

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	06/11/18	Open	Action	06/04/18

Subject: Title VI Fare Equity Analysis - Reduced Student Fare

ISSUE

Whether or not to approve a Title VI fare equity analysis and approve a permanent price reduction for the Student Semi-Monthly Pass and a permanent Student Monthly Pass on Connect Card and Mobile Fare Applications (ZipPass).

RECOMMENDED ACTION

- A. Adopt Resolution No. 18-06-_____, Approving a Title VI Fare Equity Analysis for the Fare Changes to Monthly and Semi-Monthly Pass for Students; and
- B. Adopt Resolution No. 18-06-_____, Amending the Fare Structure (Resolution Nos. 09-09-0174 and 16-03-0024 as amended) to Permanently Reduce the Price of the Semi-Monthly Pass for Students and Permanently Offer a Monthly Pass for Students on Connect Card and Mobile Fare Applications (ZipPass).

FISCAL IMPACT

The fare changes that would be approved by Recommended Action B were presented to the Board as a temporary modification to the Student Semi-Monthly Pass price in December 2017 (Resolution No. 17-12-0178) and as a temporary adoption of a Student Monthly Pass in January 2018 (Resolution No. 18-01-0008). The fiscal impact of temporarily reducing the price of the Student Semi-Monthly and Monthly Pass for a six month period (January 1, 2018 through June 30, 2018) was estimated to result in a fare revenue reduction of \$96,591 in Fiscal Year (FY) 2018.

Table 1 below displays the potential fare revenue loss staff anticipates in FY2019 if Recommended Action B is approved. Details of this analysis can be found in the Discussion sections below.

Table 1

	Fare Revenue Impact
Estimated Loss from Fare Reduction	(\$190,622)
Additional Loss from Transfer Agreements	(\$25,751)
Total Estimated Impact of Student Fare Reduction	(\$216,373)

DISCUSSION ON TITLE VI ANALYSIS

Pursuant to SacRT's fare change policy (Attachment 1) and in accordance with Federal Title VI civil rights requirements, SacRT is required to conduct a Title VI fare equity analysis prior to

Approved:

Presented:

Final 06/05/18

General Manager/CEO

Electronic Fare Collection Systems Administrator

J:\Board Meeting Documents\2018\08 June 11, 2018\Title VI Student Fare Issue Paper\Title VI Student Fare Issue Paper.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	06/11/18	Open	Action	06/04/18

Subject: Title VI Fare Equity Analysis - Reduced Student Fare

implementing any fare change (with some exceptions, including promotional fare programs lasting up to six months). The purpose of a Title VI fare equity analysis is to identify and document any potential disparate impacts on minority populations or disproportionate burdens on low-income populations resulting from changes to SacRT’s fare structure.

Prior to a fare change proposal being implemented beyond the six-month pilot period, a draft Title VI fare equity analysis of the proposed changes must be made available for a 30-day public review period, members of the public must be invited to comment, staff and the Board of Directors are required to take public comments into consideration, and the Board must approve the findings.

On January 1, 2018, SacRT implemented a temporary fare change for a 6-month pilot period that reduced the Student Semi-Monthly Pass price from \$27.50 to \$10. In response to public demand, on January 23, 2018, SacRT began selling a Student Monthly Pass for Connect Card and ZipPass users priced at \$20.

In accordance with Title VI requirements, a draft Title VI fare equity analysis was published on SacRT’s website on May 1, 2018 for a 30-day public review addressing the fare reduction. The analysis found that there would be neither potential disparate impacts nor any potential disproportionate burdens from implementing the fare changes.

Notice was published on the SacRT website, by e-mail, and on RT vehicles in English and six other languages as shown in Attachment 2; however, no public comments have been received as of May 21, 2018.

Edits to the draft analysis have been included in Attachment 3.

DISCUSSION ON FARE REDUCTION FOR STUDENTS

The temporary fare reduction for Student Semi-Monthly Passes and introduction of a Student Monthly Pass on electronic fare media has been met with a great deal of public support and has generated a significant number of new riders for SacRT.

Staff has analyzed the results of the price reduction over the past 5 months and has determined that the fare revenue loss and estimated ridership increases were reasonable and have been consistent with actual results. The direct effects on fares collected during FY2019 are estimated to be fare revenue loss of approximately \$190,622 and an increase in ridership of approximately 207,386 rides.

Staff performed further revenue and ridership impact analysis to determine whether or not the \$20 monthly pass price was optimal for the Student fare offering. Table 2 below displays the results of this analysis.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	06/11/18	Open	Action	06/04/18

Subject: Title VI Fare Equity Analysis - Reduced Student Fare

Table 2

Revenue/Ridership Analysis Based on Student Pass Price

Price	Revenue Impact	Ridership Increase	Revenue Loss/Rider
\$20 (Recommended)	(\$190,622)	207,386	(\$0.92)
\$25	(\$127,641)	106,983	(\$1.19)
\$30	(\$47,059)	28,309	(\$1.66)

Staff determined that the breakeven price point from a fare revenue perspective would be greater than \$30 per Student monthly pass. Fare offerings above \$30 were not considered because a high percentage of SacRT Student riders purchased their monthly and semi-monthly passes at the free/reduced meal program price of \$30 per month prior to the fare reduction. A fare offering greater than \$30 would have required SacRT to either raise fares for many Students or continue the free/reduced meal program. Fare offerings below \$20 per month were not considered either due to the high risk of fare revenue loss associated with such a low price point.

In May 2018, the Board approved a summer pass program allowing Connect Card and ZipPass riders to purchase a two-month pass valid for the months of July and August at a price of \$30. Given the historical drop in Student monthly pass sales over the summer months; Staff does not anticipate this fare offering impacting the fiscal impact analysis provided to the Board in December.

Even though SacRT will experience a reduction in fare revenue, Staff believes it is an investment in the future of transit to offer this significant price reduction. Habits are developed at a young age and if students use transit now there is an increased probability that they will continue to ride into their adult years.

DISCUSSION OF IMPACT OF REDUCED STUDENT FARES ON TRANSFER AGREEMENTS

SacRT has transfer agreements in place that allow unlimited rides for SacRT monthly, semi-monthly and daily pass holders on Yolobus, E-Tran and Folsom Stage Line in addition to SacRT. SacRT pays these agencies an agreed upon amount for each SacRT monthly, semi-monthly or daily pass boarding on the partner's bus. The reimbursement rate for monthly pass media is based on the agency's pass price, not the SacRT pass price. Given that Student pass ridership for SacRT has grown by about 30% since the pilot fare reduction was put in place we can assume that transfer agreement payouts will also increase by a similar amount. Staff estimates the additional fare revenue loss related to transfer agreement payments due to increased ridership to be \$9,031 in FY2019.

In addition to the impact of increased ridership, Students from neighboring jurisdictions will be incentivized to buy the cheaper SacRT Student Monthly Pass even if they do not ride SacRT. This compounds the issue above and puts SacRT at risk of even greater fare revenue losses. To determine the potential loss, Staff assumed that 100% of partner agency Students will switch from the partner passes to SacRT's pass. Based on ridership estimates and the per ride amount that

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
12	06/11/18	Open	Action	06/04/18

Subject: Title VI Fare Equity Analysis - Reduced Student Fare

SacRT pays transfer partners, Staff estimates that SacRT could lose as much as \$25-\$30 per pass sold at each of the partner agencies. This could result in as much as \$16,720 in additional fare revenue losses to SacRT in FY2019.

If the fare reduction for Students is made permanent, Staff will seek to renegotiate the transfer agreements to mitigate the risk of fare revenue loss to SacRT related to this offering. If attempts to renegotiate are unsuccessful, it is likely that Staff will return to the Board with proposed changes to the Student fare structure that ensure that SacRT is not put in a position of an uncontrolled risk of revenue loss at partner agencies.

CONCLUSION

The Title VI analysis performed by Staff found that there would be neither potential disparate impacts nor any potential disproportionate burdens on low income or minority populations from implementing the fare changes. Therefore, Staff is recommending that the Board approve the Title VI Fare Equity Analysis for the reduced price of monthly and semi-monthly passes for students.

The fare reduction for Students has been met with overwhelming support from the public. To date, SacRT has enjoyed greater than anticipated increases in ridership associated with this fare offering, but remains conservative in the assumptions for FY2019. Staff estimates the total potential fare revenue loss in FY19 to be \$216,373, \$190,622 from SacRT ridership and \$25,751 from transfer agreement losses.

Staff is recommending at this time that the Board permanently adopt the fare reduction for Students from \$27.50 to \$10 for the Semi-Monthly Pass and permanently adopt the Student Monthly Pass available on Connect Card and Mobile Fare Applications at a price of \$20. In addition to this, Staff anticipates meeting with our partner agencies and renegotiating the current transfer agreements to mitigate the risk of future fare revenue loss.

APPENDIX A

FARE EQUITY ANALYSIS

Requirements

Under Title VI and Executive Order 12898 RT is required to conduct an equity analysis prior to the adoption of fare changes (including fare reductions), with the exception of Spare the Air days, temporary fare reductions that are mitigating measures for other actions, and promotional fare reductions lasting no more than six months. Paratransit and dial-a-ride fares are also outside the scope of FTA's Title VI fare equity analysis program. Title VI and the Executive Order require RT to establish a locally-developed definition for determining disparate impacts/disproportionate burdens (DI/DB) on minority/low-income populations, including a threshold for statistical significance.

Disparate Impacts

If a statistically significant adverse effect on minority populations is found to be likely, under Title VI RT must provide a substantial legitimate justification, including a finding that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals, before adopting the changes.

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

Disproportionate Burdens

Executive Order 12898 on Environmental Justice requires RT to analyze proposed changes to the fare structure to determine if they are likely to result in a disproportionate burden on low-income populations. A finding of disproportionate burden requires RT to take steps to avoid, minimize, or mitigate impacts where practicable and to describe alternatives available to low-income passengers affected by the changes.

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 2012, poverty guidelines ranged from \$11,170 for a single-person household to \$38,890 for a household of eight. The poverty guidelines for a household of four were \$23,050.

FTA encourages transit agencies to use a locally-developed threshold for low-income status, provided that the threshold is at least as inclusive as the HHS poverty guidelines. Since survey data does not always include household size or exact household income, RT shall, when necessary, define low-income status according to the poverty guideline for a household of four, rounded up to the nearest bracket

boundary. For example, if household income data is available in \$15,000 brackets, RT will consider household income less than \$30,000 to be low-income.

Definitions and Methodology

RT uses two different surveys to capture information on fare payment. First, an annual fare survey provides an estimate of ridership by mode and fare type, both in absolute and percent terms. Second, at least once every five years, RT conducts an on-board passenger survey that includes fare type, ethnicity, and household income.

When a fare change is proposed, RT uses data from the annual fare survey to determine ridership by fare type, media type, and mode (bus or light rail). Using data from the on-board survey, this data is further split into subsets for minority and low-income riders. RT then prepares a table comparing all fare categories to one another, including percent use by minority and low-income populations, and the proposed percent increase in fare.

Disparate impacts from fare changes are determined by comparing the average fare for all minority riders (aggregated over all fare types) 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. In the case of a net fare decrease, the goal is for the percentage decrease in average fare for minority populations to be equal to or greater than that for non-minority populations. 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.

As an example, assume an increase is proposed to RT's single, daily, and monthly fares. RT's analysis finds that the rate of increase to the overall average fare for non-minority populations is likely to be 10 percent. Differences exceeding 2 percent (20 percent of 10 percent) are considered statistically significant. Therefore, if the rate of increase in overall average fare for minority populations exceeds 12 percent, there may be a potential disparate impact.

If a potential disparate impact on minority populations exists, then the fare change may be implemented only if (1) a legitimate justification has been prepared in written form, and (2) there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals.

Disproportionate burdens on low-income populations are determined in like fashion. If a potential disproportionate burden on low-income riders exists then RT must take steps to avoid, minimize, or mitigate impacts where practicable and must also describe alternatives to low-income passengers affected by the fare change.


Review and Approval

The Title VI fare equity analysis must be approved by the RT Board prior to adoption of any fare change, except as exempted above. Upon adoption of the equity analysis and the fare change, RT will retain records documenting the RT Board's consideration, awareness, and approval of the Title VI equity analysis.

Attachment 2
Public Engagement

(this page left intentionally blank)

Web Page

Sacramento  Regional Transit

HOME SCHEDULE & SERVICES + FARES + TRIP PLANNER + RIDER INFO + ABOUT RT +

SACRAMENTO REGIONAL TRANSIT DISTRICT Home / Sacramento Regional Transit District / SacRT Seeking Additional Comments on Title VI Fare Equity Analysis

SacRT Seeking Additional Comments on Title VI Fare Equity Analysis

May 1, 2018 · Rider Information

[Click here to read the report](#)

On May 1, 2018, SacRT released a draft fare equity analysis, prepared in accordance with Title VI of the Civil Rights Act of 1964, addressing the reduced Student Semi-Monthly pass price.

Please address comments to:

SacRT Planning Dept.

Attn: Sarah Poe
P.O. Box 2110
Sacramento, CA 95812-2110

Phone:








SacRT Customer Advocacy Dept
(916) 557-4545
TDD: (916) 483-1114 (432 /)

Email: customeradvocacy@sacrt.com

All comments will be provided to the SacRT Board of Directors prior to approval of the final analysis. The deadline for written comments to be included in the public record is Wednesday, May 30, 2018. Presentation of the final report and all comments is planned for June 11, 2018 at the regular meeting of the SacRT Board of Directors at 1400 29th Street, beginning at 5:30 p.m. Members of the public are encouraged to attend and are welcome to provide comments to the board.

Language assistance is available to those attending the Board meeting by calling 916 557 4545 no later than three business days in advance of the meeting.

Quick Links

-  Routes & Schedules
-  Online Store
-  RT Trip Planner
-  Google Trip Planner
-  RT Tracker
-  Service Alerts
-  About RT

LIKE

TWEET

PIN IT

**E-mail Blast
May 8, 2018**



SacRT Seeking Additional Comments on Title VI Fare Equity Analysis

[Read the report online](#)

On May 1, 2018, SacRT released a draft fare equity analysis, prepared in accordance with Title VI of the Civil Rights Act of 1964, addressing the reduced Student Semi-Monthly pass price.

Please address comments to:

SacRT Planning Dept.
Attn: Sarah Poe
P.O. Box 2110
Sacramento, CA 95812-2110

Phone:

SacRT Customer Advocacy Dept
(916) 557-4545
TDD: (916) 483-HEAR (4327)

Email:

customeradvocacy@sacrt.com

All comments will be provided to the SacRT Board of Directors prior to approval of the final analysis. The deadline for written comments to be included in the public record is Wednesday, May 30, 2018. Presentation of the final report and all comments is planned for June 11, 2018 at the regular meeting of the SacRT Board of Directors at 1400 29th Street, beginning at 5:30 p.m. Members of the public are encouraged to attend and are welcome to provide comments to the board.

Language assistance is available to those attending the Board meeting by calling 916-557-4545 no later than three business days in advance of the meeting.

Non-English Notices

El SacRT Solicita Comentarios Adicionales sobre el Análisis de Equidad de Tarifas según el Título VI

Lea el Informe en www.sacrt.com

El 1.º de mayo de 2018, el SacRT publicó un análisis preliminar de equidad de tarifas, preparado de conformidad con el Título VI de la Ley de Derechos Civiles de 1964, que trata el precio reducido del pase estudiantil quincenal.

Envíe sus comentarios a:

Departamento de Planificación del SacRT
A/A: Sarah Poe
P.O. Box 2110
Sacramento, CA 95812-2110

Número de teléfono:

Departamento de Defensa del Consumidor del SacRT
(916) 557-4545
Dispositivo de Comunicación para Sordos (TDD): (916) 483-HEAR (4327)

Correo electrónico:

customeradvocacy@sacrt.com

Todos los comentarios serán presentados a la Junta Directiva del SacRT antes de la aprobación del análisis final. La fecha límite para que los comentarios por escrito sean incluidos en el registro público es el miércoles 30 de mayo de 2018. La presentación del informe final y todos los comentarios está prevista para el 11 de junio de 2018, en la reunión ordinaria de la Junta Directiva del SacRT, en 1400 29th Street, que comienza a las 5:30 p. m. Invitamos al público a asistir y a proporcionar comentarios a la Junta.

Habrà asistencia de idiomas disponible para los que estén presentes en la reunión de la Junta, si llama al 916-557-4545, al menos, tres días hábiles antes de la reunión.

SacRT對標題 VI票價權益分析的補充評論

在 www.sacrt.com 閱讀報告

2018年5月1日，SacRT根據1964年民權法案第六章，編寫了一份票價權益分析草案，針對減少學生半月通行證價格。

請將意見發送至：
SacRT Planning Dept.

Attn: Sarah Poe
P.O. Box 2110
Sacramento, CA 95812-2110

電話：
SacRT Customer Advocacy Dept
(916) 557-4545
TDD: (916) 483-HEAR (4327)

電郵：
customeradvocacy@sacrt.com

所有意見將在批准最終分析之前提供給SacRT 董事會。公開記錄的書面評論截止日期為2018年5月30日（星期三）。最終報告和所有意見的發佈將會於2018年6月11日下午5:30在第29街1400號的SacRT 董事會例會上舉行。市民可以踴躍參加，並歡迎提供意見給董事會。

出席董事會會議的人士可以在會議召開前三個工作日，致電 916-557-4545向他們提出要求語言援助。

Non-English Notices

Оператор общественного транспорта в Сакраменто SacRT просит дать дополнительные комментарии по статье VI «Анализ справедливости изменения стоимости проезда»

Ознакомиться с отчетом можно на сайте www.sacrt.com

1 мая 2018 г. оператор общественного транспорта SacRT представил проект анализа справедливости изменения стоимости проезда, подготовленного в соответствии с разделом VI закона «О гражданских правах» 1964 г., в котором рассматривается снижение стоимости студенческого двухнедельного проездного.

Просьба направлять комментарии на адрес:
Отдел планирования SacRT
Получатель: Сара По
айя 2110
Sacramento, CA 95812-2110

Телефон:
Отдел защиты интересов клиентов SacRT
(916) 557-45-45
Текстовый телефон: (916) 483-HEAR (4327)

Email:
customeradvocacy@sacrt.com

Перед утверждением окончательного анализа все комментарии будут направлены Совету директоров SacRT. Срок подачи письменных комментариев, которые будут включены в публичную запись - среда, 30 мая 2018 г. Представление окончательного отчета и всех комментариев запланировано на 11 июня 2018 г. на очередном собрании совета директоров SacRT, которое будет проводиться по адресу: 1400 29th Street, начало в 17:30. Приглашаем представителей общественности посетить собрание и просим дать комментарии совету.

Лицам, пришедшим на собрание совета, будет предоставлена помощь переводчика. Звоните по телефону (916) 557-45-45 не позднее чем за три рабочих дня до собрания

SacRT Nrhiv Cov Lus Taw Qhia Ntxiv ntawm Title VI Xyuas Kev Ncaj Ncees Vaj Huam Sib Luag

Nyeem Tseb Ntawv Hais Qhia ntawm www.sacrt.com

Thaum Lub Tsib Hlis 1, 2018, SacRT lau nthuav tawm thawj daim ntawv txheeb xyuas kev ncaj ncees vej huam sib luag, npaj raws li Title VI ntawm Pej Xeem Tseb Cai xyoo 1964, hais daws kev bo qis Tub Ntxhais Kawm tus nqi hla Hauv Txhua Ib Nrab Hlis.

Thov sau cov lus pom mus rau:
SacRT Planning Dept.
Attn: Sarah Poe
P.O. Box 2110
Sacramento, CA 95812-2110

Xovtooj:
SacRT Customer Advocacy Dept
(916) 557-4545
TDD: (916) 483-HEAR (4327)

Email:
customeradvocacy@sacrt.com

Txhua cov lus pom yuav muab xa rau SacRT Pab Pawg Thawj Coj ua ntej tso cai kev txheeb xyuas zaum kawg. Hnub tag sij hawm rau kev sau cov lus pom yuav muaj nyob hauv zej Isoom cov ntawv sau Isog uas yog Hnub Wednesday, Lub Tsib Hlis 30, 2018. Cov nlaub ntawv nthuav tawm ntawm daim ntawv hais qhia zaum kawg thiab txhua cov lus pom tau noaj rau lub Rau Hli 11, 2018 ntawm SacRT Pab Pawg Thawj Coj lub rooj sib tham uas muaj tas li ntawm 1400 29th Street, peb txij thaum 5:30 tsaus ntuj. Peb xav kom txhua tus tswvcuab hauv zej

Isoom tuaj koom thiab peb zoo siab tos txais cov lus pom rau pab pawg thawj coj.

Kev pab cuam txhais lus muaj rau cov neeg uas tuaj koom hauv Pab Pawg Thawj Coj lub rooj sib tham uas yog hu rau 916-557-4545 tsis pub chau peb hnub ua haujlwm ua ntej lub rooj sib tham.

Example: Vietnamese-Translated Title VI Web Page

Sacramento Regional Transit
NHÀ
LỊCH THỜI ĐIỀU & DỊCH VỤ ▾
GIÁ VÉ ▾
PLANNER CHUYÊN ĐI ▾
RIDER THÔNG TIN ▾
VỀ RT ▾

QUẬN SACRAMENTO REGIONAL TRANSIT
Trang chủ / Sacramento Regional Transit Quận / SacRT Seeking Comments thêm về Phân tích Tiêu đề VI Fare Equity

SacRT Seeking Comments thêm về Phân tích Tiêu đề VI Fare Equity

1 Tháng năm 2018 · Rider Thông tin

[Nhấn vào đây để đọc bản báo cáo](#)

Vào ngày 01 tháng 5 năm 2018, SacRT phát hành một phân tích dự thảo giá vé công bằng, chuẩn bị theo Tiêu đề VI của Đạo Luật Dân Quyền năm 1964, giải quyết giảm Student giá vượt qua bán hàng tháng.

Hãy giải quyết ý kiến để:

SacRT Kế hoạch Dept.

Attn: Sarah Poe
PO Box 2110
Sacramento, CA 95.812-2.110

Điện thoại:

SacRT khách hàng Advocacy Phòng
(916) 557-4545
TDD: (916) 483-nghe (4327)
Email: customeradvocacy@sacrt.com

Tất cả các ý kiến sẽ được cung cấp cho Hội đồng quản trị SacRT giám đốc trước khi phê duyệt phân tích cuối cùng. Hạn chót để lấy ý kiến bằng văn bản để đưa vào hồ sơ công cộng là Thứ Tư Tháng Năm 30, năm 2018. Trình bày báo cáo cuối cùng và tất cả các ý kiến được quy hoạch cho 11 tháng sáu năm 2018 tại cuộc họp thường kỳ của Hội đồng quản trị SacRT giám đốc lúc 1400 29th Street, bắt đầu lúc 5:30 pm các thành viên của cộng đồng được khuyến khích tham dự và được hoan nghênh đóng góp ý kiến để hội đồng quản trị.

hỗ trợ ngôn ngữ có sẵn cho những người tham dự cuộc họp Hội đồng quản trị bằng cách gọi 916-557-4545 chậm nhất là ba ngày làm việc trước cuộc họp.

đường dẫn nhanh

- Tuyến đường & Lịch
- Cửa hàng trực tuyến
- RT Trip Planner
- Google Trip Planner
- RT Tracker
- Cảnh báo dịch vụ
- Về RT

NHƯ
TWEET
GHIM

Public Comments

Name Date Type	Comment	Response
Larry Cox 5/30/18 E-mail	<p>Per the estimates given in the report, this fare reduction clearly benefits minority and low-income students. However, at the pilot price, it appears the overall income from fares will also go down. If that could lead to problems for other riders, then perhaps the Student Pass should be reduced by more like 50%, to the \$15 range.</p> <p>In my experience riding the buses and trains for the past year, my definite impression is that SacRT serves mostly people who can't afford cars or who can't drive. This is perfectly laudable, but it does nearly nothing to get any cars off the streets.</p> <p>If the goal of SacRT is to actually replace car driving to some extent, then my impression is that we are not doing well at achieving that. If the goal of SacRT is to give non-drivers a way to get around, then this is being accomplished to some degree. However, the assumption then is if someone's income improved, they would go ahead and get a car (unless disabled, etc.). And it follows from that that if we were all doing well financially, we would have no use for a non-car transit system at all. And I don't think that's the desired result.</p> <p>While these last comments have little bearing on the rate change, in the bigger picture I see only shrinkage of the system, which will be fine with the more prosperous among us. But it does not seem like a rosy future for those who actually prefer buses, bikes, walking to car driving. Perhaps this is OK and how things should be. But for those who hope for a more pedestrian-oriented urban future, it seems we are losing that battle.</p> <p>Sincerely, Larry Cox (Long-time public transit rider, bike rider and walker.)</p>	<p>Thank you for your comments on SacRT's draft Title VI fare equity analysis. Your comments will be included in the SacRT Board agenda item on June 11, 2018.</p>



Draft Title VI Fare Equity Analysis
~~May 1, 2018~~ June 11, 2018

Formatted: Border: Bottom: (Single solid line, Auto, 0.5 pt Line width)

1. Purpose of Analysis

Pursuant to SacRT'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 SacRT's fare structure.

~~SacRT will accept comments on this draft analysis through May 30, 2018. A draft of this analysis was released on May 1, 2018 for a 30-day public review.~~

2. Project Description

On December 11, 2017, SacRT authorized, on a temporary six-month basis, a reduction in the price of the Student Semi-Monthly Pass from \$27.50 to \$10.00. The fare changes were implemented on January 1, 2018, and were authorized to continue through June 30, 2018.

~~On January 22, 2018, SacRT made two additional amendments to the fare structure relating to student fares. The first amendment allowed for the sale of a Student Monthly Pass on electronic media (i.e., a full month pass), and the second was to amend the fare structure to permit school ID cards to serve as verification of eligibility for student fare types.~~

~~Declining ridership trends have been observed at SacRT, as well as most transit agencies nationwide, for the last few years. In an effort to attract new riders, SacRT began considering potential ways to increase ridership. Based on research from previous surveys and studies, it was determined that student riders have been highly sensitive to fare pricing; therefore, Staff recommended offering additional discounts to students as a cost effective means to increase ridership.~~

3. Title VI Requirements

SacRT is required to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions, including promotional free-ride days and promotional fare reductions lasting up to six months.¹ The proposed change to the Student Semi-Monthly Pass was implemented on January 1, 2018 for a six-month pilot ending on June 30, 2018. Staff ~~intends to seek~~ is seeking approval from the SacRT Board ~~on June 11, 2018~~, to make this change permanent. ~~Prior to doing so, The Board must approve a Title VI fare equity analysis.~~

¹ 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
~~May 1, 2018~~ June 11, 2018

Formatted: Border: Bottom: (Single solid line, Auto, 0.5 pt Line width)

Prior to any fare changes being approved permanently, the Board of Directors must approve the findings of a final Title VI fare equity analysis. Prior to approving a final Title VI fare equity analysis, SacRT policy requires that a draft analysis of the proposed changes be made available for a 30-day public review period, that members of the public be invited to comment, and that staff and the Board of Directors take public comments into consideration. In accordance with these requirements, ~~this a draft version of this draft report is being made available published~~ on SacRT's web site on May 1, 2018, ~~and with~~ comments ~~will be received for a 30-day period (through May 30, 2018)~~. ~~Staff intends to present a final version of the report, including the comments received, to the Board of Directors on June 11, 2018.~~

4. Data and Methodology

On-Board Survey – In April 2013, an on-board passenger survey was conducted on SacRT buses and light rail trains. Passengers on randomly selected trips on all SacRT routes completed a self-administered questionnaire. 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.

Fare Survey – On an annual basis, SacRT conducts a passenger fare survey. This survey provides ridership figures for each fare type, including multi-ride passes, and is used to compute an average fare per boarding for each fare type.

Special Surveys – In the case of new fare types, SacRT may use special surveys or research to estimate minority and/or low-income utilization rates.

Analysis - Using the demographic data from the 2013 on-board survey, SacRT can estimate the percentage that minority and low-income populations utilize each fare type. This data is combined with the average fare per boarding for each fare type from the annual fare survey. SacRT can then estimate overall average fare splits for minority versus non-minority and low-income versus non-low-income riders.

Findings - Potential disparate impacts to minority populations, and disproportionate burdens to low-income populations, 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 and the rate of change of the average fare for all low-income riders to that for non-low-income rides, respectively. SacRT's Title VI goal is for the percent increase in average fare for minority or low-income populations to be less than or equal to that for non-minority or non-low-income populations in the case of a net fare increase and equal or greater to that for non-minority or non-low-income populations in the case of a net fare decrease. A disparate impact or disproportionate burden may exist if there is a



Draft Title VI Fare Equity Analysis
~~May 1, 2018~~ June 11, 2018

Formatted: Border: Bottom: (Single solid line, Auto, 0.5 pt Line width)

Based on this analysis, the ~~change in fare type is fare changes are~~ expected to have greater minority and low-income utilization than the overall SacRT system, which has 64.2 percent minority and 43.7 percent low-income utilization.

**Figure 4
 Minority and Low-Income Use**

Formatted: Font: 12 pt

Fare Type	% Minority	% Low-Income	Minority/ Low-Income Fare Type
Student Semi-Monthly Pass	87.0%	63.8%	Yes
SacRT System (Baseline)	64.2%	43.7%	

7. Results and Impacts

Based on actual and projected sales data for the first three months of the ~~reduced changes (i.e., from January 1, 2018 through March 31, 2018) Student Semi-Monthly Pass pilot~~, revenues are projected to decrease by \$190,622 per year for FY 2019; however, boardings are expected to increase by 207,386 per year.

**Figure 5
 Student ~~Monthly~~/Semi-Monthly Pass
 Sales and Ridership Forecasts**

Formatted: Font: 12 pt

Fare Type	Face Value	Minority/Low-Income Fare Type	Fare Revenue	Boardings	Average Fare
Baseline FY 2019 (No changes)	\$27.50	Yes	\$649,526	691,287	\$0.94
Projected Changes			(\$190,622)	207,386	
Proposed FY 2019 Totals	\$10.00/ \$20.00	Yes	\$458,904	898,673	\$0.51

Formatted: Centered

The average fare for the ~~new fare type~~ affected customers is expected to be \$0.51 per boarding, approximately 65 percent less than SacRT's existing systemwide average of \$1.45.

Formatted: Body Text 2, Left

RESOLUTION NO. 18-06-_____

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

June 11, 2018

APPROVING A TITLE VI FARE EQUITY ANALYSIS FOR FARE CHANGES TO THE MONTHLY AND SEMI-MONTHLY PASS FOR STUDENTS

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

WHEREAS, on May 1, 2018, a draft Title VI fare equity analysis was published on SacRT's website 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 changes that were analyzed.

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 equity analysis (Exhibit A) on the reduced Student Semi-Monthly Pass price; and

THAT, the Board has reviewed, is aware of, and approves the Title VI fare equity analysis (Exhibit A) on the Student Monthly Pass available on Connect Card and Mobile Fare Applications; and

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

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

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary



Title VI Fare Equity Analysis

June 11, 2018

(this page left intentionally blank)

CONTENTS

1. Purpose of Analysis..... 1

2. Project Description 1

3. Title VI Requirements..... 1

4. Data and Methodology 2-3

5. Baseline Data..... 3-4

6. Demographics of Fare Change 6

7. Results and Impacts..... 6-7

8. Systemwide Average Fare Impacts..... 7

9. Comparison of Impacts 7-8

10. Findings..... 8-9

FIGURES

1. Baseline Minority Ridership Statistics – FY 2019 3

2. Baseline Low-Income Ridership Statistics – FY 2019 3

3. Ridership and Fare Revenue by Fare Type – FY 2019 Forecasts 5

4. Minority and Low-Income Use..... 6

5. Student Monthly/Semi-Monthly Pass Sales and Ridership Forecasts..... 6

6. Systemwide Average Fare by Minority Status with Proposed Fare Changes..... 7

7. Systemwide Average Fare by Low-Income Status with Proposed Fare Changes..... 7

8. Projected Change in Average Fare – Minority and Low-Income Splits..... 8

9. Determination of Potential Disparate Impacts and/or Disproportionate Burdens..... 8

(this page left intentionally blank)

1. Purpose of Analysis

Pursuant to SacRT'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 SacRT's fare structure.

A draft of this analysis was released on May 1, 2018 for a 30-day public review.

2. Project Description

On December 11, 2017, SacRT authorized, on a temporary six-month basis, a reduction in the price of the Student Semi-Monthly Pass from \$27.50 to \$10.00. The fare changes were implemented on January 1, 2018, and were authorized to continue through June 30, 2018.

On January 22, 2018, SacRT made two additional amendments to the fare structure relating to student fares. The first amendment allowed for the sale of a Student Monthly Pass on electronic media (i.e., a full month pass), and the second was to amend the fare structure to permit school ID cards to serve as verification of eligibility for student fare types.

3. Title VI Requirements

SacRT is required to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions, including promotional free-ride days and promotional fare reductions lasting up to six months.¹ The proposed change to the Student Semi-Monthly Pass was implemented on January 1, 2018 for a six-month pilot ending on June 30, 2018. Staff is seeking approval from the SacRT Board to make this change permanent.

Prior to any fare changes being approved permanently, the Board of Directors must approve the findings of a final Title VI fare equity analysis. Prior to approving a final Title VI fare equity analysis, SacRT policy requires that a draft analysis of the proposed changes be made available for a 30-day public review period, that members of the public be invited to comment, and that staff and the Board of Directors take public comments into consideration. In accordance with these requirements, a draft version of this report was published on SacRT's web site on May 1, 2018, with comments received through May 30, 2018.

¹ See FTA Circular 4702.1B, Chapter IV, Section 7 and RT Fare Change Policies (Resolution No. 15-11-0129).

4. Data and Methodology

On-Board Survey – In April 2013, an on-board passenger survey was conducted on SacRT buses and light rail trains. Passengers on randomly selected trips on all SacRT routes completed a self-administered questionnaire. 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.

Fare Survey – On an annual basis, SacRT conducts a passenger fare survey. This survey provides ridership figures for each fare type, including multi-ride passes, and is used to compute an average fare per boarding for each fare type.

Special Surveys – In the case of new fare types, SacRT may use special surveys or research to estimate minority and/or low-income utilization rates.

Analysis - Using the demographic data from the 2013 on-board survey, SacRT can estimate the percentage that minority and low-income populations utilize each fare type. This data is combined with the average fare per boarding for each fare type from the annual fare survey. SacRT can then estimate overall average fare splits for minority versus non-minority and low-income versus non-low-income riders.

Findings - Potential disparate impacts to minority populations, and disproportionate burdens to low-income populations, 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 and the rate of change of the average fare for all low-income riders to that for non-low-income rides, respectively. SacRT's Title VI goal is for the percent increase in average fare for minority or low-income populations to be less than or equal to that for non-minority or non-low-income populations in the case of a net fare increase and equal or greater to that for non-minority or non-low-income populations in the case of a net fare decrease. A disparate impact or disproportionate burden may exist if there is a statistically significant deficiency from this goal. SacRT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

Minority Definition - 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.

Low-Income Definition - 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, SacRT used HHS poverty guidelines from 2013.² Survey

² 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

Title VI Fare Equity Analysis
June 11, 2018

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.³

5. Baseline Data

Based on Fiscal Year 2019 budget forecasts, SacRT expects to collect \$28,122,210 in fares over 19,416,000 passenger boardings for an average fare of \$1.45 per passenger boarding. These figures include adjustments for transfer agreement reimbursements to other agencies, boardings made by children under age five, and boardings made by riders in other minor categories for which SacRT has no demographic data. These figures are used as a baseline for the remainder of this analysis.

**Figure 1
Baseline Minority
Ridership Statistics – FY 2019**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Minority	\$18,383,857	65.4%	12,459,454	64.2%	\$1.48
Non-Minority	\$9,738,353	34.6%	6,956,546	35.8%	\$1.40
All Riders	\$28,122,210	100.0%	19,416,000	100.0%	\$1.45

Minority riders make up an estimated 64.2 percent of SacRT ridership and pay an estimated 65.4 percent of fares. They pay an average of \$1.48 per boarding, compared to \$1.40 for non-minority riders.

**Figure 2
Baseline Low-Income
Ridership Statistics – FY 2019**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Low-Income	\$12,152,973	43.2%	8,486,853	43.7%	\$1.43
Non-Low-Income	\$15,969,237	56.8%	10,929,147	56.3%	\$1.46
All Riders	\$28,122,210	100.0%	19,416,000	100.0%	\$1.45

is typically refreshed during the process of preparing the triennial Title VI update report, which was last updated in 2017.

³ 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.

Title VI Fare Equity Analysis
June 11, 2018

Low-income riders make up an estimated 43.7 percent of SacRT fixed-route ridership and pay an estimated 43.2 percent of fares. They pay an average of \$1.43 per boarding compared to \$1.46 for non-low-income riders.

Baseline fare revenue, passenger boardings, and average fare forecasts for Fiscal Year 2019 are provided for each major fare type in Figure 3.



Title VI Fare Equity Analysis
 June 11, 2018

**Figure 3
 Ridership and Fare Revenue
 By Fare Type – FY 2019 Forecasts (Baseline)**

Fare Type	Face Value	Fare Revenue	Boardings	Average Fare
Single Cash - Bus	\$2.75	\$1,765,598	643,722	\$2.74
Single Ticket - Bus	\$2.75	\$539,864	196,830	\$2.74
Single Cash - Rail	\$2.75	\$1,167,789	870,503	\$1.34
Single Ticket - Rail	\$2.75	\$1,030,581	715,848	\$1.44
Disc Single Cash - Bus	\$1.35	\$514,990	382,476	\$1.35
Disc Single Tkt - Bus	\$1.35	\$45,922	34,106	\$1.35
Disc Single Cash - Rail	\$1.35	\$410,731	367,560	\$1.12
Disc Single Tkt - Rail	\$1.35	\$29,089	194,860	\$0.15
Daily Pass	\$7.00	\$3,285,124	2,858,283	\$1.15
Disc Daily Pass	\$3.50	\$1,944,753	1,241,008	\$1.57
Monthly Pass	\$110.00	\$7,998,196	3,581,533	\$2.23
Semi-Monthly Pass	\$60.00	\$215,729	131,815	\$1.64
Student Semi-Monthly	\$27.50	\$649,526	691,287	\$0.94
Senr/Disb Monthly/Semi	\$55.00	\$1,786,306	1,687,229	\$1.06
Los Rios		\$2,005,890	1,475,135	\$1.36
CSUS		\$916,822	832,367	\$1.10
DHA		\$1,688,049	790,590	\$2.14
Fare Evader		\$0	605,955	\$0.00
Child		\$0	372,045	\$0.00
Lifetime		\$0	94,224	\$0.00
Mobile Single	\$2.75	\$399,205	181,164	\$2.20
Mobile Daily	\$7.00	\$38,676	71,892	\$0.54
Mobile Disc Single	\$1.35	\$103,559	41,770	\$2.48
Mobile Disc Daily	\$3.50	\$25,734	14,889	\$1.73
G1 Employee Pass		\$500,000	283,200	\$1.77
Round Trip (Special Event)	\$5.50	\$46,693	16,979	\$2.75
Round Trip (Discount Spec Event)	\$2.75	\$11,166	8,273	\$1.35
Daily Best Fare - Full	\$7.00	\$143,458	96,180	\$1.49
Daily Best Fare - Disc	\$3.50	\$26,957	24,312	\$1.11
90m Ticket - Full	\$2.75	\$703,165	479,082	\$1.47
90m Ticket - Disc	\$1.35	\$128,639	120,899	\$1.06
Other Boardings		\$0	309,982	
Total		\$28,122,210	19,416,000	\$1.45

6. Demographics of Fare Change

SacRT surveys show that student demographics are typically considered low-income and high-minority. Users of the Student Semi-Monthly Pass are 87.0% percent minority and 63.8% percent low-income, both well above systemwide averages.

Based on this analysis, the fare changes are expected to have greater minority and low-income utilization than the overall SacRT system, which has 64.2 percent minority and 43.7 percent low-income utilization.

**Figure 4
Minority and Low-Income Use**

Fare Type	% Minority	% Low-Income	Minority/ Low-Income Fare Type
Student Semi-Monthly Pass	87.0%	63.8%	Yes
SacRT System (Baseline)	64.2%	43.7%	

7. Results and Impacts

Based on actual and projected sales data for the first three months of the changes (i.e., from January 1, 2018 through March 31, 2018), revenues are projected to decrease by \$190,622 per year for FY 2019; however, boardings are expected to increase by 207,386 per year.

**Figure 5
Student Monthly/Semi-Monthly Pass
Sales and Ridership Forecasts**

Fare Type	Face Value	Minority/Low-Income Fare Type	Fare Revenue	Boardings	Average Fare
Baseline FY 2019 <i>(No changes)</i>	\$27.50	Yes	\$649,526	691,287	\$0.94
Projected Changes			(\$190,622)	207,386	
Proposed FY 2019 Totals	\$10.00/ \$20.00	Yes	\$458,904	898,673	\$0.51

Title VI Fare Equity Analysis
June 11, 2018

The average fare for the affected customers is expected to be \$0.51 per boarding, approximately 65 percent less than SacRT's existing systemwide average of \$1.45.

8. Systemwide Average Fare Impacts

If the proposed changes are approved, SacRT is expected to average \$1.42 in fare revenue per passenger boarding for Fiscal Year 2019, a reduction of \$0.03 from the baseline estimate of \$1.45.

Figure 6
Systemwide Average Fare by Minority Status
With Proposed Fare Change

	<u>Fare Revenue</u>		<u>Boardings</u>		<u>Avg. Fare</u>
	Amount	%	Amount	%	
Minority	\$18,218,016	65.2%	12,639,880	64.4%	\$1.44
Non-Minority	\$9,713,572	34.8%	6,983,506	35.6%	\$1.39
All Riders	\$27,931,588	100.0%	19,623,386	100.0%	\$1.42

Under the proposed change, minority riders would pay slightly more per boarding (\$1.44) than non-minority riders (\$1.39); however this is already the case and the proposed change would reduce this difference.

Figure 7
Systemwide Average Fare by Low-Income Status
With Proposed Fare Change

	<u>Fare Revenue</u>		<u>Boardings</u>		<u>Avg. Fare</u>
	Amount	%	Amount	%	
Low-Income	\$12,031,289	43.1%	8,619,238	43.9%	\$1.40
Non-Low-Income	\$15,900,300	56.9%	11,004,148	56.1%	\$1.44
All Riders	\$27,931,588	100.0%	19,623,386	100.0%	\$1.42

Under the proposed change, low-income riders would pay slightly less per boarding (\$1.40) than non-low-income riders (\$1.44).

9. Comparison of Impacts

Compared to existing conditions, all riders would see a reduction in average fare; however, minority and low-income riders would experience a greater reduction than

non-minority and non-low-income riders. In other words, this change would be beneficial to both minority and low-income populations.

**Figure 8
 Projected Change in Average Fare
 Minority and Low-Income Splits**

Rider Type	Existing	Proposed	Change	% Change
All	\$1.45	\$1.42	-\$0.03	-2.11%
Minority	\$1.48	\$1.44	-\$0.04	-2.78%
Non-Minority	\$1.40	\$1.39	-\$0.01	-0.72%
Low-Income	\$1.43	\$1.40	-\$0.03	-2.14%
Non-Low-Income	\$1.46	\$1.44	-\$0.02	-1.39%

10. Findings

Potential disparate impacts to minority populations are determined by comparing the *rate of change* of the average fare for all minority riders to that for non-minority riders. An adverse difference exceeding 20 percent is considered significant. The same analysis is conducted for low-income populations to determine potential disproportionate burdens.

**Figure 9
 Determination of Potential Disparate Impacts
 and/or Disproportionate Burdens**

a. Percent decrease in non-minority avg fare	-0.72%
b. Threshold of statistical significance (80% * a)	-0.58%
c. Percent decrease in minority avg fare	-2.78%
d. Do fares decrease more for non-minority populations? (a < c)	No
e. Is there evidence of a potential disparate impact (c > b)	No
f. Percent decrease in non-low-income avg fare	-1.39%
g. Threshold of statistical significance (80% * f)	-1.11%
h. Percent decrease in low-income avg fare	-2.14%
i. Do fares decrease more for non-low-income populations? (f < h)	No
j. Is there evidence of a potential disproportionate burden? (h > g)	No

The fare change is expected to benefit minority populations more than non-minority populations; therefore, this analysis finds *that there are no potential disparate impacts on minority populations as a result of the proposed fare changes.*

Title VI Fare Equity Analysis
June 11, 2018

The fare change is also expected to benefit low-income populations more than non-low-income populations; therefore, this analysis finds *that there are no potential disproportionate burdens on low-income populations as a result of the proposed fare changes.*

RESOLUTION NO. 18-06-_____

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

June 11, 2018

AMENDING THE FARE STRUCTURE (RESOLUTION NOS. 09-09-0174 AND 16-03-0024 AS AMENDED) TO PERMANENTLY REDUCE THE PRICE OF THE SEMI-MONTHLY PASS FOR STUDENTS AND PERMANENTLY OFFER A MONTHLY PASS FOR STUDENTS ON CONNECT CARD AND ZIPPASS.

WHEREAS, SacRT desires to implement a permanent fare change to the Student Semi-Monthly Pass price.

WHEREAS, SacRT desires to implement a permanent fare for the Student Monthly Pass on Connect Card and Mobile Fare Applications.

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

THAT, Effective July 1, 2018, Exhibit B-1 of Resolution No. 16-03-0024 is replaced with the attached Exhibit B-2.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

**Exhibit B-2
Effective 7/1/2018**

Regional Transit Fare Changes

Fare Category	Price Effective 01-Jul-18
Single Ride	\$2.75
Single Ride - Electronic Fare Media (valid for unlimited rides for 90 minutes)	\$2.75
Discount Single Ride *	\$1.35
Discount Single Ride - Electronic Fare Media (valid for unlimited rides for 90 minutes)	\$1.35
Daily Pass	\$7.00
Discount Daily Pass *	\$3.50
Monthly Pass	\$110.00
Semi-Monthly Pass	\$60.00
Student Semi-Monthly Sticker**	\$10.00
Student Monthly Pass** (on electronic fare media only)	\$20.00
Senior/Disabled Monthly Sticker	\$55.00
Senior/Disabled Semi-Monthly Sticker	\$30.00
Super Senior Monthly Sticker	\$42.00

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

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

** Price applies to all Students including those who qualify for Free/Reduced Meal Programs