

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	03/14/16	Open	Action	03/08/16

Subject: Fiscal Sustainability and Revenue Enhancements Through Fare Changes

ISSUE

Whether to accept and amend the Fare Structure for Fixed Route Service and adopt proposed rate changes effective 7/1/2016 and 7/1/2017; to adopt the proposed rate changes effective 7/1/2016 and 7/1/2017 for Fixed Route Service, approve the Title VI Equity Analysis, and amend and establish Fares for Complementary Paratransit Service.

RECOMMENDED ACTIONS

- A. Adopt Resolution No. 16-03-____, Amending Resolution No. 09-10-0174, Setting Forth the Fare Structure for Fixed Route Service and Approving a Title VI Equity Analysis; and
- B. Adopt Resolution No. 16-03-____, Repealing Resolution No. 09-06-0101, 08-10-0148 and 05-08-0144 and Establishing Fares for Complementary Paratransit Service.

FISCAL IMPACT

Due to recent downward revisions in sales tax and diesel tax projections, RT is estimating the FY 2016 operating budget shortfall to be approximately \$2,787,200, effectively depleting the majority of RT's remaining \$3.1 million in operating reserves.

Without a proposed fare increase for FY 2017, RT is projecting a budget deficit of approximately \$3,081,700, which significantly exceeds the remaining reserves and is counter to the recently adopted fiscal sustainability policy.

With a multi-year phased approach to a proposed fare increase and minor service changes as shown on Exhibits A and B, RT estimates that a balanced budget could be achieved in FY 2017. In addition, this will allow RT to begin re-building the operating reserve to an estimated \$9.2 million over the next 4 years.

Although the adoption of the increase will not meet the estimated targeted minimum operating reserve of \$24 million, or the estimated \$23 million in Capital Projects Reserves (as required in the Board approved Comprehensive Reserve Policy) the revenues generated from this proposed fare increase will put RT in a much better financial position.

DISCUSSION

RT has not increased fares since 2009. While diligently containing operating costs at or below inflation since that time, RT has been able to expand service over 22%. RT continues to implement new ways of doing business to reduce operating costs and capture new revenue

Approved:

Presented:

Revised Final 3/11/16
General Manager/CEO

Director of Finance and Treasury
J:\Board Meeting Documents\2016\05 March 14, 2016\Fare Change IP and Attachments\03-14-16 Fare Change Proposal FINAL Revised 31116.docx

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	03/14/16	Open	Action	03/08/16

Subject: Fiscal Sustainability and Revenue Enhancements Through Fare Changes

streams, in addition to pursuing increases in ridership through service enhancements. We have sought feedback from the community and listened. We know that the community expects improved service quality, security and cleanliness. In addition to these efforts, RT needs a fare increase to balance the budget and gradually rebuild reserves. In consideration of RT’s dire fiscal needs, community input, and close evaluation of alternatives, staff has developed a revised, phased-in fare increase proposal. This proposal provides adjusted recommendations in discount categories that affect some of RT’s most impacted rider populations, such as senior, disabled, and paratransit discounts. If approved, the basic fare will increase by 25 cents per year over the next two years, maintain discounts, and provide for additional fare revenues of approximately 7% in FY2017 and 5% in FY18.

Background

Over the past year, RT staff has put forth significant effort in seeking feedback from the public and business community to improve RT riders’ travel experiences. Based on the feedback received, it was concluded that our riders and the community at large are seeking safe, clean, and reliable services using the most cost effective, efficient, and technologically advanced methods available.

As a result, staff has been working on a variety of customer service, safety, and cleanliness enhancement measures that have already begun to produce immediate positive results such as: providing additional trash removal at various stops and stations, additional deep cleaning at the light rail stations, new upholstery on light rail seats, and the implementation of various mobile applications allowing the rider to trip plan and pay for their tickets and passes on a “real time” basis through their mobile device.

In addition to these changes, staff has also been finding new ways to improve fare collection to generate additional future fare revenues. For example, RT has recently completed negotiating labor terms and conditions for a new classification of employee referred to as Transit Agents, which will add up to 30 new fare inspectors to the system. By adding these new positions, RT will be closer to reaching the goal of having one fare inspector per train. These new Transit Agents will allow RT to improve fare collection, which could result in additional fare revenues while also providing paying riders with a sense of security. This is also anticipated to result in increased ridership, thereby providing potentially more fare revenues. If approved, RT intends to hire Transit Agents as well as additional Operators in an effort to address missed trips and service while providing supplemental service to the Golden 1 Center.

In addition to these operational changes, RT has been focused on finding ways to generate additional revenues without raising fares for the majority of its riders. Examples of these efforts and successes include the recently negotiated amendment to the existing fare agreement with Los Rios, which is anticipated to result in approximately \$600,000 of additional fare revenues for the remaining 6 months of FY 2016 and an additional \$1.2 million in annual fare revenues thereafter. As it relates to the category of “Other Operating Revenues,” RT has been successful in generating one time revenue from the sale of surplus revenue and non-revenue vehicles that have exceeded their useful life. RT is also actively pursuing the sale of excess

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	03/14/16	Open	Action	03/08/16

Subject: Fiscal Sustainability and Revenue Enhancements Through Fare Changes

property. RT has had great success through the generation of carbon credits that can be made available to sell in the public carbon credit market. Since 2015, RT sold \$257,000 of carbon credits and expects to generate more revenue soon. The actual revenues will depend on market pricing, but recently there has been a positive trend upwards and this is anticipated to continue throughout calendar year 2016. In addition to carbon credits, RT has been accumulating Renewable Identification Numbers (RINS). The FY 2016 budget assumes that RT could generate approximately \$200,000 from the sale of these RINS. Although there are even more revenue and expense items that RT is working on that could generate more cost savings and additional revenues, it is important to understand that even with these successes, there is still more to do.

For RT to continue to improve its services and make additional improvements there will be a need to closely adhere to the four recently Board-adopted fiscal policies. These policies, referred to as the Fiscal Sustainability Policy, Farebox Policy, Fare Change Policy and Comprehensive Reserve Policy, serve as the work plan for implementing positive fiscal changes.

Initial Fare Proposal

On January 25, 2016 staff brought an informational issue paper to the Board detailing the financial state of RT, which contained a plan for implementing the new fiscal policies. Outlined in this plan was the need for a revenue increase. The proposed revenue increase will come from efforts to increase ridership and includes a fare change proposal, which was consistent with the Fare Change Policy mentioned above. Included in the report was a timeline for preparing a Title VI analysis and outreach to seek public input and feedback. The results of the Title VI analysis have been summarized below.

Title VI Analysis

RT's Fare Change Policy and Title VI of the Civil Rights Act of 1964 require RT to prepare a fare equity analysis of any proposed fare changes, make the analysis available for a 30-day public review, take all public comments into consideration, and adopt a final Title VI Fare Equity Analysis with any necessary revisions prior to implementing any fare changes. In accordance with RT policy, following the January 25, 2016 Board meeting, staff published the proposed fare change and the required equity analysis. The draft analysis found that there would be no potential disparate impacts on minority populations and no disproportionate burdens on low-income populations resulting from the proposed changes.

A revised fare equity analysis has been provided as Exhibit C and is recommended for approval. The revised analysis takes into consideration revisions that have been made by staff to the fare change proposal, including minor changes in the pricing of several fare types and a two-phase approach to implementation. The revised equity analysis also finds that there would be no potential disparate impacts on minority populations and no disproportionate burdens on low-income populations resulting from the changes.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	03/14/16	Open	Action	03/08/16

Subject: Fiscal Sustainability and Revenue Enhancements Through Fare Changes

Public Outreach

In addition to considering the Title VI results, RT staff took considerable effort to seek input from the public. Public input is a critical step in developing the proper fare increase, as riders can provide staff with insight regarding the use of our system that can have significant impact on our ridership and the perception of RT.

During the presentation, the Board recommended bringing the initial proposal, along with other smaller phased-in increases, to the public to seek feedback. To gain broad based feedback from our riders, RT held 5 open houses at different locations throughout the RT operating area: Rancho Cordova, Midtown Sacramento (RT Auditorium), Arcade Library, Citrus Heights Community Center, and Cosumnes River College.

At the 5 open houses, RT made available to the public the information that was presented to the Board on January 25th. RT staff answered questions and listened to customer feedback. Both paper surveys and online surveys were made available to the public. The summary results from the public can be grouped as follows:

Survey Results

RT provided customers with handwritten and electronic surveys, in which 28 questions were asked. The number of responses varied by question, but ranged from 712 responses to over 800. The responses to the various questions were used in evaluating the proposed fare increase and have been summarized in Attachment 2. The written comments included in this survey can be found in Attachment 3.

Open House Results

63 individuals signed in at the open houses. Many of the members of the public were provided with reasons for the need for a fare increase and were asked to complete a survey. In addition, these individuals were also asked to provide input on the initial fare increase and other fare increase options such as a multi-year options with pricing of 10% in year 1 and 10% in year 2, or 5% increases every 6 months for two years. Very few people expressed support of the initial fare increase, while there was a fairly even split in the level of interest expressed in the other options.

Comments provided to Customer Advocacy (phone calls, emails, comment cards etc.)

Comments received were grouped into two types of categories, fare related and non-fare related. Approximately 408 comments were fare related and 655 were non-fare related. All of the individual comments have been compiled and are included in Attachment 4.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	03/14/16	Open	Action	03/08/16

Subject: Fiscal Sustainability and Revenue Enhancements Through Fare Changes

Peer Comparison

In addition to the public feedback, the Board requested that staff complete a peer review comparison. The results of this comparison can be found in Attachment 1. When conducting a peer comparison, it is important to consider that RT’s peers should operate both bus and rail service; systems with just one mode do not properly reflect the business practices and challenges faced by a multi-modal transit agency. Furthermore, the size of the transit agency is an important consideration; larger agencies typically have more resources, which allow for improved economies of scale. Finally, the population density and travel needs of a region are also important to consider when completing a benchmarking assessment; for example, RT provides service to a significantly high number of commuters who receive fare subsidies. These subsidies, as well as other discounts RT offers to the public, impact the total out-of-pocket costs that the rider ends up paying.

Of all peers reviewed, 8 receive dedicated local and state funding ranging from 0.5% to 1% of a sales or payroll tax, whereas RT receives just under 0.5% through a combination of Measure A and Local Transportation Funding (LTF). RT receives the second least amount of total local, state and other funding compared to its peers. Many of our peers who receive local tax revenues above RT’s level of funding are able to use those funds to build reserves, fund the match portion for capital expansion, keep fare prices low, and pay for debt services. Several of these agencies showed increases in their operating reserves for FY14, while still using a portion of the local funding for capital improvements. The larger agencies such as TriMet had substantial reserves in FY14, and as a result were able to use a portion of the reserves to fund their portion of a \$1.4 billion rail expansion.

Summary of Feedback and Recommendations:

The overall feedback received indicated that riders want staff to consider ways to implement a gradual approach to a fare increase. Many of the riders commented on the need for more system improvements such as cleanliness of the trains and buses and an increase in security. Significant efforts are underway to implement such improvements; however, to offer these services, RT must continue to pursue an increase in fare revenue.

As discussed during the January Board meeting, RT’s last fare increase was in September 2009, which increased RT’s single ride and daily pass fares by approximately 11%. Since 2009, RT’s operating costs have increased on average 5.23% per year as a result of service increases, wage and benefits costs, and inflationary increases in goods and services. This increase is significant, however during this same timeframe, RT has expanded service. When factoring in additional costs related to expanded service, the cost of the additional expanded service as a percentage of total costs is roughly 1.7%, while the other operational costs have grown by approximately 3.5%, which is closely in line with inflationary costs over the same period. Some of these operational cost increases are due to increases in other benefits, resulting from changes required by RT’s actuary and changes to Governmental Accounting Standards Board (GASB) standards, with which management must comply for accounting purposes. While these service and operations costs have continued to grow over the past 5

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	03/14/16	Open	Action	03/08/16

Subject: Fiscal Sustainability and Revenue Enhancements Through Fare Changes

years, fare revenues have not increased, but rather have decreased slightly from \$28.9 million in FY 2011 to approximately \$28.4 million in FY 2015. The combination of the annual increases in operating expenses and reductions in fare revenues have led to a steady decline in RT’s farebox recovery ratio. The fare recovery ratio which was previously in the 22% range has now further eroded to approximately 20%.

The results of these factors have led RT to use operating reserves over the last 2 fiscal years to balance the budget, depleting RT’s operating reserves to \$3.1 million. In addition, the recently revised Measure A and LTF estimates are projecting the current fiscal year’s revenues to be lower than the initial allocation estimates by approximately \$3 million. This decrease is due to lower than expected sales taxes for the region and lower than anticipated funds from the receipt of tax revenues on diesel sales. This new challenge is anticipated to further erode the remaining reserve balance and leave no operating reserve in place by June 30, 2016. Therefore, staff has prepared two financial models showing the revised estimated FY 2016 revenues and expenses, as well as 5 year forecast for the same time period, with and without a fare increase (Exhibits A and B). The results show that without a fare change, RT will not be able to meet customer expectations of a clean, safe and reliable service, nor begin to restore or build reserves, as is required in the recently-adopted fiscal policies.

Staff Recommendation

After considering all of the factors discussed above and balancing the responses from our customers and the financial needs of RT, staff realized that a multi-year phased in approach would be the most prudent, customer oriented, and fiscally responsible method for implementing a fare change. The table below summarizes the changes.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	03/14/16	Open	Action	03/08/16

Subject: Fiscal Sustainability and Revenue Enhancements Through Fare Changes

Recommended Fare Change Proposal

Current Fare Structure		Effective 7/1/2016	Effective 4/7/1/2017
Fare Type	Current Fare	Phase 1 Proposed Fare	Phase 2 Proposed Fare
Full Fares			
<i>Basic Single Fare</i>	\$2.50	\$2.75	\$3.00
<i>Daily Pass</i>	\$6.00	\$7.00	\$7.50
<i>Monthly Pass</i>	\$100.00	\$110.00	\$120.00
<i>Semi-Monthly Pass</i>	\$50.00	\$60.00	\$65.00
Discount Fares			
<i>Discount Single Fare</i>	\$1.25	1.50 1.35	\$1.50
<i>Discount Daily Pass</i>	\$3.00	\$3.50	\$3.75
<i>Student Semi-Monthly**</i>	\$25.00	\$27.50	\$30.00
<i>Student Semi-Monthly FRLP**</i>	\$12.50	\$17.50	\$30.00
<i>Senior/Disabled Monthly Pass</i>	\$50.00	\$55.00	\$60.00
<i>Senior/Disabled Semi-Monthly Pass</i>	\$25.00	\$30.00	\$32.50
<i>Super Senior Pass</i>	\$40.00	\$42.00	\$45.00
<i>Paratransit Monthly Pass*</i>	\$125.00	\$150.00	\$150.00
<i>Paratransit Single Ride</i>	\$5.00	\$5.50	\$6.00
Transfer Window			
<i>Light Rail Transfer Window</i>	120 min	90 min	90 min

* Paratransit monthly pass rides will be capped at 44 rides per month throughout the duration of the proposal.

** RT is proposing to partner with school districts into a subsidy match program to reduce student fares for all students K-12 and under the age of 19.

As shown within the table, the proposal shows a multi-year increase, which is consistent with the feedback received from our customers. In addition to the phased in approach, staff also believes that it would be prudent to leave the daily and monthly discount fare for Seniors and Disabled at 50% of the full fare price. Staff has proposed a 5% increase to the Super Senior Pass for individuals age 75 and older.

The fare for the student program for children ages 5-18 is proposed to increase; however, if RT is able to successfully negotiate a “match” program as a partnership with the school districts, it could effectively reduce the out of pocket cost for students effective July 1, 2017. This concept is still under discussion at the staff level, and staff will keep the Board informed as we make progress.

As it relates to paratransit customers, it was concluded that the elimination of the monthly pass would be too severe for some individuals; staff believes that keeping a monthly pass with a cap on the number of rides, set at 44 rides per month, would be a reasonable compromise. The average number of trips taken on the current monthly pass is 35, and the majority of pass

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
11	03/14/16	Open	Action	03/08/16

Subject: Fiscal Sustainability and Revenue Enhancements Through Fare Changes

holders (77%), take less than 45 trips per month. This pass structure was modeled after the ADA paratransit monthly pass fare for the region’s partner transit agency, e-Tran. Finally, the single paratransit fare is proposed to increase to \$5.50 per ride effective July 1, 2016 and \$6.00 per ride effective July 1, 2017, which is consistent with how the single fare has been priced historically at double the base fixed-route fare, and in accordance with federal regulations pertaining to ADA paratransit fares. It should be noted that these recommendations were recently supported by an action of the Mobility Advisory Council (MAC) at their March 3, 2016 meeting.

Ridership Impact

It is important to consider that there will be ridership deflection as a result of a fare increase. As such, staff applied best practices for the industry-standard deflection rate, which is a .35% loss in ridership for every 1% of fare increase. This resulted in an estimated ridership deflection of approximately 755,000 riders under Phase 1, and 1,305,000 riders under Phase 2. As described as a part of the update to the Financial Forecast Model included in Attachment 1, *Regional Transit Proposed Fare Changes*, the model has also been adjusted to remove ridership growth assumptions for future year service enhancements (headway improvements, enhanced bus, etc.). Without a fare increase, the model assumes fare revenue is flat over the five year period.

Summary

In conclusion, in order to begin the implementation of the four recently adopted fiscal policies, of which fiscal sustainability and fare change are critical, staff recommends the adoption of the Title VI results, amending the Fare Structure for Fixed Route Service, and establishing fares for Complementary Paratransit Service.



Regional Transit Proposed Fare Changes

Sacramento, CA
March 14, 2016

Our fare change discussion should be held in the context of our strategic aspirations.

- We encourage our riders, our community, our partners and ourselves to expect more from RT – we want to serve you better.
- We intend to provide value to our riders and our community through the provision of quality transit services.
- We have a firm commitment to improve service quality, security and cleanliness for all passengers.
- We will serve as prudent stewards, managing the whole of ridership, cost and revenue strategies to provide sustainable transit services.
- We maximize funding for the benefit of the Sacramento region, which has fare policy implications.
- We seek and respond to input and advice from our riders, the public and our partners.

We have real and immediate financial needs.

- RT's fares have been held constant since September 2009. Farebox recovery declined from 26.1% in FY 2011 to 20% today, which is below the 23% recommended by the state.
- RT updated the FFM providing the best estimate of future costs, revenues and funding.
- Risks are inherent in the FFM projections:
 - 80% of RT's operating revenue and 90% of capital is other people's money (e.g., grants). Funding entities have not made future decisions.
 - The economy (e.g., jobs and fuel prices) drive ridership and revenue.
 - Appropriately, RT has not made many decisions that will impact future finances.
- RT projects a \$3.1M operating shortfall in 2017, and nearly \$23M over the coming five years without a fare change.
- Reserves are inadequate, and we need at least \$53M above these numbers.

Fares play a small, but important role.

- We are pursuing comprehensive strategies to create value for customers through a well-managed transit system, addressing ridership growth, new revenue sources, new ways of doing business to reduce costs, and a responsible fare policy.
- Ridership growth strategies: LRT Blue Line extension; 30 Transit Agents; partnerships and part time Cleaners; new bus stop and bench design; station improvements.
- New revenue streams: carbon credit sales; CNG fuel sales; reduced fare evasion. One time revenues: property sales and advertising.
- New ways of doing business to reduce cost: reduced absenteeism, mobile phone application, bio fuels.
- Regular fare increases: smaller increases planned every other year forward.
- Service: we have more than we can afford, and some services perform well below policy minimums diverting resources from quality.
- Long term strategy: provide transit services to the public at a quarter of the cost.

We are engaging customers, the public and our partners in designing solutions forward.

- The fiscal responsibility policies assign staff responsibility for public outreach.
- Staff actively sought public input beyond the Board meetings on a scale not before imagined:
 - Staff went out into the community holding five open houses to gain input.
 - RT received 655 comments on service/quality, and 408 on fares and pricing.
 - Staff met with public officials and Board members.
- Moreover, staff listened and acted. The initial proposal has been revised significantly to incorporate and address public input while meeting fiscal responsibilities.

The Fare Proposal has been modified based on public comments and input.

- There is a clear need for increased fare revenue.
- Proposal: phase in the change over two years (July 1, 2016 and July 1, 2017) to help customers adjust personal budgets.
- Average fare could increase from \$1.10 today to \$1.40 after both phases are implemented.
- Senior/disabled pass, and demand responsive pass recommendations changed.
- The proposal adds \$5.1M in annual fare revenue when both phases are complete.
- Passenger boardings are expected to decline by 1.1M, or 4.3%, when both phases are complete.
- RT also recommends reducing \$1M (net of revenue) in service below minimum productivity standards to avoid a shortfall in 2017.
- While not part of today's decision, RT projects fare increases of 6% in FY 2019 and FY 2021, consistent with Financial Responsibility Policies.

Our future outlook is improved with this proposal, however, more is required to reach fiscal sustainability.

- The recommended fare and service change moves RT in the right direction, and contributes to improvement:
 - Budget shortfalls are eliminated from projections.
 - Projections meet the farebox recovery mandate/policy in 2 of the next 5 years.
 - Projections add \$9.3M to reserves, reversing a 3 year trend of depleting reserves.
- Future fare changes are lower after this catch-up adjustment, planning for 6% in each of FY 2019 and 2021. Unit costs grow 7% in each 2 year period. The difference reflects RT's commitment to pursue ridership growth, new revenue streams and cost reductions to fill the gap.
- Approving this fare (today) and service (soon) proposal changes the vector of future performance from a negative to a positive direction. This is a substantive step in our journey to fiscal health and should serve to embolden us to face the coming challenges.

Comprehensive Reserve Policy Requirements

There are 4 Reserve accounts with different funding needs:

- Operating: 1.5 months of Operating Expenses, which is equal to approximately \$24M. Additionally, RT would like to build a working capital reserve of \$25M to eliminate the need for a line of credit.
- Self-Insurance: The minimum RT is anticipating to fund would be approximately \$6M, but would go as high as \$12M.
- Capital Projects: To fund a minimum of 10% in match requirements, the current estimate is approximately \$23M, which covers anticipated funding needs for upcoming bus and rail procurements through FY21.
- Grant Project-Specific: This is typically 10% of total project costs, and will be worked into grant requests.

Customer Service, Safety and Cleanliness Enhancements

- Providing additional trash removal at various bus stops and light rail stations.
- Additional deep cleaning at the light rail stations
- New upholstery on light rail vehicle seats.
- The implementation of various mobile applications to better serve our customers.
- Addition of up to 30 Transit Agents, who will serve as fare inspectors and are anticipated to positively affect fare revenue and will provide customers with additional RT presence on trains.
- Addition of Operators to decrease missed trips and to ensure uninterrupted services.

Revenue Enhancements and Cost Saving Measures

Revenue Enhancements

- Renegotiated fare agreement with Los Rios, which will increase fare revenues by approximately \$600,000 in the final 6 months of FY16 and \$1.2M in FY17.
- Public CNG Sales.
- Increased fare inspections should increase fare revenue.
- Sale of carbon credits.
- Sale of Renewable Identification Numbers (RINS)
- Parking revenue.
- One-time revenues:
 - Sale of surplus vehicles (revenue and non-revenue).
 - Sale of excess properties.

Cost Saving Measures

- Reduce unscheduled absences.
- Adjustments to 4 low productivity routes.

Examples of Costs Beyond RT's Control

Increase in Operating Costs

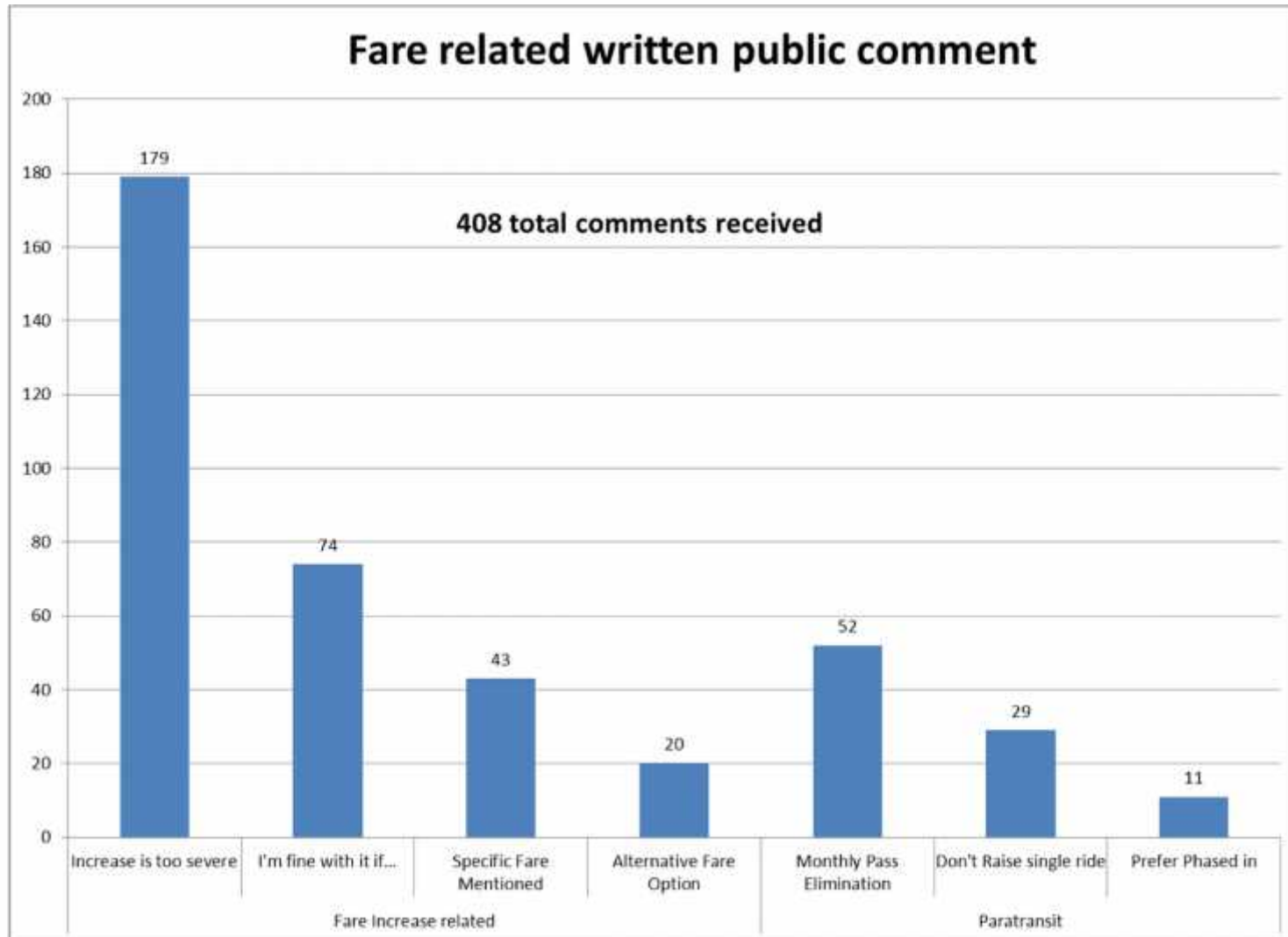
- Increases in wage and benefits costs due to collective bargaining agreements.
- Inflationary increases in goods and services.
- Increases in other benefits resulting from accounting changes required by RT's Actuary and changes to Government Accounting Standards Board (GASB) standards.

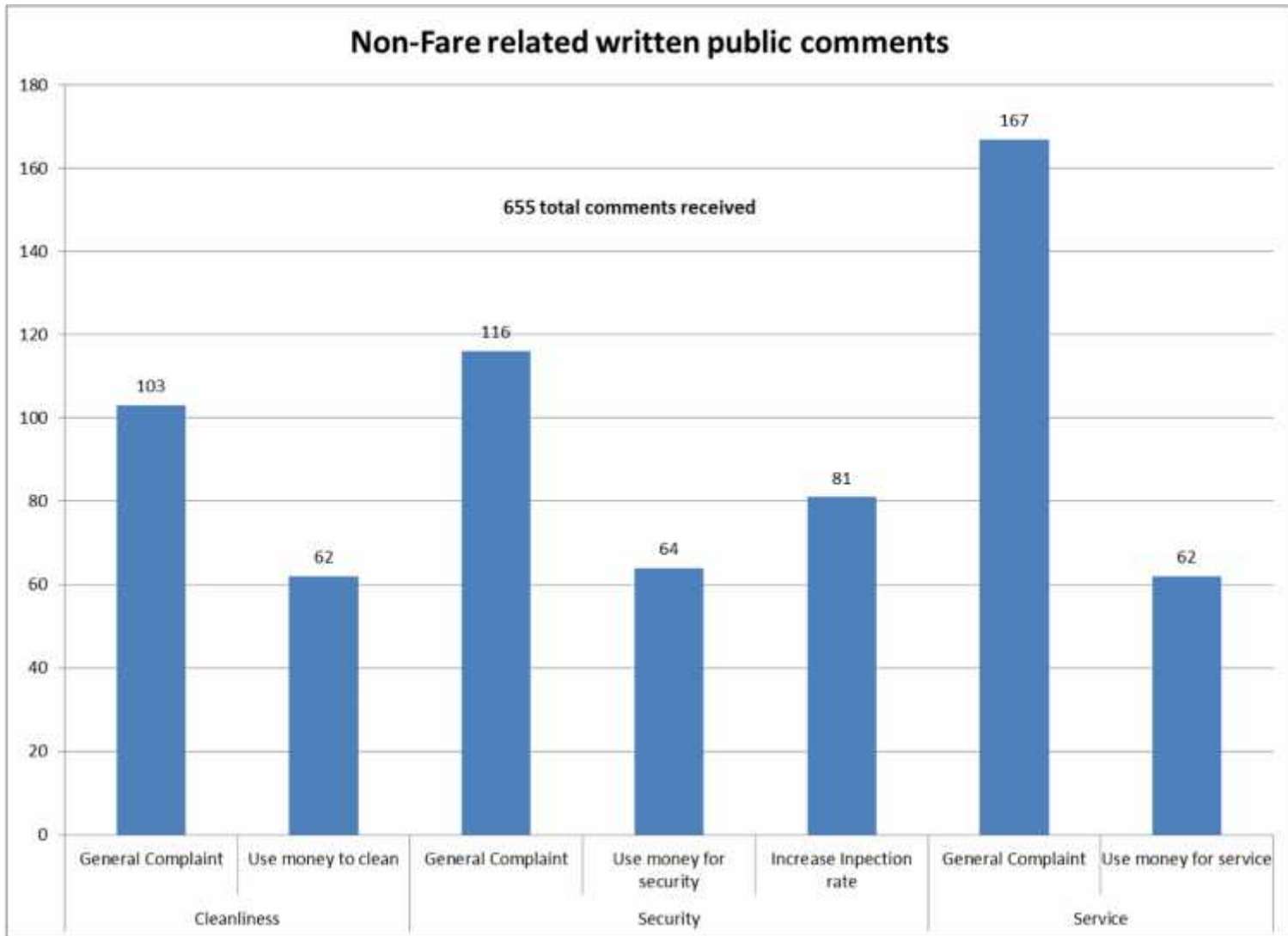
Decrease in Revenue

- Projected decrease in revenue allocations from Measure A and Local Transportation Funding (LTF), which is the result of lower than anticipated sales tax revenues.

Summary of Survey Results

- Approximately 803 people completed the survey.
- 93% of those surveyed ride RT.
- Roughly 43% of those surveyed do not have access to a car.
- 67% are Light Rail riders.
- Top reason for using transit is for work.
- The top hours used are 5am – 9am and 3pm – 7pm.
- The two least traveled times are between 7pm – 11pm and 11pm and later.
- 68% of those surveyed pay with a basic fare.
- Prepaid monthly pass is the most common pass used.
- 95% said they don't receive assistance from social service agencies.
- Of those who ride paratransit, 59% pay per ride; 41% utilize a monthly pass.
- Of those who ride paratransit, most people prefer to not eliminate the monthly pass. They would rather either limit the number of rides or increase the single ride fare.





Peer Comparison - Fares

Reporter Name	City	State	Single Ride Base Fare		First Upcharge		Second Upcharge		Actual Avg. Base Fare Paid
Niagara Frontier Transportation Authority (NFT Metro)	Buffalo	NY	\$2.00	single ride	N/A		N/A		\$2.00
Capital Metropolitan Transportation Authority (CMTA)	Austin	TX	\$1.25	local single ride	\$1.75	Premium(express)	\$3.50	Commuter	\$2.17
The Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland	OH	\$2.25	single ride	\$2.50	Park and ride bus	N/A		\$2.38
Tri-County Metropolitan Transportation District of Oregon (TriMet)	Portland	OR	\$2.50	2.5 hour ticket	N/A		N/A		\$2.50
Santa Clara Valley Transportation Authority (VTA)	San Jose	CA	\$2.00	local single ride	\$4.00	Express Bus	N/A		\$3.00
Charlotte Area Transit System (CATS)	Charlotte	NC	\$2.20	local single ride	\$3.00	Local Express Bus	\$4.40	Regional Express	\$3.20
Port Authority of Allegheny County (Port Authority)	Pittsburgh	PA	\$2.50	1 Zone	\$3.75	2 zones	\$0.75	Rail Surcharge per fare*	\$3.50
Dallas Area Rapid Transit (DART)	Dallas	TX	\$2.50	local single ride	\$3.50	Local/Express	\$5.00	Regional	\$3.67
Denver Regional Transportation District (RTD)	Denver	CO	\$2.60	local single ride	\$4.50	Regional	\$9.00	Airport 1 way	\$5.37
Utah Transit Authority (UTA)	Salt Lake City	UT	\$2.50	local single ride	\$5.50	Express Bus	\$10.30	Regional Rail \$2.50 +\$0.60 per stop	\$6.10
* \$0.75 Surcharge for rail in each zone 4 fare types total									
Other Agencies Actual Average Base Fare Paid									\$3.39
Sacramento Regional Transit District (Sacramento RT)	Sacramento	CA	\$2.50	single ride	N/A		N/A		\$2.50

Peer Comparison - Funding

Reporter Name	City	State	UZA Area SQ Miles	UZA Population	2014 Total Op Funding	2014 Fares	2014 Federal	2014 State	2014 Local	2014 Other	Total State, Local, Other Funding
Dallas Area Rapid Transit (DART)	Dallas	TX	1,779	5,121,892	\$ 674,833,473	\$ 73,014,310	\$ 3,552,991	\$ -	\$ 551,566,968	\$ 46,699,204	\$ 598,266,172
Denver Regional Transportation District (RTD)	Denver	CO	668	2,374,203	\$ 529,935,756	\$ 120,633,179	\$ 74,066,253	\$ 1,478,225	\$ 319,075,128	\$ 14,682,971	\$ 335,236,324
Santa Clara Valley Transportation Authority (VTA)	San Jose	CA	286	1,664,496	\$ 377,905,461	\$ 41,310,714	\$ 42,229,674	\$ 106,439,269	\$ 175,226,208	\$ 12,699,596	\$ 294,365,073
Port Authority of Allegheny County (Port Authority)	Pittsburgh	PA	905	1,733,853	\$ 368,763,751	\$ 100,064,886	\$ 31,798,694	\$ 198,134,152	\$ 35,924,860	\$ 2,841,159	\$ 236,900,171
Tri-County Metropolitan Transportation District of Oregon (TriMet)	Portland	OR	524	1,849,898	\$ 435,054,653	\$ 118,798,736	\$ 90,231,995	\$ 782,928	\$ 204,705,841	\$ 20,535,153	\$ 226,023,922
Utah Transit Authority (UTA)	Salt Lake City	UT	278	1,021,243	\$ 326,359,060	\$ 51,532,757	\$ 50,754,877	\$ 213,857,135	\$ 1,269,156	\$ 8,945,135	\$ 224,071,426
The Greater Cleveland Regional Transit Authority (GCRTA)	Cleveland	OH	772	1,780,673	\$ 256,630,381	\$ 50,610,561	\$ 17,902,253	\$ 160,000	\$ 186,304,964	\$ 1,652,603	\$ 188,117,567
Capital Metropolitan Transportation Authority (CMTA)	Austin	TX	523	1,362,416	\$ 202,393,722	\$ 22,869,856	\$ 28,963,267	\$ -	\$ 143,027,977	\$ 7,532,622	\$ 150,560,599
Charlotte Area Transit System (CATS)	Charlotte	NC	741	1,249,442	\$ 126,654,146	\$ 27,285,529	\$ 4,719,295	\$ 11,876,590	\$ 80,672,171	\$ 2,100,561	\$ 94,649,322
Sacramento Regional Transit District (Sacramento RT)	Sacramento	CA	471	1,723,634	\$ 151,607,265	\$ 30,147,962	\$ 30,867,788	\$ 12,588,851	\$ 74,060,191	\$ 3,942,473	\$ 90,591,515
Niagara Frontier Transportation Authority (NFT Metro)	Buffalo	NY	380	935,906	\$ 127,499,593	\$ 36,713,995	\$ 17,575,634	\$ 41,402,066	\$ 30,801,911	\$ 1,005,987	\$ 73,209,964

Proposed Fare Changes

Revised 3/11/16 –
This page only

Current Fare Structure		Effective 7/1/2016	Effective 4/7/2017
Fare Type	Current Fare	Phase 1 Proposed Fare	Phase 2 Proposed Fare
Full Fares			
Basic Single Fare	\$2.50	\$2.75	\$3.00
Daily Pass	\$6.00	\$7.00	\$7.50
Monthly Pass	\$100.00	\$110.00	\$120.00
Semi-Monthly Pass	\$50.00	\$60.00	\$65.00
Discount Fares			
Discount Single Fare	\$1.25	4.5 1.35	\$1.50
Discount Daily Pass	\$3.00	\$3.50	\$3.75
Student Semi-Monthly**	\$25.00	\$27.50	\$30.00
Student Semi-Monthly FRLP**	\$12.50	\$17.50	\$30.00
Senior/Disabled Monthly Pass	\$50.00	\$55.00	\$60.00
Senior/Disabled Semi-Monthly Pass	\$25.00	\$30.00	\$32.50
Super Senior Pass	\$40.00	\$42.00	\$45.00
Paratransit Monthly Pass*	\$125.00	\$150.00	\$150.00
Paratransit Single Ride	\$5.00	\$5.50	\$6.00
Transfer Window			
Light Rail Transfer Window	120 min	90 min	90 min

* Paratransit monthly pass rides will be capped at 44 rides per month throughout the duration of the proposal.

** RT is proposing to partner with school districts into a subsidy match program to reduce student fares for all students K-12 and under the age of 19.

Note: Using the industry standard deflection rate, which is a .35% loss in ridership for every 1% of fare increase, RT assumes ridership deflection of approximately 755,000 riders under Phase 1, and 1,305,000 riders under Phase 2.

Financial Forecasting Model without Fare Increase

	FY2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Revenues:						
Fare Revenues	\$ 28,553,414	\$ 29,696,752	\$ 29,696,752	\$ 29,696,752	\$ 29,696,752	\$ 29,696,752
State and Local	89,312,961	92,522,111	97,452,098	102,647,533	108,122,799	113,893,063
Federal	32,675,279	33,341,300	33,815,300	32,658,114	32,784,917	33,280,751
Other	5,204,959	5,890,000	6,045,542	6,205,486	6,369,961	6,578,690
Total Revenues:	155,746,613	161,450,163	167,009,692	171,207,884	176,974,428	183,449,256
Expenses:						
Bus O&M	\$(80,179,540)	\$(83,592,808)	\$(85,573,433)	\$(87,881,833)	\$(90,401,504)	\$(93,084,469)
Rail O&M	(60,828,056)	(64,817,526)	(66,334,704)	(68,097,835)	(69,995,006)	(72,013,091)
ADA Paratransit	(14,468,227)	(16,121,479)	(17,451,418)	(18,912,256)	(20,495,379)	(22,211,023)
Total Expenses:	(155,475,823)	(164,531,813)	(169,359,555)	(174,891,924)	(180,891,888)	(187,308,583)
Debt Service Payments:						
Rev Bond Payment	\$ (5,487,950)	\$ (5,491,750)	\$ (5,487,950)	\$ (5,490,200)	\$ (5,488,200)	\$ (5,491,950)
Interest Paid by SSCP2	2,430,000					
TCRP funds*		5,491,750	4,487,950	4,490,200	3,630,000	3,230,000
Total Debt Service Payment:	(3,057,950)	-	(1,000,000)	(1,000,000)	(1,858,200)	(2,261,950)
Use of Reserve Funds	\$ 2,787,160					
Profit/Loss	-	(3,081,651)	(3,349,863)	(4,684,040)	(5,775,660)	(6,121,277)
					Expected Future Impact	(23,012,491)

*Assumes use of approximately \$50M in TCRP funds from bill AB133 signed by the governor on 3/1/16 to reduce debt service payments.

Financial Forecasting Model with Fare Increase and Service Adjustments

	FY2016	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
Revenues:						
Fare Revenues	\$ 28,553,414	\$ 31,959,969	\$ 33,698,775	\$ 35,370,161	\$ 35,410,329	\$ 36,871,848
State and Local	89,312,961	92,522,111	97,452,098	102,647,533	108,122,799	113,893,063
Federal	32,675,279	33,341,300	33,815,300	32,658,114	32,784,917	33,280,751
Other	5,204,959	5,890,000	6,045,340	6,205,284	6,369,759	6,578,486
Total Revenues:	<u>155,746,613</u>	<u>163,713,380</u>	<u>171,011,514</u>	<u>176,881,091</u>	<u>182,687,803</u>	<u>190,624,148</u>
Expenses:						
Bus O&M	\$(80,179,540)	\$(83,192,126)	\$(84,755,070)	\$(87,041,546)	\$(89,537,558)	\$(92,195,335)
Rail O&M	(60,828,056)	(64,715,203)	(66,123,183)	(67,880,570)	(69,771,531)	(71,783,005)
ADA Paratransit	(14,468,227)	(15,670,800)	(16,963,559)	(18,383,559)	(19,922,426)	(21,590,109)
Total Expenses:	<u>(155,475,823)</u>	<u>(163,578,129)</u>	<u>(167,841,812)</u>	<u>(173,305,675)</u>	<u>(179,231,515)</u>	<u>(185,568,448)</u>
Debt Service Payments:						
Rev Bond Payment	\$ (5,487,950)	\$ (5,491,750)	\$ (5,487,950)	\$ (5,490,200)	\$ (5,488,200)	\$ (5,491,950)
Interest Paid by SSCP2	\$ 2,430,000					
TCRP funds*		5,491,750	4,487,950	4,490,200	3,630,000	3,230,000
Total Debt Service Payment:	<u>(3,057,950)</u>	<u>-</u>	<u>(1,000,000)</u>	<u>(1,000,000)</u>	<u>(1,858,200)</u>	<u>(2,261,950)</u>
Use of Reserve Funds	2,787,160					
Profit/Loss	<u>-</u>	<u>135,251</u>	<u>2,169,702</u>	<u>2,575,416</u>	<u>1,598,088</u>	<u>2,793,750</u>
					Expected 5 year impact	<u>9,272,206</u>

*Assumes use of approximately \$50M in TCRP funds from bill AB133 signed by the governor on 3/1/16 to reduce debt service payments.

** Assumes Board approves FY17 & FY18 proposed fare increase and Board considers future increases in FY19 and FY21.

***Assumes service reductions of approximately \$1.0 million (net of revenue)

Revenue Assumptions for Financial Forecasting Model

Fare Revenues

- Annual growth assumption was reduced to zero based on current trends.
- Adjusted baseline revenue down to reflect projected FY16 revenue.
 - Additional revenue in FY17 was projected for Los Rios and CSUS.

State and Local Revenues

- FY16 revenues were adjusted to reflect revised allocations.
- FY17 Measure A, LTF and STA are estimated approximately \$3.3M short of prior projections.

Federal Revenues

- Reduced annual growth assumption to mirror recent trends, majority of change took place in FY19, FY20 and FY21
- Updated revenue estimates to match new figures

Other

- RT anticipates receiving approximately \$1.4M of other revenues as a result of additional service to the Golden 1 Center. These funds are anticipated to be used to offset the additional \$1.4M of costs.

Expense Assumptions for Financial Forecasting Model

Bus Operating and Maintenances Expenses (Bus O&M)

- Reduced cost by removing Enhanced bus service from model.
- Eliminated all planned future service increases.
- 1% service adjustment as a result of analysis of low productivity routes (4).

Light Rail Operating and Maintenance Expenses (Rail O&M)

- Reduced cost by removing 15 min headways on weekends.
- Removed late night service to Folsom.
- Added service for arena.

ADA Paratransit Expense

- Increased cost estimates from 6.8% growth to 8.3% growth per year.
 - Actual cost growth has been near 9% in recent years.
- Adjusted FY17 costs to account for increased expenses in FY16.

Debt Service Payments

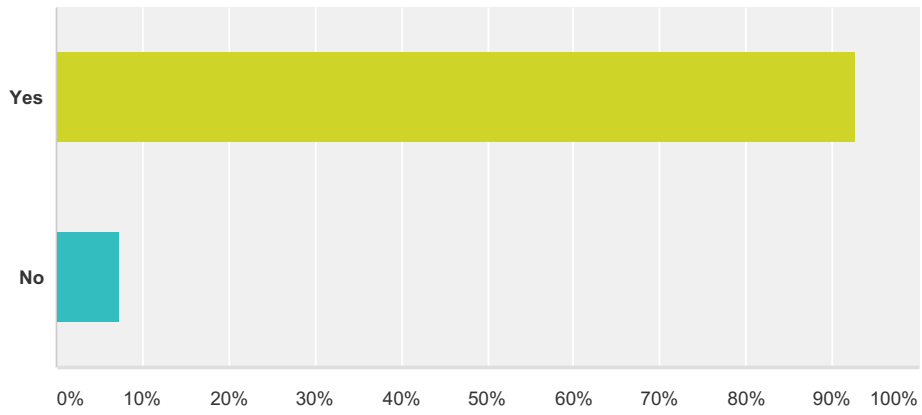
- Split revenue bond payment out of State and Local Revenues calculations. This was done to show the potential impact of allocating additional TCRP funds to pay down the annual debt service payment.

Fare Change Implementation Timetable

Board Action on Proposed Fare Changes	March 2016
Marketing and Communication with the Public	March – June 2016
Receive and Test New Ticket Stock	April 2016
Ship New Fare Media to Sales Outlets	May 2016
Step 1 of Fare Changes	July 1, 2016

Q1 Do you ride RT?

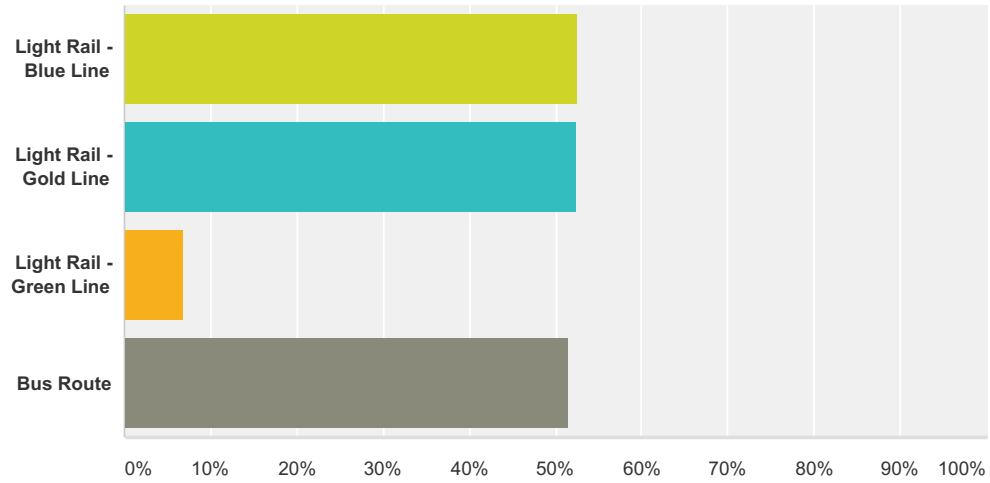
Answered: 803 Skipped: 22



Answer Choices	Responses	
Yes	92.65%	744
No	7.35%	59
Total		803

Q2 What route(s) do you typically ride?

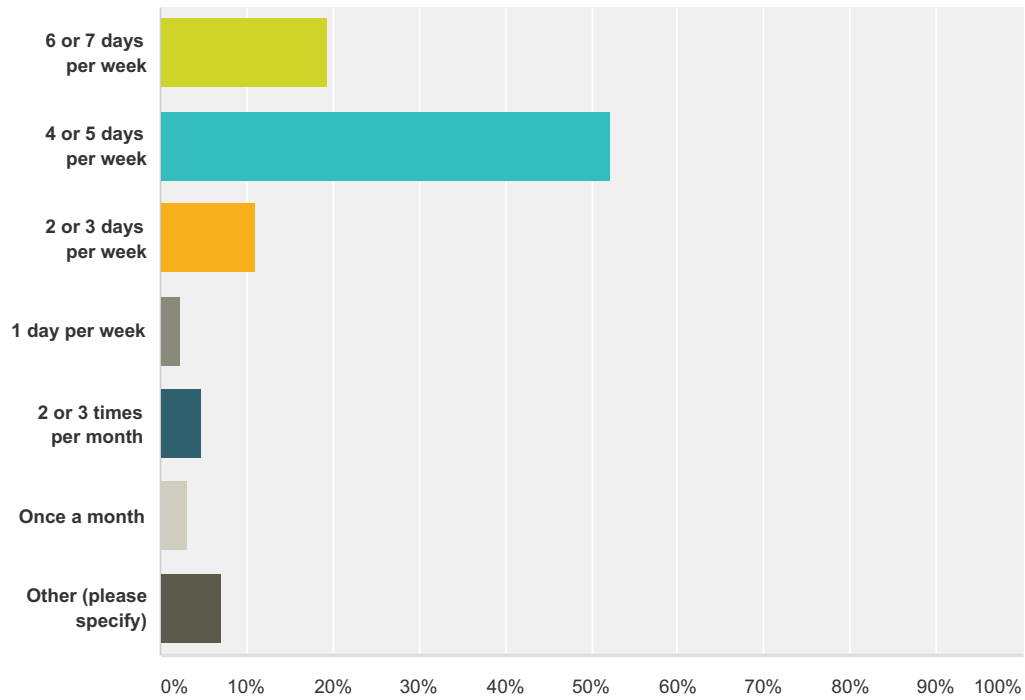
Answered: 782 Skipped: 43



Answer Choices	Responses	Count
Light Rail - Blue Line	52.56%	411
Light Rail - Gold Line	52.43%	410
Light Rail - Green Line	6.91%	54
Bus Route	51.66%	404
Total Respondents: 782		

Q3 How often do you use RT services?

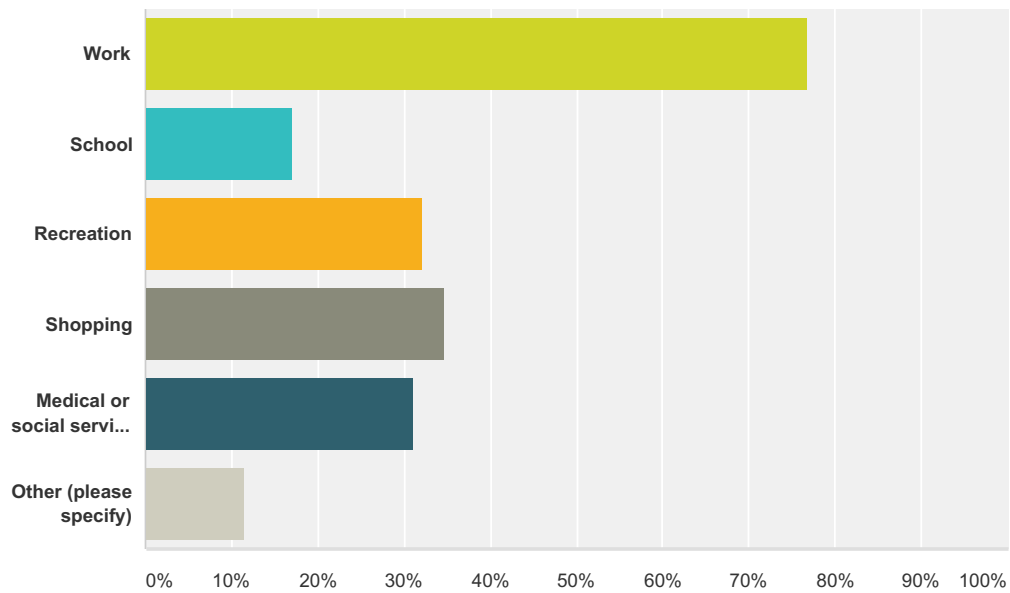
Answered: 798 Skipped: 27



Answer Choices	Responses
6 or 7 days per week	19.42% 155
4 or 5 days per week	52.13% 416
2 or 3 days per week	11.03% 88
1 day per week	2.38% 19
2 or 3 times per month	4.89% 39
Once a month	3.13% 25
Other (please specify)	7.02% 56
Total	798

Q4 For what purpose do you travel by transit? (Check all that apply)

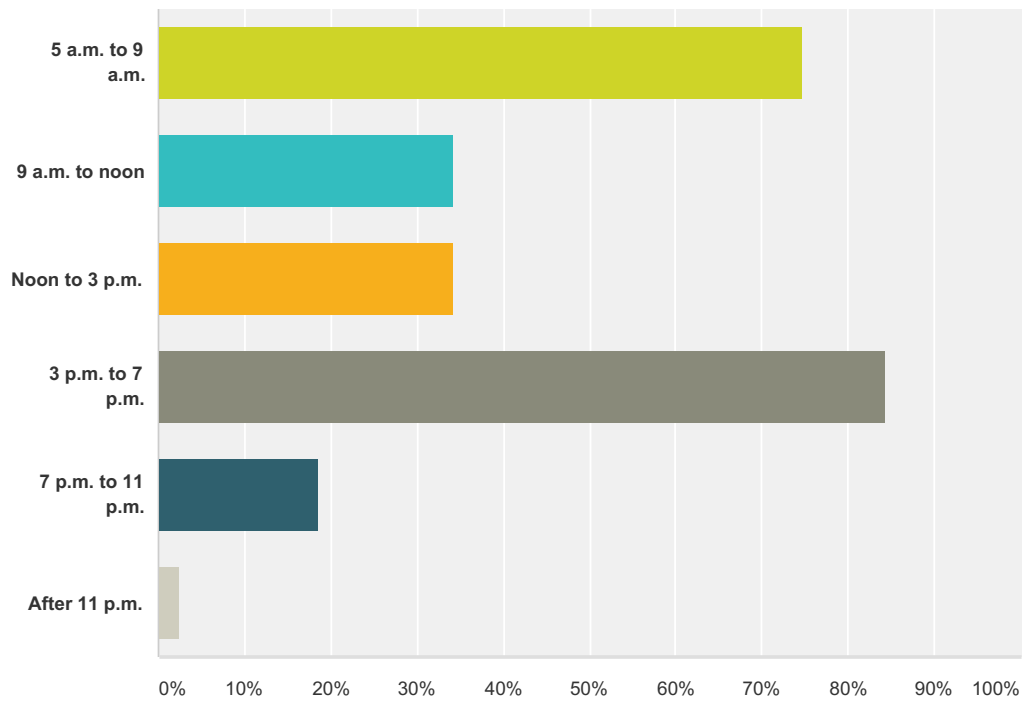
Answered: 800 Skipped: 25



Answer Choices	Responses
Work	76.75% 614
School	17.13% 137
Recreation	32.25% 258
Shopping	34.75% 278
Medical or social service appointments	31.13% 249
Other (please specify)	11.50% 92
Total Respondents: 800	

Q5 When do you usually travel by transit (Check all that apply)

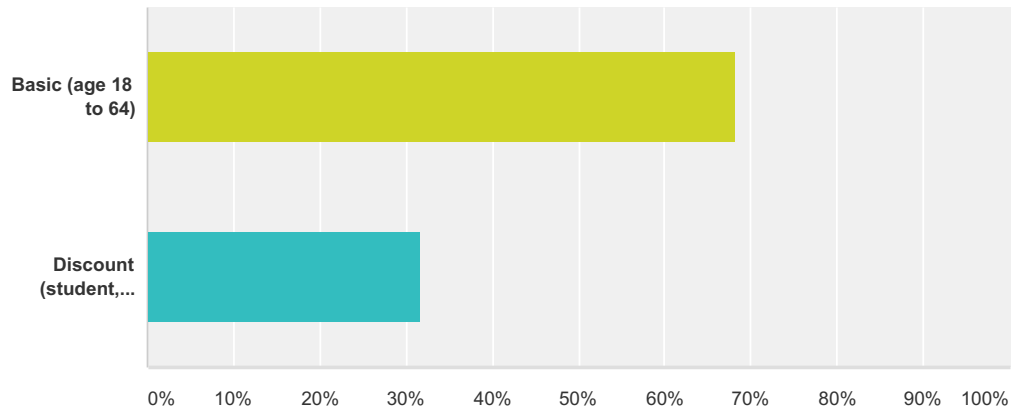
Answered: 787 Skipped: 38



Answer Choices	Responses	Count
5 a.m. to 9 a.m.	74.71%	588
9 a.m. to noon	34.31%	270
Noon to 3 p.m.	34.31%	270
3 p.m. to 7 p.m.	84.24%	663
7 p.m. to 11 p.m.	18.68%	147
After 11 p.m.	2.41%	19
Total Respondents: 787		

Q6 Do you pay the Basic or Discount fare?

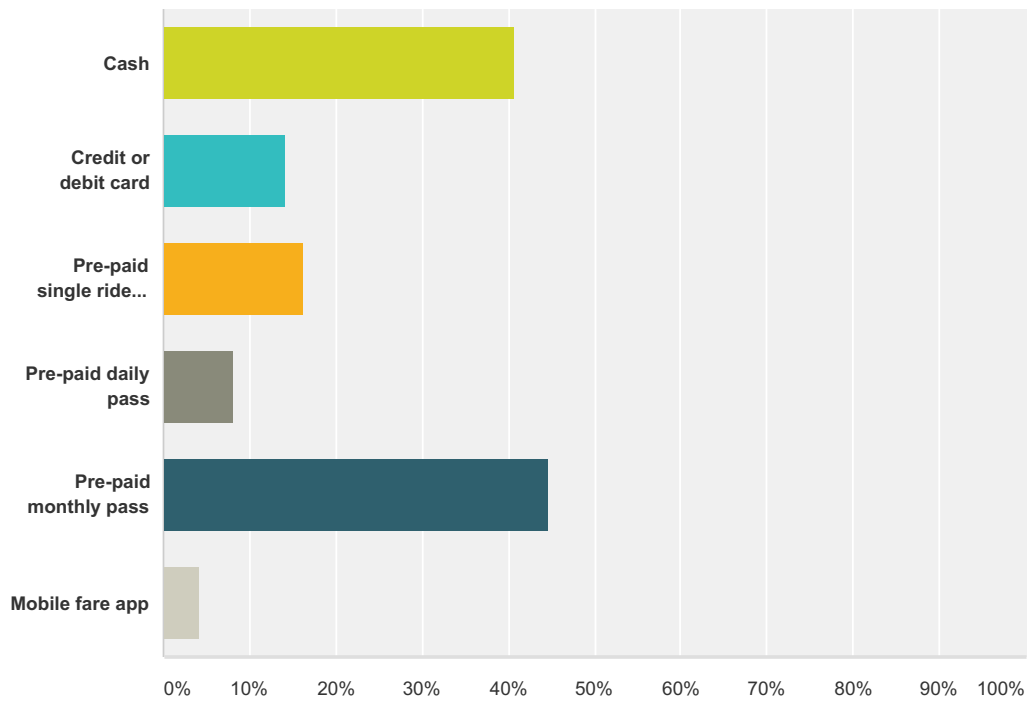
Answered: 764 Skipped: 61



Answer Choices	Responses
Basic (age 18 to 64)	68.32% 522
Discount (student, senior, disabled)	31.68% 242
Total	764

Q7 How do you usually pay? (Check all that apply)

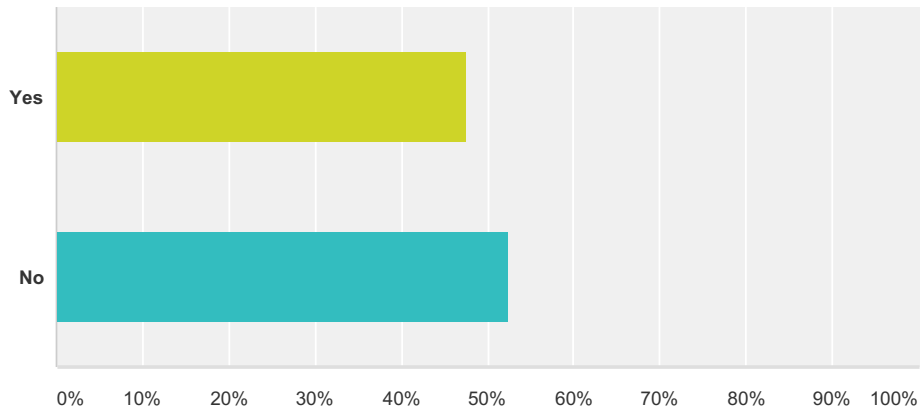
Answered: 782 Skipped: 43



Answer Choices	Responses	Count
Cash	40.66%	318
Credit or debit card	14.19%	111
Pre-paid single ride ticket	16.24%	127
Pre-paid daily pass	8.18%	64
Pre-paid monthly pass	44.76%	350
Mobile fare app	4.09%	32
Total Respondents: 782		

Q8 Do you work for an employer that subsidizes transit passes or tickets?

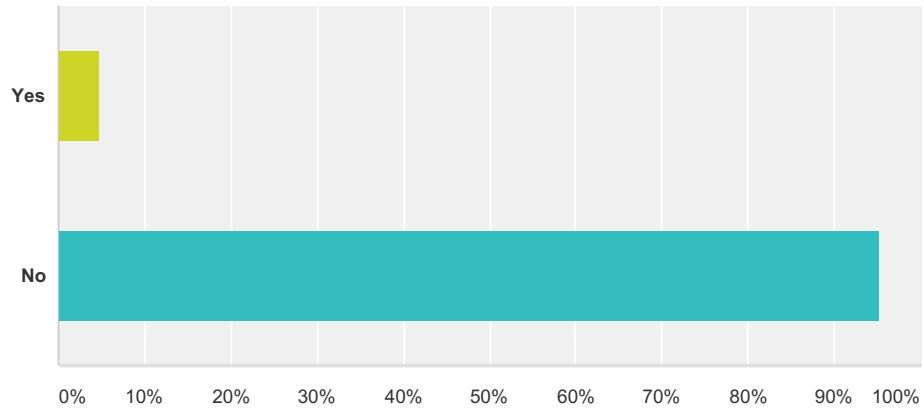
Answered: 797 Skipped: 28



Answer Choices	Responses
Yes	47.68% 380
No	52.32% 417
Total	797

Q9 Do you receive assistance from a social service agency for transit passes or tickets?

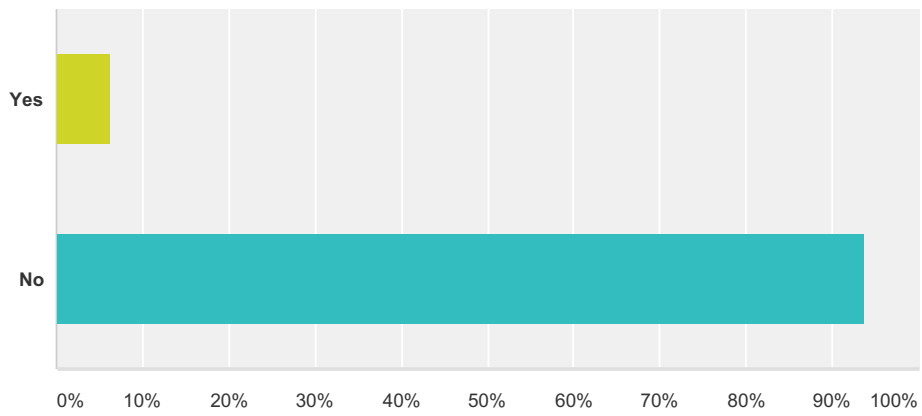
Answered: 800 Skipped: 25



Answer Choices	Responses
Yes	4.75% 38
No	95.25% 762
Total	800

Q10 Are you eligible to use ADA paratransit service for persons with disabilities?

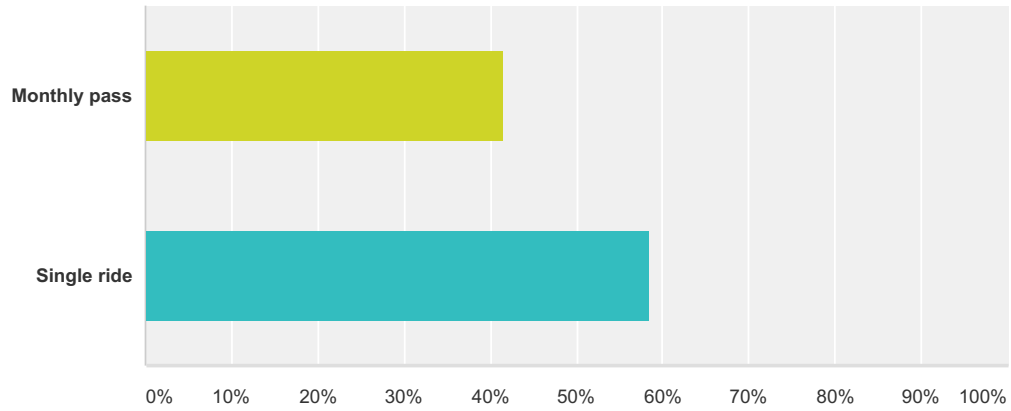
Answered: 795 Skipped: 30



Answer Choices	Responses
Yes	6.16% 49
No	93.84% 746
Total	795

Q11 If you use ADA paratransit service, do you purchase a monthly pass or pay for a single ride?

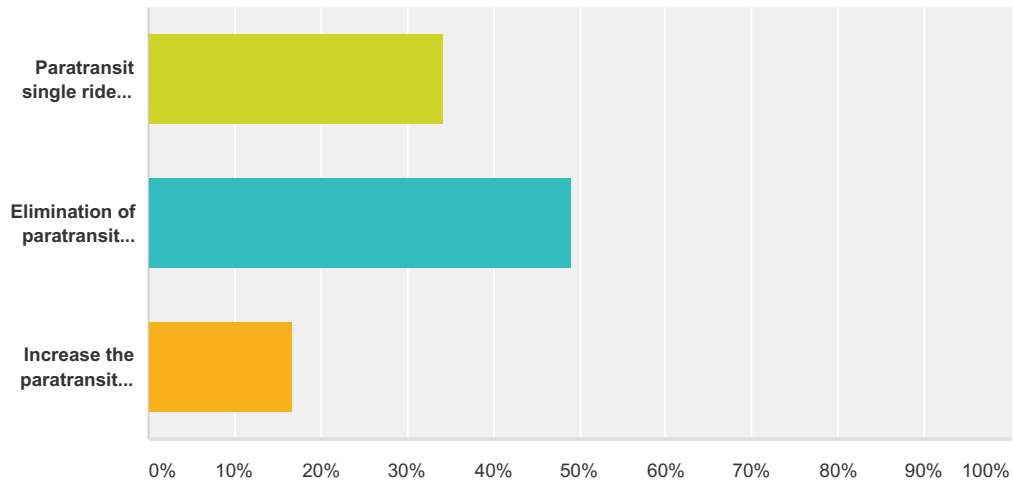
Answered: 82 Skipped: 743



Answer Choices	Responses
Monthly pass	41.46% 34
Single ride	58.54% 48
Total	82

Q12 If you use ADA paratransit service, and there needed to be a fare change, what option would you be LEAST likely to support?

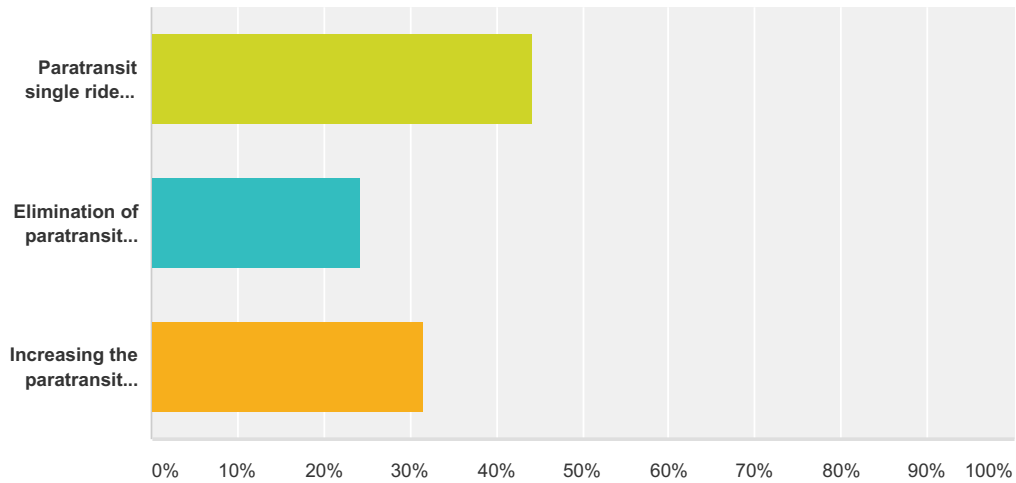
Answered: 114 Skipped: 711



Answer Choices	Responses
Paratransit single ride fare increase	34.21% 39
Elimination of paratransit monthly pass	49.12% 56
Increase the paratransit monthly pass price, but limit the number of rides	16.67% 19
Total	114

Q13 If you use ADA paratransit service, and there needed to be a fare change, what option would you be MOST likely to support?

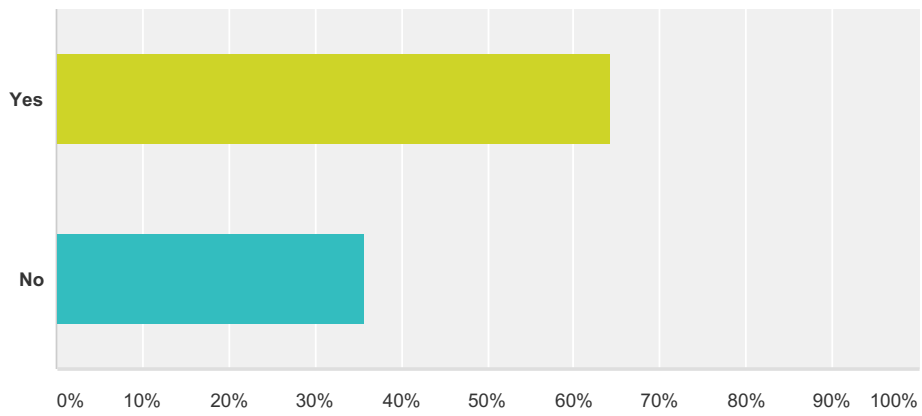
Answered: 95 Skipped: 730



Answer Choices	Responses
Paratransit single ride fare increase	44.21% 42
Elimination of paratransit monthly pass	24.21% 23
Increasing the paratransit monthly pass price and limiting the number of rides	31.58% 30
Total	95

Q14 Do you use a smart phone and download apps?

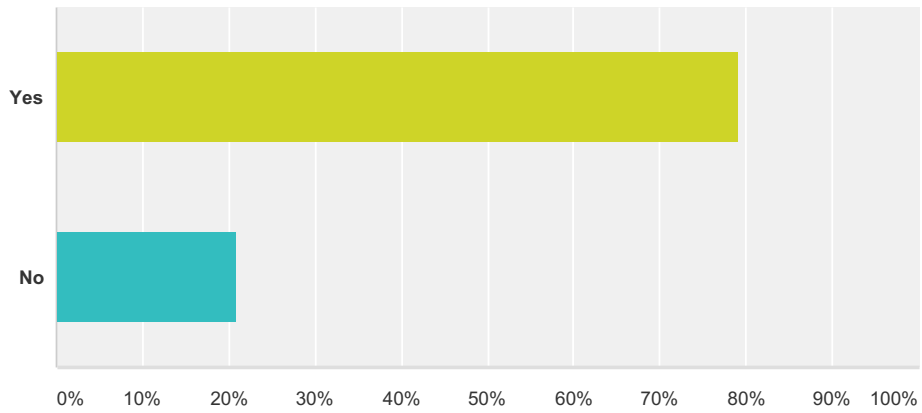
Answered: 784 Skipped: 41



Answer Choices	Responses
Yes	64.29% 504
No	35.71% 280
Total	784

Q15 Do you use a credit or debit card?

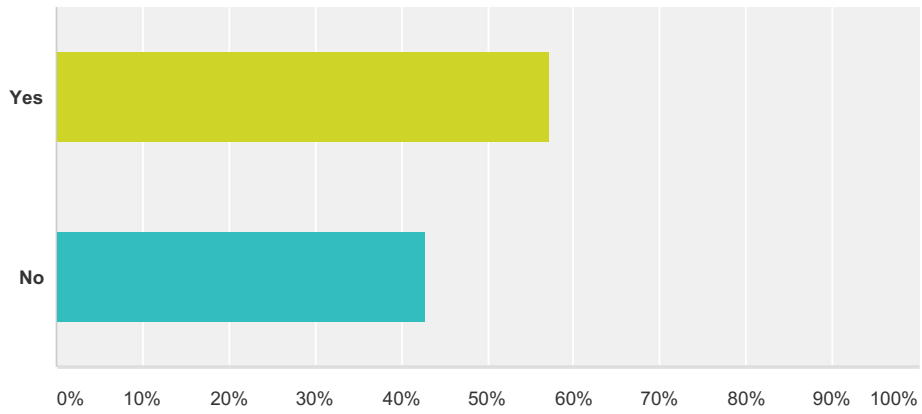
Answered: 787 Skipped: 38



Answer Choices	Responses
Yes	79.03% 622
No	20.97% 165
Total	787

Q16 If you have a credit or debit card, would you use it to pay an RT fare?

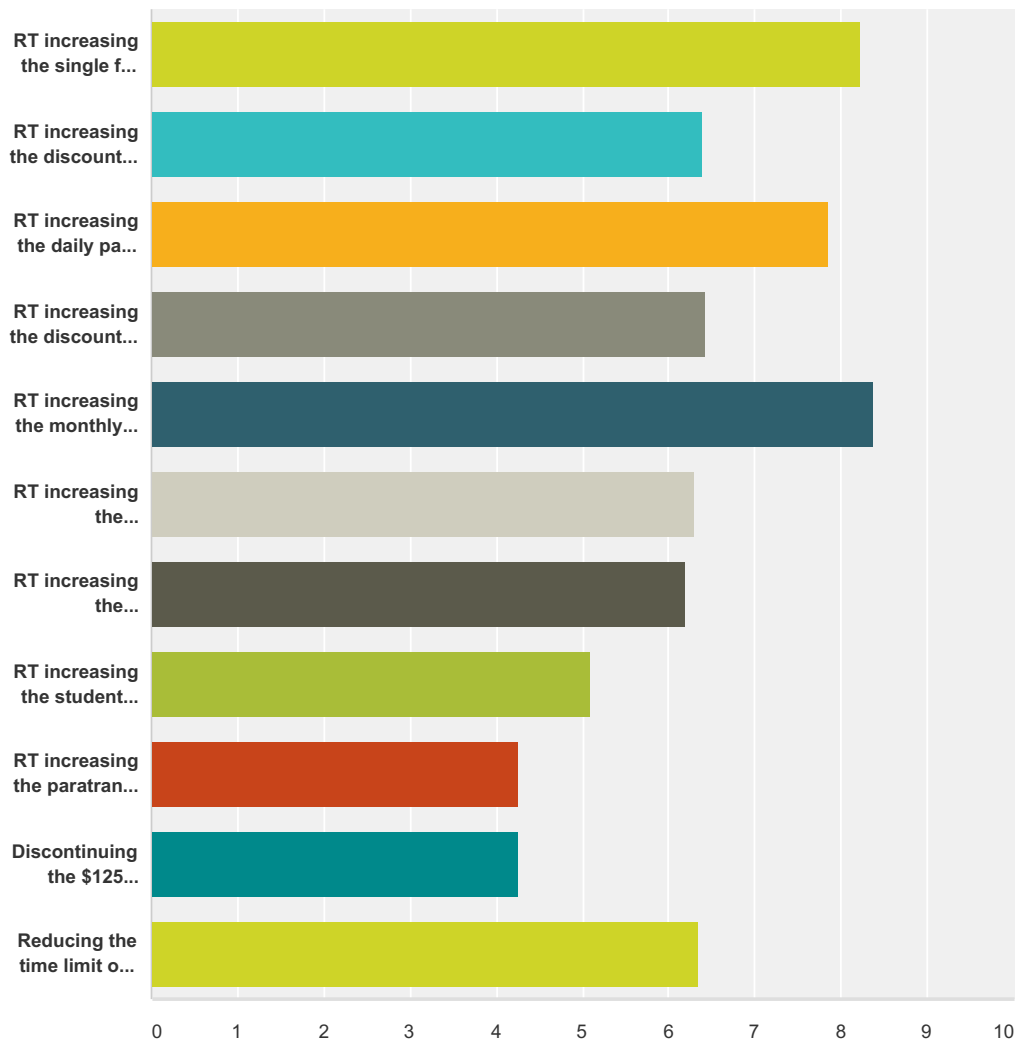
Answered: 767 Skipped: 58



Answer Choices	Responses
Yes	57.11% 438
No	42.89% 329
Total	767

Q17 Please rank each in order of its negative impact on you ("1" means WORST, "2" means 2nd WORST, etc.). You can use each number only one time.

Answered: 725 Skipped: 100

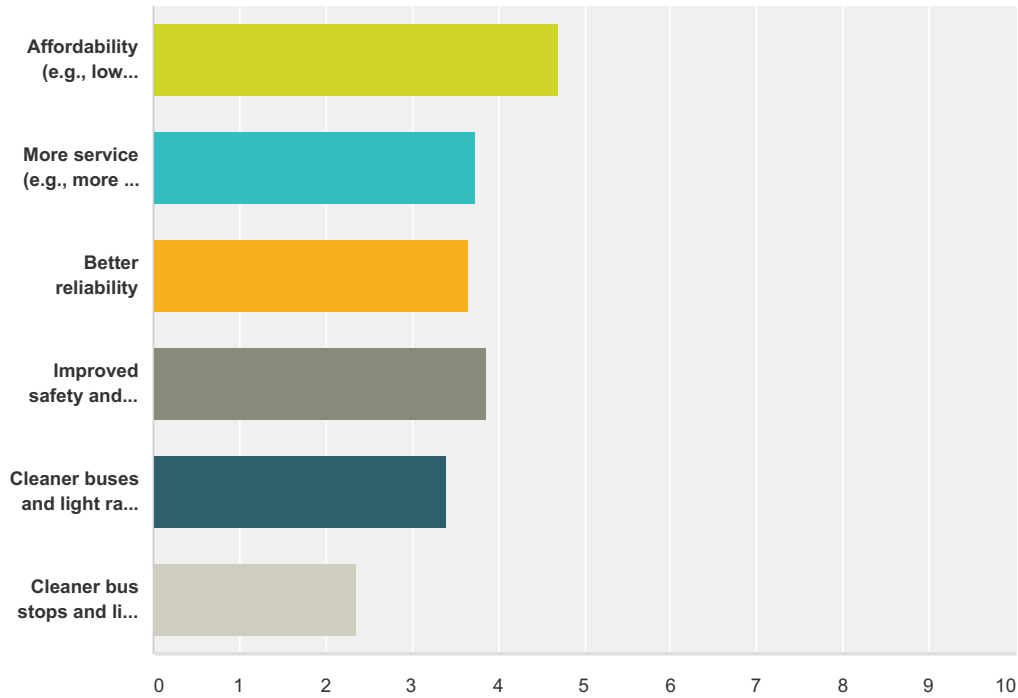


	1	2	3	4	5	6	7	8	9	10	11	Total	Score
RT increasing the single fare from \$2.50 to \$3	27.79% 147	22.68% 120	11.15% 59	8.70% 46	6.24% 33	4.35% 23	3.40% 18	2.84% 15	2.46% 13	3.78% 20	6.62% 35	529	8.22
RT increasing the discount single fare from \$1.25 to \$1.50	5.52% 27	13.70% 67	13.50% 66	9.61% 47	8.79% 43	12.27% 60	8.18% 40	6.75% 33	3.89% 19	9.41% 46	8.38% 41	489	6.38
RT increasing the daily pass price from \$6 to \$7.50	10.18% 51	18.36% 92	25.55% 128	11.58% 58	9.98% 50	6.19% 31	4.19% 21	3.79% 19	4.79% 24	3.99% 20	1.40% 7	501	7.85

RT increasing the discount daily pass price from \$3 to \$3.75	5.70% 28	8.15% 40	6.72% 33	16.90% 83	14.05% 69	12.22% 60	11.41% 56	8.76% 43	7.94% 39	5.91% 29	2.24% 11	491	6.42
RT increasing the monthly pass price from \$100 to \$120	38.35% 214	9.50% 53	10.75% 60	6.09% 34	11.83% 66	5.91% 33	4.66% 26	3.41% 19	3.41% 19	2.69% 15	3.41% 19	558	8.37
RT increasing the semi-monthly pass price from \$50 to \$65	1.88% 9	11.88% 57	6.25% 30	12.08% 58	9.79% 47	20.42% 98	16.25% 78	8.75% 42	7.29% 35	2.71% 13	2.71% 13	480	6.30
RT increasing the senior/disabled monthly sticker price from \$50 to \$70 and the senior/disabled semi-monthly sticker price from \$25 to \$35	14.73% 75	6.48% 33	7.86% 40	4.52% 23	7.47% 38	7.27% 37	16.90% 86	16.11% 82	8.45% 43	5.11% 26	5.11% 26	509	6.19
RT increasing the student semi-monthly sticker price from \$25 to \$30 and the free/reduced lunch student semi-monthly sticker price from \$12.50 to \$20	2.11% 10	4.22% 20	6.96% 33	10.76% 51	6.12% 29	7.59% 36	8.23% 39	23.00% 109	17.72% 84	7.81% 37	5.49% 26	474	5.10
RT increasing the paratransit single ride fare from \$5 to \$6	1.89% 9	5.89% 28	2.95% 14	5.89% 28	6.32% 30	5.89% 28	6.95% 33	8.42% 40	22.32% 106	24.21% 115	9.26% 44	475	4.26
Discontinuing the \$125 paratransit monthly pass	8.30% 40	4.77% 23	5.39% 26	3.53% 17	4.36% 21	6.02% 29	4.77% 23	4.98% 24	9.34% 45	23.03% 111	25.52% 123	482	4.26
Reducing the time limit on a light rail ticket from two hours to 90 minutes	14.26% 81	10.04% 57	11.97% 68	9.33% 53	10.39% 59	5.11% 29	5.63% 32	5.46% 31	4.23% 24	4.93% 28	18.66% 106	568	6.34

Q18 Please rank the following goals for RT in order of its importance to you ("1" means MOST IMPORTANT, "2" means 2nd MOST IMPORTANT, etc.). You can use each number only one time.

Answered: 733 Skipped: 92



	1	2	3	4	5	6	Total	Score
Affordability (e.g., low fares)	50.23% 325	16.23% 105	9.58% 62	9.27% 60	6.03% 39	8.66% 56	647	4.69
More service (e.g., more bus routes, longer hours, better frequency)	17.52% 110	28.66% 180	13.06% 82	9.08% 57	13.22% 83	18.47% 116	628	3.73
Better reliability	9.63% 60	19.26% 120	30.02% 187	17.98% 112	14.77% 92	8.35% 52	623	3.66
Improved safety and security	17.46% 110	16.98% 107	21.27% 134	29.21% 184	9.68% 61	5.40% 34	630	3.87
Cleaner buses and light rail trains	10.11% 63	17.98% 112	17.82% 111	16.53% 103	32.10% 200	5.46% 34	623	3.41
Cleaner bus stops and light rail stations	7.01% 46	6.40% 42	9.45% 62	14.63% 96	17.68% 116	44.82% 294	656	2.36

Missing Page Added
– 3/11/16

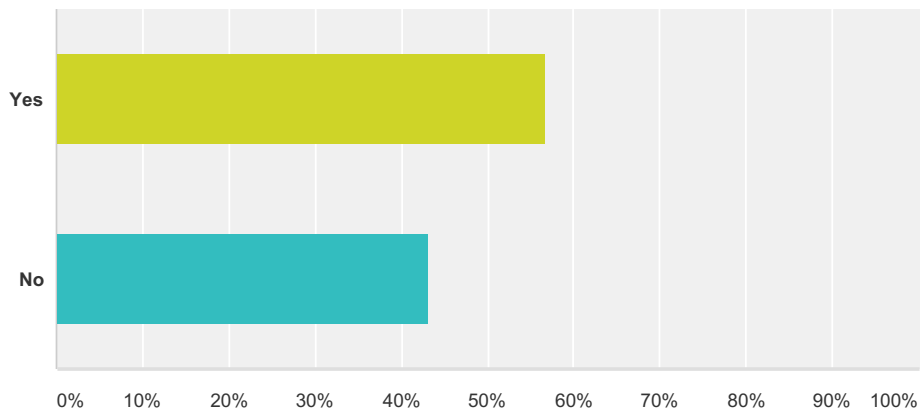
This page intentionally blank.

Missing Page Added
- 3/11/16

This page intentionally blank.

Q21 Do you have a car available most of the time?

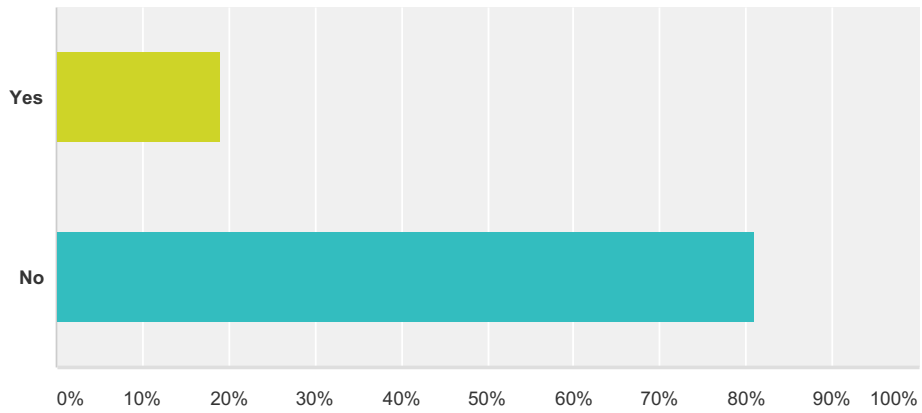
Answered: 730 Skipped: 95



Answer Choices	Responses
Yes	56.85% 415
No	43.15% 315
Total	730

Q22 Do you use Uber or Lyft?

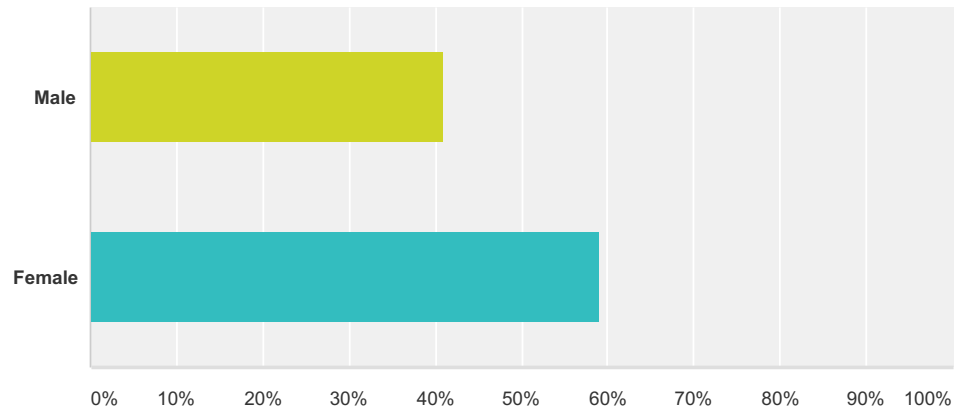
Answered: 725 Skipped: 100



Answer Choices	Responses
Yes	19.03% 138
No	80.97% 587
Total	725

Q23 Are you male or female?

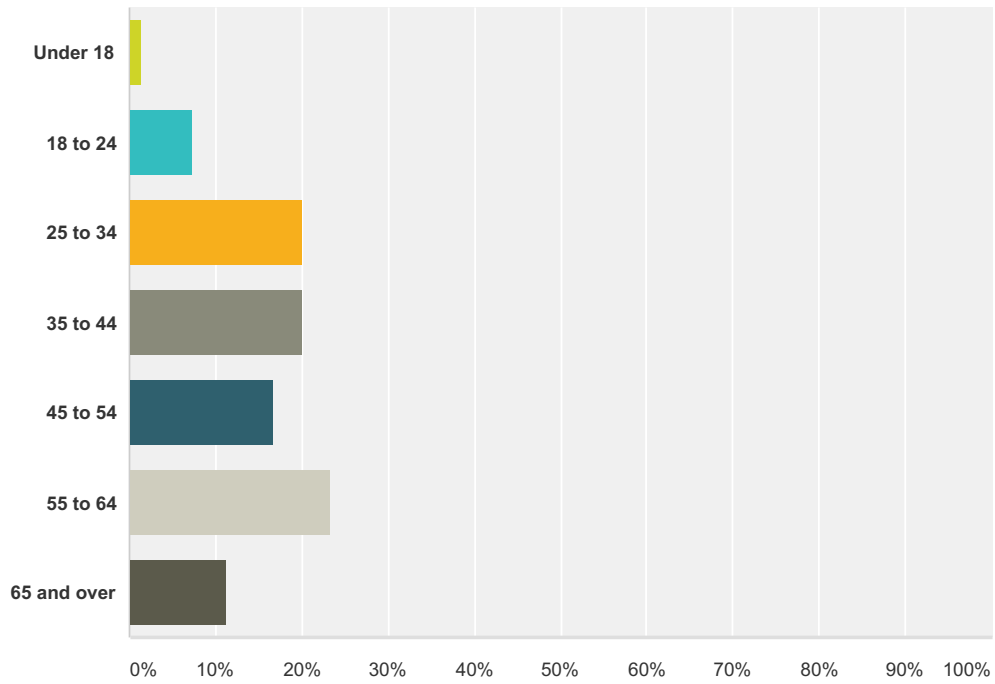
Answered: 705 Skipped: 120



Answer Choices	Responses
Male	40.85% 288
Female	59.15% 417
Total	705

Q24 What is your age category?

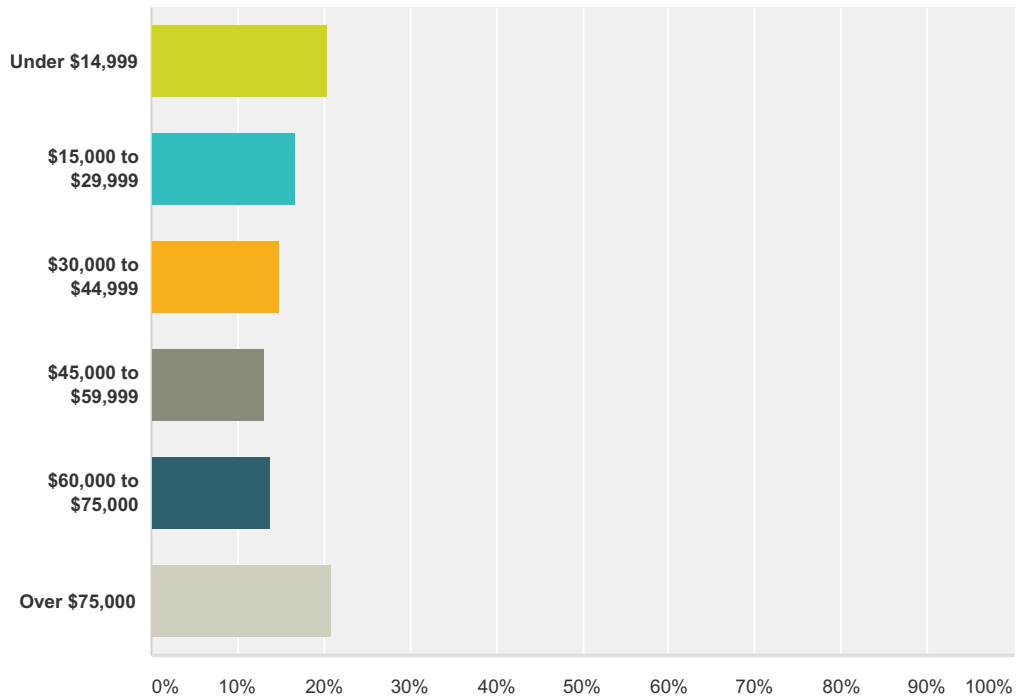
Answered: 712 Skipped: 113



Answer Choices	Responses	
Under 18	1.54%	11
18 to 24	7.30%	52
25 to 34	19.94%	142
35 to 44	19.94%	142
45 to 54	16.71%	119
55 to 64	23.31%	166
65 and over	11.24%	80
Total		712

Q25 What is your household income?

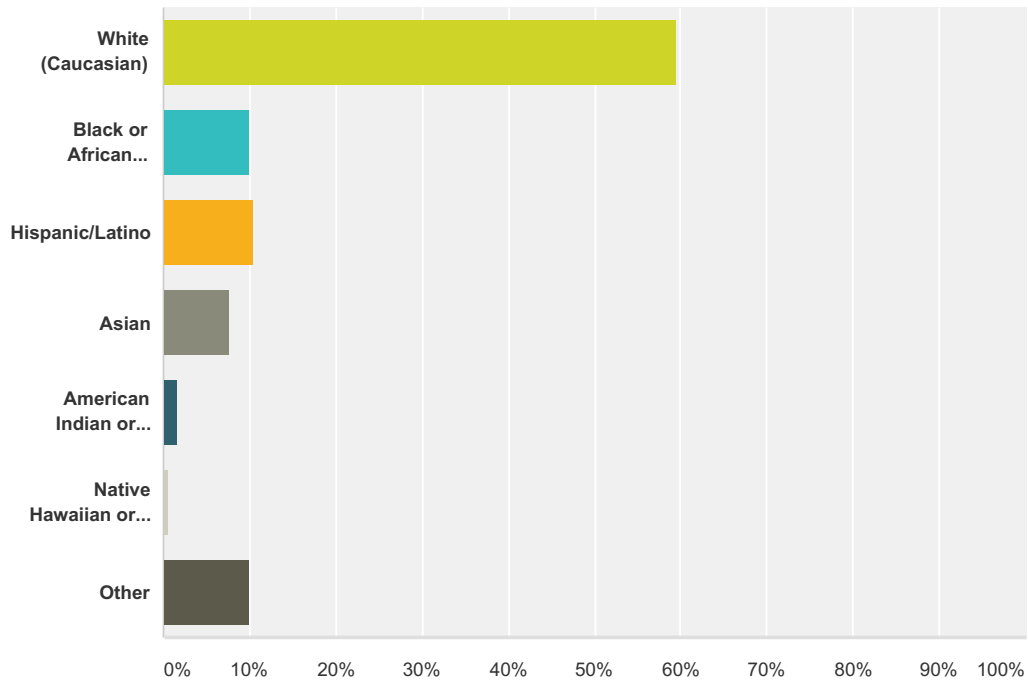
Answered: 665 Skipped: 160



Answer Choices	Responses	Count
Under \$14,999	20.45%	136
\$15,000 to \$29,999	16.69%	111
\$30,000 to \$44,999	14.89%	99
\$45,000 to \$59,999	13.23%	88
\$60,000 to \$75,000	13.83%	92
Over \$75,000	20.90%	139
Total		665

Q26 What do you consider yourself?

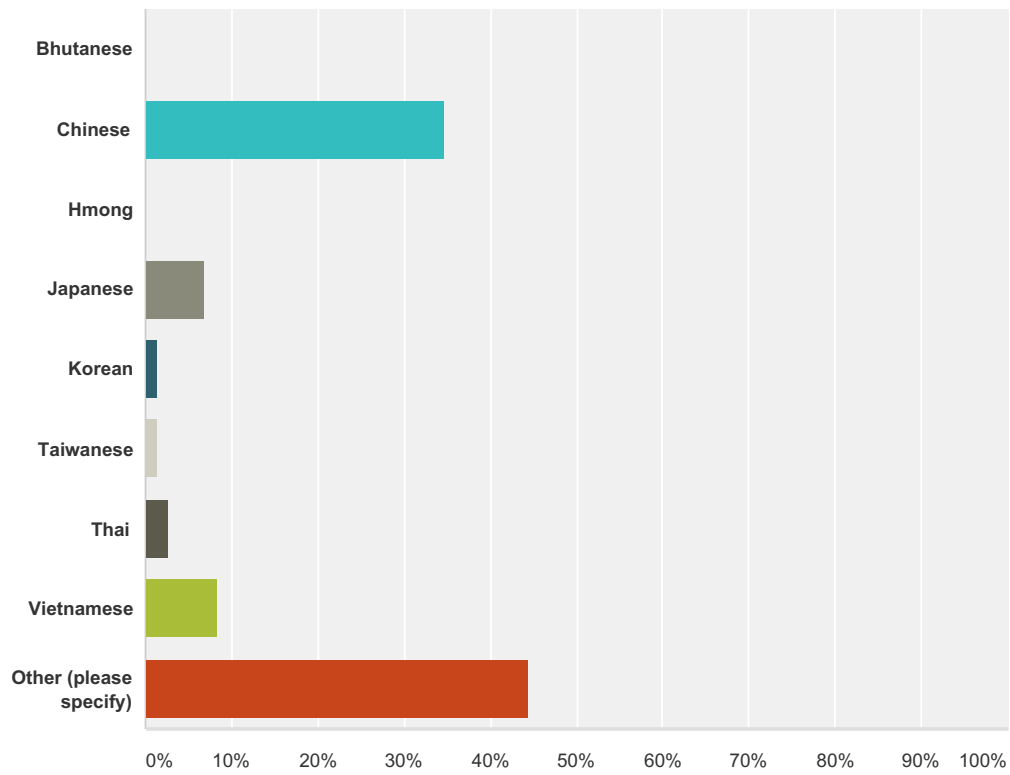
Answered: 695 Skipped: 130



Answer Choices	Responses	Count
White (Caucasian)	59.42%	413
Black or African American	9.93%	69
Hispanic/Latino	10.50%	73
Asian	7.77%	54
American Indian or Alaska Native	1.73%	12
Native Hawaiian or Other Pacific Islander	0.72%	5
Other	9.93%	69
Total		695

Q27 If you selected Asian above, what do you consider yourself?

Answered: 72 Skipped: 753



Answer Choices	Responses
Bhutanese	0.00% 0
Chinese	34.72% 25
Hmong	0.00% 0
Japanese	6.94% 5
Korean	1.39% 1
Taiwanese	1.39% 1
Thai	2.78% 2
Vietnamese	8.33% 6
Other (please specify)	44.44% 32
Total	72

Missing Page Added
– 3/11/16

This page intentionally blank.

Survey Monkey Comments

No.	Comment	Date
1	Yet again, at a time when RT claims it is starved for money, we have the upper management proposing to levy a fare increase principally to the individuals who can least afford it - seniors and persons with disabilities. Moreover, it is being proposed without any consideration to the reality that many of these same individuals will simply stop using RT and seek alternate modes of transport. This confirms the following: 1) RT's new mantra appears to be, "It's not how many riders we lose, it's how much money we make." 2) RT, at least from a financial standpoint, is a giant house of cards, and it seems to be blaming everything and everyone (the economy, the governor and Legislature, and recently even the riding public) for its monetary failures. 3) It is time to seriously consider privatizing RT, and allow the individual cities to decide exactly how much service it desires and how much they are willing to pay for same.	1/29/2016 19:19
2	The ranking part of this survey did not work. Fix it!	1/30/2016 7:33
3	This survey does not work on I phone or Android. Does NOT keep individual ranking in boxes. Fix it.	1/30/2016 7:46
4	deleted test message	1/30/2016 9:18
5	In August 2011, I was hospitalized for five days in which I sustained permanent injuries, all due to a unlicensed, non-insurance carrier, and a motorcycle going 23 MPH over speed limit; unlicensed motorcycle rider died instantly at scene of accident.. As a result, I use Paratransit principally three-four times a week to attend Kaiser PT classes, acupuncture, prescription refills, and other medicals. Rarely do I use Paratransit outside of medical appointments, etc. Though the CHP noted me as a 'no fault', my primary care doctor denied approval of my driving ever again. He said that since I am unable to turn my head to the right, I would be a danger to self and to another driver. Therefore, I have not driven since the tragic vehicular accident in 2011. Without Paratransit, I wouldn't be able to attend different medical appointments, etc. I'm an elderly male age 84 who, for balance problems, has to use a cane most of the time, and always on Paratransit. What will happen to us who use and purchase monthly Paratransit passes? Will Regional Transit be sued for violating ADA rules and regulations. There has been such expressed by ADA riders. Some riders and even drivers are saying RT's problems all relate to unregulated funds; some individuals are accusing RT financial principals of malfeasance. I can't believe this but am concerned that more security has not been used on light rail. Is this standard procedure? My disabilities prevent me at age 84 from using RT. Thank you for allowing me to express my concerns.	1/30/2016 22:38
6	If the RT system was a 'well run' system I could see increasing prices slowly over time. I'd be more willing to support the system if I had trust in RT. The trains do not stick to the schedules. The time change that was recently introduced caused significant problems just getting to and from work at an appropriate time. I can't risk being late because the train/scheduling 'does what it wants'. How about putting a time schedule for EVERY stop. What time does the train actually stop at Roseville Rd? This information is important! Everyday it seems to be a little different. Would increasing the price increase the number of trips the train takes? Would it increase the amount of cleaning that goes into the trains? If yes, then an increase of costs over time would be sufficient. BUT if these changes don't take place, then why increase prices? On that note, let's get back to the old schedule the train was on!!	2/1/2016 10:16
7	Like the ideas I've heard of re-instating Central City Zone and of adding time for more money for light rail. Would also suggest re-instating 1 transfer if increasing prices as in my area it's not possible to go anywhere by transit without taking at least 2 buses or 1 bus and light rail (if not more) Going one way a daily pass costs more, but you then have to pay twice to get to where you're going.	2/1/2016 10:25
8	If rate increases will parking increase too? State workers are not reimbursed for parking.	2/1/2016 10:29
9	Safety and security n clean stations n more bus benches for disabled with chronic pain n uses canes,	2/1/2016 10:54
10	I've been riding the blue line for eight years and some problems have been consistent throughout the years. These include dirty trains/smells, AC in the winter, disrespectful riders, platform smokers, speeding trains that throw us around, apathetic security and drivers, poor lighting at stations, and platforms compromised by signage and security bicycles. As a matter of fact, on Jan. 13 I reported that a light on the Roseville Road light rail station was out, leaving riders in the dark as they wait. I reported it again this morning (Feb. 1) because it is still out. I'm not convinced that the rate hikes are necessary. I believe apathy is to blame for a lot of rider woes. I believe people in general need rules to live by. If they do not have rules, anarchy results. I see anarchy on the light rail trains. For example, this morning the train was relatively clean. However, two young women were eating donuts. By the end of the day, it will be trashed once again. I suggest posting behavior rules more prominently on the trains and buses, and making it clear that they are not negotiable. You need more than small stickers to convince riders that putting their feet on the seats is unacceptable. You need a campaign.	2/1/2016 11:30
11	I dont understand why big cities like San Jose (vta) and San Francisco (muni) can have cheeper and cleaner trains, busses and stations than us here in Sacramento. They have more stops and later hours to ride. Both cities fares to ride are still cheeper than Sacramento. People work hard for their money and have to use a good portion of it riding the bus.	2/1/2016 13:08
12	There is no enforcement of current regulations, because enforcers are rare. This morning's Gold Line car, 7 a.m. bound for downtown, was full of workers quietly riding into work. Somewhere in Rancho, a foul-smelling homeless person got on the train and stunk up the whole car. The piss stench was quite awful. It makes me reflect on whether or not I really want to be a light rail rider (I've done this for three months). It is really disheartening that we can't have a service that's clean and where rules are enforced. I'm also tired of hoodlums riding the rails for free. I'd rather see 100% ticket enforcement on EVERY ride.	2/1/2016 13:20
13	I think \$100 for the Monthly pass, itself is expensive and increasing it to \$120 doesn't make sense. I use light rail for about 20 days a month and I don't save any money for buying pass over the Singles, since it works out to be the same. (\$2.5 x 2 (per-day) x 20 days = \$100). I suggest to leave it at \$100.	2/1/2016 14:13
14	Fares should have more discounts, not hiking up rpices	2/1/2016 14:20
15	I'm a health professional whose been designing, implementing, analyzing, and reporting on surveys for almost 10 years for large public agencies and international agencies. This is a really poorly designed on multiple levels. You're asking ADA specific questions to the general public and items #17 and #18, especially #17, are extremely poorly constructed. You're asking the respondent to process and rank order 11 different options! Even with my professional background this is hard to do. How are you to assume the general public can accurately even rank order these priorities. I hope your 5 community outreach sessions execute a more appropriate and interactive mechanism for obtaining feedback. To me, this survey seems like a half-baked attempt at quantifying priorities. I hope the research director who approved this survey seriously reconsiders best practices in community engagement and market research.	2/1/2016 15:31

Survey Monkey Comments

No.	Comment	Date
16	RT got rid of transfers and bus routes, and raised prices. Now they are wanting to raise prices again without bringing those things back, AND having terrible and unreliable service? Why raise prices above the majority of the cities in the US? First "the people" get screwed by being forced to pay for an arena, and now the lower income people are being further screwed by RT by pushing their only means of transportation further out of their reach. Are you just wanting rich white people riding public transit because of the arena?	2/1/2016 16:48
17	Even though I don't use the single ride tickets now I used to. I do not like the idea of reducing the time limit on them. Having the larger window was beneficial when I used them.	2/1/2016 16:55
18	The one-size-fits-all price scheme makes it impractical to ride RT for casual riders. I live downtown and if I want to ride to Sac City College it's the same price as if I was riding to Folsom or Elk Grove. I want to use RT, but it just doesn't make sense when it's cheaper and more convenient to drive.	2/1/2016 17:38
19	The working class has faced a huge increase in cost of living with no raise in relative dollars in wages. The increase should be borne in the form of a luxury tax since the wealthy can easily afford it.	2/1/2016 17:45
20	It needs more light rail routes, longer hours and better frequency	2/1/2016 22:22
21	We're getting to the point as a city that public transportation is more common than not amongst everyone. We need more buses coming in and out of Elk Grove and downtown more frequently. We need light rail to run later and there be more security to ensure that people of all sorts can feel safe riding. We want to be taken seriously as a city but haven't connected the different regions properly and as of now the system is a joke. It gives just enough but cuts you off and leaves you hanging usually. Simple needs of the people need like reliable public transportation need to be more important than an arena.	2/1/2016 22:38
22	More trains coming around the 8am and 5pm time frame. Cracking down on people squeezing bikes in the middle of the train, or when they squeeze more than double the capacity of bikes. Also some sort of constant security, and most importantly the enforcement of bodily odor restrictions for transients.	2/1/2016 22:59
23	I love RT but I simply cannot understand why fares are rising to \$3!!! Most other public transit agencies have fares of either \$2 or \$2.25, and their buses/light rail vehicles are cleaner and newer! What's the deal? Does RT suffer from a lack of subsidy? I want to help lobby for more funding	2/2/2016 7:52
24	If you raise the prices by 20%, less people will use RT, including myself.	2/2/2016 8:40
25	Please do not increase the fare. My budget does not allow for the increase. I cannot afford to take the bus anymore if there is an increase.	2/2/2016 9:27
26	For question 17, all entries below #4 are N/A and in no particular order.	2/2/2016 9:44
27	I feel that increasing the fares would hurt those who need the service most. There are frequent commuters who pay their fares without complaint. There are other commuters who get by without a purchase of fare and abuse the system regularly. If RT needs to increase revenues, I feel more fare checks should be done on the light rail system. Because it is a hefty fine to ride without proof of fare, frequent monitoring of fare purchases for those riding and more citations should be issued - there are plenty of riders that certainly don't pay their way.	2/2/2016 9:59
28	All are important to me and any fare increase is wrong and affects me. The price is too high because not everyone can afford it. Most drivers are rude, and have no patience. They leave even when they see you at the bus stop. I hope you will acknowledge this and read it and take it into consideration.	2/2/2016 11:01
29	Low fares matter to me, of course. But a very close second is safety: many Blue Line Light Rail drivers headed toward Watt/I-80 take the sharp curve from Del Paso Blvd. onto Arden Way much too fast, and then have to slam the brakes, because they have to stop at the station immediately after the curve. Several riders, including myself, have been sent flying and have been injured by that practice. A driver even knocked out the overhead power line and derailed the train doing that, and service was interrupted for several hours. When I complained about this practice, and suggested that drivers be trained to slow down around this curve, RT representatives told me that they weren't going to do anything about this. RT is always publicly complaining about low ridership, and talking about enticing wealthy ticketholders for the new Kings Arena to ride light rail. But maybe ridership would be up if RT was more responsive to the safety of those who commute to work daily on RT. I also once witnessed a fare inspector bullying a boy of about 8 to 10 years old for not being able to find his ticket in his backpack. The child said that same inspector had seen his monthly pass the previous day, but the inspector said he needed to see the pass TODAY! The boy was in tears because he couldn't find his ticket. The inspector then told the child that he would call his mother and tell her that her son was trying to cheat the RT out of a fare, even though he had seen that child's monthly pass the day before. Such treatment of a child who commute to school on RT every day, is uncalled for, and perhaps is another reason why ridership is low, when riders see how customers are treated. Also, stations have been filthy for years, but now that the new Kings arena is about to open, the stations close to the arena are suddenly getting cleaned-up (stations not near the arena continue to be neglected). I understand that wealthy Kings Arena ticketholders are an attractive new revenue source that you are falling all over yourselves to entice, but maybe you should work just as hard to keep the customers you already have. instead of making so many of us wish we didn't have to be your customers. Maybe you could be a LITTLE less obvious about your love for wealthy customers, and your disdain for middle class and working class customers who are your daily bread and butter?	2/2/2016 13:26
30	I didn't fill out some of the questions because there was no option to be against these increases. I do not support any of the proposed increases. The reliability, safety and security, and cleanliness of the bus and rail vehicles and stations should not be dependent on collecting more fares. These are all things the riding public should expect. Expanded service should not be considered if it is unaffordable at the current fare rates.	2/2/2016 13:44
31	If fares are raised, then I expect cleaner light rail cars, more security and cleaner light rail stations. I also expect 4 light rail cars during the busy commute times. Most of the time I get on 3 car trains at 4:15 or 4:30 in the afternoon and most of the time we're packed like sardines in a tin can!	2/2/2016 14:49
32	Sacramento is not LA, San Fran or New York. Lets go back to a simple life.	2/3/2016 7:59
33	I recommend fare zones. Quick rides in the central city (1-2 miles from the Capitol building?) should be \$1, and rides from the outskirts (Watt/I-80, Folsom, CRC, etc.) should be \$3-\$4. There needs to be a price incentive to ride the short routes; if not, why not just drive? Portland, Oregon has a model that seems to work.	2/3/2016 10:50

Survey Monkey Comments

No.	Comment	Date
34	<p>I am a lifelong Sacramento resident, and I find the entire approach taken by RT leadership in evaluating its costs and services to be atrocious. A flat increase in the cost of riding - whether 5, 10 or 20 percent - is an oversimplification and a clear lack of any 'strategy' for increasing ridership. As a public transit system, you should not be evaluating how to break even through the simple 'cost of a ticket' lenses. You need to think about innovative approaches that will boost ridership and customers, which will drive increased demand while increasing revenues. I live approximately 3 miles from my office, and bus routes are convenient.</p> <p>However, why should it cost me the same amount to commute 3 miles each way as somebody who commutes from Rancho Cordova or Folsom? It makes no sense. For those living close to downtown - where many of the region's jobs are concentrated - 20% increases in the cost of public transportation will likely drive more of us to pursue alternative means of transportation because our proximity provides us with more options than somebody living 15-20 miles away. I would encourage RT to look to more innovative approaches that focus not simply on the break-even price point, but instead on how to implement a pricing model that encourages greater ridership. One example I would encourage is the so-called 'transit zones' concept, where the cost to ride decreases the closer you are to the urban core. Just as an increase in price will drive people such as myself (who can afford the increase) to consider alternative modes of transportation (biking, driving, walking) because our proximity makes these alternatives feasible, so too can discounted prices (via transit zone pricing) encourage people such as myself to use light rail more frequently and for purposes other than just commuting to/from work. I believe that such models, if carefully examined by RT, could identify a dynamic pricing model that encourages INCREASED ridership close to the urban core. The additional cost to operating RT buses/light rail for those commuting short distances more frequently should be seemingly low - and by encouraging increased utilization of existing routes/schedules, can become more efficient and, I believe, allow RT the additional revenues needed for increased enforcement, maintenance, etc.</p>	2/3/2016 11:01
35	<p>Just because minimum wage went up doesn't give you the right to raise prices so much, if at all. Most people take public transportation because it is affordable. Both my wife and I buy 1 day pass each per work day that is currently \$12 per day. Now you want \$15. That is absurd. It would be cheaper to buy a car. So much for trying to get ahead!</p>	2/3/2016 11:53
36	<p>Sacramento transit fares are some of the highest in California and the service doesn't match the cost. I take the 38 to work and when the bus just doesn't show up, it's a problem. I can't wait for the next bus an hour later so I am forced to walk an additional half a mile to the light rail. That walk is in addition to the half mile walk I already make to the bus stop. I think that all employees of SacRT should have to commute by local transit. The 51 route is not timed correctly. There should not be people crowded into standing on the bus daily. Maybe an additional bus is needed on that route during more heavily travelled hours.</p>	2/3/2016 14:46
37	<p>The elevators at watt i-80 break down far too often and that has a neget i've impact and disabled patrons.</p>	2/3/2016 16:56
38	<p>I have to take the bus from work to school to home by necessity. I have lived in many cities with functional metro systems and Sacramento is terribly lacking. The access to bus stops, the visibility, respectability, functionality, and immediacy of the bus systems is what made those other cities work. A fare increase will result in fewer people taking the bus. A more automated system (such as what the Washington, DC area uses) would invite more users. We as bus riders do NOT want to pay every time we board, and an expensive monthly pass (that is difficult and confusing to acquire) is outrageous. I would love to see a card system in place, wherein we purchase a card (at many locations, such as Rite-Aid), load it with cash or online, and can scan while boarding for greater ease. The bus and light rail would then be seen as an affordable, logical option to dealing with I-80 traffic, with parking, etc to get downtown.</p>	2/3/2016 21:06
39	<p>Speed up the process of getting light rail to the Airport. Reduce the number of buses to help pay for the extended Green Line.</p>	2/4/2016 10:37
40	<p>I feel you folks are going backwards. As you shrink service, increase fares, etc you result in lower ridership, lower ridership will mean even less service, higher fares and it just keeps going. Dependability and security along with increased service need to be the goals. These will help increase the ridership to pay for these goals. But you have to make it known that this is what is happening. RT needs to be dependable, safe, and a good deal before people will be willing to start using it as an alternative means of transportation. It has such a bad rap that most people wouldn't remotely consider it because it's not reliable, people feel unsafe, and they feel that it's a bad deal for their limited incomes.</p>	2/4/2016 12:21
41	<p>Before you consider raising fares, you should enforce collecting fares by limiting passengers from loading until they have provided a ticket - similar to what Bart in the Bay Area does. I resent subsidizing public transportation for those who do not follow the rules. I would use light rail instead of driving on those days that I want to stay downtown later for work or pleasure. If I miss the 6:30 train, I have no way of getting back to Folsom. Also, change the schedule so the trains to Folsom run every 15 minutes, like they do to Sunrise.</p>	2/4/2016 15:31
42	<p>Sacramento's light rail fares are already among the highest in the country. I was not asked for proof of fare the entire month of January. Too many people are riding light rail without paying. If the people who ride it paid for it, there wouldn't be a need for a fare increase.</p>	2/4/2016 16:08
43	<p>Thank you for this opportunity.</p>	2/4/2016 18:00
44	<p>The faresvin sac are already to high for amount of bius service recied maybe a small sales tax could be passed like they did at mst hus</p>	2/5/2016 6:13
45	<p>I don't see how you can raise the rates when their dirty, safety is an issue and nothing has improved. I don't see how raising the rates is going to help. Perhaps you should look at your overhead in other areas to determine where you can make cuts.</p>	2/5/2016 7:53
46	<p>I do not like how you set up questions 17 and 18. You have forced us into a position of picking and choosing items when I happen to feel like everything in question 17 is unacceptable and everything in question 18 is extremely important. I will be calling you out on this, publicly.</p>	2/5/2016 14:17
47	<p>I was just worried when we lost the transfers and Central city. I hate to go around missing my appointments due to lack transparency.I did my best to adjust.</p>	2/6/2016 13:16
48	<p>The fare do not need a increase at all and the new buses are not good.</p>	2/6/2016 15:19
49	<p>If prices go up, I will probably quit riding public transit and drive.</p>	2/8/2016 7:21
50	<p>It is not fare for myself as a consumer and a monthly pass payer to constantly have to deal with the thugs, transients, drugs, dirt and filth on these trains when most of the people riding at times are on there for FREE! We don't you create a system where they cannot get on without a ticket or pass? Eliminate the trash that harass us, steal our purses, backpacks and bags, make rude comments to us, threaten us or are just rude and loud and annoying? If you road the train every single day like I do and especially if you were a woman, you would be appalled at what crap is on the train with the hard working, tax paying, honest individuals. I am furious with the thought of raising our rates!</p>	2/8/2016 12:08

Survey Monkey Comments

No.	Comment	Date
51	Lower the age for senior to 55.	2/8/2016 15:14
52	I realize that there has to be some sort of compromise in these increases. I believe that the Para Transit pass should not be abolished. However, the rides available for the money should be limited to 40 per month per that pass. I do think they could go up on the pass a bit as well. maybe take it to \$140 per month for 50 rides. That should cover most users as far as shopping, medical, and work, and some leisure activities. I personally know people who I believe abuse the \$125 pass system by using as many as six rides per day. Maybe not every day, but often enough to be noticeable. Although I have Para Transit privileges, I try to utilize the fixed route system as much as possible. I may only use Para Transit 4 or 5 times per year, and that's when I absolutely cannot use the fixed route system due to breathing problems. I remember when PT first came in to being, we were advised to only use when necessary. I've tried to stick to that philosophy. If you chose to increase the fare from \$5 to \$6 per ride, I'm okay with that. I have a problem with your raising the monthly pass for Seniors and disabled from \$50 to \$70 per month however. I can understand that there must be an increase, but that's way high I think. Maybe raise it from \$50 to \$55-\$60 this time and go up a bit more in a few years. I don't like the zone idea as i live in one of the outlining areas and it would cost a lot for me to take the train from where I live in to Sacramento proper, where I need to go for my volunteer work as well as most of my Doc's appointments. I am paying \$50 per month now and probably use the pass less than what \$50 should cover. I, like many others on low income, cannot afford an increase of any kind. At this point, I'm one of those who has to chose whether to pay my electric or gas bill, by my much needed prescriptions, or pay rent... let alone buy food. The increases that you ae suggesting are targeting the people who can least afford the increases. What about all the State workers who are subsidized by the State of CA? I heard no mention in any of the meetings I have attended regarding making their costs higher. I guess that's all I really have to say except that I hope you will rethink some of your increases in fares and look for other options. We must reach a compromise. Thanks for reading	2/8/2016 15:55
53	1. Whenever I call RT to tell you that the trains are coming early and costing me money due to being late to work, I'm told that the times are approximate. If your times are approximate, why aren't your rates? If a train enters any given station early, that train should be made to wait until the time it's supposed to arrive so that riders arriving on time have the opportunity to catch the correct train. 2. Whenever I call RT, your "customer service representatives" are incredibly rude! If they don't like their jobs or if they refuse to provide quality customer service without a bad attitude, hire people who actually want to work. 3. Apparently, our fee money is going to "added security" on the trains. They don't ask people to remove their feet and bags from the seats so people can sit during rush hour and they don't provide a more secure feeling on the train. They are useless. It seems as though the only reason RT hired them is to provide the appearance of security on public transportation so RT can attempt to justify future rate increases.	2/8/2016 17:20
54	I personally do not see the need for a price increase. The state is pushing public transportation as a form of cutting down on pollution and traffic, if the rate continue to increase I can see me personally driving my car again. Another thing, will this rate increase allow enough money for RT to upgrade their bus stops? meaning put benches and covers on every stop like Elk Grove and West Sacramento. Most of RTs stops are not covered or have a place for riders to sit.	2/9/2016 7:33
55	I do not oppose a fare increase, just one as high as this. Also, I think the trains need to check fares more often; I am only infrequently asked for my pass.	2/9/2016 7:41
56	I like the price like how it is right now. Do not raise the fare.	2/9/2016 10:03
57	I'm not sure that I could afford a fare increase on our social security income.	2/9/2016 10:36
58	Since the price of the fuel is much less now, if the system is "truly" almost bankrupt, then the problem is likely in Board and Administrative salaries and perks, so those should be cut first; Administration and the board can work more hours to properly lobby for funding under the Dec, 2015 FAST Act, rather than blaming the passengers/users of the system. Never cut routes and drivers! The first priority should be what passengers/users need, and what truly serves community needs. It is unconscionable that our city has just slightly above non-functioning public transit!	2/9/2016 10:43
59	Please do not increase fares by 20% that will effect too many riders and decrease your overall ridership. With the addition of the Golden 1 Center, you can expect ridership to increase this year and you do not need to increase fares. I read your entire report and analysis. You can find other ways to reduce expenses and balance your budget.	2/9/2016 11:24
60	bus need get me somewhere and back when you cut route. when you cut times, I am unable to return home because the bus are not running anymore after 9pm. I also go to church on Sunday, the bus stops running at 3. My church is over at 1pm, and I need to do transfer. It barely leaves me enough time to catch the bus.	2/9/2016 11:30
61	not happy with light rail always dirty so is the light rail stations more homeless on light rail now I pay for parking as well and ride on blue line very abrupt stops causing people to fall as well last week the doors did not work and no signs up saying they didn't work had to pry open the doors to get out	2/9/2016 12:16
62	You should not raise the fare rates until you have fixed all of the problems (breakdowns, cleanliness, security, etc.). You will never get me to go to a Kings game and especially not on light rail or the bus.	2/9/2016 12:16
63	i rely on the buss system heavily i am on disability and have limited income to go to doctors visits or to my payee increasing these fares would inpact me on limiting how often i can take the buss between over priced rent and eating poor man food i am already stretched on spending make the normal fares increase but leave the discounts alone or just increase monthly passes as they give the best deal eliminate semi monthly passes get rid of the rent a cops that do anything aside from stand around and talk to buss drivers	2/9/2016 12:42
64	Until there is vast improvements, RT is going to have a hard time justifying their fee hike proposals. You should give a larger discount to students.	2/9/2016 14:58
65	I just cannot agree with paying more for substandard service. Buses need to show up as scheduled. If that's not possible then the schedules need to be adjusted to allow for changes in traffic. Most of the time my bus shows up 10 minutes late (in the morning) and 20 minutes late (in the evening). Occasionally it will show up early. I think it's been "on time" about 6 times in the past 12 months. All bus stops should have a trash receptacle. Doesn't need to be large; a small wire basket will do. Drivers should enforce "one fare, one seat". Light rail (\$1 million-plus per mile) has sucked the funds out of RT. There has got to be a better way (bus rapid transit, for example).	2/9/2016 14:59

Survey Monkey Comments

No.	Comment	Date
66	Right now I'm appalled that RT is even considering an increase in fares. Your system is a joke, and a poor one at that. Your buses don't run on time (sometimes they never show up), there is no communication to let passengers know that there is a problem (mass texting?). Your trains are filthy and smelly, and badly need a paint job (perhaps use the Sheriff's work project to clean them up?) - sometimes there are only 3 cars and sometimes as few as two (and this is during commuter hours). The drivers in the trains aren't careful - most of us never get to sit down, and we are thrown around when they corner or stop (which is never done smoothly). I think that the "service" that you provide at this time is a rip-off - especially for the State and County who subsidize transit. They definitely aren't getting their \$\$ worth. Frankly, you suck.	2/9/2016 15:01
67	Coming from San Jose, I thought moving to Sacramento and using the transit here would be more cost efficient. San Jose is a lot cheaper and has a lot more transit options. The rates in Sacramento are already ridiculously high for someone that has to use the monthly pass. The service is getting worse and worse and you want to raise the prices? That makes no sense. I get that money is needed to keep up quality but that needs to be put into action first. I believe it would work out a lot better if you let go of the RT workers that do absolutely nothing. As a daily rider, I have seen fist fights, people drinking from alcohol bottles, trading weed, and the RT workers just stand there and do nothing. They are usually watching videos on their phone or talking about women they have seen through out the day. Knowing that they are getting paid for this, that makes me 100% sure that I will need to find other transportation of the fares go up. Especially with trains not showing up and the perpetual late busses I have encounter every day.	2/9/2016 15:04
68	To hom it may concern.I'm on a fixed income and I don't think I can afford to pay the increase of 70 dollars a month	2/9/2016 15:11
69	I don't mind a fare increase as long as there is a corresponding improvement of service in some capacity. I'd love to see RT take advantage of the arena coming, but it seems like service just keeps getting worse. I'm getting tired of messy trains, broken trains, late trains and that awful "new" train that has less seating and always runs late.	2/9/2016 15:13
70	I would be more than willing to pay a higher rate, if we received a higher quality of service. The buses and trains are dirty. The stations are a mess. More 'undesirables' (Loud, unruly, rude) passengers are being allowed to ride. Tickets aren't being checked anymore - I used to get checked at least once a week, now it's around once in three months. The service is typically reliable, but when something happens, the system falls apart. Parking fees need to be reversed. And you need a better system in place to replace drivers that are not courteous and professional. All in all, now is not the time to ask for a rate increase. Show us that you are worth more money, then talk about increasing the rate. right now, you aren't worth what we are paying.	2/9/2016 15:19
71	Discontinuing the paratransit monthly pass and raising the bus pass from 50 to 70 per month will mean most of the low income community will no longer be able to use the services that most of us already struggle financially every month to pay for. You would lose far less money if the light rail trains had a means of checking every rider for paid fare every time they ride. I ride several times daily and am almost always surrounded by non paying passengers simply because they know they can get away with not paying a fare.	2/9/2016 15:31
72	There is a need for more bus lines, later and earlier times, increase frequency of wait time between bus trip times, more security at all bus stops as well as light rail stations and improve service areas offer buses to cover more area. Do we really need a light rail that goes to the airport? NO we do not work on the bus lines now	2/9/2016 15:31
73	Affordability is the key. Gas prices are dropping. It's at the point now where it may be cheaper for me to use a private vehicle rather than using regional transit.	2/9/2016 15:31
74	I am stunned But Not Surprised that RT is Again raising Prices...But they Haven't raised the Level of Service one lota since 2000...The drivers are still rude...the transit centers or hubs are still confusing and the 2 minute load times are inconvenient to seniors and elderly and disabled with the buses only showing their destinations for the two minutes before they depart...on site schedules are out of date or not adhered to by drivers...	2/9/2016 15:40
75	RT's Board of Directors needs to search for and obtain other sources of funding (grants, taxes, etc.) before increasing fares. Other transit agencies in CA get a bigger slice of tax revenue - RT needs to lobby for an increase to the sales tax rate to fund transit. Also, every member of the Board and management need to use transit EVERY DAY so they understand how it works (and doesn't work) for riders.	2/9/2016 16:05
76	Over the past 12 years of commuting the Regional Transit Services, I have found the corporate agency to substandard in comparison to BART. The security services utilized are a joke simply taking up space and providing no extra added value. Very little to none of the transit policies and or statutory laws are enforced. Often riders listen to their cell phones without headphones playing profanity ridden gangster rap. Cyclists almost regularly ignore the "only 4 per car" rule sometimes loading 4-5 bikes on one end of a car instead of moving to another car while security on-looks with little concern. In October/November of 2014 a PC code was put into place banning smoking from ALL RT stations yet this is rarely enforced with Watt-I-80, Swanston & 12th & I being the worst offending sites. Having a city code is useless unless it is enforced. More signage, more audio announcements and more enforcement should be paramount before asking the general public to agree to higher rates in an effort to pay bloated employee and CEO salaries.	2/9/2016 16:06
77	Why does rt need to have the highest fare in the country? Are we richer than Beverly hills? Or maybe Napa? No, we are a poor city and you are strangling the poor population because rt can't manage itself any better than a failing business. Why are there bus services in other cities that are successful and rt can't manage themselves? You raise our fees because you bleed money somewhere. Look to your own business practices and salaries before you raise prices on the poor. Are you realizing that people will stop traveling? Or skip meals to ride your buses? What are you doing to help your riders? Nothing but suck us dry. Seriously, Hawaii has an astronomical cost of living and their bus costs less than rt. Bad management making riders make up what you lose.	2/9/2016 16:09
78	I think you can give us the service we need without raising the fares. Sacramento RT creates these surveys, but doesn't think about the people. You temporarily took away the 50E and 8 line. Signs on the 8 line still say temp. More people would ride the buses/light rail system, if the cost wasn't so bad. Bring transfers back.	2/9/2016 16:12

Survey Monkey Comments

No.	Comment	Date
79	I attended the presentation by Mike (RT) at Paratransit. It was a good presentation and a lot of details were provided. One thing missing from this presentation was alternatives RT evaluated and rejected and why. Conversations, with several drivers reveal there is wide spread abuse of monthly pass unlimited rides. To minimize the financial impact on riders who do not have other choices but to use Paratransit for work a total of 40-42 per month. Eliminating the monthly pass is a knee jerk reaction, would nearly double the cost at \$210 per month. Additionally, if rates were also increased by \$1 will amount to a total of \$252. Has RT looked at possibly eliminating mgmt. positions, taking a 5% pay cut across the board, offering vacation time for a 5% pay cut, furloughs, etc. Classify trips by medical (Dialysis), work, doctor's appts., other must have, and entertainment should be the last priority. Limit trips on monthly pass by purpose. Also, implement the policy of PCA approval prior to the trip. Improve efficiency of dispatching unit to cut down on waste. Run a pilot using Lyft and Uber for riders Paratransit sends cabs for, this alone will cut down cost by 40%. State has recently adapted this avenue and is paperless. Paratransit should definitely look into this alternative. Thank you for the opportunity. Shahid Rehimtoola-xxxxxxx@gmail.com-xxx-xxx-xxxx	2/9/2016 16:18
80	More service for bus lines through South Natomas. Not more light rail. I will not ride Light Rail. It is user unfriendly. Also, if you'd begin collecting fees from all Light Rail riders, there'd likely be more funding. Right now, I can't take the bus downtown to attend an event in the evening because there's no bus to get me back home. This is just not right. And as for item 17 on your survey. All of those rank extremely high. None of them is really a number 11 except light rail. If I had better bus service, I'd be willing to pay a bit more. These hikes are too high, however, for the poor service we already receive.	2/9/2016 16:21
81	Don't raise fares and restore Sunday service to the 62 line	2/9/2016 16:24
82	I've had many encounters with people harassing me on the light rail and would like better security.	2/9/2016 16:27
83	My household is of the proposed 'low-income' households and to increase the wages even by 10% would make it so 2/3 of my home couldn't get to work or school. There is also that most of the time that getting anywhere on the lightrail can take up to two hours.	2/9/2016 16:32
84	I think it is beyond ridiculous that you are considering raising prices before you improve the cleanliness, safety of the light rail system. The light rail is disgusting to ride because it is so unclean, unkept. Your security staff is not well trained or comfortable addressing the public nuisance issues you have on the train - that doesn't cost extra money - it just requires better processes and accountability from whoever is running this substandard system. I wouldn't mind a cost increase for a system that was clean, well maintained and treats its paying customers with respect.	2/9/2016 16:33
85	I think the fare increase could be considered just and worth it under the following: -cleaner buses and trains -change the dirty, contaminated, unhealthy, unclean cloth seats to at least plastic - the odor are toxic, I am surprised that not many people have caught some disease riding these trains -increased security -newer buses/older buses are constantly breaking down -on time schedule - constantly late, some missed pick ups -more routes -more service - especially in the Elk Grove area - specifically the 53 route -additional service during the non-peak hours -more accountability for paying passengers - it is not fare that many people ride for free because they are not held accountable to show proof of ridership -the trains/stations are filthy, unclean, revolting, unsanitary due to the homeless people and their animals frequenting public transportation locations. -more police presence - no one is afraid of light rail security personnel - they too are afraid of some of the unsavory characters that ride the trains, and who would blame them. Clean it up before you raise prices; impose stricter rules for proof for paying ridership before taking more money from the steady daily riders that go to work everyday and pay their transportation costs.	2/9/2016 16:58
86	I used to ride the bus more often when there was more frequent service. Harder to choose to ride the bus when service is only once an hour. Would love to see RT try to increase Land Park service to attract more "choice" riders. Especially as parking rates increase downtown, more frequent service could and, I think would, attract more riders. Has RT considered more frequent service closer in, say within 5 miles of downtown, to attract more riders and have shorter routes?	2/9/2016 17:40
87	Don't raise the rates 20%!	2/9/2016 17:50
88	#17) A small increase is fine, I'm on disability and can't afford a large increase. Even a medium increase would be okay, especially if the money went to keeping lines running, safety and cleanliness. #18) All are important. I can't assign a number. Don't cut back on any of the services offered, if nothing can be added, OK. Just don't take away.	2/9/2016 17:56
89	While I really don't like the fare increase, I realize that the \$ has to come from somewhere and RT can't/shouldn't depend on gov't to subsidize it's operation. We, as riders, needs to better fund RT's operations. A better job needs to be done to make sure every passenger has paid the fare, before getting on a light rail train. Although I'm a senior citizen, on a fixed income, I'll manage to budget for the increase in my monthly pass.	2/9/2016 18:51
90	I'm a 69 yr old that catches the 81 in bound @ stop #2185 @ 6:02 am. There is an exposed bench sitting in dirt and in winter rain - it is one big muddy mess. I have seen a waiting passenger slip there & fall in the mud! I REFUSE TO STAND IN THE MUD - especially while it's raining. There are drivers who will not stop where there is sidewalk so they wish on by not good!	2/9/2016 18:59
91	It has been NUMEROUS times that the new buses could not accept single ride tickets and money from passengers to paying. It is well known that people can ride light rail free as there is no one checking - just hop the turnstile. RT must have significant loss revenues because fares cannot be collected. I am irritated that RT is saying they need to raise rates.	2/9/2016 19:28
92	I appreciate that RT offers a subsidized rate for Sacramento County employees of \$75 off the regular price of monthly pass I only pay \$25 that is really helpful for me. If it was raised to \$120 I would have to pay \$45 which would eat more of my budget. I don't have a car so I rely on RT to get to work and other places to go to. I could better understand raising the rates if RT was offering a good service but they aren't because just last month light rail broke down on a very rainy and miserable day and it took until 3pm to get it fixed . That happens quite often. Last week the light rail is late and I missed the #72 at 5:42 by Watt and Manlove in the evening and I have to wait a 1/2 hour to get home so I didn't get home until almost 6:30 when I get off at 5pm by Power Inn Rd. Theses were the two examples I could think off but this has happened before. Also I try to get rides home in the evening if I am out after 8pm because I don't feel safe on the train.	2/9/2016 20:20
93	Sac RT needs to educate the public on how the agency is funded. 1% of the public has any concept of how much money SacRT does get and doesn't get out of the gas tax. Sacramento seemingly is last in this funding among major cities.	2/9/2016 20:40

Survey Monkey Comments

No.	Comment	Date
94	It is impossible to answer #17. As I understand it, once one fare is raised there will be a domino affect on all the rest. In other words, if you raise one fare you intend to raise them all. Raising your fares will price you out of the market. Anyone who can find an alternate method of transportation will use it and I feel sorry for anyone who can't because they will have to bare the entire rate increase. As ridership drops, fares will have to go up to maintain the system.	2/9/2016 22:04
95	Some drivers attitude towards passengers with mobility devices need to be improved. Since 2009 SSA has increased by 8.5%. Raising fares by 20% is a tremendous burden on the RT dependent people. The passengers RT caters to are government workers most of whom have their fares subsidized. It is not our fault Rt chose not to raise fares since 09.	2/9/2016 22:14
96	I understand that the bus fare increase is to help pay for new routes and longer hours as well as paying for safety and cleaner stops. But to have a fare increase for routes with no options for transfers to a connecting route seems a bit much to pay for. A lot of times people are just running quick errands and just need the bus line to from run one place and then back home. A situation like this I believe would not constitute for paying a daily pass since the rider is not going all around the city. I believe the fare increase will deter people from riding all together and will keep people from who live on the outside of the main Sacramento area from venturing into the city.	2/9/2016 23:41
97	RT is touting this increase as a 20% increase, yet the increase to the discount monthly pass is 40% (from \$50 to \$70). I don't believe RT provides a level of service that justifies the rates they are seeking especially on weekends and evenings.	2/10/2016 3:17
98	This is the worst thing you can do to a person who rides the bus to get around. A person whom is limited on cash. It is hard for most people already who really don't make a lot of money to liv on. I live pay check tp pay check. I can;t afford a car. I also had surgery on my knees not to long ago and it is extra harded to ride but i have to because i have to live my life but, raising the prices will be very bad for all the people whom only take RT to get around	2/10/2016 5:52
99	If you raise the price of tickets 100% of the money should be used to clean these cars. Each car from top to bottom. They are just awful. I do like riding the Lightrail except for how dirty the cars are.	2/10/2016 6:58
100	Although the issue paper stated that one of the considerations was to equalize the impact on all riders, this proposal unfairly places a higher burden on those with disabilities. Considering that many who are disabled are on Social Security and there has been no COLA for 2016 for us, I find it appalling that not only is RT considering raising the fare but placing the brunt of the increase on this vulnerable population. Likewise, considering that bus 25 doesn't even go all the way to Coyle half the time, where the hospital is and many people w/disabilities travel, it does not even seem as if RT is interested in offering people with disabilities the services they need, yet RT does expect those people to pay for the able-bodied who travel downtown to work. This strikes me as extremely unfair and unjust.	2/10/2016 7:29
101	RT really needs to do better business. 1) you raise the prices on people who NEED the service (i.e. to get to work, appointments, school) yet bus drivers keep letting people on that don't pay. I for one do no like the increase to only have people get on free. 2) RT needs to stop expanding the light rail until they have the money. Don't increase our fees because you want to reach out. You can't afford it. Wait until you can. Why should we pay for the expansions thru increases.	2/10/2016 7:30
102	Students get preferential treatment on buses. They take up the senior and disabled seats (I am a senior). The buses and light rail are disturbingly dirty, frequently smell of urine and I have seen roaches on some of the buses. I think this might bring up questions of possibly posing a health hazard or spread of disease, lice, or bed bugs. Some of the buses are frequently late. There is a high percentage of rude, extremely unpleasant bus drivers, some to the point of being frightening. So, yes, I seriously question the fare increase even though I don't have many options because I don't drive.	2/10/2016 7:54
103	The service is vital to this city and very affordable if you compare it with other big cities. The increases are not outrageous. The service is reliable, however the cleanliness of the buses and trains at times is very sad. Unfortunately some patrons think the train or bus is a garbage can or toilet.	2/10/2016 8:20
104	The trains are absolutely disgusting if I had the option I would rather drive.	2/10/2016 8:39
105	I am appalled to hear of RT's plans to raise the already too high fares. First you eliminated transfers, which made riding RT completely unaffordable for families, and now this! RT's service is fairly good, but the prices are way higher than most other cities in which I've used public transit, including the Bay Area, Portland, various other cities across the U.S., and all over Europe. I am a public transit enthusiast, which is the ONLY reason that I continue to use Sac RT despite how expensive it is. But to raise the fares further? Absolutely unacceptable! If you want to cut costs, I recommend that you require your bus drivers to turn their engines off whenever they are stopped for more than one minute. Many times I have seen vacant buses left idling for over half an hour while the bus driver takes their lunch break elsewhere. What a waste of gas (and an unnecessary production of toxic exhaust that bus riders must breathe)! If you implemented this requirement, I expect that you would see your gas usage drop dramatically.	2/10/2016 8:44
106	There needs to be a way where everyone who rides RT buys a ticket. If you think everyone does, then you are fooling yourself. I see folks get on everyday who do not purchase tickets and that is where you are loosing money. More security might work, but I don't see officers checking passes for months at a time. Not sure how you can fix that situation, but penalizing those of us who do buy tickets and follow the rules isn't right either. Tough decisions.	2/10/2016 8:45
107	You want to increase the price of tickets, but not offer the riders who do pay anything in return. I would ride it more, if I felt safe or did worry about my clothes getting ruined from all the stuff on the seats. I think if you do increase the prices on anything, then you better show something for doing this to make the ride better for those who do pay.	2/10/2016 9:03
108	Raising the fare to \$3.00 along with the current \$1.00 parking fee moves Light Rail into parity with what it would cost for me to drive for my commute downtown and pay for parking in my building. Commuting by Light Rail would no longer be a cost effective. Since the condition and reliability of the trains, stations, and security are marginal at best, all incentive to use RT is gone. I will not subject myself to pay a premium to use public transit in it's current state of disrepair. Perhaps city should not have spent all its money on the Kings.	2/10/2016 9:07
109	The light rail has become more UNRELIABLE in recent months to the point that I am considering NOT using the system. It's sad when contracted or other employees are either standing and/or making private calls (you can hear their talk of school, problems, etc.) and NEVER picking up trash with this idle time being so obvious. Maybe they can't get all the trash (or safe to do so with some) but much they can- they trains are a mess and stations not much better.	2/10/2016 9:10
110	if the pass for paratransit is cancelled I will have to take it less as I will not be able to afford to take it. I buy the pass as I can not afford to pay 5.00 each way.125.00 is a lot of money for me to pay. but it is a lot better than the 5.00 each way	2/10/2016 9:10
111	If RT fares are going to be increased there needs to be an improvement in cleanliness and service. I'm not going to pay more for the same terrible conditions.	2/10/2016 9:11

Survey Monkey Comments

No.	Comment	Date
112	The way that the Light Rail is currently structured and set up is the reason why RT is losing money. Each Light Rail Car has 3 points of entry and exit. Patrons can get on and off the individual car without paying. This is different from the RT Bus because all of the Patrons have to enter at one point and have to pay to board. The Light Rail also has security issues with and can be un safe. RT needs to have on the Light Rail security safe inside each car or a video surveillance system in each care. RT is subsidized by Federal Government and needs to match the funding. A lot of people I have spoken to say they will not ride the Light Rail due to Safety issues.	2/10/2016 9:12
113	As a rider who steps on to Folsom Goldline train that leaves the station at 5:30 a.m. and who have very few riders on each car, I would have expected these cars to be cleaned over night. But pictures I have (and have dated/timestamped) show filthy, sticky floors and trash, candy wrappers and other items between the seats and bulkhead. I even found \$5 once - which tells me whoever is paid to do your cleaning is ripping you (and us) off. Before you charge more for cleaning both train cars and stations, audit who is getting paid, and what the cars look like when they pull out of the first station each morning. Also, demonstrate that you have met with and provided what expectations you have with the yellow shirt security team you (we) pay for. Maybe a plain clothed inspection would show you that other than providing a non-threatening presence on the occasional train cars or at an occasional station, they do not do anything to enforce violations of rules such as standing/sitting in stairwells, too many bikes at the end of a car, audible music, bikes in the center of a train, etc. It appears that, just like cleaning, you (we) are not getting what we are already paying for.	2/10/2016 9:24
114	Need to have more security on light rail and much cleaner light rail also better system for most people that do not pay, the reason the light rail is not successful is because tickets are never checked it is a free ride for most people an honor system never works that is why no money is made	2/10/2016 9:27
115	You guys really have to get your act together. This 'system' has been in a huge downfall for years and you are just now doing something about it. Fire whoever is in charge. GET the bums off the train. I shower and shave each morning only to have some smelly man sit next to me who has not paid a fair. Have the managers or RT ride the trains for six months and I bet there'd be a ton of changes made. RT is one of the most poorly ran systems around and you want to raise fares?? Do a better job at keeping the bums off and keeping the trains clean, get the sperm stains off, then maybe raise the fares. Just a thought!!!!!!	2/10/2016 9:36
116	All of the question on number 18 are important to me and all need improvement over all! RT needs to drastically improve on all of these issues	2/10/2016 9:43
117	Your service and reliability has been terrible through the years, yet you are already one of the highest priced transit agencies in the country. I can't believe you are trying to justify raising prices again.	2/10/2016 10:06
118	Last time you raise the fare, you also eliminated bus routes that affected the ability of my co-workers to work. Other bus line throughout the state offer more service routes and times and are able to keep their fares down. I quit riding light rail because drug dealing was taking place and the security officers were no deterrent, they just stand there. I guy was selling purple kush and I ask security if he knew what it was and he had no clue. However, there was a lot of flirting going on at the Watt I-80 station. The trains have issues when it gets hot and no one informs riders that they need to walk to a bus stop for pick up. If I received something better for the increase, I might not feel quite so put out. I am late for work most days because the bus runs behind schedule.	2/10/2016 10:22
119	Please don't reduce the time limit on a single light rail ticket from 2 hours to 90 minutes, not enough time to have lunch and be back at work. Please don't eliminate the monthly pass for the paratransit Please don't raise the fees for the students and lower income families.	2/10/2016 10:49
120	Please do not raise the rates for RT tickets. The way this is being changed unfairly disadvantages those who are the least able to help themselves, specifically those who rely on para-transit. It is extremely unjust to even take away the monthly para-transit pass and significantly increase the rates for the disabled and senior riders. Again, these are the people who are least able to take care of themselves and already have a large financial burden they must bear.	2/10/2016 11:02
121	affordability is the reason why I use RT. I can not afford it RT if it goes up. I have also witnessed people packing their pot and cursing. It can be very uncomfortable. I asked a security person if he could help and they are advised not to approach. Riding the RT can be smelly and I hear summer is the worst because the ac does not work when there are a lot of people riding. The train has been late several times which gets me to work late. I have also been on the train when there has been an accident and we had to wait about another 30 min to depart. I do not feel RT should raise the price. Thank you	2/10/2016 11:19
122	I do not think you should increase fares. Your current rates are already higher than San Francisco, who offers more service than Sacramento. It seems to me that you've constructed the new stations and a parking lot and CRC; now you want to raise fees. I understand that you are currently are at a loss of "some" money, but in the overall scheme of things, you haven't even been able to determine what impact the new stations have on your overall revenue, considering it hasn't even been a year. My recommendation is that you stop giving executive management more pay increases. The \$500,000 loss that you are experiencing can easily be corrected without passing that cost onto consumers. As a matter of fact, I took a shuttle from Power Inn to the Family Courthouse yesterday. That was a complete waste of resources. The walk is 5-10 minutes and the ride took just as long. RT can cut costs and not keep passing it on. So unfair!!!	2/10/2016 11:23
123	You could increase security on light rail so that paying customers are the only ones aboard. Too many people do not pay to board those trains. You can see it clearly - when security is aboard the train, those who do not purchase tickets either get off or do not board that car. If you increased security heavily on a random basis during the week, you might see fewer non-paying customers. You would then see an improvement in security and cleanliness. Perhaps you could also phase-in the increase to make it more palatable. The increase seems reasonable.	2/10/2016 11:35
124	I would like to see more enforcement of getting the unruly riders, homeless and offensive riders off the trains	2/10/2016 11:36
125	If you're going to increase the fares, the customer should get something in return (i.e. safety, cleaner vehicles, reliability)...you can't expect to get something for nothing.	2/10/2016 11:36
126	If RT is seriously considering a fare increase, then they first need to address the issue with their joke of a security they have on the trains. Those "security guards" are nothing more than Christmas tree ornaments because they can do nothing if say a fight breaks out and disturbs the passengers who pay good money to ride these trains and buses. If RT wants to increase their fare, then perhaps they should consider doing away with the security company they use and instead opt for having more police presence on the trains in order to keep the riff raff to a minimum Also, the issue of passengers who ride for free has long been a problem especially since most of them won't bother paying their citation the few times the transit police are on the trains. So again, if RT wants to increase their fares, they really need to address the security issue and the filthiness of those trains.	2/10/2016 11:37

Survey Monkey Comments

No.	Comment	Date
127	I think that RT misses the correct questions and solutions. The first error is that there is no mechanism to make sure that anyone on the trains has a valid fare. The only very occasional checks by RT mean that every single day on every single train there are a large number of riders with no fare. You know who these people are and yet nothing has been done to solve this. You would either have fewer riders (less wear and tear, less cleaning and less security needed) or you would have more money coming in because the would no longer be able to ride for free. It is offensive to hear them bragging about not paying and then dropping garbage in the train and in the stations.	2/10/2016 11:38
128	RT needs to account for it increase in spending over the past several years. RT seems to have funding for technology and for the new busses. Last time fares were increase, bus service was cut and some routes eliminated.	2/10/2016 11:38
129	We are encouraged to ride the light rail to work everyday but they are the dirtiest trains, never arrive on time and very unsafe to ride. I had a lady fall on me because the brakes on the train where bad and good barely stop. The train is very unsafe and there are tons of issues with people causing fights or threatening people. Rarely is there any security present on the train except during the first week of the month and the last week of month to check tickets.	2/10/2016 11:40
130	Stop trying to take advantage of children and old people.	2/10/2016 11:43
131	A comment was made by the GM that the trains are only as clean as its riders. Also said, was that the trains are cleaned everyday. I want to know why they are filthy at 6:00 a.m.?	2/10/2016 11:44
132	The rate hike seems fair if the security is improved and the LR is kept much, much, much cleaner. As for security, loud, mentally ill, behavior should be discouraged.	2/10/2016 11:45
133	All these services need 100% improvement	2/10/2016 11:45
134	It's ridiculous that you're considering raising the prices, considering how often the trains are late or it's malfunctioning to the point the brakes are slammed on so hard I've seen people slam their heads. There is no safety on the trains or patrolling of the trains to keep a safe environment for the riders. I've seen security walk away from trouble makers who are loud, vulgar, disturbing others and smell like they took a bath in POT. You want to raise prices but there are no improvements to the trains. You have police patrol but more often than not they are too busy giving tickets to dedicated riders, instead of clearing the riff raff. I've seen people smoke on trains, smell like a dumpster or pot or weed or alcohol. I've seen people with their pants falling off or being vulgar to riders but nothing is being done about cleaning RT. You want more riders to use the system but you're doing nothing to convince them its a better alternative. Instead you're raising the prices for current commuters with no plans to clean up the trains. The prices increasing could be justified if I didn't feel like I was riding in metal petri dish everyday and possible acquiring a disease or pathogen just by riding the train. Maybe if you cleaned up the system and showed some improvements riders would be more supportive of price increases.	2/10/2016 11:46
135	You should increase the single ride ticket price from 2.50 to 3 dollars but not touch the \$100 dollar monthly pass. In the month of February there are only 20 working days for a majority of your ridership. Plus people take days off and such so it does not make sense for people to buy the monthly pass. Keep the monthly pass at \$100 dollars and change the single ticket price to \$3. Instead of reducing the time of the single use tickets to 90 minutes you should actually increase it to 3 hours. In my opinion, this will increase ridership during the day 9am to 3pm due to employees utilizing light rail for meetings and such.	2/10/2016 11:48
136	I think RT could really take a few pointer/suggestions from BART and other large cities that use transit systems to see how they are able to keep rate lower and safety a priority. Because the way RT is handling this SUCKS!!!! and on another note if I have to pay to park at RT light rail stations it should have better security and every parking station should have to pay or no one should, make it fair.	2/10/2016 11:48
137	While non of the rate increase options (Question 17) have a significant impact on me, I would be willing to pay even more if the trains were cleaner, free of transients, free of people playing loud music without earphones, free of crazy people yelling obscenities to passengers, etc. The trains are already pretty reliable for my needs. I would like to see the frequency from Sunrise to Hazel or to Folsom increased.	2/10/2016 11:49
138	I am forced to use light rail to get to work - of course I need affordability, however, the service is always unreliable, the cars are filthy (and there aren't enough of them), and there are ALWAYS whacked-out people in the cars that the Transit Officers are supposed to do something about (AND THEY DON'T!!!! They stand there and laugh or ignore it and let the behavior continue.) WHY SHOULD THE PATRONS HAVE TO CALL FOR HELP???? I CAN'T STAND THE SACRAMENTO LT - it is atrocious and disgusting. The politicians should be FORCED to ride it (anonymously) for a month - THEN there would be changes.	2/10/2016 11:52

Survey Monkey Comments

No.	Comment	Date
139	<p>For the price increase, I can drive to work and pay to park for less than what it will cost me to ride the train. In addition, it isn't worth the convenience of not having to drive when you consider all the riff-raff on the train that play loud music, curse, fight, etc. with no intervention from security. I started using the Franklin Station when it opened. I feel forced to buy a monthly pass even though it is not the most economical solution for me because almost daily I have experienced the ticket validator not working (I don't want to ride for free, but the security has told me to just give his info if I am stopped). I wonder how many other people ride for free due to a lack of functioning equipment. It is a new machine, how can it be broke all the time? When calling to report issues, the customer service is rude, hangs up on you, laughs at you, doesn't care. How about empowering these individuals to help your paying customers. The trains are filthy most mornings and by the end of the day they are absolutely disgusting. I will say there is a better security presence in the evening at the stops. Rather than increasing prices, let's work on getting the service right. The trains are often off schedule and late especially on the blue line, the ticket validators are broken frequently, and the customer service is deplorable. The bus bridge flat out does not work. I have walked because waiting for a bus bridge to arrive is a joke. The one time I took it from Broadway, they dumped us at 47th and told us a train would be there eventually. An hour later one finally showed. Again, the customer service laughed and hung up. Who are we supposed to call and complain to when that is the response? Every summer the train breaks down in between stops. Last summer when it broke down we were held hostage on a train by the driver when it was 110 degrees outside. She indicated she couldn't let us out on the tracks. Yet with no working AC and the temperature at 110 we were literally roasting inside a closed train. People in the back of train managed to get off but and start walking but she (the driver) refused us in the front car. More and more people continued to walk by and eventually as people became sick from heat stroke, she let us off. Again a call to customer service did not help the situation. The service is horrible and unreliable and I do not think we should pay more for bad service. Fix the service and then you can consider raising rates. In addition, a 20% increase is not reasonable and it will price out many students, seniors and disabled individuals. I think that RT has a money management problem. The money is not properly managed and increasing rates will not change that. It will continue to be improperly managed if that is not addressed and you will just increase the amount that is not appropriately managed. Other cities like New York, Atlanta, and DC have train systems that I have personally experienced. They are far larger than ours and they do not have these problems and they are more cost effective/economical than ours in Sacramento (again this is my personal experience). I do not understand why Sacramento RT cannot get it right.</p>	2/10/2016 11:53
140	<p>Please remember that this is the only form of transportation for many individuals. By limiting routes, raising rates, etc., you are helping to keep the economy of Sacramento below what it could be.</p>	2/10/2016 11:54
141	<p>If the goal is to get more people to use mass transit, it seems that a rate hike is counter-intuitive to that goal. Improving and extending service while keeping it more affordable than driving is going to improve ridership and thereby increase revenue.</p>	2/10/2016 11:55
142	<p>If fares are raised but reliability, cleanliness, and security stay at there current levels, why raise prices? Salaries are stagnate, energy rates are flat. Where is the money going? Increased admin costs (aka executive raises)?</p>	2/10/2016 11:58
143	<p>Why look to increase fares without fully implementing parking fees? It seems to me that you could enforce parking fees at all light rail stations (instead of just a few at the end of some of the lines) to generate more income (both from the parking passes, monthly and daily, but also from parking citations).</p>	2/10/2016 12:02
144	<p>Increasing the prices will only drive more people away from RT. The trains and buses will be even emptier, which is great for the criminals and fare jumpers, but AWFUL for paying customers.</p>	2/10/2016 12:08
145	<p>The trains are some times very dirty. There is not enough security on the trains to deter noise, trash being left on the trains, spilled drink and riders avoiding paying a fare the latter of which no doubt leads to budget issues. I would think during the day RT staff should check the trains for trash, etc. There should also perhaps be some inter action between RT representatives with local schools to address issues of noise, pot smoking, which occurs at many stations, and other such issues that seem to be problems with some students that ride the trains.</p>	2/10/2016 12:19
146	<p>The trains are so nasty at times sitting on the seats makes you feel dirty all day long at work. One day something was on one of the seats, and I took my umbrella to hit the seat to make it fall off and the dirt that jumped off that seat was utterly ridiculous. There is trash, bottles, cans on the floor, spots on the seats, people put there dirty and muddy shoes on the seats you don't know what you are sitting on. I put some of my clothes in the cleaners, and to have to sit in such conditions does not make me happy at all. Oh yes, let's not forget the smell of drugs and drug deals, and sometimes when I get to my stop I just want to go and buy some snacks because I feel like I was getting high. The loud music and disrespect we have to endure to ride RT is awful .</p>	2/10/2016 12:25
147	<p>As a CSUS grad student, I happily take advantage of the commuter pass option offered through the school.</p>	2/10/2016 12:30
148	<p>Bus is not comfortable. The new buses are worst than the old buses. The seats are too small, there is not enough leg room, and the motor is very loud in the back. The seats are also very uncomfortable and always dirty. The bus is not well ventilated and the air is stuffy. There should be more buses that are express bus and are more frequent and reliable. The drivers should be more friendly and nice.</p>	2/10/2016 12:33
149	<p style="text-align: center;">SECURITY ON LIGHT RAIL - MAIN CONCERN Then the CLEANLINESS on LIGHT Rail</p>	2/10/2016 12:40
150	<p>Light rail is disgusting. Some of the light rail stations are very disgusting. When you need security they are never around. The newer trains are very rough riding. Never any where to sit and if you find a seat the person next to you is so close feels like are practically sitting on top of you. The step onto and off of the newer trains are to high. We shouldn't have to wonder when or if our train will show up on time. If it is running late we should be informed of how long it is going to be. Honestly if I could find parking at a reasonable price I WOULD NOT take public transportation. Very disappointed in public transportation.</p>	2/10/2016 12:41
151	<p>I would hate to see the fares go up and not see any improvements. The RT is filthy and never seems to be cleaned. Also there doesn't seem to be much of a response time from staff if there is an issue in one of the cars. It can take 3-5 stops before an RT staff is found. Lastly I am not sure how you decide how many cars to run at what times, but the train that comes at 7:50am at the Mather/Mills stop always seems to only be 3 cars. The train at that time needs 4 cars it is stuffed to an unsafe capacity. Thank you for your time.</p>	2/10/2016 12:57
152	<p>Cleanliness of the equipment as well as the riders needs a higher priority; Consider hiring minimum wage earners to ride in each vehicle to be a constant presence and clean the seats and pick up trash throughout the day; The city is insisting that the community use RT to attend Kings games, etc. at the new arena; for a family of 4, RT transportation becomes prohibitive; Will never ride at night except with a crowd.</p>	2/10/2016 13:07

Survey Monkey Comments

No.	Comment	Date
153	I dot under stand why the raise in Lightrail needs to happen at all. The trains are so dirty and nasty all the time you should be paying us to ride on the nasty things. The temperature is always either to hot or cold never what it should be. My biggest issue is the nasty dirty cars. Take a ride sometime and check it out.	2/10/2016 13:24
154	Put a limiter on the speaker volume inside of Late Rail trains. Get rid of the ear piercing beepers that are always going off an causing us to go deaf. Reduce or eliminate the next stop will be ____ Do not repeat the next stop will be ____ for the same stop more than once Get rid of the advertising on the train signs, would like to know when the next train is coming not the next great advertisement RT wants to promote. Reduce the amount of unnecessary annoying announcements, such as the next stop will be. Even the blind know what the next stop will be. Make the late rail more like in Japan where you can read without some idiot announcing the next stop will be at a loud enough volume that they can hear it inside the buildings they are passing by. Provide enough trains so that we do not need a can opener or pushers to get on or off. Make sure that when they are going to cut a train that all passengers are allowed to get on the remaining cars before they leave. Even better tell us that they are cutting cars!!!!!!	2/10/2016 13:25
155	If at all possible, please take into consideration what people are saying about vehicle cleanliness. Many light rail cars and buses look and smell as if they have not been thoroughly cleaned in several months. I'd say this even takes priority over reliability, which is definitely what should be looked into next.	2/10/2016 13:28
156	RT trains are notoriously dirty and smelly. I won't sit in a seat and if they are going to raise the prices then the cleanliness ought to improve. What would be a better improvement than clean trains would be nicer drivers. The majority of the train drivers are so rude to passengers and clearly they need classes in customer service and better attitudes.	2/10/2016 13:40
157	We need a better security. Even at busy hours, I seen pedophiles, drug addicts, homeless and crazy people. I know that these people don't pay for their fares.	2/10/2016 13:45
158	I use the lightrail mostly to support the system as I have a car and well paying job. Increasing the price by 20% is a huge increase and very detrimental to both the community and those who use the system as their sole means of transportation.	2/10/2016 13:56
159	At the Roseville LR station the spaces need to be restriped. You can barely make out the lines/numbers in the dark and especially in the dark when raining. The light over space 0980 has been out for the 6+ years that I've been parking there. I've called it in many times but it is still out. This is a safety issue. I routinely take one train earlier than I need coming in to work because of the unreliability of the trains. Every summer the trains break down and too often have to dump us out to wait for another train or a bus. Cannot begin to tell you how much I hate the "New" trains. Trains are dirty; too many huge carts and strollers and these people take the spaces meant for the elderly/disabled (these should be banned during high work traffic times or made to stand), most afternoons, people are stepping over carts, strollers, suitcases, and etc. to get through the aisles, drivers do not enforce the music with ear buds only rule, twice the driver has had to ask young men to leave the train because they were openly smoking pot (My compliments to that driver), etc. Most of the drivers are pleasant/friendly. Given the conditions the riders have to put up with I do not see how you can justify raising the costs and I'm tired of the working class carrying the minorities and poor that are getting handouts from every side. They get Section 8 housing...my rent just went up \$100 a month, they get food stamps, my monthly groceries have gone up over a \$100 a month in the last 2 years, they get free medical...my medical just went up \$100 a month...I could go on but you get me drift.	2/10/2016 14:01
160	Having buses run more often than once an hour, and having a whole system where the timetable is more than a general guideline would be a start. The "honor system" used for train fares is a joke. The digital displays at light rail stations are useless. "The ____ line train will be delayed 5 to 10 minutes." Does that mean if the train is 15 minutes late, it's actually on time? It's an insult.	2/10/2016 14:03
161	Question 17: This is not a solution, the decision has been made to increase the price no matter what. It is only what option suits your needs. Question 18: IF THE LIGHT RAIL WAS CLEANER ALL THE TIME, I would mind increasing the monthly pass by 20%. So I can understand until May 31st the light rail will remain dirty and filthy. By increasing the fee to 20% YOU will make sure is always clean! Why isn't clean today? Why wait?	2/10/2016 14:11
162	Raising the fare will not make RT better. RT should enclose all stations in such a way that only paid customers can get in. Investing on this will be more profitable, safe, clean, etc. You're wasting money on employing security guards who are not really doing anything because bad people don't really care to follow them anyway. People don't buy tickets because they can just get in the train then pray that there will be no inspectors and sheriffs who will check their tickets. If you want to give a free ride to those who can't afford then do it for an hour like 1:00 - 2:00. You are in business to make money and be of service to the public not to be in business to give free rides to some abusive people and make the paying customers shoulder the paying for the non-paying riders.	2/10/2016 14:55
163	Why increase senior/disabled monthly pass by 40%? That does not seem fair or reasonable!	2/10/2016 15:05
164	I have been 30 minutes to an hour late for work multiple times due to RT unreliability. I have also missed my connection to ETran, resulting in walking 2 or more miles to get home or to my car. I have to use a bike to make sure I can get to where I need to go if RT leaves me stranded. Raising prices for dirty transit that is unreliable is ridiculous. If you want to increase your profit, improve your service: secure the light rail stations (like every other major city does to their train stations, have turn styles), and have your system run on time, and if the train breaks down, get a bus out to get people where they need to go. People are not going to pay BART rates for a substandard system. You need to increase paying riders by having a safer more reliable system, rather than punishing your current riders for your systems flaws.	2/10/2016 15:06
165	I think the top priority for increased fares should include a way to charge for distance travelled. A non-low income 62+ year old shouldn't have their fare subsidized so heavily that they can ride light rail from Folsom to downtown for \$1.25, while somebody else pays \$2.50 to take light rail for a couple of stops. Priority #2 should be to make sure that all riders pay to ride light rail. I ride round-trip almost every work day, and it's not uncommon for me to go a month or two in between having my fare checked. I read in the newspaper that 10% of riders are currently checked, but from my multi-year experience, in reality it's a much lower percentage. I'm very pleased that RT is now charging Los Rios students a more reasonable amount for 5 months of unlimited travel each semester. It was ridiculously low before this year's increase. Thanks for listening!	2/10/2016 15:07
166	To raise your rates for unreliable, dirty, unsafe conditions is insane. Instead of spending millions of dollars to extend routes short that no one uses how about hiring security and clean the trains and stations. Let alone having people check for fares. The few times when they check for fares they catch at least 5 people per car. I have yet to ride a full week without at least 1 disrupted service, and when there is a disrupt in service there is no notification, you're just left stranded. This system is the most mismanaged transit system in the US and you want to raise your rates to be the highest.	2/10/2016 15:21

Survey Monkey Comments

No.	Comment	Date
167	the university 65th station is very insecure and it feels unsafe to be there considering the volume of young people that have to use it for school.	2/10/2016 15:28
168	Add a monthly pass option to sacrt fare app and make it support Apple Pay	2/10/2016 15:31
169	As a family of 9 I can tell you that a seemingly "small" increase impacts some household budgets greatly.	2/10/2016 15:35
170	I never see fares being checked later in the evenings and the homeless people know that. Please enforce fees at all times so paying riders can have a better experience.	2/10/2016 15:41
171	Whoever thought it was a good idea to trot out a fare increase without consulting the RT Board and then scaling it back should think about retiring. If they are retiring they should hustle.	2/10/2016 15:42
172	Since, you can only use each number only one time. I won't continue this survey. Affordability, more service, better reliability, improved safety and security are #1 for me. Cleaner buses and light rail trains and cleaner bus stops and light rail stations are #3. My race, age, yearly income and if I'm female/male has absolutely nothing to do with this survey!	2/10/2016 15:44
173	The RT trains are dirty and disgusting.	2/10/2016 15:53
174	I take light rail on days when my carpool won't work out (usually because I need to work late). Over the years I've come to dread the days where I need to take the train. After the typical commuter hours, the crowd on the train become very threatening and the security does little to prevent it. I have taken the Bay-area's BART trains, and Chicago's L trains and have felt much safer then on Sacramento's light-rail. I think one main difference is the you need a ticket to get into the station on BART and the L. This keeps out non-paying riders (who are usually the problem). I would like to see a perimeter fence built around the stations with a turnstile which opens by inserting a ticket.	2/10/2016 16:00
175	I am concerned with the awful treatment I have witness by the drivers. These trips are not free and it is sad. There are some very pleasant drivers but the nasty ones out weigh the good ones. As one driver elegantly put it I do not care nothing is going to happen. I called three different times and no one called me back, Those messages were left for a Mike Wiley. Maybe you should be more interested in retraining your employees Han trying to find a way to raise bus fare. Thank you , Ms. Chardonnay Napier	2/10/2016 16:07
176	Most of the RT price increases are not of significant priority as to being worst off or better off. RT needs to increase prices to address its budget deficit, have a clean system, have a high priority on expanding bus service, and increase security and police services. Without the additional revenue, these goal cannot be realized.	2/10/2016 16:19
177	I don't know what the budget looks like for public transit or how much it makes with the current cost of \$2.50 but as someone who falls in between "the monthly pass is too expensive because I'm not using the bus that often" and "\$2.50 is so expensive for one way", any rise in prices will negatively impact me. I know I'm just one person and you have to think about the grand scheme, but that's my two cents.	2/10/2016 16:31
178	Lately, at the times that I use the train, my service has been spotty. Especially in the evenings at Archive Plaza. My train is usually late at 4:56 and 5:11 and rarely has an open seat. Wish you would consider adding additional service or using more passenger-friendly coaches. The new ones have lots of room for bikes but in the evening - it just takes away room from riders.	2/10/2016 16:32
179	- Fare Increases should be gradual and not significant. If more riders will be expected to ride RT to support events at the New Arena and Downtown Mall, fare affordability and flexibility (Transfers) are necessary. More riders will be inclined to ride if fares are commensurate to the quality of services (currently deficient in comparison to the proposed fares due to schedule inconsistencies, unexpected cutback of train cars and/or cancellation of buses during commute hours). If cutbacks and/or cancellations are needed, it should be done outside the commute hours of 530a-9a and 330p-7p - More Focus is needed with on-time arrivals especially connections at key stations and Transfer Stations between Buses and Light Rail Trains. More often Buses arrive at Light Rail/Transfer Stations 1-2 mins after the departing train/bus leaves. If Light Rail cant be flexible and wait for late buses, then Buses should arrive on-time at these Transfer Stations and any extra needed breaks by operators can be done at these locations instead of other stops along their respective routes.	2/10/2016 16:52
180	18 is tough. Part of me wants to rely on people not trashing the train, bus, and stations, but sometimes that is too much to ask. It costs money to keep everything clean... Tough tough. 18 can go either way for me.	2/10/2016 17:10
181	Drivers need to stick with scheduled arrival and departure times	2/10/2016 17:12
182	I had an item stolen from my vehicle (removed from the undercarriage) at the Roseville Road station. Security has been lacking and definitely needs to be stepped up. I'm looking into parking downtown now, because I no longer want to park my vehicle in a parking lot I no longer feel safe in.	2/10/2016 17:30
183	You want ppl to ride transit, but you keep raising the prices. You added charges for parking at park and ride. Are you kidding me!!! I can't keep affording transit if you keep raising it. I just as well drive to work and have me car down town for my convenience.	2/10/2016 17:44
184	Why does RT not charge for parking on the Gold Line? Why do the people from Folsom do not have to pay for parking?	2/10/2016 17:45
185	I wish there more trains to Folsom because the ride is so long! I can't get to the station in time to catch the 5pm train at 24th street station, which makes me wait for the next Folsom train because the sunrise one is so packed.	2/10/2016 17:56
186	If I have to pay more to ride RT, I want the service restored. Riders should not have to wait an hour for a bus. Restore service to 1/2 hours. Improve connections with other routes. If you have to take a bus that only runs once an hour, the rider should not have to wait another hour to make their connection. It is really sad when going to a medical appointment takes 3 or 4 hours because the bus to get to the connection only runs once an hour. Improve the lighting at the 29th street bus stop.	2/10/2016 18:02
187	I think that there should be an increase in fare inspection especially in off-hours. I also feel that there should be something done to provide cleaner and more welcoming vehicles.	2/10/2016 18:23
188	The Golden 1 Center (new arena) and downtown developers should be paying a substantial amount of the needed funds because they are making huge profits, and are demanding that RT improve. They should pay a larger percentage than the low-income and even middle class riders.	2/10/2016 18:40
189	If you could control the skaflaws from riding without paying on the Blue Line for 16th St south, you would have been turning a profit from the first day. Why not dramatically increase the fines for not having a ticket. The RT trains and stops are trashed and I see little or no intervention from the so-called "yellow jacket" security. Question: Why are you paying for meter maids, police, AND private security. The first two, I see as necessary (except they need to be writing more tickets and escort the skaflaws off the train at the next stop). The Yellow Jackets do nothing but walk around with their hands in their pockets, sit in their vehicles, act like "puffed up roosters" on the trains, and appear to be as useless at "teats on a boar" when it comes to any enforcement, e.g., smoking, drug dealing (seen this go down right in front of me), etc. Lose the Yellow Jackets and get more cops that can really do something. You'll probably end up with more money in the long run.	2/10/2016 18:52

Survey Monkey Comments

No.	Comment	Date
190	For SacRT to work as a service, studies actually show that ridership increase when there are reliable buses/light rails with a lower fare. I just traveled to Hong Kong in December and their subway runs every 5 minutes and can get to the other side of town in 40 minutes for under \$5. It was reliable and if you missed one, the next one was coming in the next 5 minutes. Right now if you miss a bus or light rail, there is no guarantee the next one will come on time or even come at all. Also, why are the only stations that accept credit cards the ones that serve the downtown area. They need to be installed at all stations so EVERYBODY has access to them and not just the city/county workers.	2/10/2016 19:15
191	Too many losers on light rail. How about 100% ticket enforcement as a goal instead of 20%.	2/10/2016 19:18
192	If you want to charge New York City type prices then RT needs to provide New York City type service in both area of coverage and frequency. As it stands right now RT's service patterns and coverage have caused me to purchase a car. Right now the 67/68 bus line takes me to and from work in just about the same amount of time that it does to drive and is convenient. If the price of the monthly pass goes up by 20% then I will be one of the many who will cease riding RT and just drive to work. Instead of raising the fares 20% on the poor souls who pay cash or buy full price monthly passes how about raising the price of the transit passes that state employees pay. If you raised the price of those fares 20-30% RT would probably see their revenue increase more than if they raise regular fares by 20%. RT will lose a decent number of riders should they go through with their planned fare increase. It would behoove RT to seriously look at other ways to mitigate their losses either through collective bargaining with their unions; looking for state and federal grant money and other sources of funding. No transit agency has 100% farebox recovery work harder towards getting the state to properly fund RT.	2/10/2016 21:32
193	I am so tired of riding the train and being forced to endure the smell of marijuana, urine, and feces. Having to listen to thugs(male and female) swear, threaten, and generally disturb other passengers is beyond ridiculous. Too many times I have been afraid for my life because 2 or more passengers are threatening to shoot each other and encouraging each other to pull out their guns and shoot. The trains are filthy even the first trains of the morning. The seats have substances on them that you don't dare sit in. I have had a couple of jackets ruined because I wasn't careful and sat in something. I hate riding the train, but unless I want to pay exorbitant garage prices, I have no choice. The trains are gross and if you plan on populating that new arena by using the light rail for majority of arena goers, you are oblivious to issues you have.	2/11/2016 6:15
194	Enforcement of noise rules and dealing with non-paying riders are also important criteria. Kids on the trains in the afternoon are very problematic	2/11/2016 6:45
195	You want us to answer the questions but why I'd stop using the services lately was no clean seats plus trash all the time on light rail (most) and the people are very rude they want something, smells, fights, ect. we try to let our grandchildren see what the train and buses we have in Sac Town but not so to take home plus rising the fares will only get more people who want to ride it for FREE no ticket I feel but the people who work needs more money yes please they all work hard lastly, maybe you folks can get SACPD to use you folks for the rookie beat to try to get more people safe and back on trains and buses plus this will always have someone on trains and buses to help us when needed.	2/11/2016 7:06
196	You NEED to have more ticket checkers on the trains. There are a significant number of people who are riding for free. If those people weren't there, more paying riders would be.	2/11/2016 7:06
197	I know this probably doesn't bother you guys but I'm a low income student, working 40+ hours a week. I don't have a car and the bus and light rails are my transportation. I live pay check to pay check and raising the fares would set me back even more. 50 cents may seem small to you but that makes a big difference when you take multiple trips a day. And once again it probably won't bother you but when the fares go up (which they will because you guys don't care about the little people) I will start walking to and from work, the walk will be 20 miles round trip but it would be worth it to not pay a higher fare. And a little side note if a majority of people are already not paying for tickets what difference will it make if you raise the fares or not?	2/11/2016 7:23
198	You probably don't care but I am a student, and work 40+ hours a week. I live pay check to pay check and do not own my own car. Raising the fares would only add to my financial stress, 50 cents may not seem like much to you but for me it is a big deal and adds up quick when I have to take multiple trips though out the day. You also probably don't care but if fares do increase I will no longer use public transportation because not only am I going to pay more but the trains will still stink, homeless people will still be sleeping at the stops, and I will still have the fear of getting stabbed or mugged, but I will pay more so you pockets can grow. I would gladly walk the 20 miles round trip just to know I'm not getting ripped off more than I already am. And for a little side note, if people are already not paying the fare what makes you think they will pay it when the price goes up? Your not hurting them your hurting me and people like me who pay for tickets.	2/11/2016 7:38
199	Please keep in mind that many downtown workers are forced to take light rail because parking downtown is either not available or not affordable. Raising the rates can cause a hardship to many.	2/11/2016 7:38
200	I wish people would not eat and play music on the lite rail. some of those people litter the lite rail. Also, the music is very annoying.	2/11/2016 7:53
201	if you plan on raising the rate then you should have security at the stations and on lightrail. you hardly see security on the trains. its a battle when the people that have tickets or passes have to deal with homeless, free riders that you see everyday that take advantage. the cleaning of the trains are disgusting, I ride the 5:30am train and I cant believe how dirty it is also have a lot of homeless people sleeping and taking all the seats with all there stuff. it's no fair to people that pay every month and have to deal with this. I hope you look into this and consider something to be done.	2/11/2016 7:57
202	A significant fare increase for an already greatly overpriced and therefore underused system is terrible management and planning and will reduce already low ridership numbers.	2/11/2016 7:58

Survey Monkey Comments

No.	Comment	Date
203	1. The Gold line has become very bad on timing. The train shows up early, stops for 10 seconds, and leaves with people trying to get on the train. Or its 10 minutes late with no message on the board. The trains are rarely on time. 2. There needs to be a better way of enforcing ticket sales. A lot of riders do not pay for a ticket. If ticket sales were enforced then an increase in fare would not be needed. Look at some successful public transit systems like the New York subway for example. Stations and trains are clean and on time. 3. Enforce the exciting rules smoking, over-sized bags, bums on the trains that smell like they shit themselves and don't have a ticket, etc. 4. Why decrease the ride time? So you can try to force people to buy more tickets? You don't enforce tickets sales now, how is this going to help you? It will just confuse riders. 5. RT needs to clean up their act! ... Literally. Clean up the trains and stations. I had a visitor come from out of town and needed to use the light rail to get around. They said the trains were so dirty they didn't want to sit, the stations were full of crack-heads, and felt unsafe at the stations. Not a good impression on visitors or getting people to ride the public transit. 6. Unless there is currently zero persons using the fare "to be discontinued", you should not do so.	2/11/2016 8:34
204	THE CLEANLINESS OF YOUR TRAINS/USES ARE PRETTY BAD.	2/11/2016 8:54
205	my salary remains the same no changes so why the hell the bus services raise the rates? water bill goes up, phone bill goes up, sewer bill goes up. another rate goes up. not my wages. what gives?	2/11/2016 9:05
206	A 20% increase is unfair. I'd suggest that instead of increasing fares that you uniformly apply the parking fees to all lots. Currently you only charge for parking at a very few select lots (mine included....) it is unfair that we business commuters have to pay for parking when the majority of your lots do not. The cost/break even point for me driving vs. taking RT is something that I am having to look at closely. If you raise the fees as you are proposing it would be cheaper for me to drive in and use a parking garage.	2/11/2016 9:24
207	Raising fares to be at or near the highest in the NATION?! That's ridiculous. It is obvious you have spending problems within your organization. How could Sacramento have higher costs than areas with MUCH higher cost of living?? Is it because you are running empty busses around town? More likely it is because you have continuously given your employees overly generous pay and benefit deals. What else could it be? It's not spending on equipment. The light rail trains are run down and dirty and the "new" cars you buy are "refurbished" (which actually is a good use of your funding). And not getting the same level of government funding does not fully explain it. The excessive spending needs to be stopped until your costs are more in line with other similar transit agencies before you consider any fare increases.	2/11/2016 9:51
208	If rates are raised I will definitely stop riding light rail and buy a cheap car. Considering that a lot of people don't even bother paying their fares makes me wonder about fare increases to those of us that do pay. Also the loud, inconsiderate young people, filthy trains, and people drinking alcohol on light rails makes me want to not ride light anymore. For RT to increase fares just isn't right for people like me who don't earn a lot of money a month.	2/11/2016 10:28
209	RT is spending too much time and money trying to make developers and suburban basketball goers and "choice riders" happy. It needs to focus more on affordable reliable bus service for the transit dependent.	2/11/2016 11:01
210	This is the only mass transit system in a major or semi-major city that I've ever seen (and I've seen a few) where bus runs are just out-and-out cancelled. It happens on a not-uncommon basis on the 2 route that I take to work on weekday mornings. Not a good look for a transit agency that is contemplating raising its fares.	2/11/2016 11:17
211	If Sacramento wants a world class RT service, the reliability and security need to improve. There are fare evaders on light rail each day, people that leave their trash, and if inclement weather, trains that don't work. There needs to be great improvement to accompany a fare increase.	2/11/2016 11:22
212	I'd only support higher fares if it runs for 24 hours because getting home from downtown to Carmichael before 11 means i leave before the band i came to see plays	2/11/2016 11:29
213	A rate increase? For what? Stop letting all the freeloaders on the train to eat, sleep, disturb the few that do pay to ride the train. Security? What a joke! All these guys do is flirt with the riders. I have seen many pitbulls on the train and various other animals. Bicycle riders everywhere! Times you cannot even get on the train without a bike in the stairwell. You should follow what BART does. You pay to go from point a to point b period. No time slots for a ticket. Purchase for the actual trip. The trains are filthy, afraid to catch a disease or something. Smoking on the train. Just a complete embarrassment to Sacramento especially with the new arena and 'new' downtown developing.	2/11/2016 12:29
214	I don't ride the lightrail or the buses in Sacramento, but I am concerned about the proposed fare increases. I read in the Sacramento Bee that even though RT hasn't raised the fares since 2009 (a good thing), the fares are among the highest in the country (a bad thing.) Why can't the Board and staff review the pricing and policies of other RT systems in the country which are successful and have much lower fares and determine how their systems are so well running on lower fares? I see the filth and dirt around the stations, and have seen news stories on the condition of the lightrail cars and buses, and hear about fights, killings and deaths in and around the stations and vehicles. It seems to me that Sacramento RT would do well to check out these other systems before acting like they have no choice but to raise prices to cover their budgets. First, look at the budget (filled with highly-compensated officials???) and other cities to see how things can be changed.	2/11/2016 12:56
215	Coming from San Francisco and having travelled extensively, RT is very expensive for the service, in my opinion. RT should consider allowing transfers between buses during an applicable time period. (not require the daily pass). \$2.50 is plenty expensive for how far i go normally. Perhaps fare zones would be a better solution? (pay more for going further).	2/11/2016 13:10
216	I DO NOT ride busses or light rail. Due to my visual limitations, it is not safe for me to walk distances or be by myself. I am a 65 yr old woman, trying to work full time as a school secretary at a local comprehensive high school. I have been in my job since 1995. I am also a dialysis patient in my 9th year of End Stage Renal Disease with dialysis as the solutionj. For work & dialysis, I ride a minimum time of 16 trips per week: to and fromt work, 5 days per week and to and from dialysis three days per week. These 16 trips per week do not include medical/dental appointments. As you can see, I do not use Paratransit in an abusive manner, only for the "necessities of my life." The loss of the monthly Paratransit Pass would be financially devastating. You do the math!	2/11/2016 13:44
217	The bus fare is already high enough. It is very difficult with the cost of living to see an increase in bus fares. It makes it more difficult for those with disabilities and those who don't have a car to rely on public transportation. The proposed fare increases are too high and therefore not affordable to ride the bus and light rail on a daily basis. The Roseville transit system is more affordable than Sacramento's RT system. The cost is less and very reasonable. Sacramento's RT fares is already high enough and to raise the prices would be shameful. I work with special needs students who also rely on Sacramento's RT system. It is hard enough as it is for them to pay the fares on a daily basis even with a disabled rider ID card without a sticker. Please don't raise the fares.	2/11/2016 13:53

Survey Monkey Comments

No.	Comment	Date
218	I think that before you increase fares you need to address security and cleanliness - the light rail cars are filthy and I frequently feel uneasy.	2/11/2016 14:51
219	This is the worst transit system I have ever seen price is way to high no transfers poor routing. If you insist on jacking up the fares in a few years you will not have a system. No one is going to pay what you want. If you need more money why not can some of your overpaid management staff who aren't doing there jobs	2/11/2016 14:53
220	I appreciate that you are returning transfers and the CD fare. You mentioned service to the new arena: are they contributing anything? Will there be any increase in service? The availability on weekends and nights is laughable. It seems that every restructuring involves a fare increase and a decrease in service. What I see happens is this: the only people who ride the bus are the people who *have* to. The poor, the disabled, and the people whose mental illness renders them disabled. Public transit in Sacramento has become unattractive to those who might *choose* to ride the bus: the environmentally concious, the uneager to drive & park, people wanting to take a shortcut. But if a bus only runs once an hour, the bus stop is isolated, or the train is scary, they won't. (BTW I ride transit all the time on my monthly disabled pass, but I have many friends who won't ride because of reasons above)	2/11/2016 16:34
221	RT needs to find a better method of collecting fares for all light-rail riders, not just a handful when an employee is on-board. How much money has been lost to riders who ride free?	2/11/2016 16:35
222	Perhaps SacRT management should consider dipping into the coffers that contain their payroll to subsidize Sacramento's aging, dirty, crime-ridden public transit before asking for more money from riders. Once service and safety (and smell) issues are addressed, then I'd consider paying more for the service to be a fair trade-off. As things stand now, SacRT seems to be complaining they have no money to maintain the service they should have been maintaining for the past half-decade or more. It's embarrassing that you're asking people to rate whether disabled services should be cut back or if there should be less focus on safety or cleanliness. Maybe take a look at BART and consider blocking off the stations to non-ticketholders.	2/11/2016 17:33
223	The proposed 20% rate hike for normal people is very steep. The proposed 40% rate hike for senior passes is outrageous!	2/11/2016 18:15
224	It seems to me that raising fares will further reduce you income stream. If you want to increase ridership you should lower the fare to encourage increased use of RT. I am surprised you have not figured this out on your own. Raising the prices would only further discourage public use.	2/11/2016 18:39
225	As a previous user of the reloadable Clipper card in the Bay Area, if a similar system was implemented in Sacramento on each train and bus, it would add overall ridership as it would reduce the amount of time someone has to spend purchasing a ticket at a station. This often times is an inconvenience if the train is arriving before a ticket has been purchased. This increase in accessibility would increase younger riders as a result of integrating new technology, as we all appreciate an efficient and easy way to pay without the cumbersome need to stop at every station to purchase a ticket. Sacramento RT has lots of potential. Expanded service to Roseville would alleviate massive commuter traffic on 80 west. Millennials are open to accessible public transit, so better regional partnerships between the city of Roseville mimicking what was done in Folsom could close the loop with a large portion of daily commuters headed to Sacramento. Rail infrastructure needs to be taken seriously if Sacramento hopes to develop into a dense urban environment. Model after what is being done in the Bay Area and pattern with their Transportation Planners. Raising prices before addressing the problematic infrastructure will not create a sustainable and transit-oriented Capitol.	2/11/2016 20:49
226	Is is unfair to raise Senior rates at this time. Most of us are on Social Security and we did NOT get a yearly cost of living increase. We are making do with last year's income, but having to pay this year's prices for everything. We are getting poorer. And it's not fair to raise senior bus and lite rail fares, too. Many of us do not have a choice, but have to use the buses and trains for the most basic of services, just trying to live day to day. This much of an increase is too much!! Please reconsider for the seniors. Most of us only have Social Security.	2/12/2016 1:03
227	The 29th Street station and sometimes the 13th St are constantly FILTHY with trash cans overturned, trash and clothing laying all over. Night time lighting is very poor	2/12/2016 7:32
228	I am a single working mother of four. Right now its already a struggle paying six dollars a day. Most people that are riding the bus are low income and can barely afford it now. This rate increase will make it hard for me and others like myself to continue to ride rt. Its just not going to be affordable.	2/12/2016 8:24
229	I've gotten sick several times on RT hard to get to a Dr for Meds But then I cant afford them either. Catch 22 transportation meds copay for Dr. NO JOB very limited \$\$\$!I'll end up homeless again.	2/12/2016 9:04
230	Increasing the fares is going to affect ridership. Most people can not afford to pay increased fares, especially with the retired and senior citizens. The students also need to be given a discount too.	2/12/2016 9:30
231	Sacramento needs to encourage people to use public transit, to ease congestion, reduce climate pollutants, and de-stigmatize public transit. Increasing rates does exactly the opposite, making it difficult for people on low income to afford what is often their main means of transport, especially in a world where everything is getting more expensive every day, and wages are staying the same. It also discourages other users and makes it less financially competitive against car-driving.	2/12/2016 9:30
232	no where in this survey does RT address the issue of non-paying raiders and the impact that has on those who use, or would use RT more, if riders felt fares were being adequately being collected. If RT cannot confirm more than 30% of the riders are paying, then how can RT justify asking them, the paying users, for a rate increase? Many of the RT problems seem to be solvable by focusing on ensuring it is the paying customers using the system. A 95% paying customer base would have a positive impact on the need to raise rates and address the cleanliness issues at the stations and on the lines.	2/12/2016 11:56
233	I feel you are increasing the amount of the fair to pay for the new work being done to supposedly make things better but you have only made it worse	2/12/2016 12:26
234	All disabled persons receiving SSI/SSD or other fixed incomes didn't and are not going to receive a cost if living increase of any type. It seems unfair on your behalf to increase our fares.	2/12/2016 13:36

Survey Monkey Comments

No.	Comment	Date
235	<p>I understand that RT feels the need to raise fares by 20% to make up for deficits in your budget. To raise fares by 20% at once is unfair at best. I do not own a car and rely on RT for most of my transportation. In my situation I cannot afford a car, but I am looking to purchase a car so that I will not have to rely on RT for transportation. If RT ignores comments and raises fares 20% at one time, you will lose ridership and be left with asking for an increase of fares again in a short period of time to make up for that lost revenue. Frankly, I get my basic pass substantially subsidized by working for the state. I ABSOLUTELY HATE RIDING THE RT SYSTEM!!! As a woman, I would rather ride my bike in the dark along the American River Parkway than ride the RT system.</p> <p>But I do ride the RT system because it is my major source of transportation to get me where I need to go, but not necessarily home because of the limited hours of service. You had light rail go until past midnight New Year's Eve. Great, but how was I suppose to get home because the buses in my area stopped running well before midnight. Club RT, a minimum of 2 hours to get everywhere and you have to walk half the distance to get there. Last year, I had to get off at the University/65th street station and get something to eat for a blood sugar issue. There was a young man asking for money for food. I politely turned him down. He followed me at the station and just before I reached my bus he coldly told me he should have shot me for not buying him a hot dog. There were none of your "eyes only" security around to report it to and my bus was leaving and I did not want to stick around with him in the area. The incident left me rattled and I still get rattled when I think about it. I do not feel safe riding RT. I think there are some things that you can do right away with your limited budget to improve things. First, where are the no smoking signs? Cigarette smoke makes me sick to my stomach and now most of the younger riders are smoking pot at the stations. All of the stops and stations are suppose to be nonsmoking, but you cannot tell among the smokers. There are no prominent signs that do not blend in with the rest of the signage and those riders do not care if it is no smoking. They tell me to eff-off or spit at me. There is no one to enforce the no smoking. I love seeing the fare checkers on the train. Keep checking them and those that don't pay will get the message and not ride as frequently and go somewhere else. Then cleanliness of the trains and busses are an issue. No one to spot check the trains during the day. There is no place to report a dirty train car. Most bus drivers don't care if their bus is trashed during the day. I can see a small increase of 5%, but really, we all have to do more with less and so should RT. Right now, a 20% increase would be throwing good money into a bad hole. And most of all, I don't believe any of my comments will be considered or make an impact of your decision. Hopefully, I will be able to purchase a car soon.</p>	2/12/2016 14:25
236	<p>I would be much more sympathetic to RT's plan to raise fares if RT's fares weren't already THE MOST EXPENSIVE I have ever come across for any local mass transit system. I've ridden public transportation in quite a few different cities nationwide - Omaha, Denver, Las Vegas, Los Angeles, San Diego, Riverside, and of course Sacramento. Most of the other cities I just mentioned provide better public transportation than Sacramento while charging slightly less for fares.</p>	2/12/2016 18:09
237	<p>I ride from Loomis to downtown and Fair Oaks, the change in fare will really cost me more money that I barely have. Since the increase in minimum wage prices have been going up and it kinda defeats the purpose of the wage increase if everything else raises it's prices.</p>	2/12/2016 19:26
238	<p>I got off the bus at 6:30 pm on a friday night and some dude got on all pissed off and going off on the bus driver because she was 30 mins late and making him late for work! then he started cussing up a storm about sac rt having the nerve to raise the bus fare and how the bus sucks! happy to know i'm not the only one that hates sac rt! there's no good reason why i should have to leave home 2 hours before i gotta show up anywhere because the bus is hella slow! i could go on forever about how much and why i hate sac rt. the light rail is only semi reliable. according to adam conover from adam ruins everything we need to build cities for public transit reliability and commuters and not cars which is exactly what is going on in cities like sacramento! if a commuter doesn't have a car or is lucky enough to have bike, you're pretty much screwed when it comes to transportation! it's kinda like a cruel joke saying sucks to be you to poor people like myself who have to rely on public transportation to get around! as i mentioned before i have to leave home 2 hours before i start school just to show up on time (i have to go to the main arc campus because the only bus route going to the north natomas campus, the 11, stops running after 7 pm! wtf!?).</p>	2/12/2016 22:15
239	<p style="text-align: center;">It's scary taking the light rail on the weekends especially in the mornings and late afternoons.</p>	2/13/2016 2:16
240	<p style="text-align: center;">When I can feel safe, and the service is reliable, then you can come and talk about raising the rates. Until then, I am against even discussing the matter.</p>	2/13/2016 7:44
241	<p>As a senior, it is hard enough to make ends meet, and an increase in the monthly pass rate from \$50 to \$70 would be a hardship and not even commensurate with the 20% increase proposed for the normal adult monthly pass. Why would seniors and disabled, who generally have less, be hit harder? Besides, this would make Sacramento transit fares the second highest in the country. Portland, Seattle, and San Francisco have much cheaper fares, especially for seniors! These rate hikes would affect the entire lower-earning echelon of Sacramento citizens, exactly the people who should be receiving extra help from our city. It's like an extra tax on people who have the least.</p>	2/13/2016 16:59
242	<p>I don't use RT because it does not efficiently go where I work and my car is more efficient for running errands. But I am thankful that my son can now conveniently ride light rail between SCC and CRC at student rates. However, my husband and I previously lived in Boston and regularly rode the "T" trains everywhere and hardly used our car at all because it was convenient, affordable and took us where we needed to go. They had barriers at all stations and staff to make sure no one jumped the toll gates. I cannot understand why RT does not routinely check passengers to make sure they actually have tickets to ride. No wonder you have a fiscal crisis. Why do you think fare increases would help if you don't make sure people pay their fares? Why is hiring fare-checkers not on the proposed changes?</p>	2/13/2016 17:15
243	<p style="text-align: center;">Do not hire new fare checkers- make the current staff -the so called security guards in yellow- make them do their job and check people's fare on the cars and kick off hoodlums</p>	2/13/2016 17:26
244	<p style="text-align: center;">40% increase for seniors and disabled people on fixed income is unfair,these are the people who can least afford it and depend on it the most .Non-car owners!</p>	2/13/2016 18:14
245	<p>It concerns me that RT continues to budget for building more light rail and streetcar lines even though this has forced it to cut bus service. This must stop happening! Building rail lines is a misguided attempt to get drivers to abandon their cars, which never will happen and never should. RT's proper mission is to serve people who can't afford to drive and/or can't qualify for a driver's license, and it should put that mission first. Do NOT start or commit to any further rail projects until RT has restored all the service it has cut since 2004 and is prepared to give maintaining that service absolute priority over the rail project, even if it means losing federal funding!</p>	2/13/2016 22:38
246	<p>From \$50 to \$70 is not twenty percent! 20% would be \$60. Why are you hitting the poor harder than others? Why do some state workers, making 460,000 a year pay 33% of the fare? shouldn't it be that rate for the people making the lower state wages.</p>	2/14/2016 9:57

Survey Monkey Comments

No.	Comment	Date
247	I ride RT only because I have to. If there was a way to avoid RT then I would. They are unreliable and dirty. I don't believe raising fares will improve anything. Spending money to take RT to Consumes River was a bad decision. It would have been better to expand towards the airport.	2/14/2016 12:01
248	Raising the fare will hurt alot of people who are on a fixed income and those who have family's that are struggling just to get the money to get to work who don't have cars please don't raise the fares	2/15/2016 12:43
249	Too difficult for me to use light rail. Would have to transfer busses to get there. Cannot ride bicycle on Watt Ave to light rail, too dangerous with traffic, very little or no bike lane on Watt near off ramp and on ramp. When I do use light rail with the bicycle I have to take the bike either on the elevator or down the steps. Both often smell of urine. Trains are not flush with ramp, have to lift bicycle onto the train and then there's no where to put the bike inside the train. Otherwise I would take light rail more often if these problems could be improved. I think County Supervisors should have to ride a bike to light rail. Maybe then there could be improvement.	2/15/2016 13:00
250	A 20% increase at once is ridiculous, outrageous. Will the employees also be taking a 20% pay cut across the board? Reducing the time from 120 minutes to 90 minutes is taking it one step too far. The greed of SacRT is astonishing. You should all be ashamed of yourselves. I will do whatever I possibly can to avoid RT in the future. It was bad enough before but this is unreal. More cars on the road and more air pollution, that's what you're doing!	2/15/2016 16:09
251	I do not understand why RT is already more expensive than other transit I've used elsewhere in California, Oregon, Illinois, and Michigan.	2/15/2016 19:49
252	I understand that Regional Transit must raise transit fares because it needs additional funding to continue to sustain its operations during this difficult economic time for our society. However, I feel that resolving this issue by raising fares for passengers is not the right approach for RT to take. There are many people that are customers of RT that would not be able to financially afford to continue to ride RT buses and light rail trains (including myself) if RT were to choose to raise fares for riders. Already, the cost of riding RT is prohibitively expensive for many people. And Regional Transit serves as a public service agency to help people that do not have cars to be able to get around the Sacramento Region. I suggest that RT look at the possibility of resolving this financial issue by other means such as appealing to the state and federal governments for additional funding as well as asking voters to approve of an increase in public transit taxes for its funding.	2/15/2016 20:36
253	I really don't believe RT has any right to raise fares considering there have been zero improvements made to bus and Light Rail service. The buses and trains are filthy and the service unreliable. Complaints are never addressed or any action to make any improvements.	2/15/2016 21:10
254	Increasing fares puts the cost of traveling by public transit on par with driving and parking downtown where I work. That defeats the purpose of public transit because it reduces access to transit for lower income riders and disincentivizes people from using public transit over driving.	2/15/2016 21:51
255	We really could use increased service frequency on the Folsom light rail service.	2/15/2016 23:29
256	Has Sac RT looked into Zero Fare https://en.wikipedia.org/wiki/Free_public_transport	2/16/2016 8:19
257	Rate adjustments are acceptable to keep this service viable and improve safety.	2/16/2016 8:36
258	Light Rail must not interfere with auto traffic. Should be elevated as drivers waste gas and pollute the air. Light rail should be on Hiway 99 and Interstate 5 from Elk Grove to Downtown to the Airport and Hiway50 Sacto to Folsom if you have so many people working downtown. Sacramento is still a hick town.. does things too slowly which sends the costs sky rocketing, and we have very very high taxes. We wonder where does the money go??? You keep raising fees, who will ride, especially when taking Light Rail or Buses are not safe, clean and/or reliable.	2/16/2016 8:40
259	It is absurd that you want to raise prices. Instead you should be doing things to motivate more use of public transportation. With the will new arena, I do not plan to go downtown (except for work) there is an event at the arena. Parking will be non-existent and Light Rail will be way too packed. Also, raising your rates will have tremendous effect on people with low income who do not receive subsidized RT fares. This is totally unacceptable! Completely unacceptable. Absolutely unacceptable!	2/16/2016 8:53
260	This proposed increase is yet another example of the "Arena" grab. RT is whining about the lack of money to run secure, reliable and clean transit and is looking for cash to run the unnecessary street car project. I the board of directors actually took the time and effort to use light rail, they would be better positioned to see the REAL problems. The equipment and the stations are filthy. Thugs use the system with nary a concern of being challenged. To ask for a fare increase when so many flout the current fare system is absurd. It's time for the RT Board to STOP taking orders from the Mayor and the Arena group, PEOPLE from the burbs and outlying counties will never use light rail when attending events at the arena, but you can count on the "smelly" thugs and homeless to.	2/16/2016 8:54
261	The huge disparity in what people pay to ride is maddening. Why do I pay \$100 a month while a state worker pays \$10, a college student a few dollars and a welfare recipient rides for free!?	2/16/2016 9:00
262	No doubt you have heard this before, however, it is truly applicable now that Gasoline is under \$2 a Gallon. I will have to go back to commuting by personal vehicle if the Monthly is raised again.	2/16/2016 9:06
263	Routes in disadvantaged communities need to be restored with increased frequency. Bus drivers need to have an attitude that they appreciate their riders. Drivers also need to stop running through red lights.	2/16/2016 9:12
264	I rode light-rail when I started with the County of Sacramento to get downtown. It smelled so bad I stopped riding no fault of your own, bad perfume and cologne mixed with transients who did not bathe regularly. However, I do have a sister that rides and she has no access to computer nor does she use apps for her free phone, thanks to Clinton Administration that initially started that program. She barley makes it every month and has to many times have to barrow money to get her through the month. The fees will most likely increase and she may not be able to afford to ride anymore to get to appointments and school. She will eventually stop school because she can not afford to get there. I feel you may loose riders due to the increase. Thanks for giving the public a chance to put their two cents in, but many of your riders can not even afford a computer let alone give their input. That is why I am speaking on behalf of my sister. Again, thank you :)	2/16/2016 9:23
265	Increasing the fares would be a hardship for me as a Senior Citizen. Also I believe that it is UNFAIR to increase the fares for disabled persons, and I oppose the idea of eliminating the monthly pass for them. As I live in Carmichael, I have to drive my car and park in the lot near Watt Ave to use light rail, I would like to see more buses that feed into the current light rail stations.	2/16/2016 9:42
266	It will be devastating on my monthly budget when you raise the rates. I guess my family will starve so your spoiled bus drivers can get more money	2/16/2016 9:43

Survey Monkey Comments

No.	Comment	Date
267	I think it needs to find the funding some other way. the reason so many people ride mass transit is because they are disabled or cannot afford other transportation. furthermore those 20percent increases would cause more traffic . sacramento would also have the most expensive transit in the country. it already has issues with security at the lightrail stations. as well as onboard the trains.	2/16/2016 9:44
268	I also pay \$15 a month to park! Make all the parking lots pay!	2/16/2016 9:45
269	If there is an increase on the price, I rather drive my car and find a parking than paying RT. Currently parking is about \$85/month. If I am paying \$120 to RT, better pay \$85 for parking and drive my car.	2/16/2016 10:07
270	Have noticed an occasional passenger with a (non-service) dog on board RT trains, particularly in mid-day rides between 8th & O and 29th Street. Would appreciate enforcement efforts to get those dogs off the trains.	2/16/2016 10:30
271	It is time for transit users to pay for the service received. TRANSIT IS A MONEY-LOSER. The taxpayers should not subsidize 75-80% of transit operations after paying for 100% of their own transportation costs. Transit operations should be self-supporting, not a form of welfare at the taxpayers' expense. If routes do not support themselves, they should be eliminated and the monetary savings spent on road that are used by over 90% of travelers.	2/16/2016 10:52
272	The costs to the disabled should not be increased significantly. To do so makes us a less generous community and isolates those that need some outings without sacrificing absolute essentials.	2/16/2016 11:07
273	HAVE SECURITY on every train checking for tickets. Maybe create one train car during commuter hours that is specifically equipped with security to ensure ticket holders, and more people would ride.	2/16/2016 11:15
274	The transit system in Sacramento is disgraceful. There are not enough buses to get people to work in a timely manner. I live seven miles from ARC and it takes me twenty minutes by car. If I took the bus it would take two hours. If you want people out of their cars you need to do a better job. There are many bus stops with no protection from the elements. This also is unacceptable. There also needs to be shorter time spans between buses on a route. Many low income people need to get to their jobs in a timely manner, you are not providing the services they need. As far as light rail is concerned it is a problem with safety and cleanliness.. Instead of worrying about a trolley from West Sac to the city you need to think about everyone's needs not just the chosen few.	2/16/2016 11:23
275	RT stations/bus stops must be clean, secure, provide protection from wind, rain, sun and cold. RT buses/light rail must be updated, clean, tidy, comfortable and safe to ride in.	2/16/2016 11:42
276	You should never have gotten rid of the free lifetime pass for seniors.	2/16/2016 11:44
277	Sac RT Light Rail does as good a job as humanly possible, given the passengers you have to work with. What we really need is a mandatory manners class for everyone, homeless social services, public restrooms for the homeless, common sense for people to avoid walking or driving in front of trains, and universal observation of the golden rule. Unfortunately, none of these will take place in our lifetimes. Good job, Sac RT.	2/16/2016 11:58
278	Do not raise the rate. Lower it	2/16/2016 13:02
279	I am VERY concerned that another rate increase will price RT out of the reach of lower income folks and homeless individuals. Please find another way. RT is the only way that many people get from point A to point B in Sacramento.	2/16/2016 13:07
280	I got max subsidized for \$65 per month. If the price is increased it is not economical for me to buy the monthly pass anymore. (\$6 pass plus \$1 RT parking is equal to the \$7 downtown parking I can pay). I will reduce my RT and drive to work instead. Driving saves me 1 hour per day.	2/16/2016 13:36
281	Transit is twice as time consuming as my biking 12 miles to work, 3-4 times more time consuming than driving and half the time if I just walked the entire distance.	2/16/2016 13:39
282	I feel the pricing to way to high for our Seniors and people on disability. Most people can't not afford this and keep food, lights, gas, and a roof over their heads. I myself take two buses, 5 days a week to work and back home. This is a struggle for me as it is and the new prices would definitely be a huge problem for me.	2/16/2016 14:12
283	Prices now are okay, if SacRT is approved for higher rates at least spend the money on increased safety and removing the ruff raft that freeloading the system.	2/16/2016 15:03
284	I would like to see the light rail expanded to the airport.	2/16/2016 15:30
285	Unless you are a State worker or work downtown, it is difficult to get anywhere without a transfer. It now costs double or you need to purchase a daily pass to take a one way trip. It is cheaper and quicker to just drive across the river to shop or complete any business. Using a bus is not even a consideration in Sacramento. No bus service from the airport. With my travels to other countries. Sacramento has one of the worse bus systems.	2/16/2016 15:34
286	Most mornings the seats are covered in brown stains. I think you should keep the fares the same, reduce upper management, hire lower cost staff to clean better. You can not provide a terrible service and raise rates. Improve service first to prove you care and people will take a hike a little better. Contact me at xxxxxxxxx@yahoo.com, I can send you photos of the seats I have taken.	2/16/2016 16:15
287	Filthy light rail, rude drivers with no disney charm. Non paying persons, people sleeping on the train. Fix these problems to increase revenue by increasing ridership. Portland does it right.	2/16/2016 16:29
288	Please do not take away the paratransit monthly pass. I use it at least five days a week and sometimes six for going to the gym, shopping, doctors, and visiting and socializing. A couple of times a month to go out to dinner. It is unfair to limit rides because I feel that you are controlling our lives of where we go and what we do, because we have to choose the most important place where we have to go, such as doctors and shopping and other errands. If we are limited, I may have to cut out the gym and social activities. Low income and dialysis people cannot afford this increase and would be adversely affected. People who have jobs may not be able to afford the increases.	2/16/2016 16:54
289	I believe the discount fare increases are unfair. They should be proportionate to the other rate increases. I think that paratransit passes should not be limited and should also be proportionate. I am really concerned that paratransit riders that have no other options will be limited in their ability to go everywhere they need to go. Don't assume that everyone has technology available. I don't have email available or a smartphone.	2/16/2016 17:03
290	RT should request funding from the government that we all pay our taxes to in order to sustain bus and light rail stations.	2/16/2016 18:17
291	.	2/16/2016 18:28
292	I think that certain increases are required who probably can afford the increase. Others like seniors may not. Think about it if I had to pay much more for transportation and now can not afford a movie downtown or a normal lunch. You never gave a reason for the increase. Wages, new buses, or maybe you have which have not seen or read. Anyway I will look more into the increase you are asking. Good Luck. Oh I better make a copy of current fares and maybe future. Tks	2/16/2016 19:10

Survey Monkey Comments

No.	Comment	Date
293	If there's gonna be a service increase, times need to increase to later/earlier times and availability , rt drivers need to be on time better and have a little more concern about folks catching another bus and relying on the first bus to be on time. Minus traffic and things that may prevent them from being on time, but some are late purposely. These are my major concerns I.	2/16/2016 20:30
294	Increasing the price amount of the fares will place a greater hardship on everyone who can't even afford to get around. I even see people looking for change on the ground everyday just to get to a one stop destination and paying 3 dollars for it is even hard enough. Not everyone can afford a car or have someone to get them around. There was a reason a few years ago for the protesting against the fare increasing amount. Placing a dent into a persons pocket who is with in low income is stressful enough. Riding the bus is supposed to be cheaper then a car or even buying gas. Seeing the sign with no explanation of why for the increase is not fair.	2/16/2016 22:01
295	Seems to me that if you want people to ride transit, the focus should be on providing more and better routes, while keeping fares low enough to prompt people to actually want to ride instead of driving everywhere. This will give people more transit options, while reducing our environmental impact.	2/16/2016 23:31
296	There used to be RT officers on the trains on a regular basis (daily) to ensure passengers were paying customers and to address issues that arose on light rail. That stopped years ago. Has RT done any kind of study to find out if taking those officers off the trains impacted their bottom line at "the box"?	2/17/2016 7:48
297	I do have an issue with the rise in prices that you are presenting. This may have been a reasonable idea in the past, when gas prices were much higher than they are at this time. But now, with gas prices low and cars getting better fuel efficiency, there is a difficulty for me to want to pay \$6 per day to go to and from work. I would only need to drive 12 miles each way. That is less than a gallon of gas for our car, and I only do it because we only have one car. I will start to consider purchasing a scooter/moped which gets even better gas mileage. I am one of the people who actually pay for their ticket each time, even though my morning ride is very early. Increasing the price will only be putting stress on the people like me who truly pay, if there is no true way to cite the people who don't pay.	2/17/2016 8:45
298	Lousy service (frequency / routes available) ; fares already far too high. The whole system is a mess.	2/17/2016 8:56
299	The reasons I personally don't use RT is I feel very uncomfortable and insecure when I used RT in the past. Also, I feel RT management business plans are not based on sound business principles or goals. My personal belief is that the RT board and management are more concerned with the social impact on the disadvantaged portion of the community than providing a quality service to the entire community.	2/17/2016 9:26
300	I love RT, but the changes that you are making causes the little people. the little people are disability and low income. you are taxing us because we need you. we do not have a car. you are my chauffer. i depend on you to get me to and from. much love, Jacky Saffo	2/17/2016 9:34
301	Do not increase RT fares !	2/17/2016 9:38
302	I have a family of 4. We survive on less than a \$1000/month. We barely make it from month to month as it is. Raising the bus fare would make it to where my family could not ride the bus at all. If you raise it, at least do not raise the discount fare. Leave it as is and only raise regular fare. The discount are in place to help people in our situation. if you take that away, it limits our options.	2/17/2016 9:52
303	make the yellow shirts who stand around check that people actually paid to be riding the trains	2/17/2016 10:14
304	Raise the monthly pass, but use that money to increase enforcement during the day so only paying customers are on the trains. Also isn't it time that SMF be served by light rail?	2/17/2016 10:16
305	More security is needed on the lightrail trains. Where's the money going?	2/17/2016 10:44
306	The price of natural gas is low. RT Admin is to expensive. The RT Director makes way too much money for someone who runs a monopoly operation.	2/17/2016 11:42
307	I could have rated all of the above with a 1	2/17/2016 12:02
308	Regional transit is too expensive and the service sucks. The buses dont leave when they are supposed to. How is Sacramento transit more expensive than san francisco where it is 2 dollars to rode the bus and you get a transfer	2/17/2016 12:34
309	I am a low income parent raising 2 kids by myself with no outside help. Both of my children ride the bus & light rail 2 school every day. I can barely afford their bus passes now.	2/17/2016 12:49
310	I don't understand how raising the prices benefits anyone except someone's pocket. The light rail is dirty, unreliable, and unsafe. It breaks down frequently and without warning. There are so many riff raff riding it and no patrolling to make it safe for other riders. If the light rail was clean, reliable and safe I could understand a raise in fees for the continued maintenance of it, but its not. To say these fees will help to clean up the system is ridiculous. It should ALREADY be cleaned up. I don't know how you expect to attract more ACTUAL PAYING customers by increasing the prices for a filthy ride around town. If anything, get rid of that useless group of private security. They are a waste of money and do not "SECURE" anything. If they see a problem on the train they avoid it. What's the point of paying someone who doesn't do their job. Hire someone who will actually do their jobs. Oh and with summer approaching fix the AC on the trains, I'd rather not die of heat stoke, thanks.	2/17/2016 12:53
311	I think most daily riding commuters don't mind paying higher fees as long as improvements are made to services, including reliability and improved safety.	2/17/2016 13:10
312	I ride the Light Rail Blue Line. My greatest concerns is safety and security. There are times when some riders have no concern for others on the train and become agressive, violent, theating, and loud; thus making riding the Light Rail train very unpleasant and even dangerous. My next concern relates to cleanliness because many times the interior of the trains are littered with trash, have spilled liquid and food on the floors, and the seats are unusable because of mud/dirt from inconsiderate riders putting their shoes on the seats or someone left or spilled an unknown fluid on the seats. There was an occasion last summer when I was going to lunch with an office mate and it was their first time to ride on Light Rail. When they sat down on the seat, they discovered it was soaked in urine. Not only did it ruin our lunch, it ruined this first-time rider's appreciation of the entire Light Rail system and swore to never ride it again. So, if RT is going to raise the rates for its services, I believe that much of that increase should be dedicated to providing a more secure and clean environment on any of RT's services. I also believe that a greater effort should be made to check and assure that all the riders on any of the RT services have paid for those services.	2/17/2016 13:17
313	I am really against the fare increase, I am a college student that uses the bus and light rail to go to school and work. Everything else is getting expensive and it would be really inconvenient if the fares did too. If the fares increase I will not use the services anymore and use my car more often.	2/17/2016 13:26
314	Increasing the rates when the trains are dirty and you can never find a security person is just a sign of pure greed. Before you expand, take care of what you have first.	2/17/2016 14:28

Survey Monkey Comments

No.	Comment	Date
315	Make the bus and light rail more affordable and cleaner and enforce the rules about no eating and drinking on the bus and light rail. Extend evening hours for people that cannot drive on both bus and light rail and for people with disabilities.	2/17/2016 17:07
316	I use ETran over RT because the ETran buses are safer and much cleaner. I occasionally take light rail and there are many problems. The trains are often dirty and have garbage on the floors. Bicycles parked by the doors make it more difficult to exit the train. The trains often smell bad. There are young kids on the train being loud and obnoxious. There is no security in sight. Despite the stations being "smoke free" people still freely light up and smoke at the stations. I don't feel comfortable on the trains.	2/17/2016 18:37
317	I Am On A Fixed Income & NEED Transit To Get To My Appointments~ Oftentimes It Is VERY Difficult To Come Up With The \$6.00 I Need For A Daily Pass~ PLEASE DO NOT RAISE FARES~!! PLEASE~!!! Thank You~	2/17/2016 19:44
318	Light rail trains need sanitized/disinfected DAILY!! I refuse to sit on the seats not knowing if they are urine saturated or not. I think it's a shame that the trains are not better monitored for safety, paid fares, and cleanliness. I object to a fare increase with no changes in the above mentioned items.	2/17/2016 20:59
319	I used public transit regularly and faithfully for some 40 years from the time I was a teenager until I moved to Sacramento. What a shock to discover a disjointed, shabby and virtually irrelevant "system" serving the capital city of California...we can only hope that a new general manager will find ways to make RT useful to the region rather than the absolute last service option that it is today. Asking for a fare increase at this point is ridiculous to the point of absurdity...how to drive low system utilization even lower.	2/17/2016 22:50
320	The fare increases should resemble no more than the cost-of-living increase. Any more could present hardship on those living on a very fixed income.	2/18/2016 5:34
321	How will you increase 20% on a \$0 fare? Here's what I mean...Nobody that rides the lightrail has a ticket, maybe if you guys started controlling who rides the light rail you guys might be able to pull off an increase. I've seen countless fights, the light rail is not safe, it is dirty, and like I stated above, everyone rides for free. You might read this but you guys probably wont do anything. Here's what I'll do since my fare will increase from \$100 to \$120, I'll lease a fiat for \$99 a month and it will be cheaper than the inconsistent light rail that is usually late. Enjoy!	2/18/2016 8:05
322	As a daily rider who takes lightrail and the bus, it would make it even more difficult be able to pay daily for a ride. An increase of fairs will impact those who ride.	2/18/2016 8:16
323	The proposed fare increases appear reasonable overall, but this does not address the real issues. Increasing fare will impact those riders who honestly pay the fare. It does not address the real issue and impact of the high percentage of riders who do not pay the fare and jump on and off as a gamble to get transportation. The real issues to make light rail an efficient, cost effective, safe and desired form of transportation is to address how to get all riders to pay their fair share and to provide more security. The checking of fares and providing more visible security on the trains is the most critical issues RT should address. Please address the real problems and do not mask them with fare hikes to those who provide the positive environment and support of the light rail system. If fares hike with no addressing of the crime, safety and non-paying riders, I will follow the action of many riders and invest in an electric vehicle to not ride light rail anymore. I ride light rail for the convenience, reasonable cost and to support the environment with one less vehicle on the road. I am not willing to do this at the risk of my personal safety.	2/18/2016 8:59
324	Please do not raise the fare. The fare itself is already quite high. The issue is to improve its service and prevent people from riding free.	2/18/2016 10:03
325	Good enough	2/18/2016 10:20
326	In question 18, I think It is a tie between better reliability and safety/security. I have not been riding long however I find that quite often the blue line is delayed in the evening and two times it has completely shut down and one of those times there were not any busses available to get us to our ultimate locations. The communication is also VERY lacking. With the new signs not only should they indicate when a train is being delayed but what the issue is as well. I get very frustrated when I get to the train on time and there is a 20 min delay and I don't know why. I know that this is common amongst riders. Although, I know there is an attempt to keep the trains clean, not all of the guards are willing to help with this. I have also on occasion seen the guards not paying attention to their job and in one instance, the guard spent most of the trip flirting with the operator while a (gentleman used loosely) was smoking a joint in the rear of the train. This is just not acceptable and I feel that until the issues are firmly addressed then the rates should not be raised. Why pay for ineffective, non communication, not safe transportation.	2/18/2016 11:56
327	Fare increase is not warranted at all	2/18/2016 12:47
328	Better Security. An officer pertrain would be welcomed.	2/18/2016 16:43
329	Raising the bus fare would be highly inconvenient. The current fare is barely affordable for most people. Especially when people who work minimum wage rely on RT. If a basic daily pass is going to be 7.50 and some people only make 10 dollars an hour then that's barely making it by just for the transportation to and from work.	2/18/2016 16:56
330	Before increasing bus fare, I think you should improved bus service.	2/18/2016 17:47
331	Since retiring from my work, I no longer use the discount monthly pass, but I see no reason to increase its cost above 50% of the regular rate; the monthly pass is the only discounted fare which will now be more than 50% of the regular rate. If it must be increased, why not to \$60 rather than \$70? Should you really be targeting the elderly and disabled for the largest percentage fare increase? Reducing the two-hour limit for single-trip light rail rides to 90 minutes has the odor of a compromise; while I'd of course rather have the 90 minutes, it would be cleaner and fairer (given the way you're now treating bus riders, who can no longer get transfers) to charge for every leg of a light rail trip. In general, I would like to see less focus on collecting ever more from your honest riders and more on preventing people from stealing free rides. Your stats showing a very small percentage of riders not paying are very wrong, in my view, since you almost always check during rush hour in areas of the city where stations serve more than one line; that may be convenient for recording a large number of riders checked, but you are getting the state workers, students, and working folks who all have monthly passes. I was checked far more frequently when I was working than I am now, and I'm confident few of my fellow passengers in non-rush hour trains have tickets.	2/18/2016 19:49
332	You suck!!! Late, filthy, never check passes, think you're going to be "hot" when the arena happens- just wait for the first thug robbery- you'll be an expensive ghost town on wheels. Short-sighted idiots.	2/19/2016 6:26
333	Better security especially at the Watt I-80 station. Walking under the freeway seems like a perfect place for an ambush.	2/19/2016 6:28
334	Not everyone got money to afford these numbers new prices	2/19/2016 8:12
335	Gas prices are very low at this time. Raising bus fare by this much will encourage people to start driving again. It may seem like a good choice, trust me it's not.	2/19/2016 10:15

Survey Monkey Comments

No.	Comment	Date
336	My daily commute to and from work via RT is twice as long as it is to drive. This is basically due to the commute to the stations. Currently, I am willing to spend the additional time commuting for the current price. With the proposed price hike makes it no longer reasonable for me and others to use RT. Therefore, the projected revenues that the Board is anticipating with the price hike will likely be much lower due to the drop in ridership.	2/19/2016 10:16
337	Eliminating the Paratransit Monthly pass would drastically effect my ability to continue to be independent in the community. I'm on a fixed income and can barely afford the \$125 I pay now. If you eliminate the monthly pass it would cost me \$192 just to attend college. That doesn't include doctor appointments, errands, shopping, and just basic social activities. Half my check would be gone and I would suffer in other areas. I would be forced to stay home.	2/19/2016 10:58
338	You are affecting people who are low income and are dependent on public transportation to get around. To take away the parent transit pass and to raise prices is taking away paratransit users independence and mobility. So I would have to limit my rides and choose where to go instead of having the freedom to go wherever I need to go. Basically RT is asking people who already have independence issues to have even more independence troubles. I'm going to have to become a recluse because I can't afford to ride anywhere.	2/19/2016 11:11
339	Instead of raising fares by 20% how about getting all riders to buy a ticket. I ride the Blue line 5 days a week twice a day and I see so many homeless (sleeping taking up two seats) they don't have tickets, students that I know they do not have tickets (they open the doors every stop and look down the train for Transit Police). They talk about it on how they outsmart them and ride for free. How much revenue does RT lose daily on this? In six months I have seen Transit Police twice on the train I ride, when someone did not have a ticket they were told next time have one! Not asked to get off next station and buy one and did not issue a citation. So how does that get non-ticket riders to start buying a ticket?? Yesterday 2/18/16 Sac PD on train asking to see tickets (GREAT) the guy behind did not have one and was told next time you ride to have one!!! Again what kind of deterrent is that?? He is going to keep riding for free while we (the riders who buy monthly passes every month) are now going to keep paying for the ones who won't buy tickets. EVERY RIDER THAT GETS ON A TRAIN SHOULD HAVE A TICKET. Right?? How is RT going to make that happen. I wonder how much increase in revenue you would have if you could do that?? When you do put Transit Police and sac PD or Sheriffs on the trains, WRITE CITATIONS to those who refuse to purchase a ticket and curb that behavior. Also putting police on empty trains does not make sense. Commute hours and student hours and ask for tickets. Also I boarded a train at CRC four down and outs sleeping on the train the driver just walks be them. Not till I said hey can you do something about this did she call security and they woke them up to get off. NO TICKETS. Thank you for having this survey for us (ticket holders) to vent our frustrations. Last but not least clean the trains inside and out. Need to represent our city especially with the arena coming.	2/19/2016 11:27
340	If you increase the prices, passenger ridership will decrease. People will be willing to pay a little more to use on demand rides such as lyft and uber more than RT. This will increase gas emissions, creating a dirtier and more polluted Sacramento. Raising prices but not improving your product is not business savvy	2/19/2016 15:52
341	Bus routes do not adequately serve several important destinations, such as UC Davis Medical Center-the 38 runs only once an hour and the 50E was discontinued in 2009. Routes are convoluted- the 38 is a perfect example. Why originate at a light rail station (65th) and then stop at two more , end up downtown and double back down to some community off Broadway? Why not run a bus up and down Broadway all day long, and another up and down Stockton to P Street all day? With the transfer price the same as a single fare, those who need to take multiple buses are getting penalized.	2/19/2016 16:05
342	If a monthly pass increase to \$120, it will be cheaper for me to buy a parking pass for my workplace downtown and drive everyday instead of using the light rail. That makes absolutely no sense. Public transportation is meant to be a more affordable alternative.	2/19/2016 16:23
343	Raising the fare will make it so I can't afford to go to work.	2/20/2016 7:11
344	A 20-30 percent increase is outrageous, there should be a greater consideration for the elderly especially. The Hour and a half time frame many times will not allow adequate time from elk grove to folsom which can take 2buses and 2 train's. The packed up diet in corners on ALL the trains would show upward mobility and give a better smell.	2/20/2016 11:40
345	I'm OK with RT raising the single fare to \$3 to board light rail, but not to board a bus. It's unfair that the cost to board a bus is the same as light rail. The average bus route does not go as far as the average light rail line, and buses normally don't get you to your destination as quickly as the train. I really hope RT strikes a compromise with passengers and decides to keep single-ride bus fare at \$2.50.	2/20/2016 12:49
346	I think Im going to stop riding if this fare increase happens.	2/20/2016 13:43
347	The proposed senior monthly pass increase is 40%, not 20. I understand you need to raise rates. Social security went up zero this year. A 20% raise for seniors would be \$10 which is bad enough but more fair than 40%.	2/20/2016 15:25
348	Discontinuing the paratransit monthly pass is a huge increase, much more than the other increases. single or double triple- digits as opposed to double-digit increases. No other monthly pass is being discontinued.	2/20/2016 17:44
349	My room mate uses paratransit for VA appts. If raised he would need to reevaluate if the Dr. was a need.I have no choice but to pay the raised rate for my clinic appts. However even tho I am also disabled I would need to go to the grocery store less often or buy less food.	2/20/2016 19:25
350	I am a Driver of RT..... I would think, to get butts in those seats, is to lower the fare, to maybe \$2 and \$5.... if you are complaining on lower ridership, little money, what makes you think that raising the price will bring more money or passengers on the buses? lowering the fare, may bring more and more people on the buses.... like try it for a Month or something.... raising the fare will only make people not be able to afford to ride, and not get on the bus.. and also, those who take it out on the Drivers!!! they aren't going to go to your office and punch you in the nose.....	2/21/2016 8:33
351	I really hope a solution can be reached in order to make the public transit system continue to be an affordable resource for those without a car.	2/21/2016 13:14
352	I don't ride RT. I grew up in Chicago which has an excellent public transportation system. We did not need to have busses owned by the schools system. I don't need to use RT, but when I did growing up in Chicago, it was very helpful. You have a municipal government which has burdened the city of Sacramento with a huge debt just for a stadium for billionaires. That is just crazy, in my opinion. They have enough money to build it themselves. You have been conned by some snake oil salesmen. Now you want to estimate 20% income needs on a system which is not now paying for itself. You can continue to increase the need, but you are still unable to pay for it. As a former British Prime Minister said, "socialism is a wonderful thing until you run out of other people's money."	2/21/2016 15:40

Survey Monkey Comments

No.	Comment	Date
353	It's ridiculous that you're considering raising the fares when we'd have to pay more than cities like San Francisco, and the same as NYC, for what? We have awful limited services, the stations ghetto and the trains are breaking down all the time. At least these bigger cities charging higher fares have public transit systems that run longer, have more routes, and all around better services. Transit services are supposed to encourage people to use these shared services as their only means of getting around (the poor, disabled, minors getting to school) and/or to encourage drivers to share and reduce pollution. However you are doing quite the opposite, I'm considering getting a car just to avoid RT. In the long run I'd be saving more money driving anyways. You should really consider cutting your managements salaries rather than inflict the cost on the already-tired-of-your-shit customers. You know, those people you like to screw that support you.... http://m.kcra.com/news/which-city-has-the-most-expensive-transit-fares-in-the-us/37635248	2/21/2016 16:00
354	need more covered bus benches at stops, security and enforcement of no smoking at bus stops not just light rail stations, drivers need to make passengers adhere to rules regarding giving seats to disabled and elderly, music being heard outside earphones, vulgar language, loud talking on cell phones, fold down shopping carts and strollers especially on light rail, these should not be allowed to take away seating for disabled and elderly in first car of light rail trains.	2/21/2016 19:56
355	RT is expensive enough as it is and with no transfers makes it really hard to get around, especially if you have a job that starts early or gets off late	2/22/2016 9:18
356	If you raise the prices I won't be able to afford to ride monthly, I wouldn't be able to get to work. Paying 120 a month for a pass is extreme. I'll stop riding and just get a car for that price. We aren't all rich, not everyone on the bus can afford the prices we even have now.	2/22/2016 10:47
357	I have ridden light rail for ten years now and I'm wondering if they even clean the trains any more. They are FILTHY. The rates continue to go up and the quality of service is going down even faster. If you ride the train outside of commute hours, the trains are filled with people who you know don't have a ticket. Also, sixteen possible seats have been taken out of a lot of cars just to accommodate bicycles. I have never been on the train where there were that many bikes that it is a problem to take away seats. There have been many delays that the new fancy billboards always say the train is on time, when it isn't. Terrible!	2/22/2016 11:14
358	There is a KCRA investigative report that exposes the serious ills of the light rail. The head of SACRT denies the reports. Now you all need money. The trains are filthy (ground in old dirt), the stations are filthy, the parking lots are severely in need of maintenance, the bus drivers are surly and security on the trains depends on which line you ride. How has money been spent and what guarantees are there that a rate hike will solve the problems? If a rate hike will enable some radical changes then I am all for it. If, however, a rate hike will result in more of the same then forget it.	2/22/2016 11:14
359	Should provide hand sanitizers on train	2/22/2016 12:20
360	Before raising rates RT should work on getting light rail riders to actually pay fees. Too many free riders. Also - RT needs to utilize service based budgeting to eliminate excessive and unnecessary admin costs and not expect the few paying RT riders to subsidize bad organization.	2/22/2016 12:24
361	I don't understand why the price fare increases are necessary when gas prices are decreasing. If you're trying to increase ridership, why make riding RT as expensive as driving? (monthly parking passes for certain locations in downtown Sacramento are \$120-\$145).	2/22/2016 13:12
362	Currently, there are a lot of what appears to be homeless on the lightrail. I also find that people go in with drinks and food and leave trash on board. I believe that improved safety and security would help alleviate these two. I suggest there be a phone app where one could report things. For example: homeless, fighting, obnoxious behavior (loud radio, screaming, etc.). Having the light rail attendant (the person who sometimes stands inside with the bright clothes) checking passes would also be great. Even if tickets aren't issued, I believe those who have not paid their way should be asked to get off. I understand an attendant is not in each train but I have seen them move to different cars. Checking passes would make me feel safer.	2/22/2016 13:57
363	It would be very nice to take advantage of light rail and bus services to go downtown and avoid driving/parking. Currently, just looking at how the bus stops are vandalized and trashed on a daily basis tells me the class of people that currently are riding this system. If someone cannot respect city/county property enough to not vandalize and litter around bus stops, how safe can I feel riding on public transportation with them? Raising rates is a step in the right direction. I realize that public transit needs to be affordable, but at the same time more people would take advantage of it if there was better security, cleaner/brighter stops, hygiene standards for riders, etc. Spend some time DAILY cleaning up the trash that your riders leave behind would go a long way in improving the opinion of this system.	2/22/2016 14:50
364	If you are going to raise the fare prices, RT must improve the level of service. There have been so many service delays, especially in the past six months. During the AM and PM commute hours, the new train cars never have enough seats. It is always standing room only. The trains have far too many bicycles on them, making entering and exiting the trains difficult. In the PM commute, the train cars are really dirty. Lots of cups, bottles, and food wrappers. Seems the midday riders do lots of eating and never dispose of their trash!	2/22/2016 15:29
365	If RT plans on raising its prices once again, riders should expect a serious increase in quality. Buses and trains are commonly filthy, with light rail especially having nauseating odors that make long rides extremely uncomfortable. Also, light rail stations and bus stops are poorly lit and feel unsafe after sundown. My girlfriend does not even feel comfortable taking light rail by herself at any time of the day because she is frequently harassed (She had her butt slapped while exiting the train just a week ago. It is not uncommon to see other women being harassed like this on a regular basis). I have had many instances where my bus arrived earlier than it should have (I filed a complaint about this issue, but never heard back from RT) or where the bus is late. Also, RT has done a very poor job of alerting riders to changes. I live at Watt Avenue and La Riviera Drive, and when bus 84 moved to Watt avenue, the changes were not reflected on the RT website. I found myself waiting for a bus that never came on multiple occasions. Why would I pay even more money for a service that has continuously shown that quality is not a priority? Why would I pay even higher fares to take light rail that smells like urine and body odor, just to be harassed by a tweaker for 8 stops? Why would I pay more to wait at a poorly lit bus stop to have a group of homeless people shout at me? Why would I pay more for a service where I have to worry every time my girlfriend or little sister uses it? As a customer for over a decade, I now only use RT when I absolutely have to, because it has been increasingly unsanitary, unsafe, and uncomfortable.	2/22/2016 16:27
366	If Sac RT changes Bus and Train Routes then My Family that depend on the Sac RT Transit System would have to not ride this System anymore because We are Senior, Handicapped Citizens on a Fixed Income and Handicapped and Not Handicapped College Students. Our College Students are also on a Fixed Income & They would have to Withdraw from College because of what Sac RT plans on doing with Their Budget and Time Changes.	2/22/2016 20:59

Survey Monkey Comments

No.	Comment	Date
367	The new buses are awful! There is no room. My backpack hangs up no matter which way I try to move through one. And the is no room in the seats. I can't put my backpack in my lap to make room next to me. Whomever designed those new buses has obviously never ridden them to go grocery shopping! Raising the price while cutting service on smaller more useless buses is criminal. But hey, that's just the opinion of 1 full fare adult whom rides every single day....	2/22/2016 21:13
368	if the fair was to go up it would be cheaper just to get a car at least ill be on time	2/22/2016 22:25
369	Increasing paratransit dare and discontinuing the monthly pass would be horrible because lots of elderly and disabled people with fixed income depend on that transportation and will not be able to afford it.	2/22/2016 22:41
370	Great company! Keep up the good work! Raise the fare to \$3.00 and bring back the Line 65 all the way down Franklin Boulevard to the Laguna Town Hall. Please!!!	2/23/2016 0:09
371	You are running too much service, or you don't have enough drivers because you cancel service all the time. How can your costs go up by 28% from 2010 with little added service since then? You should consider reducing this waste before taking more from the riders. How can your GM look at himself in the mirror each day when he makes his sweet retirement deal and will be leaving RT in shambles?	2/23/2016 6:20
372	Definitely need to stop the Fare Evaders.	2/23/2016 6:31
373	Other options to raise money should include charging all cars \$1 per day or \$15 per month to park at all RT stations, not just charging at some stations. Charge \$1 per day or \$15 per month to bring a bike on light rail or a bus. Bikes take up 4 seats on light rail, but are riding for free.	2/23/2016 7:45
374	For me, the lack of a bus on the weekends is a hardship for the area. I can walk to the further lines, but many can not. As for the hours, we are encouraged to use the transit at night, but for me, ALL downtown events get out after the last line stops. For me that means a 3-3.5 mile walk from the Light Rail station to get home. I must traverse through some not-so-nice areas; I don't use the transit at night for this reason and the fact I do not feel safe at the stations or the trains. I have expected a fare raise for some time, and it is over due. I just want to see improvements for the increases paid. I recognize this increase is a hardship for many who use the RT and I have questions on where the money has gone and where the new revenues are going. I am willing to pay more if I can see a benefit to myself and other riders. So far, I am not receiving any answers.	2/23/2016 8:56
375	You cannot ask to be paid as a first class service when the service RT gives us daily commuters is fit for cattle. You need to earn the money you are paid and so far, the current fare is too high for the substandard services RT provides. We use it because we don't have another choice with downtown being so limited with parking and freeways so packed, but RT should have a competitor to bring their quality up to compete for our ridership. You need to do something drastic to stop the freeloaders, we shouldn't be paying for them as we are now. Stop freeloaders, adjust your operations, increase service quality and you won't need to raise the fare or we (the riders who pay) would be happier to pay a bit more for better service, not for what you currently offer. It is shameful!	2/23/2016 8:59
376	I don't drive (phobia) and my fiance is unemployed and has kids. I can barely afford to get to work as it is. Two days a week I have to walk 40 minutes home in the dark by myself because I don't have enough money to get home most of the time.	2/23/2016 9:24
377	The inside of the cars need to be washed/wipe down. Not sure how you take care of it but the stench of some of the homeless people that get on the train is outrageous!	2/23/2016 10:20
378	Clean up the light rail cars. You should be embarrassed as to how dirty you have kept them as an agency.....really, no money in your budget and forget about the guards at the stations as they do not do anything at all. They are just a waist of money and that money could go to cleaning up the Light Rail Trains.	2/23/2016 10:36
379	Its very hard for low income people to afford to pay higher prices on the regional transit buses, trains or any of there transportations. Were struggling everyday to try to make it from one destination to another. Please don't raise the prices up on regional transit. Thanks	2/23/2016 11:15
380	I feel that RT management WASTE am lot of money for the years and riders have to pay more fees, for example where the connect card ???? We have been hearing about this for over a year now and it hasn't been started yet, but the kiosks have all been installed at the light rail stations, just to be vandalized. The list of mishaps by management goes on, and on,??? Those kind of mishaps should be corrected before fare increases. We are getting close to the same fare as SF but the level of service is still quite far from SF"s	2/23/2016 13:09
381	Please do NOT limit one way fares to 90 minutes! Imagine trying to get from Folsom to Truxel Road in that time, or Citrus Heights to Elk Grove. You people are very cold blooded to do that! :(2/23/2016 13:35
382	If a fare increase will be implemented, the new fares should reflect as follows: Basic Single (includes 2 hr transfer ticket): \$3; Extra Hour of Transfer: \$1 Discount Single: \$1.50 Basic Daily: \$7 Discount Daily: \$3.50 Basic Monthly: \$110 Basic Semi-Monthly: \$55 Student Semi-Monthly: \$27 Student Semi-Monthly (Lunch Eligible): \$15 Senior/Disabled Monthly: \$55 Senior/Disabled Semi-Monthly: \$27 Paratransit Single: \$6 Paratransit Monthly: \$125 Single Fare (Light Rail Time Limit): 2 hours Lifetime Pass (Seniors 75 and older): Reinstated and Free	2/23/2016 13:42
383	In the past couple of years, the trains have gotten progressively dirtier to a point of unhealthy. Even without a raise of price, they need to be cleaned every day. I already maxed out the assistance from the state and any increases you make will be born strictly by me and all state workers. We don't get paid enough as it is without you lowering our pay more by increasing our costs with the same substandard service. And why are you thinking of getting rid of the most convenient stop for the new arena? This appears to foster the idea that you don't care at all about your riders but just want to make the work easier for your company. The trains will still pass through that intersection and the stop is only about 30 seconds long.	2/23/2016 14:49
384	My income is considered below the poverty median level, but I would still be able to handle a fare increase at this time because of subsidies provided by my employer. After I retire, I may not be able to. My main concern about the fare increase is for all of the single mothers, elderly, and disabled passengers who depend so heavily on RT. They struggle with the current fares, even with the current discounts. I feel it would be much more difficult for them to be come up with the money for the proposed fares.	2/23/2016 15:13

Survey Monkey Comments

No.	Comment	Date
385	RT Stations are nasty! You use to steam clean walks, benches and areas where people have to sit or place their feet, and belongings. Most of the time on these concrete seating areas, one is afraid to even sit. Also, you say no smoking at Stations, but I've been living in Sacramento since the early 80's, and I still have to leave where I'm sitting to get away from smokers. They pay no attention to the No Smoking Signs. You use to paint the railings around the ramps, now they are terrible looking! You make new Stations, but can't take good care of the ones you have! Yet, RT is not horrible, it's a good system, but trains are hardly ever on time, and even if they are a little late, they poke and stop at every other station for so long, trying to keep to their time schedule. I want to keep moving when I'm on a train, I don't like how they always have to stop to wait for time to pass. I applaud you on providing buses when Light Rail has a problem, and how you give people the first of the new month to still use their old passes and stickers, when they're off to get new ones. Thanks! As far as the Buses go, I've no complaints. You just need to provide more seating benches at certain stops. Often you have a bench on only one side of the street, and people going the opposite way have to stand. Not good! These are things that if they were more taken care of, I'd not say much about you fare hikes. But, why should people pay more, when so many things still need to be addressed. I'm a senior and buy the Super Senior Monthly Pass. I can pay a little more, but I feel taken advantaged of, when it comes to these things I've mentioned. It takes too long on weekends when taking the trains, but at least it still runs!	2/23/2016 15:40
386	You should create a Survey just for light rail riders so the issues are more specific.	2/23/2016 16:19
387	I would be more willing to pay an increased fee if I felt like RT would greatly improve. I would like to see more bus routes added such as the 91, 9, and 10 that use to exist. As well as new bus routes added to RT.	2/23/2016 17:29
388	Some of the RT employees that ride during peak hours don't seem to do anything to enforce rules (i.e., loud music, fowl language)	2/23/2016 17:50
389	They should bring back the transfers and make them good for 90 minutes to ride one more bus.	2/23/2016 18:10
390	Bring back transfers More neighborhood rides (like 94 used to be)	2/23/2016 18:16
391	I'm disabled in both my lower legs with Lymphedema and bi lateral knee pain I am currently have Paratransits ADA monthly pass and would be devastating to me if the monthly pass were to be eliminated. Please do what you can to consider the best choice in th ADA fare.	2/23/2016 18:19
392	If there is a ballot measure for extra tax for transit I would vote for it. I have a disability and cannot drive. We had an issue with contracts and security services, shouldn't be spending money on company that sends money overseas.	2/23/2016 18:33
393	I enjoy riding regional transit, they are really nice. It would be great if you can keep the fees the same!	2/23/2016 19:15
394	Cleaner paratransit buses	2/23/2016 21:58
395	Here's the real problem I have with RT, and it's not RT, the drivers, the security or the cleanliness. It's this. https://youtu.be/ZpfnzMoUdsA	2/23/2016 22:28
396	I have witnessed young blacks usually riding free on the bus when they talk aggressively to the driver. This happens frequently on the #51 bus, and especially if the driver is a woman.	2/24/2016 7:21
397	It is impossible for me to rank these changes. Each and everyone one of them, except paratransit (but this will effect me the older I get), negatively impacts my daily life and that of my children. The only positive about the rate increases, I will be doing a lot more walking.	2/24/2016 7:32
398	I don't mind paying more for my monthly pass, but there needs to be significant improvement in safety, security, and cleaner trains and facilities. The whole system needs improvement. My license plate was stolen in the Roseville Road station. I pay to park there. Where is security?	2/24/2016 7:41
399	I just moved to the city and commute every day. My destination and starting point in folsom are perfect for taking light rail but mainly price but also frequency of trains make driving by myself in many ways a much more practical option. It doesn't make any sense to spend more time and money to do some thing that is less convenient. Think about potential new users before you make it impractical for them to start using transit.	2/24/2016 7:47
400	I feel that light rail trains are cleaner than before. I was thinking to stop riding the light rail trains because the smell and clean of them.	2/24/2016 8:03
401	Riding light rail is scary, especially off commute hours. My bus doesn't run frequently enough or late enough for me to use it much outside of my commute. I would use RT more, especially on nights and weekends, if I felt safer on light rail, and/or my bus ran more frequently and later into the night. I generally quite like my bus drivers, they are usually friendly and professional. Thank you!	2/24/2016 8:04
402	Of course you know you need more fare checkers. Make that a priority. It increases revenue AND public safety. As a point of comparison. I've ridden the Seattle Light Rail 3 times from the airport. I've had my ticket checked twice. 66% coverage. I've ridden maybe 300 RT rides and been checked maybe 3 times. 1% coverage. That's my experience. It's worth noting that Seattle's system feels very safe and clean, even though it has open station designs/rider policies just like RT. I say fare checkers are the difference.	2/24/2016 11:34
403	I believe that the cost issues are a result of poor budget management. RT should begin to evaluate how subsidized monies received from the Feds are used within the organization. It's always seems easy to pass the buck to riders when the quality of services continues to be a concern for the public.	2/24/2016 13:06
404	1. Will the increase fare mean better service, more frequency and friendlier operators? 2. There are too many rude and not-very-helpful drivers, & many who have bad attitudes. If one has had a bad day, please don't take it out on other passengers. New or potential riders often have valid questions and need help navigating. 3. Some bus operators who serve the Arden & Del Paso station (no assigned #'s) will stop & pick up passengers who happen to be nearby, but sometimes will leave disabled or blind people behind because they could not anticipate where the bus would stop & is unable to move fast enough to get to the bus. 4. When there are bus or light-rail issues, please post them on the "disruptions" site immediately.	2/24/2016 13:33
405	I need more than 90 minutes	2/24/2016 14:52
406	This is an outrage because some people can't afford to buy a bus pass or a daily pass. So raising the prices you are gonna have lots of trouble because a lot more people are gonna be getting on the light rails with no passes cause they can't afford it.	2/24/2016 16:23
407	Making the round trip fare more than two single ride fares does not seem like a very good idea or make good business sense. LA's metro does not do this.	2/24/2016 19:16

Survey Monkey Comments

No.	Comment	Date
408	Your categories and ranking are ridiculous. You're fishing for the answers you want. There should be absolutely no fair increase until you can improve service, clean up the fucking trains and busses. They are beyond disgusting, reeking of urine. When was the last time a train was pressure washed inside and out? As far as security, really? Why is that an option? It should be a given. Are you saying you can't provide adequate security for passengers so they have to rank it for you. And what's the benefit of purchasing on-line when a passenger gets 90 mins of service vs. 120 mins when purchased at a station. There are idiots running this agency.	2/25/2016 5:09
409	The homeless/transit presence on the light rail continues to be a problem. If fees are increases how is this corrected? Currently passes are checked on average once month. Also bikes are a problem during commute hours with 5-6 on each car. Also, Gold Line Service to Folsom is typically interrupted on problem days to let the "system catch up" dropping passengers at Sunrise. This happens 1-2 times a month. How are these issues improved with a fare increase?	2/25/2016 7:37
410	Expanding service needs to take into account that people work shifts and do not have reliable transportation. Students need reduced fares to stay in school! Routes must cover areas of greatest need. Freeways are subsidized why not transit? This situation needs to be addressed for the good of the entire community.	2/25/2016 8:19
411	This is an impossible ranking system. Too many of the choices have equal importance to me.	2/25/2016 8:37
412	While I can afford the \$20 price increase in the monthly pass (and the increases in the daily/monthly fares), I know several people who take the bus/train on a regular basis and cannot afford the price increase.	2/25/2016 9:28
413	There is no security when I ride it. I have not been asked for my pass/ticket in over 3 months. Last week there was a guy with a knife on our train and not one light rail employee got on from 8th/O street all the way to Mather. Why raise the prices when we are not receiving increased services? Light rail is losing a lot of revenue from individuals not paying to ride it. It is poorly run by upper management. Are they getting bonuses and raises? They really should not.	2/25/2016 9:29
414	I would like to point out that by increasing Discount, Student, Senior and Disabled monthly and daily fares will hurt RT bottom lines. By increasing these fares at their expense will have ripple effect and therefore reduce the big slices of these ridership group at expense for better service improvements and cleaner bus & light rail trains. The 40% increase in Student/DA sticker is not acceptable. The fare increase needs to be distributed evenly to ensure the fairness of ridership among non-discount riders and discount riders.	2/25/2016 9:36
415	As a student and citizen, raising the fare prices would only hurt everyone that uses the RT services. I know I can't be the only person around that is struggling with money. Having to save and make enough to keep an apartment, pay for electricity, pay for food, and transportation is already hard enough. To up the prices, and to decrease the time limit is probably only going to bring an increase in people riding without paying to boycott this notion. Hopefully, I'm not the only one saying that this is a bad idea.	2/25/2016 11:21
416	As mentioned in #4 on a typical workweek am, on most instances commute with two different types of buses, which in my opinion - and having 1 or more people can make a significant difference to our environment and Public Transportation, which would lessen the amount of vehicles on our roadways &/or could (but not eliminate) decrease traffic congestion &/or avoid accidents. A majority of us have families &/or loved ones, do not get raises, have multiple bills to pay, and have a financial cap, but having lower fares &/or sustain as current are extremely crucial. We are all professionals, have the responsibility to be at work on time, and reliability &/or dependable of the buses to be at the scheduled time is as equally crucial, as it sets the pace for me to get to my connecting, transfer &/or my final destination.	2/25/2016 11:48
417	As mentioned in #4 on a typical workweek am, on most instances commute with two different types of buses, which in my opinion - and having 1 or more people can make a significant difference to our environment and Public Transportation, which would lessen the amount of vehicles on our roadways &/or could (but not eliminate) decrease traffic congestion &/or avoid accidents. Extension for #18: A majority of us have families &/or loved ones, do not get raises, have multiple bills to pay, and have a financial cap, but having lower fares &/or sustain as current are extremely crucial. We are all professionals, have the responsibility to be at work on time, and reliability &/or dependable of the buses to be at the scheduled time is as equally crucial, as it sets the pace for me to get to my connecting, transfer &/or my final destination.	2/25/2016 11:52
418	Increasing rates will only negatively affect our city's transients making their only means of travel that much more difficult.	2/25/2016 12:10
419	I don't believe you should raise the daily fees. It is difficult for low-income persons to afford the higher ticket price. I do firmly believe you should have someone in each coach to check for tickets from riders who are just boarding the light rail. I know many people who never buy tickets.	2/25/2016 13:19
420	Transit fare increase will affect a lot of people with disabilities on SSI that don't get free passes from Alta. Another solution instead of fare increase is raise the parking rates at light rail stations where workers park, cause apparently they can afford it. Also, on sundays the last train to consumer is 9:00 pm but watt l80 is still 10:30pm. It should be the same.	2/25/2016 13:42
421	Ok. The fare change proposal was explained so now I agree. Well may not agree but I understand now.	2/25/2016 13:47
422	I would be in favor of a fare increase only if you could provide cleaner light rail trains, 4 light rail cars during heaviest commute times, and increased security presence. Otherwise, I am opposed to the fare increase.	2/25/2016 13:50
423	I'm straight in my communication. Primary, the clients that utilize RT are the disabled and the elderly. I've been riding RT well over 25 years. If you increase the rates, you will lose ridership of those that provide you income. RT is the most inefficient, untimely bus transit system I've ever encountered. I suggest you find another way FIX YOUR PROBLEMS!!! Middle-class income people do not ride the bus - not convenient, slow, inefficient bah bah bah oh - by the way, I'm a native of Sacto.	2/25/2016 13:53
424	I use RT because I came from Boston and do not drive - the bus and train are not as clean as they should be - or as safe - I do not ride them after dark.	2/25/2016 13:59
425	The worst transportation company in Northern California! People-hating bus drivers, lazy security personnel, stale urine stinking light-rail stations. Please look at the pigeon-droppings (Stalagmites) at WATT I-80. They are at least a foot to 2 feet tall by the elevators. It is still dirty system-wide in spite of the KCRA 3 investigation last month. Was the health dept. notified? No action done.	2/25/2016 14:07

Survey Monkey Comments

No.	Comment	Date
426	You would not have to raise fares if ALL the people who ride Light Rail paid to ride. At any given time, clearly more than 50% on the train don't have a ticket. These are either homeless people, seniors, students/kids (and DRUG DEALERS), and others. The fares are being born by the state/city/and county employees and some others who may get discounts through college or high school. It is VERY frustrating to see the number of people who clearly haven't paid to ride, and worse, to see these same people 'excused' by the ticket checkers when they occasionally show up to check fares. This happens routinely. That the fare checkers give people a 'break.' It's not fair to those of us who do pay. Because RT is an open system you will never be able to get this under control and therefore you will continue to charge the paying people even more so the freeloaders can keep riding for free.	2/25/2016 15:02
427	As a paying light rail rider it is discouraging we will be charged more to pay for the free loaders. I recommend you paint or put large stickers on the inside tops of the trains with the text suspicious activity number. I have been in bad situations on the train an because I didn't put sac rt in front of my text you didn't receive it & no one came. We had a man smoking crack on the train an no one did a thing. Ther was a deranged man yelling and screaming and because I didn't put sac rt in front of my text no one came.	2/25/2016 17:05
428	The trains are always dirty. I know that's not your fault, but the guards you employ don't really enforce the rules. People eating on the train, loud radios, people putting their feet up on the seats. I've seen guards smoking weed at the roseville rd parking lot. Guards smoking at the station at the 16th street stop... They aren't very serious about their jobs.	2/25/2016 18:38
429	Longer bus time and less prices	2/25/2016 23:35
430	I can't afford \$120.00 for monthly fare. It's hard just to pay \$100.00 month	2/26/2016 7:11
431	prices have gone up over the last decade yet profits have gone down steadily? I feel that there may be something wrong internally with the system and this is not correct fix.	2/26/2016 11:46
432	An increase in fare would put more financial stress on people who rely on light rail service to get to work every day and also have to pay for parking at the lot. There is a huge need for improved safety and securing and cleaner trains and stations. I do not agree in paying more for improvements that should already be offered with the current fare rate.	2/26/2016 12:31
433	Since the Blue Line extension opening August 2015, I have observed a complete work stoppage by the RT Attendent/Security Staff with regards to enforcement of the unpaid fare riders. Previous to this time I observed daily checks for paid fares. This problem presents the impression that it is ok to ride without paying the fare.	2/26/2016 13:39
434	I would support the monthly paratransit pass increase, but not limiting the rides. It is not fair to pay more if we are getting less. I would understand if you limit the rides by not letting people ride 3 or 4 times a day on the paratransit pass. Some do take advantage of the pass but not all of us.	2/26/2016 13:46
435	I feel it's a bit of an expensive increase. If it would be like \$0.50 more for a daily pass I could do it, but not \$1.50. Monthly pass is already expensive so having it at \$125 is a lot. I could do a \$5 or \$10 increase though.	2/26/2016 13:51
436	There are alternatives to raising fare.	2/26/2016 13:55
437	Having 11 items regarding fare increases to rate is too many items. Question 18 was much better. If you are going to have so many items, you should have people choose their top 5; this will give you more targeted answers.	2/26/2016 16:33
438	Raising the fares without even considering in returning the transfers makes this service an expensive, polished, turd. While other cities all over the United States have many things available to them when it comes to services (In example 24 hour bus/rail services, transfers, and so so much better maintained vehicles) they all have the one things that really matters to the commuters. So while their prices do rise, they rise without removing the things that they know will keep the commuters happy (Transfers, time limits, token payments, ect...) which is the very opposite of SacRT. It's not a proud moment to be announced the most expensive bus fare service for your city, to the whole nation, only because you raise the prices while pulling out additional services. Raising the price is going to bring very upset people. People who cannot pay for the outlandish raises, or who would rather walk 10 miles as it's cheaper to do that then to take the bus. Sure it would take longer, but the point is that SacRT is no longer considered affordable for the people who use/need it on a daily basis. I expected this to happen when the new line went up. That so much money was sunk into expanding to the college where people in Elk Grove were growing with concern about how the 'ghetto' is now in Elk Grove. Sure CRC is technically in Sacramento, but the point remains the same. Unhappy people resulting in something that should have been budgeted better. Or maybe it was all budgeted, and now SacRT is looking to rebuild their royals as quickly as possible? Only raising all the fairs, AGAIN, within a 10 year time line about... 5 times? That's one raise for every 2 years. WITH services being cut, lines, time frames, and now time limits. People will be less mad at the fact that the raises happen if everything else wasn't being cut down so much that for me to get out onto Gerber, I literally have to ask a friend for a ride instead of simply 'taking the bus'. Or if I decide that I want to go to Walmart, out on Gerber, or if my children have to go to school out in Sheldon/Smedberg, that there's no direct route to these locations because of cuts that were made earlier in the 10 year frame. Or the transfers! The one thing that all the other public transport services have that SacRT does not is TRANSFERS! This is the very thing that could bring in for why the pay raise! Transfer availability being returned to the SacRT community would help to bring down the rage of the price raise by a lot. Raising the pay does not help people who are on set income, or who hasn't had a real pay raise within the last 20 years (IHSS is a primary target of this as no pay raise has been given in 20 years, while California's Minimum Wage has jumped incredibly high from 6.25 back in 2000 to 10.00 in 2016). This raise don't help these people, it hurts them. REALLY HARD! These people are relying on the affordability of the public transfer to be able to go and care for people who cannot care for themselves because of medical reasons and conditions. This is the real group that gets hurt with this raise, and they are still commuters who are seriously trying to survive off of a monthly salary of \$450. It's already hard enough to not have a 24 hour public bus service, and the SacRT Light Rail does NOT cover all of Sacramento, just a 10%. SacRT does not cover ALL of Sacramento. Just 46% of the very city it's suppose to be helping out. What about that 90%? What about that 54%?	2/27/2016 7:20
439	I use the Light Rail and Bus daily. I leave on the LR at 5:15 am. The LR car is usually very dirty - even though the care has been in use for a very brief time. Why should the cars be dirty? Floors need to be thoroughly cleaned - they have grease and map designs all over...If I had a choice I would not ride RT; I have no choice.	2/27/2016 9:24

Survey Monkey Comments

No.	Comment	Date
440	I can barely afford it as it is now. Please don't raise the fares. \$2.50 is already incredibly expensive. Please find a way to lower fares. Also the monthly pass increase for senior citizens is way too high. It is difficult already to live on the meager income social security provides. It is inhumane to nearly triple the cost for monthly passes unless your goal is to impoverish senior citizens. It's cheaper to take Muni in San Francisco and Muni provides transfers to connect to the next bus for free. A round trip in SF for an adult costs \$2.25, but in Citrus Heights, it is \$5. Now you want to raise it to \$6. Raising the prices only perpetuates the disgust Americans have toward public transportation. It doesn't serve the people. If it did, Citrus Heights with its average income lower than SF would have cheaper fare AND transfers. If you're raising the prices from lack of customers, you'll just lose more after raising the fare.	2/27/2016 12:12
441	deleted obscenity	2/27/2016 13:55
442	deleted obscenity	2/27/2016 13:56
443	Instead of taxing the poor and working classes by raises fares...why don't we reduce the salaries of the top 10% of all Sacrt Employees? Let's start with Mike Wiley and the rest of the board of SACRT. After their salaries are reduced, only than should Sacrt propose raising taxes, I mean fares. But as always, the poor must take on the tax burden while the business class and ruling elite in Sacramento receive handouts and tax breaks to build new Arenas and shopping malls. Amazing that the city/county has money for the Kings, but not the peasants who live in this city/county.	2/27/2016 14:49
444	It is unfair to raise your rates this much when you provide very bad service, one of the buses I ride runs once an hour and that is not serving your customers, second the people whom are the poorest will be impacted the most. You will be more than New York which has a better metro system!	2/27/2016 18:38
445	We are already one of the highest priced transit systems in the country. Conservatives states like Texas charge riders 1.50 for most cities I researched. Something is wrong here. Please stop punishing the honest riders and making them pay for the 20-30% of riders that are riding for free. If you want to do something, enact a system like Portland's that charges people based on their income. Everyone must have skin in the game. No more accommodating /overlooking free riders. Do not raise rates for the honest few. Please enforce the current law.	2/28/2016 8:34
446	Up to \$65 of my monthly fare is covered by the State of California, my employer. Should the monthly fare be increased from \$100 to \$120, I'd have to shell out \$20 more a month out of my own pocket. Losing the battle against the cost of living--something that is really happening, is a significant concern of mine. My salary excluding much-appreciated benefits is barely twice that of a \$10-an-hour minimum wage. Many smaller jurisdictions are moving to increase their minimum wages--some to as high as \$15 an hour. Only way around that is should the subsidy be increased. When will that ever happen? Okay, I will put that forward to my union, but no promises! SEIU Local 1000 is entering contract negotiations with the State of California, after 3 years. More open to increases would I be, IF Operators stopped running so hot at non-time-point stops--which are the vast majority of them. Threatening to go to the media to Alane Masui was what I did in March 2015, in response to my regular first-run morning Route 103 regular Operator. Are fare increases the only way to improve service? Granted, 7 years went by since the last increase. June 2010: draconian RT service reductions. Mike Wiley said back then that it would take until 2017 to restore service to previous levels. That was just awful. Ridership must have taken significant hits--but then again, RT customers are a captive audience. Please keep in mind that we the little people use transit. Raising fares too much to us customers, including the 56-year-old me, could significantly compromise our quality-of-life. Thank you very much for your attention.	2/28/2016 10:58
447	The current price of a single ticket makes riding the light rail rather impractical for anyone that could drive one's own car. Many individuals ask me specifically "why on earth would you take the light rail instead of driving" and my response is mainly environmental and avoidance of navigating traffic. However, by taking the light rail three times a week I currently pay roughly \$43 per month more than it would cost me in gas to drive. That is a ton!!! And if I took it every work day and bought the monthly pass it would cost me \$83 per month more than the cost of gas to my destination. Granted, that does not factor in wear and tear on the vehicle however that certainly doesn't justify that large of a financial burden. And that is before your proposed increase! How do you expect to offer any incentive to choose public transit over individual transportation with an even larger financial deterrent? This is why people don't take the light rail unless it is on someone else's dime or have no alternative. What are you thinking? Or are you just completely inept at marketing??	2/28/2016 11:13
448	RT should have as goals getting passengers from it's furthest reaches to downtown by 6am M-F, and leave downtown for the outer areas by 12am on Friday and Saturday or special events like King's games. While recognizing that breakdowns do and will occur there are currently far too many, especially on light rail as evidenced by reduced cars during commute hours. Light Rail should be running at least every 20 min. on Saturdays and Sundays 6am-6pm. An extension to the airport while nice, is a dubious proposition at best. It would have to run 24/7 at least every 1/2 hr with hourly service between 9pm-5am. I don't think the ridership would justify the cost of both construction and maintenance. If RT truly wants to expand light rail they might give serious consideration to extending the Blue line out I80 to Auburn / Riverside or Cirby then run a line (elevated?) down Sunrise to connect with the Gold line.	2/28/2016 11:30
449	If bus fairs go up. There is no way i can afford the price fair. I'm a single mom of two with alot of doctor vist.	2/28/2016 13:30
450	There is no mention of the Super Senior rate -- presently \$40. Does this mean that you are increasing the fares for them by \$30? That would be a 75% increase in fare!	2/28/2016 14:40
451	Gas prices are down, thus should be your operating cost. I'm already paying insurance, if fares increase, I'll just take the car. Trains whose doors remain locked and leave you. Buses who depart as you run to catch them. DISLIKE. I have witnessed drivers pass wheelchair riders also, leaving them behind. This is morally disgusting.	2/28/2016 14:45
452	Please note: By raising the monthly fare, all state employees will have to increase out-of-pocket fees because of the limitation of the state to compensate for \$65 (see http://www.calhr.ca.gov/employees/Pages/Commute-Program.aspx OR google "calhr commute program")	2/28/2016 15:07
453	You already have well known poor service. just last week a driver looked at me and kept driving past the stop. I had to call Lyft to get some where on time. We have the third most expensive transit system in the country- are you trying to be number 1? Your drivers do not care about safety, I still see them on their mobiles, I complain and nothing happens. Keeps happening. People vape on the bus, they are allowed to continue to do so. They smoke at stations. One day you changed the tracks the south line was running on and i was on the wrong side of the platform- no one told me, I had to run around, the long way to get on board. Before raising rates you should improve the service you have. Better service means more riders. Seriously, you make driving a car less stressful and more cost effective. You will hurt average working people. Why not charge state and federal workers full price?	2/28/2016 15:11
454	People aren't using the buses because they are too expensive, not because of the gas prices. If you use the bus five days a week to get to a job, it's almost as much as driving a car but less convenient, less safe, and less clean.	2/28/2016 15:31

Survey Monkey Comments

No.	Comment	Date
455	If your services have been around for decades,you buses should already be cleaner and safer.People aren't riding the bus because of the price of gas!	2/28/2016 15:53
456	I am shocked that once again rt l'd proposing another gare increase. Sacramento public transit is higher here than it is in the Bay Area. Seniors such as myself can barely make ends meet right now and it will be next to impossible to get to my doctors appointments and all other tasks I need to take care of thru out the month that requires me to take RT. I just don't have an extra \$15 a month to RT for increased fare. Is this increase being considered due to the New Area that is being built now. I truly hope that there is another way to generate more revenue here other than increasing the RT fares. I am sure that the proposed increase will cause a greater hardship on a lot of students, one parent households with children in school and people who are on a limited income. So I just hope that we are all consider when the next meeting covines next month.	2/29/2016 0:56
457	I do not support the fare increase. It seems RT has overextended service (blue line extension), compromising existing riders service quality and reliability. With reports that RT will have some of the highest fares in the Nation, I don't believe provided service equals those prices. RT staff seems to forget that if you raise prices you will loose riders! The cost for monthly passes would equal or exceed parking prices downtown, therefore, the incentive to use less reliable transit is gone. I only use transit because it is cheaper than driving; however, with the proposed increase and my works subsidy, it will no longer be cheaper, and I would gain 1 hour with my family. Perhaps if RT actually provided some express routes from Downtown to the outer suburbs (Citrus Heights, Orangevale) you might actually get more riders. From the chatter on the bus and train, all I hear and believe is true is that RT mismanages money, top executives have deep pockets and the [driver/operator] union is forcing this. RT would do better with a smaller geography, better service frequency and customer service.	2/29/2016 8:15
458	Hello. It's really difficult to rank the goals from question 18. RT needs low fares, but also more security and cleaner trains. RT needs to maintain and attract the working crowd as regular riders. Without this group, I suspect RT revenues will rapidly decrease. Of course, you can't maintain the working crowd as regular riders if you increase the fares because if it's cheaper to drive downtown and pay for parking, those folks will just start to do it. In terms of cleanliness, frankly, I'm tired of riding trains with seats that smell like urine. Anyone who rides the train regularly would agree that they are filthy. Even though I take the train, my daughter takes the RT bus to school. Ideally, she would take the 80 and then transfer at Watt Manlove to the 72. Unfortunately, the 80 was significantly late more often than it was on time and my daughter missed her transfer to the 72 making her late to school. The poor on-time performance of the 80 was negatively affecting my daughter's education. I had to change my work schedule so that she could get to school on time. For these reasons, it's hard to support a fare increase.	2/29/2016 9:25
459	Most people can't afford what you charge now. If you absolutely must increase fees (and I'm not convinced that you do), stop expanding the routes for a year and focus on improving the product you've already got (i.e. making trains and buses cleaner, safer, better HVAC systems, less breakdowns). You could try harder to make us feel like we're actually getting some kind of *value* for our money, rather than being stuck with you because you're the only public transit game in town; we're stuck with you, no matter how crappy you treat us.	2/29/2016 11:03
460	I believe that the increases in bus fare won't solve anything. People will be forced to find another more affordable way to get to where they need to go. And, now that so many buses have stopped running, people will be less likely to ride the bus. I'll admit that I can get a discount through school or work but that doesn't make it any better. I'll still have to pay more for my pass that I use Monday through Friday. I remember have to spend \$1 in high school to get home, and that included a transfer. I know things have changed since then but there are a lot of people that cannot afford to spend so much just to ride the bus. Giving a friend or family member gas money would be substantially cheaper. Maybe Sac RT needs to take notes from San Francisco and see how they make the BART work for their citizens at a much cheaper out-of-pocket rate.	2/29/2016 11:35
461	It is my opinion that a 20 percent increase in the monthly pass from \$100 to \$120 and the daily rate from \$6 to \$7.50 is too steep. Especially given the fact that many of the riders are on fixed incomes. Portland, OR for example charges only \$5 for its daily rates and the single rates are \$2.50 for 2 1/2 hours. I think that reducing the time on light rail from 2 hours to 1 1/2 is too limiting.	2/29/2016 11:53
462	Please enforce the need to have a ticket to ride the train first before picking my pocket for more money. If RT continues to not inspect for valid payment on every train, RT will be no better off after a fare increase than it is now because of continued fare evasion.	2/29/2016 13:43
463	Maybe the drivers shouldn't be so rude. Maybe the drivers shouldn't let some people ride for free(I see that a lot). And I don't think people don't ride the bus because of the gas prices that's stupid, people ride the bus because they have to, not because they want to.	2/29/2016 15:00
464	I would appreciate later running trains and buses.	2/29/2016 15:52
465	I ride a 51 route bus in the afternoons and the route schedule states that the bus will arrive at 4:09 p.m. The bus consistently arrives at 4:13 or 4:14. The published schedule should reflect a schedule closer to reality. The bus drivers can help with this. I have been on the 51 when it was packed with people. I have also been on a light rail train that was packed with people. There needs to be a way to alleviate the crowding. Whether this means adding a bus to a standard route for a short time or adding a train car. If circumstances are outside of expectations, then SacRT needs to find a way to adapt so that riders can effectively use the system. I take a 38 route bus in the morning. If I am late to the bus stop, I have to walk an extra half mile to the light rail station. If the bus is late, then I'm just late for work. If the bus doesn't arrive (happened twice last year), then I'm both late and have to walk the extra half mile to the light rail station. For the past several weeks, the 38 bus has been arriving at any time from 6:31 a.m. to 6:38 a.m. I'm not sure how a bus can have daily arrival times with up to a 6 minute difference at 6:30 a.m. What is going on?	2/29/2016 15:54
466	While I am worried about the possibility of increased fares, I would be more apt to support the increase if I saw vast improvements. In riding light rail approximately 150 times last year (2015), I had my ticket checked maybe 4 times. I would appreciate cleaner trains and cleaner stations. I don't feel safe riding alone at night, only during commuter hours. The one time I rode the train at about 9 pm on a Saturday night from the 7th Street station to the 35th Street, it was mostly transients and one individual who had been stabbed and asked me how to get to the hospital. I also think it's vital that a route is built to the airport in the next five years. I don't want to wait 20 years for that to be a reality.	2/29/2016 15:54
467	We need transit that works for people--affordable, safe, frequent, takes people where they need to go efficiently and at all hours. Without all those people won't use transit. Increasing the fare just adds another barrier, the opposite of what we need.	2/29/2016 16:01

Survey Monkey Comments

No.	Comment	Date
468	<p>Just increase the fares if you need to and cannot find other streams of revenue to fund. This survey won't give you an accurate measure of the opinions of your ridership. And asking people to rate shit like this is bs. RT has incredible potential, but seriously lacks the basics. Must follow time tables more strictly. It agonizes me to no end. RT must make the app better for starters. I've tried for hours to work with someone at the helpline and the app has locked me out. Tickets must transfer, it's fucking ridiculous that I have to buy another ticket when I transfer from lightrail to bus. Honestly, this is the most illogical, petty, embarrassing part of RT. Why the fuck do I have to pay again when my 2 hours isn't even up? Makes the administration at RT seem either very greedy or demonstrably incompetent. However: I really want to love RT! Seriously—I want to be the best spokesperson for public transit. I want to tell my friends about how wonderful it is and I want to ride it everywhere I need to go. But when my baseline cannot be met, and you are asking for more money, I can't fathom why I should keep trying. Fare increase or not, there is just a lot to hate about RT. PLEASE PLEASE PLEASE hire a design strategy firm like IDEO or FROG or even a local one to help you rethink how public transportation is being delivered to the public. I'm sure ridership will increase at a slow/steady pace into the future. But if you want to be a vital part of Sacramento's urban Renaissance, major changes are mandatory.</p>	2/29/2016 17:48
469	<p>This is so loaded, this survey. You ONLY propose rate increases, like if I appose ALL, I have to appose one, and if I appose only one - then I condone the other increases. YOU should EEAARRNN Your PAY RT. YOU don't do ANYTHING these days but hire drivers and cops and cut paychecks! - Trains and buses are filthy, and at best a random case of if it will be "clean" or not. ALI I see are police in shiney cars and where I stand, Broken Machines, Filth, and a feeling like I'm throwing away 2.50 on a system that COULDN'T CARE LESS about ME or the value I need to afford to take transit. I will need to quit my jib and relocate if this hike goes through - you have helped squeeze me to the breaking point! WHY wont my ticket be honored as a transfer? WITHIN the measly 1h50m you give us? for \$2.50? Get OUTA here! YOU RT, YOU ARE WRONG</p>	2/29/2016 18:17
470	<p>The dramatic increase (20%) in fares, I find to be unreasonable as a current customer of RT. The service is heavily unreliable and inconsistent for someone like me who depends on it to get to and from work and anywhere I need to go in Sacramento. I do not own a vehicle and have to rely on Sac RT. I do not find the proposed fare increase justifiable. If fares must be increased, it should be something as small as 5%, no more than 8%. I have family and family friends that are disabled and unable to drive and must utilize Sac RT, especially Para Transit to get to medical appointments, etc. Most if not, all of these people are on some form of a fixed income (SSI, SDI, SS, etc). They are not receiving increases regularly. If there is an increase in their income, it's usually something small as \$12 in a year. The 20% fare increase, puts people in this demographic at a huge disadvantage. They depend on the reliability and affordability of public transit the most. They make up a huge portion of your riding demographic. A lot of these riders do not have the means to purchase a vehicle or may not have family that live close by to transport them to where they need to go. Especially when needing to transport to medical appointments. Please reconsider the increase of the fare for the aforementioned demographic group. If you must increase the fare, please do remember they are the riders that would be heavily disadvantaged and cannot afford a jump in the fare. If the fares must be increased, please consider something smaller than 20%, such as 5%. Thank you for your time.</p>	2/29/2016 19:07
471	<p>Your boxes above, are pointless. I keep inputting an answer to come back and see that it's NOT THERE. My opinion is: DONT UP prices for low income student stickers, elderly AND disabled 90% of us are on a set income, and by the by, we didn't get a COLA this year.</p>	2/29/2016 19:19
472	<p>Need to restore the use of transfers. Multi-segment trips are way too expensive. Also, definitely need to crack down on those who don't pay the fare for light rail. I've used public transit in many cities around the world, and Sacramento ranks at the bottom in terms of coverage, cost and reliability. Many light rail stations and bus stops are disgustingly dirty. Also, why can't you have a bus route to the airport. I think it's ridiculous that RT doesn't provide service there. We can wait for the "green" line, but in the meantime, why not have buses make the trip.</p>	3/1/2016 7:25
473	<p>No transfers is the worst of your policies. I take the bus to light rail so am forced into a day pass. I pay more for a less convenient ride. I've lived many places and never seen this before. To encourage ridership you need to become attractive to those with option to drive. More frequent service and lower fares, in addition to cleaning up is the only way this can happen. Right now my out of pocket expense for my commute is roughly the same as transit. It takes me 20 minutes to drive and a minimum of an hour (if everything is on time) to use transit. Why did you invest in the electronic signs (who cares) if there is a shortage of funds. Local government needs to step up funding as this is a necessary regional asset, and as roads getting more crowded it will become crucial to preventing total rush hour gridlock.</p>	3/1/2016 7:46
474	<p>This is all because of the stupid basketball team! Now people like me who can barely afford to ride and get to work, are going to struggle more because of the increase... The highest in the nation???? It's a joke! The buses are late, over crowded, and some of the drivers don't know what they're doing. And the light rail is no better. Every day I have to step in urine on the stairs at watt 180. I get harassed by people, there's not enough security and you guys want to charge more! I can't understand why the time would be cut and cost more. No transfer???? I don't see a whole lot of changes being offered, other than my money going to nothing but the arena! Fuck that! I'll be doing everything possible to get back into a vehicle and stop riding as soon as possible, along with many other people who will do the same.</p>	3/1/2016 8:11
475	<p>Although a fare increase may not have a substantially large negative impact on me, I do see kids getting on the bus for school and I would not want their transportation to become cost prohibitive. If the market pushes me out of taking the bus, I can drive but I worry about the stakeholders who absolutely rely on the RT system. I would not support rate increases because I want the students and low-income stakeholders who utilize the RT system to continue having this resource at the current price.</p>	3/1/2016 8:14
476	<p style="text-align: center;">Please don't let NDA ruin my neighborhood.</p>	3/1/2016 9:19
477	<p style="text-align: center;">I don't make much money to spend for the fare to be increased. The current prices are still too high.</p>	3/1/2016 9:22
478	<p>I think the increase in fares stinks. Not only have you proposed the highest fares in the country, you are increasing the fares dramatically on those who can least afford it, the students on free lunch programs (by up to 60%) and the elderly and disabled (by up to 40%). The regular fare increase goes up by 20%. It is clear who you don't want on the rt system. Not only the above stinks, I have been assaulted once by a drunk passenger, a bus driver, and a security person. Plus, over 70% of your bus drivers drive as if they had no passengers on the bus (like doing abrupt starts and stops and taking turns and curves that make passengers hold on to their seats).</p>	3/1/2016 11:04
479	<p>I have other things in my life that are going up like health ins I don't get rt to raise the fare rates exspcial the monthly pass.</p>	3/1/2016 11:09

Survey Monkey Comments

No.	Comment	Date
480	I think its important for people with lower incomes to be able to afford riding public transportation. I have limited income to experience the joys of recreational activities such as going to the movies or visiting my friends. I work hard for my extra income and without my recreational activities my depression would be worse.	3/1/2016 13:19
481	The 20% increase seems drastic and will be difficult for many riders to afford. I would prefer a staggered increase in small increments to give folks a chance to budget and adjust to the higher fares. I would like learn of other options that could help subsidize rate revenues and keep them as reasonable as possible. The unnecessary revenue loss I've witnessed is the lack of accountability on the light rail trains--I have seen riders board without being required to show proof of fare, and unfortunately, the type of clientele that choose to take advantage of this "loophole" seems to be readily available and also tends to drive away potential riders who would pay their fair share. The line I ride (Route 62) is for the most part reliable and runs sufficiently often since it is a popular line. I have been very pleased with Route 62 and the service I have received in my 8 years of ridership.	3/1/2016 13:53
482	I would ride more if it was clean. It is disgusting. People ride for free all the time. Get rid of them and clean up the trains and people may choose to ride.	3/1/2016 14:25
483	I understand a fare increase but am skeptical of the proposed 20 percent. This seems drastic. Why not \$.25? This was the last increase rate in 2009 (during a financial crisis). We all know that the fare will go up in two years, which means most likely another 20 percent. Where does it end? Fares in Phoenix (brand new trains) are \$2. Portland it's \$2.50. Philadelphia it's \$2.25. The list goes on. Why does RT need such a huge increase in fare prices? At this rate it will be cheaper to drive. This defeats the purpose of public transportation. If this increase is approved, I will look to find another way to get to and from work. RT trains are dirty and do not run on time or they arrive during peak commute times with only 3 cars.	3/1/2016 14:54
484	I ride the lightrail to work everyday I would not mind paying more if there were no more crazy people that look like they have not showered in a month asleep on the train.	3/1/2016 15:21
485	Increasing fare rates is one thing, but don't take time off the tickets, that's like a double increase and is just not right!	3/1/2016 19:08
486	This rt survey is not set up right too complex to place different things in rank if it doesn't get used by us. Needing to meet a proposed budget by project increased fares will only detour your customers away and you will fall short of your revenue. Need more length of time given to drivers that have heavily use of wheelchair routes so they can deal with customers with proper care and not be rushed to get to next time point. Schedule doesn't give reflective for incidentals that may incur	3/1/2016 19:13
487	Leading survey biased , open house better	3/1/2016 19:57
488	I had to put "cleaner buses & trains" and "cleaner bus stops & stations" lower down, but that doesn't mean those things aren't important. I'm pretty disgusted by some of the trash & dirty stuff I see, especially on light rail trains & at some light rail stations.	3/1/2016 20:19
489	The poor and working poor will suffer due to income reduction as a consequence of your fare increases. Watt/l-80 light rail and bus station is filthy and dangerous, with unreliable elevators, which poses needless obstacles for the disabled and elderly in trying to reach both bus and train.	3/1/2016 23:59
490	You need to train your drivers in customer service an general manners. You are encouraging me to buy a car instead of using RT. I avoid it if at all possible. It's only if I can't get a ride from someone else. Your busses are late, drivers are rude and your schedules are poorly planned. Today, the light rail took off as soon as my bus pulled up- the driver had to have seen us, running to the train. As soon as I, the fastest one, got to the door I heard it latch. You want to charge more? I don't like to charge more for a service that is slow, rude and treats the customer like we are a hindrance. Would you?	3/2/2016 17:52
491	ALL of the items in section: (Please rank the following goals for RT in order of its importance to you ("1" means MOST IMPORTANT, "2" means 2nd MOST IMPORTANT, etc.). You can use each number only one time.) are inportant	3/3/2016 11:46

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
27431	1/25/2016	Robert	Tracy	I have been a disabled passenger since 92. I am all for the fare raise in July but if you want to raise it then you need to add more security for that. Pepople doing things like spitting selling drugs and getting drunk. There should be one cop per train everywhere. Get them on there to observe and get a little camera. Caller suggested to raise fare up to \$10-\$15 is more proper than \$20 because Social Security recipients did not get a "COLA" increase in regards to the proposed Senior/Disabled monthly sticker for \$70.
27436	1/25/2016	Bonnie	Trottot	Bonnie is a paratransit customer. She found out about the proposal and fare change on Sunday 1/24 and it was too late for her to schedule a ride with Paratransit. She would like for her comments to be forwarded to the board of directors regarding the elimination of the paratransit monthly pass. She states that they do not have a car and solely rely on paratransit to get around to her doctors appointments, and other programs she utilizes. She states that she gets her monthly pass from Alta Regional and not only would the elimination just effect her but her family as well as she will use paratransit to get her 3 week old grandson to his appointments as well. If this action is taken it will cause a hardship on her.
27445	1/25/2016	Patricia	Pierce	PLEASE DO NOT RAISE THE FEES FOR YOUR CITIZENS. MOSTLY THE POOR RIDE YOUR BUSES AND A HIKE IS REALLY BURDENSOME FOR THEIR FAMILIES.
27452	1/25/2016	Linda	Finn	See attached email -Senior/Disabled increased fair (No social security increase). My subject line tells it all. My subject line tells it all. On the first of the year, life's necessities seem to go up, eating up and beyond the social security increase, and now no increase. Of course so many of these necessities are not even figured into the cost of living. I worked for the county downtown while living in Rancho Cordova and had to leave in the 6am hour to arrive 8am. While I can understand wanting to expand your area of coverage, it should not be at the expense of getting timely to light rail. Then you wonder why more people don't ride light rail.
27459	1/25/2016	Elsie	McCallan	Email fwd from Mike Wiley/Brent Bernegger - Please register my objection to the propose fare increases. In my opinion, th eway to increase ridership and transit income would be to decrease fares, or at least not increase them, and improve service. In other words, make using mass transit so convenienct and affordable that more people would consider it. My source of comparison is the San Diego transit system which uses the Compass card, a similar system to what Sacramento seems to be working towards..
27461	1/25/2016	Mike	Barnbaum	See attached email - Thank you for contacting the "Ride Downtown 916" regarding the Sac RT District Change in Fare Structure Proposal. We definitely have a position on this matter, and would like to share it with you via this electronic communication. Unfortunately, we will not be available and in attendance on the Audiorium on Jan 25th as the Hornets take on the Kings. As far as the "Ride Downtown 916" Grassroots Organ is concerned, we mainly favor the information in the staff report as far as the proposed prices are concerned, as well as holding off any formal adoption of th ematter in full unti Monday, March 14.
27468	1/25/2016	Diane	Moore	Caller stated the fare increase for paratransit customers is most unreasonable. Will have to pay double! Don't do this to people!
27469	1/25/2016	Anonymous		saved msg... no name or phone # provided. Contact Paratransit to send a newsletter to get the word out...
27470	1/25/2016	anonymous		No name or phone provided... saved msg. Definititely against proposed fare increase.. off schedules quite a bit, inaccessible to the Natomas area and in the weekends virtually impossible to go to activities downtown. The connectivity between RT rides misses by a minute or two..Would like to get those issues corrected before you increase fares. You don't have enough riders because of these reasons. Needs to be fix so we can have confidence in our bus system. I am opposing any fare increase because at this stage we don't get our monies worth at this time. Nobody available on the weekends to get a hold of anybody. Don't raise fare because the Arena is coming in - not fair to customers.
27491	1/25/2016	Kelly	Phipps	I am furious to hear that you will be raising your prices yet again. I ride RT all the time to and from work, paying your daily fee. What I get is stolen from, harassed by creeps, never knowing if I'll sit in pee, awful smells that make everyone nauseous, "security" that doesn't always do their job, and the list goes on. If your going to continue to raise your prices, then you need to hire people to clean your disgusting trains and busses *every* night. You need to make it more like Bart in the bay area, so that only those who buy a ticket can get on. You need to do a lot. This is ridiculous that me, along with a lot of other hard working people, have to continuing paying fee's they can barely afford, only to sit in trains and busses that seem to be a safe haven for those less fortunate. If they didn't cause trouble or pee in the seats, that would be one thing. But they do, and I shouldn't have to worry about whether I'll be showing up to work with someone else's pee on me. Its disgusting and unsanitary. Clean your stuff up! **THEN** raise the prices if you must! Get some standards! You have shown you have zero.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
27496	1/26/2016	Michael	Stormin	See attached email fwd from Linda Deavens with Paratransit, Inc - Here is a comment from passenger Michael Stormin, regarding the proposed fare increase. I'm passing it on hoping you can give it to the right folks at RT: I don't think the fare increase is justified in view of the fact that people on SSI haven't had a cost of living increase this year. When they have received a cost of living increase, it has been no higher than 1.7% and as low as 1.5%. I don't use Paratransit very often now because I can't afford to. His monthly SSI check is \$909.40 but he said most people make \$20 less than he does per month. He also complained that he has been trying to provide his comments to the RT Customer Service staff, but they aren't answering the phone. His phone # is XXX.XXX.XXXX. FYI, many passengers saw the Bee article and have been registering their complaints to our call center
27531	1/26/2016	Marlene	May	I would like to address the proposed rate increase. I have attended many meetings in the 57 years I have been an RT rider, at present I have a Lifetime Pass, but it infuriates me that the one cause of lost revenue is never addressed, it is nonpaying light rail riders. I have heard riders discussing the fact they have ridden for years without paying for a pass or ticket to ride. I swear if a huge city like NY and SF can solve this problem why can't a Cowtown like Sacramento????? Having someone check fares on 1 out of 25 trains just does not cut it. You could hire full time checkers and the added revenue would pay their salaries PLUS. Think about it.
27541	1/27/2016	Sheela		There is a fare increase being discussed at the RT board meeting. I wanted to get some more information about the background. RT board may remember me. I am frustrated right now because I called 2800 asked for accessibility department because I am disabled. The operator transferred me to the accessibility department for paratransit. You need accessibility department because other agencies have them like AC transit. The ADA has been around for 25 years my patience with it has been over. One who is not disabled will not understand how we have impairments. Dealt with RT for 13 years been away for 5 years. Basically my concern is for paratransit riders who use paratransit for everyday work habits and use a monthly pass. From what I heard there will be no monthly pass for paratransit. That is prohibitive. Disabled are 70percent of unemployment. That term is liquid. 22 working days will be a lot more than the monthly pass. People with disabilities don't have an extra 100 or 120 in order to get to and from work on a daily basis. This would be prohibitive. You have the most expensive passes I have ever seen and it hasn't gotten better. Monthly stickers already exorbitant. I could not afford that. Most of the time I worked with a daily pass.
27547	1/28/2016	Joann	Newman	Caller states that she is on SSI. She states that if the fares are raised she will have to use it less often as she can barely afford the \$125 monthly pass.
27559	1/27/2016	Lori	Lee	I'm writing to provide feedback on the proposed rate changes for senior/disabled monthly sticker. The rates for the regular monthly pass are going up 20% (from \$100 to \$120), however, the rate hike for seniors/disabled is going up 40%!! - from \$50 to \$70 per month. Why is there such a larger/double the increase percent wise for seniors and disabled stickers? Seems these are people more likely to be on fixed incomes or with limited resources, and therefore less likely to be able to afford a 40% rate increase. Please consider a rate increase of 20% for senior/disabled monthly stickers which is more in line with the rate increases being proposed across the board. Thanks for your consideration.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
27618	1/29/2016	Mike	Randall	1. I very much like and appreciate the Light Rail Service, I ride every business day and often bring my bicycle. 2. I think that raising the cost of tickets is fine, to be able to improve a 25 yo system. 3. I also think that the rail should go to the airport. NOW THE COMPLAINT: 4. Some of the buildings along the Folsom route have graffiti, broken windows (CES) or other signs of blight. Consider calling on the City or County Code Enforcement to cite these and get your route looking better than a slum. There are many properties being improved why put up with these? 5. I have been riding for 3 years and have a 99% satisfaction. However that means that if I been aboard 1000 times, there are at least 10 times that have been unpleasant (and how many times the number of other passengers?). 5. Today was one of those days. Occasionally I see cleaning crews at the rail stations with broom or rake and scooper. I would never describe any of the stops as 'clean', they are not. And, today, as many times before, I saw a crew of 3 men at 8 am standing around leaning on their broom or whatever, seemingly oblivious to trash between their feet! It has left quite an impression on me as I know there are folks out there that would love to have a job and do it well. It doesn't seem possible to me that whoever is supervising these workers is also oblivious to the trash. It is not RT's fault that these areas are dirty, it is the human passengers. But, if you are going to put crews on the ground, AND ask for money, don't you think that seeing them work would make a favorable impression? It does not matter if the men are working off community service or welfare or whatever, they are there to do a job. I regret having to be the tattle-tale and again I truly do appreciate the service. No need to respond, it will be obvious if my remarks have made any headway. Thank you, Mike Randall
27636	2/1/2016	Nick	Loret de Mola	See attached email fwd from Brent & James Drake - Four key points that bring me to this conclusion - 1) I am a nationally-recognized advocate for workforce development, 2) I am of the believe that public transit is an essential tool in the fight against economic dispartiy and for equity, 3) I ride RT everyday to get to and from work, from Old Foothill Farms to 9th & K downtown, 4) I am not opposed to rate hikes.
27687	2/2/2016	Sally	Garrison	See attached email - I am writing to express my concern regarding the proposed RT fare increase. I am a Master of Social Work Intern completing my second year internship at WellSpring Women's Center. Through WellSpring, I work directly with guest s who would be adversely affected by a a fare increase. The guests that I serve are elderly, disabled, low income and/or homeless. Accordingly, their everyday needs often go unmet. These needs may include food, shelter,clothing, and of course, transit. Expecting a persons with little social justice and transit equity. A low income person working five days a week, andmore than even I pay in gas per week. I understand that RT has financial challengers, which are at the root of the proposed increase. However, increasing fares to the point that the community cannot afford to ride will surely only add to RT's financial woes rather than solve them. For you to disregard these concerns and increase fare is to knowingly cause harm to vulnerable groups of people: the elderly, disabled and low income/homeless population.
27695	2/2/2016	Corey	Rodda	See attached email - I live in Midtown Sacramento and am against the fare inrease. I work in the social service industry and access to public transit is vital for people who are low income, disabled, homeless and aging. Your proposed increase makes Regional Transit a service for the moneyed and few and I dare say would calamitously affect the few profits that you make. I hope that someday our governing bodies will listen to the public and work to care for those most vulnerable in our society.
27718	2/3/2016	Eriko	Sato	See attached email - I am a mother of a son with autism and a master of social work student. I also advocate for the rights of people with developmental disabilities and homeless and low income families. RT is proposal of the fare increase is wrong. Even though your service is not perfect and your bus takes forever to get anywhere, many people rely on it! My son on the spectrum of autism and he can't drive. He takes RT bus everyday to his community college now. It takes only 15 minutes to go to there instead of an hour if I drive him there. Nevertheless, he refuses to get help from me because he wasnts to be independent. If RT keeps doing this, lots of people loose their independence. They will be isolated and bcome dependent on others. My son can't go to college and become self sufficient if RT does not improave service. It is a human rights issue. Please reconsider the proposal.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
27729	2/3/2016	Traci	Piazza	See attached email fwd from Phil Serna's Office - RT's system is antiquated, difficult to use and overly time constraining. UC Davis offers a generous program to employees who are willing to commute via public transportation. I tried it. It was not worth it. Our public transportation system is clunky at best. For my daughter to get from Carmichael to Natomas takes 1.5 to 2.5 hours, depending on the route. She must get on the #25 on Manzanita, get on a light rail at Marconi/Arden which takes her into downtown Sacramento, and from there another bus back to Natomas. Pull that route up on a map. Have you ever seen anything more convoluted? You cannot claim all of these extra monies are for improving accessibility, system hardware, etc.. because I have lived in Sacramento since Jan 1985 and the only real change has been the light rail system.
27730	2/3/2016	Patricia	Culpepper	Caller states that before RT should consider raising fares or purchasing new coaches, we should first install a completely new elevator at Watt/I-80. Patron is disabled and uses our system daily, she frequents the station and has been affected each time the elevator is out of service. She states the frequency that the elevator is broken is appalling and that RT should really take care of this problem for the customers before asking them to pay a higher fare. She was very adamant that the entire elevator should be replaced, NOT repaired, as she states is just a bandaid and not a very good one as it keeps breaking.
27736	2/3/2016	Tim	Choi	Email fwd from Councilmember Hansen's office - I web-streamed last week's RT board meeting and was really impressed with the input from the paratransit community. I'm a regular rider of RT on the Blue Line and have been following the fare increase since last week. I'm generally not ok with a fare increase, even less so when it's as half-baked and poorly thought out as what I've seen so far. I'm a health professional who has been designing, implementing, and analyzing and reporting on surveys for almost 10 years for large public agencies and international agencies. This is really a poorly designed on multiple levels. You're asking ADA specific questions to the general public and items #17 and #18, especially #17, are extremely poorly constructed. You're asking the respondent to process and rank order 11 different pricing options! Even with my professional background this is hard to do. How are you to assume the general public can accurately even rank order these priorities. I hope your 5 community outreach sessions execute a more appropriate and interactive mechanism for obtaining feedback. To me, this survey seems like a half-baked attempt at quantifying priorities. I hope the research director who approved this survey seriously reconsiders and then incorporates best practices in community engagement and market
27739	2/3/2016	Lucy	Thao	Hello, My name is Lucy Thao who is a Bachelor Social Work Intern at Wellspring Women Center. I am writing in hope that the RT do not increase 20% in fare, do not eliminate the monthly paratransit pass, and do not decrease the light rail time from 2 hours to 90 minutes. I believe the RT exists to provide helpful transportation for the community who has difficulty due to bad health conditions, personal issues, financial issues, lack of accessibility, or they are homeless. If this proposal passes, we may only bring more limitations than opportunities for our community. I personally take the RT because I am a college student who is unable to drive due to a bus accident years ago. The RT was able to help me in many ways as a student when I can not personally drive due to a traumatizing eventful period. I have come across many diverse groups who also take the RT: workers, mothers and children, youth and college students, seniors, disability individuals, and the homeless. I recognize that the RT plays a very important resource to many people who need it in order to get to an important destination such as work, home, school, grocery store, pharmacy, hospital, clinics, a relative's house, or anything that is essential to an individual's need in order to earn their hard working financial income, ambitious goals and academics, provide food for families or self, receive assistance for their health conditions, or everyday living stability. I do not think it is right that we limit these opportunities for the community when it is already challenging due to various reasons. Thank you for reading my letter and I hope the RT will reconsider their proposal!

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
27755	2/4/2016	Brian	McClure	My name is Brian McClure and while nobody likes to see rate increases, I suppose I may benefit working at the airport and extension needs to be paid for somehow. My beef is that every time there is an increase services are cut and then there are lines that parallel each other but leave at about the same time so a choice is really no choice at all. For instance, the yolo bus was late due rush hour traffic (as usual) and I ran to 8th and capital in time to see CRC light rail leave. I could wait for the 62 which gets at the stop about ten after or I could wait for the next train at 15 after. No real time saver and both go down/along Freeport for a good portion of the route. Bus usually leaves j and 3rd late to avoid running hot to capital and city college station is just a little closer to home in Hollywood park. And every half hour starting at 6:45 for CRC line? No, we are not a cow town. And 20% at already 100\$ for a monthly pass? Like its my fault Arnold "borrowed" from RT??? My other fear is that once the line does make it to airport, yolo which is only once an hour, will cut services and I don't imagine the station will be right up to terminals. So I get off at 5:30 catch yolo only if 5:23 is late or I have to catch an airport shuttle to take me to this theoretical station, which w/ my luck and rt scheduling will leave just in time for me to get off shuttle. I will have to stop buying monrhlys and use rt less on my days off should increase go as planned. Brian McClure.
27761	2/4/2016	Brian	McClure	My name is Brian McClure and while nobody likes to see rate increases, I suppose I may benefit working at the airport and extension needs to be paid for somehow. My beef is that every time there is an increase services are cut and then there are lines that parallel each other but leave at about the same time so a choice is really no choice at all. For instance, the yolo bus was late due rush hour traffic and I ran to 8th & Capital in time to see CRC light rail leave. I could wait for the #62 which gets at teh stop about ten after or I could wait for the next train at 15 afer. No real time saver and both go down/along Freeport for a good portion of the route. Bus usually leaves J & 3rd to avoid running hot to Capital and City College station is just a little closer at home in Hollywood Park. And every half hour starting at 6:45 for CRC line? No, we are not a cow town. And 20% at already 100% for a monthly pass? Like its my fault Arnold "borrowed" from RT??? My other fear is that once the line does make it to airport, yolo which is only once an hour, will cut services and I don't imagine the station will be right up to terminals. So I get off at 5:30 catch yolo only if 5:23 is late or I have to catch an airport shuttle to take me to this theoretical station, which with my luck and RT scheduling will leave just in time for me to get off shuttle. I will have to stop buying monthlys and use RT less on my days off should increase go as planned.
27762	2/4/2016	Lucy	Thao	See attached email - My name is Lucy Thao who is a Bachelor Social Work Intern at Wellspring Women Center. I am writing in hope that the RT do not increase 20% in fare, do not elim inate the monthly paratransit pass, and do not derease the light rail time from 2 hours to 90 minutes. I believe RT exists to provide helpful transportaiton for the comunity who has difficulty due to bad health conditions, personal issues, financial issues, lack of accessibility, or they are homeless. If the proposal pass, we may only bring more limitations than opportunities for our community. I personally take the rT becasue I am a college student who is unable to drive due to bus accident years ago. The RT was able to help me in many ways as a student when I can not personally drive due to a traumatizing eventful period. I have come across many diverse groups who also take th eRT: workers, mothers and children, youth and college student,s seniors, disability individuals and the homeless. I recognize that RT plays a very important resource to many people who needs it in order to get to an important destination. I do not think it is right that we limit those oppportunities for the community when it is already a challenging due to various reasons. I hope RT will reconsider
27765	2/4/2016	Helen	O'Connell	Email fwd from Paratransit, Inc - Public Comment RE: RT Proposed Fare Increase & Elimination of Monthly Pass - I'm a member of D.O.G.F.I.T.E.,Disability Organization Group for Initiating Total Equality. I am a Paratransit participant and I use Paratransit and RT to get around the city exclusively. I use RT whenever possible, however, Paratransit helps me get longer trips or wheelchair trips to places where I cannot reach a bus. I use coupons for my trips but I also have an RT monthly pass so my bill is about \$90 a month so I have a life.That makes more than 10% of my income. My housing is 30%. I believe that between RT and Paratransit the system works. But fore RT or Paratransit raises their rates, RT should bring bus service up too, if not exceed 2009 levels. And just because RT raises rates, Paratransit does not have to follow the suit. Paratransit needs to keep the monthly pass for those who depend on it to get around verywhere, sometimes over 25 rides a month. Don't mess with a system that is helping so many people that don't have a choice.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
27767	2/4/2016	Diane	Treas	See attached email - Public Comment RE: RT Proposed Fare Increase and Elimination of Monthly Pass - Increasing the fare would really hurt a lot of people financially and, you know, people that take Paratransit every day to and from work, to and from dialysis, I go 3 days a week to the YMCA and other 3 days I do a recreation thing. On Tuesday, shopping and doctor appts on Thursdays and sometimes shopping on Saturdays. I take the bus somewhere and the pas is very, very convenient and then coupons for non-ADA and I'm really hoping that you don't increase the fares orthe coupons.
27768	2/4/2016	Jeff	Tardaguila	See attached email - Public Comment RE: RT Proposed Fare Increase and Elimination of Monthly Pass - And one of the tihngs I would have echoed and would have said if I'd been at the RT Board meeting for Public Coment at the end is "you know what, please for the new Director of RT get them to be more sensitive of understanding the ridership needs and issues and consider how important it is the representation. You have on this Board people that are Paratransit users, but the purpose of Paratransit seems to be about the, you know, importance of the ridership and as you've now clearly seen, the example will, and it will be brought up later on this hing about how much ridership has disappeared out of RT;s amazingly Paratransit's is going up, and RT is going down, suggests that maybe they need to understand what will draw more riders to it. I've got some ideas but that's for RT. For Paratransit, the important consideration and issue is what they are doing in seeing what's going on for the riders and I appreciate again, the way this Board checks and asks what's
27793	2/5/2016	Joanna		Caller suggested to increase Paratransit fares to .50 instead of a \$1 to help ease the cost. Caller heard that Paratransit Monthly passes will NOT be eliminated. Informed caller the elimination of Paratransit Monthly passes is a proposal and no final decision has been made yet.
27812	2/5/2016	Bryce	Grant	See attached email - I support the proposed RT fare increase, and whole-hartedly so... but ONLY under the conditions that such an incerease brings aboaut significant changes and improvements. Specifically, changes and improvements I'd expect to see are: A much higher degree of security and enforcement of laws, rules and regulations. I refuse to even consider using the system until I'm convinced this condition is met. Better management and much improved stated of cleanliness of the trains. Rigid adherence to timeliness and being on schedule. In closing, I relied on BART system in the Bay Area every day for many years before moving to Sacramento. The RT has a long way to go before it would earn my confidence, and I support a fare increas as a means towards delivering on that.
27817	2/8/2016	Mary	McIntyre	Calling about paratransit change in fare and I want to discuss how this change will affect the quality of life for myself as a disabled person. I'm 57 years old and am disabled. If the pass is discontinued it affects my life greatly. I use my pass to ride to school and many other places throughout the day, I go to AA meetings 3 times a week as well. I plan to use my pass after my schooling is complete to help the community and get involved more. It would be \$300 a month out of my \$800 monthly just to get to school if I had to pay each way instead of the monthly pass. I am disabled and cannot walk to city bus stop, so it's just not an option for me either. The monthly pass elimination will put me in a very bad position.
27826	2/8/2016	Carol	Wilcox	My name is Carol Wilcox. I am handicapped. How do I live alone? My monthly pass is the only thing standing between me and isolation. Gov Brown took \$100 from me int he beginning of the year because he said it was too much I should pay my own medicare. But it isn't too much because it isn't even minimum wage. I am getting \$1500 and have to use my savings to survive and now I have no savings. I am asking for money from my children. Two of them are in school so they don't have money but it's not even min wage so I don' tget why they had to take away my money. I get \$200 less a month than minimum wage. If you do away with the paratransit monthly pass, It would put me in a bind, it will isolate me because it's my sole method of transportation.
27842	2/8/2016	Barbara	Stanto	See attached email- We think there is some minor discrepencies in the Title VI... #14 on all of the carts is listed as senior/disabled monthly/semi.. we think the semi should not be in that category because it is not a semi monthly fare... so maybe the word semi should be removed. and the semi monthly pass be in its own senior/disabled category.. James Response: RT does sell a senior/disabled semi-monthly sticker but we do not sell very many. Last year we had 2.8 million rides on the senior/disabled full monthly. We had only 30,000 on the semi-monthly for senior/disabled. Because of this, we don't really have very good data on theh demographics of the users of the semi-monthly senior/disabled sticker so we just combine it with the full monthly sticker for the Title VI analysis.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
27844	2/8/2016	Barbara	Gausewitz	See attached email - Raising the cost of riding light rail would only punish those who actually buy tickets. I understand the need for funds to improve the lightrail and bus system in Sacramento, especially with the new stadium opening oon. However, I also know that many people who ride light rail do so without ever buying a ticket. I've commuted by lightrail for more than a year, and my pass has been checked twice in that time. Nevertheless, I purchase a pass every month. If RT needs additional funds, I urge you to find a way to enforce the fare you currently charge, rather than asking those of us who pay for everyone else toride for free to pay more. If you would like additional comment, please don't hesitate to
27876	2/9/2016	Julia	Coleman	Caller stated she is very upset about the elimination of Paratransit monthly pass. Caller takes Paratransit and uses the monthly pass so she doesn't have to worry about dealing with money every time she rides. Caller also complained that #61 doesn't run on the weekends and holidays. TW provided dates of Open House & information on the email response
27882	2/9/2016	Aimee	Shepard	See attached email - This email is to respond to the proposal to increase fares by 20%. I am one of the "choice riders of the light rail. I choose to use the light rail because, for the time being, it saves me from having to deal iwth the downtown and 160 route traffic. The cost savings fromdoing this, in terms of saving money that would ave been spent on gas for my car, is pretty much a wash at this point, although with the lower gas prices, I could probably save if I drove my car into town. However, if RT raises fares, it will no longer be cost effective for me to ride the train. I will just go back to parking somewhere free near downtown Sac and ride my bicyvle in to work, like I did before. I really don't like riding the train anyway because it is always dirty and has some really scary people that ride the train. Sometimes they smell so badly of marijuana smoke I think I might get high just sitting too close to them. And no, I am not kidding. I have seen people fight on the train and sell drugs (which I reported previously but absolutely nothing was done and no one even contacted me to follow up). Sometimes people have such bad body odor, I have to either move away from them or if I don't know where it is coming from, I have to cover my nose and mouth with a scraf, shirt or whatever is handy. It's pretty bad. I had a man tell me one time,don't sit there, someone just urinated on that seat. Gross. If RT would invest more resources in making sure that everyone that rides actually pays, it might take care of the issues of needing extra funds. I rarely see the officers checking tickets. I might see them once ever two and a half to 3 months. Because of these reasons, if RT decides to raise the rates, I won't ride it anymore.
27884	2/9/2016	Lorna	Brazelton	See attached email - The increase in the fare is okay with me if changes are done. I would like to see some changes in the cleanliness of the buses and light rail windows and seats.
27894	2/10/2016	Adam	Sotherland	See attached email - You are asking for feedback on a "proposed fare increase"? That implies that the public actually has any 'say" in the matter. Of course, I vote no increase or at least less of an increase. Why a 20% increase?! Are things really that bad? If there was such a budget shortfall, why did RT spend the money renovating trains and increasing the line to run to Consumnes? It's my understanding that RT had a budget surplus, some 2-3 years ago. Now a 20% increase? That implies a 20% tax increase on the poor. If this increase happens, RT management is going to look incompetent and I will be one of many, doing my best to let that become public knowledge. P.S. I doubt anyone bothers to read this email. I've emailed RT before and it seemed to drop into a bottomless pit.
27895	2/10/2016	Jeremiah	Jacobs	See attached email - My only suggestion would be setting all fares to an even dollar, that way riders don't have to deal with coins and change.. PS - I like the new buses!
27896	2/10/2016	La Shaun	J	See attached email - I understand that because of the new light rail expansion that more money is needed. However there are still areas where ther is no service or the service has been changed in such a manner it is simply not worth riding the bus or using the light rail. The bus that I take to get to my mothers home doesn't run on the weekend. The bus that used to go to the Laguna Town Hall has been rerouted and now to get to that area you have to go out and around Elk Grove. I am very unsatisfied with the service.
27897	2/10/2016	Kathi	Clark	See attached email - While I understand the need for fare increases, this means I will choose to driver more often than take the bus/train. Without the fare increase, I just barely break even when considering the cost of driving downtown vs taking light rail. There is NO service to my area in Antelope, which means I need to drive to a bus or light rail stop anyway. When service on the many line runs only every hour and it will now be less expensive in most cases to just drive (and I'm already in my car because I cannot take the bus from my house), I have no incentive to stop and get on public transit.
27898	2/10/2016	Brian	Brown	See attached email - Perhaps if the train were closed system and I didn't have to put up with deviants and such.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
27905	2/10/2016	Michael	Long	Caller is a paratransit rider and he opposes the elimination of the paratransit monthly pass. He has a payee service (3rd party) who handles his bills. It would take about 48 hours before a check gets mailed out to pay for his bills. He does not keep cash on hand. It would take a lot of planning and coordinating for him to pay for his trips which he uses Paratransit 3-4 times a week. Provided Open House Dates and information on email response.
27906	2/10/2016	Becky	Barnes-Boers	Ms. Wong would like to propose that RT increase Paratransit monthly pass to \$175 a month, instead of eliminating the monthly pass.
27909	2/10/2016	Ms.	Hicks	Ms. Hicks does not agree with the fare increases proposed by RT. Poor people cannot afford the increase, their income isn't going to increase by twenty percent; have RT staff cut their salaries by thousands of dollars instead of increasing fare.
27910	2/10/2016	Francisco	Marengo	See attached email - Does RT plans to do more cleaning maintenance to the light rail trains?
27922	2/10/2016	Cinthia	English	I do take RT, but if the fare increase then less people wants to take RT. Specially the gas is so cheap now.
27926	2/10/2016	Lauri		Caller stated she is on fixed income, anything above twenty-five cent increase will make a difficult for low income passengers, it's too much at one time.
27938	2/10/2016	Misty	Miller	Please do NOT add me to the RT email list. I only want to send my comments on the fare increase. I would not object to higher fares if I felt I'd get something out of it. For example, if you could get all the losers off light rail with 100% fare enforcement, then I think a lot of people would be happy. I like the penalty ticket idea. You did a good job explaining how the Paratransit costs are eating you alive, but what else is there, and why aren't cost cuts considered? For example, it costs more money to lay train tracks for light rail, so why not skip the green line train and make it a green line bus? Wouldn't this save a few million dollars? I like the idea of getting rid of Paratransit monthly passes, but how about giving those folks extra incentive to ride the bus? I pay just \$1.75 to ride metro in L.A., and that includes free transfers. RT's fare of \$2.50 with no transfer is way more expensive already. Why charge more? Find ways to cut costs or recoup revenues instead. Thank you, Misty Miller
27939	2/10/2016	William	Green	Attention: Regional Transit, New fares are outrageous. Don't increase bus fares. Bus riders aren't rich. Sincerely, William Green
27952	2/11/2016	Theresa		Theresa wanted to leave a comment regarding the proposed increase. She states that she and her attendant are on low fixed income. She primarily uses paratransit and can barely afford the \$5.00 each way that they are required to pay now. She states that it will make traveling more difficult.
27954	2/11/2016	Adam		If you raise the rates there will be too many people that cannot afford to ride the bus. Personally, if this happens I will just buy a bike and not use your system ever again. You shouldn't expect people to pay more for the service that you provide. Dirty buses and trains, awful rude operators, and unreliable service don't justify a hike in prices.
27964	2/12/2016	Richard	Belton	Richard and Marycalir belton 9137 rundalay way in sac. learned of increase in fares on the LR, and we are opposed because at the time when the system was built we said you should have a way of keeping people who don't pay from riding free. What I was told is that it costs too much. If you had done it right in the first place it wouldn't have been needed. The trains are filthy. The bikes take up 2-3 places and security is a farce. You should be ashamed of yourself for what you are doing. It's your fault it is the way it is in the first place. You're not the the solution you are the cause of the probelms.
27977	2/12/2016	Barbara	Slover	See attached email - With inflation as we know it to be, it makes sense to raise the fares for public transit. Much like public transit itself, I am sustained through taxes being paid (disability income). So I understand what it is like to have the majority of the funds come from taxpayer dollars to support myself. It would be rather frustrating to have an increase in the fares as high as they already are. If it were to be increased, I wouldn't want it to jump by anything more than ten percent (making my \$50 disabled pass costing only \$55). But to jump any higher just wouldn't fair so well with my already limited budget. I appreciate the time taken to read my comments. I hope for all of us limited income to not have to make any further cuts to my budget as it is.
27978	2/12/2016	Diana	Clemens	See attached email - I am on low income and had not gotten a raise in our income, but they keep raising prices everywhere... I ride the bus a lot and it would really hurt on how much I would ride. Please help the disabled and senior.
27979	2/12/2016	Anthony	Graves	See attached email - I ask you to please not raise the bus fares at all. I believe there are plentiful problems as it is in people affording or barely making it with paying to take the bus. And I depend on the buses and light rail as well.
27985	2/12/2016	anonymous		Caller stated that bus driver almost ran over an elderly couple crossing the street. No coach # provided.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
27988	2/12/2016	Jessica	Padilla	See attached email - The City of Sacramento should not raise RT prices considering they are not making the current conditions of the RT light rail and buses any better. For example, they are really unsanitary and theres trash every except the trash cans
27997	2/11/2016	Kathy	Cassidy	Comment: Regarding increase on lite rail I am not comfortable with rates being increased for those that pay for a ticket. Alot of people in the afternoon and later in the evening, and weekends do not paid for tickets. These are also the ones that are rowdy, play music loud and periodically sell drugs. I wish you could come up with a better way of checking for tickets daily, a machine by the doors inside to confirm purchase of ticket, something workable. The ones that ride free seem to know when tickets are generally checked. This being once a month towards the end of month. Its exasperating to put up with the bad manners and then have to pay for it. If contact me, please do by email. Thank you, Kathy Cassidy
28017	2/15/2016	Ken	Jervi	I recieved an email about RT issues with the fare increase. My concern is this question on the discounted fare. That it wants to go from 50 to 70. I was told that after 75 my fare cost would be 40 dollars for the month. Since RT is with paratransit 125 and 70 that's 195 just for transportation. JR informed caller that if he was getting super senior rate it would not be 195 but 165 because there is no proposed change to the super senior fare and that that 125 paratransit pass is proposed to be eliminated. Patron then began to read off other proposed fares and continued to state it would be 195. Again informed patron that for him it would not be if he was indeed getting super senior rate. Patron then began to repeat himself another time. Asked caller if he wanted general information of inofrmation pertinent to him and what he would pay. Patron then said he wasn't a child. Informed patron that no one called him a child nor implied he was a child. He then said he didn't like my attitude and disconnected call.
28019	2/15/2016	Maria	Gonzales	Caller stated she is against the Paratransit \$1 fare increase; can't afford it.
28025	2/15/2016	Lisa	Cooley	I think there should be alternatives of raising paratransit fares such as zonal fare. Have people who live in the city of Sacramento divided into 5 or 6 zones. Based on where they live and where they are traveling to should be priced accoridngly with a set fare. If the paratransit fare must be increased make sure that it goes to something that will benefit riders such as extending the call hours like it used to be, 7am to 7pm seven days a week including holidays. I think this will help RT keep fares at a reasonable place without having to raise too much. Also you should find all of those fare evaders to increase revenue.
28044	2/15/2016	Myers	Gussit	Caller stated he can't afford to pay a higher fare because he is in a fixed income. Caller is not the only one in this situation.
28055	2/16/2016			Caller would like to remain anonymous but submit comments regarding fare increase. She states that RT has taken away several things without providing much reason to ride. She states the first was the central city, then transfers and the lifetime pass. She states that she doesn't ride the bus often but she see's that it is a hardship for some people and it's totally unfair to raise the prices.
28056	2/16/2016	Norman	Jenkins	See attached email - This is to let you know I have taken the Meadowview line for 3 years and the only thing that makes it bearable is that it is affordable. It is unsafe with gangsters and druggies but affordable and I could not continue to take it if you raise the monthly pass prices. NO FARE INCREASE!
28057	2/16/2016	Water	Rock	See attached email - I am against any increase in fares for lightrail trains... try making your current workers actually do their jobs and enforce that people have paid before riding the
28058	2/16/2016	Linda	Rosas	See attached email - I am a struggling student and minimum wage earner who uses RT service for school & work. I work part time an dmimi wages does not go far. I at times go without food just to afford the current fare of \$100 monthly pass. There are a high percentage of students, seniors & disable that can not afford a rate increase. Please reconsider this rate increase. (Linda) Please reconsider your plan to raise RT fares. I am a starving student and work part time for minimum wages. I pay \$100 for a monthly pass and it would be a hardship to pay any additional rate hikes. Please don't raise the fares. (Alex)

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28069	2/16/2016	Alan	Bouse	See attached email - I find it hard to justify paying \$100 every month for my monthly pass and the reason I keep coming back to, is that there is no other option. I feel that a lot of people go through this thought process every month and I think it's fair to assume that these are lower income fols (I mean, they aren't driving, right?) RT seems to have no trouble taking advantage of being the only option for a ton of people, but what are we paying for? I've seen people robbed at the light rail stations while RT employees turn their backs, 7/10 times that I board the train there is a strong scent of urine, buses are often late and in numerous (personal) cases, just don't show up and I'll wait an hour and a half hour. The stations are unsafe, unsanitary, and incompetent (or at the very least, negligent) and its baffling why the prices would go up even more?? I understand that to increase quality of a service, resources and capital needs to be put into it, but for the time being, the prices are too high for the poor quality service that RT provides. If major changes were made (more than just electric signs at the stations, which are standard in any other major city, a price raise would be more palatable, but as of now, it just seems like price gouging.
28070	2/16/2016	Mary	Sydloski	See attached email - I completed the survey but didn't realize that there was only one place for comments. So I would like the committee to review my letter. I use Paratransit twice a day to go to and home from work. I have no other way to get there, no other. I also go shopping 1 a week for groceries and twice a month for dinner or a movie. Here's the breakdown to the consequences of eliminating the monthly pass: What I pay now: Pass \$125 If I have to go to work daily: 20 days x \$12 = \$240, 4 grocery trips \$48, 2 recreational trips \$24. Total \$312 AN INCREASE OF \$187 PER MONTH! Many of the riders on Paratransit have no other transportation and no one to help them. They are on limited income but a \$2 increase per day when some of them only get maybe \$700 a month. What are they to do?
28071	2/16/2016	Jonathan	Ballard	See attached email - If the daily fare shifted is to \$7.25 (or a quarter amount) then it makes it much harder to have exact change. The daily fare is \$6 is more convenient because it has no quarter amount. It is not convenient to expect .25 in change. For that reason, please do not change the daily fare to \$7.25. Please keep the cents even on the daily fare, as it has been with \$6.
28072	2/16/2016	Jennifer	Stoddard	See attached email - At the present, I feel that the proposed fare increase are unacceptable. Considering the current condition of the transit system as of the changes as of Sept 2015 it seems out of greed to charge any extra until the issues are fixed. I am dependent on RT, and the changes present a financial burden. There are no discounts and no physical transfers as there have been in the past, significantly cutting my use over the years. The price increases will only cut my use even more if the price increase goes into effect, I do not feel that is beneficial for me or RT in the long run. I implore you to not pass the increase, it will not be good for the Sacramento area.
28074	2/16/2016	Susan	Hobbs	See attached email - As we get older, my husband and I find more and more reasons to use public transit. Unfortunately, service on the bus line to our house has been cut to the point of being useless to us, we feel unsafe on light rail due to lack of security, and it costs far less to drive our car than it does to take the two of us on public transit. We consider affordable, accessible, safe public transit to be one of the foundations of a truly great metropolitan area. Sadly, Sacramento's transit system fails far short. Bottom Line: Don't raise fare, improve service and security. Make public transit so appealing that people will look forward to leaving their cars at home. Increased ridership will negate any need for fare increase. If the San Francisco Bay Area can get it right, so can Sacramento
28080	2/16/2016	Dessire	Meyers	Patron states that she is on social security and does not get much assistance. She states that she can barely afford the \$50 monthly pass now and will not be able to afford \$70.00 for a monthly pass.
28096	2/17/2016	John David	Galt	See attached email - I'm in favor of most of the proposal, and in fact, I believe the fares should have been raised a year or two earlier. There are only two items in it that I oppose shortening the time that single-fare tickets are valid on light rail and eliminating the Paratransit monthly pass. As I see it, RT's proper mission is not to try to entice drivers out of their cars (which is both preposterously unlikely to work, and is an unjustified insult to drivers). Rather, RT's mission should always be strictly to provide mobility for people who either (1) can't get a driver's license or (2) can't afford a car.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28097	2/17/2016	Joanne	Millman	See attached letter - It would affect me because I live on SS and SSI which have been cut several times in the last 10 years. Suggestion: bring back some of the routes that were eliminated (Folsom Blvd and #62 in particular) or create more bus routes to eliminate multiple transfers. Also having buses running more frequently. If they eliminate the pass for Paratransit, they should not raise the single fare then raise it by only .50 cents. Other: I purchase a Paratransit monthly pass 8 months out of the year. I will not have the money to pay for these trips. I need money to eat and pay rent. My medical benefits were decreased in 2016 so I have to pay out of pocket as well as my prescription costs. Bus trips to the doctors are extremely frequent. I may not want to travel as much since it would be cheaper for her to take a cab when going short distances.
28108	2/16/2016	Faith	Bennett	Caller stated she is opposed to any increase in fares because the trains are dirty; sometimes not enough train cars during peak hours; trains only operate every 30 minutes on weekends; you have some buses operating once an hour. There are some things that need to be put in place before considering raising fares.
28122	2/17/2016	Sharon	Hack	Caller stated she was against the fare increase because natural gas prices are low and RT should cut administrative cost by eliminating director positions who make over 100k a year.
28132	2/17/2016	Ken	Jervi	See attached 6 pages email - In your attempt to foster higher revenue at the expense of the consumer(s) there are a few factors that you have grossly ignored that I am desiring to help you better understand in the worst economics since 1939 that I personally can bear a true statement as I lived through it taking over 15 years to completely recover. When you hold your proposed meetings they are generally scheduled in the evening beginning at 1800 hours that ends approx 1900-1930 hours. Also, we senior citizens are required to pay our bus-lite rail fares(s) that as we are living under the lowest poverty level of the nation's economic level that each dollar down to the last penny that is earmarked for our budget to survive.
28135	2/17/2016	Sheila	Deruig	Every little bit counts especially since I live on disability. I am dependent upon my roommate to get around and when my roommate is gone, I depend on Paratransit. I have no family in Sacramento. Paratransit monthly passes are a huge help for me because I go to chemotherapy.
28141	2/18/2016	Deborah	Bates	See attached - It would make it hard on me with my other bills. There is no bus route where I like to travel to so I am dependent on Paratransit.
28144	2/18/2016	Brenda	Alexander	See attached - I can barely afford one way trips. I live in a group home and I have a government cell phone.
28145	2/18/2016	Anon Male Caller		I was looking at the proposed rate increase. I will be getting back in my car and not using your service, just like a lot of others I know. I wanted to say that you have surpassed the bay area in price of transit and lowering the time on the light rail pass is dehumanizing. Management needs to take some cuts and stop lining their pockets with poor people's money. Sacramento does not have the wages that the bay area has to justify those fares. It just shows how cold hearted and merciless your management is. This raise in fares will create violence on the train because more people are going to just jump on and ride for free. RT knows what the problem is and you just turn away, you have the worst system in CA and you should be hanging your heads in shame.
28146	2/18/2016	Robin	Emmons	See attached - It would be really hard for me to travel if the fares go up. I use Paratransit as I cannot use RT or Light Rail. I live on SS as well as disability and can barely afford to pay \$5. I would not be able to travel as much. Please do not raise the fares.
28147	2/18/2016	Donald	Hales	See attached - I don't have any cash to pay for each trip since I am living on a fixed income. I depend on my Paratransit pass to go to work at Goodwill and volunteer at other locations. I would have to eliminate my volunteer jobs.
28151	2/18/2016	Mary	Sutton	See attached - The increase of fares would hurt me financially. I would not be able to travel much. I believe RT does not care about the people who live on a fixed income. I recently broke my hip and had to leave the nursing facility early as I could not afford to stay there any longer. I cannot afford to hire someone to assist me at home and I am visually impaired. Gas has gone down so why are fares going up? I may call Doris Matsui
28152	2/18/2016	Tommie	Irby	See attached - I use Paratransit 2-3 days a week to go to the VA. I can barely afford the \$5 which is why I usually make only one-way trips and find my own way home. After I pay for groceries and other bills, I only have at the most \$250 left to last the entire month. I would attend an Open House or Board Meeting if the fare was covered but since he has to pay I feel they are pushing me away.
28156	2/18/2016	Robert	Tracy	Disabled patron is not able to attend the meeting but would like to put in a suggestion on how RT can save money. Turn off the electronic messaging sign after the last train leaves the station so RT can save on the SMUD bill.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28162	2/18/2016	Ezequiel	Castro	See attached email - I think most daily riders like myself don't mind the fare increase only i fit brings improvements to the system, specifically, when it comes to security, reliability and cleanliness. If this increase is solely to close the projected deficit, I think Sac RT will continue to see decrease in ridership like it has since 2012. I can tell you that many folks like myself, only use the system because we have no other option other than driving to work, which really isn't a viable option. I have never encountered a rider, either daily or casual, that has spoken favorably of the system. I think that alone speaks volumes of just how bad this system is looked upon by many. I don't know if my comments here matter, but I hope that real significant improvements come about as a result of these fare increases, if they
28165	2/18/2016	Mariana	Turcu	Caller stated it is not the right time to raise fares, Sacramento prices are going to be as high as New York. Sacramento residents are not as rich as New York. RT should raise fares at a later time.
28166	2/18/2016	Paul	Douglas	See attached email - I would like to make the following suggestions in lieu of raising the Fares. Ones that would not cost money (or much). Make the various liens actually make connections. 1) #37 used to come up to the Tahoe Park area, up 59th, turn west on T St and go to the 39th LRS. Other than the station, there is nothing of importance nearby, If, instead, it went up to Stockton to 29th, and terminated at the 29th LRS, it would have been more useful. the #37 "died" from lack of ridership because it kept failing on the connections. I rode it many times to 39th to watch the crossing arms come down as the train pulled in. 2) Green Line RT. It terminates at the 13th LRS. Other than the 2 other light rails, there are no connections here. If, instead, it went to 16th, there are several lines that go past. I am sure there are other lines that terminate "in the middle of nowhere". This could increase ridership.
28167	2/18/2016	Courvoisier	Hardy	See attached email - I have been riding since I was very little and I didn't mind the increase the amount. But now its increasing again and I don't think its a good idea. The income didn't go up this year so I don't think the price of bus fare should either.
28170	2/18/2016	Ms.	Wong	Caller stated she is against RT reducing the transfer time on tickets from two hours to 90 minutes.
28176	2/18/2016	Rebecca	Nelson	Your digital marquee says to send an email regarding the rate increase. I have been riding the train for 12 years from Roseville Rd to 12th St. I work downtown. I will just summarize the issues that you need to fix before you increase the fare: the trains are filthy and disgusting, I have not been checked for my pass in 6 months, the homeless ride and sleep on the train for free, during the day if I have to leave work early-the train is filled with homeless, druggies, mentally ill and alcoholics, people eat on the train and bring their animals-they are not service animals (I have allergies to all animals), I have been on the train a few times the brakes were very bad, some of the drivers drive way too fast, if there is a problem with the trains we are not told just that it will be late, have 1 car or whatever the issue-you do not use the marquees for train issues, the driver does not communicate with the riders or you cannot hear or understand what they are saying, you need to paint the parking lots so you can see the lines in between the parking spots,... I hate riding the train but it is cheaper than driving downtown and paying for parking. Why don't we get a tax deduction for taking public transit?? I don't get that. So before you increase the fare you might want to consider all the complaints and address them. We has riders that take the train every day should be
28182	2/19/2016	LeeAnn		Caller states that she uses paratransit at the very least 5 days a week to primarily get to and from work, and her doctors appointments. She states that she does not think it is fair to the disabled and elderly that rely on the service to eliminate the monthly pass in addition to raising the one way fare. She will have to take 4 trips a day and with the higher fare it would be \$48 just to get to and from work and an appointment. She is supporting two households on her income and simply will not be able to afford it. Her daily life will be impacted greatly and her Dr.'s appointments limited. She relies on partial reimbursement from her employer for part of her paratransit monthly pass and will not be eligible for reimbursement if she has to pay each way. Please reconsider not eliminating the pass.
28184	2/19/2016	anonymous		Proposed Fare Increase Open House - Comment form Taken by Greta @ Arcade Library Open House - Spoke to two people who indicated that the elimination of transfers in 2009 has been a severe hardship
28185	2/19/2016	anonymous		Proposed Fare Increase Open House - Comment Form Taken by Greta from Arcade Library Open House - Spoke to two people who indicated that the elimination of transfers in 2009 has been a severe hardship

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28186	2/19/2016	Kevin		Proposed Fare Increase Open House – Comment Form Route 25: Transit Action plan includes plans to extend this route to Arden past Arden Fair Mall. Kevin thinks that this will discourage commuters by extending their travel time to rail, many of whom use Route 25 to access rail services to reach other points. He feels that this change should not be implemented during peak times bc the mall isn't even open the am commute hours. If this change is to be contemplated, please only consider it for midday service. He also relayed that other service optios exist to the mall and that more retail options are now available on Route 25.
28188	2/19/2016	Roger Lee	Blackwell	Proposed Fare Increase Open House – Comment Form Fare/Financial Recommendation: Offset revenue increase need (identified with proposed fare reductions)by: Reducing RT mgmt and staff pay (including GM's pay). Reducing or eliminating stipends/payments to RT Bd Members. Reduce the number to Transportation Supervisors. Postpone pursuit of Green Line for financial savings. Dissolve unions: operate service with non -unionized workers/contract out service. Refurbish instead of replacement of rail wheels. General: RT should not increase farews while gas prices are so low and may continue to decline because the relative difference makes RT less competitive which will result in additional ridership loss. Service Planning Comments/Recommendations: Sac Valley Station: use it as an intermodal facility for ALL transit services i the region. RT LR Service in Downtown Sac: realign service downtown to alignment shown on map. RT Route 5: extend to CRC. RT Rote 55 extend to
28190	2/19/2016	Scott	Kiley	Proposed Fare Increase Open House – Comment Form I strongly oppose the proposal unfair - fare increases as it s a form of economic/financial discrimination against those as myself who are physically disabled/seniors, subsisting on very minimal income as it is , such discrimination places RT in violation of federal/state laws. The "shortfall of cash" that the disabled/seniors face far outweighs RT shortfalls. There are ot her avenues to raise revenues to make up for any alledged shortfalls of revenue for RT that my exist tother than to palce the heaviest burdens on those least able to afford it, at the same time way sto raise revenue without violating lawas and RT opening itself up to unnecessary and protracted litigation because of it. I strongly suggest RT look at previously unexplored and alternative ways to raise revenue without further unjustify burdening those already far too financially burdened by RT fares and far too excessive costs ofliving as they are already
28191	2/19/2016	Terry	Green	Proposed Fare Increase Open House – Comment Form Organization : D.O.G.F.I.T.E. Late running buses? in conjunction with other business staying open to support that. Fixing the lost revenue form people signing up for cllege then dropping classes once they have their passes (lost revenue). A sliding scale for consumers based on income. Free parking in city for monthly pass holders (not monthly pass holders are charged a "fee" for using the lot.
28192	2/19/2016	Carson	Shrawder	Proposed Fare Increase Open House – Comment Form Should have a code of conduct written on back of tickets so guards have some leverage. More efficiencies in planning trips.
28193	2/19/2016	Karen	Shrawder	Proposed Fare Increase Open House – Comment Form An incremental ncrease makes more sense. She understands there has to be an increase, she knows it has not been done for awhile but that is not her fault. Needs to be a cap on pase, sense of entitlement. With higher rates would like cleaner vehicles. PS. Dispatch is good.
28194	2/19/2016	Helen	O'Connell	Proposed Fare Increase Open House – Comment Form Rt should bring back the same level of service or increase current level of service to increase ridership before they increase fares. P.T. monthly passes should not be eliminated and not be limited. Senior Disabled Discount should be raised proportionately to other fares.
28196	2/19/2016	Bonnie	Trottot	Proposed Fare Increase Open House – Comment Form Many Paratransit monthly pass users rely heavily on the passes to attend Community Centers for socialization through regular ongoing programs. They also rely on the transportation to medical appointments, including critical therapy and dialysis services. In addition, they depend on rides to church and for shoping and other errands. The impact of limiting the number of rides would be of significant detriment to the consumers. It would mean not being able to always seek medical attention when needed, get groceries, prescriptions, and other errands done, or have access to getting social and spiritual needs met. All of this would lead to decreased health and well being, thus lower quality of life, with eventual long term effect of premature death. My recommendation and request are nto to place limits on the number of rides, ,plus do away with the ADA extra fees - they are not affordable. A desirable solution is to increase the frequency of bus routes so that we consumers will have access to using more of the great and necessary services with Paratransit provides. Part II - taken by Janice Labrado - Alta Regional purchases a monthly pass for her. She takes it (Paratransit) everywhere she goes. She takes her grandson and daughter to t he doctors because they do not have a car. All these trips would cost her even \$300 a month. She goes to the Hart Senior Center six days a

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28197	2/19/2016	Naomi	Scott	See attached email - I find it frustrating and disappointing that Sac RT is considering increasing the fare for riding when there a number of problems I have encountered in the five months I have been riding the train. Firstly, the train is disgusting! It is always filthy with dirty floors, hand railings and seats... Secondly, the train seems to have a number of mechanical issues... Thirdly, there have been multiple times where I have had to call into work to say I'm going to be late because the train is having some kind of problem. I understand the train is for everyone's use, but why is it that when there are people huddled in their seats obviously riding without paying that the train security does nothing about it? Why is that I have only seen the train security three times since I started riding? Why is it ok for Sac RT to raise the rates for riding when there are so many problems that could be taken care of on the budget you already have?
28198	2/19/2016	Kevin	Williams	See attached email - I am a resident of unincorporated Sacramento County and I work in downtown Sacramento. I commute everyday on RT light rail. I do this not only because I can avoid the hassle of driving and parking downtown but also because I firmly believe that we need to support public transportation as a means to reduce traffic congestion and improve air quality in our region. My view is shared by many community and government organizations. The goal should be to increase ridership. Why, then, do we continue to erect barriers to people using public transportation/ Did the addition of a \$1 parking fee at certain light rail stations increase ridership? Have previous fare hikes increased ridership? RT is operating with a flawed model. I realize the books have to balance. But RT's costs to provide services shouldn't be borne entirely by the riders. If community and government organizations believe that a thriving transportation system provides a benefit, they need to put their money where their mouth are and help subsidize it. Fare increases are counterproductive.
28200	2/10/2016	Clyde	Thornton Jr.	Proposed Fare Increase Open House - COMMENT Do not approve of a proposed Fare Increase because as a senior disabled person can't stand a fare hike because I don't have the income to support it.
28202	2/10/2016	Thomas	Hopkins	Proposed Fare Increase Open House - COMMENT FORM: 1. Need to find alternative funding, can't keep jacking up rates, if we have to, overtime is better. 2. Some people don't have an organization fare increase, can't afford. Need to go shopping, dialysis, visit friends, go to church. 3. People who thought this up were not considering disabled individuals.
28203	2/19/2016	Marilyn R.	Macias	Proposed Fare Increase Open House - COMMENT FORM: I am in favor of the increase. I am in favor of elimination of the ADA Paratransit pass.
28205	2/19/2016		Anonymous	Proposed Fare Increase Open House - COMMENT FORM: LA 15 to 20 minutes bus service 35 cents senior fare 75 cents peak Culver City - ads about We need to focus on bus driver customer service Drivers should be more consistent in their treatment
28206	2/19/2016	Alice	Ginosar	Proposed Fare Increase Open House - COMMENT FORM: I support having increased revenue from local government above the current 50 percent of operating budget. I would like to see the Kings corporation pay more of their budget to finance public transit. I think it is better to increase the fares by 20% now and avoid another fare increase in 2017.
28208	2/19/2016	Barbara	Stanton	Proposed Fare Increase Open House - COMMENT FORM Keep senior/Disabled student passes at half fare but raise it one half of basic monthly pass. Do not raise 40% 35% and 67% monthly pass (regular) should not be raised more than 3%. Raise regular fare .25 cents No on elimination of paratransit monthly pass, raise it \$1.00 a month. Find a way not to lose 90,000 people your customers.
28209	2/19/2016	John	Thackeo	Proposed Fare Increase Open House - COMMENT FORM Fare increases for senior/disabled goes up 40%, while other fares increase only 20%. Impacts most the people who can afford it the least. Gradual fare increases would be better. Also bring back 75 and over lifetime pass. Thank you.
28210	2/19/2016	Susan	Abrams	Proposed Fare Increase Open House - COMMENT FORM State subsidies workers, how many state users use service? Very concerned about access to (senior and disabled community, they will lose their connections and access to community resources.
28212	2/19/2016	Jeff	Tardaguila	Proposed Fare Increase Open House - COMMENT FORM Bus schedules need to match Los Rios class schedules. Weekend service should cater to hospital travel. RT needs to plan for relocation of kaiser-Morse to rail yards. RT needs to work with the city to make sure 5th street connects to Richards. Add a shuttle from I-80 to ARC. Have route 1 serve I-80 lower level to achieve better speeds to ARC. Have route 092 serve Auburn blvd to cover old route 1. Extend #24 to Folsom LRT. Extend #19 to Winco in North Highlands or to ARC. Later service needed on 82/87 on Sundays. Earlier service needed on 87 on Sundays. Fare boxes on the new buses need to work better. Go to 30 minutes headways on route 1 from ARC to Sunrise mall but stay at 15 min headways between ARC and I-80 and add a non- stop shuttle. Bus stops that say "no bus" should be taken down.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28213	2/19/2016	Nick	Barron	Proposed Fare Increase Open House - COMMENT FORM: Eliminating the Paratransit pass is a very bad idea.
28215	2/19/2016	Dean		Proposed Fare Increase Open House - COMMENT FORM Light Rail too crowded. 2 cars during the day 9 am - 3 pm not enough. Add an extra car at least for Blue Line. If I plan to ride light rail, I would like a seat. Sleep train arena: route 11 doesn't run past 7 pm. Why? Not enough fare checkers Transfer is wanted. Want the option to buy single fare with transfer. Don't want to pay more with same old service. Saturday travel 1/2 hour service. Security on the weekends not as visable.
28216	2/19/2016	Juanita	Wilson	Proposed Fare Increase Open House - COMMENT FORM I, as a frequent passenger of both RT buses and literails, would agree to the fare increase. It has been a long time coming, but is well deserved as well as needed. This is why I attend these public meetings to voice my personal opinions. Thank you and look forward to hear from your company! P.S. Would love to join the team as an employee; a bus driver or lightrail operator.
28218	2/19/2016	Kevin	McGrath	Proposed Fare Increase Open House - COMMENT FORM: Eliminating the monthly pass, 20 trips to work round trip \$240 is a burden. We want to incentive people working, increasing efficiencies, capping rides on passes, 60 trips per month, Elk Grove is reasonable or 60 and \$160 is more reasonable.
28219	2/19/2016	Dan	Hoagland	Proposed Fare Increase Open House - COMMENT FORM I was wondering why bus 61 route only runs once every hour. Other buses run every 1/2 hour or some every 15 minutes. There has been times when it has been early going towards Power Inn station and I miss it and have to wait another hour or change my plans and take another light rail and bus.
28225	2/19/2016	Tim	Sullivan	See attached email 4 pages - Upon learning of this proposal, I researched the fares on the transit systems operating in California's 10 largest cities to see how RT's current and proposed fares compared to other cities in our state (see attached titled "California Transit Fares" for a summary of my research).
28228	2/19/2016	Helen	O'Connell	Proposed Fare Increase Open House - COMMENT FORM: -Should bring back the same level of service or increase current level of service to increase ridership before they increase fares. -Paratransit monthly pass should not be eliminated and not be limited. -Senior disabled discount should be raised proportionally to other fares.
28229	2/19/2016	Jacqueline	Henderson	Patron stated she does not want the fares to increase across the board because she is on a fixed income (only receives social security benefits).
28235	2/19/2016	Vann L.	Walker	Caller stated he is a senior citizen, riding the bus is his only way to travel, the proposed fare increases will be a real hardship for people on fixed incomes. The new fare increases will be impossible for him to ride the bus anymore. Caller lives in senior community, over half of them don't drive, fare hike will really hurt a lot people
28246	2/19/2016	Resmi	Singh	Hi, My name is Resmi, I am concerned about the current cost of para-transit fares rising. Due to this issue I believe that many people will not be using para-transit because of their limited income. Several different individuals such as; dialysis patients, employed passengers, and disabled persons will be paying \$12 a day 5 days a week which totals to \$240 a month. This amount is very expensive and para-transit will loose several passengers and business. I am also concerned about them removing the Regular Para-transit Pass. I regularly use and rely on para-transit as my main source of Transportation; due to my condition of Cerebral Palsy and Arthritis this requires me to use a wheelchair. I fully rely on para-transit because of the limitations of accessibility on the Regional Transit System. I would strongly suggest not to remove the Regular Para-Transit Pass. Because of the high volume of people using Para-transit in the Sacramento Region, there should be no increase in cost to passengers. Although Regional Transit has ownership of Para-transit I believe that Para-transit should have a say in these issues. If RT is in financial hardship, why is Sacramento still building and expanding the Light rail system? Please do not burden the passengers with the responsibility to pay for losses caused by Regional Transit's financial hardship. Thank you for listening to my comments and concerns. Resmi Singh
28244	2/22/2016	Aariana	Jones	Patron is a daily rider and states that she can barely afford traveling on our system at the current fare rates. She states that she can't afford to pay for the monthly pass so she has to buy daily passes to get around. She states that her check is spent solely on survival with no additional luxuries such as cable, because her funds go to rent groceries and travel to get to work. She is hoping that RT can find an alternative to raising the fares, because it will definitely cause a hardship on her if they do.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28250	2/22/2016	Staajabu	Staajabu	See attached email - I am a senior, age 72. I am a Sacramento resident and I use public transportation often. I want to ask that you please do not raise the senior discount fare this year. Those of us who live solely on our Social Security check would be unjustly penalized, due to the fact that we did not receive a "cost of living" increase for the year 2016. For a lot of us, RT is our only way to get to food banks, grocery stores, visit family, medical appointments, activities such as church or places where we volunteer. A fare increase would cause us a real hardship at this time. Life is already difficult for us seniors at this stage of our lives with illnesses, loss of friends, and some of us have handicaps and special diets that drain our budgets already. Please be considerate of Sacramento's senior population and do not raise our fares.
28251	2/22/2016	Laurie	Jones	See attached email - The 20% increase in the regular \$100 monthly pass won't affect current students. I'm glad they lowered the increase in the now \$50 monthly discount fare (senior, disabled & LRCCD students with 3 or fewer units) from 40% *\$20 to 30% (\$15) to make it \$65. It still seems inequitable. The most alarming change is in Paratransit. Not only are they raising the single-ride fee 20% (\$1) to \$6, making a total round trip of \$12, but they are eliminating the monthly pass, which will be catastrophic. I figure only getting out of the house a minimum of once a day (round trip \$12) is almost \$100 a week for a total of at least \$400/month. Persons with disabilities are already vulnerable & usually on fixed incomes. This will isolate them further and probably make it impossible for at least some of them to obtain essential services, eg. medical, food, etc.. The current Paratransit monthly pass is \$125, so this is an increase of almost 200% for a new fee of almost 300% of the current rate. This is definitely inequitable. To add insult to injury, the single ride rate is almost being raised 20%. At a minimum, we need to urge RT not to raise the single ride fee. This will only save maybe \$60 a month, but if you are paying over \$300 a month for transportation (1 round trip a day), that would cover, eg. at least a few meals. But the fairer solution would be to keep a monthly pass at a more reasonable price.
28252	2/22/2016	Sherena	Anderson	See attached email - I'm a RT rider I have been for 8 years. The price increase seems unrealistic due to fact of uncleanliness and service of the RT. As rider, I would like to see cleaner light rails and buses and better travel times. The price increase for elder is too high.
28254	2/22/2016	Andrea	Gerton	See attached email - As a member of the public, I find it difficult to make an educated comment because I don't know the economics of running public transportation. My only scope of knowledge is based on my experience as a rider. What I will say is that as someone who currently relies on public transportation as my primary source of transportation. I find it difficult to swallow a 20% fare increase. Part of the reason is that I have been watching gas prices drop pretty dramatically in the recent past, and by my calculations, they are lower than they have been in at least ten years. It seems that alone would offset increased cost that may have occurred as a result of the recent increase in minimum wage. I understand there are more factors at work, but please remember that many of us riders are already on paper thin budgets and a 20% increase is a rather large one. If indeed an increase is absolutely necessary, perhaps a 10-15% increase would be an easier transition.
28256	2/22/2016	Gina	Centeno	See attached - My concern is the elimination of the monthly pass as it is difficult for me to keep track of coupons
28257	2/22/2016	Dlonda	McPhall	See attached - I live on a fixed income. Sometimes I have "surprise" doctor appointments and I have to find the money to go especially at the end of the month.
28258	2/22/2016	Cesar	Aguilar	See attached - It would affect me quite a bit. I travel 2-3 times a week. If the fare is raised, I will have to depend on friends and family for transportation.
28259	2/22/2016	Shirley	Rodgers	See attached - I currently pay cash and an extra dollar will be a real hardship. I travel at least 10 trips per month. Paratransit is my only form of transportation to doctor appts and shopping. I would have to limit even more of the places I like to go if the fare increases.
28261	2/22/2016	Redonna	Lorean	I pay cash for rides currently. I average 12 to 15 trips per month. It is hard for me to travel now, the increase will create more of a hardship. Paratransit is my sole form of transportation. I have no other option to get to places I need to go. I often need to borrow cash in order to ride the bus now. Raising the fare would be even more difficult to go to the necessary places for doctor appointments and to the store for food.
28262	2/22/2016	Charlestine	Farris	I am on a fixed income and do not like having to pay more for my rides. I need to ride the service 2 to 3 times a month for my doctor appointments.
28263	2/22/2016	Edie	Ianiro	I am provided coupons through a multi-purpose senior program if the imposed fare increase was to stop the program then I would not be able to afford to pay for the service myself.
28264	2/22/2016	Leena	Bandy	I live on a fixed income and go to school 5 days per week. I will be graduating soon then attending Sac State. LA fares are cheaper but the cost of living is so much higher, it does not make sense to raise paratransit fares here in Sacramento.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28265	2/22/2016	Karen	Wright	I travel 3 days a week back and forth to the doctor. I am going through cancer and I broke a rib. My income has been reduced which has forced me to skip doctors appointments. I have had to turn to American Cancer Society for vouchers in order to travel.
28266	2/22/2016	Ryan	Cervantes	I am concerned about elimination of my Alta pass and how the fare proposal will impact Alta since they will have to pay more.
28285	2/23/2016	Ronnie	Miranda	Caller opposes the fare increase and stated it is unacceptable because the fare is too high as it is especially for people who lives on social security income. Will attend board meeting on March 14th.
28286	2/23/2016	Linda	Turnbull	See attached - I currently take at least 16 trips per month paying cash. I use Paratransit for shopping, doctor's appt and to visit family. I recently discovered Paratransit travels to Rancho Cordova and this has allowed me to reconnect with family, but if the fares goes up I would have to reduce the number of trips. I am skeptical to purchase coupons at this time in case the fare increases.
28287	2/23/2016	Perlean	Williams	See attached - I pay cash for my trips. I live on a fixed income from Social Security. I travel to doctor appts and church. I have no other options for transportation except for Paratransit. My concern is how I will purchase coupons if this change is made. I do not have a debit card.
28288	2/23/2016	Maura	Harr	See attached - I am concerned about the fare increase. Increase the fare, but keep the monthly pass since it is hard for me to gather money or coupons.
28290	2/23/2016	Joshi	Bhaskar	See attached email - It is frustrating to hear that Sacrt is again going to increase rates as much as 50% without explaining reasons for the increase. SacRT services have consistently declined and yet they want increase in wage and benefits?? While common people struggle to survive! Even students and seniors fares are increased. You want to cut validity times to 90 minutes?? This is customer gouging. There is so many times when trains are late, cars reduced at peak times. Then you have the rude operators, Sacrt staff and lousy security
28292	2/23/2016	Charles	Miller	See attached email - I would like you to seriously reconsider the proposed RT Fare Hike, which is already extremely high for a major metropolitan city like Sacramento. I have used your service since between 1990 and 1999, from 2012 til now. Your rates are already extremely high for most people who need it the most-- people who don't or can't own cars. As it stands, a single bus fare ride will not get almost anyone I see or speak to regular, to their destination; therefore they are forced to pay the "Daily Pass" rate, which raises any practical eyebrow. I have witnessed the evolution of your organization and I personally appreciate the changes you have implemented thus far.
28297	2/23/2016	Gene	H	See attached email - I think RT should seriously consider not raising their rates until you have cleaned up your act. Get the trains, buses, stops and stations clean and secure. Improve service, then come to the customers and tell us a rate increase is needed. Don't tell us you need to increase rates in order to improve service, that's not the way the service industry works. Improve your service first. Then ask for a rate increase. The trains are dirty and unsafe. I work downtown and have been riding light rail for over 9 years. The service and security has declined. I've had my pass checked once in the last 3 months. I used to see them check weekly. Now, hardly ever at all. I am willing to pay a higher rate, but the service needs to improve first.
28298	2/23/2016	Amanda	Corpuz	See attached email - I don't believe the fare increase will achieve the goal of Sac RT. It punish the one who already paying for the fare and those who doesn't pay, still just hop on and bring the whole shopping cart with all their belonging or bring all kind of dirty stuff on the light rail. The light rails are dirty, (it is really is a health hazard to ride one of those; anyone disagree, should ride one especially in the rain or hot day around 4pm). It is a shame that our public transit in Great California Capitol is so dirty, stinky, unsafe and lack of communication. Not once there is a communication from the driver when there is a problem with the light rail; passenger just have to sit and wait not knowing what's wrong and how much time we should wait to find the alternative way to get to work. Find a way to enforce everyone pay for the ride; RT will be able to gain the revenue to seek for. Otherwise, it is just the same people who are paying for those who don't and paying for those who trash our
28300	2/23/2016	Elizabeth	Wagner	Caller is a paratransit user and is concerned if the "fare hikes" will affect the Alta Regional Pass. She is also concerned that the notices of fare change are not being properly displayed on the paratransit vehicles and that passengers cannot see them nor read them because the print is too small and they are located in the back of the paratransit buses. She also states that the monthly paratransit pass "should never be gotten rid of!" and if they do away with it they should also get rid of all RT monthly passes to make it "fair." Caller would like to recommend that paratransit function like "silver linings transport" or similar companies that bill the insurance of those riding so that they do not have to pay extra.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28312	2/24/2016	Patricia	Offer	Patron contacting RT regarding proposed fare increase. "My suggestion is that you raise the fare no more than 25 cents until there is better customer service from your police. They are smarmy, sarcastic, come in completely unprovoked, with a chip on their shoulder. Instead of mediating an issue or talking about the issue they just have problems with certain customers for no apparent reason. In general they have an attitude problem. There should not be an increase until they clean up their act.
28319	2/22/2016	Scott	Gardiner	Your service is one of the most expensive in the State but the services offered are being trimmed all the time. Sure, I'm maddened, I'm told the price is going to go up regardless of what any board of directors say. When the new price hits you better do something about the rude riders including the rude bike riders who often block exits and exude attitude as if it's a waterfall cascading off them. Your organization is severely messed up and it's obvious that you have no care for the riders. How is it other larger cities in the State can run their light rail system better than you can and with a cheaper fair to ride. The article in the Bee pointed out that your organization is trying to attack the issue of ticketless riders. This seems to be something good, however, it appears to be a little too late in the game. What took so long to get to this point?
28325	2/24/2016	Gerry	Ross	Patron is a paratransit user concerned about the proposed increase projected for paratransit rides and the elimination of the paratransit monthly pass. She states that she uses paratransit very often for her dialysis appointments. She states that even with the fare as it stands, with rent and paratransit, she only has \$70.00 left to live off for the rest of the month. She states that she is 89 years old and has a lifetime pass for RT but is unable to use it due to lack of service in her area.
28326	2/24/2016	Cori	Chapin	See attached email - The recent proposals and discussion to increase the rider fare and limit the specialized bus access create many concerns for this community and threaten to significantly impact the daily lives of many community members. I am a social worker for Yolo County Health & Human Services Agency and have many families that live in and travel to Sacramento. I am able to provide these families with bus passes through my employer but when these families are successful and I am no longer working with them, they face a great hindrance of having to access RT without my support. There are eight families with eighteen children total that work directly who rely on the RT system. This system is necessary for them to go to counseling, school, medical appts, visit family and go shopping for groceries. These families are low income, live paycheck to paycheck and have no other option for obtaining transportation. An increase in the cost of affording the services of RT is impossible to afford and these families will be forced to forego trips to school, medical providers, etc because they simply cannot afford it.
28327	2/24/2016	Mary	Martin	See attached email - The Issue Paper explaining RT's side of the proposed fare increase state: "discounts (50% off the base fare) are required for eligible individuals with disabilities on the accessible fixed route system" However, RT is proposing to raise the senior/disabled monthly pass a whopping 40% (from \$50 to \$70), while "only" raising the regular monthly pass 20%. The proposed regular monthly pass would cost \$120. Therefore, the senior/disabled monthly pass should cost \$60 (half of \$120), not \$70 as proposed. I would like to know how RT justifies its arithmetic, especially in light of the 50% discount requirement as stated in the Issue Paper. I would also like to know who it is that requires the 50% discount.
28330	2/24/2016	Sharon	Reed	Caller is a paratransit customer. She states that she is opposed to the elimination of the paratransit monthly pass. This is because the pass is so convenient for others such as herself that have to budget. Being able to pay once for the month and travel is preferred over having to carry exact change and worry about daily fares adding up.
28336	2/24/2016	Kathy	Baker	See attached email - I have rode RT buses since I was in high School (10 years probably more!) the rates continue to increase. It is only making it worse for those who struggle to afford the current rates. I am thinking of what I had to do over the past years. Me being the single parent that I am barely making ends meet. I rode the light rail just to get to work and was caught several times without fare. Getting hit with a fine for not having money to get a ticket is CRAZY and if rate were to increase it would cause more debt for people like me who gets up scraping money so that myself and children are able to get to school and work. Your solution to my problem would be "get a monthly pass" but when you have rent, bills, kids need diapers school itmes you have to get what you can and that's the struggle. So No don't raise the trates. I pay \$12 a day five times a week adds up really quick and getting paid minimum

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28337	2/24/2016	Customer	Concerned	See attached letter- I am writing on behalf of friends who like me are on SSI and use public transportation. I took the online survey and made comments on a friend's computer. We did not get a cost of living allowance. You're proposing to raise the daily passes 25% not the 20% that your're proposing to raise the full fare monthly pass. How is that fair? This would really hurt. (Some might quit riding). My friends are between 55 and 65. They ride the #11, #15, #23, #25, #30, #86 & #88 bus lines as well as the blue and gold lines. They don't have cars and wouldn't use a debit card to pay for fare.
28340	2/24/2016	Farrell	Wheeler	Patron states that he is not in favor of RT fare increases until passengers can receive better consistent service and cleaner service across the system.
28344	2/24/2016	Michele	Greenshields	I have a really good system down that has been working quite well for me, meaning I double up on my appointments in one day within the same facility. Wehn I do go to medical appointments, it is usually every three months. I also only use paratransit for medical transportation since I live in a senior complex that provides shuttle service. I feel I would not be affected too much by the increase.
28345	2/24/2016	Brenda	Woolley	See attached email - I am a frequent rider on both the bus and light rail lines. I disagree with your decision for a rate increase because frankly, you do not deserve one. The conditions under which we must ride everyday are horrendous. Please see attached picture of the mess from yesterdays afternoon ride on the Watt I80 - CRC. There are many other reasons besides filth that make riding on Sac RT an uncomfortable (to say the least) and difficult. 1. If you want to increase your revenue as well as your ridership, you need to change the "honor system" under which tickets are purchased and make it impossible for those without tickets to physically get on board. 2. Clean up your cars and make them suitable for ridership. 3. Deeper discounts for seniors and students and other incentives for ridership should be a tod priority/strategy rather than a short-sighted rate increase which may have the unintended consequences of reduced paying custoemrs and more "free rider" customer.
28346	2/24/2016	Charles	Gardner	I am on a fixed income and a senior citizen. It will be a financial hardship to add extra \$2 per round trip. I am also concerned that Sacramento's paratransit service seemed to be more expensive than other ADA agencies in other cities.
28347	2/24/2016	Medeline	Vassar	I have no concerns regarding the fare increase and will not be impacted by it.
28350	2/24/2016	Courtney	Franklin	See attached email - My opinion is that a rise in fare would be tolerable ONLY if that extra money went to pay for a stricter Drivers Training program. There's too many safety issues that's hazardous to us passengers. Your bus Operators NEED to learn better control of the vehicle, and to not be as impatient as they are while driving. Putting themselves and others lives in jeopardy.
28361	2/24/2016	Richard	Smallwood	Comment/response to oppose your proposed fare increase. Since I live in Elk Grove, my usual/normal work and home bound routine involves commuting on two busses: e-Tran and with RT (there are 2 Routes I can board are 86 or 88, especially homebound). My work-shift is 7 AM – 4 PM. My boss &/or employer had encouraged me about public transportation since having had on most occasions finding parking. And since we had to &/or was forced to relocate outside of downtown are. After the end of the workday is exhausting, and coupled with going to night school &/or other events, it's tiresome to drive. Having to pay for parking at the college and boarding the bus and/or the lightrail is already impacted me financially. When I had rode the lightrail train, there were instances of being disgusted with the litter, filthy seats, uncourteous young riders that have a strong odor (MJ), or propped their feet onto the other seat (facing elongated seats), hardly any security if any major incident(s) were to have happened, and often had seen some transients taking advantage of free rides, most especially having had witnessed on several occasion when your staff had checked passes, tickets, etc.). Riding the busses has been fairly decent, convenient, &/or accommodating, especially when they're on schedule! If fares increased by \$1 or \$2 I would favor, but am OPPOSED to your substantial increase of 20%, which I would put those funds to drive my own vehicle—meaning more pollution &/or added to the traffic congestion or air pollution.
28364	2/24/2016	Frank	Valls	Public Comment on New fares and changes. 1. Do not change ticket time to 90 minutes ride time. I ride a bike and there are times when the the trains are full and I have to wait for another train and then my ticket will expire before I reach my destination. 2. Please exchange unused tickets for new tickets before 6/30/2016. I usually buy extra to keep some at home and some at work.
28382	2/25/2016	Maurice	Stefani	Caller stated he is favor of the fare increases for Paratransit riders.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28389	2/25/2016	Danielle	Ouellet	You're unbelievable! You want to raise the bus fair in every aspect and you should be ashamed of yourself for wanting to. Here is why: Every day this week before I've headed to the bus stop, I look at the schedule to see what time the bus will be at Auburn and Greenback for the number 1 bus going towards I80 and Watt Avenue and whatever time that is I make sure that I'm at my bus stop by that time which is bus stop 3354. When it's not there I turn to my android phone and tap into your tool you offer on real time tracking and I see that it will be arriving by a specific time to that stop. Every day this week RT has been late and if I'm late for work (I don't drive) then RT is setting me up to being fired and the driver doesn't pay the price for his or her tardiness, the passengers do. Late drivers are what I call lazy government workers and the same goes for the agents who take the calls since they always have an inexcusable reason on why the bus is late. As it turns out I end up calling in to find out that this bus is running behind. If it's running behind it should give me a more accurate time of when it's going to arrive at my stop. After all isn't that the idea of real time tracking? RT should be embarrassed for not being on time then lie about what time the bus will be at your stop then make up excuses that it's late. At least RT is consistent on not being consistent. Then you have the nerve to what to increase rates? RT is stupid. In order to increase rates, you need to provide a better service. In order to get more, you have to offer more.
28398	2/25/2016	Chris		Caller stated he is low income and cannot afford to pay more. They shouldn't raise rates, buses and light rail need be cleaned more, should outside agencies to clean the buses and trains. A lot people cannot afford the increase. The economy does not support a rate increase, people are fixed income and their income has not gone up.
28399	2/25/2016	Frank	Valis	See attached email - 1) Please do not change the ticket times to 90 minutes. I ride a bike and use RT and sometimes the trains or buses ar full and I have to wait another train. Sometimes my ticket is not good by the time I reach my stop. I appreciate your 120 minutes time limit on tikcets. 2) Please exchange 6/30/16 tickets for new tickets. It creates good will among riders and riders will appreciate RT for this service. I usually keep some tickets at home and some at work, some in wallet. 3) \$3 fares per trip would be high. I was in Europe last summer and some of the fares were around .50 per ticket.
28400	2/25/2016	Bucky	Catt	See attached email - 1) Trains are filthy, Literally, filthy. Seats smell like a homeless person, and after sitting in them, so do I. On any given day, the stench of marijuana is so thick, I have to change cars to prevent coming to work stinking of pot. Sometimes it's truly nauseating. 2) Stateworker fare reminbursemnt is 75%, max of \$65. Proposed monthly cost, when daily RT parking is added, are starting to approach driving. Why sit in dirty seats smelling of dope, surrounded by thugs, when you could just drive for a few dollars more? The incentive to take public transportation is fading for the willing to get home faster, cleaner and safer. I suggest that RT cleaning up RT and making it more attractive to daily commuters is the way to increase revenue. Chase off the thugs. Bring drug sniffing dogs on fare enforcement sweeps. Sweep the stations. People who are not clean should not be on the trains.
28401	2/25/2016	Kristen	Kloss	See attached email - I feel strongly against the fare increase fo these reasons. A lot of the drivers are very unprofessional, rude and unhelpful. I once needed to take a bus that connected to the Elk Grove bus and was told when I asked, "I don't know" in a rude tone. I have also had a #81 bus driver tell me I could not board because "The bus was full" when I looked through the window there were plenty of available seats. Not to mention buses that do not even show up, poor conditions of the inside of buses ie:foul smells/odors. A lot of people depend on RT for transportation to and from their jobs. I know I personally do and its extremely stressful wondering if they are going to be on tme or not. If you wish to increase the fares so badly increase your standards of quality first.
28402	2/25/2016	Leonard	Huking	See attached email - I think it is unfair to increase the monthly fare for seniors and disabled by 40% and the basic monthly fare is creased only 20%.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28404	2/25/2016	April	Schmitz	See attached email - I live in Elk Grove, CA. I carpool to my job in downtown Sacramento. I take the light rail from my job in downtown Sac to Sac City College, then from the college back to work and on occasion I take the light rail from downtown to the new CRC station. I am strongly opposed to the rate increase and time limit decrease for single rider tickets that Sac RT is proposing because I feel it is penalizing the honest fare paying riders, the light rail is not very safe and it is not sanitary. Increasing the rate for a ticket and paying riders is penalizing the honest people using public transportation. I think time and money would be better spend coming up with a mechanism that requires proof of payment prior to boarding the light rail, similar to the SacRT buses. This will prevent people from taking advantage of the light rail system I would understand decreasing the time tickets are valid for the once was staying the same. However, it is my understanding that the rate will increase while the time limit simultaneously decreases. I used to get the student pass from Sac City College but they have increased the qualifications to obtain the pass and due to my employment situation I cannot meet the minimum units needed.
28413	2/26/2016	Michael		Caller stated it is useless to attend the Open House because RT already made it's mind to increase prices and just going through the formality. Ordinary people takes public transportation and RT is making it harder for them due to the fact that RT will not exchange 6/30/16 expired tickets as well.
28429	2/26/2016	John	Robbins	See attached email - I spend part of the year in Lyon Franc and take the buses, trams and metros all the time. I have a car but rarely drive in the city. I think there are number of things Sac RT can learn from the French. In Lyon one can buy a packet of tickets in multiple locations including but not limited metro stations. Almost everyone carries a few tickets in his or her pocket or purse. Even those who rarely take public transport are prepared. A date and hour stamp is then applied to the tickets when entering the train, tram or bus. (I don't see why this needs to be an expensive fancy machine). This greatly speeds up the buses compared to Sacramento. The driver is not required to collect or check fares. There is a team of inspectors which checks tickets on random but regular basis. I get stopped about once a month. On the bus agents enter the bus, one stands at each door and one or two walk through the bus checking tickets. Here in Sacramento we don't have bottle necks getting off light rail so one would need to use the bus system. In Lyon they find a place where everyone has to pass. Roving teams get off one bus or metro train after they have check passengers and get on another. My bottom line is, don't raise fares, increase ridership by making it easier and cheaper to ride RT than drive a car.
28431	2/26/2016	Michelle	Ellenberger	I rely on the monthly Paratransit pass to get back and forth to work. I work full-time; 5 days a week. My work reimburses me \$65, but I just barely break even. My suggestions is to keep the monthly pass, but increase the cost do not eliminate it.
28432	2/26/2016	Joyce	Cryer	I am retired and have limited income which makes it really hard on me. I travel 3-4 days a week. On Sundays, I make two separate round trips back and forth to church. My monthly Paratransit pass helps out a lot especially for my Sunday trips. Please do not raise the fare. It would be really nice to keep the passes.
28434	2/26/2016	Barbara	Cooper	I will not be able to afford the fare increase.
28435	2/26/2016	Cheryl	Maeda	I am on a fixed income and won't be able to afford paying \$6 one way/\$12 round trip. A \$2 increase for a round trip doesn't seem like much, but when riding multiple days, it will add up significantly. I am extremely concerned about elimination of the monthly pass. RT should look at the income and difficult situations that disabled people already have to go through. The increase will be very stressful for me.
28436	2/26/2016	Swami	Hariharanada	I am on a fixed income and go to Kaiser three to four times a week. Forty eight dollars is a lot of money to pay if I go to Kaiser four days a week. Elimination of the Paratransit monthly pass will make it hard for me to continue with my treatments at Kaiser. If a increase is really needed, only increase the monthly pass.
28437	2/26/2016	Mary	McIntyre	I am greatly concerned about the fare increase. I depend on Paratransit to go to school, medical appointments and to important meetings. The fare increase will limit me from doing things that are really important in my life, such as going to school. I am on schedule income and cannot afford to pay more than I already do. I am not physically able to walk to an RT bus stop, so I depend on Paratransit to get to the places I need to be. I am really stressed about the fare increase and with to voice my opinion on this matter.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28438	2/26/2016		Grayson	I am on a fixed income SSI. Paratransit is the only way I can get around for my appointments and attending Ethel Hart, Oak Park Community Park for classes, doctor appointments and shopping. I currently purchase a pass for all my rides not for the number of rides I take each month for the convenience and safety. In the past I've lost coupons. I've been purchasing a pass for the past three years. Being I'm in a power wheelchair I don't have access to RT. Paratransit is my only means of transportation. I have no other options for getting places.
28440	2/26/2016	Sheryl	Coe	I currently ride Paratransit to dialysis 3 times per week. I purchase a monthly pass to accommodate for these trips. I live on a fixed income and I have a caregiver to help with other appointments. I cannot cutout my dialysis, doctor's appointments, food or housing. Where I live there is a shuttle for shopping but I cannot utilize the service because it on the day of my dialysis. It will be too much money to purchase a monthly pass.
28441	2/26/2016	Christina	DiFrancesco	Every increase takes a chunk out of my income. I typically travel five days a week back and forth to work. It is almost becoming cheaper for her to take Uber or Lyft when traveling short distances. If RT does increase Paratransit single fare, they should think about keeping the monthly passes. Maybe have x-amount of rides a passenger can take and then pay the difference if all the rides have been used up before the month is over.
28442	2/26/2016	Asa	Hambly	My husband is a dialysis patient who relies on Paratransit three days per week and sometimes four days, along with doctors appointments. On certain days he has to travel twice so a twenty percent increase would be too much.
28443	2/26/2016	Marie	Ellicker	OPEN HOUSE COMMENT FORM - It would be better to increase by smaller amounts over several years, rather than by larger amounts immediately. I am very concerned that thousands of people might decrease number of trips and cause worse problems. Some people might decide to stop riding RT and drive their cars to work or everywhere else. Those of us who cannot drive cars for medical or other reasons might have to limit our activities. Some might have to move out of Sacramento if this situation becomes too extreme... that is if RT is ever discontinued because of financial problems. Some of us do not have anyone to drive us to doctor appts, etc.. Asit is, when routes are eliminated or service hours are decreased, there can be problems. And some do not have anyone to help us move, either, or are not physically able to deal with a long distance move. I do not know what the solution is regarding RT's financial situation, but sooner or later the system of raising fares and decreasing routes and serve hours is going to break down.
28444	2/26/2016		Arthur	Suggestions to tier the increase and instead of beginning July to July, have July then January. Patron recommends that RT doesn't wait too long before RT puts a tax measure in place. Would like to see earlier start times at Louis and Orlando.
28446	2/26/2016	Andrew	Tait	I understand that the RT system is an open system and this leads to a significant number of riders not buying tickets. RT should seriously contain new lines, such as the proposed extension to the Sacramento Airport, being closed lines so that only the paying passengers have access to the system.
28447	2/26/2016	Elyasal	Ali	OPEN HOUSE @ CRC - Any way RT can prevent people from making unnecessas fare messes. Rt should allow guards to cite people for making too many messes. Repeat offenders shuold be banned from using the system - more than 3 citations. In support of ticket paid boundary zone. Low income riders - no incereas in annual income. So this fare increase didn't consider stagnant incomes that the government did not increase, so it hurts riders dependent on social security income.
28448	2/26/2016	Melissa	Palmer	If low income people can't get to work because the bus is too expensive, who is going to make your lunch at the restaurants, ring up your groceries, and do other work in the service sector. California is expensive enough. The rent is too high and wages are too low. Now you want hard working people who can barely make ends meet to pay more for the bus that gets them to work? We live in a society that hates poor people with a passion. We are considered lazy and stupid, yet my neighbors work hard, sometimes two jobs to pay their rent and bills. Now you want to cause them, us, more hardship. What about the elderly and handicapped on fixed incomes? How are they going to get to the grocery store or doctor's office? You can't just shut us up and hope we will go away. The one item that upsets me the most is the proposed 90 minute limit on one way fares. If a person lives in Elk Grove and works in Folsom, there is no way to get there on public transportation in 90 minutes. Sacramento is huge metro area. Give us time to get from one side of town to the other. I apologize for being so angry, but life is hard enough for the working poor. All we want are the same opportunities wealthier people have. If we can't afford to ride the bus, we will be forced to stay in our own communities, and greater Sacramento will be a sadder place to live. Thank you for the opportunity to vent. This fare increase might cause me to move somewhere else, and I won't

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28471	2/29/2016	Joanne	Millman	Caller stated the fare increase will hurt her financially because she is on a fixed income. Caller suggested to keep the Paratransit monthly pass and limit the number of rides to about 50- 60 rides a month.
28477	2/29/2016	Marylouise	Padlo	See attached - I ride multiple times a day. Eliminating the monthly pass will greatly affect me since paying \$6 multiple times a day will not be possible. I am on a fixed income. I do not want RT to eliminate th monthly pass. Other options need to accommodate the passenger's needs..
28478	2/29/2016	Genesse	Winzer	See attached - I will not be able to afford to ride with Paratransit if the fare is increased.
28479	2/29/2016	Majula	Johanson	See attached - I am on Social Security so the fare increase will be a financial hardship. I also have to transfer rides with the City of Elk Grove, which will cost me more than just riding Paratransit. If the fare increases, riding Paratransit plus riding E-Van will make it very difficult for me financially. I suggest to strategize a plan where we can limit our spending such as planning out better bus routes that will help us reduce the gas mileage.
28480	2/29/2016	Elizabeth	Mitchell	See attached - I am on Social Security and have difficulties paying for basic necessities. The Paratransit fare of \$5 is expensive for me, and if the fare increases, it will be very difficult for me to continue to ride on Paratransit.
28481	2/29/2016	Catherine	Gillespie	See attached - I do not have any concerns regarding the fare increase proposal. If the fare is to increase, I will be able to afford it.
28482	2/29/2016	Carol	Del Monte	See attached - My income is limited and my husband and I already have to pay a co-pay for medical treatments and so forth. The fare increase will be very stressful for me and I will find it very difficult to afford it. I suggest if t he fare could be set upon income rather than having a fixed fare.
28483	2/29/2016	J.	Angelo	See attached email - I am against any increase in the fares for any light rail trains . Your current workers actually need to do their jobs and ensure that people have paid before riding the trains. You will drive a lot of current riders away with any higher prices.
28484	2/29/2016	Jimj	Byrum	See attached email - Not the way to expand your customer base. Try having clean buses and trains. Have security check passes. I never see them any more. Stop giving away rides with all the people that don't have fare. Hire bus drivers and train operators that actually like people and that aren't jerks. Try communication. When there are glitches the riders don't know what is going on. No one say anything. Try having an action plan tha works for when there are glitches. Improve yourself before you start charging more. This rider is about to say goodbye. Did I mention that the train and bus seats are disgusting an dmost drivers are jerks. Thank you. NO INCREASE!
28485	2/29/2016	Alycia		I just saw the rider alert about the proposed fare increase. I just want to say that It's a terrible idea. The problem is, I pay every day for the \$6.00 daily pass. With that, I barely have enough money left over to eat. To increase the fare would give me no money for food or I'll have to choose, between that or being able to get to work. It should stay the way it is, with no increases.
28486	2/29/2016	Lansing	Kentucky	See attached email - There has been recent news about Sac Public Transit system considering increasing the fare price and my opinion is that this is all, for lack of a better word, unfair to your RT riders. The Sacramento area has a very high unemployment rate, and many people can barely afford to provide their school children with the means to ride the bus and/or light rate with a daily pass (which is about \$3 at this time). Until employment in this community rises, and the area in general improves, raising the fare price to \$7.50 for a daily pass and \$120 or so dollars for a monthly is unthinkable, and downright crazy!
28487	2/29/2016	Sister	Paris	See attached email - There has been recent news about Sac Public Transit system considering increasing the fare price and my opinion is that this is all, for lack of a better word, unfair to your RT riders. The Sacramento area has a very high unemployment rate, and many people can barely afford to provide their school children with the means to ride the bus and/or light rate with a daily pass (which is about \$3 at this time). Until employment in this community rises, and the area in general improves, raising the fare price to \$7.50 for a daily pass and \$120 or so dollars for a monthly is unthinkable, and downright crazy!
28488	2/29/2016	John	Atlas	See attached email - There has been recent news about Sac Public Transit system considering increasing the fare price and my opinion is that this is all, for lack of a better word, unfair to your RT riders. The Sacramento area has a very high unemployment rate, and many people can barely afford to provide their school children with the means to ride the bus and/or light rate with a daily pass (which is about \$3 at this time). Until employment in this community rises, and the area in general improves, raising the fare price to \$7.50 for a daily pass and \$120 or so dollars for a monthly is unthinkable, and downright crazy!

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28489	2/29/2016	Symone	Blakey	See attached email - There has been recent news about Sac Public Transit system considering increasing the fare price and my opinion is that this is all, for lack of a better word, unfair to your RT riders. The Sacramento area has a very high unemployment rate, and many people can barely afford to provide their school children with the means to ride the bus and/or light rail with a daily pass (which is about \$3 at this time). Until employment in this community rises, and the area in general improves, raising the fare price to \$7.50 for a daily pass and \$120 or so dollars for a monthly is unthinkable, and downright crazy!
28492	2/29/2016	Frances	Grace	Five dollars is already pushing it. I have doctor appointments and therapy three to four times during each week and it is my only way to get around. - Regarding proposed rate increase for Paratransit.
28493	2/29/2016	Brett	Bisel	Paratransit is such and incredible service and is worth every penny, but if there were to be an increase, it would not affect me very much. My only concern is for the other passengers who rely on Paratransit and are on a fixed income.
28495	2/29/2016	Valerie		First of all, what did they do with funding from feds? Why do we have to pay so much when no one in country is paying this much? The service isn't even 24 hours to justify such a cost. RT needs an audit. You want to raise fares that people already can't afford. \$7.50 for a regular day pass is crazy. Second, is the limited time thing. Why are you taking more away while raising fares? Reno gives you a 24 hour ticket. You should think about doing that. You would get more money that way. You need to start thinking more about seniors too since you did away with the lifetime pass. I don't have a car, I'm basically forced to use RT. I care because where is it going to go from here? It was 35 then to 50 now 70 for a monthly pass? I don't know who can afford this, but I can't! Third, for people that use paratransit and have to pay \$5.00 each way is alot to begin with. I am dissappointed in whoever came up with this proposal. Fares should be raised a reasonable amount not this! LR should run at least until 3 am for people that want to drink and not drive and you need to clean the cars better. San Jose is way better than you, everything is clean and better.
28498	2/29/2016	Louis		Caller states that he is in support of cutting the hours for the light rail passes but that is it. He states that himself and many others that he knows have a hard time paying the fares as they are currently. He also states that RT has cut service in the past years so asking for more money at this time doesn't make any sense.
28504	2/29/2016	Carol	Buford	Caller does not agree with the fare increases. She is on a fixed income and cannot afford the higher rates. RT needs to fix their system first before considering raising fares.
28507	2/29/2016	Barbara	Stanton	See attached email - RiderShip for the Masses supports the 5% fare increase over time alternative choice. 5% over time will not place an undue burden on low income and minority people, nor will it not place an undue hardship on regular fare riders. We commend RT staff for dropping the 35, 40, and 67% on discounted fares. We support the continuance of teh 1/2 off regular fare for discounted fare users, as it is stated in the 10% and 5% alternative choices and in accordance with, RT's Fare Structure History, Attachment 1c in the Item 11, 5/11/2015 Issue Paper. We support a small increase (.25) for Paratransit Monthly Passes in order to keep unlimited rides for monthly Paratransit users.
28510	2/29/2016			Regional Transit Comments 1. Not increase fares. Already too high. Need transfers back., no charge. 2. Trash cans at every stop so citizens don't litter. 3. Not increase fares because transportation area haven't changed. 4. Coverings at every stop with seats. 5. Seats on buses, plastic so that stains won't show and easy to clean. 6. 800# for calls. 7. Watt avenue station cleaned daily (the elevators expecially) smells like urine regularly. 8. Make sure the drivers are always courteous with a friendly customer service smile and knowledgeable about RT information to be able to refer properly. 9. let people sit on the bus if waiting for time to leave if rain, extreme cold, snow etc. Some stops have no covering. 10. Change machine on buses or at train and bus stops. 11. Put some of the stop sack that have been reoved neared heavy shopping places like on fair oaks in front of 99 cent store. 12. Look here and there make sure 80/84 lines are running every 30 minutes and #11 is running properly. 13. a stop on howe avenue closer to Marshalls shopping center and Jack in the Box. 14. A stop on fair oaks blvd, across from bel air and dollar tree shopping before the bus turns right on that curve. Going facing sunrise. 15. Need a stop on howe avenue before the bus stop after crossing el Camino across the street from AM/PM going towards Arden Way. 87 stops in front of some apartments going to stop at howe and el camino and there's a big gap. 16. Make a stop between the stop in front of 7-11 and the one before it going towards sunrise, a stop right in front of the burger king or cDonalds just across the street would be helpful. Very long gaps betwbn two current stops.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28536	3/1/2016	David	Stevens	See attached email - I object to these proposed fare increases. The "Title VI Equity Analysis" is dishonest in its claim that "... the average fare per passenger boarding would increase by 18.5 percent (from \$1.16 to \$1.38) for minority riders and by 20.9 percent (from \$1.26 to \$1.52) for non-minority riders. Because the systemwide average fare is projected to increase at a greater rate for non-minority populations than for minority populations, this analysis finds that there would be no potential disparate impacts on minority populations." The proposed increase is more than TWICE as burdensome --an increase of 40%-- for seniors and disabled buying a monthly pass (\$70 instead of \$50) Poor students (eligible for free/reduced lunches)faces an increase of 60% on a semi-monthly sticker (\$20 instead of \$12.50). These proposed increases are concentrated amongst the members of the riding public who can least
28538	3/1/2016	India	Curry	See attached email - I pay full price for my monthly pass every month since my job does not subsidize my transportation costs and I don't qualify for any other discounts. I make \$2 more than minimum wage. With what I earn at my full time job, I can still afford the fee increase if I cut back from other budget categories, but I would prefer not to do so because those categories are necessary (retirement savings, health insurance, rent and groceries for example). My spending is not extravagant. Presently, transportation costs take up 14% of my monthly spending. With the fee increase, that number goes to little over 16%. It may not sound like much, but the difference is greatly felt when one lives on about \$850 a month.
28539	3/1/2016	Patricia	Paul	See attached email - I am opposed to the increase in the monthly train pass. I ride the train everyday to and from work from Watt/Manlove to 8th & O when the train is running. I cannot tell you how many times the train has broke down or been late. There is usually a problem on stormy days. The only information the riders have is the sign that says there is a delay. Are buses being sent to replace the train? When? There is no information for hours. When the buses are sent, they are full. (it is usually because there is only one bus being sent instead of multiple buses). Additionally, the train is filthy and smells. The seats have dirt on them as well as liquid. There is rotting fruit and other food left on them or on the floor. The floors are filthy. The windows are filthy.
28543	3/1/2016	Vickie	Keller	Department of Rehabilitation is currently paying for my fare and training I am currently attending on American River Drive, but this training ends in May and with my limited income SSI I can't afford any kind of increase with my limited vision, RT don't go to places I need to go at the times I need. Paratransit can offer this to my needs. Please don't raise the fare. it's difficult enough now as it is.
28544	3/1/2016	Mary	Hoyt	Use Paratransit to reach her church meetings twice a week for her socialization and fellowship. A fare increase would put a burden on her social security fixed income.
28545	3/1/2016	Melanie	Woods	The current rate is too high for her at this time as she takes multi leg trips to Dr appts. She has a chronic illness and is on a fixed income so a fare increase would be a strain on her budget.
28546	3/1/2016	Antoinette	Darden	Antoinette is unable to get into a car and is in a mobility device and is blind. She uses our service to get to Dr appts and to her church functions. She is on a very limited fixed income and would have to limit her trips into the community and to her church activities if the fare is raised.
28547	3/1/2016	William	Tindell	It's hard enough as it is being on a fixed income, Social Security Disability. All I need to make sure I can get to my VA Doctor appointments and to afford my medication, hard to do. I use my scooter going to places like this since walking is too difficult. I have no other options for travel and to be safe.
28548	3/1/2016	Kenneth	Carr	Rate increase will not affect him
28549	3/1/2016	Yolanda	Ladd	I need Paratransit to go to dialysis and the doctor. My daughter helps with shopping on the weekends but during the day for my appoints I have no other options to get to dialysis. This would be a financial hardship of another \$55+ more that on my fixed income I cannot afford it. This monthly pass guarantees me the opportunity to get to my appointments and not have to worry about the cash for each ride. Coupons are confusing.
28550	3/1/2016	Nancy	Albright	I'm on a fixed income SSI and I am visually impaired so Paratransit is the only form of Transportation. I currently purchase monthly pass for the number of rides I take in a month. I need to go to the doctor, vet for my dog, shopping and I like to visit my mother once a week. She lives in placer county so I use dollar-a-ride to spend time with her. Please don't take the monthly pass away.
28551	3/1/2016	Teresa	Loseser	Paratransit is my only way I can get around the city to go places for shopping, doctor's appointment. I pay cash for rides. I don't understand why the rate for fare has to increase for people that are poor. It's had enough as it is now. My income is limited and I need help because of my disability.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28552	3/1/2016	Pamela	Johnson	Fixed SSI// Increase would be a real financial hardship No other options for transportations Too difficult for getting to RT bus stop// If she were to ride RT she gets confused as to when to get off and where to go so for her safety paratransit is the safest way to travel. Earlier last year needed to use the hart coupon provided to compensate her budget. Pax prefers to use a pass for the number of trips she may need to make in month but if not she'll get coupons.
28554	3/1/2016	Jackie & Leone	Cabrel	Both Jackie and her husband uses our service. Jackie buys a monthly pass to be able to reach her dr appts and pool therapy twice per week and other trips almost on a daily basis. Without the pass he would be unable to get to her Dr or pool therapy. Her husband also travels with her or to Dr's appt as well.
28556	3/1/2016	Ricky	Fuller	Uses Alta pass and could not get around without it.
28557	3/1/2016	Ken	Dently	\$5 is too much now. Although he does not travel often, he does think about students and people trying to get to work and the cost will be prohibitive if this takes place
28558	3/1/2016	Ron	Molinar	I'm not happy of the proposed changes that RT wants to make to Paratransit riders. I use Paratransit for trips to the store for food, doctor appointments, union hall. I currently pay cash for all my trips and getting the cash of \$6 is going to be more difficult. Thumbs down on this proposal.
28559	3/1/2016	Laurie	Rogers	Laurie started using Paratransit when she started dialysis several years ago. She also works 5 days a week at a local high school. She buys a monthly pass because with going to dialysis and working and an occasional dr appt, she rides about 16 times per week. If she were to have to pay per trip, it would cost her \$768 per month. If this increase takes palce she will have to depend on her daughter which will require her to drop some of college classes and she does not want to depend on her and loose her independence to do things on her won.
28560	3/1/2016	Evelyn	Jones	Evelyn uses a monthly pass to do most of the things for her to "age in place". Everything is going up and she is feeling the effects of inflation. She believes that this whole rate increase is due to trying to get people to use light rail to get to event at the new Golden One Arena and the only way to do that is to have more money to improve their fixed route system, not paratransit.
28561	3/1/2016	Robert	Tatam	Will not affect him
28562	3/1/2016	Rosetta	Jones	I currently use Paratransit for all my needs to get to important places. I don't ride that often but the places I go are important to me. I have no other options for transportation I solely rely on Paratransit. I go to the Social Security Office, doctors appointments, medication and I don't like to miss church every Sunday. I'm on a fixed income SSI coming up with the extra dollar will financially difficult. Paratransit service is safe for me I don't want have to stop using it.
28563	3/1/2016	Mildred	Flowers	Mildred is struggling to keep up with the rising cost of everything she has to pay now. Any additional expenses on Paratransit would limit her ability to see her Drs on a regular basis. She now travels about 3-5 times a month so \$1 each way taking 5 round trips would cost her an additional \$10. Although that may not sound like a lot of money to some people, it is a large amount for her on a fixed income.
28564	3/1/2016	Wanda	Thomas	Wanda is a "goer" . She does not like to stay home an due to RT eliminating the bus route in her neighborhood she is no longer able to get a monthly pass because she leives outside of the ADA boundaries. She rides several times a weekand will not be able to get out as often as she wants if the fares go up. This will be very depressing thing to her if she cannot affod to travel as much as she would like. She is on a fixed income.
28565	3/1/2016	Carey	Dangelo	Carey was a business man for several years and believe that any company that tries to increase their rates by 20% is just ridiculous!! He is on a fixed income and tries to get out at least once per week.
28566	3/1/2016	Jill	Guilbeau	Jill uses a monthly pass to get to work 5 days per week. She is unable to use fixed route transit from where she lives to get to work on time and cannot cross Antelope Blvd safely. If she losses the ability to get a monthly pass it will cost her \$240 to work 20 days a week which will impact her budget substantially.
28567	3/1/2016	Sarah	Christopher	I have so much impacting me right now that I'm worried about this fare increase to \$6. My health problems are getting worse as I worry about trying to move to a different apartment complex. This complex is just not safe but I don't know what to do or how to do it. My fixed income from SSI is not enough by the time I pay rent go to the doctors and get my diabetes medication. When I don't have the money I don't get my medication. I am able to use Silverling Transportation Service when I have to see my doctor being medical those trips are covered but not to the store or any other place I may need to go.
28568	3/1/2016	Nancy	Jones	Nancy uses our service to reach her radiation treatments 5 days per week and will need to do this for the next several weeks. She uses a monthly pass and depends on our service to help her try and "beat Cancer" this will be a devastating blow if she cannot get a monthly pass. It is truly life threatening.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28569	3/1/2016	Malika	Daniels	I spoke with Juanita Daniels, Malika's mother and she stated that her daughter uses our service to reach dr appts 2-3 times per month not to mention her pleasure trips. Malika is on a limited fixed income and would not be able to use our service for pleasure trips if the rates are increased.
28570	3/1/2016	Mike	Ramirez	Mike is an Alta client and uses his Alta pass for getting to work. He feels they should just leave the fare the same and not upset people that need our service.
28571	3/1/2016	Patricia	Gray-Oliver	The fare increase and elimination of the monthly pass will truly "knock her down"! She uses a monthly pass to get her food, get to her Dr appt and very seldom for pleasure trips.
28572	3/1/2016	Charles	Rogers	This is a life or death situation for Mr. Rogers. He has dialysis 3 times per week and without being able to but the monthly pass it will be a great financial burden on him and his family. He has no other option and states that there are several other people that receive dialysis that are going to experience the same issue.
28573	3/1/2016	Jeff	Borgie	Jeff feels that due to the decrease of fuel costs RT should be lowering it fares not raising them. He is on a fixed income and Social Security is not going up but the cost of food and utilities is at a rapid rate. He will need to decrease his trips if this occurs.
28574	3/1/2016	Eric	Parsh	Eric does not buy a monthly pass but pays cash fares to get to work 5 days per week. Increasing the fares will affect his ability to afford to use our service to reach his job.
28576	3/1/2016	Ronald	Childers	Ron is on a fixed income and is a Veteran. He is almost totally blind and depends on Paratransit for his transportation. He has a brother that lives in town but very few other people he can ask for rides. His expenses are increasing for rent, food and utilities and but he needs this service and wil not be able to continue to travel if fares go up.
28577	3/1/2016	Kathleen	Mellow	Kathleen has worked with us in the past to advocate for keeping the free fixed route possibility when ADA eligible. She now has to take Paratransit and has the occasion to have to take multi leg trips to accomplish her activities of daily living. In the past she could use paratransit to a destination and use the fixed
28578	3/1/2016	Terry	Wilson	See attached email - 1) Increase for Senior/Disabled monthly pass is a disproportionate amount relative to other proposed fare increases. 40% of current fare is highly discriminatory. By focusing in on this category/classification RT is purposefully targeting a specific group which will bear the burden of keeping the system operational and viable. A fare increase would be in the range of 20% comparable to other proposed increases. 2) The Transit system needs further modifications. There are bus routes with little or no ridership. Funds could be saved with a quicker more responsive system to actual ridership. Reviews, analysis and modifications need to be ongoing. 3) Fare evaders is a monumental problem and could increase tremendous amount of revenue. This should be addressed as a number one priorit even though is a massive logistic nightmare. 4) Financial Forecasting Model is questionable. It doesn't seem to reflect great potential revenue increase with completion of Sac Sports Entertainment Center 5) To pass more of the fiscal burden of disabled Transit riders to other non profit organization is unconscionable. It surely is an indication of shifting responsibilities away from the service provider, Sac RT, with unknown consequences to this already disenfranchised group. Another moral outrage.
28579	3/1/2016	Sylvia	Scriven	Not have monthly pass will be really difficult financially. I currently purchase a month pass, I'm on fixed income SSI. My husband is in a care center. Wants to visit several times a week plus my own personal health appointments going to the doctor. Often need to go to the food banks. I often like going to church. My opinion is why couldn't everyone that rides paratransit pay a fixed rate for any amount of rides gives us an opportunity to get to places we need to go each month.
28580	3/1/2016	Clayton	Nye	See attached email (2 pages) - I wanted to comment during Sac RT's comment period regarding proposed fare increases for Sac RT riders: I regularly commute to and from work on Sac RT. My employer provides me free parking and a vehicle to use for my work-related duties. To be a Sac RT rider, it costs me an extra two hours and ten minutes of added commute time each workday. (By car, my commute to or from work is roughly 25 minutes - even less if I was a speeder). I have to realistic about the burdens it takes me to be a Sac RT passenger. Already I put up with the added weather troubles and the stress of the rare but occasioal transit breakdowns and delays. Then, there are quality o flife issues I endure to be a Sac RT customer. I put up with sometimes obnoxious fellow passengers, the Sac RT litter, filth, and grime, unwanted noise and rap music, sometimes crammed conditions, panhandlers, and other undesirable commuter hardships.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28581	3/1/2016	Ellen	Buxton	See attached email (2 pages) - I understand the need for some fare increases by RT. However, before RT decides on the amount of the fare increase it should examine ways to increase revenue. It is obvious that revenues would significantly increase if every passenger on light rail paid for a ticket or pass to ride the train. I understand that RT is looking for ways to curtail the large number of fare evaders on light rail trains. Another way to increase revenues would be for RT to revise bus routes in order to increase the number of passengers on the buses. I am familiar with bus routes #80 & 84. Bus 84 was revised last Sept to curtail the number of passengers in order to use the bus lanes on Watt Ave. When the bus route 84 was revised last Sept to curtail the number of passengers in order to use the bus lanes on Watt Ave. When bus 84 was proposed to eliminate traveling from Watt & Manlove along Folsom Blvd and La Riviera Dr the report from RT on these changes stated that number of riders would decrease and revenues would be lost by the route change. I inquired about the loss of riders and revenue and was told by RT that the reason for the change was that RT had to use the bus lanes on Watt Ave between Folsom & Fair Oaks.
28582	3/1/2016	Randy	Black	My brother rides Paratransit only a few times a month but just need to know when the change will go into effect.
28583	3/1/2016	Rashida	Felix	Currently purchases a monthly pass, she is able to manage her rides throughout the month because she's on a fixed income SSI. Then monthly pass allows her to not have to stress towards the end of the month when she may need to go to the doctor or therapy or simple to the store. This gives her freedom to get to places for her daily life. Most of her rides are a necessity. She will find it difficult to manage her finances if the fare goes to \$6 per ride without the monthly coupon. She's concerned that why service is being reduced but fares are going up compared to cities like San Francisco and LA. Why is cost for running our service in Sacramento so expensive?
28584	3/1/2016	Nazar		See attached email - Yes we support to increase fees, increasing with improvements/developing adjusting check point to ride who had paid and those who didn't. Appreciated the city ride-commune residents convince transit to set up goals. Eco green rides - To create more subconscious endorsements/motivation: riding with us/less traffic less CO2 pollutions for OUR mutual Environment. Something like that please.
28585	3/1/2016	Lynn		My name is Lynn I am the daughter in law for Rado Knauer. Concern as to when the increase will take place since she needs to make sure the cash is at the care home for her father in law when will it start. How will we be informed?
28586	3/1/2016	Tara	Haslam	As a paratransit rider I rely on this service to get to the doctor, courthouse and shopping. I'm visually impaired and crossing Folsom Blvd to get to RT's bus stop is unsafe. I walk slower now since my health is not good. It's been difficult over the past 3 years now. Purchasing the monthly pass is safer for me and convenient. It guarantees me that if I need to go any place at the end of the month I have no worries as far as getting there. I have no other family or options for transportation. My fixed income does limit me but I manage my budget the best I can. Paratransit I can rely on to get me safely to my destinations.
28588	3/1/2016	Rebecca	Hipolito	On social security / fixed income and I'm having to budget everything. I use paratransit for doctors appointments and church for convenience and safety. I have no other option for transportation to the things I enjoy. City bus is just too confusing. I will consider purchasing coupons if this fare goes up.
28589	3/1/2016	Renee	Ford	I have the Alta Regional Pass. Want to know if this increase will affect my ability to ride.
28590	3/1/2016	Robert	Underwood	My husband cannot speak and gets very confused easily so I must travel with him to the doctors and shopping. We need to use paratransit being Robert is 80 years old and I am 73 years old our income is limited and RT is not close for us to use this service. I want it to stay the same at \$5 don't increase the fare too hard on us financially. I'd like ADA passenger to be exempt from this increase.
28591	3/1/2016	Robin	Carlton	Currently purchase coupons for my rides but will buy a pass when appointments are in excess for that particular month. Has had to dip into savings account to have enough money to ride paratransit. I'm visually impaired and paratransit is my only way to get places safely. Fixed income SSI and trying to find other way to get to medical appointments. Currently looking into alternative options but will need to continue using paratransit until then.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28592	3/1/2016	Robin	Payne	I am really concerned that the monthly pass will be eliminated. I purchase the monthly pass to ensure myself that I have rides towards the end of the month to get the unexpected things done. It may be a doctor's appointment picking up medication. Prevents have to worry when I'm in a pinch. I am also concern since I am having to also pay for part on my medical insurance that doesn't free up that money either. With the number of rides I take in a month having the single fare of \$6 would be 3X the amount for my transportation budget. I don't have that money. I rely on paratransit every day to get to my destinations safely. Purchasing the pass allows to not worry getting on the paratransit bus the coupons just make inconvenient. I'm afriad of losing them or not being able to find them. I'm visually impaired.
28593	3/1/2016	Norma	Hansen	Spoke with Linda Drake, the Caregiver. Fixed income SSI Financial hardship. Pax has caner she needs to go to chemotherapy often and stop to get medication. RT isn't a really NOT a good option since pax in a wheelchair. Just difficult to get around on RT. Pax proposes a daily pass with paratransit for the days they need to go to multiple places.
28594	3/1/2016	Roberta	Conklin	COMMENT FORM - WELLSRING - I receive SSI. The amount that I am receiving \$889.40 after I pay rent, SMUD, laundry, and buy food. I can't afford to or I go to the food bank. When I have any money to pay the bus fare, I live in Natomas. Natomas does not have any food banks. Also I have been told that I am not eligible for food stamps because I am receiving SSI. So I eat every 3 days between days I can not even afford to make it to the Womens Center. They serve breakfast and lunch. Besides other various things.
28595	3/1/2016	Myrna	Carter	Paratransit spoke with sister Denise Carter. financial hardship fixed income SSI pays cash for her rides with paratransit too difficult to ride RT due to disability in a wheelchair Pax likes to attend church every Sunday and goes to ADHC Eskaton. Sister advised this is hard on her sister to raise the fae with a fixed income that she won't be able to travel as often. Does not want fare to be increased.
28596	3/1/2016	Richard		COMMENT FORM WELLSRING - As the fare goes up it makes it not worth riding because it only goes to certain areas and there is no transfers . Your steady paying to get to A- B - C and each time you find yourself paying you will be better off driving then catching the bus. I say put back some routes and put transfers back the result will be more rewarding and it will pay of instead of somebody finding another way for transportation cause it can work out for all
28597	3/1/2016	anonymous		COMMENT FORM WELLSRING - Not attending the Open House. I still must comment fifty cents on all increases is all it should be on short notice.
28599	3/1/2016	Briana	Reynolds	COMMENT FORM - WELLSRING - As a very low income resident of Sac. I already have a hard time making it month to month. I take my children to school everyday on RT and the proposed fare increase would make it almost impossible for my kids to get to school and get the education the deserve. My kids are the next generation and how sad would it be that because of a greedy bus company, mids, possibly the next president or someone who cold actually fix this coutry is going to be unable to make it to school daily. I would like to see you raise a family of 4 on less than \$1000 a month, yea and ride the bus everyday.
28600	3/1/2016	Margaret	Craft	Food banks is my source for food. I can't go to the store for food because by the time I pay rent insurance for medical and co-pay on my medicine I have no money left. I live on my own in this senior complex bu they offer no help for anything. Everything is a struggle. I'm looking at not being able to go to the doctor for my appointment for my heart and all the medication I need to take each day. I can't walk a long distance and the heat makes it unbearable. Paratransit is the only way I can afford to get anyplace safely. My daughter tries to help the best she can but she can only do so much for me. I worry about next month I have to go in for surgery. I'm at a loss as to what to do. Please don't increase the fare.
28601	3/1/2016	Maria	De la Seroya	COMMENT FORM - WELLSRING - I am one who rides your bus for years. I do not want to up the basic prices of your bus tickets. I would like that you one day do something for us like give some discounts for people who use your service every day. So we can have some incentives from you. Another suggestion more rides of buses - late like you used to have. For people who works late hours.
28602	3/1/2016	Lurlene	Motley	I take paratransit about 10X a month but it really won't change the number the trips of places I to but I need paratransit being in a wheelchair and oxygen often times my PCS will travel with me too. I need this service for doctor appointments and going to Kingdom Hall. I just need to have the correct cash on hand for the rides. But I don't like the idea of the fare increase.
28603	3/1/2016	Alma		COMMENT FORM - WELLSRING - Blank form
28604	3/1/2016	Marie	Slone	COMMENT FORM - WELLSRING - Blank form
28605	3/1/2016			COMMENT FORM - WELLSRING - Blank form
28606	3/1/2016	anonymous		COMMENT FORM - WELLSRING - Raising the fare is unfair to the people. We have a hard enough time getting fare as is. Raising the fare .50 cents is more feasible \$1.50 is too

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28607	3/1/2016	Linda	Pitts	I purchase a monthly pass to be able to get to my doctor appointment, social security, shopping and places I like to volunteer. Paratransit is my lifeline for transportation due to my limited vision and limited mobility. I have to be so careful with places I want to go to be safe and the monthly pass is convenient and I am guaranteed I'm able to get to places throughout the month.
28608	3/1/2016	Laquisa	Lawson	COMMENT FORM - WELLSPRING- Blank form
28610	3/1/2016	Dranna	Hatch	COMMENT FORM - WELLSPRING - I can't afford it too much for me.
28611	3/1/2016	Linda	Ostermiller	I am on a fixed income and purchase a monthly pass I travel more then 28+ trips a month. I rely on paratransit die to my disability I am in a poer wheelchair and have no other options to get to necessary appointment for docotrs and special events. I am opposed to eliminating the monthly pass but willing to pay an increase amount but not limiting the number of rides I take on paratransit.
28612	3/1/2016	Dori	Russi	What am I going to do if RT discontinues the monthly pass. I can barely afford the monthly pass now on my fixed income Social Security Disability. I am having to go to the doctor daily for radiation and not able to volunteer at the horse ranch like I love to do. I want to to Channel 3 and show them the difficult time I have in my scooter getting places daily. I don't understand. RT is focused on the wrong group on people - those that are disabled.
28613	3/1/2016	Linda	Oneal	Increasing the fare would limit the number of ride taken on paratransit. Pax travels with paratransit for safety reason die to visually imparied with service dog. Safety is fax many concern for the places she like to go. RT is not really an option. Finds it very unsafe to walk to the store and crossing mach road at any time of the day. With the increase in faer may require her to take that risk. The community does have village shuttle/Molina shuttle free.
28614	3/1/2016	Diane	Elliott	Very concern of the impact on my financial hardship because my income is fixed each month. I already have a transport bill for \$69.99 because my insurance didn't cover me coming home from the hospital. I just don't understand how raising the fare is going to help this service. I see it hurting me people all over Sacramento. I advocate for the monthly pass to not go away.
28615	3/1/2016	Elsie	Lambert	I don't ride Paratransit that often but whenI go are necessary places for me. Rasing the fare just isn't fair to seniors. I'm on a fixed income and I pay cash for my trips. My rent is going up but not enough money to move, my rides are going up. Pretty sonn I won't have mney for medication or food.
28616	3/1/2016	Elaine	Chew	I'm living in a Senior Living location and I thought riding Paratransit was unconditional for ridership. But I sent in all my paperwork to Regional transit and have not heard from one Doctor at this time.
28617	3/1/2016	Diane	Treas	Visually impaired, fixed income, relies on paratransit for all transportation, no other options for shopping or other appointments. She has medical issues, goes to YMCA to exercise 3 times a week, attends the Ethel hart program 2-3 times a week. Often needs to go to Mather to the doctor because of medical issues. Diane expressed how difficult it is to go places as it is now. increasing the fare just limits the places they like to go to sustain a normal life for health reasons. She likes the way things are now for their rides. She purchases a pass and Arlie gets coupons for his rides. This works well for their budget and what they do on a daily basis.
28618	3/1/2016	Edward	Pierro	I don't understand why the monthly pass is going to be eliminated. I have to go to dialysi s3 times a week. I also go to the grocery store and visit my friends when I can. I'm in a wheelchair and have to use Paratransit to go anywhere. There are no options for to get places other than Paratransit. Please don't take the monthly pass awa. This is my lifeline for dialysis.
28619	3/1/2016	LeeAnn	Estacio	I currently work for the state of CA and use only paratransit to get to and from work and to Dr appointments. I currently am in a power wheelchair and no vehicle other than paratransit can I travel. Paratransit is safe to travel and purchasing the monthly pass is convenient. My concern is how will the state reimburse me for my transportation if I have to purchase coupons and the monthly pass is eliminated. With my purchase of the pass I get reimbursed. I can't travel on RT to be reimbursed for a monthly pass. I could be looking upward of \$200 extra in transportation that I just won't have in my budget with my family. this is really going to
28620	3/1/2016	Edna	Betlach-Odega	Very limited income Social Security. No other opotions for transportation for other events. She would still have to pay someone to go places. Does not want to be shut in home. It's bad enough now. Currently pays cash. Concern on how she would get the additional \$1 to ride every time. Just inconvenient.
28621	3/1/2016	Della	Way	Fixed income SSI, needs paratransit for the lift, uses the walker, rider for 30 years, food stamps only \$16. Purchase coupons, measures the number of steps for my trips to make sure I'm safe, bad knees. RT shouldn't be targeting of this increase to the disability RT is too far to use this service from where I live especially when I need to go to the store.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28622	3/1/2016	Linda	Wilson	I just don't understand I live on social security- fixed income. My rent is going up and RT want to raise my fare to ride paratransit. I can barely afford \$5 now. I can't do anything extra even if I wanted to because often times by the end of the month I have no money to do anything. I use paratransit for doctor appointments and shopping. I have to budget everything every month I just hope nothing really bad happens I won't be able to do anything about it. Cash is hard to come by that \$6 and find the extra dollar is stressful. I may have to move out of Sacramento. I just don't understand it's just too expensive.
28623	3/1/2016	Deborah	Amy	Currently on a fixed income SSI, Pax is visually impaired. She relies on Paratransit to get to places safely. The monthly pass is so convenient for her to not have to worry about having cash on hand. She stated with a white cane she feels she could be a target for money. Currently, she needs to go to Kaiser often for classes, therapy, and doctor appointments three times a week. Being paratransit offers door to door service she is in a safe place to travel. Raising the fare would really create a financial hardship trying to decide to go to the doctor or eating. She needs to do both.
28624	3/1/2016	Kim	Maurer-Jones	Really concern the monthly pass will go away. I ride to Easter Seals and would like to go more often when I have the monthly pass It's just so convenient to know I can still go place at the end of the month no worries. When will this start and how will I be informed? I have to be prepared.
28625	3/1/2016	David	Whitaker	I am a Veteran going to the VA hospital is what I primarily use paratransit for since I'm in my scooter. Don't understand why fares have to go up.
28626	3/1/2016	Cynthia	Spurling	I am so concerned for myself on my fixed income SSI and I am having to find alternative transportation to my medical appointments. Safe Transport has been helping for my insurance will cover the trips to the doctor. Now I am able to go to see my doctor and physical therapy. I would not be able to afford this on Paratransit. I will continue to use Paratransit for other trips shopping by purchasing coupons in the future.
28627	3/1/2016	Christine	Farley	Currently uses a monthly pass average 30 rides a month, on a fixed income SSI, necessary for her to use paratransit for doctor appointments for her and son's appointments, school and shopping. Not having the monthly pass would have her not going to very important appointments for herself for housing and health. Passenger gets very confused riding RT and is not close to RT bus stop.
28628	3/1/2016	James	Jowers	Pax is on a fixed income social security. Financial hardship. Travels about 15+ trips each month pays cash. Drifficult time getting cash, pax is worried about how he is going to get tthe cash for all the rides he takes. Plus the trips having to fo to the bank for cash since paratransit just won't stop at the ATM makes it difficult. Just makes life more difficult and stressful. Pax explained to me where he lives is not close to anything so in order to get things done he has to ride paratransit because of his disability. He needs to go to the DR for appointments, medication food. He doesn't want to not eat or not take his medication.
28629	3/1/2016	Charlotte	Murray	My biggest concern is not being able to go anywhere but to the store for food each month. I'm on a fixed income Social Security and at my age that's all I have for an income. My husband pasted away so it's just me. Last year had to take out a loan to get the house repaired plus property taxes each year by the time these are paid I only have \$120 for food and transportation. If I don't check recipes for what I want to cook and forget to purchase an ingredient I'm stuck figuring out something else to cook. Definitely no go. I worry each month about meeting my finances.
28630	3/1/2016	Spangler	Kenneth	I am concerned for the fare increase because noe this is going to increase my cost by 3X. I currently ride paratransit at least 50+ trips a month. It works well the way it is now. I currently need to go to dialysis 3x a week and Dr appointments and shopping. I can barely afford doing the necessary things in a month as it is now. I feel this is discriminatory by keep the RT pass but then taking it away from those that need this service on Paratransit. Being in a wheelchair I have no choice and I don't like it at all.
28631	3/1/2016	Kelli	Scott	I am a cancer patient and paratransit is my lifeline to getting to my chemotherapy. I currently purchase a monthly pass to ensure I am able to get to these important appointments. My income is very limited so having to pay for each trip @ \$6 I would not be able to get to all my appointments. Please don't discontinue the monthly pass.
28632	3/1/2016	Angela	Shortt	Having lived in Sacramento and Oakland service her is just not good. But Oakland is less fare to ride and I was able to go all over the place, Alameda, San Francisco, Berkeley, just all over the place. I used to ride route 63 to go to school and it does not exist anymore. My health now has me in a wheelchair and trying to ride RT I cannot do anymore. Paratransit is my transportation to the store for food and doctor appointments. With my limited income, SSI that all I can afford to do. Raising the fare just means I will limited the food I eat as it is now or no medication .

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28633	3/1/2016	Julia	Coleman	Travels 25+ trips a month with a pass. Pax advised me she used to being able to ride rte 61 on RT but it was reduced route for trael and no weekends or holiday service making ridership increase on paratransit. Going to school she liked the ability to purchase monthly pass from the school for paratransit. She like the convenience and safety for a pass. Not having to do too many things at once getting on the bus because of disability she is trying to make life easier not more difficult. If she needs to purchase coupons she will not be able to travel safely. Bu tthe pass is so much better and safer.
28635	3/1/2016	Andrea	Edes	I'm so opposed to this increase of the fares especially for the monthly pass being discontinued now that I'm going back to work and with the minimal amount of money I make and additional \$115 to my budge is not feasible to my budget. My health means a lot but I'll have to not purchase medication in order to account for the additional money. I currently take medication for diabetes, I have severe anxiety and panic attacks. I don't see why my health has to be jeopardized when I work and make al living for myself but my disability has me paying more to get places like work, doctor appointments and shopping. I have contacted state senators and city officials of how wrong this is to those with disabilities.
28636	3/1/2016	Rick	Ottowa	See attached email - I am a daily user of RT services. I regularly ride a commuter bus (109) but I often ride other bus routes and Light Rail for various personal, business an medical appointments. I wholeheartedly support the full fare increases proposed by RT staff. I am certain that you badly need this additional revenue. If these full increases are not authorized, you would have to implement service cutbacks to make up the difference - and I do not want to see ANY cutbacks in any services. I know there are bus trips - especially in the evening - that are financial losses because of low ridership. Even with the fare increass, RT would still be subsidizing these trips because the operating cost will stil exceed the revenue. However, there is something to be said for the general community benefit of having good public transportation "coverage" not jus tgeographically but also as to most itme sof the day.
28637	3/1/2016	Catherine	Braymer	All I have to say is "I want the fares to stay at \$5"
28638	3/1/2016	Carol	Morse	I am 72 years old, living alone, limited vision and will need glaucoma surgery soon. I moved to this location last May because it's close to a grocery store and now the store is closing in 2 weeks. I was able to make my way to the store myself but if I have to pay an additional \$12 to get food that cuts out food I need to have a couple of meals. I have no family or friends that can help me out. I really don't know what to do. Paratransit is safe for me. If I were to use RT trying to navigate I would get lost.
28639	3/1/2016	Barbara	Cooper	Please don't increase the fare to \$6. I want to continue to see my husband in the convalescent hospital. I currently go 2 - 3 times a week and Paratransit is my only way to see my husband. I do purchase coupons which is convenient for me now. Paratransit is the only option for me to go places I need to each day. I am limited in the distance I can walk with back pain. I use a walker for assistance. My income is limited and it's hard enough with my
28640	3/1/2016	Carmen	Quintana	Extreme financial hardship, I am in a power wheelchair and visually impaired. I go to the doctor 3 times a month plus shopping. Forget going any where to enjoy myself. Everywhere I go I need a care attendant to assist me. This is getting expensive for their time too. Dialysis three times a week, use another service that her insurance pays for transportation. Fare are just too high compared to Denver, CO, Grass Valley. I just do not understand why the fares are so high in comparison to the other cities I've lived. Public transportation is just not an
28641	3/1/2016	Beverly	Hall	I have to get my grandson to help take me shopping but I use Paratransit to go to my doctor appointments when I'm not able to get my grandson to take me. I only pay cash. Haven't had to use paratransit that often. I'm not able to us the city bus being my age I get tired easily. I did find out that now I can ride past 5 PM, didn't know that until I was called about the fare increase and my concerns.
28642	3/1/2016	Carlos	Johnson	My son needs to go to these programs at the wellness center and to t-core at hrc, my husband and I will count pennies to make sure Carlos get to these programs. Eliminating the monthly pass makes it difficult. Please don't take the monthly pass away.
28643	3/1/2016	Barbara	Vodden	My concern is have the cash for my rides and finding an extra dollar, I always pay cash and the increase will just be an inconvenience. I do use a walker to get around so Paratransit is a much easier way to go places.
28644	3/1/2016	Barbara	Larson	I don't understand why the fare has to increase when people are on a fixed income, SSI like me. I currently use Paratransit for important trips to the doctor, getting my medication, shopping, salon and church. My income has not increased and trying to manage my budget is hard and stressful. I currently pay cash for my trips and now I have to stress over another \$1.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28645	3/1/2016	James	Ramsey	I take 1 + trips a month in a scooter so it's difficult to ride RT, just not close to a bus stop for the times I need to be places. Paratransit is safer and I can travel to places I need to go for appointments and outings. Currently pay cash for each of my rides. The increase becomes a financial hardship trying to come up with the extra dollar if the increase takes place.
28681	3/2/2016	Karen	Jacques	See attached (2 pages) letter hand delivered to Admin Office on 3/1/16 - Sacramento Transit Advocates & Riders - Statement on Sac RT Proposed Fare Increase March 1, 2016 As riders, advocates, and tax payers, we are very concerned about the fare increase that Sac RT proposed at the Jan 25, 2016 board meeting for several reasons. Increased fares will decrease ridership. The current fare increase disproportionately impacts seniors, disabled and those who are low income, many of whom live in already undeserved areas and rely on public transportation. The proposed fare structure may place RT in violation of Title VI requirements. We support an across the board increase of 5% provided RT agrees to commit to the following and to reporting about its progress at the RT Board Meeting no less than quarterly: See attached for a list 1-8 comments.
28685	3/2/2016	Laurie	Jones	See attached Paratransit rate increase Proposed Elimination of the month pass chart.
28686	3/2/2016	Roza	Nelson	See attached email - I am not agree with the rate increase for over 62 years of age. Social security said there is no inflation and they did not give a penny raise for this year. The monthly social security check is the same but everything is going up. Food in the grocery store cost more, rent cost much more and now the transportation will be higher. You raise the monthly pass with 40% from \$50 to \$70 for retired people. The discount pass always was half of the regular fare. Regular fare was \$100 and discounted was \$50. Now the regular will be \$120 but the discounted will ber \$70 instead of \$60. This is not fair for the old people. Why do they punish old people. If you raise the prices would be nice if you bring back the free pass over 70 years of age, at least give back something to the community. Over 70, people don't travel so often so you would not loose much, but would be good to know that you take care for older people while you raise the prices.
28691	3/2/2016	John	Trotter	See attached - I just need to know when this may go into effect to make arrangements with my care giver that comes to the house for assistance of getting to the doctor or the store. I don't use paratransit tha toften but only when my care giver is off and I need to go places.
28692	3/2/2016	Judy	Kemp	I go to dialysis Monday, wed., and Fri., church and bible study two times a week. Doctors appointments when needed and all my shopping. I have to get around in my wheelchair and my vision is impaired. I have no other options of getting around on my own I completely need Paratransit so please don't take away the monthly pass. My income is so limited now and increasing the fare to \$6 means I don't eat. I just cannot afford any increase in transportation.
28693	3/2/2016	Joanne	Holt	I live on social security and my retirement. I purchase a monthly pass to travel to my my Ethel Hart, social events, doctor appts and shopping. When I get around I need my walker and I'm on oxygen 12 hours a day. I like to have the monthly pass for emergencies towards the end of the month and being comfortable to not have cash on me every time I travel. It's a matter of safety and convenience too. coupons are inconvenient I loose things easily and it wil cost me 2x the amount as what I pay now. I'd have to take away from something like food
28694	3/2/2016	Frankie	James	Where I live I am not close to anything so I need Paratransit to get to all the places on my schedule for the month. My trips are for the doctors 3-4 times a month, church and shopping. RT is not accessible for me without being difficult fo rme physically. I've gone from being mobile to being in a wheelchair. I have no other means of transportation I rely on Paratransit. If the fare is increased, it then becomes a decision between food or medication. Just do't know how I'm going to do it.
28695	3/2/2016	Janet	Shankle	See attached - Daughter (Celine McKei) very concern fo rmy mother lives alone and goes to dialysis 3x a week. Eliminating the pas would create a very difficult financial stress of over \$80 a month plus utility bills, food, medicine. What does she do to get by on limited income? My mother current purchases a monthly pass knowing allof her trips fo r the month are covered. She has no other option for getting her to dialysis 3x a week.
28696	3/2/2016	Geraldine	Olia	Currently passenger rides paratransit about 20+ trips a month; purchases a monthly pass for her rides; receives SSI on fixed income. Passenger would consider a monthly pass with limited rides if it still allows her to travel and volunteer. Passenger is a volunteer at a school on Orange Ave. five days a week. Currently uses paratransit for her many doctors appointments due severe pain and shopping. Passenger does not want to give up volunteer work for this keeps her happy. Does not want to be shut in.
28697	3/2/2016	Charles	Dicken	See attached from Charles & Prudence Dickens - We both ride Paratransit in Sac and the bay area. The bay area is oly \$3 so I don't understand why Sac is \$5 and wants to raise it to \$6. Just does't make sense to me and my wife. We are both visually impaired so RT is out of the question for transportation. Paratransit is our only transportation anywhere we want and need to go. Raising the fare really will make it hard on the palces we need to go.

Fare Increase Comments

From Phone, Email, Web, and Open Houses

Feedback ID	Date Received	First Name	Last Name	IncidentDetails
28700	3/2/2016	Sharon	Welsh	See attached - I need the pas because it more convenient. I don't like to carry money on me and be at risk of theft and with the pass I can make sure I get to the doctor appts and to volunteer each week. My trips are necessary for me I really dont' have a choice but to ride Paratransit as I am in a wheelchair and need assistance.
28701	3/2/2016	Howard	Blair	I really appreciate paratransit for the service. At my age 76 having been in the military so I really do appreciate all the places I can go. I go to dialysis 3x a week my doctors off Madison, my dentist off Greenback and my church. I worry about the pass riders so I see why riders say they want to get thier money's worth. I'm not opposed to raising the month pass fare but limit the number of rides.
28702	3/2/2016	Eve	Maitland	I strongly disagree with RT taking away the monthly pass. I work and recieve SSI. I am legally blind so I rely on paratransit to get to and from work, Dr appointments an dshopping every day. This becaomes cost prohibited for an one on disability. I really would like everyone making this decision of raising the fare to ride pratransit and shadow me for a day and see how I get around.
28703	3/2/2016	Fawn	Young	I'm on such a fixed income with SSI that an extra dollar per ride would be so difficult to ride paratransit. I only use paratransit for medical appointments but have not been riding as much due to the number of appointments I've been having each month. Try to rely on friends to get me there bt trying to schedule around their work schedule is difficult. Please don't raise the fare. I really will not be able to go anywhere.
28704	3/2/2016	Florence	Craft	I'm concern of this increase because it will affect me financially making very difficult for me to make ends meet. I travel on paratransit for all my needs since I'm in a wheelchair and need assistance. My trips are to the doctor and to the store. I am concerned because I'll be needing to go to the doctor at least three times a week plus medication. I've got to eat now what do I do. I'm scared.
28706	3/2/2016	Evelyn	Miller	I am currently on SSI and my income is fixed. I attend ADHC in Rancho Cordova 2-3x a week and often need to see my DR throughout the month. Paratransit is my only means of transportation since I'm in a power wheelchair and have no one with a vehicle I can ride in safely. Why do they need to raise the fare? It impacts the wrong people financially and SSI isn't increasing.
28707	3/2/2016	Judith	Del Rio	I am so concerned for the fare increase. I am a new paratransit rider and being legally blind I'll be relying on this service for my classes at the Society for the Blind downtown. I decided to purchase a monthly pass for march I'd really hate to have the monthly pass go away. I don't want to be stuck in my house anymore.
28708	3/2/2016	Joyce	Tezino	I am on a fixed income Social Security Disability, my income has not increased but everything else is increasing. To increase the fare would really be a financial hardship. I have my rent, utility bills and medicine to purchase each month. If the fare increases I'll just have to stop purchasing my medication I have to eat. I can't drive being elderly so paratransit is my only way to get around to my doctor appointments and shopping for food.
28710	3/2/2016	Jaclyn	Koehnke	I don't know how to say this but I worked for 68 year saved in my pension but when it came time to retire my money was in junk bonds with nothing in my account. I've been receiving SSI but it's not enough for me (visually impaired) and my service animal. I have four caregivers and a friend that helps me with making sure my service dong is feed each day. I appreciate the paratransit drivers and what they do for me every time I ride but I don't understand the reason why you need to raise the fare.

From: Mike Barnbaum <mike_barnbaum@comcast.net>
To: Sonseeahray Tonsall <stonsall@fox40.com>, Tony Bizjak <tbizjak@sacbee.co...
CC: Mike Tavares <mike0476@aol.com>, Justin Marshall <jaymarzz1035@gmail.com...
Date: 1/23/2016 12:56 PM
Subject: Sacramento Regional Transit District Change in Fare Structure Proposal: Position Paper from "Ride Downtown 916"

Dear Stakeholder/Reporter:

Thank you for contacting "Ride Downtown 916" regarding the Sacramento Regional Transit District Change in Fare Structure Proposal. We definitely have a position on this matter, and would like to share it with you via this electronic communication. Unfortunately, we will not be available and in attendance on Monday, January 25th at the Auditorium of the Sacramento Regional Transit as the Hornets take on the Kings at 7pm at SleepTrainArena. We will not miss another Board of Directors Meeting of the Sacramento Regional Transit District after this Monday Night. While we did take notice that there are at least three additional Kings games on Monday Nights in which the Board of Directors is Scheduled to meet, they, thankfully, are on the road. So as a result, there is no scheduling conflict as far as attending future Board of Directors Meetings of the Sacramento Regional Transit District is concerned, starting with the next meeting on February 8th.

As far as the "Ride Downtown 916" Grassroots Organization is concerned, we mainly favor the information in the staff report as far as the proposed prices are concerned, as well as holding off any formal adoption of the matter in full until Monday, March 14th. We only question some proposed fares when we do the math, if, and only if they are not at 50% of the full price. For example, the proposed monthly pass price is \$120.00 starting in July. Why should the discount monthly pass be priced at \$70.00 rather than \$60.00? Hopefully, this, as just one example, is a clerical error or "typo" as some would put it, as we believe riders who are eligible to buy a discount fare, should be eligible to pay for such a fare at 50% off the regular price - no more and no less of a discount from that.

WHY DO WE MAINLY FAVOR, RATHER THAN OPPOSE THE "DRAFT" PROPOSAL?

From what we have heard in our latest meeting at the last Kings Game up in the Cantina at SleepTrain Arena, located up top behind Section 215, Regional Transit needs to provide more service, yet most importantly, more quality service. There is an old saying, we were reminded of back on Thursday night when the Kings played the Hawks, and that is, "You get what you pay for." That appears to be true with Regional Transit service. Sacramento County does not collect a full percentage of sales tax for transportation, yet alone transit, like Los Angeles County does. This is one reason METRO operates late night service on Friday's and Saturday's in and near the StaplesCenter, but the Sacramento Regional Transit District lacks the funds to due such a thing, even near the Golden 1 Center. It is a transit service tragedy that will only get worse if the Sacramento Regional Transit District has to continue dipping into reserves to balance their budget, and as a domino effect, maintain service as is, or implement more major service reductions. With that being said, and to borrow the words of the great band Twisted Sister, "We're not going to take it --- Anymore!!!"

The fares have to go up, mainly to what is in the January 25th Regional Transit Issue Paper, otherwise, we could be in violation of California Senate Bill 743 (Steinberg). Which is the modernization of the California Environmental Quality Act. A section of that bill requires a significantly higher level of transit service be operated in and around the Golden 1 Center, versus what is currently being operated at the existing SleepTrain Arena. Going forward, funding is going to be both critical and crucial. We also need to collaborate with the Sacramento Transportation Authority on a November Transportation Ballot Measure that includes all modes of transportation so that there is something for transit users as well as non-transit users. Nonetheless, it has to start somewhere, so why not start with changing the fare structure of the Sacramento Regional Transit District by adopting new fares on March 14th, that take effect on July 1st.

WHAT ARE OUR EXPECTATIONS REGARDING MONDAY AND THE PROCESS ITSELF?

While we are in attendance for Hornets @ Kings on Monday at SleepTrain Arena, we expect the Board of Directors of the Sacramento Regional Transit District to make a motion and a second to forward the Monday Issue Paper for January 25th for a 30-Day Public Review and Comment Period, which would include, but hopefully not be limited to, two Community Open Houses in which the public can come to the Regional Transit Auditorium, and Regional Transit can go out to the public at either a community center and/or a Local Government Center (Rancho Cordova, Citrus Heights, Elk Grove) to gather public input on changing the fare structure throughout the month of February. We then hope that from the comments received, Regional Transit Staff will go through them all, and bring back, on March 14th, a revised issue paper for final public comment and adoption of a new fare structure and prices that would become effective with the new year that would start on Friday, July 1, 2016. We could then, in turn, work with the Kings on what the transit prices would be for the 2016-2017 Season - the first season in the Golden 1 Center based upon well known and approved information once business opens on March 15th and beyond. This date is still a date in the current season, which makes it all the better in preparing for next season.

If there are any questions or comments you have of us, please feel free to contact me regarding this and additional transit matters as well.

Sincerely,

Mike Barnbaum, Founder of "Ride Downtown 916"
Find Us On Twitter At: @RideDowntown916
Mobile Phone Number: (916) 390-3989

Sent from my iPad

James Drake - Fwd: [BULK] Fare Increase Feedback

From: RoseMary Covington
To: Alane Masui; Bernegger, Brent; Diane Nakano; Drake, James; Greta Voh...
Date: 1/27/2016 10:35 AM
Subject: Fwd: [BULK] Fare Increase Feedback

This went to all Board members.

>>> <nloretdemola@calworkforce.org> 1/26/2016 1:28 PM >>>
 Good afternoon,

After trying all day to submit comments on the RT website, and seeing error messages each time, I've decided to write you all personally with my opinions on the rate hike.

Four key points that bring me to this conclusion:

- 1) I am a nationally-recognized advocate for workforce development,
- 2) I am of the believe that public transit is an essential tool in the fight against economic disparity and for equity,
- 3) I ride RT every day to get to and from work, from Old Foothill Farms to 9th and K downtown,
- 4) I am not opposed to rate hikes.

I did some dirty and quick analysis and came up with 24 light rail/bus systems across the country that run a flat fare like we do (as opposed to distance-based). In terms of regular rates, we would move behind Philly's \$3.75 as the second most expensive regular rate in the nation.

I then found the median income, living wage, and poverty wages for the 24 locations and did rough calculations in terms of what percentage of a person's income would be spent riding transit if they had a full time job in the city and used transit every workday.

For people making the median wage in their respective cities, the cost of RT in Sacramento currently ranks 11th. It would rise to 5th with the rate hike. For people making a living wage, Sacramento is tied for 9th. It would rise to 2nd with the rate hike. For poverty level we would be #2 in the country.

Basically, we would be pricing our system at an ultra-premium level.

Trends that are decreasing access to both housing and transportation in Sacramento city proper are troubling. Jobs are supposed to be available in the city with the arena project (which I support, btw). But companies are facing a decrease in skilled, work-ready employees. Part of the solution is job training and increasing access to affordable education. Just as important is access to those jobs via affordable childcare, housing, and transportation options. The long term impact of isolating workers via housing and transportation inaffordability is the isolation of the working poor, geographically and economically. At worst, new businesses opening downtown will fail because of a lack of employable individuals and the loss of a large swath of the region's population to develop into a customer base. This is also why the city-only fare is a good idea, but does not address the needs (and the increasing future needs) of the lower-income community that is being driven from the city.

Seattle and SF have gone to fares based on income levels, and Cincinnati has DSS programs helping to subsidize transit fares for low income people. Double my rate. I'll figure it out. We need a subsidy or a program to ensure that those who face economic hardship don't have yet another straw added to their back and another impediment to full employment.

On another subject, the elimination of the paratransit monthly pass is a fiscally responsible measure. However, the idea of passing the cost onto the organizations that currently pay the monthly rates (a lot of community-based organizations) is not feasible. These CBOs are largely non-profit, and do not have

the resources to pay the extra \$100,000-plus estimated in increased fees as stated in the staff report.

Likewise, the elimination of the monthly fee will lead to litigation under ADA. And while the letter of the law would see SacRT victorious, the spirit of the law, the public battle, and the legal fees that would have to be spent to fight any suit would potentially endanger RT even further.

The key to all of these problems is entrepreneurship. There are foundations begging to get involved with social causes. The Kellogg Foundation, Bill and Melinda Gates, and literally thousands of others.

Infrastructure and transportation are not the sexiest issues, but with a proper sales job and focus, connecting with these foundations is a great way to seek outside investment in the system. Likewise, lobbying efforts at the state house to secure transportation funding that goes beyond roads, but to rail and bus transportation, is a necessary part of the equation.

Quickly, one last point. The idea of distance-based fares is an awful idea. First, the infrastructure cost to develop a ticketing system that could handle distance fares would be extraordinary. Second, you would be effectively charging more to people who can't afford to live in the city, which shows a bias against the poor. Third, we need those people to come in and work the jobs in the hotels, restaurants, and the arena. These jobs are low wage. We cannot add even more of an economic burden to their employment.

Thank you for your attention,

Nick Loret de Mola
California Workforce Association
1107 9th Street, Suite 801
Sacramento, CA 95814
[916.325.1610](tel:916.325.1610) (office)
[916.325.1618](tel:916.325.1618) (fax)
www.calworkforce.org

CWA's vision is a prosperous California where thriving industries are sustained by a highly skilled, diverse and innovative workforce.

28132

From: "Kathy Sachen" <kathys@paratransit.org>
To: <customeradvocacy@sacrt.com>
Date: 2/17/2016 8:06 AM
Subject: [BULK] Fwd: Paul Rever Reponse RT SEEKING FARE INCREASE AMOUNTS

Good Morning,

I received this email from one of your passenger's in reference to the Fare Increase Proposal. This passenger rides both fixed route and Paratransit. His name is Ken Jervi; address is 3224 Kentfield Dr, Sacramento, CA 95821.

Sincerely,

Kathy

Kathy Sachen
Transportation Operations Manager
Paratransit, Inc.
kathys@paratransit.org
916-429-2009 ext. 7341

>>> on g <commandwords@gmail.com> 02/15/2016 12:35 PM >>>
Dear Sir(s),

In your attempt to foster higher revenue at the expense of the consumer(s) there are a few factors that you have grossly ignored that I am desiring to help you better understand in the worst economics since 1939 that I personally can bear a true statement as I lived through it taking over 15 years to completely recover.

When you hold your proposed meetings they are generally scheduled in the evening beginning at 1800 hours that ends approximately at 1900 - 1930 hours. Also we Senior Citizens are required to pay our bus-lite rail fare(s) that as we are living

under the lowest poverty level of the nation's economic level that each dollar down to the last penny that is ear marked for our budget to survive.

Please provide free fares to and from your RT Bus Board of Directors meeting that will produce an accurate and true response to your proposed fare increase from the general public at large.

RT Bus must also be aware they are placing we Senior Citizens at High Risk.as to the following:

We Senior Citizens, Elderly, Senior Citizens, Disabled Individuals and Handicapped Persons are TARGETS any time we enter the public as there are not any concern(s) what may happen when we are attacked, assaulted, beaten, injured, robbed and placing all of us in grave danger especially when it is DARK of any day or night that we are FORCED to be PLACED IN DARKEN AREAS at RT BUS STOPS WITHOUT ANY LIGHTING FOR OUR SAFETY.

I sincerely believe that RT Bus does not have any knowledge nor does said company have any compassion or empathy concerning the following by evidence of this Fair Increase Proposal:

1. Senior Citizens
2. U,S, Veterans
3. War Time Veterans
4. Disabled Individuals
5. Handicapped Persons
6. Manual Wheel Chair Victims (MWW)
- 7, Battery Powered Wheel Chair Victims (BPWW)
8. Amputees
9. The Improvised Poor People
10. The Mentally Challenged Individual(s) (groups)
11. Single Parent(s)
12. Low Income Persons
13. Unemployed Individuals

It is interesting that during Depression economic hardships the following first lines of Source of Revenue (SR) are none other than Senior Citizens represented by their Payments from Social Security which is a part of the U.S Treasury Department.

RT Bus Lines may raise a defense that they are not directing any measure(s) at or to Senior Citizens as stated a primary Source of Revenue group however it is clearly understood and totally agreed that the Senior Citizens will be the 1st ones to be laden with a means to pay a heavy Fare Tax Fees placed upon their backs when they DO NOT have any INCREASE from any Monetary Source for their relief.

1. Private Employment Income- ZERO Not Employed

2. Federal - U.S. Govt. -ZERO none forthcoming

No public government funding raise for 65 million

for United States Social Security Low Income People for 2016 or possibly
2017 - last COLA

(Cost of Living Adjustment) late 2014 early 2015

3. Private Funds and Savings - most of these funds are rapidly being sucked
dry by the following:

- a. Insurance Policy Fees
- b. Medical Fees
- c. Medicine Drugs
- d. Food
- e. Housing
- f. Transportation Fares

Therefore the Proposed Fares Increase has been

stated nationally where upon that RT Bus Lines will

be charging the California consumers within the

Sacramento County as to the general public including various other

designated named areas of Arden, Carmichael, Del Paso, Fair Oaks, Folsom, and Granite Bay that will be highest Bus Fare operating within the entire United States of America.

May I ask why have we been selected for this prestigious title where it has been stated many times over that the

state of California is so poor yet California's economy has surpassed the countries of Russia and also Italy to become the seventh-largest in

the world, according to the Center for Continuing Study of the California Economy?

Whereas should this above fact be true then why is

Regional Transit having to raise Fares after they

purchased *96 forty foot NEW BUSES that includes

11 twenty-seven foot NEW BUSES FOR 56 MILLION DOLLARS with tax? Bear in mind that one of these forty foot Buses cost \$580,000 each and all of these buses were purchased in the years of 2013 to 2014 that this bill for 56 MILLION DOLLARS WILL BECOME Payable in sequence whole or part.*

*Source: Sacramento Regional Transit Procurement Department upon this date of Feb. day of 15th, in the year of 2106

It is just *conveniently* appropriate when WE

California general public consumers are served

with a Writ for a RT Proposed Fare Increase of 1.4% each and everyday usage that is taking money away from the poor as we Senior Citizens are having a hard enough time paying our bills just to stay alive.

This RT Proposed Fare Increase of 1.4% is liken to when Pharaoh commanded HIS over seer. "You shall give them (Israelites - slaves) straw no more to make their bricks....." that forced a direct question, " Where does the "Straw" come from?

The answer became very clearly understood when all of the Israelites left Egypt and the Pharaoh was left without any Man Power to run his own kingdom forcing the Egyptians Upper Class to perform manual labor leading to the end and demise of his kingdom.

Please present another means to generate capital by using having drawings for free day passes, monthly passes and a grand winner of a annual bus lite rail pass causing the populous would become eager to help support increase in RT Bus sales rather than being treated by the Israelites

in bondage where they fled to FREEDOM and started a nation of their own in another land.

These Proposed Increased Rate Fares will drive many Consumers to purchase, "A One Way Fare" leaving the boundaries of RT just as the Israelites did.

Here to fore you may count this letter to be one of a direct dispute that I shall and will support all that share my same feelings and interests until it is resolved to a mutual interest(s) to one and all that are presently involved.

K.E. Jervi



Title VI Equity Analysis
for Fare Changes Proposed for July 2016
and for July 2017

DRAFT

~~February 4~~ March 14, 2016

CONTENTS

1. Purpose of Analysis.....	1
2. Project Description	1
3. Title VI Requirements.....	42
4. Data and Methodology	4
5. Effect on Minority Populations.....	87
6. Effect on Low-Income Populations.....	130
7. Conclusion	154

FIGURES

1. Proposed Fare Changes For July 1, 2016 Implementation	1
2. Key Statistics on Existing Fares	3
3. Minority Fare Payment Splits – Existing Conditions	65
4. Low-Income Fare Payment Splits – Existing Conditions	76
5a. Minority Fare Payment Splits – Proposed Phase 1 Proposed for July 1, 2016	98
5b. Minority Fare Payment Splits – Phase 2 Proposed for July 1, 2017.....	10
6a. Low-Income Fare Payment Splits – Phase 1 Proposed for July 1, 2016.....	119
6b. Low-Income Fare Payment Splits – Phase 2 Proposed for July 1, 2017.....	12
7a. Projected Change in Average Fare – Minority and Low-Income Splits – Phase 1	154
7b. Projected Change in Average Fare – Minority and Low-Income Splits – Phase 2 ..	16
8. Thresholds of Statistical Significance.....	17

1. Purpose of Analysis

Pursuant to RT’s fare change policy and in accordance with federal Title VI civil rights requirements, the purpose of this analysis is to identify and document any potential disparate impacts on minority populations or disproportionate burdens on low-income populations resulting from changes to RT’s fare structure.

2. Project Description

RT is currently considering changes to its fare structure, to be made effective ~~on~~ in two phases, with the first phase taking effect on July 1, 2016, and the second phase taking effect on July 1, 2017, as described in Figure 1.

Figure 1
Proposed Fare Changes
For July 1, 2016 Implementation

Fare Category	Current Price	Proposed Price July 1, 2016	Proposed Price July 1, 2017
Single Ride	\$2.50	\$3.00 \$2.75	\$3.00
Single Ride Ticket – Light Rail Only	Time limit reduced from 120 to 90 minutes		
Discount Single Ride *	\$1.25	\$1.50 \$1.35	\$1.50
Daily Pass	\$6.00	\$7.50 \$7.00	\$7.50
Discount Daily Pass *	\$3.00	\$3.75 \$3.50	\$3.75
Monthly Pass	\$100.00	\$120.00 \$110.00	\$120.00
Semi-Monthly Pass	\$50.00	\$65.00 \$60.00	\$65.00
Student Semi-Monthly Sticker	\$25.00	\$30.00 \$27.50	\$30.00 **
Student Semi-Monthly Sticker Free/Reduced Lunch Eligible Students	\$12.50	\$20.00 \$13.75\$17.50	\$15.00 \$20.00\$30.00 **
Senior/Disabled Monthly Sticker	\$50.00	\$70.00 \$55.00	\$60.00
Senior/Disabled Semi-Monthly Sticker	\$25.00	\$35.00 \$30.00	\$32.50
Super Senior Pass	\$40.00	\$40.00 \$42.00	\$40.00 \$45.00
Paratransit Single Ride	\$5.00	\$6.00 \$5.50	\$6.00
Paratransit Monthly Pass	\$125.00	Eliminated \$150 Limit to 44 rides/mo	No changes

* Discount single rides and daily pass fares are available to K-12 students, seniors, and disabled persons.

** Beginning on July 1, 2017, RT would increase the face value price of student semi-monthly stickers to \$30.00 for all students; however, RT would offer discounts of up to \$10.00 per pass on a 50/50 match basis with the



Draft Title VI Fare Equity Analysis
~~January 25~~ March 14, 2016

relevant school or school district (e.g., if the school district contributed \$10.00, RT would contribute \$10.00, so the student could purchase his/her sticker at \$10.00 out-of-pocket).

2. Project Description, cont.

Several other fare changes are currently being contemplated by RT, but have not been included in this analysis.

- A Central City Fare (CCF) is being contemplated, to provide a lower price for short-distance travel in Downtown Sacramento. The CCF initiative is dependent on implementation of RT's Connect Card project, the launch date of which is not yet determined.
- On January 3, 2016, RT began a six-month pilot program of a mobile ticketing app for smart phones. As a temporary fare change, this program is exempt from Title VI requirements; however, RT intends to transition to a permanent system following the end of the pilot program.¹ RT anticipates using data from the pilot project to inform a Title VI analysis prior to implementation of the permanent program.
- RT has proposed to increase the paratransit single fare, ~~and to eliminate the limit the number of rides on the paratransit monthly pass, and to increase the price of the paratransit monthly passes;~~ however, paratransit fares are not ~~required to be included in~~ governed by Title VI and are not included in this fare equity analysesanalysis.

3. Title VI Requirements

~~RT is required to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions (e.g., Spare the Air days).² The fare change proposal and a draft Title VI fare equity analysis of the proposed changes (this document) must be made available for a 30-day public review period, members of the public must be invited to comment, and staff and the Board of Directors are required to take public comments into consideration. Prior to the changes being implemented, the Board must approve the findings of a final Title VI fare equity analysis. In accordance with these~~

¹ The existing mobile ticketing pilot project did not change the nominal price of any RT fares, and would not constitute a fare change at all, except that the implementation of the single fare creates a de facto change in fares. A single fare purchased and used on the mobile app is implemented as a 90 minute unlimited ride pass. This is an altogether novel fare type, relative to RT's existing system, and although it provides less travel time on rail than standard light rail single ride tickets (which allow two hours of travel time) the mobile app single ride has the unique feature of allowing unlimited rides regardless of mode, which essentially amounts to free bus-to-bus, bus-to-rail, and rail-to-bus transfers, a significant value to the user. RT believes this change meets the definition of a temporary fare reduction, which is exempt from Title VI requirements, as long as it does not exist longer than six months.

² See FTA Circular 4702.1B, Chapter IV, Section 7 and RT Fare Change Policies (Resolution No. 15-11-0129).



Draft Title VI Fare Equity Analysis
January 25 March 14, 2016

~~requirements, this document will be published on RT's web site and RT will provide notice to customers of the opportunity to provide comments.~~

**Figure 2
Key Statistics
on Existing Fares**

Fare Category	Face Value	Revenue	Boardings	Average Fare
Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53
Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53
Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28
Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28
Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27
Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27
Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93
Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93
Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23
Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95
Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42
Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37
Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01
Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70
Los Rios		\$869,811	3,623,145	\$0.24
CSUS		\$760,118	892,614	\$0.85
DHA		\$1,911,805	1,374,907	\$1.39
Fare Evader		\$0	1,287,913	\$0.00
Child		\$0	665,671	\$0.00
Lifetime		\$0	254,807	\$0.00
Other Boardings		\$0	342,365	
SUBTOTAL		\$28,377,157	25,759,001	\$1.10
Plus New Los Rios Revenue		\$1,194,805		
TOTAL		\$29,571,962	25,759,001	\$1.15

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results, with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. After adjustments, fare revenue totals \$28,377,157 over 25,759,001 passenger boardings, yielding an anticipated average fare of \$1.10 per boarding. After factoring in an additional \$1,194,805 in increased revenue from RT's new Los Rios contract, which took effect on January 1, 2016, net of transfer agreement payments out, fare revenue in the no-change baseline scenario would be an estimated \$29,571,962, with a systemwide average fare of \$1.15.

3. Title VI Requirements

RT is required to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions (e.g., Spare the Air days).³ The fare change proposal and a draft Title VI fare equity analysis of the proposed changes (this document) must be made available for a 30-day public review period, members ~~must~~ of the public must be invited to comment, and staff and the Board of Directors are required to take public comments into consideration. Prior to the changes being implemented, the Board must approve the findings of a final Title VI fare equity analysis. In accordance with these requirements, a draft version of this document was published on RT's web site and RT notified customers of the opportunity to provide comments.

~~3. Title VI Requirements, cont.~~

Although federal law prohibits RT from setting the fare for complementary paratransit service at more than double the base cash fare for fixed-route service, paratransit fares are not governed by Title VI and are not included in this analysis.

4. Data and Methodology

In April 2013, an on-board passenger survey was conducted aboard RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire on various rider characteristics. In accordance with FTA guidance, when possible, equity analyses are based on demographic estimates of actual riders. These on-board survey responses therefore form the basis of the analysis below.

On an annual basis, RT conducts a passenger fare survey. This survey provides utilization figures for each fare type, including the average fare per passenger boarding.

Using the demographic data from the 2013 on-board survey, RT ~~can estimate~~ estimates the percent minority and the percent low-income for each fare type. This data is combined with the average fare per boarding for each fare type from the annual fare survey. RT ~~can~~ then estimates overall average fare splits for minority versus non-minority and low-income versus non-low-income riders.

³ See FTA Circular 4702.1B, Chapter IV, Section 7 and RT Fare Change Policies (Resolution No. 15-11-0129).

4. Data and Methodology, cont.

Potential disparate impacts (and disproportionate burdens) from fare changes are determined by comparing the rate of change of the average fare for all minority riders to that for non-minority riders. RT's Title VI goal is for the percent increase in average fare for minority populations to be less than or equal to that for non-minority populations in the case of a net fare increase and equal or greater to that for non-minority populations in the case of a net fare decrease. A disparate impact may exist if there is a statistically significant deficiency from this goal. RT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

This process is not intended by RT or by FTA to be an absolute determination of discrimination. Rather, the finding of a potential disparate impact or disproportionate burden according to this test is intended to *trigger additional steps* that otherwise can be skipped.

The fare change policy does not contemplate an assessment of the relative equity of the fare structure *as it exists today*, only of how it *changes*. This is in accordance with FTA guidance.

Figures 3 and 4 provide breakdowns of existing fare utilization by fare type and minority/low-income status. As shown in Figures 3 and 4, minority and low-income riders currently pay a significantly lower fare to ride the RT system, on average, than the general population.

This analysis considers the impacts of the first phase of the proposed fare change and separately considers the impacts of both phases combined, relative to the existing baseline.

Figure 3
Minority Fare Payment Splits
Baseline / Existing Conditions

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53	66.0%	554,080	\$1,400,503	34.0%	285,435	\$721,471
2 Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53	57.0%	51,716	\$130,718	43.0%	39,014	\$98,612
3 Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28	64.0%	574,384	\$735,798	36.0%	323,091	\$413,886
4 Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28	48.7%	374,892	\$480,245	51.3%	394,907	\$505,885
5 Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27	72.3%	397,190	\$502,782	27.7%	152,174	\$192,629
6 Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27	74.5%	25,711	\$32,547	25.5%	8,801	\$11,140
7 Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93	71.4%	162,207	\$151,285	28.6%	64,974	\$60,599
8 Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93	45.5%	92,032	\$85,835	54.5%	110,236	\$102,813
9 Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23	75.5%	2,714,234	\$3,327,408	24.5%	880,778	\$1,079,755
10 Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95	75.2%	1,730,735	\$1,650,861	24.8%	570,774	\$544,433
11 Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42	58.5%	2,289,844	\$5,531,604	41.5%	1,624,419	\$3,924,130
12 Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37	72.7%	199,731	\$273,725	27.3%	75,002	\$102,788
13 Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01	87.0%	649,899	\$654,042	13.0%	97,111	\$97,730
14 Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70	46.0%	1,322,136	\$930,212	54.0%	1,552,072	\$1,091,989
15 Los Rios *		\$2,064,616	3,623,145	\$0.57	77.0%	2,789,821	\$1,589,754	23.0%	833,323	\$474,862
16 CSUS		\$760,118	892,614	\$0.85	74.3%	663,212	\$564,767	25.7%	229,402	\$195,350
17 DHA		\$1,911,805	1,374,907	\$1.39	66.9%	919,813	\$1,278,997	33.1%	455,094	\$632,807
18 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
19 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
21 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$29,571,962	25,759,001	\$1.15	67.2%	16,624,082	\$19,321,084	32.8%	8,126,884	\$10,250,878
						Combined Avg Fare ** Minority Riders	\$1.16	Combined Avg Fare ** Non-Minority Riders		\$1.26

Minority riders pay an estimated average of \$1.16 per boarding, compared to \$1.26 for non-minority riders. Minority riders make up an estimated 67.2 percent of all boarding passengers. The student semi-monthly pass is particularly heavily used by minority riders, with an estimated 87.0 percent of users being minority persons. Senior/disabled monthly (and semi-monthly) pass users make up a notably large group of riders with low (only 46.0 percent) minority representation.

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. Minority/non-minority splits are from RT's 2013 On-Board Survey.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and low-income non-minority riders to be higher than for the systemwide average.

**Figure 4
Low-Income Fare Payment Splits
Baseline / Existing Conditions**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Low-Income Users		Non-Low-Income Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53	46.8%	393,114	\$993,643	53.2%	446,401	\$1,128,331
2 Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53	7.2%	6,575	\$16,618	92.8%	84,155	\$212,712
3 Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28	43.3%	388,381	\$497,524	56.7%	509,094	\$652,160
4 Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28	5.5%	42,181	\$54,035	94.5%	727,619	\$932,095
5 Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27	52.8%	290,230	\$367,387	47.2%	259,134	\$328,024
6 Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27	40.0%	13,805	\$17,475	60.0%	20,707	\$26,212
7 Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93	44.3%	100,609	\$93,834	55.7%	126,572	\$118,049
8 Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93	30.0%	60,680	\$56,594	70.0%	141,588	\$132,054
9 Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23	59.6%	2,141,749	\$2,625,593	40.4%	1,453,262	\$1,781,569
10 Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95	60.7%	1,396,959	\$1,332,488	39.3%	904,551	\$862,805
11 Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42	26.4%	1,034,604	\$2,499,306	73.6%	2,879,659	\$6,956,428
12 Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37	44.6%	122,516	\$167,905	55.4%	152,217	\$208,609
13 Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01	63.8%	476,856	\$479,896	36.2%	270,154	\$271,876
14 Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70	41.9%	1,203,066	\$846,439	58.1%	1,671,142	\$1,175,762
15 Los Rios *		\$2,064,616	3,623,145	\$0.57	57.8%	2,095,627	\$1,194,174	42.2%	1,527,518	\$870,442
16 CSUS		\$760,118	892,614	\$0.85	48.4%	432,002	\$367,877	51.6%	460,613	\$392,241
17 DHA		\$1,911,805	1,374,907	\$1.39	70.5%	968,684	\$1,346,953	29.5%	406,223	\$564,851
18 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
19 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
21 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$29,571,962	25,759,001	\$1.15	47.6%	11,779,635	\$12,957,741	52.4%	12,971,331	\$16,614,221
							Combined Avg Fare ** Low-Income Riders	\$1.10	Combined Avg Fare ** Non-Low-Income Riders	\$1.28

Low-income riders currently pay an estimated average of \$1.10 per boarding, compared to \$1.28 for non-low-income riders. Low-income riders make little use of RT's full-price monthly pass, a relatively high cost fare type, purchases of which are predominately made by government workers. Pre-paid tickets are also minimally used by low-income persons, possibly because lower-income persons often lack the means to prepay.

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. Low-income/non-low-income splits are from RT's 2013 On-Board Survey.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for **minority-low-income** and **non-low-income** riders to be higher than for the systemwide average.

~~4. Data and Methodology, cont.~~

~~Figures 3 and 4 provide breakdowns of existing fare utilization by fare type and minority/low-income status. As shown in Figures 3 and 4, minority and low-income riders currently pay a significantly lower fare to ride the RT system, on average, than the general population.~~

5. Effect on Minority Populations

FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

RT's analysis of survey data yielded the following findings:⁴

- Under the existing fare structure, minority riders pay approximately 7.9 percent less to ride the RT system than non-minority riders (\$1.16 compared to \$1.26 on average).
- Under the first phase of the fare increase, proposed for July 1, 2016, the average fare per passenger boarding would increase by \$0.16 or 13.9 percent (from \$1.16 to \$1.32) for minority riders and by \$0.16 or 12.9 percent (from \$1.26 to \$1.42) for non-minority riders.
- Under the ~~second phase of the proposed~~ fare increase, proposed for July 1, 2017, the average fare per passenger boarding would increase cumulatively from the baseline by \$0.27 or ~~18.5~~23.0 percent (from \$1.16 to ~~\$1.38~~\$1.43) for minority riders and by \$0.27 or 21.8 percent ~~20.9 percent~~ (from \$1.26 to \$1.542) for non-minority riders.
- In the first phase, the average fare would increase by the same *dollar amount* for minority and non-minority riders (\$0.156), although it would be a greater *percent increase* for minority riders (13.9 compared to 12.9 percent) because the baseline average fare is currently lower for minority riders.
- Cumulatively, through the second phase, the average fare would increase by the same *dollar amount* for minority and non-minority riders (\$0.27), although it would be a greater *percent increase* for minority riders (23.0 compared to 21.8 percent), due to a lower baseline average fare for minority riders.

⁴ All figures presented in this section were rounded *after* the calculations were made.

- The differences in effects on minority and non-minority populations are not statistically significant; therefore ~~Because the systemwide average fare is projected to increase at a greater rate for non-minority populations than for minority populations,~~ this analysis finds that *there would be no potential disparate impacts on minority populations.*⁵
- ~~Beginning with the second phase, RT would institute a 50/50 match discount program with participating school districts for the sale of student semi-monthly stickers. To the extent that school districts took advantage of this program on behalf of students, adverse effects on minority populations would be reduced.~~
- ~~Because the proposed changes are expected to cause more impacts to non-minority riders than to minority riders, the proposed changes would partially reverse changes resulting from RT's new Los Rios contract that were found to result in a potential disparate impact on minority populations.~~⁶
-

⁵ See Figure 8 for thresholds of statistical significance.

⁶ ~~On December 14, 2015, the RT Board approved Resolution No. 15-12-0140, which affirmed a substantial legitimate justification for the changes to RT's Los Rios pass program, despite a finding of a potential disparate impact on minority populations, based on the new program being consistent with RT's legitimate program goals.~~

Figure 5a
Minority Fare Payment Splits
~~– Proposed Phase 1 Changes~~
~~Proposed for July 1, 2016–~~



Draft Title VI Fare Equity Analysis
 January 25/March 14, 2016

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Minority Users			Non-Minority Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	66.0%	557,228	\$1,531,442	34.0%	287,057	\$788,925
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	57.0%	52,010	\$142,939	43.0%	39,235	\$107,831
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	64.0%	600,108	\$920,220	36.0%	337,561	\$517,624
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	48.7%	391,682	\$600,615	51.3%	412,594	\$632,681
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	72.3%	372,806	\$520,454	27.7%	142,832	\$199,399
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	74.5%	24,133	\$33,691	25.5%	8,260	\$11,532
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	71.4%	152,249	\$156,543	28.6%	60,985	\$62,705
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	45.5%	86,382	\$88,818	54.5%	103,469	\$106,387
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	75.5%	2,468,100	\$3,604,069	24.5%	800,907	\$1,169,532
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	75.2%	1,573,788	\$1,788,117	24.8%	519,015	\$589,698
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	58.5%	2,031,047	\$5,506,763	41.5%	1,440,829	\$3,906,507
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	72.7%	179,369	\$301,225	27.3%	67,356	\$113,115
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	87.0%	556,186	\$734,656	13.0%	83,108	\$109,776
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	46.0%	1,216,874	\$962,897	54.0%	1,428,504	\$1,130,357
15 Super Senior Monthly Pass	\$45.00 \$42.00	\$26,286	35,150	\$0.75	46.0%	16,169	\$12,091	54.0%	18,981	\$14,194
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000
17 CSUS		\$1,160,399	892,614	\$1.30	74.3%	663,212	\$862,176	25.7%	229,402	\$298,222
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,998	24,470,247	\$1.30	67.2%	15,763,423	\$20,868,825	32.8%	7,698,788	\$10,961,173

Combined Avg Fare ** \$1.32
 Minority Riders
 Combined Avg Fare ** \$1.42
 Non-Minority Riders

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Minority Users			Non-Minority Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	66.0%	557,228	\$1,531,442	34.0%	287,057	\$788,925
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	57.0%	52,010	\$142,939	43.0%	39,235	\$107,831
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	64.0%	600,108	\$920,220	36.0%	337,561	\$517,624
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	48.7%	391,682	\$600,615	51.3%	412,594	\$632,681
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	72.3%	372,806	\$520,454	27.7%	142,832	\$199,399
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	74.5%	24,133	\$33,691	25.5%	8,260	\$11,532
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	71.4%	152,249	\$156,543	28.6%	60,985	\$62,705
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	45.5%	86,382	\$88,818	54.5%	103,469	\$106,387
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	75.5%	2,468,100	\$3,604,069	24.5%	800,907	\$1,169,532
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	75.2%	1,573,788	\$1,788,117	24.8%	519,015	\$589,698
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	58.5%	2,031,047	\$5,506,763	41.5%	1,440,829	\$3,906,507
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	72.7%	179,369	\$301,225	27.3%	67,356	\$113,115
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	87.0%	556,186	\$734,656	13.0%	83,108	\$109,776
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	46.0%	1,216,874	\$962,897	54.0%	1,428,504	\$1,130,357
15 Super Senior Monthly Pass	\$45.00	\$26,286	35,150	\$0.75	46.0%	16,169	\$12,091	54.0%	18,981	\$14,194
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000
17 CSUS		\$1,160,399	892,614	\$1.30	74.3%	663,212	\$862,176	25.7%	229,402	\$298,222
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,998	24,470,247	\$1.30	67.2%	15,763,423	\$20,868,825	32.8%	7,698,788	\$10,961,173

Combined Avg Fare ** \$1.32
 Minority Riders
 Combined Avg Fare ** \$1.42
 Non-Minority Riders



Draft Title VI Fare Equity Analysis
January 25/March 14, 2016

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users			Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue	% Split
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	66.0%	557,228	\$1,531,442	34.0%	287,057	\$788,925	
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	57.0%	52,010	\$142,939	43.0%	39,235	\$107,831	
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	64.0%	600,108	\$920,220	36.0%	337,561	\$517,624	
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	48.7%	391,682	\$600,615	51.3%	412,594	\$632,681	
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	72.3%	372,806	\$520,454	27.7%	142,832	\$199,399	
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	74.5%	24,133	\$33,691	25.5%	8,260	\$11,532	
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	71.4%	152,249	\$156,543	28.6%	60,985	\$62,705	
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	45.5%	86,382	\$88,818	54.5%	103,469	\$106,387	
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	75.5%	2,468,100	\$3,604,069	24.5%	800,907	\$1,169,532	
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	75.2%	1,573,788	\$1,788,117	24.8%	519,015	\$589,698	
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	58.5%	2,031,047	\$5,506,763	41.5%	1,440,829	\$3,906,507	
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	72.7%	179,369	\$301,225	27.3%	67,356	\$113,115	
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	87.0%	556,186	\$734,656	13.0%	83,108	\$109,776	
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	46.0%	1,216,874	\$962,897	54.0%	1,428,504	\$1,130,357	
15 Super Senior Monthly Pass	\$45.00	\$25,480	35,150	\$0.72	46.0%	16,169	\$11,721	54.0%	18,981	\$13,759	
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000	
17 CSUS		\$1,160,399	892,614	\$1.30	74.3%	663,212	\$862,176	25.7%	229,402	\$298,222	
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687	
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0	
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0	
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	
		\$31,829,192	24,470,247	\$1.30	67.2%	15,763,423	\$20,868,454	32.8%	7,698,788	\$10,960,738	

Combined Avg Fare ** \$1.32
Minority Riders
Combined Avg Fare ** \$1.42
Non-Minority Riders

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users			Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue	% Split
1 Single Cash - Bus	\$2.75	\$2,344,767	853,149	\$2.75	66.0%	563,078	\$1,547,546	34.0%	290,071	\$797,221	
2 Single Ticket - Bus	\$2.75	\$253,408	92,203	\$2.75	57.0%	52,556	\$144,443	43.0%	39,647	\$108,965	
3 Single Cash - Rail	\$2.75	\$1,454,835	943,545	\$1.54	64.0%	603,869	\$931,095	36.0%	339,676	\$523,741	
4 Single Ticket - Rail	\$2.75	\$1,247,870	809,316	\$1.54	48.7%	394,137	\$607,713	51.3%	415,179	\$640,157	
5 Disc Single Cash - Bus	\$1.35	\$727,404	521,163	\$1.40	72.3%	376,801	\$525,913	27.7%	144,362	\$201,491	
6 Disc Single Tkt - Bus	\$1.35	\$45,697	32,740	\$1.40	74.5%	24,392	\$34,044	25.5%	8,349	\$11,653	
7 Disc Single Cash - Rail	\$1.35	\$221,610	215,519	\$1.03	71.4%	153,881	\$158,230	28.6%	61,638	\$63,381	
8 Disc Single Tkt - Rail	\$1.35	\$197,308	191,885	\$1.03	45.5%	87,308	\$89,775	54.5%	104,577	\$107,533	
9 Daily Pass	\$7.00	\$4,824,249	3,304,032	\$1.46	75.5%	2,494,544	\$3,642,308	24.5%	809,488	\$1,181,941	
10 Disc Daily Pass	\$3.50	\$2,403,050	2,115,226	\$1.14	75.2%	1,590,650	\$1,807,094	24.8%	524,576	\$595,956	
11 Monthly Pass	\$110.00	\$9,517,823	3,509,075	\$2.71	58.5%	2,052,809	\$5,567,927	41.5%	1,456,266	\$3,949,897	
12 Semi-Monthly Pass	\$60.00	\$418,687	249,368	\$1.68	72.7%	181,291	\$304,385	27.3%	68,078	\$114,301	
13 Student Semi-Monthly	\$27.50	\$857,048	646,144	\$1.33	87.0%	562,146	\$745,632	13.0%	83,999	\$111,416	
14 Senr/Disb Monthly/Semi	\$55.00	\$2,115,905	2,672,290	\$0.79	46.0%	1,229,253	\$973,316	54.0%	1,443,036	\$1,142,589	
15 Super Senior Monthly Pass	\$45.00	\$27,411	33,972	\$0.81	46.0%	15,627	\$12,609	54.0%	18,345	\$14,802	
16 Los Rios *		\$2,100,000	3,623,145	\$0.58	77.0%	2,789,821	\$1,617,000	23.0%	833,323	\$483,000	
17 CSUS		\$1,115,768	892,614	\$1.25	74.3%	663,212	\$829,016	25.7%	229,402	\$286,752	
18 DHA		\$1,904,794	1,374,907	\$1.39	66.9%	919,813	\$1,274,307	33.1%	455,094	\$630,487	
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0	
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0	
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	
		\$31,777,634	24,631,049	\$1.29	67.2%	15,867,631	\$20,812,351	32.8%	7,755,383	\$10,965,283	

Combined Avg Fare ⁵ \$1.31
Minority Riders
Combined Avg Fare ⁵ \$1.41
Non-Minority Riders

The proposed changes for July 1, 2016 would institute significant price increases across multiple fare categories, including several fare types with above-average use by minority populations as well as several fare types with below-average use by minority populations. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for minority riders is expected to increase by ~~\$0.21~~\$0.16 (+18.513.9 percent) from \$1.16 to ~~\$1.38~~\$1.32. In comparison, the overall (aggregate) average fare for non-minority riders is expected to increase by ~~\$0.26~~\$0.16 (+12.920.9 percent) from \$1.26 to ~~\$1.52~~\$1.42.**



Draft Title VI Fare Equity Analysis
~~January 25~~ March 14, 2016

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Minority/non-minority splits are from RT's 2013 On-Board Survey. [Student Semi-Monthly figures include free/reduced lunch program discounts.](#) [Super Senior Monthly pass was unintentionally omitted from original draft.](#) See Figure 3 for existing conditions.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and ~~low-income~~ non-minority riders to be higher than for the systemwide average.

Figure 5b
Minority Fare Payment Splits
Phase 2 Changes
Proposed for July 1, 2017



Draft Title VI Fare Equity Analysis
January 25/March 14, 2016

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users			Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue	% Split
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	66.0%	556,396	\$1,667,488	34.0%	286,628	\$859,009	
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	57.0%	51,932	\$155,637	43.0%	39,177	\$117,411	
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	64.0%	620,109	\$1,087,570	36.0%	348,811	\$611,758	
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	48.7%	404,737	\$709,842	51.3%	426,345	\$747,739	
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	72.3%	358,308	\$555,793	27.7%	137,277	\$212,939	
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	74.5%	23,195	\$35,978	25.5%	7,939	\$12,315	
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	71.4%	146,328	\$167,173	28.6%	58,613	\$66,963	
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	45.5%	83,023	\$94,849	54.5%	99,445	\$113,611	
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	75.5%	2,406,398	\$3,764,965	24.5%	780,884	\$1,221,743	
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	75.2%	1,534,443	\$1,867,944	24.8%	506,040	\$616,024	
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	58.5%	1,901,042	\$5,622,851	41.5%	1,348,602	\$3,988,860	
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	72.7%	174,137	\$316,810	27.3%	65,391	\$118,967	
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	87.0%	450,173	\$873,794	13.0%	67,267	\$130,567	
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	46.0%	1,178,276	\$1,016,833	54.0%	1,383,194	\$1,193,674	
15 Super Senior Monthly Pass	\$50.00	\$25,480	35,150	\$0.72	46.0%	16,169	\$11,721	54.0%	18,981	\$13,759	
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000	
17 CSUS		\$1,271,975	892,614	\$1.43	74.3%	663,212	\$945,078	25.7%	229,402	\$326,898	
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687	
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0	
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0	
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	
		\$33,551,355	23,920,684	\$1.40	67.2%	15,389,957	\$21,996,433	32.8%	7,522,691	\$11,554,922	

Combined Avg Fare ** Minority Riders \$1.43 Combined Avg Fare ** Non-Minority Riders \$1.54

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users			Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue	% Split
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	66.0%	556,396	\$1,667,488	34.0%	286,628	\$859,009	
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	57.0%	51,932	\$155,637	43.0%	39,177	\$117,411	
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	64.0%	620,109	\$1,087,570	36.0%	348,811	\$611,758	
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	48.7%	404,737	\$709,842	51.3%	426,345	\$747,739	
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	72.3%	358,308	\$555,793	27.7%	137,277	\$212,939	
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	74.5%	23,195	\$35,978	25.5%	7,939	\$12,315	
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	71.4%	146,328	\$167,173	28.6%	58,613	\$66,963	
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	45.5%	83,023	\$94,849	54.5%	99,445	\$113,611	
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	75.5%	2,406,398	\$3,764,965	24.5%	780,884	\$1,221,743	
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	75.2%	1,534,443	\$1,867,944	24.8%	506,040	\$616,024	
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	58.5%	1,901,042	\$5,622,851	41.5%	1,348,602	\$3,988,860	
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	72.7%	174,137	\$316,810	27.3%	65,391	\$118,967	
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	87.0%	450,173	\$873,794	13.0%	67,267	\$130,567	
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	46.0%	1,178,276	\$1,016,833	54.0%	1,383,194	\$1,193,674	
15 Super Senior Monthly Pass	\$50.00	\$27,459	35,150	\$0.78	46.0%	16,169	\$12,631	54.0%	18,981	\$14,828	
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000	
17 CSUS		\$1,271,975	892,614	\$1.43	74.3%	663,212	\$945,078	25.7%	229,402	\$326,898	
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687	
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0	
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0	
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a	
		\$33,553,334	23,920,684	\$1.40	67.2%	15,389,957	\$21,997,343	32.8%	7,522,691	\$11,555,991	

Combined Avg Fare ** Minority Riders \$1.43 Combined Avg Fare ** Non-Minority Riders \$1.54



Draft Title VI Fare Equity Analysis
January-25March 14, 2016

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	66.0%	556,396	\$1,667,488	34.0%	286,628	\$859,009
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	57.0%	51,932	\$155,637	43.0%	39,177	\$117,411
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	64.0%	620,109	\$1,087,570	36.0%	348,811	\$611,758
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	48.7%	404,737	\$709,842	51.3%	426,345	\$747,739
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	72.3%	358,308	\$555,793	27.7%	137,277	\$212,939
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	74.5%	23,195	\$35,978	25.5%	7,939	\$12,315
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	71.4%	146,328	\$167,173	28.6%	58,613	\$66,963
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	45.5%	83,023	\$94,849	54.5%	99,445	\$113,611
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	75.5%	2,406,398	\$3,764,965	24.5%	780,884	\$1,221,743
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	75.2%	1,534,443	\$1,867,944	24.8%	506,040	\$616,024
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	58.5%	1,901,042	\$5,622,851	41.5%	1,348,602	\$3,988,860
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	72.7%	174,137	\$316,810	27.3%	65,391	\$118,967
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	87.0%	450,173	\$873,794	13.0%	67,267	\$130,567
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	46.0%	1,178,276	\$1,016,833	54.0%	1,383,194	\$1,193,674
15 Super Senior Monthly Pass	\$45.00 \$60.00	\$27,459	35,150	\$0.78	46.0%	16,169	\$12,631	54.0%	18,981	\$14,828
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000
17 CSUS		\$1,271,975	892,614	\$1.43	74.3%	663,212	\$945,078	25.7%	229,402	\$326,898
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$33,553,334	23,920,684	\$1.40	67.2%	15,389,957	\$21,997,343	32.8%	7,522,691	\$11,555,991
						Combined Avg Fare ** Minority Riders	\$1.43		Combined Avg Fare ** Non-Minority Riders	\$1.54

The table above analyzes the cumulative effects of the Phase 1 and Phase 2 changes over the baseline. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for minority riders is expected to increase from the baseline by \$0.27 (+23.0 percent) from \$1.16 to \$1.43. In comparison, the overall (aggregate) average fare for non-minority riders is expected to increase by \$0.27 (+21.8 percent) from \$1.26 to \$1.54.**

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Minority/non-minority splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 3 for existing conditions.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and low-income non-minority riders to be higher than for the systemwide average.

Figure 6a
Low-Income Fare Payment Splits
Phase 1 Changes
~~–Proposed for July 1, 2016–~~



Draft Title VI Fare Equity Analysis
 January 25/March 14, 2016

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	46.8%	395,348	\$1,086,543	53.2%	448,937	\$1,233,824
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	7.2%	6,612	\$18,172	92.8%	84,633	\$232,599
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	43.3%	405,775	\$622,225	56.7%	531,894	\$815,619
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	5.5%	44,070	\$67,578	94.5%	760,206	\$1,165,718
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	52.8%	272,413	\$380,300	47.2%	243,226	\$339,553
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	40.0%	12,957	\$18,089	60.0%	19,436	\$27,133
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	44.3%	94,432	\$97,096	55.7%	118,802	\$122,153
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	30.0%	56,955	\$58,562	70.0%	132,895	\$136,644
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	59.6%	1,947,530	\$2,843,901	40.4%	1,321,477	\$1,929,700
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	60.7%	1,270,279	\$1,443,274	39.3%	822,524	\$934,541
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	26.4%	917,674	\$2,488,082	73.6%	2,554,202	\$6,925,188
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	44.6%	110,026	\$184,773	55.4%	136,699	\$229,567
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	63.8%	408,096	\$539,046	36.2%	231,199	\$305,386
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	41.9%	1,107,284	\$876,180	58.1%	1,538,094	\$1,217,074
15 Super Senior Monthly Pass	\$42.00 \$46.00	\$26,286	35,150	\$0.75	41.9%	14,713	\$11,003	58.1%	20,437	\$15,283
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS		\$1,160,399	892,614	\$1.30	48.4%	432,002	\$561,602	51.6%	460,613	\$598,796
18 DHA		\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,998	24,470,247	\$1.30	47.6%	11,172,473	\$14,051,828	52.4%	12,289,738	\$17,778,171

Combined Avg Fare ** \$1.26
 Low-Income Riders
 Combined Avg Fare ** \$1.45
 Non-Low-Income Riders

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	46.8%	395,348	\$1,086,543	53.2%	448,937	\$1,233,824
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	7.2%	6,612	\$18,172	92.8%	84,633	\$232,599
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	43.3%	405,775	\$622,225	56.7%	531,894	\$815,619
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	5.5%	44,070	\$67,578	94.5%	760,206	\$1,165,718
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	52.8%	272,413	\$380,300	47.2%	243,226	\$339,553
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	40.0%	12,957	\$18,089	60.0%	19,436	\$27,133
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	44.3%	94,432	\$97,096	55.7%	118,802	\$122,153
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	30.0%	56,955	\$58,562	70.0%	132,895	\$136,644
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	59.6%	1,947,530	\$2,843,901	40.4%	1,321,477	\$1,929,700
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	60.7%	1,270,279	\$1,443,274	39.3%	822,524	\$934,541
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	26.4%	917,674	\$2,488,082	73.6%	2,554,202	\$6,925,188
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	44.6%	110,026	\$184,773	55.4%	136,699	\$229,567
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	63.8%	408,096	\$539,046	36.2%	231,199	\$305,386
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	41.9%	1,107,284	\$876,180	58.1%	1,538,094	\$1,217,074
15 Super Senior Monthly Pass	\$45.00	\$26,286	35,150	\$0.75	41.9%	14,713	\$11,003	58.1%	20,437	\$15,283
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS		\$1,160,399	892,614	\$1.30	48.4%	432,002	\$561,602	51.6%	460,613	\$598,796
18 DHA		\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,998	24,470,247	\$1.30	47.6%	11,172,473	\$14,051,828	52.4%	12,289,738	\$17,778,171

Combined Avg Fare ** \$1.26
 Low-Income Riders
 Combined Avg Fare ** \$1.45
 Non-Low-Income Riders



Draft Title VI Fare Equity Analysis
 January 25/March 14, 2016

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	46.8%	395,348	\$1,086,543	53.2%	448,937	\$1,233,824
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	7.2%	6,612	\$18,172	92.8%	84,633	\$232,599
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	43.3%	405,775	\$622,225	56.7%	531,894	\$815,619
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	5.5%	44,070	\$67,578	94.5%	760,206	\$1,165,718
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	52.8%	272,413	\$380,300	47.2%	243,226	\$339,553
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	40.0%	12,957	\$18,089	60.0%	19,436	\$27,133
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	44.3%	94,432	\$97,096	55.7%	118,802	\$122,153
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	30.0%	56,955	\$58,562	70.0%	132,895	\$136,644
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	59.6%	1,947,530	\$2,843,901	40.4%	1,321,477	\$1,929,700
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	60.7%	1,270,279	\$1,443,274	39.3%	822,524	\$934,541
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	26.4%	917,674	\$2,488,082	73.6%	2,554,202	\$6,925,188
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	44.6%	110,026	\$184,773	55.4%	136,699	\$229,567
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	63.8%	408,096	\$539,046	36.2%	231,199	\$305,386
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	41.9%	1,107,284	\$876,180	58.1%	1,538,094	\$1,217,074
15 Super Senior Monthly Pass	\$45.00	\$25,480	35,150	\$0.72	41.9%	14,713	\$10,665	58.1%	20,437	\$14,815
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS		\$1,160,399	892,614	\$1.30	48.4%	432,002	\$561,602	51.6%	460,613	\$598,796
18 DHA		\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,192	24,470,247	\$1.30	47.6%	11,172,473	\$14,051,490	52.4%	12,289,738	\$17,777,702

Combined Avg Fare ** \$1.26
 Low-Income Riders
 Combined Avg Fare ** \$1.45
 Non-Low-Income Riders

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,344,767	853,149	\$2.75	46.8%	399,498	\$1,097,969	53.2%	453,650	\$1,246,798
2 Single Ticket - Bus	\$2.75	\$253,408	92,203	\$2.75	7.2%	6,681	\$18,363	92.8%	85,522	\$235,045
3 Single Cash - Rail	\$2.75	\$1,454,835	943,545	\$1.54	43.3%	408,318	\$629,578	56.7%	535,227	\$825,258
4 Single Ticket - Rail	\$2.75	\$1,247,870	809,316	\$1.54	5.5%	44,346	\$68,376	94.5%	764,970	\$1,179,494
5 Disc Single Cash - Bus	\$1.35	\$727,404	521,163	\$1.40	52.8%	275,331	\$384,289	47.2%	245,831	\$343,115
6 Disc Single Tkt - Bus	\$1.35	\$45,697	32,740	\$1.40	40.0%	13,096	\$18,279	60.0%	19,644	\$27,418
7 Disc Single Cash - Rail	\$1.35	\$221,610	215,519	\$1.03	44.3%	95,444	\$98,142	55.7%	120,075	\$123,469
8 Disc Single Tkt - Rail	\$1.35	\$197,308	191,885	\$1.03	30.0%	57,565	\$59,192	70.0%	134,319	\$138,116
9 Daily Pass	\$7.00	\$4,824,249	3,304,032	\$1.46	59.6%	1,968,397	\$2,874,075	40.4%	1,335,636	\$1,950,174
10 Disc Daily Pass	\$3.50	\$2,403,050	2,115,226	\$1.14	60.7%	1,283,889	\$1,458,591	39.3%	831,337	\$944,459
11 Monthly Pass	\$110.00	\$9,517,823	3,509,075	\$2.71	26.4%	927,506	\$2,515,717	73.6%	2,581,569	\$7,002,107
12 Semi-Monthly Pass	\$60.00	\$418,687	249,368	\$1.68	44.6%	111,205	\$186,712	55.4%	138,164	\$231,975
13 Student Semi-Monthly	\$27.50	\$857,048	646,144	\$1.33	63.8%	412,468	\$547,099	36.2%	233,676	\$309,948
14 Senr/Disb Monthly/Semi	\$55.00	\$2,115,905	2,672,290	\$0.79	41.9%	1,118,549	\$885,661	58.1%	1,553,741	\$1,230,244
15 Super Senior Monthly Pass	\$45.00	\$27,411	33,972	\$0.81	41.9%	14,220	\$11,473	58.1%	19,752	\$15,937
16 Los Rios *		\$2,100,000	3,623,145	\$0.58	57.8%	2,095,627	\$1,214,640	42.2%	1,527,518	\$885,360
17 CSUS		\$1,115,768	892,614	\$1.25	48.4%	432,002	\$540,002	51.6%	460,613	\$575,766
18 DHA		\$1,904,794	1,374,907	\$1.39	70.5%	968,684	\$1,342,014	29.5%	406,223	\$562,780
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,777,634	24,631,049	\$1.29	47.6%	11,244,824	\$13,950,172	52.4%	12,378,190	\$17,827,462

Combined Avg Fare ** \$1.24
 Low-Income Riders
 Combined Avg Fare ** \$1.44
 Non-Low-Income Riders

The proposed changes would institute significant price increases across multiple fare categories, including several fare types with above-average use by low-income populations as well as several fare types with below-average use by low-income populations. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for low-income riders is expected to increase by ~~\$0.20~~~~\$0.16~~ (+~~18.314.3~~ percent) from \$1.10 to ~~\$1.30~~~~\$1.26~~. In comparison, the overall (aggregate) average fare for non-low-income riders is expected to increase by ~~\$0.26~~~~\$0.17~~ (+~~20.412.9~~ percent) from \$1.28 to ~~\$1.54~~~~\$1.45~~.**



Draft Title VI Fare Equity Analysis
~~January 25~~ March 14, 2016

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Low-income/non-low-income splits are from RT's 2013 On-Board Survey. . [Student Semi-Monthly figures include free/reduced lunch program discounts.](#) [Super Senior Monthly pass was unintentionally omitted from original draft.](#) See Figure 4 for existing conditions.

* Los Rios figures reflect increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for [minority-low-income](#) and [non-low-income](#) riders to be higher than for the systemwide average.

Figure 6b
Low-Income Fare Payment Splits
Phase 2 Changes
Proposed for July 1, 2017



Draft Title VI Fare Equity Analysis
January 25/March 14, 2016

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	46.8%	394,758	\$1,183,066	53.2%	448,267	\$1,343,430
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	7.2%	6,602	\$19,786	92.8%	84,507	\$253,262
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	43.3%	419,299	\$735,382	56.7%	549,622	\$963,946
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	5.5%	45,539	\$79,867	94.5%	785,543	\$1,377,714
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	52.8%	261,819	\$406,123	47.2%	233,767	\$362,609
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	40.0%	12,453	\$19,317	60.0%	18,680	\$28,976
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	44.3%	90,760	\$103,689	55.7%	114,182	\$130,447
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	30.0%	54,740	\$62,538	70.0%	127,727	\$145,922
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	59.6%	1,898,842	\$2,970,861	40.4%	1,288,440	\$2,015,847
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	60.7%	1,238,522	\$1,507,706	39.3%	801,961	\$976,261
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	26.4%	858,934	\$2,540,533	73.6%	2,390,710	\$7,071,178
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	44.6%	106,817	\$194,333	55.4%	132,712	\$241,444
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	63.8%	330,310	\$641,137	36.2%	187,130	\$363,224
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	41.9%	1,072,162	\$925,259	58.1%	1,489,308	\$1,285,248
15 Super Senior Monthly Pass	\$50.00	\$25,480	35,150	\$0.72	41.9%	14,713	\$10,665	58.1%	20,437	\$14,815
16 Los Rios *	\$0.00	\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS	\$0.00	\$1,271,975	892,614	\$1.43	48.4%	432,002	\$615,603	51.6%	460,613	\$656,373
18 DHA	\$0.00	\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader	\$0.00	\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **	\$0.00	\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime	\$0.00	\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **	\$0.00	\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$33,551,355	23,920,684	\$1.40	47.6%	10,914,579	\$14,771,267	52.4%	11,998,069	\$18,780,088

Combined Avg Fare ** \$1.35
 Low-Income Riders
 Combined Avg Fare ** \$1.57
 Non-Low-Income Riders

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	46.8%	394,758	\$1,183,066	53.2%	448,267	\$1,343,430
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	7.2%	6,602	\$19,786	92.8%	84,507	\$253,262
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	43.3%	419,299	\$735,382	56.7%	549,622	\$963,946
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	5.5%	45,539	\$79,867	94.5%	785,543	\$1,377,714
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	52.8%	261,819	\$406,123	47.2%	233,767	\$362,609
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	40.0%	12,453	\$19,317	60.0%	18,680	\$28,976
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	44.3%	90,760	\$103,689	55.7%	114,182	\$130,447
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	30.0%	54,740	\$62,538	70.0%	127,727	\$145,922
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	59.6%	1,898,842	\$2,970,861	40.4%	1,288,440	\$2,015,847
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	60.7%	1,238,522	\$1,507,706	39.3%	801,961	\$976,261
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	26.4%	858,934	\$2,540,533	73.6%	2,390,710	\$7,071,178
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	44.6%	106,817	\$194,333	55.4%	132,712	\$241,444
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	63.8%	330,310	\$641,137	36.2%	187,130	\$363,224
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	41.9%	1,072,162	\$925,259	58.1%	1,489,308	\$1,285,248
15 Super Senior Monthly Pass	\$50.00	\$27,459	35,150	\$0.78	41.9%	14,713	\$11,494	58.1%	20,437	\$15,966
16 Los Rios *	\$0.00	\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS	\$0.00	\$1,271,975	892,614	\$1.43	48.4%	432,002	\$615,603	51.6%	460,613	\$656,373
18 DHA	\$0.00	\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader	\$0.00	\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **	\$0.00	\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime	\$0.00	\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **	\$0.00	\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$33,553,334	23,920,684	\$1.40	47.6%	10,914,579	\$14,772,096	52.4%	11,998,069	\$18,781,239

Combined Avg Fare ** \$1.35
 Low-Income Riders
 Combined Avg Fare ** \$1.57
 Non-Low-Income Riders



Draft Title VI Fare Equity Analysis
 January 25/March 14, 2016

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	46.8%	394,758	\$1,183,066	53.2%	448,267	\$1,343,430
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	7.2%	6,602	\$19,786	92.8%	84,507	\$253,262
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	43.3%	419,299	\$735,382	56.7%	549,622	\$963,946
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	5.5%	45,539	\$79,867	94.5%	785,543	\$1,377,714
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	52.8%	261,819	\$406,123	47.2%	233,767	\$362,609
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	40.0%	12,453	\$19,317	60.0%	18,680	\$28,976
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	44.3%	90,760	\$103,689	55.7%	114,182	\$130,447
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	30.0%	54,740	\$62,538	70.0%	127,727	\$145,922
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	59.6%	1,898,842	\$2,970,861	40.4%	1,288,440	\$2,015,847
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	60.7%	1,238,522	\$1,507,706	39.3%	801,961	\$976,261
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	26.4%	858,934	\$2,540,533	73.6%	2,390,710	\$7,071,178
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	44.6%	106,817	\$194,333	55.4%	132,712	\$241,444
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	63.8%	330,310	\$641,137	36.2%	187,130	\$363,224
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	41.9%	1,072,162	\$925,259	58.1%	1,489,308	\$1,285,248
15 Super Senior Monthly Pass	\$45.00 \$60.00	\$27,459	35,150	\$0.78	41.9%	14,713	\$11,494	58.1%	20,437	\$15,966
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS		\$1,271,975	892,614	\$1.43	48.4%	432,002	\$615,603	51.6%	460,613	\$656,373
18 DHA		\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$33,553,334	23,920,684	\$1.40	47.6%	10,914,579	\$14,772,096	52.4%	11,998,069	\$18,781,239
							Combined Avg Fare ** Low-Income Riders	\$1.35	Combined Avg Fare ** Non-Low-Income Riders	\$1.57

The table above analyzes the cumulative effects of the Phase 1 and Phase 2 changes over the baseline. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for low-income riders is expected to increase from the baseline by \$0.25 (+23.0 percent) from \$1.10 to \$1.35. In comparison, the overall (aggregate) average fare for non-low-income riders is expected to increase by \$0.28 (+22.2 percent) from \$1.28 to \$1.57.**

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Low-income/non-low-income splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 4 for existing conditions.

* Los Rios figures reflect increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority/low-income and non-low-income riders to be higher than for the systemwide average.

6. Effect on Low-Income Populations

FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For the purpose of this analysis, RT used HHS poverty guidelines from 2013.⁷ Survey participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant's income is assumed to be the midpoint of the range selected.⁸

RT's analysis of survey data yielded the following findings:

- Under the existing fare structure, low-income riders pay approximately 14.0 percent less to ride the RT system than non-low-income riders (\$1.10 compared to \$1.28 on average). Following the first phase of the proposed changes, low-income riders would pay approximately 13.1 percent less than non-low-income riders (\$1.26 compared to \$1.45). Following the second phase, low-income riders would pay 13.5 percent less than non-low-income riders (\$1.35 compared to \$1.57).
- Under the ~~proposed~~ first phase of the fare increase, proposed for July 1, 2016, the average fare per passenger boarding would increase by \$0.16 or 14.3 percent ~~18.3 percent~~ for low-income riders (from \$1.10 to ~~\$1.30~~\$1.26) and by \$0.17 or 12.9 percent ~~20.1 percent~~ for non-~~minority~~ low-income riders (from \$1.28 to ~~\$1.54~~\$1.45).
- Under the second phase of the fare increase, proposed for July 1, 2017, the average fare per passenger boarding would increase cumulatively from the baseline by \$0.25 or 23.0 percent (from \$1.10 to \$1.35) for low-income riders and by \$0.28 or 22.2 percent (from \$1.28 to \$1.57) for non-low-income riders.
- In the first phase, the average fare would increase by a greater *dollar amount* for *non-low-income* riders (\$0.17 compared to \$0.16) but by a greater *percentage* for *low-income* riders (14.3 compared to 12.9 percent) due to a lower baseline for low-income riders.

⁷ Although newer HHS statistics are available, the 2013 statistics were the newest statistics available at the time that the statistical analysis was performed on the 2013 on-board survey data. RT's baseline demographic statistical data is typically refreshed during the process of preparing the triennial Title VI update report, which was last updated in 2014 and which will be updated and submitted to FTA in 2017.

⁸ For example, if a passenger selected a household income range of \$25,000 to \$35,000, that passenger's income was assumed to be \$30,000 for the purposes of this analysis.

6. Effect on Low-Income Populations, cont.

- In the second phase, the average fare would increase by a greater *dollar amount* for *non-low-income* riders (\$0.28 compared to \$0.25) but by a higher *percentage* for *low-income* riders (23.0 compared to 22.2 percent) due to a lower baseline for low-income riders.
- The differences in effects on minority and non-minority populations are not statistically significant; therefore, ~~Because the systemwide average fare is projected to increase at a greater rate for non-minority populations than for minority populations, this analysis finds that there neither phase would~~ *would be result in any potential disparate impacts on minority populations.*⁹
- Beginning with the second phase, RT would institute a 50/50 match discount program with participating school districts for the sale of student semi-monthly stickers. To the extent that school districts took advantage of this program on behalf of students, adverse effects on low-income populations would be reduced.
- ~~Because the proposed changes are expected to cause more impacts to non-low-income riders than to low-income riders,, the proposed changes would partially reverse changes resulting from RT's new Los Rios contract that were found to result in a potential disproportionate burden on low-income riders.~~¹⁰

⁹ See Figure 8 for thresholds of statistical significance.

¹⁰ On December 14, 2015, the RT Board approved Resolution No. 15-12-0140, which affirmed a substantial legitimate justification for the changes to RT's Los Rios pass program, despite a finding of a potential disproportionate burden on low-income populations, based on the new program being consistent with RT's legitimate program goals.

7. Conclusion

As shown in Figure 7a, under RT’s existing fare structure, both minority and low-income riders pay lower fares, on average, than the general population. Under the [first phase of proposed fare changes, proposed for July 1, 2016](#), the average fare would increase [less more in percentage terms](#) for minority and low-income populations than for non-minority and non-low-income riders; [however, these differences would not be statistically significant.](#)¹¹ For this reason, the [first phase of the proposed fare change](#) is not expected to result in any disparate impacts on minority populations nor any disproportionate burdens on low-income populations.

Figure 7a
Projected Change in Average Fare
Minority and Low-Income Splits
Phase 1 Changes Proposed for July 1, 2016

	Existing	Proposed	Change	% Change
All Riders *	\$1.15	\$1.30	\$0.15	13.3%
Minority Riders **	\$1.16	\$1.32	\$0.16	13.9%
Non-Minority Riders **	\$1.26	\$1.42	\$0.16	12.9%
Low-Income Riders **	\$1.10	\$1.26	\$0.16	14.3%
Non-Low Income Riders **	\$1.28	\$1.45	\$0.17	12.9%

The [first phase of proposed fare increases](#) would cause RT’s systemwide [average fare](#) to increase from \$1.15 to [\\$1.37](#). For fare-paying minority riders, the average fare would increase from \$1.16 to [\\$1.32](#) (+[18.5](#) percent), whereas the average fare [for fare-paying](#) non-minority riders would increase from \$1.26 to [\\$1.42](#) (+[20.9](#) percent). For fare-paying low-income riders, the average fare would increase from \$1.10 to [\\$1.26](#) (+[18.3](#) percent), whereas the average fare for [fare-paying non-minority-low-income](#) riders would increase from \$1.28 to [\\$1.45](#) (+[12.9](#) percent).

* Includes non-fare-paying riders (e.g., infants/children, fare evaders)

** Includes only fare-paying riders

¹¹ See Figure 8 for thresholds of statistical significance.

7. Conclusion, cont.

As shown in Figure 7b, under the second phase of fare changes, proposed for July 1, 2017, the average fare would increase *more* cumulatively in percentage terms for minority populations and low-income populations than for non-minority and non-low-income populations; however, these differences would not be statistically significant.¹² For this reason, the second phase of the proposed fare change is not expected to result in any disparate impacts on minority populations nor any disproportionate burdens on low-income populations.

Figure 7b
Projected Change in Average Fare (Cumulative)
Minority and Low-Income Splits
Phase 2 Changes Proposed for July 1, 2017

	Existing	Proposed	Change	% Change
All Riders *	\$1.15	\$1.40	\$0.25	22.2%
Minority Riders **	\$1.16	\$1.43	\$0.27	23.0%
Non-Minority Riders **	\$1.26	\$1.54	\$0.27	21.8%
Low-Income Riders **	\$1.10	\$1.35	\$0.25	23.0%
Non-Low Income Riders **	\$1.28	\$1.57	\$0.28	22.2%

The combined first and second phase fare increases would cause RT's systemwide fare to increase from \$1.15 to \$1.40. For fare-paying minority riders, the average fare would increase from \$1.16 to \$1.43 (+23.0 percent), whereas the average fare for fare-paying non-minority riders would increase from \$1.26 to \$1.54 (+21.8 percent). For fare-paying low-income riders, the average fare would increase from \$1.10 to \$1.35 (+23.0 percent), whereas the average fare for fare-paying non-minority low income riders would increase from \$1.28 to \$1.57 (+22.2 percent).

* Includes non-fare-paying riders (e.g., infants/children, fare evaders)

** Includes only fare-paying riders

¹² See Figure 8 for thresholds of statistical significance.

FIGURE 8

TITLE VI FARE EQUITY ANALYSIS

**DETERMINATION OF POTENTIAL DISPARATE IMPACTS
AND/OR DISPROPORTIONATE BURDENS**

FOR FARE CHANGES PROPOSED FOR JULY 1, 2016

a. Percent increase in non-minority avg fare	12.9%
b. Threshold of statistical significance (120% * a)	15.4%
c. Percent increase in minority avg fare	13.9%
d. Do fares increase more for minority populations? (c > a)	Yes
e. Is there evidence of a potential disparate impact (c > b)	No
f. Percent increase in non-low-income avg fare	12.9%
g. Threshold of statistical significance (120% * f)	15.5%
h. Percent increase in low-income avg fare	14.3%
i. Do fares increase more for low-income populations? (h > f)	Yes
j. Is there evidence of a potential disproportionate burden? (h > g)	No

**FOR FARE CHANGES PROPOSED FOR JULY 1, 2017
(CUMULATIVE CHANGES VS. BASELINE)**

a. Percent increase in non-minority avg fare	21.8%
b. Threshold of statistical significance (120% * a)	26.1%
c. Percent increase in minority avg fare	23.0%
d. Do fares increase more for minority populations? (c > a)	Yes
e. Is there evidence of a potential disparate impact (c > b)	No
f. Percent increase in non-low-income avg fare	22.2%
g. Threshold of statistical significance (120% * f)	26.6%
h. Percent increase in low-income avg fare	23.0%
i. Do fares increase more for low-income populations? (h > f)	Yes
j. Is there evidence of a potential disproportionate burden? (h > g)	No

Note:

Finding of a potential disproportionate impact or potential disproportionate burden is not a conclusion that proposed changes are necessarily discriminatory.

RESOLUTION NO. 16-03-_____

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

March 14, 2016

**AMENDING RESOLUTION NO. 09-10-0174, SETTING FORTH THE
FARE STRUCTURE FOR FIXED ROUTE SERVICE AND APPROVING A
TITLE VI EQUITY ANALYSIS**

WHEREAS, Federal Title VI civil rights regulations and RT policy require a fare equity analysis be prepared, reviewed, and approved by the RT Board prior to implementation of any fare changes; and

WHEREAS, on February 1, 2016, a draft Title VI fare change equity analysis was published on RT's web site for a 30-day public comment period; and

WHEREAS, the Board of Directors has received and taken into consideration all public comments; and

WHEREAS, the draft Title VI civil rights analysis found that there would be no potential disparate impacts on minority populations and that there would be no potential disproportionate burdens on low-income populations from implementing the fare change; and

WHEREAS, the Title VI civil rights analysis has been revised to reflect a potential two-year phased implementation of the original proposal and other minor corrections to the draft.

**BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE
SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:**

THAT, the Board has reviewed, is aware of, and approves the Title VI fare change equity analysis (Exhibit C); and

THAT, the Board finds that there would be no potential disparate impacts on minority populations from implementing the fare change; and

THAT, the Board finds that there would be no potential disproportionate burdens on low-income populations from implementing the fare change; and

THAT, Article VI of Resolution No. 09-10-0174 is hereby repealed and restated as described in Exhibit B; and

THAT, the Board hereby authorizes and directs the General Manager/CEO or his designee to implement the proposed fare changes as described in Exhibit B.

JAY SCHENIRER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Exhibit B

Revised 3/11/16 – this page only

Regional Transit Fare Changes

Fare Category	Current Price	Price Effective July 1, 2016	Price Effective July 1, 2017
Single Ride	\$2.50	\$2.75	\$3.00
Single Ride Ticket – Light Rail Only	Time limit reduced from 120 to 90 minutes		
Discount Single Ride *	\$1.25	\$1.35	\$1.50
Daily Pass	\$6.00	\$7.00	\$7.50
Discount Daily Pass *	\$3.00	\$3.50	\$3.75
Monthly Pass	\$100.00	\$110.00	\$120.00
Semi-Monthly Pass	\$50.00	\$60.00	\$65.00
Student Semi-Monthly Sticker	\$25.00	\$27.50	\$30.00 **
Student Semi-Monthly Sticker <small>Free/Reduced Lunch Eligible Students</small>	\$12.50	\$17.50	\$30.00 **
Senior/Disabled Monthly Sticker	\$50.00	\$55.00	\$60.00
Senior/Disabled Semi-Monthly Sticker	\$25.00	\$30.00	\$32.50
Super Senior Monthly Sticker	\$40.00	\$40.00 \$42.00	\$40.00 \$45.00

Single ride tickets and daily passes may be sold in booklets of ten.

* Discount single rides and daily pass fares are available to qualifying students age 5-18, seniors age 62 and over, and eligible disabled persons.

** Beginning on July 1, 2017, RT would increase the face value price of student semi-monthly stickers to \$30.00 for all students, regardless of eligibility for free/reduced lunch pricing; however, RT would provide a discount of up to \$10.00 per pass on a 50/50 match basis with the relevant school or school district (e.g., if the school district contributed \$10.00, RT would contribute \$10.00, so the student could purchase his/her sticker at \$10.00 out-of-pocket).

Exhibit B

Regional Transit Fare Changes

Fare Category	Current Price	Price Effective July 1, 2016	Price Effective July 1, 2017
Single Ride	\$2.50	\$2.75	\$3.00
Single Ride Ticket – Light Rail Only	Time limit reduced from 120 to 90 minutes		
Discount Single Ride *	\$1.25	\$1.35	\$1.50
Daily Pass	\$6.00	\$7.00	\$7.50
Discount Daily Pass *	\$3.00	\$3.50	\$3.75
Monthly Pass	\$100.00	\$110.00	\$120.00
Semi-Monthly Pass	\$50.00	\$60.00	\$65.00
Student Semi-Monthly Sticker	\$25.00	\$27.50	\$30.00 **
Student Semi-Monthly Sticker <small>Free/Reduced Lunch Eligible Students</small>	\$12.50	\$17.50	\$30.00 **
Senior/Disabled Monthly Sticker	\$50.00	\$55.00	\$60.00
Senior/Disabled Semi-Monthly Sticker	\$25.00	\$30.00	\$32.50
Super Senior Monthly Sticker	\$40.00	\$42.00	\$45.00

Single ride tickets and daily passes may be sold in booklets of ten.

* Discount single rides and daily pass fares are available to qualifying students age 5-18, seniors age 62 and over, and eligible disabled persons.

** Beginning on July 1, 2017, RT would increase the face value price of student semi-monthly stickers to \$30.00 for all students, regardless of eligibility for free/reduced lunch pricing; however, RT would provide a discount of up to \$10.00 per pass on a 50/50 match basis with the relevant school or school district (e.g., if the school district contributed \$10.00, RT would contribute \$10.00, so the student could purchase his/her sticker at \$10.00 out-of-pocket).



Title VI Equity Analysis
for Fare Changes Proposed for July 2016
and for July 2017

March 14, 2016

CONTENTS

1. Purpose of Analysis.....	1
2. Project Description	1
3. Title VI Requirements.....	4
4. Data and Methodology	4
5. Effect on Minority Populations.....	8
6. Effect on Low-Income Populations.....	13
7. Conclusion	15

FIGURES

1. Proposed Fare Changes	1
2. Key Statistics on Existing Fares	3
3. Minority Fare Payment Splits – Existing Conditions	6
4. Low-Income Fare Payment Splits – Existing Conditions	7
5a. Minority Fare Payment Splits – Phase 1 Proposed for July 1, 2016.....	9
5b. Minority Fare Payment Splits – Phase 2 Proposed for July 1, 2017.....	10
6a. Low-Income Fare Payment Splits – Phase 1 Proposed for July 1, 2016.....	11
6b. Low-Income Fare Payment Splits – Phase 2 Proposed for July 1, 2017.....	12
7a. Projected Change in Average Fare – Minority and Low-Income Splits – Phase 1 ..	15
7b. Projected Change in Average Fare – Minority and Low-Income Splits – Phase 2 ..	16
8. Thresholds of Statistical Significance.....	17

1. Purpose of Analysis

Pursuant to RT’s fare change policy and in accordance with federal Title VI civil rights requirements, the purpose of this analysis is to identify and document any potential disparate impacts on minority populations or disproportionate burdens on low-income populations resulting from changes to RT’s fare structure.

2. Project Description

RT is currently considering changes to its fare structure, to be made effective in two phases, with the first phase taking effect on July 1, 2016, and the second phase taking effect on July 1, 2017, as described in Figure 1.

**Figure 1
Proposed Fare Changes**

Fare Category	Current Price	Proposed Price July 1, 2016	Proposed Price July 1, 2017
Single Ride	\$2.50	\$2.75	\$3.00
Single Ride Ticket – Light Rail Only	Time limit reduced from 120 to 90 minutes		
Discount Single Ride *	\$1.25	\$1.35	\$1.50
Daily Pass	\$6.00	\$7.00	\$7.50
Discount Daily Pass *	\$3.00	\$3.50	\$3.75
Monthly Pass	\$100.00	\$110.00	\$120.00
Semi-Monthly Pass	\$50.00	\$60.00	\$65.00
Student Semi-Monthly Sticker	\$25.00	\$27.50	\$30.00 **
Student Semi-Monthly Sticker Free/Reduced Lunch Eligible Students	\$12.50	\$17.50	\$30.00 **
Senior/Disabled Monthly Sticker	\$50.00	\$55.00	\$60.00
Senior/Disabled Semi-Monthly Sticker	\$25.00	\$30.00	\$32.50
Super Senior Pass	\$40.00	\$40.00 \$42.00	\$40.00 \$45.00
Paratransit Single Ride	\$5.00	\$5.50	\$6.00
Paratransit Monthly Pass	\$125.00	\$150 Limit to 44 rides/mo	No changes

* Discount single rides and daily pass fares are available to K-12 students, seniors, and disabled persons.

** Beginning on July 1, 2017, RT would increase the face value price of student semi-monthly stickers to \$30.00 for all students; however, RT would offer discounts of up to \$10.00 per pass on a 50/50 match basis with the relevant school or school district (e.g., if the school district contributed \$10.00, RT would contribute \$10.00, so the student could purchase his/her sticker at \$10.00 out-of-pocket).

2. Project Description, cont.

Several other fare changes are currently being contemplated by RT, but have not been included in this analysis.

- A Central City Fare (CCF) is being contemplated, to provide a lower price for short-distance travel in Downtown Sacramento. The CCF initiative is dependent on implementation of RT's Connect Card project, the launch date of which is not yet determined.
- On January 3, 2016, RT began a six-month pilot program of a mobile ticketing app for smart phones. As a temporary fare change, this program is exempt from Title VI requirements; however, RT intends to transition to a permanent system following the end of the pilot program.¹ RT anticipates using data from the pilot project to inform a Title VI analysis prior to implementation of the permanent program.
- RT has proposed to increase the paratransit single fare, to limit the number of rides on the paratransit monthly pass, and to increase the price of the paratransit monthly pass; however, paratransit fares are not governed by Title VI and are not included in this fare equity analysis.

¹ The existing mobile ticketing pilot project did not change the nominal price of any RT fares, and would not constitute a fare change at all, except that the implementation of the single fare creates a de facto change in fares. A single fare purchased and used on the mobile app is implemented as a 90 minute unlimited ride pass. This is an altogether novel fare type, relative to RT's existing system, and although it provides less travel time on rail than standard light rail single ride tickets (which allow two hours of travel time) the mobile app single ride has the unique feature of allowing unlimited rides regardless of mode, which essentially amounts to free bus-to-bus, bus-to-rail, and rail-to-bus transfers, a significant value to the user. RT believes this change meets the definition of a temporary fare reduction, which is exempt from Title VI requirements, as long as it does not exist longer than six months.

**Figure 2
Key Statistics
on Existing Fares**

Fare Category	Face Value	Revenue	Boardings	Average Fare
Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53
Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53
Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28
Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28
Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27
Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27
Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93
Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93
Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23
Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95
Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42
Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37
Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01
Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70
Los Rios		\$869,811	3,623,145	\$0.24
CSUS		\$760,118	892,614	\$0.85
DHA		\$1,911,805	1,374,907	\$1.39
Fare Evader		\$0	1,287,913	\$0.00
Child		\$0	665,671	\$0.00
Lifetime		\$0	254,807	\$0.00
Other Boardings		\$0	342,365	
SUBTOTAL		\$28,377,157	25,759,001	\$1.10
Plus New Los Rios Revenue		\$1,194,805		
TOTAL		\$29,571,962	25,759,001	\$1.15

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results, with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. After adjustments, fare revenue totals \$28,377,157 over 25,759,001 passenger boardings, yielding an anticipated average fare of \$1.10 per boarding. After factoring in an additional \$1,194,805 in increased revenue from RT's new Los Rios contract, which took effect on January 1, 2016, net of transfer agreement payments out, fare revenue in the no-change baseline scenario would be an estimated \$29,571,962, with a systemwide average fare of \$1.15.

3. Title VI Requirements

RT is required to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions (e.g., Spare the Air days).³ The fare change proposal and a draft Title VI fare equity analysis of the proposed changes (this document) must be made available for a 30-day public review period, members of the public must be invited to comment, and staff and the Board of Directors are required to take public comments into consideration. Prior to the changes being implemented, the Board must approve the findings of a final Title VI fare equity analysis. In accordance with these requirements, a draft version of this document was published on RT's web site and RT notified customers of the opportunity to provide comments.

Although federal law prohibits RT from setting the fare for complementary paratransit service at more than double the base cash fare for fixed-route service, paratransit fares are not governed by Title VI and are not included in this analysis.

4. Data and Methodology

In April 2013, an on-board passenger survey was conducted aboard RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire on various rider characteristics. In accordance with FTA guidance, when possible, equity analyses are based on demographic estimates of actual riders. These on-board survey responses therefore form the basis of the analysis below.

On an annual basis, RT conducts a passenger fare survey. This survey provides utilization figures for each fare type, including the average fare per passenger boarding.

Using the demographic data from the 2013 on-board survey, RT estimates the percent minority and the percent low-income for each fare type. This data is combined with the average fare per boarding for each fare type from the annual fare survey. RT then estimates overall average fare splits for minority versus non-minority and low-income versus non-low-income riders.

³ See FTA Circular 4702.1B, Chapter IV, Section 7 and RT Fare Change Policies (Resolution No. 15-11-0129).

4. Data and Methodology, cont.

Potential disparate impacts (and disproportionate burdens) from fare changes are determined by comparing the rate of change of the average fare for all minority riders to that for non-minority riders. RT's Title VI goal is for the percent increase in average fare for minority populations to be less than or equal to that for non-minority populations in the case of a net fare increase and equal or greater to that for non-minority populations in the case of a net fare decrease. A disparate impact may exist if there is a statistically significant deficiency from this goal. RT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

This process is not intended by RT or by FTA to be an absolute determination of discrimination. Rather, the finding of a potential disparate impact or disproportionate burden according to this test is intended to *trigger additional steps* that otherwise can be skipped.

The fare change policy does not contemplate an assessment of the relative equity of the fare structure *as it exists today*, only of how it *changes*. This is in accordance with FTA guidance.

Figures 3 and 4 provide breakdowns of existing fare utilization by fare type and minority/low-income status. As shown in Figures 3 and 4, minority and low-income riders currently pay a significantly lower fare to ride the RT system, on average, than the general population.

This analysis considers the impacts of the first phase of the proposed fare change and separately considers the impacts of both phases combined, relative to the existing baseline.

Figure 3
Minority Fare Payment Splits
Baseline / Existing Conditions

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53	66.0%	554,080	\$1,400,503	34.0%	285,435	\$721,471
2 Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53	57.0%	51,716	\$130,718	43.0%	39,014	\$98,612
3 Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28	64.0%	574,384	\$735,798	36.0%	323,091	\$413,886
4 Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28	48.7%	374,892	\$480,245	51.3%	394,907	\$505,885
5 Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27	72.3%	397,190	\$502,782	27.7%	152,174	\$192,629
6 Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27	74.5%	25,711	\$32,547	25.5%	8,801	\$11,140
7 Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93	71.4%	162,207	\$151,285	28.6%	64,974	\$60,599
8 Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93	45.5%	92,032	\$85,835	54.5%	110,236	\$102,813
9 Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23	75.5%	2,714,234	\$3,327,408	24.5%	880,778	\$1,079,755
10 Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95	75.2%	1,730,735	\$1,650,861	24.8%	570,774	\$544,433
11 Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42	58.5%	2,289,844	\$5,531,604	41.5%	1,624,419	\$3,924,130
12 Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37	72.7%	199,731	\$273,725	27.3%	75,002	\$102,788
13 Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01	87.0%	649,899	\$654,042	13.0%	97,111	\$97,730
14 Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70	46.0%	1,322,136	\$930,212	54.0%	1,552,072	\$1,091,989
15 Los Rios *		\$2,064,616	3,623,145	\$0.57	77.0%	2,789,821	\$1,589,754	23.0%	833,323	\$474,862
16 CSUS		\$760,118	892,614	\$0.85	74.3%	663,212	\$564,767	25.7%	229,402	\$195,350
17 DHA		\$1,911,805	1,374,907	\$1.39	66.9%	919,813	\$1,278,997	33.1%	455,094	\$632,807
18 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
19 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
21 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$29,571,962	25,759,001	\$1.15	67.2%	16,624,082	\$19,321,084	32.8%	8,126,884	\$10,250,878
						Combined Avg Fare ** Minority Riders	\$1.16	Combined Avg Fare ** Non-Minority Riders		\$1.26

Minority riders pay an estimated average of \$1.16 per boarding, compared to \$1.26 for non-minority riders. Minority riders make up an estimated 67.2 percent of all boarding passengers. The student semi-monthly pass is particularly heavily used by minority riders, with an estimated 87.0 percent of users being minority persons. Senior/disabled monthly (and semi-monthly) pass users make up a notably large group of riders with low (only 46.0 percent) minority representation.

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. Minority/non-minority splits are from RT's 2013 On-Board Survey.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and non-minority riders to be higher than for the systemwide average.

Figure 4
Low-Income Fare Payment Splits
Baseline / Existing Conditions

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Low-Income Users		Non-Low-Income Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53	46.8%	393,114	\$993,643	53.2%	446,401	\$1,128,331
2 Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53	7.2%	6,575	\$16,618	92.8%	84,155	\$212,712
3 Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28	43.3%	388,381	\$497,524	56.7%	509,094	\$652,160
4 Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28	5.5%	42,181	\$54,035	94.5%	727,619	\$932,095
5 Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27	52.8%	290,230	\$367,387	47.2%	259,134	\$328,024
6 Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27	40.0%	13,805	\$17,475	60.0%	20,707	\$26,212
7 Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93	44.3%	100,609	\$93,834	55.7%	126,572	\$118,049
8 Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93	30.0%	60,680	\$56,594	70.0%	141,588	\$132,054
9 Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23	59.6%	2,141,749	\$2,625,593	40.4%	1,453,262	\$1,781,569
10 Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95	60.7%	1,396,959	\$1,332,488	39.3%	904,551	\$862,805
11 Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42	26.4%	1,034,604	\$2,499,306	73.6%	2,879,659	\$6,956,428
12 Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37	44.6%	122,516	\$167,905	55.4%	152,217	\$208,609
13 Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01	63.8%	476,856	\$479,896	36.2%	270,154	\$271,876
14 Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70	41.9%	1,203,066	\$846,439	58.1%	1,671,142	\$1,175,762
15 Los Rios *		\$2,064,616	3,623,145	\$0.57	57.8%	2,095,627	\$1,194,174	42.2%	1,527,518	\$870,442
16 CSUS		\$760,118	892,614	\$0.85	48.4%	432,002	\$367,877	51.6%	460,613	\$392,241
17 DHA		\$1,911,805	1,374,907	\$1.39	70.5%	968,684	\$1,346,953	29.5%	406,223	\$564,851
18 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
19 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
21 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$29,571,962	25,759,001	\$1.15	47.6%	11,779,635	\$12,957,741	52.4%	12,971,331	\$16,614,221
						Combined Avg Fare ** Low-Income Riders	\$1.10	Combined Avg Fare ** Non-Low-Income Riders		\$1.28

Low-income riders currently pay an estimated average of \$1.10 per boarding, compared to \$1.28 for non-low-income riders. Low-income riders make little use of RT's full-price monthly pass, a relatively high cost fare type, purchases of which are predominately made by government workers. Pre-paid tickets are also minimally used by low-income persons, possibly because lower-income persons often lack the means to prepay.

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. Low-income/non-low-income splits are from RT's 2013 On-Board Survey.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for low-income and non-low-income riders to be higher than for the systemwide average.

5. Effect on Minority Populations

FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

RT's analysis of survey data yielded the following findings:⁴

- Under the existing fare structure, minority riders pay approximately 7.9 percent less to ride the RT system than non-minority riders (\$1.16 compared to \$1.26 on average).
- Under the first phase of the fare increase, proposed for July 1, 2016, the average fare per passenger boarding would increase by \$0.16 or 13.9 percent (from \$1.16 to \$1.32) for minority riders and by \$0.16 or 12.9 percent (from \$1.26 to \$1.42) for non-minority riders.
- Under the second phase of the fare increase, proposed for July 1, 2017, the average fare per passenger boarding would increase cumulatively from the baseline by \$0.27 or 23.0 percent (from \$1.16 to \$1.43) for minority riders and by \$0.27 or 21.8 percent (from \$1.26 to \$1.54) for non-minority riders.
- In the first phase, the average fare would increase by the same *dollar amount* for minority and non-minority riders (\$0.16), although it would be a greater *percent increase* for minority riders (13.9 compared to 12.9 percent) because the baseline average fare is currently lower for minority riders.
- Cumulatively, through the second phase, the average fare would increase by the same *dollar amount* for minority and non-minority riders (\$0.27), although it would be a greater *percent increase* for minority riders (23.0 compared to 21.8 percent), due to a lower baseline average fare for minority riders.
- The differences in effects on minority and non-minority populations are not statistically significant; therefore this analysis finds that *there would be no potential disparate impacts on minority populations*.⁵
- Beginning with the second phase, RT would institute a 50/50 match discount program with participating school districts for the sale of student semi-monthly stickers. To the extent that school districts took advantage of this program on behalf of students, adverse effects on minority populations would be reduced.

⁴ All figures presented in this section were rounded *after* the calculations were made.

⁵ See Figure 8 for thresholds of statistical significance.

**Figure 5a
 Minority Fare Payment Splits
 Phase 1 Changes
 Proposed for July 1, 2016**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	66.0%	557,228	\$1,531,442	34.0%	287,057	\$788,925
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	57.0%	52,010	\$142,939	43.0%	39,235	\$107,831
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	64.0%	600,108	\$920,220	36.0%	337,561	\$517,624
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	48.7%	391,682	\$600,615	51.3%	412,594	\$632,681
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	72.3%	372,806	\$520,454	27.7%	142,832	\$199,399
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	74.5%	24,133	\$33,691	25.5%	8,260	\$11,532
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	71.4%	152,249	\$156,543	28.6%	60,985	\$62,705
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	45.5%	86,382	\$88,818	54.5%	103,469	\$106,387
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	75.5%	2,468,100	\$3,604,069	24.5%	800,907	\$1,169,532
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	75.2%	1,573,788	\$1,788,117	24.8%	519,015	\$589,698
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	58.5%	2,031,047	\$5,506,763	41.5%	1,440,829	\$3,906,507
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	72.7%	179,369	\$301,225	27.3%	67,356	\$113,115
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	87.0%	556,186	\$734,656	13.0%	83,108	\$109,776
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	46.0%	1,216,874	\$962,897	54.0%	1,428,504	\$1,130,357
15 Super Senior Monthly Pass	\$45.00 42.00	\$26,286	35,150	\$0.75	46.0%	16,169	\$12,091	54.0%	18,981	\$14,194
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000
17 CSUS		\$1,160,399	892,614	\$1.30	74.3%	663,212	\$862,176	25.7%	229,402	\$298,222
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,998	24,470,247	\$1.30	67.2%	15,763,423	\$20,868,825	32.8%	7,698,788	\$10,961,173
							Combined Avg Fare ** Minority Riders	\$1.32	Combined Avg Fare ** Non-Minority Riders	\$1.42

The proposed changes for July 1, 2016 would institute significant price increases across multiple fare categories, including several fare types with above-average use by minority populations as well as several fare types with below-average use by minority populations. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for minority riders is expected to increase by \$0.16 (+13.9 percent) from \$1.16 to \$1.32. In comparison, the overall (aggregate) average fare for non-minority riders is expected to increase by \$0.16 (+12.9 percent) from \$1.26 to \$1.42.**

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Minority/non-minority splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 3 for existing conditions.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and non-minority riders to be higher than for the systemwide average.

**Figure 5b
 Minority Fare Payment Splits
 Phase 2 Changes
 Proposed for July 1, 2017**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	66.0%	556,396	\$1,667,488	34.0%	286,628	\$859,009
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	57.0%	51,932	\$155,637	43.0%	39,177	\$117,411
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	64.0%	620,109	\$1,087,570	36.0%	348,811	\$611,758
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	48.7%	404,737	\$709,842	51.3%	426,345	\$747,739
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	72.3%	358,308	\$555,793	27.7%	137,277	\$212,939
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	74.5%	23,195	\$35,978	25.5%	7,939	\$12,315
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	71.4%	146,328	\$167,173	28.6%	58,613	\$66,963
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	45.5%	83,023	\$94,849	54.5%	99,445	\$113,611
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	75.5%	2,406,398	\$3,764,965	24.5%	780,884	\$1,221,743
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	75.2%	1,534,443	\$1,867,944	24.8%	506,040	\$616,024
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	58.5%	1,901,042	\$5,622,851	41.5%	1,348,602	\$3,988,860
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	72.7%	174,137	\$316,810	27.3%	65,391	\$118,967
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	87.0%	450,173	\$873,794	13.0%	67,267	\$130,567
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	46.0%	1,178,276	\$1,016,833	54.0%	1,383,194	\$1,193,674
15 Super Senior Monthly Pass	\$45.00 \$45.00	\$27,459	35,150	\$0.78	46.0%	16,169	\$12,631	54.0%	18,981	\$14,828
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000
17 CSUS		\$1,271,975	892,614	\$1.43	74.3%	663,212	\$945,078	25.7%	229,402	\$326,898
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$33,553,334	23,920,684	\$1.40	67.2%	15,389,957	\$21,997,343	32.8%	7,522,691	\$11,555,991
						Combined Avg Fare ** Minority Riders	\$1.43		Combined Avg Fare ** Non-Minority Riders	\$1.54

The table above analyzes the cumulative effects of the Phase 1 and Phase 2 changes over the baseline. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for minority riders is expected to increase from the baseline by \$0.27 (+23.0 percent) from \$1.16 to \$1.43. In comparison, the overall (aggregate) average fare for non-minority riders is expected to increase by \$0.27 (+21.8 percent) from \$1.26 to \$1.54.**

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Minority/non-minority splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 3 for existing conditions.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and non-minority riders to be higher than for the systemwide average.

**Figure 6a
 Low-Income Fare Payment Splits
 Phase 1 Changes
 Proposed for July 1, 2016**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	46.8%	395,348	\$1,086,543	53.2%	448,937	\$1,233,824
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	7.2%	6,612	\$18,172	92.8%	84,633	\$232,599
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	43.3%	405,775	\$622,225	56.7%	531,894	\$815,619
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	5.5%	44,070	\$67,578	94.5%	760,206	\$1,165,718
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	52.8%	272,413	\$380,300	47.2%	243,226	\$339,553
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	40.0%	12,957	\$18,089	60.0%	19,436	\$27,133
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	44.3%	94,432	\$97,096	55.7%	118,802	\$122,153
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	30.0%	56,955	\$58,562	70.0%	132,895	\$136,644
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	59.6%	1,947,530	\$2,843,901	40.4%	1,321,477	\$1,929,700
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	60.7%	1,270,279	\$1,443,274	39.3%	822,524	\$934,541
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	26.4%	917,674	\$2,488,082	73.6%	2,554,202	\$6,925,188
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	44.6%	110,026	\$184,773	55.4%	136,699	\$229,567
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	63.8%	408,096	\$539,046	36.2%	231,199	\$305,386
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	41.9%	1,107,284	\$876,180	58.1%	1,538,094	\$1,217,074
15 Super Senior Monthly Pass	\$42.00 46.00	\$26,286	35,150	\$0.75	41.9%	14,713	\$11,003	58.1%	20,437	\$15,283
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS		\$1,160,399	892,614	\$1.30	48.4%	432,002	\$561,602	51.6%	460,613	\$598,796
18 DHA		\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,998	24,470,247	\$1.30	47.6%	11,172,473	\$14,051,828	52.4%	12,289,738	\$17,778,171
							Combined Avg Fare ** Low-Income Riders	\$1.26	Combined Avg Fare ** Non-Low-Income Riders	\$1.45

The proposed changes would institute significant price increases across multiple fare categories, including several fare types with above-average use by low-income populations as well as several fare types with below-average use by low-income populations. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for low-income riders is expected to increase by \$0.16 (+14.3 percent) from \$1.10 to \$1.26. In comparison, the overall (aggregate) average fare for non-low-income riders is expected to increase by \$0.17 (+12.9 percent) from \$1.28 to \$1.45.**

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Low-income/non-low-income splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 4 for existing conditions.

* Los Rios figures reflect increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for low-income and non-low-income riders to be higher than for the systemwide average.

**Figure 6b
 Low-Income Fare Payment Splits
 Phase 2 Changes
 Proposed for July 1, 2017**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	46.8%	394,758	\$1,183,066	53.2%	448,267	\$1,343,430
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	7.2%	6,602	\$19,786	92.8%	84,507	\$253,262
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	43.3%	419,299	\$735,382	56.7%	549,622	\$963,946
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	5.5%	45,539	\$79,867	94.5%	785,543	\$1,377,714
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	52.8%	261,819	\$406,123	47.2%	233,767	\$362,609
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	40.0%	12,453	\$19,317	60.0%	18,680	\$28,976
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	44.3%	90,760	\$103,689	55.7%	114,182	\$130,447
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	30.0%	54,740	\$62,538	70.0%	127,727	\$145,922
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	59.6%	1,898,842	\$2,970,861	40.4%	1,288,440	\$2,015,847
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	60.7%	1,238,522	\$1,507,706	39.3%	801,961	\$976,261
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	26.4%	858,934	\$2,540,533	73.6%	2,390,710	\$7,071,178
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	44.6%	106,817	\$194,333	55.4%	132,712	\$241,444
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	63.8%	330,310	\$641,137	36.2%	187,130	\$363,224
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	41.9%	1,072,162	\$925,259	58.1%	1,489,308	\$1,285,248
15 Super Senior Monthly Pass	\$45.00 \$60.00	\$27,459	35,150	\$0.78	41.9%	14,713	\$11,494	58.1%	20,437	\$15,966
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS		\$1,271,975	892,614	\$1.43	48.4%	432,002	\$615,603	51.6%	460,613	\$656,373
18 DHA		\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$33,553,334	23,920,684	\$1.40	47.6%	10,914,579	\$14,772,096	52.4%	11,998,069	\$18,781,239
							Combined Avg Fare ** Low-Income Riders	\$1.35	Combined Avg Fare ** Non-Low-Income Riders	\$1.57

The table above analyzes the cumulative effects of the Phase 1 and Phase 2 changes over the baseline. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for low-income riders is expected to increase from the baseline by \$0.25 (+23.0 percent) from \$1.10 to \$1.35. In comparison, the overall (aggregate) average fare for non-low-income riders is expected to increase by \$0.28 (+22.2 percent) from \$1.28 to \$1.57.**

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Low-income/non-low-income splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 4 for existing conditions.

* Los Rios figures reflect increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for low-income and non-low-income riders to be higher than for the systemwide average.

6. Effect on Low-Income Populations

FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For the purpose of this analysis, RT used HHS poverty guidelines from 2013.⁷ Survey participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant's income is assumed to be the midpoint of the range selected.⁸

RT's analysis of survey data yielded the following findings:

- Under the existing fare structure, low-income riders pay approximately 14.0 percent less to ride the RT system than non-low-income riders (\$1.10 compared to \$1.28 on average). Following the first phase of the proposed changes, low-income riders would pay approximately 13.1 percent less than non-low-income riders (\$1.26 compared to \$1.45). Following the second phase, low-income riders would pay 13.5 percent less than non-low-income riders (\$1.35 compared to \$1.57).
- Under the first phase of the fare increase, proposed for July 1, 2016, the average fare per passenger boarding would increase by \$0.16 or 14.3 percent for low-income riders (from \$1.10 to \$1.26) and by \$0.17 or 12.9 percent for non-low-income riders (from \$1.28 to \$1.45).
- Under the second phase of the fare increase, proposed for July 1, 2017, the average fare per passenger boarding would increase cumulatively from the baseline by \$0.25 or 23.0 percent (from \$1.10 to \$1.35) for low-income riders and by \$0.28 or 22.2 percent (from \$1.28 to \$1.57) for non-low-income riders.
- In the first phase, the average fare would increase by a greater *dollar amount* for *non-low-income* riders (\$0.17 compared to \$0.16) but by a greater *percentage* for *low-income* riders (14.3 compared to 12.9 percent) due to a lower baseline for low-income riders.

⁷ Although newer HHS statistics are available, the 2013 statistics were the newest statistics available at the time that the statistical analysis was performed on the 2013 on-board survey data. RT's baseline demographic statistical data is typically refreshed during the process of preparing the triennial Title VI update report, which was last updated in 2014 and which will be updated and submitted to FTA in 2017.

⁸ For example, if a passenger selected a household income range of \$25,000 to \$35,000, that passenger's income was assumed to be \$30,000 for the purposes of this analysis.

6. Effect on Low-Income Populations, cont.

- In the second phase, the average fare would increase by a greater *dollar amount* for *non-low-income* riders (\$0.28 compared to \$0.25) but by a higher *percentage* for *low-income* riders (23.0 compared to 22.2 percent) due to a lower baseline for low-income riders.
- The differences in effects on minority and non-minority populations are not statistically significant; therefore, *neither phase would result in any potential disparate impacts on minority populations.*⁹
- Beginning with the second phase, RT would institute a 50/50 match discount program with participating school districts for the sale of student semi-monthly stickers. To the extent that school districts took advantage of this program on behalf of students, adverse effects on low-income populations would be reduced.

⁹ See Figure 8 for thresholds of statistical significance.

7. Conclusion

As shown in Figure 7a, under RT's existing fare structure, both minority and low-income riders pay lower fares, on average, than the general population. Under the first phase of fare changes, proposed for July 1, 2016, the average fare would increase more in percentage terms for minority and low-income populations than for non-minority and non-low-income riders; however, these differences would not be statistically significant.¹¹ For this reason, the first phase of the proposed fare change is not expected to result in any disparate impacts on minority populations nor any disproportionate burdens on low-income populations.

Figure 7a
Projected Change in Average Fare
Minority and Low-Income Splits
Phase 1 Changes Proposed for July 1, 2016

	Existing	Proposed	Change	% Change
All Riders *	\$1.15	\$1.30	\$0.15	13.3%
Minority Riders **	\$1.16	\$1.32	\$0.16	13.9%
Non-Minority Riders **	\$1.26	\$1.42	\$0.16	12.9%
Low-Income Riders **	\$1.10	\$1.26	\$0.16	14.3%
Non-Low Income Riders **	\$1.28	\$1.45	\$0.17	12.9%

The first phase of proposed fare increases would cause RT's systemwide average fare to increase from \$1.15 to \$1.30. For fare-paying minority riders, the average fare would increase from \$1.16 to \$1.32 (+13.9 percent), whereas the average fare for fare-paying non-minority riders would increase from \$1.26 to \$1.42 (+12.9 percent). For fare-paying low-income riders, the average fare would increase from \$1.10 to \$1.26 (+14.3 percent), whereas the average fare for fare-paying non-low-income riders would increase from \$1.28 to \$1.45 (+12.9 percent).

* Includes non-fare-paying riders (e.g., infants/children, fare evaders)

** Includes only fare-paying riders

¹¹ See Figure 8 for thresholds of statistical significance.

7. Conclusion, cont.

As shown in Figure 7b, under the second phase of fare changes, proposed for July 1, 2017, the average fare would increase *more* cumulatively in percentage terms for minority populations and low-income populations than for non-minority and non-low-income populations; however, these differences would not be statistically significant.¹² For this reason, the second phase of the proposed fare change is not expected to result in any disparate impacts on minority populations nor any disproportionate burdens on low-income populations.

Figure 7b
Projected Change in Average Fare (Cumulative)
Minority and Low-Income Splits
Phase 2 Changes Proposed for July 1, 2017

	Existing	Proposed	Change	% Change
All Riders *	\$1.15	\$1.40	\$0.25	22.2%
Minority Riders **	\$1.16	\$1.43	\$0.27	23.0%
Non-Minority Riders **	\$1.26	\$1.54	\$0.27	21.8%
Low-Income Riders **	\$1.10	\$1.35	\$0.25	23.0%
Non-Low Income Riders **	\$1.28	\$1.57	\$0.28	22.2%

The combined first and second phase fare increases would cause RT's systemwide fare to increase from \$1.15 to \$1.40. For fare-paying minority riders, the average fare would increase from \$1.16 to \$1.43 (+23.0 percent), whereas the average fare for fare-paying non-minority riders would increase from \$1.26 to \$1.54 (+21.8 percent). For fare-paying low-income riders, the average fare would increase from \$1.10 to \$1.35 (+23.0 percent), whereas the average fare for fare-paying non-low income riders would increase from \$1.28 to \$1.57 (+22.2 percent).

* Includes non-fare-paying riders (e.g., infants/children, fare evaders)

** Includes only fare-paying riders

¹² See Figure 8 for thresholds of statistical significance.

FIGURE 8
TITLE VI FARE EQUITY ANALYSIS
DETERMINATION OF POTENTIAL DISPARATE IMPACTS
AND/OR DISPROPORTIONATE BURDENS
FOR FARE CHANGES PROPOSED FOR JULY 1, 2016

a. Percent increase in non-minority avg fare	12.9%
b. Threshold of statistical significance (120% * a)	15.4%
c. Percent increase in minority avg fare	13.9%
d. Do fares increase more for minority populations? (c > a)	Yes
e. Is there evidence of a potential disparate impact (c > b)	No
f. Percent increase in non-low-income avg fare	12.9%
g. Threshold of statistical significance (120% * f)	15.5%
h. Percent increase in low-income avg fare	14.3%
i. Do fares increase more for low-income populations? (h > f)	Yes
j. Is there evidence of a potential disproportionate burden? (h > g)	No

FOR FARE CHANGES PROPOSED FOR JULY 1, 2017
(CUMULATIVE CHANGES VS. BASELINE)

a. Percent increase in non-minority avg fare	21.8%
b. Threshold of statistical significance (120% * a)	26.1%
c. Percent increase in minority avg fare	23.0%
d. Do fares increase more for minority populations? (c > a)	Yes
e. Is there evidence of a potential disparate impact (c > b)	No
f. Percent increase in non-low-income avg fare	22.2%
g. Threshold of statistical significance (120% * f)	26.6%
h. Percent increase in low-income avg fare	23.0%
i. Do fares increase more for low-income populations? (h > f)	Yes
j. Is there evidence of a potential disproportionate burden? (h > g)	No

Note:

Finding of a potential disproportionate impact or potential disproportionate burden is not a conclusion that proposed changes are necessarily discriminatory.



Title VI Equity Analysis
for Fare Changes Proposed for July 2016
and for July 2017

March 14, 2016

CONTENTS

1. Purpose of Analysis.....	1
2. Project Description	1
3. Title VI Requirements.....	4
4. Data and Methodology	4
5. Effect on Minority Populations.....	8
6. Effect on Low-Income Populations.....	13
7. Conclusion	15

FIGURES

1. Proposed Fare Changes	1
2. Key Statistics on Existing Fares	3
3. Minority Fare Payment Splits – Existing Conditions	6
4. Low-Income Fare Payment Splits – Existing Conditions	7
5a. Minority Fare Payment Splits – Phase 1 Proposed for July 1, 2016.....	9
5b. Minority Fare Payment Splits – Phase 2 Proposed for July 1, 2017.....	10
6a. Low-Income Fare Payment Splits – Phase 1 Proposed for July 1, 2016.....	11
6b. Low-Income Fare Payment Splits – Phase 2 Proposed for July 1, 2017.....	12
7a. Projected Change in Average Fare – Minority and Low-Income Splits – Phase 1 ..	15
7b. Projected Change in Average Fare – Minority and Low-Income Splits – Phase 2 ..	16
8. Thresholds of Statistical Significance.....	17

1. Purpose of Analysis

Pursuant to RT's fare change policy and in accordance with federal Title VI civil rights requirements, the purpose of this analysis is to identify and document any potential disparate impacts on minority populations or disproportionate burdens on low-income populations resulting from changes to RT's fare structure.

2. Project Description

RT is currently considering changes to its fare structure, to be made effective in two phases, with the first phase taking effect on July 1, 2016, and the second phase taking effect on July 1, 2017, as described in Figure 1.

**Figure 1
 Proposed Fare Changes**

Fare Category	Current Price	Proposed Price July 1, 2016	Proposed Price July 1, 2017
Single Ride	\$2.50	\$2.75	\$3.00
Single Ride Ticket – Light Rail Only	Time limit reduced from 120 to 90 minutes		
Discount Single Ride *	\$1.25	\$1.35	\$1.50
Daily Pass	\$6.00	\$7.00	\$7.50
Discount Daily Pass *	\$3.00	\$3.50	\$3.75
Monthly Pass	\$100.00	\$110.00	\$120.00
Semi-Monthly Pass	\$50.00	\$60.00	\$65.00
Student Semi-Monthly Sticker	\$25.00	\$27.50	\$30.00 **
Student Semi-Monthly Sticker Free/Reduced Lunch Eligible Students	\$12.50	\$17.50	\$30.00 **
Senior/Disabled Monthly Sticker	\$50.00	\$55.00	\$60.00
Senior/Disabled Semi-Monthly Sticker	\$25.00	\$30.00	\$32.50
Super Senior Pass	\$40.00	\$42.00	\$45.00
Paratransit Single Ride	\$5.00	\$5.50	\$6.00
Paratransit Monthly Pass	\$125.00	\$150 Limit to 44 rides/mo	No changes

* Discount single rides and daily pass fares are available to K-12 students, seniors, and disabled persons.

** Beginning on July 1, 2017, RT would increase the face value price of student semi-monthly stickers to \$30.00 for all students; however, RT would offer discounts of up to \$10.00 per pass on a 50/50 match basis with the relevant school or school district (e.g., if the school district contributed \$10.00, RT would contribute \$10.00, so the student could purchase his/her sticker at \$10.00 out-of-pocket).

2. Project Description, cont.

Several other fare changes are currently being contemplated by RT, but have not been included in this analysis.

- A Central City Fare (CCF) is being contemplated, to provide a lower price for short-distance travel in Downtown Sacramento. The CCF initiative is dependent on implementation of RT's Connect Card project, the launch date of which is not yet determined.
- On January 3, 2016, RT began a six-month pilot program of a mobile ticketing app for smart phones. As a temporary fare change, this program is exempt from Title VI requirements; however, RT intends to transition to a permanent system following the end of the pilot program.¹ RT anticipates using data from the pilot project to inform a Title VI analysis prior to implementation of the permanent program.
- RT has proposed to increase the paratransit single fare, to limit the number of rides on the paratransit monthly pass, and to increase the price of the paratransit monthly pass; however, paratransit fares are not governed by Title VI and are not included in this fare equity analysis.

¹ The existing mobile ticketing pilot project did not change the nominal price of any RT fares, and would not constitute a fare change at all, except that the implementation of the single fare creates a de facto change in fares. A single fare purchased and used on the mobile app is implemented as a 90 minute unlimited ride pass. This is an altogether novel fare type, relative to RT's existing system, and although it provides less travel time on rail than standard light rail single ride tickets (which allow two hours of travel time) the mobile app single ride has the unique feature of allowing unlimited rides regardless of mode, which essentially amounts to free bus-to-bus, bus-to-rail, and rail-to-bus transfers, a significant value to the user. RT believes this change meets the definition of a temporary fare reduction, which is exempt from Title VI requirements, as long as it does not exist longer than six months.

**Figure 2
 Key Statistics
 on Existing Fares**

Fare Category	Face Value	Revenue	Boardings	Average Fare
Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53
Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53
Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28
Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28
Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27
Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27
Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93
Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93
Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23
Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95
Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42
Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37
Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01
Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70
Los Rios		\$869,811	3,623,145	\$0.24
CSUS		\$760,118	892,614	\$0.85
DHA		\$1,911,805	1,374,907	\$1.39
Fare Evader		\$0	1,287,913	\$0.00
Child		\$0	665,671	\$0.00
Lifetime		\$0	254,807	\$0.00
Other Boardings		\$0	342,365	
SUBTOTAL		\$28,377,157	25,759,001	\$1.10
Plus New Los Rios Revenue		\$1,194,805		
TOTAL		\$29,571,962	25,759,001	\$1.15

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results, with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. After adjustments, fare revenue totals \$28,377,157 over 25,759,001 passenger boardings, yielding an anticipated average fare of \$1.10 per boarding. After factoring in an additional \$1,194,805 in increased revenue from RT's new Los Rios contract, which took effect on January 1, 2016, net of transfer agreement payments out, fare revenue in the no-change baseline scenario would be an estimated \$29,571,962, with a systemwide average fare of \$1.15.

3. Title VI Requirements

RT is required to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions (e.g., Spare the Air days).³ The fare change proposal and a draft Title VI fare equity analysis of the proposed changes (this document) must be made available for a 30-day public review period, members of the public must be invited to comment, and staff and the Board of Directors are required to take public comments into consideration. Prior to the changes being implemented, the Board must approve the findings of a final Title VI fare equity analysis. In accordance with these requirements, a draft version of this document was published on RT's web site and RT notified customers of the opportunity to provide comments.

Although federal law prohibits RT from setting the fare for complementary paratransit service at more than double the base cash fare for fixed-route service, paratransit fares are not governed by Title VI and are not included in this analysis.

4. Data and Methodology

In April 2013, an on-board passenger survey was conducted aboard RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire on various rider characteristics. In accordance with FTA guidance, when possible, equity analyses are based on demographic estimates of actual riders. These on-board survey responses therefore form the basis of the analysis below.

On an annual basis, RT conducts a passenger fare survey. This survey provides utilization figures for each fare type, including the average fare per passenger boarding.

Using the demographic data from the 2013 on-board survey, RT estimates the percent minority and the percent low-income for each fare type. This data is combined with the average fare per boarding for each fare type from the annual fare survey. RT then estimates overall average fare splits for minority versus non-minority and low-income versus non-low-income riders.

³ See FTA Circular 4702.1B, Chapter IV, Section 7 and RT Fare Change Policies (Resolution No. 15-11-0129).

4. Data and Methodology, cont.

Potential disparate impacts (and disproportionate burdens) from fare changes are determined by comparing the rate of change of the average fare for all minority riders to that for non-minority riders. RT's Title VI goal is for the percent increase in average fare for minority populations to be less than or equal to that for non-minority populations in the case of a net fare increase and equal or greater to that for non-minority populations in the case of a net fare decrease. A disparate impact may exist if there is a statistically significant deficiency from this goal. RT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

This process is not intended by RT or by FTA to be an absolute determination of discrimination. Rather, the finding of a potential disparate impact or disproportionate burden according to this test is intended to *trigger additional steps* that otherwise can be skipped.

The fare change policy does not contemplate an assessment of the relative equity of the fare structure *as it exists today*, only of how it *changes*. This is in accordance with FTA guidance.

Figures 3 and 4 provide breakdowns of existing fare utilization by fare type and minority/low-income status. As shown in Figures 3 and 4, minority and low-income riders currently pay a significantly lower fare to ride the RT system, on average, than the general population.

This analysis considers the impacts of the first phase of the proposed fare change and separately considers the impacts of both phases combined, relative to the existing baseline.

**Figure 3
 Minority Fare Payment Splits
 Baseline / Existing Conditions**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53	66.0%	554,080	\$1,400,503	34.0%	285,435	\$721,471
2 Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53	57.0%	51,716	\$130,718	43.0%	39,014	\$98,612
3 Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28	64.0%	574,384	\$735,798	36.0%	323,091	\$413,886
4 Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28	48.7%	374,892	\$480,245	51.3%	394,907	\$505,885
5 Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27	72.3%	397,190	\$502,782	27.7%	152,174	\$192,629
6 Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27	74.5%	25,711	\$32,547	25.5%	8,801	\$11,140
7 Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93	71.4%	162,207	\$151,285	28.6%	64,974	\$60,599
8 Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93	45.5%	92,032	\$85,835	54.5%	110,236	\$102,813
9 Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23	75.5%	2,714,234	\$3,327,408	24.5%	880,778	\$1,079,755
10 Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95	75.2%	1,730,735	\$1,650,861	24.8%	570,774	\$544,433
11 Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42	58.5%	2,289,844	\$5,531,604	41.5%	1,624,419	\$3,924,130
12 Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37	72.7%	199,731	\$273,725	27.3%	75,002	\$102,788
13 Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01	87.0%	649,899	\$654,042	13.0%	97,111	\$97,730
14 Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70	46.0%	1,322,136	\$930,212	54.0%	1,552,072	\$1,091,989
15 Los Rios *		\$2,064,616	3,623,145	\$0.57	77.0%	2,789,821	\$1,589,754	23.0%	833,323	\$474,862
16 CSUS		\$760,118	892,614	\$0.85	74.3%	663,212	\$564,767	25.7%	229,402	\$195,350
17 DHA		\$1,911,805	1,374,907	\$1.39	66.9%	919,813	\$1,278,997	33.1%	455,094	\$632,807
18 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
19 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
21 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$29,571,962	25,759,001	\$1.15	67.2%	16,624,082	\$19,321,084	32.8%	8,126,884	\$10,250,878
						Combined Avg Fare ** Minority Riders	\$1.16	Combined Avg Fare ** Non-Minority Riders		\$1.26

Minority riders pay an estimated average of \$1.16 per boarding, compared to \$1.26 for non-minority riders. Minority riders make up an estimated 67.2 percent of all boarding passengers. The student semi-monthly pass is particularly heavily used by minority riders, with an estimated 87.0 percent of users being minority persons. Senior/disabled monthly (and semi-monthly) pass users make up a notably large group of riders with low (only 46.0 percent) minority representation.

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. Minority/non-minority splits are from RT's 2013 On-Board Survey.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and non-minority riders to be higher than for the systemwide average.

Figure 4
Low-Income Fare Payment Splits
Baseline / Existing Conditions

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Low-Income Users		Non-Low-Income Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.50	\$2,121,974	839,515	\$2.53	46.8%	393,114	\$993,643	53.2%	446,401	\$1,128,331
2 Single Ticket - Bus	\$2.50	\$229,330	90,730	\$2.53	7.2%	6,575	\$16,618	92.8%	84,155	\$212,712
3 Single Cash - Rail	\$2.50	\$1,149,684	897,475	\$1.28	43.3%	388,381	\$497,524	56.7%	509,094	\$652,160
4 Single Ticket - Rail	\$2.50	\$986,130	769,800	\$1.28	5.5%	42,181	\$54,035	94.5%	727,619	\$932,095
5 Disc Single Cash - Bus	\$1.25	\$695,411	549,364	\$1.27	52.8%	290,230	\$367,387	47.2%	259,134	\$328,024
6 Disc Single Tkt - Bus	\$1.25	\$43,687	34,512	\$1.27	40.0%	13,805	\$17,475	60.0%	20,707	\$26,212
7 Disc Single Cash - Rail	\$1.25	\$211,884	227,181	\$0.93	44.3%	100,609	\$93,834	55.7%	126,572	\$118,049
8 Disc Single Tkt - Rail	\$1.25	\$188,648	202,268	\$0.93	30.0%	60,680	\$56,594	70.0%	141,588	\$132,054
9 Daily Pass	\$6.00	\$4,407,162	3,595,011	\$1.23	59.6%	2,141,749	\$2,625,593	40.4%	1,453,262	\$1,781,569
10 Disc Daily Pass	\$3.00	\$2,195,294	2,301,509	\$0.95	60.7%	1,396,959	\$1,332,488	39.3%	904,551	\$862,805
11 Monthly Pass	\$100.00	\$9,455,734	3,914,263	\$2.42	26.4%	1,034,604	\$2,499,306	73.6%	2,879,659	\$6,956,428
12 Semi-Monthly Pass	\$50.00	\$376,513	274,734	\$1.37	44.6%	122,516	\$167,905	55.4%	152,217	\$208,609
13 Student Semi-Monthly	\$25.00	\$751,772	747,010	\$1.01	63.8%	476,856	\$479,896	36.2%	270,154	\$271,876
14 Senr/Disb Monthly/Semi	\$50.00	\$2,022,201	2,874,208	\$0.70	41.9%	1,203,066	\$846,439	58.1%	1,671,142	\$1,175,762
15 Los Rios *		\$2,064,616	3,623,145	\$0.57	57.8%	2,095,627	\$1,194,174	42.2%	1,527,518	\$870,442
16 CSUS		\$760,118	892,614	\$0.85	48.4%	432,002	\$367,877	51.6%	460,613	\$392,241
17 DHA		\$1,911,805	1,374,907	\$1.39	70.5%	968,684	\$1,346,953	29.5%	406,223	\$564,851
18 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
19 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
20 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
21 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$29,571,962	25,759,001	\$1.15	47.6%	11,779,635	\$12,957,741	52.4%	12,971,331	\$16,614,221
						Combined Avg Fare ** Low-Income Riders	\$1.10	Combined Avg Fare ** Non-Low-Income Riders		\$1.28

Low-income riders currently pay an estimated average of \$1.10 per boarding, compared to \$1.28 for non-low-income riders. Low-income riders make little use of RT's full-price monthly pass, a relatively high cost fare type, purchases of which are predominately made by government workers. Pre-paid tickets are also minimally used by low-income persons, possibly because lower-income persons often lack the means to prepay.

Ridership and fare revenue figures reflect RT's 2015 Fare Survey results with adjustments to apportion \$1,188,828 in net transfer agreement payments out, plus a \$355,481 difference between fare revenue totals from the model and actual fare revenue collected. Low-income/non-low-income splits are from RT's 2013 On-Board Survey.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for low-income and non-low-income riders to be higher than for the systemwide average.

5. Effect on Minority Populations

FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

RT's analysis of survey data yielded the following findings:⁴

- Under the existing fare structure, minority riders pay approximately 7.9 percent less to ride the RT system than non-minority riders (\$1.16 compared to \$1.26 on average).
- Under the first phase of the fare increase, proposed for July 1, 2016, the average fare per passenger boarding would increase by \$0.16 or 13.9 percent (from \$1.16 to \$1.32) for minority riders and by \$0.16 or 12.9 percent (from \$1.26 to \$1.42) for non-minority riders.
- Under the second phase of the fare increase, proposed for July 1, 2017, the average fare per passenger boarding would increase cumulatively from the baseline by \$0.27 or 23.0 percent (from \$1.16 to \$1.43) for minority riders and by \$0.27 or 21.8 percent (from \$1.26 to \$1.54) for non-minority riders.
- In the first phase, the average fare would increase by the same *dollar amount* for minority and non-minority riders (\$0.16), although it would be a greater *percent increase* for minority riders (13.9 compared to 12.9 percent) because the baseline average fare is currently lower for minority riders.
- Cumulatively, through the second phase, the average fare would increase by the same *dollar amount* for minority and non-minority riders (\$0.27), although it would be a greater *percent increase* for minority riders (23.0 compared to 21.8 percent), due to a lower baseline average fare for minority riders.
- The differences in effects on minority and non-minority populations are not statistically significant; therefore this analysis finds that *there would be no potential disparate impacts on minority populations*.⁵
- Beginning with the second phase, RT would institute a 50/50 match discount program with participating school districts for the sale of student semi-monthly stickers. To the extent that school districts took advantage of this program on behalf of students, adverse effects on minority populations would be reduced.

⁴ All figures presented in this section were rounded *after* the calculations were made.

⁵ See Figure 8 for thresholds of statistical significance.

**Figure 5a
Minority Fare Payment Splits
Phase 1 Changes
Proposed for July 1, 2016**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	66.0%	557,228	\$1,531,442	34.0%	287,057	\$788,925
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	57.0%	52,010	\$142,939	43.0%	39,235	\$107,831
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	64.0%	600,108	\$920,220	36.0%	337,561	\$517,624
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	48.7%	391,682	\$600,615	51.3%	412,594	\$632,681
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	72.3%	372,806	\$520,454	27.7%	142,832	\$199,399
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	74.5%	24,133	\$33,691	25.5%	8,260	\$11,532
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	71.4%	152,249	\$156,543	28.6%	60,985	\$62,705
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	45.5%	86,382	\$88,818	54.5%	103,469	\$106,387
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	75.5%	2,468,100	\$3,604,069	24.5%	800,907	\$1,169,532
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	75.2%	1,573,788	\$1,788,117	24.8%	519,015	\$589,698
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	58.5%	2,031,047	\$5,506,763	41.5%	1,440,829	\$3,906,507
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	72.7%	179,369	\$301,225	27.3%	67,356	\$113,115
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	87.0%	556,186	\$734,656	13.0%	83,108	\$109,776
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	46.0%	1,216,874	\$962,897	54.0%	1,428,504	\$1,130,357
15 Super Senior Monthly Pass	\$42.00	\$26,286	35,150	\$0.75	46.0%	16,169	\$12,091	54.0%	18,981	\$14,194
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000
17 CSUS		\$1,160,399	892,614	\$1.30	74.3%	663,212	\$862,176	25.7%	229,402	\$298,222
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,998	24,470,247	\$1.30	67.2%	15,763,423	\$20,868,825	32.8%	7,698,788	\$10,961,173
							Combined Avg Fare ** Minority Riders		Combined Avg Fare ** Non-Minority Riders	\$1.42

The proposed changes for July 1, 2016 would institute significant price increases across multiple fare categories, including several fare types with above-average use by minority populations as well as several fare types with below-average use by minority populations. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for minority riders is expected to increase by \$0.16 (+13.9 percent) from \$1.16 to \$1.32. In comparison, the overall (aggregate) average fare for non-minority riders is expected to increase by \$0.16 (+12.9 percent) from \$1.26 to \$1.42.**

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Minority/non-minority splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 3 for existing conditions.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and non-minority riders to be higher than for the systemwide average.

**Figure 5b
Minority Fare Payment Splits
Phase 2 Changes
Proposed for July 1, 2017**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	% Split	Minority Users		Non-Minority Users		
						Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	66.0%	556,396	\$1,667,488	34.0%	286,628	\$859,009
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	57.0%	51,932	\$155,637	43.0%	39,177	\$117,411
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	64.0%	620,109	\$1,087,570	36.0%	348,811	\$611,758
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	48.7%	404,737	\$709,842	51.3%	426,345	\$747,739
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	72.3%	358,308	\$555,793	27.7%	137,277	\$212,939
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	74.5%	23,195	\$35,978	25.5%	7,939	\$12,315
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	71.4%	146,328	\$167,173	28.6%	58,613	\$66,963
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	45.5%	83,023	\$94,849	54.5%	99,445	\$113,611
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	75.5%	2,406,398	\$3,764,965	24.5%	780,884	\$1,221,743
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	75.2%	1,534,443	\$1,867,944	24.8%	506,040	\$616,024
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	58.5%	1,901,042	\$5,622,851	41.5%	1,348,602	\$3,988,860
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	72.7%	174,137	\$316,810	27.3%	65,391	\$118,967
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	87.0%	450,173	\$873,794	13.0%	67,267	\$130,567
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	46.0%	1,178,276	\$1,016,833	54.0%	1,383,194	\$1,193,674
15 Super Senior Monthly Pass	\$45.00	\$27,459	35,150	\$0.78	46.0%	16,169	\$12,631	54.0%	18,981	\$14,828
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	77.0%	2,789,821	\$1,694,000	23.0%	833,323	\$506,000
17 CSUS		\$1,271,975	892,614	\$1.43	74.3%	663,212	\$945,078	25.7%	229,402	\$326,898
18 DHA		\$2,104,794	1,374,907	\$1.53	66.9%	919,813	\$1,408,107	33.1%	455,094	\$696,687
19 Fare Evader		\$0	1,287,913	\$0.00	76.8%	989,117	\$0	23.2%	298,796	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	48.4%	123,327	\$0	51.6%	131,481	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$33,553,334	23,920,684	\$1.40	67.2%	15,389,957	\$21,997,343	32.8%	7,522,691	\$11,555,991
							Combined Avg Fare ** Minority Riders	\$1.43	Combined Avg Fare ** Non-Minority Riders	\$1.54

The table above analyzes the cumulative effects of the Phase 1 and Phase 2 changes over the baseline. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for minority riders is expected to increase from the baseline by \$0.27 (+23.0 percent) from \$1.16 to \$1.43. In comparison, the overall (aggregate) average fare for non-minority riders is expected to increase by \$0.27 (+21.8 percent) from \$1.26 to \$1.54.**

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Minority/non-minority splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 3 for existing conditions.

* Los Rios figures reflect anticipated increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for minority and non-minority riders to be higher than for the systemwide average.

**Figure 6a
Low-Income Fare Payment Splits
Phase 1 Changes
Proposed for July 1, 2016**

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$2.75	\$2,320,366	844,284	\$2.75	46.8%	395,348	\$1,086,543	53.2%	448,937	\$1,233,824
2 Single Ticket - Bus	\$2.75	\$250,771	91,245	\$2.75	7.2%	6,612	\$18,172	92.8%	84,633	\$232,599
3 Single Cash - Rail	\$2.75	\$1,437,844	937,669	\$1.53	43.3%	405,775	\$622,225	56.7%	531,894	\$815,619
4 Single Ticket - Rail	\$2.75	\$1,233,296	804,276	\$1.53	5.5%	44,070	\$67,578	94.5%	760,206	\$1,165,718
5 Disc Single Cash - Bus	\$1.35	\$719,853	515,638	\$1.40	52.8%	272,413	\$380,300	47.2%	243,226	\$339,553
6 Disc Single Tkt - Bus	\$1.35	\$45,222	32,393	\$1.40	40.0%	12,957	\$18,089	60.0%	19,436	\$27,133
7 Disc Single Cash - Rail	\$1.35	\$219,249	213,234	\$1.03	44.3%	94,432	\$97,096	55.7%	118,802	\$122,153
8 Disc Single Tkt - Rail	\$1.35	\$195,205	189,851	\$1.03	30.0%	56,955	\$58,562	70.0%	132,895	\$136,644
9 Daily Pass	\$7.00	\$4,773,601	3,269,007	\$1.46	59.6%	1,947,530	\$2,843,901	40.4%	1,321,477	\$1,929,700
10 Disc Daily Pass	\$3.50	\$2,377,815	2,092,803	\$1.14	60.7%	1,270,279	\$1,443,274	39.3%	822,524	\$934,541
11 Monthly Pass	\$110.00	\$9,413,270	3,471,876	\$2.71	26.4%	917,674	\$2,488,082	73.6%	2,554,202	\$6,925,188
12 Semi-Monthly Pass	\$60.00	\$414,340	246,725	\$1.68	44.6%	110,026	\$184,773	55.4%	136,699	\$229,567
13 Student Semi-Monthly	\$27.50	\$844,432	639,295	\$1.32	63.8%	408,096	\$539,046	36.2%	231,199	\$305,386
14 Senr/Disb Monthly/Semi	\$55.00	\$2,093,254	2,645,378	\$0.79	41.9%	1,107,284	\$876,180	58.1%	1,538,094	\$1,217,074
15 Super Senior Monthly Pass	\$42.00	\$26,286	35,150	\$0.75	41.9%	14,713	\$11,003	58.1%	20,437	\$15,283
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS		\$1,160,399	892,614	\$1.30	48.4%	432,002	\$561,602	51.6%	460,613	\$598,796
18 DHA		\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$31,829,998	24,470,247	\$1.30	47.6%	11,172,473	\$14,051,828	52.4%	12,289,738	\$17,778,171
							Combined Avg Fare ** Low-Income Riders	\$1.26	Combined Avg Fare ** Non-Low-Income Riders	\$1.45

The proposed changes would institute significant price increases across multiple fare categories, including several fare types with above-average use by low-income populations as well as several fare types with below-average use by low-income populations. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for low-income riders is expected to increase by \$0.16 (+14.3 percent) from \$1.10 to \$1.26. In comparison, the overall (aggregate) average fare for non-low-income riders is expected to increase by \$0.17 (+12.9 percent) from \$1.28 to \$1.45.**

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Low-income/non-low-income splits are from RT's 2013 On-Board Survey. . Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 4 for existing conditions.

* Los Rios figures reflect increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for low-income and non-low-income riders to be higher than for the systemwide average.

Figure 6b
Low-Income Fare Payment Splits
Phase 2 Changes
Proposed for July 1, 2017

Fare Category	Face Value	Revenue	Boardings	Avg Fare	Low-Income Users			Non-Low-Income Users		
					% Split	Boardings	Revenue	% Split	Boardings	Revenue
1 Single Cash - Bus	\$3.00	\$2,526,496	843,024	\$3.00	46.8%	394,758	\$1,183,066	53.2%	448,267	\$1,343,430
2 Single Ticket - Bus	\$3.00	\$273,048	91,109	\$3.00	7.2%	6,602	\$19,786	92.8%	84,507	\$253,262
3 Single Cash - Rail	\$3.00	\$1,699,328	968,921	\$1.75	43.3%	419,299	\$735,382	56.7%	549,622	\$963,946
4 Single Ticket - Rail	\$3.00	\$1,457,581	831,082	\$1.75	5.5%	45,539	\$79,867	94.5%	785,543	\$1,377,714
5 Disc Single Cash - Bus	\$1.50	\$768,732	495,585	\$1.55	52.8%	261,819	\$406,123	47.2%	233,767	\$362,609
6 Disc Single Tkt - Bus	\$1.50	\$48,293	31,134	\$1.55	40.0%	12,453	\$19,317	60.0%	18,680	\$28,976
7 Disc Single Cash - Rail	\$1.50	\$234,136	204,942	\$1.14	44.3%	90,760	\$103,689	55.7%	114,182	\$130,447
8 Disc Single Tkt - Rail	\$1.50	\$208,460	182,468	\$1.14	30.0%	54,740	\$62,538	70.0%	127,727	\$145,922
9 Daily Pass	\$7.50	\$4,986,708	3,187,282	\$1.56	59.6%	1,898,842	\$2,970,861	40.4%	1,288,440	\$2,015,847
10 Disc Daily Pass	\$3.75	\$2,483,968	2,040,483	\$1.22	60.7%	1,238,522	\$1,507,706	39.3%	801,961	\$976,261
11 Monthly Pass	\$120.00	\$9,611,711	3,249,644	\$2.96	26.4%	858,934	\$2,540,533	73.6%	2,390,710	\$7,071,178
12 Semi-Monthly Pass	\$65.00	\$435,777	239,529	\$1.82	44.6%	106,817	\$194,333	55.4%	132,712	\$241,444
13 Student Semi-Monthly	\$30.00	\$1,004,361	517,440	\$1.94	63.8%	330,310	\$641,137	36.2%	187,130	\$363,224
14 Senr/Disb Monthly/Semi	\$60.00	\$2,210,507	2,561,470	\$0.86	41.9%	1,072,162	\$925,259	58.1%	1,489,308	\$1,285,248
15 Super Senior Monthly Pass	\$45.00	\$27,459	35,150	\$0.78	41.9%	14,713	\$11,494	58.1%	20,437	\$15,966
16 Los Rios *		\$2,200,000	3,623,145	\$0.61	57.8%	2,095,627	\$1,272,480	42.2%	1,527,518	\$927,520
17 CSUS		\$1,271,975	892,614	\$1.43	48.4%	432,002	\$615,603	51.6%	460,613	\$656,373
18 DHA		\$2,104,794	1,374,907	\$1.53	70.5%	968,684	\$1,482,923	29.5%	406,223	\$621,871
19 Fare Evader		\$0	1,287,913	\$0.00	43.8%	563,462	\$0	56.3%	724,451	\$0
20 Child **		\$0	665,671	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
21 Lifetime		\$0	254,807	\$0.00	19.0%	48,535	\$0	81.0%	206,273	\$0
22 Other Boardings **		\$0	342,365	\$0.00	n/a	n/a	n/a	n/a	n/a	n/a
		\$33,553,334	23,920,684	\$1.40	47.6%	10,914,579	\$14,772,096	52.4%	11,998,069	\$18,781,239
							Combined Avg Fare ** Low-Income Riders	\$1.35	Combined Avg Fare ** Non-Low-Income Riders	\$1.57

The table above analyzes the cumulative effects of the Phase 1 and Phase 2 changes over the baseline. After weighting all of the proposed changes by ridership, the overall (aggregate) average fare for low-income riders is expected to increase from the baseline by \$0.25 (+23.0 percent) from \$1.10 to \$1.35. In comparison, the overall (aggregate) average fare for non-low-income riders is expected to increase by \$0.28 (+22.2 percent) from \$1.28 to \$1.57.**

Ridership and fare revenue figures reflect (1) RT's 2015 Fare Survey results, (2) weighted apportionment of \$1,188,828 in net transfer agreement payments out, (3) weighted apportionment of a \$355,481 difference between model and actual fare revenues, (4) ridership deflection from the fare increase, typically using -0.35 fare price elasticity, and (5) cross deflection from one fare type to another. Low-income/non-low-income splits are from RT's 2013 On-Board Survey. Student Semi-Monthly figures include free/reduced lunch program discounts. Super Senior Monthly pass was unintentionally omitted from original draft. See Figure 4 for existing conditions.

* Los Rios figures reflect increased fare revenue from new contract, effective January 1, 2016, net of transfer agreements.

** Minority and low-income utilization rates were not available for Child and "Other Boardings" categories, so ridership and fare revenue splits for these fare categories are not included in the breakdowns and the totals for minority and low-income populations. This causes the reported average fare for low-income and non-low-income riders to be higher than for the systemwide average.

6. Effect on Low-Income Populations

FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For the purpose of this analysis, RT used HHS poverty guidelines from 2013.⁷ Survey participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant's income is assumed to be the midpoint of the range selected.⁸

RT's analysis of survey data yielded the following findings:

- Under the existing fare structure, low-income riders pay approximately 14.0 percent less to ride the RT system than non-low-income riders (\$1.10 compared to \$1.28 on average). Following the first phase of the proposed changes, low-income riders would pay approximately 13.1 percent less than non-low-income riders (\$1.26 compared to \$1.45). Following the second phase, low-income riders would pay 13.5 percent less than non-low-income riders (\$1.35 compared to \$1.57).
- Under the first phase of the fare increase, proposed for July 1, 2016, the average fare per passenger boarding would increase by \$0.16 or 14.3 percent for low-income riders (from \$1.10 to \$1.26) and by \$0.17 or 12.9 percent for non-low-income riders (from \$1.28 to \$1.45).
- Under the second phase of the fare increase, proposed for July 1, 2017, the average fare per passenger boarding would increase cumulatively from the baseline by \$0.25 or 23.0 percent (from \$1.10 to \$1.35) for low-income riders and by \$0.28 or 22.2 percent (from \$1.28 to \$1.57) for non-low-income riders.
- In the first phase, the average fare would increase by a greater *dollar amount* for *non-low-income* riders (\$0.17 compared to \$0.16) but by a greater *percentage* for *low-income* riders (14.3 compared to 12.9 percent) due to a lower baseline for low-income riders.

⁷ Although newer HHS statistics are available, the 2013 statistics were the newest statistics available at the time that the statistical analysis was performed on the 2013 on-board survey data. RT's baseline demographic statistical data is typically refreshed during the process of preparing the triennial Title VI update report, which was last updated in 2014 and which will be updated and submitted to FTA in 2017.

⁸ For example, if a passenger selected a household income range of \$25,000 to \$35,000, that passenger's income was assumed to be \$30,000 for the purposes of this analysis.

6. Effect on Low-Income Populations, cont.

- In the second phase, the average fare would increase by a greater *dollar amount* for *non-low-income* riders (\$0.28 compared to \$0.25) but by a higher *percentage* for *low-income* riders (23.0 compared to 22.2 percent) due to a lower baseline for low-income riders.
- The differences in effects on minority and non-minority populations are not statistically significant; therefore, *neither phase would result in any potential disparate impacts on minority populations.*⁹
- Beginning with the second phase, RT would institute a 50/50 match discount program with participating school districts for the sale of student semi-monthly stickers. To the extent that school districts took advantage of this program on behalf of students, adverse effects on low-income populations would be reduced.

⁹ See Figure 8 for thresholds of statistical significance.

7. Conclusion

As shown in Figure 7a, under RT's existing fare structure, both minority and low-income riders pay lower fares, on average, than the general population. Under the first phase of fare changes, proposed for July 1, 2016, the average fare would increase more in percentage terms for minority and low-income populations than for non-minority and non-low-income riders; however, these differences would not be statistically significant.¹¹ For this reason, the first phase of the proposed fare change is not expected to result in any disparate impacts on minority populations nor any disproportionate burdens on low-income populations.

Figure 7a
Projected Change in Average Fare
Minority and Low-Income Splits
Phase 1 Changes Proposed for July 1, 2016

	Existing	Proposed	Change	% Change
All Riders *	\$1.15	\$1.30	\$0.15	13.3%
Minority Riders **	\$1.16	\$1.32	\$0.16	13.9%
Non-Minority Riders **	\$1.26	\$1.42	\$0.16	12.9%
Low-Income Riders **	\$1.10	\$1.26	\$0.16	14.3%
Non-Low Income Riders **	\$1.28	\$1.45	\$0.17	12.9%

The first phase of proposed fare increases would cause RT's systemwide average fare to increase from \$1.15 to \$1.30. For fare-paying minority riders, the average fare would increase from \$1.16 to \$1.32 (+13.9 percent), whereas the average fare for fare-paying non-minority riders would increase from \$1.26 to \$1.42 (+12.9 percent). For fare-paying low-income riders, the average fare would increase from \$1.10 to \$1.26 (+14.3 percent), whereas the average fare for fare-paying non-low-income riders would increase from \$1.28 to \$1.45 (+12.9 percent).

* Includes non-fare-paying riders (e.g., infants/children, fare evaders)

** Includes only fare-paying riders

¹¹ See Figure 8 for thresholds of statistical significance.

7. Conclusion, cont.

As shown in Figure 7b, under the second phase of fare changes, proposed for July 1, 2017, the average fare would increase *more* cumulatively in percentage terms for minority populations and low-income populations than for non-minority and non-low-income populations; however, these differences would not be statistically significant.¹² For this reason, the second phase of the proposed fare change is not expected to result in any disparate impacts on minority populations nor any disproportionate burdens on low-income populations.

Figure 7b
Projected Change in Average Fare (Cumulative)
Minority and Low-Income Splits
Phase 2 Changes Proposed for July 1, 2017

	Existing	Proposed	Change	% Change
All Riders *	\$1.15	\$1.40	\$0.25	22.2%
Minority Riders **	\$1.16	\$1.43	\$0.27	23.0%
Non-Minority Riders **	\$1.26	\$1.54	\$0.27	21.8%
Low-Income Riders **	\$1.10	\$1.35	\$0.25	23.0%
Non-Low Income Riders **	\$1.28	\$1.57	\$0.28	22.2%

The combined first and second phase fare increases would cause RT's systemwide fare to increase from \$1.15 to \$1.40. For fare-paying minority riders, the average fare would increase from \$1.16 to \$1.43 (+23.0 percent), whereas the average fare for fare-paying non-minority riders would increase from \$1.26 to \$1.54 (+21.8 percent). For fare-paying low-income riders, the average fare would increase from \$1.10 to \$1.35 (+23.0 percent), whereas the average fare for fare-paying non-low income riders would increase from \$1.28 to \$1.57 (+22.2 percent).

* Includes non-fare-paying riders (e.g., infants/children, fare evaders)

** Includes only fare-paying riders

¹² See Figure 8 for thresholds of statistical significance.

FIGURE 8
TITLE VI FARE EQUITY ANALYSIS
DETERMINATION OF POTENTIAL DISPARATE IMPACTS
AND/OR DISPROPORTIONATE BURDENS
FOR FARE CHANGES PROPOSED FOR JULY 1, 2016

a. Percent increase in non-minority avg fare	12.9%
b. Threshold of statistical significance (120% * a)	15.4%
c. Percent increase in minority avg fare	13.9%
d. Do fares increase more for minority populations? (c > a)	Yes
e. Is there evidence of a potential disparate impact (c > b)	No
f. Percent increase in non-low-income avg fare	12.9%
g. Threshold of statistical significance (120% * f)	15.5%
h. Percent increase in low-income avg fare	14.3%
i. Do fares increase more for low-income populations? (h > f)	Yes
j. Is there evidence of a potential disproportionate burden? (h > g)	No

FOR FARE CHANGES PROPOSED FOR JULY 1, 2017
(CUMULATIVE CHANGES VS. BASELINE)

a. Percent increase in non-minority avg fare	21.8%
b. Threshold of statistical significance (120% * a)	26.1%
c. Percent increase in minority avg fare	23.0%
d. Do fares increase more for minority populations? (c > a)	Yes
e. Is there evidence of a potential disparate impact (c > b)	No
f. Percent increase in non-low-income avg fare	22.2%
g. Threshold of statistical significance (120% * f)	26.6%
h. Percent increase in low-income avg fare	23.0%
i. Do fares increase more for low-income populations? (h > f)	Yes
j. Is there evidence of a potential disproportionate burden? (h > g)	No

Note:

Finding of a potential disproportionate impact or potential disproportionate burden is not a conclusion that proposed changes are necessarily discriminatory.

RESOLUTION NO. 16-03-_____

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

March 14, 2016

REPEALING RESOLUTION NO. 09-06-0101, 08-10-0148 AND 05-08-0144 AND ESTABLISHING FARES FOR COMPLEMENTARY PARATRANSIT SERVICE

WHEREAS, Sacramento Regional Transit District's (RT) Enabling Act is set out in Part 14 (Section 102100 and following) of Division 10 of the California Public Utilities Code; and

WHEREAS, pursuant to Section 102001 of RT's Enabling Act, the Legislature found that it was necessary to establish the RT transit district to operate a single unified public transportation system in the Sacramento Region in order to meet the present and future public transportation, and mass and rapid transit needs, of the region; and

WHEREAS, RT has been providing public transportation services along fixed routes in the Sacramento region since 1973; and

WHEREAS, under the Americans with Disabilities Act of 1990 (ADA), each public entity operating public transit along a fixed route system is required to provide demand responsive complementary paratransit services for disabled individuals; and

WHEREAS, under Section 102282 of RT's Enabling Act, RT is authorized to contract with any public agency or person to provide transit facilities and services; and

WHEREAS, since May 1, 1992, RT has contracted with Paratransit, Inc. to provide complementary paratransit services in the Sacramento Region; and

WHEREAS, under Section 102285 of RT's Enabling Act, the RT Board is authorized to establish fares and charges, if any, for transit service provided under the authority of RT's Enabling Act; and

WHEREAS, the fare for a trip charged to an ADA paratransit eligible user of complementary paratransit service may not exceed twice the base fare, including applicable transfer and premium charges, paid by a person paying the full fare for a trip of similar length, at a similar time of day, on RT's fixed route system; and

WHEREAS, in 2005, the Board adopted Resolution No. 05-08-0114 "Establishing Fares for Complementary Paratransit Service", which was subsequently amended by Resolution Nos. 08-10-0148 and 09-09-06-0101.

WHEREAS, the Board desires to modify the fares for Complementary Paratransit Service and include all elements of the Complementary Paratransit fare structure in a single resolution.

NOW, THEREFORE, BE IT HEREBY RESOLVED BY THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

Section 1: “Complementary Paratransit Service” means origin-to-destination transportation services arranged on a call-in basis in accordance with Regional Transit’s obligation to provide ADA service to destinations within three-quarters of a mile of Regional Transit’s fixed-route service as required by 49 C.F.R. Section 37.131.

Section 2: Exhibit A sets out the fare structure for Complementary Paratransit Service.

Section 3: The basic fare for one ride (a single trip between one origin and destination) on Complementary Paratransit Service is the price set forth under item A. of Exhibit A. A person certified by RT as an ADA-eligible rider who pays the basic complementary paratransit fare upon boarding a bus providing Complementary Paratransit Service is entitled to one ride thereon.

Section 4: The price charged for a monthly pass for Complementary Paratransit Service is the price set forth under Item B. of Exhibit A. A person certified by RT as an ADA- eligible rider who displays a valid monthly pass for Complementary Paratransit Service is entitled to ride such service for up to 44 one-way trips per month, without further charge during the month of the year printed on the pass. Additional trips beyond 44 must be paid for at the per-trip basic fare set out in Item A of Exhibit A.

Section 5: A person accompanying an ADA-eligible rider on Complementary Paratransit Service who is not a personal care attendant must pay the basic fare set out in Item A. of Exhibit A, if the person accompanying the ADA-eligible rider is entitled to ride in accordance with the provisions of 49 C.F.R. §37.123(f).

Section 6: Notwithstanding anything to the contrary in Section 2, a personal care attendant accompanying a person certified by RT as an ADA-eligible rider is eligible to ride without charge if the ADA-eligible rider is authorized by RT as eligible to travel with a personal care attendant and if the ADA-eligible rider is provided a ride in accordance with any limitations or conditions set forth in their eligibility determination.

Section 7: Notwithstanding anything to the contrary in Section 2, a person certified by RT as an ADA-eligible rider is not required to pay the basic fare upon boarding a bus for Complementary Paratransit Service if the basic fare for that ride is paid directly to RT or the operator providing such service under the terms of an agreement approved or authorized by RT.

Section 8: Exhibit A, entitled “Complementary Paratransit Fares and Pass Pricing” is attached hereto and incorporated herein by this reference.

Section 9: This resolution shall take effect July 1, 2016.

JAY SCHENIRER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Exhibit A

Complementary Paratransit Fares and Pass Pricing

	Price Effective Through 6/30/16	Price Effective 7/1/16	Price Effective 7/1/17
A. Basic Fare	\$5.00	\$5.50	\$6.00
B. Monthly Pass	\$125.00	\$150.00	\$150.00