Occupancy at Hillcrest Station by Year and Time of Day

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030
3:45 AM	18	20	21	23	25	26	28	29	31	32	34	35	37
4:00 AM	43	47	50	54	58	61	65	68	72	75	79	82	86
4:15 AM	78	85	91	98	105	111	118	123	130	136	143	149	156
4:30 AM	132	144	154	166	177	188	199	209	220	231	242	253	264
4:45 AM	179	195	208	224	239	254	269	283	298	313	328	343	357
5:00 AM	232	253	270	291	310	330	349	368	387	406	426	445	463
5:15 AM	302	329	352	379	404	430	455	480	505	530	555	580	603
5:30 AM	378	411	440	474	505	537	568	600	631	662	694	725	753
5:45 AM	448	487	522	562	599	637	674	712	749	786	823	860	893
6:00 AM	584	635	681	733	781	830	879	928	977	1025	1073	1122	1164
6:15 AM	724	786	844	908	968	1028	1089	1150	1210				
6:30 AM	865	939	1009	1085	1157								
6:45 AM	966	1048											
7:00 AM	1023												
7:15 AM													

Analysis of overall parking demand shows that demand will outpace supply in the first year of operation. The estimate assumes that 62 percent of riders drive to the station and 5 percent of riders arriving by car are carpoolers. The estimate also assumes that Hillcrest is the end-of-the-line station.

Table 6: Estimated Parking Demand and Parking Deficiency at Hillcrest Station by Year

Year	Parking Demand	Parking Capacity	Parking Deficiency
2018	1,340	1,000	340
2019	1,450	1,000	450
2020	1,560	1,000	560
2021	1,670	1,000	670
2022	1,780	1,000	780
2023	1,900	1,000	900
2024	2,010	1,000	1,010
2025	2,120	1,000	1,120
2026	2,230	1,000	1,230
2027	2,340	1,000	1,340
2028	2,460	1,000	1,460
2029	2,570	1,000	1,570
2030	2,660	1,000	1,660

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According to the Next Segment Study, if a station opens farther east ridership, and thus parking demand, will decrease at Hillcrest. If a station is opened at Mokelumne, parking demand at Hillcrest is estimated to be 2,240 in 2030.

Appendix D: C-Line Vehicle Loading Analysis



Memorandum

█ [REDACTED]

[REDACTED]

Date: September 30, 2016

Subject: 2018 C-Line Screenline Loads

This memo reports initial findings of BART C-Line vehicle load and volume-to-capacity (V/C) ratio projections. These projections are for westbound trains during the AM peak hour and 3-hour peak period (one hour before and after the peak hour), using eBART ridership projections previously completed by CDM Smith. The projections have been made for 2018, after the opening of eBART, but before the opening of Silicon Valley BART extension stations.

Parameters and Assumptions

Five screenlines were examined to show loads along the C-Line during the peak period, including North Concord to Concord, Orinda to Rockridge, MacArthur to 19th Street, West Oakland to Embarcadero, and Civic Center to 16th Street. The peak hour was defined independently for each screenline by identifying the hour with highest number of passengers travelling on C-Line trains along the segment. The exact peak-hour start and end times for each screenline are shown in the summary table below.

To estimate the FY2018 BART passenger loads (for a Fall 2017 eBART opening date), existing passenger loads by train and by station were increased 1.8%, consistent with annual historical growth rates. CDM Smith's eBART projections were then incorporated into these loads using the following assumptions:

- eBART riders will board eBART 10-15 minutes prior to the departure of the BART train from Pittsburg/Bay Point.
- Projected new riders entering from eBART stations were added to the assumed 2018 BART passenger loads. New riders were assumed to be 53% of CDM Smith's eBART ridership projections. The remaining 47% of existing users are assumed to be captured by the 2016 ridership data as Pittsburg-Bay Point entries.
- To determine at which stations eBART riders will exit the system, the proportion of daily eBART passengers exiting at each downstream station was applied to the projected riders by eBART train. These proportions were obtained from forecasted 2017 BART passenger origin and destination data.

- All transfers were assumed to occur at MacArthur station for the Richmond, Dublin/Pleasanton and Fremont lines, including future stations south of Fremont and the Oakland Airport, and at San Bruno for passengers bound for Millbrae.

After developing the vehicle load projections, the passenger volume was divided by the vehicle capacity to determine the volume-to-capacity ratio (V/C ratio). The capacity used to determine the V/C ratio is 115 passengers per car, consistent with BART Title VI practices.

Findings

Existing Capacity Scenario

Tables 1 and 2 below summarize the findings of the vehicle load and V/C ratio analysis as described above using the existing train assignment and schedule. The eBART and North Concord-Concord screenline peak hours are relatively early, including trains that would arrive at Embarcadero station between 7:10 AM and 8:10 AM. The peak hours for screenlines from Orinda to Rockridge, MacArthur to 19th St, and West Oakland to Embarcadero are served by the same set of trains, which would depart Pittsburg/Bay Point station between 6:55 AM and 7:55 AM, and arrive at Embarcadero station between 7:45 AM and 8:45 AM. The Civic Center to 16th Street screenline peaks between 7:59 AM and 8:59 AM, about 10 minutes later than the trains that serve the peaks of the previous three stations.

V/C ratios are high from Orinda to Embarcadero during the peak hour, but only exceed 1.0 between West Oakland and Embarcadero. Peak hour volumes exceed capacity at the West Oakland to Embarcadero screenline with a V/C ratio of 1.06. The Orinda to Rockridge and MacArthur to 19th Street screenlines also have V/C ratios above 0.8, but below 1.0.

During the 3-hour peak period, which includes 1-hour shoulders before and after the peak hour, no screenline exceeds an average V/C ratio of 1.0. At the MacArthur to 19th Street and West Oakland to Embarcadero screenlines, the V/C ratios are still fairly high at 0.93 and 0.92 respectively.

An important consideration for this information is that the riders per car values for screenlines are averaged over multiple trains, some of which do not begin at Pittsburg/Bay Point and do not connect to eBART and typically have lower loads.

Table 1 - Peak Hour Loads and V/C, Existing Capacity Scenario

Screenline	Peak Hour	Total eBART Riders	Total Riders	Net New eBART Riders	Number of Trains	Number of Cars	Average Riders per Car	V/C Ratio
North Concord – Concord	6:25 AM to 7:25 AM	862	3,104	457	8	76	41	0.36
Orinda – Rockridge	7:20 AM to 8:20 AM	446	9,653	236	11	103	94	0.81
Macarthur – 19 th St	7:29 AM to 8:29 AM	352	11,705	187	11	103	114	0.99
West Oakland – Embarcadero	7:41 AM to 8:41 AM	295	12,569	156	11	103	122	1.06
Civic Center – 16 th St	8:14 AM to 9:14 AM	51	1,533	27	9	85	18	0.16

Table 2 - 3-Hour Peak Period Loads and V/C, Existing Capacity Scenario

Screenline	Peak Period	Total eBART Riders	Total Riders	Net New eBART Riders	Number of Trains	Number of Cars	Average Riders per Car	V/C Ratio
North Concord – Concord	5:25 AM to 8:25 AM	1,625	6,541	861	17	165	40	0.34
Orinda – Rockridge	6:20 AM to 9:20 AM	1,279	22,673	678	27	255	89	0.77
Macarthur – 19 th St	6:29 AM to 9:29 AM	1,011	27,384	536	27	255	107	0.93
West Oakland – Embarcadero	6:41 AM to 9:41 AM	847	26,887	449	27	255	105	0.92
Civic Center – 16 th St	7:14 AM to 10:14 AM	192	3,786	102	20	192	20	0.17

eBART Opening Day Additional Capacity Scenario

BART expects to increase the number of trains and cars in operation during the peak period before eBART's opening in 2017. This capacity increase will include one new nine-car train during the peak hour and conversion of some nine-car trains to ten-car trains. The total number of trains and cars by screenline peak hour are shown in **Tables 3** and **4** below, along with the new V/C ratios for this scenario.

2018 C-Line Screenline Loads

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During the peak hour under the opening day scenario, no screenlines experience a V/C ratio above 1.0, although the V/C ratios in the MacArthur to 19th Street and West Oakland to Embarcadero screenlines remain high at 0.89 and 0.95 respectively. Across the 3-hour peak period, V/C ratios are slightly lower than the existing capacity scenario, with the highest at 0.91 in the MacArthur to 19th Street screenline.

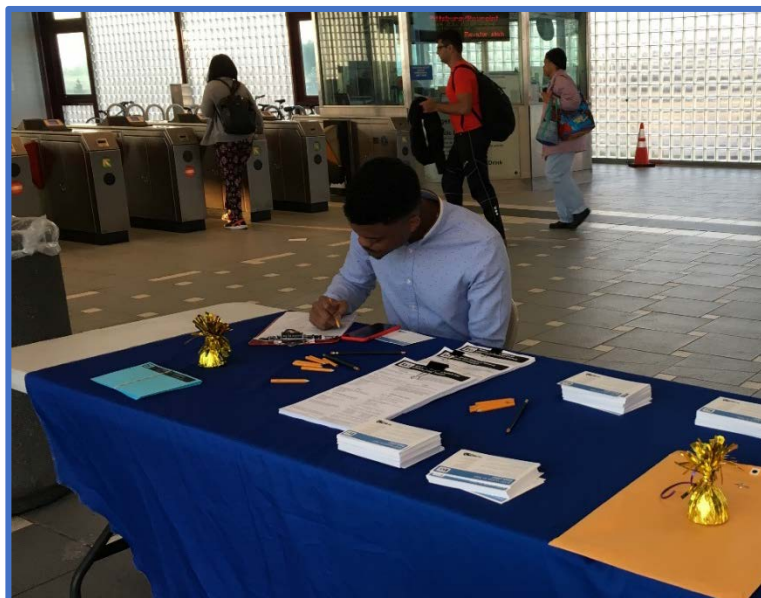
Table 3 - Peak Hour Loads and V/C, Proposed Opening Day Scenario

Screenline	Peak Hour	Total eBART Riders	Total Riders	Net New eBART Riders	Number of Trains	Number of Cars	Average Riders per Car	V/C Ratio
North Concord – Concord	6:25 AM to 7:25 AM	862	3,104	457	8	79	39	0.34
Orinda – Rockridge	7:20 AM to 8:20 AM	446	9,653	236	12	115	84	0.73
Macarthur – 19 th St	7:29 AM to 8:29 AM	352	11,705	187	12	115	102	0.89
West Oakland – Embarcadero	7:41 AM to 8:41 AM	295	12,569	156	12	115	109	0.95
Civic Center – 16 th St	8:14 AM to 9:14 AM	51	1,533	27	10	97	16	0.14

Table 4 - 3-Hour Peak Period Loads and V/C, Proposed Opening Day Scenario

Screenline	Peak Period	Total eBART Riders	Total Riders	Net New eBART Riders	Number of Trains	Number of Cars	Average Riders per Car	V/C Ratio
North Concord – Concord	5:25 AM to 8:25 AM	1,625	6,541	861	18	178	37	0.32
Orinda – Rockridge	6:20 AM to 9:20 AM	1,279	22,673	678	27	261	87	0.75
Macarthur – 19 th St	6:29 AM to 9:29 AM	1,011	27,384	536	27	261	105	0.91
West Oakland – Embarcadero	6:41 AM to 9:41 AM	847	26,887	449	27	261	103	0.90
Civic Center – 16 th St	7:14 AM to 10:14 AM	192	3,786	102	21	205	18	0.16

BART to Antioch Extension Title VI Equity Analysis PUBLIC PARTICIPATION REPORT October 2017



Public Participation Report

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Section 1: Public Participation Process

1.1 Purpose

Pursuant to FTA Circular 4702.1B (October 2012), BART, with consultant support from Imprinta Communications, conducted public outreach to provide information to the public about the new BART service to Antioch and Pittsburg Center Stations and solicit feedback on key service changes and proposed fare-setting. A key component of the Title VI outreach is to seek input on service changes and new fares from minority, low-income, and limited English proficient (LEP) populations. BART used established information outlets to engage the stakeholders who would be directly affected by the new BART service to Antioch and Pittsburg Center stations. By doing so, BART ensures consistency with its Public Participation Plan (2011) as well as ensures efficiency in communication with community members.

Below is a brief summary of Title VI outreach and engagement conducted for the BART to Antioch Title VI Equity Analysis. BART's source of public input from which to draw feedback on proposed service changes and fare-setting is the BART to Antioch survey administered in 2017. This Public Participation Report focuses on the result of BART's 2017 public outreach efforts. All comments in this report were transcribed as written by the survey-taker.

1.2 Outreach Events and Publicity

1.2.1 Outreach Events

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

At the outreach events, the public had an opportunity to read information about key service changes and the application of BART's distance-based fare structure to the new BART service to Antioch and provide comments by completing a survey. The English, Spanish, and Chinese copies are provided in Appendix PP-A of this report.

The outreach events provided customers with the following information:

- A "Project Fact Sheet" handout with project information, travel time, facts about the new service, and facts about the major service changes and new fares associated with the new service; and
- A survey for customers to provide comments and feedback on the service options, application of BART's current distance-based fare structure, and selected demographic data for BART to use in its Title VI analysis process.

BART sought the public's input on the proposed service options and fare-setting for the new BART to Antioch service at outreach events in Antioch BART lot, Pittsburg/Bay Point Station, and North Concord Station from Tuesday, August 15th to Wednesday, August 23rd. Outreach events were held on the following dates and locations:

- North Concord BART Station: Tuesday, August 15, 5-7 PM
- Antioch BART Parking Lot: Thursday, August 17, 6-8 AM
- Pittsburg/Bay Point BART Station: Wednesday, August 23, 6:30-8:30 AM



Antioch BART Parking Lot Outreach, 8/17/17

Outreach events captured input from current riders and potential riders who could use the new BART service to Antioch. Events were scheduled at various times, the morning and evening weekday commutes, in an effort to reach the largest audience. Spanish on-site interpreters were available at all 3 outreach events.

The surveys and project fact sheet were available in hard copy in English, Spanish, and Chinese at the 3 outreach events. Postcards in English (front side) Spanish, and Chinese (back side) with the survey link (www.bart.gov/antiochsurvey) were distributed to riders who were unable to stop and take the survey in person. The postcards also had language assistance taglines in English, Spanish, Chinese, Korean, Tagalog, and Vietnamese.

Additionally, the survey, project fact sheet, and project website link were available online at bart.gov/guide/titlevi for the public to view and provide feedback. The survey link and surveys were posted online from Monday, August 14, 2017, to Friday, September 1, 2017 and were available in English, Spanish and Chinese.

1.2.2 Publicity

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

- A multilingual flyer/factsheet in English, Spanish, and Chinese (including reference to the availability of language assistance services)
- Flyer/factsheet in English, Spanish, and Chinese posted on Tri-Delta Transit buses advertising upcoming outreach events
- Survey, flyer/factsheet, and outreach event postings on BART.gov/guide/titlevi
- Announcement broadcasted at the BART Destination Sign System (DSS) at all BART stations throughout the District
- Advertisements in local print ethnic media including:
 - La Opinion de la Bahia (Spanish) – placed on Sunday, August 13, 2017
 - World Journal (Chinese) – placed on Saturday, August 12, 2017
- Email notice to Title VI/Environmental Justice and Limited English Proficiency Advisory Committees with flyer and survey attachments
- Email notice of outreach events through Government & Community Relations to BART Board Director Joel Keller
- Email notice of outreach events through Government & Community Relations to their local organization lists

Section 2: Public Comments

Informational handouts, postcards with survey link, and surveys were made available to the public at the public outreach events, on BART's website, and through outreach efforts described in Section 1. This effort resulted in 375 survey responses. The demographics of all respondents are shown below in Table 2-1.

Table 2-1: Survey Demographic Summary All Respondents

	Percent	Sample Size
Gender		
Male	48.2%	
Female	47.2%	
Another Gender	3.8%	
Total	100%	375
Ethnicity		
White	49.6%	
Black/African American	15.7%	
Asian or Pacific Islander	20.5%	
American Indian or Alaska Native	1.9%	
Other or Multiple Race	9.1%	
Total	100%	369
Hispanic, Latino, or Spanish Origin	17.3%	
Total		360
Minority	54%	
Non-Minority	45%	
Total	100%	361
Annual Household Income		
Under \$25,000	5.4%	
\$25,000 - \$29,999	3.7%	
\$30,000 - \$39,999	4%	
\$40,000 - \$49,999	6.6%	
\$50,000 - \$59,999	6%	
\$60,000 - \$74,999	10.2%	
\$75,000 - \$99,999	14.2%	
\$100,000 and over	49.5%	
Total	100%	351
Income**		
Low-Income	17.3%	
Non-low-Income	82.7%	
Total	100%	347
Limited English Proficient (LEP)		
Yes	2%	
No	98%	
Total	100%	94

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

**Low-income and non-low-income percentages are determined by factoring in household size with annual household income.

2.1 General Comments

The public outreach effort resulted in 375 survey responses (339 online respondents and 36 hard copy), with one survey completed in Spanish.

The survey provided questions for the public to comment on specific service, fare-related, and parking questions; however, some respondents provided general comments regarding BART. All comments throughout this report was transcribed as written by the public. Samples of such comments are provided below:

- *“We need more BART security in the Antioch Park N’ Ride parking lot. Every day there are break-ins. I never see any police presence to feel safe.”*
- *“Need machine to reload money to our Clipper and accept debit and for parking fee.”*
- *“More express trains need to run more often in the morning and evening past the Pleasant Hill station to Montgomery! Those going past Pleasant Hill wait for the Pittsburg/Baypoint train and they are more crowded at 6:08AM, 6:23AM, 6:38AM from North Concord to SF are full! Additional windows and seats need to be added to the new model cars. It is very difficult to stand for 1 hour or more.”*

Customers were excited about the opening of the BART to Antioch Stations and some expressed that taking BART was still the most affordable means of transportation. General comments were mainly concerned about the train and station cleanliness, reliability, and safety and quality of service and parking costs and availability.

2.2 Service

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

2.2.1 Question 4

Question 4 asked the respondents:

“Do you plan to use the Antioch and/or Pittsburg Center Station?”

Of the 375 survey respondents, 41% said they would use Antioch Station, 9.9% said they would use Pittsburg, 15.7% said they would use both, and 33.3% said they would use another station.

2.2.2 Question 6

Question 6 of the survey asked respondents:

“How often do you plan to use the new BART service to/from Antioch and/or Pittsburg Center Stations? Please check one.”

The total results of question 6 are displayed in Table 2-2, below.

Table 2-2: Total Survey Respondents Service

Options	Percent	Sample Size
5 or more days per week	59.8%	
1 – 4 days a week	17.8%	
1 – 3 days a month	8.9%	
A few times a year	10.4%	
Will not use	3%	
Total	100%	259

*Note: Due to rounding, percentages may not add to 100%; sample sizes vary between categories as not all survey questions were answered

Table 2-3 provides a breakdown of Question 6 survey responses by minority and low-income status.

Table 2-3: Survey Responses, by Minority and Income Status

Responses	Percent Minority	Percent Non-minority	Option Sample Size	Total	Percent Low-Income	Percent Non-low-income	Option Sample Size	Total
5 or more days per week	63.2%	36.8%	155	100%	3.3%	96.7%	150	100%
1 – 4 days a week	46.7%	53.3%	45	100%	18.6%	81.4%	43	100%
1 – 3 days a month	39.1%	59%	22	100%	22.7%	77.2%	22	100%
A few times a year	28%	72%	25	100%	16%	84%	25	100%
Will not use	80%	20%	5	100%	0%	100%	5	100%

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

2.3 Clipper

Since the BART to Antioch Stations' vending machines will only dispense Clipper cards (and no mag-stripe paper tickets) one purpose of the outreach survey was to determine the public's feedback on only being able to purchase Clipper cards at these 2 stations, and what fare media and type of BART fare they currently pay.

2.3.1 Question 7

Question 7 asked respondents:

“Do you currently use a Clipper card to pay your BART fare?”

Of the 370 survey respondents, 84.3% said that they use Clipper cards. Of those who use Clipper cards, 56% were minority respondents, and 44% were non-minority respondents.

2.3.2 Question 8

Question 8 asked respondents:

“What type of BART fare do you currently pay?”

Of the 371 survey respondents, 64.2% said that they pay the regular fare. The next highest response was the High Value Fare, at 28%. Other options had 11 or fewer responses.

2.3.3 Question 9

Question 9 asked respondents:

“All ticket vending machines at Antioch and Pittsburg Center stations will sell Clipper cards only (no paper BART tickets). Do you have any general comments about this?”

Approximately 47.5% of respondents provided comments on the Clipper card vending machines. A list of all responses to question 9 can be found in Appendix PP-B. Samples of comments are below:

- *“Absolutely support this; it would be nice if the stations had reduced/no paper ticket handling as it would increase clipper participation on the feeder buses to make boarding faster (thus making the bus more viable as their cash handling is very slow).”*
- *“Although I will not be using this station, I think occasional riders will be very unhappy at being forced to use/purchase a Clipper card. I do not commute but use BART often which is why I find the Clipper Card convenient. However, many of my friends and family only ride occasionally and would find having to purchase a Clipper Card inconvenient and unnecessary.”*

- *“As long as someone can show up with cash in hand and then buy a thing that lets them ride the train, it's fine.”*
- *“Clipper card cost \$ 3, while paper tickets are free. Clipper card should be offered at no cost instead of the current \$ 3. Paper BART ticket should still be made available at this station, just like other current BART stations.”*
- *“I think it may be a disservice to people who may want to try the new BART extension or to those who only ride a few times a week. Getting a Clipper card may seem like a much bigger commitment than it really is.”*
- *“I think it's better that Bart will start going to all clipper. It saves time and money. Using concepts like the Metro Card in NY for visitors and the Oyster Card in London for commuters would be a big improvement.”*
- *“Time to modernize! Great move!”*
- *“Yay, the future is here! You should slowly roll this out to the entire system.”*

The majority of respondents seemed in favor of the full transition to Clipper cards, although many expressed concerns about the cost of purchasing a Clipper card. Also, some expressed concerns about the impact of the transition on occasional riders and tourists.

As mentioned in the attached Title VI Equity Analysis, both new stations will have Clipper-only vending machines with no on-site station agent. District add-fare machines (AFMs) have traditionally only accepted cash payment to add sufficient fare to mag-stripe tickets or to the Clipper card for exit at BART gates. This can present a problem for customers not having sufficient fare with no cash on hand. To address this issue for Project riders, BART has modified AFMs for the BART to Antioch stations to allow customers to add sufficient fare to their mag-stripe ticket or Clipper card through the use of credit cards. This effort should mitigate any potential impacts on BART to Antioch customers.

Customers will have access to courtesy phones that go directly to the BART to Antioch Control Center which is manned 24 hours a day. There are also emergency phones at the stations that go directly to the BART Police Department. The new stations will also have roving supervisors that will be at the stations or available to respond if necessary. Staff is working on implementing language assistance measures for its limited English proficient customers.

2.4 Distance-Based Fare Structure

The proposed fares for the new BART service to Antioch will be calculated using the distance-based fare structure. As part of the Title VI outreach, the survey provided the public information that BART would be extending its distance-based fare structure to the Project and also provided the public an estimate of the proposed fare for BART service to Antioch.

2.4.1 Question 10

Survey question 10 asked respondents:

“BART plans to extend its distance-based fare structure for the BART to Antioch extension. For example, in 2018, a one-way trip from Pittsburg/Bay Point Station to Embarcadero Station will cost \$6.70. A trip from Pittsburg Center Station to Embarcadero Station is estimated to cost \$6.85 (\$.15 more) and a trip from Antioch Station to Embarcadero Station is estimated to cost \$7.50 (an additional \$.65). Do you have any general comments about BART’s proposed fares to Antioch and Pittsburg Center Stations?”

Approximately 53.6% of total respondents provided comments to Question 10. As stated in the BART to Antioch Title VI Equity Analysis, almost half of all respondents, or 46.4%, did not provide any comments (either leaving it blank or indicating they had no comments), which can indicate neutrality or potentially some level of acceptance.

A list of all responses to Question 10 can be found in Appendix PP-C. Samples of comments are provided below:

- *“There should be reasonable prices for low-income recipients to sign up for.”*
- *“They should be higher. New riders overload the system with people in W Oakland not even able to get on some times. They also take all seats which take most room.”*
- *“The fare sounds reasonable, as long as parking fees are comparable to Pittsburg & N. Concord’s fees.”*
- *“The higher fare is fine as long as there is adequate service to and from the destination.”*
- *“Please keep the fares down as much as possible. It’s getting really expensive to commute. Keep the parking free at the Park and Ride lot in Hillcrest.”*
- *“It is what it is. I’ve been riding Bart to commute to work for years (12+). The fare goes up, but it beats driving to Oakland/SF from the east bay. My biggest complaint is the parking/lack of, BEYOND crowded trains during commute hours and the unruly passengers.”*

- *“I was expecting it to cost more so I am pleasantly surprised. \$0.65 is worth not having to be in traffic to north concord for almost an hour every morning. Plus the cost of gas alone is more than that.”*
- *“I think the costs should be lower.”*
- *“BART is becoming way too expensive.”*

Of those that were in favor of BART applying its distance-based fare to the Project, many felt that the fares were fair and expressed that the fares were acceptable as long as they could get reliable, clean service. There was also a general sentiment that the fare was still a good deal for the transit service offered. However, there was concern that the increased fare would negatively impact low-income riders from being able to take BART.

2.5 Parking Options

One purpose of the outreach survey was to determine the public's feedback on BART's parking locations and fares in the Antioch and Pittsburg Center Stations.

2.5.1 Question 12

Question 12 asked respondents:

"If yes [to BART parking] please tell us the station where you park or plan to park."

Of the 371 survey respondents who answered Question 12, 33.4% said they would not park at all, and 66.7% said they would park at a station. There is a slight discrepancy due to rounding errors. Of the people who said they would park, below is the breakdown of stations via number of respondents:

Table 2-4

Station	Respondents
Pittsburg/Bay Point	115
North Concord	65
I don't know	18
Concord	14
Antioch/Hillcrest	8
Pleasant Hill	6
West Dublin	3
Ashby	2
Walnut Creek	2
West Oakland	2
Dublin Pleasanton	2
Rockridge	2
12th Street	1
Daly City	1
El Cerrito Del Norte	1
Hayward	1
Lafayette	1
Millbrae	1
Richmond	1
Union City	1

2.5.2 Question 13

Question 13 asked respondents:

“BART may charge up to \$3 for parking at Antioch Station and Pittsburg Center Station. These fees are consistent with most stations in the BART system. Do you have any general comments about BART’s proposed parking fee at these stations?”

Approximately 57.9% of total respondents provided comments to Question 13. A list of all responses to Question 10 can be found in Appendix PP-D. Samples of comments are provided below:

- *“Should be substantially more to encourage alternative forms of transportation.”*
- *“Strongly disagree. \$18 total from ANTIOCH? People can't afford that, much less the penalty fee if ticketed.”*
- *“This seems reasonable. However, I am concerned that the parking at the Antioch station might quickly fill up and not be enough to accommodate the demand.”*
- *“Up to \$3 for all day parking is fine but I would expect some type of security measure (cameras, security personnel) to be in place to prevent any thefts.”*
- *“Why can't you keep parking free for a while? This project has been delayed time and time again. As a result, we have been forced to pay for parking at other stations. If you are going to require parking fees, I want to know immediately how I can reserve a space so that I can actually use the station I have been waiting for four years.”*
- *“Expensive for communities that are lower income than many of the other suburbs.”*

The majority of respondents were in favor of charging \$3 for parking at Antioch Station and Pittsburg Center Station, but expressed concerns about the availability of parking. There was also concern expressed about the public safety of BART parking lots.

Section 3: Title VI/Environmental Justice and Limited English Proficiency Advisory Committees

Staff presented a preliminary overview of the BART to Antioch Title VI Equity Analysis to BART's Title VI/Environmental Justice and Limited English Proficiency Advisory Committees. The joint meeting was held on Tuesday, August 22, 2017 from 10:30AM – 1PM at the BART Board Room, Kaiser Center 20th Street Mall (344 20th Street, Oakland, CA). The meeting was open to the public and the agenda was noticed at least 72 hours in advance of the meeting.

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

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

Committee members had questions and comments concerning the impact of the BART fares as a whole on low-income populations. Committee members also had concerns about whether bus routes would be eliminated or changed because of BART to Antioch. Also, one committee member encouraged further extensions of BART farther out where people have been displaced. Members were supportive of the BART to Antioch extension.

Staff responded to the Committee members' questions and followed up with further information.

Appendix PP- A: 2017 BART to Antioch Surveys



New BART Service to Antioch and Pittsburg Center Stations

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

USAGE OF BART

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

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

- What time of day do you typically use BART? Select all that apply.
 Morning Afternoon Evening Late night
- Do you plan to use the Antioch and/or Pittsburg Center Station? Select all that apply.
 Yes, Antioch Station
 Yes, Pittsburg Center Station
 Neither, I plan to use: _____
- How will you get to the Antioch and/or Pittsburg Center Station? Select all that apply.
 Walk all the way
 Bicycle
 Tri-Delta Transit bus
 County Connection bus
 Drive alone
 Carpool
 Get dropped-off
 Uber/Lyft/etc.
 Taxi
 Other: _____

SERVICE

- How often do you plan to use the new BART service to/from Antioch and/or Pittsburg Center Stations? Please check one.
 5 or more days per week
 1-4 days a week
 1-3 days a month
 A few times a year
 Will not use

PROPOSED BART FARES AND FARE MEDIA

- Do you currently use a Clipper card to pay your BART fare?
 No Yes
- What type of BART fare do you currently pay?
 Regular BART fare
 High Value Discount (\$48 or \$64 value)
 Senior discount
 Disabled discount
 Student discount
 Other: _____
- All ticket vending machines at Antioch and Pittsburg Center stations will sell Clipper cards only (no paper BART tickets). Do you have any general comments about this?

- BART plans to extend its distance-based fare structure for the BART to Antioch extension. For example, in 2017, a one-way trip from Pittsburg/Bay Point Station to Embarcadero Station costs \$6.70.

Continued in next section →

If you need language assistance services, please call 510-464-6752. Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawagan ang (510) 464-6752.

A trip from Pittsburg Center Station to Embarcadero Station is estimated to cost \$6.85 (\$.15 more) and a trip from Antioch Station to Embarcadero Station is estimated to cost \$7.50 (an additional \$.65). Do you have any general comments about BART's proposed fares for Antioch and Pittsburg Center Stations?

PARKING

- Do you currently park at a BART station or plan to use BART parking?
 Yes No
- If yes, please tell us the station where you park or plan to park:

- BART plans to charge up to \$3 for parking at Antioch Station and Pittsburg Center Station. These fees are consistent with most stations in the BART system. Do you have any general comments about BART's proposed parking fee at these stations?

PLEASE TELL US ABOUT YOURSELF

- What is your gender?
 Male Female Another gender: _____
- NOTE: Please answer BOTH Questions 15 and 16.*
- Are you of Hispanic, Latino or Spanish origin?
 No Yes
- What is your race or ethnic identification? (Check one or more. Categories based on US Census.)
 White
 Black/African American
 Asian or Pacific Islander
 American Indian or Alaska Native
 Other (specify): _____
- Do you speak a language other than English at home?
 No Yes → Language: _____
- If "Yes" to Question 17, how well do you speak English?
 Very well Well Not well Not at all
- What is your total annual household income before taxes?
 Under \$25,000 \$50,000 - \$59,999
 \$25,000 - \$34,999 \$60,000 - \$74,999
 \$35,000 - \$39,999 \$75,000 - \$99,999
 \$40,000 - \$49,999 \$100,000 and over
- Including yourself, how many people live in your household?
 1 2 3 4 5 6 or more
- Do you use a smart phone (can access the Internet, download apps, etc.)?
 No Yes

Please turn in completed survey to a BART representative. For more information or to complete this survey online please visit www.bart.gov/antiochsurvey.

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



Nuevo servicio de BART a las estaciones de Antioch y Pittsburg Center

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

USO DE BART

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

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

- Normalmente, ¿en qué horario del día utiliza el servicio de BART? Marque todas las opciones que correspondan.
 Mañana Tarde Noche Altas horas de la noche
- ¿Planea utilizar las estaciones de Antioch y/o Pittsburg Center? Marque todas las opciones que correspondan.
 Sí, Antioch
 Sí, Pittsburg Center
 Ninguna, planeo usar: _____
- ¿Cómo irá a las estaciones de Antioch y/o Pittsburg Center? Marque todas las opciones que correspondan.
 Caminaré todo el trayecto
 En bicicleta
 En el autobús Tri-Delta Transit
 En el autobús County Connection
 Conduciré solo
 En viajes compartidos en auto
 Me llevarán en auto
 En Uber/Lyft/etc.
 En taxi
 Otro: _____

SERVICIO

- ¿Con qué frecuencia planea utilizar el nuevo servicio de BART a/desde las estaciones de Antioch y/o Pittsburg Center? Por favor, marque una.
 5 días por semana o más
 De 1 a 4 días por semana
 De 1 a 3 días por mes
 Unos cuantos días por año
 No las usaré

TARIFAS Y MEDIOS DE PAGO PROPUESTOS POR BART

- ¿Utiliza actualmente la tarjeta Clipper para pagar en BART?
 No Sí
- ¿Qué tipo de pago de BART hace actualmente?
 Tarifa normal de BART
 Descuento de alto valor (con valor de \$48 o \$64)
 Descuento para mayores de 65 años (Senior)
 Descuento para discapacitados
 Descuento de estudiante
 Otro: _____
- Todos los despachadores automáticos de boletos en las estaciones de Antioch y Pittsburg Center solo venderán tarjetas Clipper (no venderán boletos de BART de papel). ¿Tiene algún comentario general sobre esto?

- BART planea extender su estructura de tarifas basada en la distancia para la extensión BART a Antioch. Por ejemplo, en el 2017, un recorrido en un solo sentido desde la estación de Pittsburg/Bay Point a Embarcadero cuesta \$6.70.

Continúa en la siguiente sección →

Se estima que un recorrido desde la estación de Pittsburg Center a la estación de Embarcadero cuesta \$6.85 (\$0.15 más) y se calcula que un viaje desde la estación de Antioch a la estación de Embarcadero cuesta \$7.50 (\$0.65 adicional). ¿Tiene algún comentario general sobre las tarifas propuestas de BART para las estaciones de Antioch y Pittsburg Center?

ESTACIONAMIENTO

- Actualmente, ¿estaciona en una estación de BART o planea utilizar un estacionamiento de BART?
 Sí No
- De ser así, díganos cuál es la estación en la que estaciona o planea hacerlo: _____
- BART planea cobrar hasta \$3 por estacionar en las estaciones de Antioch y Pittsburg Center. Estas tarifas son coherentes con las de la mayoría de las estaciones del sistema BART. ¿Tiene algún comentario general sobre las tarifas de estacionamiento propuestas de BART para estas estaciones?

PROPORCIONENOS INFORMACIÓN ACERCA DE USTED

- ¿Cuál es su sexo?
 Masculino Femenino Otro: _____

NOTA: Por favor conteste AMBAS preguntas, 15 y 16.

- ¿Usted es de origen hispano, latino o español?
 No Sí
- ¿Cuál es su raza o identificación étnica? (Marque una o más respuestas. Categorías en base al Censo de los Estados Unidos.)
 Blanco
 Negro/afroamericano
 Asiático o de las Islas del Pacífico
 Indígena norteamericano o nativo de Alaska
 Otro (favor de especificar): _____
- ¿Habla en el hogar un idioma que no sea el inglés?
 No Sí → Idioma: _____
- Si respondió "Sí" a la Pregunta 17, ¿cuán bien habla inglés?
 Muy bien Bien No muy bien Nada
- ¿Cuál es el total de los ingresos anuales en su hogar sin descontar los impuestos?
 Menos de \$25,000 \$50,000 a \$59,999
 \$25,000 a \$34,999 \$60,000 a \$74,999
 \$35,000 a \$39,999 \$75,000 a \$99,999
 \$40,000 a \$49,999 \$100,000 o más
- Incluyéndose a usted mismo, ¿cuántas personas viven en su hogar?
 1 2 3 4 5 6 o más
- ¿Utiliza un teléfono inteligente (puede acceder a internet, descargas aplicaciones, etc.)?
 No Sí

Entregue su encuesta completa a un representante de BART. Para más información o para completar esta encuesta por internet, favor visite: www.bart.gov/antiochsurvey.

Si necesita servicios de asistencia de idiomas, llame al (310) 464-6752.



BART 開往 Antioch 和 Pittsburg Center 車站的新服務

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

BART 使用情況

- 您從家裡出發時，通常在哪一個 BART 捷運站上車 (您家在哪一站)?
- 您通常在哪一個 BART 捷運站下車 (您的目的地在哪一站)?
- 您通常在一天中什麼時候搭乘 BART? 選擇所有符合選項。
 - 上午
 - 下午
 - 晚上
 - 深夜
- 您計劃使用 Antioch 和/或 Pittsburg Center 站嗎? 選擇所有符合選項。
 - 是, Antioch 站
 - 是, Pittsburg Center 站
 - 皆否, 我計劃使用: _____
- 您將如何前往 Antioch 和/或 Pittsburg Center 車站? 選擇所有符合選項。
 - 全程走路
 - 騎腳踏車
 - Tri-Delta Transit 公車
 - County Connection 公車
 - 自己一個人開車
 - 汽車共乘
 - 他人接送
 - Uber/Lyft/其他
 - 計程車
 - 其他: _____

服務

- 您計劃多常使用新的 BART 服務往返 Antioch 和/或 Pittsburg Center 站? 請勾選一項。
 - 每週 5 天或更多
 - 一週 1-4 天
 - 一個月 1-3 天
 - 一年幾次
 - 不搭乘

建議的 BART 票價和車票形式

- 您目前是否使用 Clipper 卡支付 BART 票價?
 - 否
 - 是
- 您目前支付哪一種 BART 票價?
 - 正常 BART 票價
 - High Value 折扣 (價值 \$48 或 \$64)
 - 老人折扣
 - 殘障人士折扣
 - 學生折扣
 - 其他: _____
- Antioch 和 Pittsburg Center 站的所有售票機將只販售 Clipper 卡 (不販售紙張 BART 車票)。您對此次有任何總體意見嗎?

- BART 計劃將距離費率制用於 BART 至 Antioch 的延伸段。例如, 在 2017 年, 從 Pittsburg/Bay Point 站到 Embarcadero 站的單程票價為 \$6.70。

繼續下一個部份 →

從 Pittsburg Center 站到 Embarcadero 站的票價預計為 \$6.85 (多 \$0.15), 從 Antioch 站到 Embarcadero 站的票價預計為 \$7.50 (再多 \$0.65)。您對於 BART 為 Antioch 和 Pittsburg Center 站提出的建議票價有任何總體意見嗎?

停車

- 您目前是否在 BART 捷運站停車, 或計劃使用 BART 的停車場?
 - 是
 - 否
- 如果是, 請告訴我們您目前或計劃在哪一站停車:

- BART 計劃在 Antioch 站和 Pittsburg Center 站收取最多 \$3 停車費。該費用與 BART 系統中大部份車站一致。您對於為這兩站提出的建議停車費有任何總體意見嗎?

請告訴我們一些有關您的資訊

- 您的性別?
 - 男
 - 女
 - 其他性別: _____
- 注意: 請回答 15 和 16 兩個問題。*
- 您是西班牙裔或拉美裔嗎?
 - 否
 - 是
- 您屬於什麼族裔? (可勾選一或多項。分類以美國人口普查為依據。)
 - 白人
 - 黑人/非裔美國人
 - 亞裔或太平洋島國人
 - 美洲印第安人或阿拉斯加原住民
 - 其他 (請註明): _____
- 您在家是否講英語以外的語言?
 - 否
 - 是 → 語言: _____
- 若 17 題回答「是」, 您的英文程度有多好?
 - 很好
 - 好
 - 不好
 - 不會說
- 您的稅前家庭總年收入是多少?

<input type="checkbox"/> \$25,000 以下	<input type="checkbox"/> \$50,000 - \$59,999
<input type="checkbox"/> \$25,000 - \$34,999	<input type="checkbox"/> \$60,000 - \$74,999
<input type="checkbox"/> \$35,000 - \$39,999	<input type="checkbox"/> \$75,000 - \$99,999
<input type="checkbox"/> \$40,000 - \$49,999	<input type="checkbox"/> \$100,000 或以上
- 包括您自己在內, 您家裡住了多少人?
 - 1
 - 2
 - 3
 - 4
 - 5
 - 6 或更多
- 您是否使用智慧型手機 (有上網、下載應用程式等功能)?
 - 否
 - 是

請將問卷填好並交給 BART 代表。若想了解更多資訊或上網填寫問卷, 請造訪: www.bart.gov/antiochsurvey.

如需語言協助服務, 請致電 (510) 464-6752。

Appendix PP-B: Question 9, Clipper-Only Vending Machine Comments

Response ID	Language	Outreach Event Date (2017)	Do You Use Clipper?	Response to Question 9, Comments
190	ENGLISH	Online	Yes	Absolutely support this; it would be nice if the stations had reduced/no paper ticket handling as it would increase clipper participation on the feeder buses to make boarding faster (thus making the bus more viable as their cash handling is very slow).
158	ENGLISH	Online	Yes	Although I will not be using this station, I think occasional riders will be very unhappy at being forced to use/purchase a Clipper card. I do not commute but use BART often which is why I find the Clipper Card convenient. However, many of my friends and family only ride occasionally and would find having to purchase a Clipper Card inconvenient and unnecessary.
114	ENGLISH	Online	No	Are we able to pay for parking without the use of a Clipper card? I know sometimes I use credit card to pay for a paper BART ticket that's used to pay for the parking.
316	ENGLISH	Online	Yes	As long as someone can show up with cash in hand and then buy a thing that lets them ride the train, it's fine.
81	ENGLISH	Online	Yes	As long as there isn't an extra charge for the clipper card, I think it is a good idea!
148	ENGLISH	Online	Yes	As long as these machines accepts cash, as well as debit and credit cards, that should be equally accessible to

				everyone - should be a reasonable system.
320	ENGLISH	Online	Yes	Awesome!
345	ENGLISH	8/15	Yes	Because I am a regular commuter with a need for a clipper card, I think it is fine.
105	ENGLISH	Online	Yes	better if there is a paper bart ticket
61	ENGLISH	Online	Yes	Clipper card cost \$ 3, while paper tickets is free. Clipper card should be offered at no cost instead of the current \$ 3. Paper BART ticket should still be made available at this station, just like other current BART stations.
26	ENGLISH	Online	Yes	Clipper is the way to go.
124	ENGLISH	Online	Yes	Create more parking space and do not charge anymore on parking.
322	ENGLISH	Online	Yes	Depending how much it card
236	ENGLISH	Online	Yes	Do not extend BART! There already is not enough room on the trains during rush hour. No seats left and packed in like sardines from Pleasant Hill to Montgomery in the morning and then from Montgomery to Pleasant Hill in the evening. An extension would be irresponsible and cruel.
313	ENGLISH	Online	Yes	Does not seem fair for tourists and casual users.
89	ENGLISH	Online	Yes	Doesn't seem very good for people who just need to ride every once in a while. Will probably get lost between rides
117	ENGLISH	Online	No	Dont use clipper. Have clients that come to bay area frequently and they use tickets bc they dont use bart enough to purchase clipper.stop trying to force

				everyone on clipper.infrequent riders only want a ticket.
237	ENGLISH	Online	Yes	Dumb!
123	ENGLISH	Online	Yes	Finally!
304	ENGLISH	Online	Yes	Finally. I think all BART statons should have clipper machines. I can't belive they don't already!
224	ENGLISH	Online	Yes	Fine with me.
189	ENGLISH	Online	Yes	Fine. Clipper cards are easier and more convenient anyways.
31	ENGLISH	Online	Yes	For emergencies, it will help to sell paper tickets.
4	ENGLISH	Online	Yes	For those who use it rarely, wouldn't it be a waste. People will soon be throwing Bart cards everywhere. The paper tickets are thrown everywhere too. Recycle please. Find a way to have cards returned into the system. It will also save the Bart money from printing more tickets.
59	ENGLISH	Online	Yes	F**k it, the service sucks. Concentrate on improving the service, i.e. repairing cars, cleaning stations from that foul urine smell. The system is a disgrace. Removing seats and adding stations with more passengers is a s**tty deal for the money you charge us.
330	ENGLISH	Online	Yes	Good
111	ENGLISH	Online	Yes	Good
137	ENGLISH	Online	Yes	Good for me, not so much for non-commuters.

249	ENGLISH	Online	Yes	Good idea
241	ENGLISH	Online	Yes	Good idea
213	ENGLISH	Online	Yes	Good idea!
299	ENGLISH	Online	Yes	Good, it is quicker and more efficient. Easier to add money too and can keep forever. I can only image that those stations would be used more for commuting anyways and most of the commuters have clipper.
134	ENGLISH	8/15	Yes	GOOD!
323	ENGLISH	8/15	Yes	Good! It's about d**n time!
15	ENGLISH	Online	Yes	Good! You need more parking spaces, perhaps build a parking structure, rather than just a lot
182	ENGLISH	Online	Yes	Good. I don't use the paper tickets. They are a waste of time.
343	ENGLISH	Online	Yes	Great
341	ENGLISH	Online	Yes	Great idea
77	ENGLISH	Online	Yes	Great idea for commuters.one timers may not like that idea
206	ENGLISH	Online	Yes	Great idea.
175	ENGLISH	Online	Yes	GREAT!
318	ENGLISH	Online	Yes	Great!
274	ENGLISH	Online	Yes	Great. All BART stations should become this.

256	ENGLISH	Online	Yes	Hopefully there will be Clipper card vendors close to the stations
118	ENGLISH	Online	Yes	How does student/senior rates translate on a clipper card?
246	ENGLISH	Online	Yes	I do not usually see long lines going in the booth where you tap your clipper to go in. Long lines at the ticket vending machines yes. I think it works just fine on what we have. I guess offer both.. Usually the bart is delayed and that is the cause of people pilling up.
257	ENGLISH	Online	Yes	I don't agree with that, but sounds like you already made up your minds.
17	ENGLISH	Online	Yes	I don't think this is fair to those who only ride occasionally. Why should those people have to get a clipper card if they only ride occasionally.
286	ENGLISH	Online	Yes	I like
367	ENGLISH	8/15	Yes	I like that idea. Much more reliable, especailly in poor weather
28	ENGLISH	Online	Yes	I like that. I feel it'll be very efficient
141	ENGLISH	Online	No	I need use paper ticket
1	ENGLISH	Online	Yes	I only use a clipper card so this will work fine for me
174	ENGLISH	Online	Yes	I only use my discount card for city bus and everything like that
232	ENGLISH	Online	Yes	I really like this idea!!
155	ENGLISH	Online	Yes	I think BART is generally trying to pressure people to use Clipper cards. Looks like it will be harder to by paper tickets and I understand there will be a 50 cent per trip surcharge for using a

				paper ticket. For commuters, especially a senior like myself, it makes sense to use a Clipper card. However, my dream is to never ride a BART train again once I am not commuting for work and the idea of having money tied up on a Clipper card does not appeal to me. Being penalized for not using Clipper seems unfair.
156	ENGLISH	Online	Yes	I think it is great actually.
50	ENGLISH	Online	Yes	I think it may be a disservice to people who may want to try the new BART extension or to those who only ride a few times a week. Getting a Clipper card may seem like a much bigger commitment than it really is.
149	ENGLISH	Online	Yes	I think it's a good idea. However, it won't make much of a difference if there is no crack down on turn-style jumpers who don't pay their fair share. I see this already so often at the Pittsburg/Bay Point station and it's extraordinarily infuriating.
13	ENGLISH	Online	No	I think it's a great idea. The public needs more access to Clipper cards.
215	ENGLISH	Online	Yes	I think it's better that Bart will start going to all clipper. It saves time and money. Using concepts like the Metro Card in NY for visitors and the Oyster Card in London for commuters would be a big improvement
283	ENGLISH	Online	Yes	I think it's great. Anything you can do to phase out paper tickets is much appreciated.
33	ENGLISH	Online	Yes	I think it's not a problem

12	ENGLISH	Online	Yes	I think it's about time Bart stops taking the paper tickets. It would make entering and exiting the stations faster
121	ENGLISH	Online	Yes	I think its a great idea. Clipper cards are the way of the future, paper tickets need to be phased out. Adding contactless credit card readers should be something BART looks into.
24	ENGLISH	Online	Yes	I think that is a great idea, paper is the thing of the past
160	ENGLISH	Online	Yes	I think that is crap. A lot of folks take bart maybe once or maybe twice and will not use the clipper card on a regular basis. Making them purchase a clipper card is not reasonable.
350	ENGLISH	8/15	Yes	I think that its nore fair for riders that will be using this station once in a while or who visit family in Antioch. All rider should be able to have access to paper tickets.
75	ENGLISH	Online	Yes	I think that's a good idea. It would reduce paper waste and lines out of the Bart station will reduce. No one will be fidgeting to get the paper ticket in the right way. For the clipper card i think it's important to tell people they don't have to wait once they place their card on the sensor. I see so many people placing their card on the sensor and waiting for the "OK" to disappear. Drives me nuts.
202	ENGLISH	Online	Yes	I think this is a great idea! It will help riders transition into using a clipper card.
238	ENGLISH	Online	No	I think this is a huge inconvenience for people who casually use public transit and don't need a Clipper card, and will be awful for people visiting the Bay Area who would never use Clipper again.

138	ENGLISH	Online	Yes	I use a Clipper card so only need refill service.
92	ENGLISH	Online	Yes	I use clipper
335	ENGLISH	Online	Yes	I wouldn't imagine single day riders will like that.
250	ENGLISH	Online	Yes	I'm cool with this because I ride Bart every week day but I can see how it would frustrate people that rarely ride Bart.
245	ENGLISH	Online	No	I'm not sure what a Clipper card is
18	ENGLISH	Online	Yes	If paper tickets are not available there should be measures in place to curtail fare evaders. The current system at other stations is completely ineffective. People simply jump over the gate or tailgate behind a paying passenger. The gate should be made higher and set up so that only one person can go through at a time.
29	ENGLISH	Online	Yes	If the Clipper Cards include a fee (\$3), that might irritate those who use BART only once in a while, but I do understand the goal to move everyone to Clipper Cards as much as possible. I use BART for my daily commute, so this is okay for me.
35	ENGLISH	Online	Yes	If you forget clipper card. Do u have to purchase new clipper card for a minimum amount \$20?
45	ENGLISH	Online	Yes	If you want patrons to use just the Clipper Card, then you need to make sure that we can use clipper cards to pay for parking. Right now, you either pay by cash, or you can use a paper bart ticket.

185	ENGLISH	Online	Yes	If you're going to do this i highly recommend that each station have a 24hr clipper vendor even if its just a machine that vends them for \$5 (or what ever the fee is these days) its all good and well having a clipper only station but you MUST provide a way for those WITHOUT one to get one on their 1st visit there.
310	ENGLISH	Online	Yes	Is there a good reason,like? Then ok.
173	ENGLISH	Online	Yes	Is this the new direction for BART? Does this same paradigm also effect the new Fremont Stations. San Jose and Livermore stations? If so, that is fine. If you are doing something different than they other new planned stations, that is wrong and needs to be adjusted.
42	ENGLISH	Online	No	it is not good as only regular passanger use the clipper card but the person who travel once a while will have to take bart tkt paper, this is not a good idia
128	ENGLISH	Online	Yes	It should have the paper Bart ticket for the people who does not have Clipper cards.
99	ENGLISH	Online	Yes	It won't affect me since I already have a clipper card. I do notice when everyone is trying to rush out all at once people with clipper card move faster than having the paper. I like this new change.
361	ENGLISH	8/15	No	It would be good to have one paper BART ticket there for people that don't use clipper cards like me
312	ENGLISH	Online	Yes	It would be more convenient to also offer the paper bart tickets.
325	ENGLISH	Online	Yes	It's a good idea in theory, but probably won't work in practice. I still see lots of people using paper tickets at all BART

				stations. I assume they have their reasons for not using Clipper card instead. I love mine.
273	ENGLISH	Online	Yes	It's about time.
191	ENGLISH	Online	Yes	It's high time everyone started using Clipper Cards but there has to be options when people forget their Clipper Cards. Charge 50 cents more for paper tickets. This what NY subway does and it's great. People don't litter the floor with expended tickets because those tickets have some value.
242	ENGLISH	Online	Yes	It's unfair to those who either aren't internet savvy, don't have access to a bank acct or internet, or don't trust their financial information being online
362	ENGLISH	8/15	No	Its stupid
230	ENGLISH	Online	No	just make sure the public is aware upfront, especially if there are additional upfront costs associated with the card
248	ENGLISH	Online	Yes	Love it!
8	ENGLISH	Online	Yes	Many seniors do not understand the clipper card and many do not know how to up date a card.Most do not have a computer.
78	ENGLISH	Online	Yes	Might impact very occasional Bart riders, such as my husband or our guests.
48	ENGLISH	Online	Yes	Moving away from paper tickets is great.
356	ENGLISH	Online	Yes	Need clipper vendor at BART station
205	ENGLISH	Online	No	Need paper bart tickets

46	ENGLISH	Online	Yes	no comment, hopefully there will be enough staff there to help with the adjustments
16	ENGLISH	Online	Yes	No comments about the vending machines at Antioch and Pittsburg Center stations only selling Clipper cards. However, as a Bart rider, I do not desire to stand up from Civic Center to North Concord/Martinez (vice versa), and prefer to have more available options to sit, as opposed to standing for an hour. Thank you!
34	ENGLISH	Online	Yes	No concerns.
192	ENGLISH	Online	Yes	No concerns. I like clipper cards.
85	ENGLISH	Online	Yes	No good to know
97	ENGLISH	Online	Yes	No I don't.
188	ENGLISH	Online	No	No it is not good
342	ENGLISH	8/15	No	No problem
247	ENGLISH	Online	Yes	No, but you need to do something about fare evasion.
14	ENGLISH	Online	Yes	No, I feel this is a way to create efficiency and gear the program to everyday Bart riders. It does limit people who might only be one time users such as people going to the airport, but since they have to get off and walk three quarters of a mile to the regular Bart they probably won't want that service anyways. / / Sorry guys, but this is just a poor design an a miss allocation of tax payers dollars.

133	ENGLISH	Online	No	No, I have been meaning to switch to clipper card seems faster and i can get a discount..
339	ENGLISH	Online	Yes	No, paper bart tickets always end up with unused value
10	ENGLISH	Online	No	No, that's fine with me.
122	ENGLISH	Online	Yes	No, they should allow the ones inside the station after the gates to be able to top up with a credit card
365	ENGLISH	Online	Yes	No, works for me
3	ENGLISH	Online	Yes	No. Clipper cards are better than paper cards
172	ENGLISH	Online	Yes	None. But if I'm unable to load funds via cash or debit, there's gonna be problems.
357	ENGLISH	Online	No	Not a good idea! Paper tickets should be an option for those who cannot afford the \$3 surcharge
107	ENGLISH	Online	No	Not considerate for the less fortunate person who is unable to obtain a clipper card.
66	ENGLISH	Online	Yes	Not happy about that at all. if i happen leave my card in a different car or purse, why would i be forced to purchase another clipper card.
154	ENGLISH	Online	Yes	Not really, seems fine for commuters but could be awkward for one time riders going to the airport or something
193	ENGLISH	Online	Yes	Not really. It's the way things are going, and I have a Clipper card, so it's fine by me...
140	ENGLISH	Online	Yes	Not really. Though it may be inconvenient for those who do not intend

				to travel enough for the Clipper to be useful.
165	ENGLISH	Online	Yes	Paper tickets should remain available for people who only occasionally ride BART and have no use for a Clipper Card.
103	ENGLISH	Online	Yes	People who only need to make a trip once should not be forced to purchase a clipper if they will not make use of it.
86	ENGLISH	Online	Yes	Please allow clipper card to pay for parking,
20	ENGLISH	Online	Yes	Please consider passengers who do not use BART on a regular basis. Forcing them to buy clipper cards might be too much for them.
67	ENGLISH	Online	Yes	Please make sure all machines take credit cards.
25	ENGLISH	Online	Yes	Seems like one BART ticket vending machine would be helpful. Everyone that rides BART is not a frequent enough rider possibly to warrant getting a Clipper Card.
161	ENGLISH	Online	Yes	Should be system-wide
291	ENGLISH	Online	No	so long as I can use my SFO Bart discount card, no worries. Have at least one for those who have only cash in case of emergencies.
229	ENGLISH	Online	Yes	Sounds better
163	ENGLISH	Online	Yes	sounds great
184	ENGLISH	Online	No	Sounds like a good idea as long as you can add with cash
153	ENGLISH	Online	Yes	Sounds like a great idea.

166	ENGLISH	Online	Yes	That probably will not work for everyone. Why isn't it the same as all other Bart stations?
253	ENGLISH	Online	Yes	That seems reasonable for commuters. Given that this station is likely to be mostly commuters, it should be okay although ideally people taking a single ride, such as to and from the airport would not be required to buy a clipper card.
254	ENGLISH	Online	Yes	That will be great
32	ENGLISH	Online	Yes	That will confuse people, you'll have to deal with training the public. But for me no issues.
212	ENGLISH	Online	Yes	That's a bit unfair to someone just riding periodically.
112	ENGLISH	Online	No	That's dumb
2	ENGLISH	Online	Yes	The Clipper card is more convenient than the paper tickets.
68	ENGLISH	Online	Yes	There are times when I don't have money on my clipper card. That amount is being deducted from my bank account. So, I would sometimes have to buy a paper ticket with my credit card (AMEX) since ClipperCard doesn't accept AMEX online for payment. Will the clipper cards being sold at the new stations allow cc AMEX as a payment? If so, then no issues there.
93	ENGLISH	Online	Yes	There should be a way to combine clipper cards at the machines. I sometimes have to get a ticket if I forget my clipper card. If only clipper cards are available you should be able to turn them in and get their value back plus some of the cost of the card. Also the online

				management of the clipper cards should be better
126	ENGLISH	Online	Yes	This doesn't affect me because I already have a clipper card.
294	ENGLISH	Online	Yes	This is a good thing to move people to clipper cards. Clipper cards should be useable for bike link as well.
288	ENGLISH	Online	Yes	This is great! Even for tourist using Antioch and Pittsburg Center stations.
221	ENGLISH	Online	Yes	This seems like an efficient upgrade, although I worry it may be inaccessible to lower-income residents. Will Clipper cards be available at the stations as well?
135	ENGLISH	Online	Yes	This should also be the case at all existing BART stations
281	ENGLISH	Online	Yes	This should be required at all fare gates.
142	ENGLISH	Online	Yes	This will not allow people from to start at those stations with a paper ticket and forces more people to continue to use Pittsburg/bay Point station
116	ENGLISH	Online	Yes	Time to modernize! Great move!
115	ENGLISH	Online	Yes	Very good!
333	ENGLISH	Online	Yes	What about nonfrequent riders who only want to purchase a single ticket?
196	ENGLISH	Online	Yes	What about the one-time use people who just need paper BART tickets for a one time. You need to count the folks who are not regular BART riders. Why would you make them purchase a clipper card. Clipper cards are ideal for daily/regular BART users.

87	ENGLISH	Online	Yes	What happens if some1 is just a one time user
108	ENGLISH	Online	Yes	What if I want to purchase just a single ticket? How is that doable?
74	ENGLISH	Online	Yes	What will people do if they do not have a clipper card? There should be at least 1 paper machine as some may use the system infrequently. Also many seniors do not know how to use the clipper card and find it easier to purchase a paper ticket.
98	ENGLISH	Online	Yes	What! BART still sales paper tickets!! :)
266	ENGLISH	Online	Yes	When are you going to make an app that you can scan your phone?
197	ENGLISH	Online	Yes	When family comes to visit we take BART, what about visitors to the area that will not use a Clipper card? Would we have to travel to a station that still use paper tickets?
47	ENGLISH	Online	Yes	Where is the discount that was in the paper ticket??? / I Don't see it in the clipper card.
44	ENGLISH	Online	No	While Clipper Cards are convenient, I refrain from using them because of not feeling comfortable having it linked to my banking account. With that said, if this is the only option then I will have to start using a Clipper card. It will beat spending an additional 30 minutes on the road from Brentwood to Bay Point Station.
276	ENGLISH	Online	Yes	Why not?
348	ENGLISH	Online	No	Will never use this station due to paper ticket

204	ENGLISH	Online	Yes	will there be different design for these clipper cards, such as limited edition or a celebration design for different seasons/sport teams/ events. / also how much will the clipper initial card cost before the ride cost?
84	ENGLISH	Online	Yes	Works for me but the folks that don't regularly use bart may not be a fan.
270	ENGLISH	Online	No	Would be nice if you could use either.
337	ENGLISH	Online	Yes	Would it be a \$3 additional cost for when I forget my clipper card?
217	ENGLISH	Online	Yes	Yay, the future is here! You should slowly roll this out to the entire system.
292	ENGLISH	Online	Yes	Yay!
52	ENGLISH	Online	No	Yay! / / Cards are free, and will make it quicker and easier for everyone with less waste.
284	ENGLISH	Online	No	Yeah, why? This makes things so much harder.
57	ENGLISH	Online	Yes	Yes, this would be perfect
64	ENGLISH	Online	Yes	Yes. Make sure there is sufficient and highly visible notice regarding this on all trains that service the current Pittsburg Station. Will BART hand out free clipper cards to to compensate for this inconvenience, or eliminate the \$3 charge for each card.
5	ENGLISH	Online	No	Yes. Are you implying that riders who use the train temporary now are restricted to Clipper cards only. Clipper is really geared toward the commuter not visitors. This doesn't seem fair to the riders in the Antioch/Pittsburg area.

180	ENGLISH	Online	Yes	You will sometimes have one time users and paper tickets are important to have. Don't take that away!!
106	ENGLISH	Online	Yes	You're not taking into consideration travelers and commuters who don't utilize paper tickets. If you're going to go plastic, make sure the purchasing line is fast. Commuters have to go go go.

Appendix PP-C: Question 10, Fares Comments

ID	Language	Outreach Event Date (2017)	Response to Question 10, Comments
346	English	8/15	2 mile difference fare shoul be no more than \$5 one way
340	English	8/15	Although not a huge price increase, I would probably prefer to get dropped off at the Pittsburg BART Station
349	English	8/15	Appears low compared to costs to BART from SF to East Bay
345	English	8/15	BART is convinent and accessible. I'd pay any reasonable price to use it.
350	English	8/15	BART is getting extremely expensive, we already contribution through taxes and on top of that we still have to pay reall high parking & fare.
343	English	8/15	Great
341	English	8/15	It is still affordable transportation
359	Spanish	8/15	It is too high for the service we get
360	English	8/15	Just regarding factoring parking fees into the price
362	English	8/15	No
363	English	8/15	No
364	English	8/15	No

342	English	8/15	No problem
365	English	8/15	No, works for me
366	English	8/15	Parking fees and safety
354	English	8/15	Reasonable
353	English	8/15	Seems fair
351	English	8/15	Seems far
367	English	8/15	That seems reasonable
355	English	8/15	That's okay with me
361	English	8/17	This is what I pay already
356	English	8/17	Too expensive
357	English	8/17	Too expensive
12	English	Online	I was expecting it to cost more so I am pleasantly surprised. \$0.65 is worth not having to be in traffic to north concord for almost an hour every morning. Plus the cost of gas alone is more than that.
23	English	Online	It is reasonable to charge additional for the eBART portion
336	English	Online	Have it be affordable to everyone who uses it, including people in wheelchairs, and senior disabled people.
263	English	Online	Still pricy for decent transportation. No offense. You have trains with no AC, trains the have problems, the Antioch station is taking forever. Maybe do something to help the people versus filling your pockets and paying over 200k to janitors.

13	English	Online	That sounds like a reasonable and equitable amount.
115	English	Online	Ok
140	English	Online	No.
24	English	Online	Nope
193	English	Online	None you probably want to hear. I know all about BART's rate hike in general, and my personal feeling is if BART were better managed through it's board, BART wouldn't be in the situation to have to raise the rates. That being said, it is what it is, and it won't stop me from taking BART and using the Antioch station.
240	English	Online	Poorer people live further away charge the rich
121	English	Online	It's unfortunate but I understand the necessity. Fares must increase to keep up with inflation. But it is unfair that wealthy people in Orinda, Lafayette, and Walnut Creek get to pay lower fares than the predominately lower income riders in Pittsburgh and Antioch. This is a very regressive policy and I would think BART would want to help low income riders, not hurt them.
276	English	Online	A one-way trip from Pittsburg/Bay Point Station to Embarcadero Station costs \$6.55. It should be kept that way
300	English	Online	Dont open Antioch station!!!!
175	English	Online	PUBLIC TRANSPORTATION IS GETTING MORE EXPENSIVE EACH YEAR
67	English	Online	Please keep the fares down as much as possible. It's getting really expensive to commute. Keep the parking free at the Park and Ride lot in Hillcrest.

17	English	Online	Why is there such a huge increase to go one more station from Pittsburg Center to Antioch? Seems like too much
88	English	Online	Horrible. We pay more to get to a near bart station in the first place! Now we have to pay a higher ticket fare that's not right. We only make so much to be spending on a parking permit or parking passes plus the ticket fee. It's not feasible. These are your average joes taking the train to work! Your single families! Come on now.
42	English	Online	fare is little high and if increasing fare it should valid in train and bus also as it is in new York and other cities
250	English	Online	80 cents more is great compared to the 1.75 that it would cost to ride the 300 Tri delta transit bus back with a Bart transfer. But I will say it only costs an extra 5 cents to get from SF city to Pittsburg versus North Concord. So 65 cents more to get one stop farther than the Pittsburg center seems steep.
201	English	Online	No
73	English	Online	Sounds reasonable
251	English	Online	Great plan! I was worried there may be an upcharge to travel on the extension
69	English	Online	I have never taken any public means of transportation going to work aside from BART. I think it is still the most affordable means of public transportation.
98	English	Online	I am willing to pay for the service when the trains are kept clean and safe.
137	English	Online	Build the Livermore station.
257	English	Online	The fares in general are ridiculously high given the disgusting quality of the trains and the lack of reliability.

16	English	Online	I ride Bart from North Concord/Martinez to Civic Center and I feel that we currently pay enough already; if the Bart fares for North Concord/Martinez to Civic Center or from Antioch or Pittsburg/Bay Point Station will increase, the amenities of the Bart trains: no homeless, cleanliness, and Bart stations, escalators working, elevators safe and clean and more Bart Police at Civic Center (on a daily basis, I place a call for the Police/Bart Police to clear the area and make it safe for riders and pedestrians in the area) station would be need to happen in order for me to be okay with the fare increase.
86	English	Online	Please instruct the driver to nicely inform rides to take off there fully packed backpack during commute time. It's nothing worst then a crowded train with backpacks moving and bouncing off riders. Back packs like another body added to a already crowd train,they have no consideration for others.
296	English	Online	please dont
127	English	Online	This seems high
4	English	Online	The Bart fares are too expensive as it is. With constant breakdowns of the train, ticket machines, ticket gates, unhygienic stations. Where does the money go. They NY subway operates well and costs incredibly less. There is no discounts for regular users and it doesn't promote the use of the public transport.
47	English	Online	I don't know. Maybe it is reasonable...
100	English	Online	That's much cheaper than driving!
214	English	Online	It seems very weird to me that these are lower than fares to SFO. (Mostly because I don't understand why the fares to SFO are so high.)

11	English	Online	Coming from Brentwood, I would gladly pay the additional to be able to park at Antioch station.
232	English	Online	I like the fare structure.
59	English	Online	The passengers from new stations should pay a premium. Parking at North Concord costs \$3.00 a day, that should be added in the fare from Antioch and Pittsburg Center. Bus fare from those points is \$2.00, the sensible thing is to at least make it comparable. Who is friggin thinking of this s**t !!
148	English	Online	That is fair, as long as the E-BART connector is reliable and timely (running consistently) with the regular Pitt/Bay Point line. Realistically, it would cost more than say, \$.65, to drive from Antioch to the Pittsburg Station during the regular morning commute hours on Highway 4.
154	English	Online	I understand it but it will just make my commute more expensive. Tri-Delta is not going to drop their fares. Instead of paying one bus and one BART, which I do now, I will pay one bus, one BART and the extra eBART distance. An extra \$1.30 per day is not so much, but it is an added aggravation because my ride will also be broken up more. Now I just get on the bus in Brentwood and get off at BART Pittsburgh. I will take a bus to the eBART, transfer, and then transfer again at BART. Now I can nap on the long bus ride. With eBART each ride will be too short.
317	English	Online	Please use the fares to keep the station clean and patrolled
79	English	Online	I'd say \$0.15 for the extra distance to Pittsburg City Center seems fair.
30	English	Online	This is fair, personally would not mind paying more to provide funding to increase the quality of service.
312	English	Online	There should be reasonable prices for low-income recipients to sign up for.

163	English	Online	\$300.00 a month is a car payment! I know we need to factor in gas, insurance, car upkeep but wow.
123	English	Online	I can afford that
212	English	Online	No
179	English	Online	Are you calling the Pittsburg Center Station the Station were we would board on at Hillcrest? or is the Pittsburg Center Station the one by Railroad? CONFUSING!
118	English	Online	I personally don't agree with distance based pricing. If one is living in the suburbs then there's a good chance their income is lower. I feel so bad that basically people are only earning a salary only after they have worked the first hour since it will only be given to commuting costs. Minimum hourly wage=round trip ticket from Antioch=\$15. This doesn't even factor in gas and parking if your charging for that. Why should the rich live closer, have the shorter commute and have the cheaper fares? More and more people will end up jumping the turnstills or get in their cars, because you can find \$15 parking in the city.
245	English	Online	Unfair because we have to pay 65 cents more
236	English	Online	Don't extend BART! BART already can't handle its existing passengers. It should be illegal from a safety perspective to extend BART.
330	English	Online	should be even more expensive the greater the distanced travelled, and cheaper for shorter distance
274	English	Online	Sounds about right.
89	English	Online	Seems reasonable

122	English	Online	Need to make sure that the return cost is less than parking at the station because in the end it may work out cheaper to just drive to Pittsburg and pay for parking there
248	English	Online	Fair
15	English	Online	Bart fares are insanely high! the trains are a mess, homeless sleeping in them, trains aren't reliable and lack of parking. if you plan to charge so much, then you should offer better service, cleaner trains, more policy patrolling, and more parking. I think \$7.50 one way is excessive.
205	English	Online	The Pittsburg station fares seem too expensive.
85	English	Online	As long as I'll be closer home
288	English	Online	I think the costs should be lower.
221	English	Online	This seems reasonable
283	English	Online	It's not a route I would normally take, so I have no comment.
19	English	Online	no
142	English	Online	no
135	English	Online	Distance-based fares should also apply for trips on the Peninsula via Caltrain
152	English	Online	WOW! don't you think we already pay enough? PLEASE STOP rising the fares. I'm OK with paying more for the ride from Antioch to Pittsburg but you are raising the fares altogether.
266	English	Online	how much will parking be?
306	English	Online	Are there potential commuter discounts?

141	English	Online	additional 0.50 is acceptable
299	English	Online	I mean, that makes sense, everything goes up. But it would be nice to have someone at stations to catch the fare evaders. Honestly think of all the money you loose with people going thru the wheelchair gate.
1	English	Online	Prices are so high
188	English	Online	Yes it should not increase
133	English	Online	The \$.15 increase for Pittsburg Center Station seems fair but \$.65 for Antioch seems like a stretch. \$.35 increase might be better accepted by folks. When you calculate the cost of bart plus parking and maybe Lyft to bart for someone commuting past Embarcadero it is very high...
34	English	Online	I am not concerned with the additional fare. I already pay for the bus given the lack of available parking at the Pittsburg station.
61	English	Online	None.
114	English	Online	I feel that many people from Antioch have been paying the price for a Pittsburg/Baypoint station cost for YEARS. Because of this, I feel that Antioch should be the same price as Pittsburg.
165	English	Online	You are given money via elections and current ticket fares and do absolutely nothing useful with it. You should be working to make the trains better, bigger/higher capacity so we aren't packed like sardines in a hot musty train, cleaner and ON TIME or making BART safer so I don't feel the need to carry pepper spray and a taser just to get to school; but instead you are using it to make fancy pathways to Todos Santos Plaza in Concord or to make trains with fewer seats and more standing room or give your employees bonuses and raises that they don't deserve. You don't use the money you have in a responsible way. Get your priorities straight and

			make BART safe, on time and clean, then try asking for more money or raising our fares. We shouldn't have to pay more just to get to work or school on a transportation system that is a pile of garbage (literally) and not improving for the rider, in fact it's getting much worse.
271	English	Online	You need to add more trains and you need to remove more seats. There is not enough capacity during the heavy commute hours. All lines need more capacity. Multiple trains are too full to take passengers wishing to board in am and pm commutes. Capacity expansion is big issue. Also reconsider bikes during commute - those are creating serious space issues.
149	English	Online	I think that's probably fine. However, I worry that it won't alleviate a problem that already exists at the Pittsburg/Bay Point station which is that I know that people drive to it from Antioch/Pittsburg and take up all the parking spots before 7:00 a.m. My hope is that opening stations closer to Antioch will alleviate some of the parking congestion at Pittsburg/Bay Point. I wonder if the higher fare will still mean that people drive from Antioch to Pittsburg/Bay Point to avoid the increase in fare.
138	English	Online	So long as it is cheaper than parking I can surrender my reserved parking space and walk/bike to the Pittsburg Center Station. Very much been looking forward to this.
226	English	Online	Too much.
207	English	Online	Not applicable
326	English	Online	As long as it attract riders at those stations which can help ease traffic and parking at the other stations that typically always full.
66	English	Online	I would not be happy with a fare increase until Bart starts providing a cleaner environment on trains and i the stations. There are continuous rate increases, but yet several very unpleasant things stand out for

			me in my daily commute. Daily I am on trains with sticky floors where I am expected to take my backpack off and sit on the floor, I walk in or try to jump over urine stained (or puddles) stairwells and platforms, and on top of this not feeling totally safe.
161	English	Online	It's consistent so I'm ok with it.
101	English	Online	The fares seem very reasonable.
167	English	Online	I need seating and reliability
83	English	Online	No
183	English	Online	Bart is bad at using money so not suprised
282	English	Online	It is a good idea. The Pittsburg/Bay Point station is a mess. Way too crowded during peak hours.
93	English	Online	You might get too many people trying to go to Pittsburg Station instead of antioch
158	English	Online	no
117	English	Online	Not right! Is the service going to be better?! Tired of paying more to ride bart when trains are crowded.constant delays.urine in elevators and stairwells.poor security.fix those issues b4 constantly raising fares! There is no fare increase between downtown sf stops so why an increase in short distance between pitt and antioch? Greed and poor service
18	English	Online	Yes, an additional \$0.65 is excessive. Why only \$0.15 for Pittsburg and a whopping \$0.65 for Antioch-whose residents have been paying for this extension for years? A fair increase would be \$0.15 making the one way fare from Antioch to Embarcadero \$7.00.
247	English	Online	Will there be anything additional fare for riding the train from Antioch?

82	English	Online	Sounds reasonable
62	English	Online	I don't understand why Antioch has been paying taxes to get BART out to us since the 70's and when we finally do, it's not even the same BART as the rest of the system.
302	English	Online	Yes the fare is high
261	English	Online	Stop swrvice until trains work
253	English	Online	That seems fine.
147	English	Online	no
38	English	Online	Seeing that this station is not a full functioning station it will cost Bart less money to run. There will be no station agent (what were you thinking). No Bart police until there is funding to do so. Solar power. Does.not justify your fare hike.
254	English	Online	That is a great price.. only concern about the parking.. Pittsburg Bart station seems to be tiny
102	English	Online	The higher fare is fine as long as there is adequate service to and from the destination
37	English	Online	We should not have to pay for parking fees.
277	English	Online	Makes sense
31	English	Online	I Think it should be with increments of \$0.10. Not everyone get a raise every year.
150	English	Online	To expensive
181	English	Online	No comments
217	English	Online	A little more than the cost of taking a bridge and you don't have to park once you get there.

228	English	Online	No surprise. BART is the most expensive subway in the country. It sucks that you also charge for parking. Round trip from Antioch (a city of mostly lower middle class and poor people) to SF would be 20 bucks or 100 a week. These people can't afford 400 a month for the train. But why should you care, right?
108	English	Online	Too expensive! Can you lower fares to \$6?
210	English	Online	Ridiculous and way over priced! It's becoming cheaper to drive into SF.
33	English	Online	That is a very expensive fare. That would put my daily round trip ticket to almost \$14. It's ridiculous considering how many delays and dirty trains I have to deal with on daily basis
146	English	Online	The increase in fares are not an issue if trains are consistently running on time and are well cleaned and sanitized. However, that is not occurring. I take the train 5 days a week and unfortunately, the following trains are always running late: 7:17am, 7:32am, 7:47am and 8:02am. Additionally, they're are filthy.
180	English	Online	I get the feeling that once Bart sees that people use it, the fare will rise again. Put a freeze on fare for 5 years. Also offer discounts to City employees from Bay Area.
190	English	Online	The proposed fares seem a little low. It would seem to me the fares should be more like \$0.45 extra to Pittsburg Center and \$.90 to Antioch to help recover costs more effectively.
65	English	Online	That is a big jump between the 2 stations. I might use Pittsburg station and not Antioch.
71	English	Online	Expensive
32	English	Online	Seems worth it to me.

106	English	Online	It's too expensive for the service provided by your organization. You're an unreliable system. You're never on time. There's never enough trains to transport passengers. The trains are frequently dirty and disgusting. Your scheduling isn't realistic to the needs of your customers and to a growing commuter population in the Bay Area. You don't police enough in the Contra Costa region and have frequent gate jumpers, then you complain about not having enough money. And what money you do receive, you don't manage well and don't allocate the resources for MORE trains, BETTER trains for the environment and trains that are AFFORDABLE for the general population. This pricing structure is ridiculous and just too expensive for what the customer receives when using BART.
58	English	Online	No, I don't believe I have a choice!
77	English	Online	Bart is becoming way too expensive
70	English	Online	I feel it's getting a bit too expensive. It makes no sense to raise the price after the stations are already built. With two extra station, you all are going to get more money anyways, please keep the fare down, we need the money for other things too, like food.
44	English	Online	That seems fairly reasonable.
204	English	Online	it looks like the antioch station costs more to fund more future east bay projects, to building more expansion past antioch station.
160	English	Online	Yes, I am not going to pay the increase. I am concerned about the parking structure at both new stations in Pittsburg and Antioch. Is there going to be a charge for parking?
196	English	Online	No, all of BART is greedy and hungry for money all the time anyway.

173	English	Online	The BART fare schedule should not be that different from any other BART station. Antioch and Pittsburg are in the BART Tax zone and we have been paying for BART for years without direct service. BART decided to put in a less costly solution to service the area. This solution has additional inconvenience for riders, such as having to Transfer to Regular BART. There should some form of fare relief for that. It should be cheaper for us to go the distance on E-BART than the same distance on BART.
104	English	Online	Anticipated an increase, so not unexpected. I will say this, the lack of urgency for fixing elevators and escalators for your handicapped ridership is deplorable! I hope you invest in quality equipment and upkeep. It is shameful the way staff engages handicapped ridership!
134	English	Online	It is what it is. I've been riding Bart to commute to work for years (12+). The fare goes up, but it beats driving to Oakland/SF from the east bay. My biggest complaint is the parking/lack of, BEYOND crowded trains during commute hours and the unruly passengers.
286	English	Online	No
182	English	Online	The price sounds about right. We've all been hearing rumors that each ride to the Bart station will cost us \$5.00 one way. That would not be cost effective for the Bart Riders. It's already expensive to ride.
57	English	Online	If there is an increase in fares the stations and trains really need to be clean and do not let homeless people sleep in them overnight. Every morning at the Pittsburgh station there is someone sleeping in the train when it pulls in and urine and other bodily fluids on the train.
29	English	Online	The price seems reasonable for the distance from Antioch to Pittsburg BART. That saves me money versus using the Park and Ride Bus from Antioch to

			Pittsburg, or driving to Pittsburg or North Concord for BART.
223	English	Online	No comment
99	English	Online	Makes sense it'll cost more the further back it is from SF.
246	English	Online	I think 65 cents is reasonable. I hear rumors upto \$3-\$5 is alot.
126	English	Online	If BART is going to raise fares - on a project that was dangled in front of homebuyers 20+ years ago - I think it's complete CRAP. Residents in the area have been paying more in taxes into a system that is so poorly managed. The stations are filthy and WHY does Pittsburg BayPoint station seem to have the most MENTALLY ILL on their trains? EVERY SINGLE DAY there is a mentally ill person in a car!! Is there a mental facility that is giving their outpatients BART fare and sending them to the station? I've seen passengers harassed and NO BART Police ANYWHERE. Put the BART police ON THE TRAINS! ANSWER these questions PUBLICALLY - put it everywhere so we know there's an effort to make things BETTER!!! You're going to charge more for something that the public has already paid for - 20+ years and then some in taxes and increased fares already. BART holds the Bay Area hostage with all of this. SHAME ON YOU!!! Surveys and questionnaires? JUST STOP IT. Make it cleaner...make it more efficient...put the money INTO THE SYSTEM. The Bay Area needs a system that SHOWS it's integrity and pride for being here. Right now - you just look like a d**n profit center that is hustling the hard working people who are already struggling.
90	English	Online	No
136	English	Online	No

256	English	Online	None
84	English	Online	I catch the express bus from Antioch now so this is more cost effective for me.
87	English	Online	I hope it's not too much more expensive because we don't have parking structures plus we've been paying taxes for this for years in Pittsburg and still only get e-trains
49	English	Online	Yes I have a comment and concern., public transportation should be an incentive to reduce cars on the road. At \$15 roundtrip from Antioch to Embarcadero or 75.00 a week, 300.00 a month it is almost flat to driving. Your pricing structure does not make sense.
81	English	Online	Keep the fare increase per station \$0.15 each.
112	English	Online	That's confusingly
5	English	Online	Without providing information about the distance I cannot provide feedback. I thought there was only one new station that would be in Antioch but now through this survey I am learning that the eBART now comprises of two stops. Not enough information provided.
291	English	Online	sound reasonable; using the Bart SFO discount card, I pay \$14 and change round trip now but I have to drive from Brentwood to Pittsburgh/Bay Point-just get me off of Highway 4! please! And please let parking at the new station be sufficient so I don't have to be there at the crack of dawn to get a parking spot.
162	English	Online	Clean the trains, stations and make sure the fare gates work correctly in all stations before you decide to increase the fare. Oh and it would be nice if the trains arrived on scheduled time. It's only fare don't you think!?
242	English	Online	No

218	English	Online	NO
258	English	Online	Those rates are pretty high. A lot of commuters already struggle to pay the fares that are already in place.
171	English	Online	The fare sounds reasonable, as long as parking fees are comparable to Pittsburg & N. Concord's fees.
124	English	Online	That is only for the train fare itself. Parking should be free.
213	English	Online	Not st this time
230	English	Online	no
132	English	Online	I think the increases to use e-bart to Pittsburg & Antioch is a very fair price.
6	English	Online	I think the Antioch fare is somewhat high in comparison to the Pittsburg Center fare. \$.50 more seems more appropriate.
131	English	Online	Really, but that is not the overall cost!! PARKING FEES should be eliminated. You should listen and do this. You keep raising BART fares every year and at the same time, you want to increase the Parking fees!! That is greedy.
46	English	Online	I think that's ok for now as long as we don't get hikes in our fares like bart has done for years. If bart can clean up and have regular security in the downtown stations especially civic center, i don't mind the fare increase.
56	English	Online	That's ridiculous! Plus the cost of parking. Please re evaluate the price between Pitt and Antioch.
325	English	Online	BART is SO expensive. I don't know too many people who can afford to pay \$15/day on public transit. BART really needs to get more subsidies from the govt so people earning a minimum wage can afford to use it. There are never enough seats, the train cars are dirty, homeless people sleep in

			them, and the bathrooms are too disgusting to use. Equipment and track problems constantly. Police actions holding up travel.
92	English	Online	Sounds good, we need it soon
155	English	Online	BART's fares are too high given the over crowded conditions of the trains, the unreliable nature of the system. If I could take a transbay bus from Brentwood, I would certainly do so. I'm also not happy about the fact that the line from Antioch to Pittsburg Baypoint is like a "connector" train. So I'll have to get off the bus, get on the connector train and then get onto BART at Pittsburg Baypoint. Every time I have to make a connection, there is a margin of error that I will miss the next part of the trip. I sometimes I am glad that I am older and hope I can figure out a way not to commute to the city to work, and again, NEVER RIDE BART AGAIN! EVER!
184	English	Online	What are the fees for?
52	English	Online	The Antioch and Pittsburg communities are heavily low-income. Consider that somehow - discounts for frequent users or those on SNAP or WIC, something like that.
9	English	Online	No
270	English	Online	It's a lot, but every bit helps to alleviate the congestion on our freeways.
39	English	Online	sounds good.
68	English	Online	It sucks but sure beats driving into the City..cost wise.
3	English	Online	If you raise rates, makes sure the trains are clean, security camera work, and track maintenance is dine in off peak commute hours.

172	English	Online	None.
191	English	Online	I am don't see why folks taking train from Pittsburg/Bay Point have to pay more. It's not like we are getting added benefit unless you make a parking structure. I have to drive to North Concord just because there is no parking in Pitts/Bay Point parking lot. I don't see problems with Antioch Station costing more because it's farther away.
28	English	Online	No. I pay \$6.65 one way to South San Francisco and I think that's reasonable
202	English	Online	The additional \$0.65 is well worth it. It will cost more if they rider was using the bus from east Antioch to the Pittsburgh/Bay Point Station. This lower fare will help the lower income people that ride the system afford the increase. /
303	English	Online	Sounds acceptable but keep in mind other cities' mass transit trains, like New York City, are much cheaper over long distances.
268	English	Online	No. Seems reasonable.
281	English	Online	That's f**king great. Make us pay more and more ti rude on your cr*ppy trains that never have uniformed law enforcement on them. Seriously, how mych more money do you need?
10	English	Online	No comments about the proposed fares, but I would like to see BART increase the parking. I live in Antioch but I have to drive all the way to North Concord/Martinez station every morning to catch the BART because no available parking at the Pittsburg station. Hopefully there will be plenty of parking at the new Antioch station.
109	English	Online	Should be cheaper
224	English	Online	This is good news. A separate fare for the extension would NOT be good news.

145	English	Online	I will save on gas and time, so fare increase is not an issue.
21	English	Online	sounds fair
229	English	Online	Nope
74	English	Online	Nope
166	English	Online	People will Then think "I should just take the train out of Pittsburg". Why such a price increse? We already pay too much, if you're going to increase the fare then you should make sure to clean the trains, stations and provide a more Bart police on the trains. Honestly if I had another way to get to work besides driving I would NEVER use Bart.
323	English	Online	Doesn't effect me, yet.
116	English	Online	Fair pricing.
168	English	Online	No
48	English	Online	BART fares are already too high as is.
185	English	Online	I feel that these are reasonable prices for the trips, specifically as the tracks are constantly being extended, those some money really needs to be put into upgrading and maintaining the older Pittsburgh to SF tracks.
234	English	Online	Too much
78	English	Online	Seems reasonable. This is actually lower than rumored rate increases. Also cheaper than riding Tri Delta express bus route.
241	English	Online	Cheaper than driving

111	English	Online	Bart itself is very very costly. Please do something in general to reduce the prices overall
54	English	Online	No
50	English	Online	Seems "fare" enough.
8	English	Online	How much will it cost just from Baypoint to Hillcrest?
64	English	Online	That's significantly lower than expected. However, that's based on the assumption that future stations are services near Oakley, Brentwood, and possibly Discovery Bay. If those stations don't come online, is there a possibility of escalating the fare increases to offset lost planned revenues?
278	English	Online	Nothing to do with fairs i want the homeless problem fixed Bart needs to some serious fixing on rider safety!
206	English	Online	The Antioch Station fare seems excessive compared to the Pittsburg Station fare. That means that you'll people who should use the Antioch Station driving to the Pittsburg Station to save that additional \$.65 which adds up. I hope BART anticipates the extra parking and traffic flow required at Pittsburg that will be brought on because of the fare difference.
310	English	Online	They should be higher. New riders overload the system with people in W Oakland not even able to get on some times. They also take all seats which take most room.
63	English	Online	No.
45	English	Online	I normally don't use either of those stations, but paying the additional fare because of distance sounds fare. Although, what is set up now in Antioch doesn't seem useful except the extra parking spaces.

36	English	Online	That is a pretty significant amount for the antioch extension, so if those are the prices and if there's additional wait time required from the extension to regular bart, then I will most likely try to take bart from pittsburg still
14	English	Online	Well this is another clever attempt to hide the fact that Bart is once again going to increase the rates on standard fares. For someone who rides the train everyday that's a annual \$78.00 dollar increase. / / Bart's poor decision making strikes again. I'm not sure whats worse that Bart continues to defend it's terrible decisions such as paying a janitor over \$200K annually or that they keep pushing these cost of their decisions onto their consumers. No ones happy about the shape of the cars, the homeless problem, the terrible customer service, increased crime and lets not forget about parking.
174	English	Online	No
105	English	Online	too expensive. over all lowered prices for an affordable way of getting to and from the office is better
313	English	Online	You already charge too much for what we get in return - dirty cars, homeless riders. Your employees admittedly sleep on the job, hide in closets, etc. Make them work or get rid of them. Us riders might not mind paying so much.
110	English	Online	Fares are too high. Most folks will continue to drive to work.
7	English	Online	The fares seem reasonable

Appendix PP-D: Question 13, Parking Comments

Response ID	Language	Outreach Event Date (2017)	Response to Question 13; Comments
188	English	Online	"Tis is again too much
141	English	Online	\$1.5 is acceptable at antioch station. because it already add too much for commuter. I hope eBart can match regular Bart schedule for the start and end time
287	English	Online	\$17 in fare(fees) per day? Wow
340	English	8/15	\$2 would be optimal
133	English	Online	\$3 seems fair since most stations charge \$3 for parking but if the cost for bart is going up significantly (\$.65 increase) might be fair to reduce parking fee.
123	English	Online	\$3?! It's not fair to have to pay so much when we're already riding the train for so long and paying so much already. \$100 per week including parking is a lot for transit. Makes me consider driving sometimes.
47	English	Online	\$3.00 is too much for the Bart to charge now, that is why a lot of people are cheating.... / Maybe \$1.00 is enough for everyone to pay and reasonable and acceptable.
137	English	Online	Add more parking. Everywhere.
49	English	Online	Again now it becomes 390.00 a month to use public transportation, might as well drive.
162	English	Online	Again, clean the trains, stations and fix the half opening fare gates and work on the trains arriving on scheduled time. The Bart ride experience is so NOT pleasant.

58	English	Online	Again, I don't feel I have a choice, it's my only option.
270	English	Online	Also costly. But, even if riders drive a few times a week and take BART a couple of times a week, it will help alleviate freeway congestion.
242	English	Online	Antioch, maybe. But charging for parking at another pittsburg station, no!
328	English	Online	Are you planning on having parking permits at Antioch? I think a lot of people are interested in that.
131	English	Online	As I mentioned before you keep raising fares every year. Plus, you want to increase parking fees every year also. In my opinion this is too expensive base on my income and the distance of my commute from Bay Point to Embarcadero station.
264	English	Online	As long as my car is not stolen, then we're good.
114	English	Online	As long as there is enough parking at these stations, I'm alright. Pittsburg has a really small parking lot, and sometimes I need to park really far just to make it to the station.
20	English	Online	At least offer free parking, probably with an incentive. These passengers have diligently paid their taxes which is part of what has enabled eBART extension.
39	English	Online	availability is a concern.
121	English	Online	BART needs to do a better job promoting alternative transport to the stations.
117	English	Online	Bart needs to offer parking discounts for weekly round trip riders.parking use to be free! Connecting buses offer fare discounts but greedy bart now charges for parking! Im sure that price will also rise

135	English	Online	BART should charge more for parking and use the money to provide better local bus service.
175	English	Online	CAN'T IT START AT A LOWER COST DEPENDING ON HOW MANY SPACES AVAILABLE AND LOCATION?
292	English	Online	Charge more!
295	English	Online	Charge more. Also stop please stop building giant parking structures in general.
314	English	Online	Charge more. Parking should be priced at market rate at high demand facilities
55	English	Online	charging for parking as well as riding the train is a bit excessive to me. I plan on parking at the Antioch station(Hillcrest) location.
14	English	Online	Considering that is a park and ride station and is incorporated with Tri Delta transit, I'm not sure how Bart actually can do that.
183	English	Online	Crazy how much money bart makes and now raising rates. Why??
178	English	Online	Depending on how quickly Antioch parking gets filled up and the effects on Pittsburg / Bay Point parking. I might end up driving to Pittsburg and parking there
274	English	Online	Discounts for carpoolers?
21	English	Online	dislike parking fees.
126	English	Online	Does BART have ANY Idea how many people have moved out to East Contra Costa County?! / / WAKE UP. There is NOT enough parking at ANY BART station! Take the money and turn one parking lot into a PARKING STRUCTURE. You want to raise parking fees? SHOW what you're are doing with the money! BETTER the SERVICE.. BETTER THE ACCESS...and MAKE IT SAFER!!

22	English	Online	Don't increase beyond 3
300	English	Online	Dont open Antioch station!!!!
337	English	Online	Due to the availability of land and added fare for distance, \$3 is a bit pricey for parking
281	English	Online	Enough with tge d**n fees!!!
298	English	Online	Expensive for communities that are lower income than many of the other suburbs.
56	English	Online	Extremely high cost for parking.
248	English	Online	Fair
304	English	Online	Fair enough.
341	English	8/15	Fair fee, it is fine.
82	English	Online	Fee is kinda high
31	English	Online	For at least 6 months to a year should be free. it will be a lot for parking plus bart ticket.
223	English	Online	F**k your parking fees for all stations that continue to rise. Service goes down and fares, fees and your salaries go up up up.
342	English	8/15	Good
265	English	Online	Good idea
343	English	8/15	Great
190	English	Online	Hopefully reserved permits will be available on a monthly basis as well as Airport/longterm temporary permits (i.e., match existing permit availability). / / Parking costs should rise based on demand to help prevent availability issues. Pittsburg currently fills by 7:00am. If the fee were to rise with demand, the demand on the limited supply would moderate.
151	English	Online	Hopefully they will have the monthly reserved parking

202	English	Online	I actually currently park at the Antioch Park and Ride, which will soon be the Antioch station.
325	English	Online	I already pay \$3/day st Hayward. In a 2-3 year time frame, first parking was was free, then it was \$1, then \$2, and then \$3. I feel sorry for the people of Antioch having to fork over another \$3/day on top of their \$14/day tickets.
89	English	Online	I always thought the parking fees were too high. I am looking forward to parking freeing up at Pittsburg/Bay Point station
319	English	Online	I can never find where to pay for parking.
179	English	Online	I currently park at Hillcrest. I have tried to park at Antioch; however, it is full by 6:30 a.m. Whoever, is thinking of reducing the parking at Concord/Martinez needs to have their head examined. With more housing slated for that area, the parking will be necessary. It is standing room only by the time we pick these folks up. Do not give up parking!!!!
23	English	Online	I currently park at North Concord because that's the station I use (and the only one with parking available during my commute). I plan to park at the new Antioch station when I begin using it. It is reasonable that I would be expected to pay similar parking fees there as well.
146	English	Online	I currently pay for reserved parking. Is reserved parking available at the Antioch Station? If so, will the cost increase as well?
344	English	8/15	I didn't think there should be a fee
99	English	Online	I don't park at BART so it won't make any difference to me

154	English	Online	I don't park at BART. I understand having some fees. I think \$3 per day is not bad but if the BART board managed things competently then it could be lower. I think charging parking to the poor people who have to ride BART the farthest is a little weak. I think charging parking at the Hillcrest Park and Ride (Antioch Station) is basically bogus because people don't just use that for BART.
5	English	Online	I don't think this is fair. Already you are inconveniencing riders by making them switch trains once they get to the Pittsburg/Bay Point train. Why not offer it for free for all the years property owners paid taxes for BART but are only just recently getting a train near them. Also, I heard this is a diesel train and if that is correct, air quality is affecting those very same riders. Give them a break.
50	English	Online	I have an opinion about the fees in general: / 1. When will we see significant improvements at the stations? I've been paying for many years and my car isn't any safer, the station isn't any cleaner, nothing has really changed for then better. / 2. Why will rates go up if parking remains 95% full? Don't you want people to park? Or are you just trying to milk riders even more? Seems a bit punitive.
246	English	Online	I have been paying \$3, but I think \$2 is reasonable. Its antioch land here is cheap. Lol
251	English	Online	I hope the parking charge starts low and slowly increases based on parking demand, just as it did when implemented at other stations
98	English	Online	I hope there is enough parking.
33	English	Online	I park at north concord only because bay point parking fills up very early. You should charge less for parking -\$2. If you make tickets and

			parking that expensive people will drive instead of using bart
166	English	Online	I pay to park at Pitts now so that wouldn't be a problem to pay in Antioch
57	English	Online	I plan on parking at the new station in Antioch. It concerns me that there is not a parking garage at this new station. It seems as if there will not be enough parking. Why does parking become the after thought? There are some many people that will utilize this station and I would think there would be parking garages. I had to select Pittsburg, but that is no my station. Also why are there no garages at Pittsburgh?
100	English	Online	I plan to park at antioch if available space
66	English	Online	I plan to part at Antioch location but I don't see it on the pick list. why charge patrons to park? if you do charge, all locations should charge to park.
192	English	Online	I recommend free or lower-cost motorcycle parking at the new stations.

156	English	Online	I think it is ridiculous that you charge for parking at BART stations when you barely have enough space to park as it is. / / Add on top of that the monthly permits that have a multi year wait list, which causes nothing but frustration as you force regular riders to park at the back of lots, when there are a glut of unused monthly parking spots available EVERY DAY. / / This has caused dangerous situations and people parking off site and walking down busy roads to get to the station. Just take a look any day at the road that leads to the N Concord station. / / I would like to get a monthly permit for the Antioch station but have been told that one does not exist. I am afraid I will miss the announcement and then face again a year long wait list. / / This is really the only frustration I have with the BART system. Are you really generating that much revenue from it? / /
13	English	Online	I think it's a good source for revenue. \$3 is a fair price for parking and at long last the trains will reach East County.
283	English	Online	I think it's fair.
194	English	Online	I think that one of the three parking lots should be free. There are not going to be enough spaces for parking at Antioch e-Bart. I also think people should only have to pay \$2 because they have to pay more for the BART trips. / / By the way, the question about where we park now or plan to park needs to have the Antioch selection added to the choices.
132	English	Online	I think the parking fees are outrageous in general. But happy to see that the e-bart parking will be inline with all other parking lots.
323	English	Online	I think the price should start out cheaper and approximately every 6 month or so rise the the average parking price.

149	English	Online	I think the standard parking rate is fair and should be applied to Antioch and Pittsburg Center.
60	English	Online	I think they should pay the same amount I do at North Concord. Not only has my parking increased significantly over the last two years but now I won't get a seat even in the morning now.
69	English	Online	I was hoping it will be free for sometime.
51	English	Online	I will not be parking at this station if there is a fee.
345	English	8/15	I'm not excited about the increase in parking but I know its necessary.
68	English	Online	I'm not planning to park there. Just so I can save \$ on parking.
76	English	Online	If I pay \$3 a day. Then there should be more disabled parking spaces. Im a disable individual and if the carpool is filled up there is no place to park. I have parked in the reserved parking area due to lack of disabled parking. The parking is ridiculous
36	English	Online	If parking prices go up in addition to fare prices, then I think soon it might be cheaper and less time consuming to just drive to work.
46	English	Online	if you close the concord/martinez station, it will be hell at pittsburg baypoint and concord, please keep our commute as safe and stress free as possible please!
320	English	Online	It should be higher at ALL stations.
122	English	Online	It should cost less, and have more patrols. I used to park at the station but since my car got broken into, I cannot afford to do that anymore. There are already break ins at the Antioch Station, you need to do something about this not just worry how much you intend

			to charge people for the pleasure of having their cars broken into
228	English	Online	It sucks. You're pricing out the people who really need public transportation.
254	English	Online	It would be great if there is ample parking space at new bart station
335	English	Online	It's a bit steep. That's \$18 a day round trip for someone who works in SF
217	English	Online	It's a fair price.
182	English	Online	It's already expensive to ride the train. Now we have to pay to park at the station we've been parking at for free. It's not going to be pleasant to have to pay this fee every day.
1	English	Online	It's the same high price I already pay. Wish parking was lower at all the stations
87	English	Online	It's too expensive especially when we don't generally pay to park anywhere in our city plus there's not even a parking structure and cars always getting broken into.
193	English	Online	It's what I expect. I will say this about parking in general at the new Antioch station: PLEASE DON'T UNDERESTIMATE THE COMMUTERS WHO WILL USE THAT STATION!! Please make enough spaces for straight fee parking, and not an inaccurate ratio of fee to permit parking, like you have done at Pittsburg.
219	English	Online	It's what I pay now at Concord. A bit steep.
105	English	Online	its ok

206	English	Online	Its very expensive to ride and park at BART 5-days a week!
296	English	Online	just don't raise fares
17	English	Online	Just hoping the fees don't go up any more. Those of us who ride daily pay quite a bit already. I don't have an issue with those stations paying the same amt as most other stations.
116	English	Online	Just make sure security is a priority especially Antioch
134	English	Online	Just wish I could get a spot! I'm over 1,000 on the waiting list for a permit in Pittsburg! If you don't get to the station by 6:30 a.m. you can't park! It's super frustrating and we are moving out of the area because of this. I'm sure opening up the new stations will help a little, but still not good!
81	English	Online	Keep the parking fee at \$3.00 at each of the new stations
35	English	Online	Leaving from Antioch will cost an additional est \$3.65-\$4 a day, \$20 weel \$100 month. Expensive. Suggest paid parking for reserved only and free spaces for others
346	English	8/15	less since BART ride will be more
347	English	8/15	Lower fares
103	English	Online	Make it possible to purchase single day parking from home. / / Provide real time updates on parking availability from home / app.
266	English	Online	Make more and make it \$1
180	English	Online	Make more parking spaces and more importantly get BETTER security. Hire an outside company that's professional.

3	English	Online	Make sure trains are kept up if you are going to charge.
277	English	Online	Makes sense
329	English	Online	More parking
28	English	Online	My husband parks his car at North Concord and the parking fee is reasonable
338	English	Online	My taxes were raised to pay for BART I do not think it is right to charge for parking. There will be plenty of parking available at the Hillcrest station.
185	English	Online	N/A i dont drive
10	English	Online	No comments about the fees, but there should be enough parking spaces.
16	English	Online	No comments, as at North Concord/Martinez station, the parking fee is already \$3.
191	English	Online	No issues with it. I already pay \$3 anyway. Build a parking structure in Pittsburg. For a station that takes all the commuters from Pittsburg, Bay Point, Antioch, Brentwood, you give no s**ts about the lack of parking.
348	English	8/15	No paper ticket, will not use
142	English	Online	No problems with the parking fee. / I currently do not park at BART but will start parking there next week. Due to the limited parking at Pittsburg/Bay Point I have to drive to North Concord to park. I am hoping that with these new stations that parking will free up at Pittsburg/Bay Point very soon. / Are there any plans to add more parking at Pittsburg/Bay Point station?
18	English	Online	No, as long as this lot receives the same amount of security as the other BART parking lots.

19	English	Online	No, but I don't think selling the North Concord parking lot is a smart idea.
333	English	Online	No, but parking is so hard at Pittsburg Bay Point which why I drive to concord, hopefully, with these new stations, there will be more parking. Any plans to create more parking at Pittsburg Bay Point?
145	English	Online	No, expect to pay for parking as I do now.
196	English	Online	No, parking has gone up in all the stations. It's ridiculous.
140	English	Online	No.
63	English	Online	No.
256	English	Online	None
215	English	Online	None
229	English	Online	None
45	English	Online	none
249	English	Online	Nope
24	English	Online	Nope, \$3 is what I pay so they should too
245	English	Online	Not bad
104	English	Online	Not enough parking - ever.
241	English	Online	Not high enough to stop people from driving solo
278	English	Online	Nothing to deal with cost Bart needs to address the small sanitary of the homeless and health of rider safety!
59	English	Online	Now someone is thinking reasonable, at least \$3.00
7	English	Online	Odd that Antioch isn't an option on the "Where to park" pick list. Since motorcycles do not pay to park, it does not impact me.

349	English	8/15	Ok
232	English	Online	Ok
173	English	Online	Once again, I have been paying tax subsidies for BART for years and my only service was to get on a crowded freeway early to get a spot at a station. The freeway trip takes 30-40 minutes coming from Antioch to the The Bay Point Station. BART chose to put E-BART in because it was less expensive. We the under-served community should have some benefit. / / I would have chose Antioch Station in the drop down because I plan on Parking there. But it is not a selection criteria.
326	English	Online	Parking are getting ridiculously expensive. Need to reduce parking fees since the Bart fare are already expensive.
291	English	Online	Parking at Pittsburg/Bay Point sucks! I start work at 10 am at SFO but if I am not at Bart by 6 am, no parking is available. We already pay \$3 to park at Pittsburg/Bay Point-no problem with \$3 at the new place.
263	English	Online	Parking fee is fine.
124	English	Online	Parking fees should be eliminated. BART DO NOT charge for parking before. Where does the extra money goes? I don't see any improvements on trains itself for example it's dirty, frequent delays, rude employees and a lot of break ins on cars mostly park at Bay Point station.
48	English	Online	Parking has gone from free to \$3 in a very short time. It is getting ridiculous to pay \$3 to park in a huge lot.
90	English	Online	Parking should be free
324	English	Online	Parking should be FREE @ ALL STATIONS!

42	English	Online	parking should be free as the fare is already too high why we pay for bus and bart and now parking it is too much
350	English	8/15	Parking should be free, BART already makes enough money through fares.
37	English	Online	Parking should be free, because we are being charged for riding the heart anyway.
210	English	Online	Parking should be FREE! You guys are greedy!!!!
351	English	8/15	Pay \$105 now
26	English	Online	Paying for parking is criminal on top of the high cost of public trans.
74	English	Online	Permit parking should also be made available. / /
163	English	Online	Pittsburgh has no room. Will Antioch have room or can I get a parking space?
4	English	Online	Place the parking machines in the parking lot. I have inserted the wrong number in the parking machines on many occasions at the Bart station in Martinez. Not the most efficient.
257	English	Online	Please build enough parking!!! So crucial to decreasing road congestion into SF!
125	English	Online	Please don't increase that amount - I pay for monthly parking
110	English	Online	Provide enough spaces so that the lot is not full by 6 am.
261	English	Online	Rip off
52	English	Online	Same as with fare - consider that Antioch and Pittsburg are very low income areas and have little choice but to drive to the location - providing discounts or incentives for low income residents could make a significant difference.

352	English	8/15	SB 1
32	English	Online	Seems consistent. You'll probably need to add more parking quickly.
268	English	Online	Seems expensive
353	English	8/15	Seems high to North Concord
184	English	Online	Seems high. Maybe can offer a discount if you buy at Flipper card with \$30 or more
299	English	Online	Seems normal price to me
72	English	Online	Should be equal to or less than Pittsburg Bart. / Should allow those with Pittsburg parking pass opportunity to transfer it to Antioch Station parking.
294	English	Online	Should be substantially more to encourage alternative forms of transportation.
12	English	Online	Sounds like it is in line with the other local stations.
171	English	Online	Sounds reasonable
253	English	Online	Sounds reasonable.
118	English	Online	Strongly disagree. \$18 total from from ANTIOCH? People can't afford that, much less the penalty fee if ticketed.
79	English	Online	That seems to be in line with cost of parking at the other stations, so that seems fair.
218	English	Online	That sounds fair
354	English	8/15	That's fine
355	English	8/15	That's okay even higher cost is ok
112	English	Online	That's really expensive for the Antioch area
144	English	Online	That's too high rate.

11	English	Online	The fee is fine, my main concern is there being enough parking spaces at Antioch Station.
155	English	Online	The issue isn't so much the price of parking but the lack of availability of parking. I'm assuming I will take the bus from Brentwood because (a) I feel safer parking in Brentwood than at Antioch or Pittsburg, and (b) there is never any parking available at most BART stations.
101	English	Online	The parking fee is reasonable, but it would be great if the parking structure could have more levels for additional parkingb
38	English	Online	There is already a sustantial amount of us that currently park at Hillcrest Station and bus to Bart. Hillcrest ParknRide lwas not an option on your list. Totally against \$3 parking. Barts parking rates are totally backwards. The closer to the city rates should be the highest...the further out lowest.
93	English	Online	They should be the same. One option will be to have them lower for first year to encourage people to take those trains instead of their current station
138	English	Online	This is a good price for the rare occasion I may need to park at Pittsburg Center Station.
29	English	Online	This seems reasonable. However, I am concerned that the parking at the Antioch station might quickly fill up and not be enough to accommodate the demand.
313	English	Online	Those are also too much. I was parked up front, first row and my license plate was stolen at BART. Shouldn't we get some kind of security paying these prices to park?

148	English	Online	To encourage more BART users to park at Antioch vs. Pittsburg BART station, it might be a temporary solution to charge less to park at the Antioch station. Otherwise, many drivers that reside mid-way between both points, may opt to continue to use the Pittsburg BART station to save the extra fee of eBART connector. The savings in parking may tip the scale to encourage more patronage at the Antioch station. This can be a temporary discount - maybe for the first 6-12 months of operation.
61	English	Online	To encourage people to use public transportation, the parking fee shouldn't be that high. I propose \$ 1.50 for Antioch and Pittsburg stations.
356	English	8/15	Too Expensive
357	English	8/17	Too expensive
108	English	Online	Too expensive
358	English	8/17	Too expensive. Provide CCTV Cameras for riders safety
62	English	Online	Too high.
359	Spanish	8/17	Too much
234	English	Online	Too much
15	English	Online	Too much money.
360	English	8/17	Two high for the lack of parking spots
161	English	Online	Up to \$3 for all day parking is fine but I would expect some type of security measure (cameras, security personnel) to be in place to prevent any thefts.

165	English	Online	Use the money you are already generating through current fares, and measures on the ballot you've won to make BART safer, cleaner, more enjoyable (even just slightly) and on time. Then maybe people would be willing to pay slightly more for fares and parking. Until you do that there is absolutely NO reason you should raise prices in ANY way when BART is just becoming worse and worse with the money you already have.
152	English	Online	Well you are really trying to squeeze water out of a rock. Your cost is very HIGH for parking; the only reason we use it is because we have no choice.
64	English	Online	While \$3 is not as high as the \$5 charged at very busy stations, does BART plan to implement paid parking immediately upon passenger service, or will there be a 6-month to 1-year grace period?
67	English	Online	Why can't you keep parking free for a while? This project has been delayed time and time again. As a result, we have been forced to pay for parking at other stations. If you are going to require parking fees, I want to know immediately how I can reserve a space so that I can actually the use the station I have been waiting for for four years.
78	English	Online	Wish it was cheaper, but understand it aligns with parking fees at other stations.
44	English	Online	With parking and the BART transit fare it does add up each day and for some of us it is cheaper to drive.
247	English	Online	Yes I currently pay more than \$100.00 per month for permit parking at Pittsburg. Paying this, and additional fees for parking at Antioch, will probably make me not use the Antioch extension.

168	English	Online	Yes less than 3.00\$
201	English	Online	Yes you should only charge 1\$
160	English	Online	Yes. Too expensive and not enough parking available. If you are not at Bay Point by 6 am there are no spaces available. When is Bart going to expand parking at the inland stations?
302	English	Online	You are robbing your passengers by charging parking. You already hiking ip the fare quite substantially
106	English	Online	You don't have enough parking for the Pittsburg Bay Point BART station and I already saw that you don't have enough parking for Antioch. The Contra Costa region is growing significantly and the population numbers are only going up. Housing here in Antioch is among some of the few BART pockets that there's been an increase of buyers in the real estate market. Bottom line, YOU NEED MORE PARKING.
271	English	Online	You should charge parking. Rates should be more comparable at all stations
172	English	Online	You should only charge \$1 for parking, to encourage more East County residents to use BART. Otherwise, they'll still drive on Hwy 4 and Hwy 242, defeating the purpose of extending BART to Antioch.

Appendix PP-E: Publicity and Outreach Materials

BART wants to hear from you!



The San Francisco Bay Area Rapid Transit District (BART) is nearing completion of a new rail passenger service on approximately 10 miles of new track between the existing Pittsburg/Bay Point BART Station and Antioch at Hillcrest. The Pittsburg Center and Antioch stations are expected to open for service May 2018.

Here are some facts about the new stations and service:

TRAVEL TIME

Estimated travel time to board a train at Antioch and arrive at the Pittsburg/Bay Point Transfer Platform is 10 minutes.

ENVIRONMENTAL BENEFITS

- Removes cars from highway and roads
- Reduces vehicle miles traveled by 99 million/year
- Carries as many people as an additional lane of Highway 4
- Improves freeway operations
- Reduces greenhouse gas emissions by 260,000 lbs/day
- Reduces consumption of energy and petroleum

TRANSIT CONNECTIVITY

Access to Tri-Delta Transit and County Connection buses, as well as parking, taxi, and “kiss and ride” passenger drop off areas.

PROPOSED FARES

BART plans to extend its distance-based fare structure for the BART to Antioch extension.

PROPOSED SERVICE

The hours of operation are the same as the existing BART System. The BART to Antioch trains will connect with BART trains at the Pittsburg/Bay Point Transfer Platform.

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

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

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

통역이 필요하신 분은, **(510) 464-6752** 로 문의하십시오.



Come by one of our in-station events

North Concord BART

Tuesday, August 15
5:00–7:00 PM

Antioch BART parking lot

Thursday, August 17
6:00–8:00 AM

Pittsburg/Bay Point BART

Wednesday, August 23
6:30–8:30 AM

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



El Bay Area Rapid Transit District (BART) de San Francisco pronto concluirá un nuevo servicio de tranvía para transporte de pasajeros que consta de aproximadamente 10 millas de vías nuevas entre las estaciones existentes de BART de Pittsburg/Bay Point y Antioch en Hillcrest. Se espera que las estaciones de Pittsburg Center y Antioch inicien su servicio en mayo de 2018.

Aquí encontrará algunos hechos sobre las estaciones y el servicio nuevos:

TIEMPO DE TRANSPORTE

El tiempo de transporte desde la subida al tranvía en Antioch y la llegada a la plataforma de trasbordo Pittsburg/Bay Point es de aproximadamente 10 minutos.

BENEFICIOS AMBIENTALES

- Elimina la presencia de vehículos en autopistas y calles.
- Reduce las millas recorridas en vehículos en hasta 99 millones por año.
- Transporta a tantas personas como un carril adicional de la Autopista 4.
- Mejora las operaciones en carreteras.
- Reduce las emisiones de gases de efecto invernadero en hasta 260,000 libras por día.
- Reduce el consumo de energía y petróleo.

CONECTIVIDAD DEL TRANSPORTE PÚBLICO

Acceso a autobuses Tri-Delta Transit y County Connection, así como también a estacionamientos, taxis y áreas para dejar pasajeros.

TARIFAS PROPUESTAS

BART planea extender su estructura de tarifas basada en la distancia para la extensión BART a Antioch.

SERVICIO PROPUESTO

Las horas de trabajo son las mismas que para el sistema BART ya existente. Los tranvías BART a Antioch se conectarán con los tranvías BART de la plataforma de trasbordo Pittsburg/Bay Point. Para obtener información adicional, visite bart.gov/antiochsurvey.



Venga a uno de nuestros eventos en la estación

BART de North Concord

Martes, 15 de agosto
de 5:00 a 7:00 p.m.

Estacionamiento de BART de Antioch

Jueves, 17 de agosto
de 6:00 a 8:00 a.m.

BART de Pittsburg/Bay Point

Miércoles, 23 de agosto
de 6:30 a 8:30 a.m.

BART 希望聽取您的意見!



舊金山灣區捷運局 (Bay Area Rapid Transit District, BART) 新的載客列車服務即將完成。這項工程將在現有的 Pittsburg/Bay Point BART 捷運站和位於 Hillcrest 的 Antioch 捷運站之間架設長約 10 英里的新軌道。Pittsburg Center 和 Antioch 車站預計於 2018 年 5 月開放啟用。

以下是關於新的車站和服務的一些事實：

行程時間

從 Antioch 搭乘列車到抵達 Pittsburg/Bay Point 轉車月台的預計行程時間為 10 分鐘。

環境效益

- 減少公路和馬路上的車流量
- 每年汽車行駛里程數可減少 9 千 9 百萬英里
- 載運人數相當於 Highway 4 多開一線車道
- 改善高速公路運作
- 每天溫室氣體排放可減少 26 萬磅
- 減少能源和石油消耗

與大眾交通系統聯結

可轉乘 Tri-Delta Transit 和 County Connection 公車，並設有停車場、計程車招呼站和臨停接送區。

建議票價

BART 計劃將距離費率制沿用於 BART 至 Antioch 的延伸段。

建議服務

營運時間和現有的 BART 系統相同。從 BART 往 Antioch 的列車將在 Pittsburg/Bay Point 轉車月台與 BART 列車銜接。欲知詳情，請瀏覽 bart.gov/antiochsurvey。



請參加我們在站內舉行的任何一場活動

North Concord BART 捷運站

8 月 15 日，星期二
下午 5:00-7:00

Antioch BART 捷運站 (停車場)

8 月 17 日，星期四
上午 6:00-8:00

Pittsburg/ Bay Point BART 捷運站

8 月 23 日，星期三
上午 6:30-8:30

Postcard (front and back)

BART wants to hear from you!



We are seeking your input on the upcoming new BART service to Pittsburg Center and Antioch Stations.

The new rail passenger service is approximately 10 miles of new track between the existing Pittsburg/Bay Point BART Station and Antioch at Hillcrest.

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

If you need language assistance services, please call **510-464-6752**.
Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawagan ang **(510) 464-6752**.
Nếu quý vị cần dịch vụ trợ giúp về ngôn ngữ, xin vui lòng gọi số **(510) 464-6752**.
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¡A BART le gustaría enterarse de lo que **usted** piensa!

Queremos escuchar sus comentarios sobre el próximo servicio de BART a las estaciones de Pittsburg Center y Antioch.

El nuevo servicio de tranvía para transporte de pasajeros consta de aproximadamente 10 millas de vías nuevas entre las estaciones de BART de Pittsburg/Bay Point y Antioch en Hillcrest.

Le invitamos a comunicarnos lo que considera que es importante al asistir a nuestros eventos en la estación o al completar una encuesta por internet en bart.gov/antiochsurvey.

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

BART 希望聽取您的意見!

我們想聽聽您對 BART 即將新增開往 Pittsburg Center 和 Antioch 車站的服務有何意見。

新的載客列車服務將在現有的 Pittsburg/Bay Point BART 捷運站和位於 Hillcrest 的 Antioch 捷運站之間架設長約 10 英里的新軌道。

請參加我們的站內活動，或上網到 bart.gov/antiochsurvey 填寫問卷，告訴我們哪些方面對您最為重要。

如需語言協助服務，請致電 **(510) 464-6752**。

Venga a uno de nuestros eventos en la estación

BART de North Concord

Martes, 15 de agosto
de 5:00 a 7:00 p.m.

Estacionamiento de BART de Antioch

Jueves, 17 de agosto
de 6:00 a 8:00 a.m.

BART de Pittsburg/Bay Point

Miércoles, 23 de agosto
de 6:30 a 8:30 a.m.

請參加我們在站內舉行的任何一場活動

North Concord BART 捷運站

8月15日，星期二
下午 5:00-7:00

Antioch BART 捷運站 (停車場)

8月17日，星期四
上午 6:00-8:00

Pittsburg/Bay Point BART 捷運站

8月23日，星期三
上午 6:30-8:30

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

Queremos escuchar sus comentarios sobre el próximo servicio de BART a las estaciones de Pittsburg Center y Antioch. Le invitamos a comunicarnos lo que considere que sea importante al asistir a nuestros eventos en la estación o al completar una encuesta por internet en bart.gov/antiochsurvey.

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



