

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
5	08/12/19	Open	Action	08/07/19

Subject: Fare-Free Transit for Students (TK-12) and Approving a Title VI Analysis

ISSUE

Whether or not to: (1) approve a Title VI analysis and amend the Fare Structure to (2) create an Annual Student (TK-12) Pass Prepaid Fare; (3) adopt the SmarT Ride Complimentary fare for groups of 5 or more; and (4) allow students (TK-12) residing and attending school within the unincorporated areas of Sacramento County to obtain an Annual Student (TK-12) Pass Prepaid Fare free of charge for the 2019-2020 school year.

RECOMMENDED ACTION

- A. Adopt Resolution No. 19-08-____, Approving a Title VI Fare Equity Analysis for an Annual Student (TK-12) Pass; and
- B. Adopt Resolution No. 19-08-____, Modifying the Fare Structure (Resolutions No. 09-10-0174 and 18-06-0061 as Amended) to: (1) Create an Annual Student (TK-12) Pass Prepaid Fare and (2) Adopt a SmarT Ride 5 or More Complimentary Fare; and
- C. Adopt Resolution No. 19-08-____, Authorizing Students (TK-12) Residing in or Attending School Within the Unincorporated Areas of Sacramento County and Within SacRT's Boundaries to Obtain an Annual Student (TK-12) Pass Prepaid Fare Valid From October 1, 2019 Through September 30, 2020 Without Payment by a Sponsoring Entity.

FISCAL IMPACT

A. Title VI analysis – There is no fiscal impact from the recommended action.

B.1 Annual Student (TK-12) Pass – SacRT is anticipating that the majority of fare revenue foregone due to the introduction of the Annual Student (TK-12) Pass will be offset by revenue agreements with cities and schools within the SacRT service area.

B.2 SmarT Ride 5 or More Fare - By the end of the fiscal year, SacRT anticipates operating SmarT Ride in up to 11 zones. It is anticipated that approximately \$19,560 in budgeted Fiscal Year (FY) 20 fare revenue would be lost if this fare offering is approved, with additional losses in future fiscal years.

C. Special exemption for unincorporated Sacramento County students – Without additional contributions, allowing TK-12 Students residing and attending school within the unincorporated areas of Sacramento County to obtain the Annual Student (TK-12) Pass, fare revenues could be lower than budget by \$315,000 for the validity period of the pass (October 1, 2019 – September 30, 2020). The fiscal impact for FY 20 may be up to \$235,000. However,

Approved:

Presented:

Final 08/07/19

General Manager/CEO

VP, Finance/CFO

J:\Board Meeting Documents\2019\11 August 12, 2019\08-12-19 Student Pass Program and Title VI Analysis.docx

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Staff hopes to negotiate agreements with schools and school districts in the unincorporated areas of Sacramento County to reduce this amount.

DISCUSSION OF ANNUAL STUDENT (TK-12) PASS

As discussed during prior SacRT Board of Directors meetings in May and June, SacRT and the City of Sacramento have been working together on an initiative to provide free public transportation to all TK-12 students residing or attending school within the city limits of Sacramento. This exciting program will give approximately 100,000 students the opportunity to try transit for free in Sacramento alone and is expected to increase ridership by over 1,100,000 boardings annually for SacRT. Since the prior action, some changes and significant progress have been made including:

- Defining parameters for student eligibility.
- Determining a program start date (October 1, 2019).
- Further discussions with school districts regarding potential pass distribution.
- Entering negotiations with the Sacramento Public Library Authority to use public libraries within the City of Sacramento as additional distribution centers.
- Developing a website for the program.
- Finalizing a name for the program (Sac YOUth GO).

In addition to these steps, SacRT Staff have reached out to other jurisdictions within the SacRT service area and begun discussions on expanding the Sac YOUth GO program. These discussions have gone well and SacRT is anticipating that the cities of Rancho Cordova, Folsom and Citrus Heights will soon be joining the program. Agreements for these jurisdictions will be brought to the Board for approval as they are reached, if the total consideration under the agreement will exceed \$100,000, consistent with Article XIV of the SacRT Administrative Code. Given the increased participation, the Sac YOUth GO program could reach as many as 150,000 students in SacRT's service area and add more than 1,250,000 new boardings annually for SacRT.

ACTIONS NEEDED

To formally approve the new fare type, the Board must take two steps: 1) approve the completed Title VI analysis related to the new fare; and 2) add the Annual Student (TK-12) Pass as a new Prepaid Fare type in SacRT's Fare Structure. The Board previously delegated authority to the General Manager/CEO to enter into a funding agreement with the City of Sacramento to include students: (a) living within the City of Sacramento; (b) attending a school within the City of Sacramento; or (c) who are homeless or in foster care. Expanding the program to other jurisdictions will require successfully negotiating funding agreements for the Annual Student (TK-12) Pass with other jurisdictions. Effectively distributing the pass will require entering into Memoranda of Understanding (MOU) with area school districts.

The Annual Student (TK-12) Pass if approved, is to be defined as:

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“Annual Student (TK-12) Pass means a: (1) a sticker or smart sticker issued by SacRT or through an authorized outlet and affixed to a: (a) School ID, (b) Student ID card or (c) for youth in grades TK-6 only, a SacRT-issued Sac YOUth GO card; or (2) an Annual Student (TK-12) Pass stored on the Connect Card or RT-approved mobile fare application. Eligibility for receipt of an Annual Student (TK-12) Pass will be as defined in Section V. Prepaid Fares, paragraph D of the Fare Structure.

The Annual Student (TK-12) Pass would have a defined validity period of 12 months and would allow unlimited trips on SacRT fixed route and SmARt Ride services during the validity period.”

To participate in the Sac YOUth GO program and obtain an Annual Student (TK-12) Pass a student would have to meet the eligibility requirements set out in an agreement with a sponsoring entity. It is envisioned that the sponsoring entities will be the various municipal jurisdictions served by SacRT, of which there are five as shown below in table 1:

Table 1

Jurisdiction	Estimated TK-12 Students
City of Sacramento	105,000
City of Rancho Cordova	15,000
City of Folsom	16,000
City of Citrus Heights	14,000
Unincorporated Sacramento County	63,000

Funding required from each area to become a sponsoring jurisdiction for Sac YOUth GO would be determined by estimating the current ridership within a given jurisdiction as a percentage of overall system wide ridership and applying that percentage to the total fare revenue currently collected from students (estimated to be \$1.5M annually). While this methodology may not precisely reflect student ridership from these areas, it is the fairest option given the available datasets. As previously mentioned, SacRT is confident that the cities of Sacramento, Rancho Cordova, Folsom and Citrus Heights will approve agreements to sponsor students for the Sac YOUth GO program in their areas, representing approximately 150,000 students.

At this time, Staff considers it highly unlikely that the students who live or attend school solely by the unincorporated areas of Sacramento County that are within SacRT’s boundaries will be sponsored by their jurisdiction.

If a municipal jurisdiction chooses not to enter into an agreement to fund the Sac YOUth GO program for students within that jurisdiction, individual schools and/or school districts could opt to fund students by entering into an agreement with SacRT and paying a fee to cover 100% of the otherwise unfunded students. Staff is currently in discussions with multiple school districts located in these areas regarding sponsorship of their students.

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Recommended Action (C) above proposes that the Board consider an exception to the requirement that a student must be sponsored by either their local jurisdiction or school. The resolution would provide that SacRT will take on the financial burden of offering Annual Student (TK-12) Passes to students living within the unincorporated areas of Sacramento County and within SacRT’s boundaries free of charge (approximately 63,000 students). This exception will only apply to the October 1, 2019 through September 30, 2020 validity period. Assuming that no funding to support this program is received from the County of Sacramento and SacRT is unsuccessful in securing financial support from local schools and/or school districts; Staff estimates that the loss in fare revenue could be as much as \$235,000 in FY20 and \$315,000 total during the pass validity period (October 1, 2019-September 30, 2020).

PROGRAM PARAMETERS

If approved, the initial Annual Student (TK-12) Pass validity period will begin on October 1, 2019 and run through September 30, 2020. As discussed previously, the date range was chosen specifically to align with key elements of program administration. The October 1 implementation will allow for more seamless transitions in the future if the program continues beyond the first year. SacRT plans to begin issuing the Annual Student (TK-12) Pass (stickers) to schools well in advance of the October 1, 2019 start date to ease the burden of administration. Eligible students using SacRT’s services prior to October 1, 2020 would be required to purchase fare at the current Student Discount fare rates until the validity period begins on October 1, 2019.

Agreements reached between SacRT and any other entity related to the Sac YOUTH GO initiative that exceed the \$100,000 General Manager/CEO authority or any agreement that is materially different than described above will require Staff to return to the Board for direction before proceeding.

DISCUSSION OF 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 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. The analysis must also be made available for a 30-day public review period in which members of the public are invited to comment. Staff and the Board of Directors are required to take all public comments into consideration, and the Board must approve the findings prior to implementing the proposed fare change.

In accordance with these requirements, a draft Title VI fare equity analysis addressing the Student Pass Program was published on SacRT’s website on June 5, 2019 for a 30-day public review period. In addition to the website, notices were also e-mailed, and placed on SacRT

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vehicles in English and six other languages. SacRT received one comment during the comment period, which can be seen in Attachment 2, along with examples of outreach efforts.

The Title VI fare equity analysis found that there would be neither potential disparate impacts nor any potential disproportionate burdens from implementing the Student Pass Program. The final equity analysis is included as Attachment 3.

DISCUSSION OF SMART RIDE GROUP PASS

The SmaRT Ride program is an innovative new service that has been successful in increasing ridership among individuals who previously used Dial-a-Ride type services. Currently, SmaRT Ride services are available in two zones (Citrus Heights/Orangevale/Antelope and Franklin). However, due to the success of the SmaRT Ride program, Staff is planning an aggressive expansion that would increase the number of available zones within the SacRT service area from two to eleven by Spring 2020.

In August 2018, SacRT implemented a temporary measure allowing groups of 5 more passengers boarding and alighting at the same location to ride for free on SmaRT Ride services. Group rides (5 or more passengers) are estimated to be 0.5% of all SmaRT Ride trips booked. Table 2 below details the estimated fiscal impact of the fare offering.

Table 2

Future Condition (11 zones)	
Trips booked per month	42,308
Group trips per month (0.5% of trips booked)	212
Group trips per month (0.5% of trips booked)	212
Passengers per group trip	7.50
Total passengers riding in groups per month	1,590
Total passengers riding in groups per month	1,590
Average Fare Lost per Passenger	\$ 1.23
Total Fare Revenue Loss per Month	1,956
Total Fare Revenue Loss in FY20 (10 months)	<u>\$ 19,560</u>

It is important to note that the revenue loss estimated above was based on current sales from SmaRT Ride zones that are more suburban in nature than some future zones will be. It is possible that the rate of utilization in downtown areas may be higher. If this is the case and there are unforeseen costs or reduction in revenues as a result of this offering Staff will return to the Board with proposed modifications.

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If approved as a permanent fare item the SmarT Ride 5 or More Fare would be added to the fare structure as follows:

“SmarT Ride 5 or More Fare – A group of 5 or more individuals picked up and dropped off at a common location by a SmarT Ride vehicle for a trip booked through SacRT’s current SmarT application ride for free on SmarT Ride service from the common origin to common destination. All passengers must be present at pickup and exit the vehicle at the drop off location for the SmarT Ride 5 or More Fare to be the Applicable Fare.”

Demand response type services such as SmarT Ride do not require a Title VI analysis to be completed prior to the adoption of new fares.

CONCLUSION

Given the many benefits that SacRT could receive from the Sac YOUth GO initiative (increased ridership, promotion of long-term riders, positive public image, etc.), Staff is recommending that the Board approve the Resolutions approving a Title VI analysis for the Annual Student (TK-12 Pass), adding Annual Student (TK-12) Pass to the Fare Structure as a new Prepaid Fare type and authorizing students (TK-12) residing and attending school within the unincorporated areas of Sacramento County and within SacRT’s service boundary to obtain an Annual Student (TK-12) Pass Prepaid Fare free of charge. Additionally, Staff is recommending that the Board permanently approve the SmarT Ride 5 or More Fare.

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.

Web Page June 2019

SacRT TITLE VI

Sacramento Regional Transit District Title VI Policy and Program Update

TITLE VI - PUBLIC REVIEW

SacRT Seeking Comments on Title VI Fare Equity Analysis

[Click here to read the report](#)

SacRT is currently seeking comments on a fare equity analysis, prepared in accordance with Title VI of the Civil Rights Act of 1964. The report is available by clicking the above link.

The Title VI fare equity analysis examines the impacts on minority and low-income populations from the Student Pass Program Fare Change.

Interested parties are welcome to comment on any, or all of the fare changes included in the analysis. Comments are due by 5 p.m. on Sunday, July 6.

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

TITLE VI INFORMATION

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**Rider Alert – E-mail
June 2019**

Sacramento



**Regional
Transit**

Title VI Fare Equity Analysis

SacRT Seeking Comments on Title VI Fare Equity Analysis

[Read the Report](#)

On June 5, 2019 SacRT released a draft fare equity analysis, prepared in accordance with Title VI of the Civil Rights Act of 1964, addressing the new Student Pass Program for K-12 students residing in the City of Sacramento, or attending school within the City boundaries.

Read the report at sacrt.com

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 July 5, 2019. Presentation of the final report and all comments is planned for August 12, 2019 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 welcome to make comments in person at that time as well.

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

Translations June 2019

Spanish

SacRT busca más comentarios sobre el Análisis de equidad en las tarifas del Título VI

El 5 de junio de 2019, SacRT publicó una versión preliminar del análisis de equidad en las tarifas, preparado conforme al Título VI de la Ley de Derechos Civiles de 1964, que aborda el nuevo Programa de pase estudiantil para estudiantes K-12 que residen en la Ciudad de Sacramento, o que asisten a la escuela dentro de los límites de la ciudad.

Lea el informe a sacrt.com

Dirija los comentarios a:

SacRT Planning Dept.

A la atención de: Sarah Poe

P.O. Box 2110

Sacramento, CA 95812-2110

Teléfono:

SacRT Customer Advocacy Dept

(916) 557-4545

TDD (Teléfono de texto): (916) 483-HEAR (4327)

Correo electrónico:

customeradvocacy@sacrt.com

Todos los comentarios se enviarán a la Junta de Directores de SacRT antes de la aprobación del análisis final. La fecha límite para que se incluyan los comentarios escritos en el registro público es el 5 de julio de 2019. La presentación del informe final y todos los comentarios están previstos para el 12 de agosto de 2019 en la reunión ordinaria de la Junta de Directores de SacRT en 1400 29th Street, que tendrá inicio a las 5:30 p.m. Los miembros del público también podrán hacer comentarios en persona en ese momento.

Se encuentra disponible asistencia de idiomas para personas que asistan a la reunión de la Junta llamando al 916-557-4545 a más tardar tres días hábiles antes de la reunión de la Junta.

Russian**Анализ тарифов на проезд, выполненный SacRT согласно статье VI, доступен для отзывов**

5 июня 2019 года SacRT опубликовал проект анализа тарифов на проезд, составленный в соответствии со статьей VI Закона о гражданских правах 1964 года. В документе представлена новая программа оплаты за проезд Student Pass для учеников 12 класса, которые проживают или учатся в городе Сакраменто.

Читайте отчет на www.sacrt.com

Адрес для отзывов:

Департамент планирования SacRT
(SacRT Planning Dept.)
Кому: Сара По (Sarah Poe)
P.O. Box 2110
Sacramento, CA 95812-2110

Телефон:

Отдел по защите интересов клиентов SacRT
(SacRT Customer Advocacy Dept.)
(916) 557-4545
Текстовый телефон: (916) 483-HEAR (4327)

Эл. почта:

customeradvocacy@sacrt.com

Просим отправлять отзывы в Совет директоров SacRT до утверждения финальной версии анализа. Крайний срок отправки отзывов в письменном виде — 5 июля 2019 года. Обнародование всех отзывов вместе с финальной версией отчета запланировано на 12 августа 2019 года в ходе очередного заседания Совета директоров SacRT, которое состоится по адресу 1400 29th Street в 17:30. Приглашаем представителей общественности лично изложить свои отзывы на этом заседании.

Мы предоставляем услуги переводчика для посетителей заседания Совета директоров. Такие услуги необходимо заказать по телефону 916-557-4545 не позднее чем за три рабочих дня до даты проведения заседания.

Chinese

SacRT正在尋求有關第六章票價公平性分析的意見

2019年6月5日，SacRT發佈了一份根據《1964年民權法》第六章編制的票價公平性分析草案，針對居住在薩克拉門托市或在城市偏遠地區上學的k-12年級學生制定了新的學生通行方案。

請訪問sacrt.com，查看報告

請將意見郵寄至以下地址：

SacRT規劃部

聯繫人：Sarah Poe

郵政信箱：2110

加利福尼亞州薩克拉門托 95812-2110

電話：

SacRT 客戶宣傳部

(916) 557-4545

聽障人士專線：(916) 483-HEAR (4327)

Email:

customeradvocacy@sacrt.com

所有意見在最終分析通過之前將先提交SacRT董事會。收入備案材料的書面意見截止日期為2019年7月5日。最終報告和所有意見將於2019年8月12日在SacRT董事會例會上進行說明。會議地點：第29街1400號。開始時間：下午5：30。歡迎市民屆時當面提出意見。

您可以申請在參會期間獲得語言支持，請至少在董事會例會前三天撥打電話：916-557-4545。

Vietnamese

SacRT Đang Thu Thập Thêm Ý Kiến về Tiêu Đề VI Phân Tích Vốn Chủ Sở Hữu Giá Vé

Vào ngày 5 tháng 6 năm 2019, SacRT đã đưa ra bản dự thảo phân tích vốn chủ sở hữu giá vé. Bản dự thảo được soạn thảo theo Tiêu đề VI của Đạo luật Dân quyền năm 1964 đề cập đến Chương trình Giấy phép Học sinh (Student Pass Program) mới dành cho học sinh K-12 đang cư trú tại Thành phố Sacramento hoặc đến trường nằm trong ranh giới của Thành phố.

Đọc báo cáo tại sacrt.com

Vui lòng gửi ý kiến tới:

SacRT Planning Dept.
Attn: Sarah Poe
P.O. Box 2110
Sacramento, CA 95812-2110
Bộ Kế hoạch SacRT.
Người nhận: Sarah Poe
Hòm thư bưu điện số 2110
Sacramento, CA 95812-2110

Phone:

SacRT Customer Advocacy Dept
(916) 557-4545
TDD: (916) 483-HEAR (4327)
Phòng Đại diện Khách hàng SacRT
(916) 557-4545
Thiết bị viễn thông cho người điếc: (916) 483-NGHE (4327)

Email:

customeradvocacy@sacrt.com

Tất cả các ý kiến sẽ được gửi tới Hội đồng Quản trị của SacRT trước khi phê duyệt bản phân tích cuối cùng. Hạn chót để nhận ý kiến bằng văn bản trong hồ sơ công khai là ngày 5 tháng 7 năm 2019. Buổi trình bày báo cáo cuối cùng và tất cả các ý kiến theo kế hoạch sẽ diễn ra từ 5:30 chiều ngày 12 tháng 8 năm 2019 tại cuộc họp thường kỳ của Hội đồng Quản trị SacRT tại 1400 phố 29. Các thành viên trong cộng đồng cũng được chào đón để trình bày ý kiến trực tiếp tại buổi họp này.

Hỗ trợ ngôn ngữ có sẵn cho những người tham dự cuộc họp Hội đồng Quản trị: Vui lòng gọi 916-557-4545 không quá ba ngày làm việc trước cuộc họp.

Hmong

SacRT Tab Tom Nrhiav Lus Qhia Tswv Yim nyob rau Tshooj VI Kev Ntsuam Xyuas Nqi Tsheb (Title VI Fare Equity Analysis)

Nyob rau lub Rau Hlis Ntuj Tim 5, 2019 SacRT tau nthuav tawm ib daim qauv ntawv ntsuam xyuas nqi tsheb, tau npaj ua raws li Tshooj VI ntawm Tsab Cai Pej Xeem Cov Cai (Civil Rights Act of 1964), qhia txog Lub Khoos Kas Tshiab Tub Ntxhais Kawm Ntawv Kawm Dhau rau K-12 cov tub ntxhais kawm ntawv nyob rau hauv lub Nroog Sacramento, los sis tuaj kawm lub tsev kawm ntawv nyob hauv lub cheeb Nroog.

Nyeem daim ntawv tshaj tawm nyob ntawm sacrt.com

Thov muab lus qhia tswv yim mus rau:

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Txhua cov lus pab tswv yim yuav tau muab mus rau lub SacRT Pab Pawg Thawj Coj ua ntej los muab kev pom zoo txog ntawm qhov kev ntsuam xyuas qhov kawg. Hnub kawg rau kev sau lus pab tswv yim uas yuav tau muab xam nrog rau hauv ntaub ntawv sau tseg txog pej xem lus pab tswv yim yog lub Xya Hlis Ntuj Tim 5, 2019. Kev nthuav qhia txog kev tshaj tawm qhov kawg thiab txhua cov lus pab tswv yim yog tau muab npaj rau lub Yim Hlis Ntuj Tim 12, 2019 nyob ntawm lub rooj sib tham uas nquag muaj ntawm lub SacRT Pab Pawg Thawj Coj nyob rau ntawm 1400 29th Street, pib txij thaum 5:30 p.m. Zoo siab txais tos txhua tus tswv cuab ntawm pej xeem los pab tswv yim los ntawm tus kheej nyob rau lub sij hawm no ib yam.

Muaj cov kev pab cuam txhais lus rau cov neeg tuaj koom Pawg Thawj Coj lub rooj sib tham los ntawm hu rau 916-557-4545 tsis pub dhau peb hnub ua hauj lwm ua ntej Pawg Thawj Coj lub rooj sib tham yuav pib.

Punjabi

SacRT ਵੱਲੋਂ ਸਿਰਲੇਖ VI ਦੇ ਫੇਅਰ ਈਕਿਟੀ ਵਿਸ਼ਲੇਸ਼ਣ ਵਾਧੂ ਟਿੱਪਣੀਆਂ ਦੀ ਮੰਗ ਦੇ ਸੰਦਰਭ ਵਿੱਚ

5 ਜੂਨ, 2019 ਨੂੰ SacRT ਨੇ ਨਾਗਰਿਕ ਅਧਿਕਾਰ ਅਧੀਨਿਯਮ, 1964 ਦੇ ਸਿਰਲੇਖ VI ਦੇ ਮੁਤਾਬਕ ਤਿਆਰ ਕੀਤਾ ਇੱਕ ਡ੍ਰਾਫਟ ਫੇਅਰ ਈਕਿਟੀ ਵਿਸ਼ਲੇਸ਼ਣ ਜਾਰੀ ਕੀਤਾ, ਜੋ ਸੈਕਰਾਮੈਂਟੋ ਸ਼ਹਿਰ ਵਿੱਚ ਰਹਿ ਰਹਿ K-12 ਵਿਦਿਆਰਥੀਆਂ ਦੇ ਲਈ ਨਵੇਂ ਸਟੂਡੈਂਟ ਪਾਸ ਪ੍ਰੋਗਰਾਮ ਨੂੰ ਜਾਂ ਸ਼ਹਿਰ ਦੀਆਂ ਸੀਮਾਵਾਂ ਦੇ ਵਿੱਚ ਸਕੂਲ ਜਾਣ ਨੂੰ ਸੰਬੰਧਿਤ ਕਰਦਾ ਸੀ। ਰੀਪੋਰਟ ਨੂੰ sacrt.com 'ਤੇ ਪੜ੍ਹ ਸਕਦੇ ਹੋ

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ਸਾਰੀਆਂ ਟਿੱਪਣੀਆਂ ਅੰਤਿਮ ਵਿਸ਼ਲੇਸ਼ਣ ਦੀ ਪ੍ਰਵਾਨਗੀ ਤੋਂ ਪਹਿਲਾਂ SacRT ਬੋਰਡ ਆਫ ਡਾਇਰੈਕਟਰਜ਼ ਨੂੰ ਦਿੱਤੀਆਂ ਜਾਣਗੀਆਂ। ਪਬਲਿਕ ਰਿਕਾਰਡ ਵਿੱਚ ਲਿਖਤ ਟਿੱਪਣੀਆਂ ਸ਼ਾਮਲ ਕੀਤੇ ਜਾਣ ਦੀ ਅੰਤਿਮ ਤਰੀਕ 5 ਜੁਲਾਈ, 2019 ਹੈ। ਅੰਤਿਮ ਰਿਪੋਰਟ ਅਤੇ ਸਾਰੀਆਂ ਟਿੱਪਣੀਆਂ ਦੀ ਪੇਸ਼ਕ 1400 29ਵੀਂ ਸਟ੍ਰੀਟ ਵਿਖੇ ਹੋ ਰਹੀ SacRT ਬੋਰਡ ਆਫ ਡਾਇਰੈਕਟਰਜ਼ ਦੀ ਨਿਯਮਕ ਮੀਟਿੰਗ 'ਤੇ 12 ਅਗਸਤ, 2019 ਨੂੰ ਕੀਤੇ ਜਾਣ ਦੀ ਯੋਜਨਾ ਹੈ, ਜੋ ਸ਼ਾਮ ਦੇ :30 ਵਜੇ ਸ਼ੁਰੂ ਹੋਵੇਗੀ। ਉਸ ਸਮੇਂ ਵੀ ਪਬਲਿਕ ਦੇ ਸਦੱਸਾਂ ਨੂੰ ਹਾਜ਼ਰ ਹੋ ਕੇ ਟਿੱਪਣੀਆਂ ਕਰਨ ਦਾ ਖੁੱਲ੍ਹਾ ਸੱਦਾ ਹੈ। ਭਾਸ਼ਾ ਸਹਾਇਤਾ ਬੋਰਡ ਮੀਟਿੰਗ 'ਤੇ ਹਾਜ਼ਰ ਹੋ ਰਹੇ ਵਿਅਕਤੀਆਂ ਲਈ ਬੋਰਡ ਮੀਟਿੰਗ ਤੋਂ ਤਿੰਨ ਦਿਨਾਂ ਤੋਂ ਪਹਿਲਾਂ-ਪਹਿਲਾਂ 916-557-4545 'ਤੇ ਕਾਲ ਕਰਕੇ ਉਪਲਬਧ ਹੋ ਸਕਦੀ ਹੈ।

Public Comment

Received 6/19/19
From: Fayzah Mughal

Hi,

I recently heard about this new free student pass program that will encourage school attendance in the fall, and that prompted me to read the Title VI Analysis. As a low-income minority (and mom of three students) that does not own a car, I would like to share some of my thoughts.

I would like to ask: Will the program be extended to residents of Rancho Cordova, like myself? My children's assigned sites are nearby SCUSD schools, even though we live in Rancho Cordova (we're at the westernmost edge, and we have 3 SCUSD sites here inside Rancho boundaries, and 2 more assigned SCUSD schools next door in Rosemont). Is there a minimum distance required to qualify for the new student pass program? I can tell you that my middle-schooler has used RT to get to school for the past two years, and it was always standing-room-only and full of minority students at peak times (bus 72). He starts high school this fall (along the same bus route), and we anticipate the same demo/rider volume on this bus.

I applaud the expansion of the points-of-sale for things like the student pass stickers; definitely, more effort should be placed on providing this service and Connect Card loading (for all-aged, low-income and non-banking families) at sites that are more accessible (Bel-Air is 'bourgeois' and wasn't realistic!).

A Connect Card "Picture Day" for student IDs at the school sites would remove the extra barrier of traveling to the RT Customer Center (which is open only during work hours on weekdays, and a bit out of the way for our Rancho students) and would promote ridership from across all income-classes of students due to the convenience of attaining the cards from school; while stickers can always be affixed to Connect Cards, the school-issued IDs can't provide the dual benefit of Connect Card functions that appeal to many kinds of riders, like online loading capabilities, built-in transfers if paying-per-ride and, if lost or stolen, transferring the balance over to a replacement card. This approach would help promote and familiarize our demographic with the Connect Cards, at least. Thank you in advance for your response.

Response:

Dear Fayzah,

Thank you for your comments regarding the Title VI analysis for the Student Pass Program. SacRT is actively trying to expand the Student Pass Program to our entire District. Staff has reached out to Folsom, Citrus Heights, Rancho Cordova, and the County, and it is our hope that we will be able to get all students into the program this year.

Your comments have been captured and will be included in the presentation to the SacRT Board of Directors at the regular meeting on August 12, 2019.

Sincerely,

Sarah C. Poe
Assistant Planner
Sacramento Regional Transit District
spoe@sacrt.com
916.556.0518



Title VI Fare Equity Analysis
Student Pass Program

Final Draft

July 18, 2019

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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.

2. Project Description

On May 13, 2019, SacRT staff presented a discussion to the Board of Directors regarding a new initiative to build Student ridership. The initiative is intended to be revenue neutral for SacRT and funded primarily by the City of Sacramento, allowing all grade TK-12 students who either go to school within the City limits of Sacramento, or reside within the City limits but attend a school outside the City's boundaries to ride SacRT's services for free with a School ID and special sticker.

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 Once the funding is secured, Staff intends to seek approval from the SacRT Board for a funding agreement with the City under which SacRT would agree to create a new group pass type for students meeting the eligibility criteria, subject to Board approval of the Title VI analysis. The proposed change to the Student fares for TK-12 students residing or attending school in the City of Sacramento would be implemented in Fall 2019.

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, SacRT accepted comments on the draft analysis beginning June 5, 2019 through July 6, 2019. Staff intends to present a final version of the report, including the comments received, to the Board of Directors in August 2019.

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

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 2018 budget, SacRT will average \$1.45 in fare revenue per passenger boarding. These figures include 184,194 boardings made by children under age five, and 272,391 boardings made by riders in other minor categories for which SacRT has no demographic data. Excluding these categories, and excluding the \$2.3 million deduction for transfer agreement reimbursements to other agencies, (and other adjustments), SacRT collected \$27,276,233 in fares, and 20,004,417 passenger boardings for an average fare of \$1.36 for riders with known demographic data. These figures are used as a baseline for the remainder of this analysis.

Figure 1
Baseline Minority
Ridership Statistics – FY 2018

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Minority	\$20,049,580	67.7%	13,793,474	69.0%	\$1.45
Non-Minority	<u>\$9,554,720</u>	<u>32.3%</u>	<u>6,210,943</u>	<u>31.0%</u>	\$1.54
Subtotal	\$29,604,300	100.0%	20,004,417	100.0%	\$1.48
Non-Classified	<u>(\$2,328,067)</u>		<u>456,585</u>		
Total	\$27,276,233		20,004,417		\$1.36

Non-classified boardings are already excluded from the Minority splits

Minority riders make up an estimated 69 percent of SacRT ridership and pay an estimated 67.7 percent of fares. They pay an average of \$1.45 per boarding, compared to \$1.54 for non-minority riders.

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.

Figure 2
Baseline Low-Income
Ridership Statistics – FY 2018

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Low-Income	\$14,026,852	47.4%	9,865,321	49.3%	\$1.42
Non-Low-Income	<u>\$15,577,448</u>	<u>52.6%</u>	<u>10,139,096</u>	<u>50.7%</u>	\$1.54
Subtotal	\$29,604,300	100.0%	20,004,417	100.0%	\$1.48
Non-Classified	<u>(\$2,328,067)</u>		<u>456,585</u>		
Total	\$27,276,233		20,004,417		\$1.36

Non-classified boardings are already excluded from the Low-income splits

Low-income riders make up an estimated 49.3 percent of SacRT fixed-route ridership and pay an estimated 47.4 percent of fares. They pay an average of \$1.42 per boarding compared to \$1.54 for non-low-income riders.

Baseline fare revenue, passenger boardings, and average fares for Fiscal Year 2018 are provided for each major fare type in Figure 3.

Title VI Fare Equity Analysis
July 18, 2019

**Figure 3
Ridership and Fare Revenue
By Fare Type – FY 2018**

Fare Type	Face Value	Fare Revenue	Boardings	Average Fare
Single Cash - Bus	\$2.75	\$1,518,222	552,081	\$2.75
Single Ticket - Bus	\$2.75	\$525,094	190,943	\$2.75
Single Cash - Rail	\$2.75	\$1,150,006	886,802	\$1.30
Single Ticket - Rail	\$2.75	\$970,822	579,740	\$1.67
Disc Single Cash - Bus	\$1.35	\$590,553	437,447	\$1.35
Disc Single Tkt - Bus	\$1.35	\$39,083	28,950	\$1.35
Disc Single Cash - Rail	\$1.35	\$500,965	362,097	\$1.38
Disc Single Tkt - Rail	\$1.35	\$49,900	50,519	\$0.99
Daily Pass	\$7.00	\$4,352,702	3,484,916	\$1.25
Disc Daily Pass	\$3.50	\$2,292,374	1,347,126	\$1.70
Monthly Pass	\$110.00	\$6,075,025	2,659,595	\$2.28
Semi-Monthly Pass	\$60.00	\$167,340	66,822	\$2.50
Student Semi-Monthly	\$27.50	\$421,523	752,027	\$0.56
Senr/Disb Monthly/Semi	\$55.00	\$1,161,260	1,189,291	\$0.98
Los Rios		\$2,306,659	1,433,005	\$1.61
CSUS		\$822,386	770,931	\$1.07
DHA		\$2,035,200	1,002,671	\$2.03
Fare Evader		\$0	433,827	\$0.00
Child		\$0	184,194	\$0.00
Lifetime		\$0	88,385	\$0.00
Mobile Single	\$2.75	\$533,588	402,032	\$1.33
Mobile Daily	\$7.00	\$145,810	206,767	\$0.71
Mobile Disc Single	\$1.35	\$61,704	81,130	\$0.76
Mobile Disc Daily	\$3.50	\$39,106	29,995	\$1.30
Connect Card		\$3,844,978	2,967,318	\$1.30
Other Boardings		\$0	272,391	\$0.00
Subtotal		\$29,604,300	20,461,002	\$1.45
Child/Other Boardings		\$0	456,585	\$0.00
Transfer Agreements		(\$869,977)	n/a	n/a
Difference Between Model/Actuals		(\$1,458,090)	n/a	n/a
Total		\$27,276,233	20,004,417	\$1.36

6. Demographics of New Fare Type

SacRT surveys show that student demographics are typically considered low-income and high-minority. Users of the Student Monthly and Semi-Monthly Pass (K-12 students), would represent users of the new free fares under the Student Pass Program, which are 87.0% percent minority and 63.8% percent low-income, both well above systemwide averages. Based on this analysis, the Student Pass Program for City of Sacramento students and residents that attend school in the City boundaries is expected to have greater minority and low-income utilization than the overall SacRT system, which has 69.0 percent minority and 49.3 percent low-income utilization.

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

Fare Type	% Minority	% Low-Income	Minority/ Low-Income Fare Type
Student Pass Program	87.0%	63.8%	Yes
RT System (Baseline)	69.0%	49.3%	

7. Change in Sales and Ridership Forecast

A recent analysis of SacRT fare revenues found that students either attending a K-12 school, or living within the City of Sacramento boundaries contribute approximately \$1,000,000 annually. The City of Sacramento is prepared to support this initiative by offsetting the fare revenue loss resulting from the implementation of the Student Pass Program. The new group pass type will be distributed through the eligible schools in the form of a sticker to be placed directly onto the school ID card belonging to the student. The new group pass type will not be sold for purchase; therefore, there is no anticipated sales increase.

Staff is estimating that approximately 100,000 students will be eligible to participate in the Student Pass Program; however, participation is assumed to be less likely for younger students (K – 5th grade), so the number of eligible students in this analysis include grades 6th through 12th only. To determine the ridership impact, existing offerings that are in place for CSUS and Los Rios Community College District were considered, since they are similar in nature. At approximately 39.52 boardings per student, ridership is projected to increase to 2,128,185, which is approximately 1,103,106 more boardings per year than current student ridership.

8. Results and Impacts

This analysis includes impacts from the new Student Pass Program, in aggregate with the recent fare structure changes that were included in a previous equity analysis conducted in March 2019.

**Figure 5
Student Pass Program
Ridership Forecast**

Fare Type	Minority/ Low-Income Fare Type	Fare Revenue	Boardings	Average Fare
Student Pass Program	Yes	\$1,000,000	1,103,106	\$0.91
Baseline - SacRT System		\$27,276,233	20,004,417	\$1.36

The average fare for the Student Pass Program is expected to be \$0.91 per boarding, approximately 33 percent less than SacRT's baseline systemwide average of \$1.36.

9. Systemwide Average Fare Impacts

**Figure 6
Impact of Student Pass Program
On Systemwide Minority Average Fare**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Minority	\$19,593,175	68.5%	15,768,345	70.1%	\$1.24
Non-Minority	<u>\$8,995,491</u>	<u>31.5%</u>	<u>6,741,462</u>	<u>29.9%</u>	\$1.33
Subtotal	\$28,588,666	100.0%	22,509,807	100.0%	\$1.27
Non-Classified	<u>(\$2,906,544)</u>		<u>456,585</u>		
Total	\$25,682,122		22,509,807		\$1.14

Non-classified boardings are already excluded from the Minority splits

The new minority average fare is \$1.24, and is lower than the baseline minority average fare, which was \$1.45. Non-minority average fare also decreased, from \$1.54 to \$1.33.

Under the Student Pass Program change, minority riders would continue to pay less per boarding (\$1.24) than non-minority riders (\$1.33).

**Figure 7
Impact of Student Pass Program
On Systemwide Low-Income Average Fare**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Low-Income	\$13,854,614	48.5%	11,295,467	50.2%	\$1.23
Non-Low-Income	<u>\$14,734,052</u>	<u>51.5%</u>	<u>11,214,340</u>	<u>49.8%</u>	\$1.31
		100.0			
Subtotal	\$28,588,666	%	22,509,807	100.0%	\$1.27
Non-Classified	<u>(\$2,906,544)</u>		<u>456,585</u>		
Total	\$25,682,122		22,509,807		\$1.14

Non-classified boardings are already excluded from the LI splits

The low-income average fare is \$1.23, and is lower than the baseline low-income average fare, which was \$1.42. Non-low-income average fare also decreased, from \$1.54 to \$1.31. Under the Student Pass Program change, low-income riders would continue to pay less per boarding (\$1.23) than non-low-income riders (\$1.31).

10. Comparison of Impacts

Compared to baseline expectations, minority, non-minority, low-income, and non-low-income riders would all see a reduction in average fare.

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

Rider Type	Existing	Proposed	Change	% Change
All	\$1.48	\$1.27	-\$0.21	-14.18%
Minority	\$1.45	\$1.24	-\$0.21	-14.52%
Non-Minority	\$1.54	\$1.33	-\$0.20	-13.26%
Low-Income	\$1.42	\$1.23	-\$0.20	-13.73%
Non-Low-Income	\$1.54	\$1.31	-\$0.22	-14.48%

11. 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

Figure 12 - Disparate Impacts/Disproportionate Burdens

a. Percent decrease in non-minority avg fare	-13.26%
b. Threshold of statistical significance (80% * a)	-10.61%
c. Percent decrease in minority avg fare	-14.52%
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	-14.48%
g. Threshold of statistical significance (80% * f)	-11.59%
h. Percent decrease in low-income avg fare	-13.73%
i. Do fares decrease more for non-low-income populations? (f < h)	Yes
j. Is there evidence of a potential disproportionate burden? (h > g)	No

Based on these results, this analysis finds that the fare changes do not cause any disparate impacts on minority populations, nor do they cause any disproportionate burdens on low-income populations.

RESOLUTION NO. 19-08-_____

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

August 12, 2019

APPROVING A TITLE VI EQUITY ANALYSIS FOR AN ANNUAL STUDENT (TK-12) PASS

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

WHEREAS, on June 5, 2019, a draft Title VI fare change equity analysis for the proposed Annual Student (TK-12) Pass 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 change equity analysis for the Annual Student (TK-12) Pass; 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 changes.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 19-08-_____

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

August 12, 2019

MODIFYING THE FARE STRUCTURE (RESOLUTIONS 09-10-0174 AND 18-06-0061, AS AMENDED) TO (1) CREATE AN ANNUAL (TK-12) PASS PREPAID FARE AND (2) ADOPT A SMART RIDE 5 OR MORE COMPLIMENTARY FARE

WHEREAS, by Resolution Nos. 09-10-0174 and 18-06-0061, as amended, the Board of Directors amended and restated the Fare Structure for fixed-route service; and

WHEREAS, SacRT desires to introduce an Annual Student (TK-12) Pass Prepaid Fare; and

WHEREAS, SacRT desires to introduce a SmarT Ride 5 or More Fare.

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

THAT, the following definition is hereby added to Article I "Fare Structure Definitions" of the Fare Structure:

"Annual Student (TK-12) Pass means a: (1) a sticker or smart sticker issued by RT or through an authorized outlet and affixed to a: (a) School ID, (b) Student ID card or (c) for youth in grades TK-6 only, an RT-issued Sac YOUth GO card; or (2) an Annual Student (TK-12) Pass stored on the Connect Card or RT-approved mobile fare application. Eligibility for receipt of an Annual Student (TK-12) Pass will be as defined in Section V. Prepaid Fares, paragraph D of the Fare Structure.

THAT, the following provision is hereby added as paragraph D of Section V, "Prepaid Fares" to define the validity requirements for an Annual Student (TK-12_Pass.

A valid Annual Student (TK-12) Pass entitles the bearer to an unlimited number of Rides on Fixed Route or SmarT Ride Service subject to the following limitations and conditions:

1. The Pass constitutes prepayment of the Applicable Fare for all SacRT service;
2. The Pass is issued to an eligible Student based either: (1) on an agreement between RT and another public entity or private School that has agreed to provide funding for the Annual Student (TK-12) Pass in an amount sufficient to compensate SacRT for the estimated average lost fare revenue from honoring the Annual Student (TK-12) Pass for the

students defined to be eligible for the Pass as specified in the agreement; or (2) a Resolution adopted by the SacRT Board of Directors authorizing the Pass to be distributed to the student without payment of the required fee.

3. The Pass is issued by RT, an authorized public entity, or School pursuant to the terms of an agreement between RT and that entity.

4. As applicable, the image on the Student ID or School ID matches the bearer.

5. The Pass is valid for the validity period specified on the sticker or on the Connect Card or RT-approved mobile fare application.

6. The Pass is non-transferable and non-exchangeable. _

THAT, the following fare type is added to Section IV, "Fares" of the Fare Structure:

"SmaRT Ride 5 or More Fare – A group of 5 or more individuals picked up and dropped off at a common location by a SmaRT Ride vehicle for a trip booked through SacRT's current SmaRT application ride for free on SmaRT Ride service from the common origin to common destination. All passengers must be present at pickup and exit the vehicle at the drop off location for the SmaRT Ride 5 or More Fare to be the Applicable Fare."

THAT, the Board hereby authorizes and directs the General Manager/CEO or his designee to implement the proposed fare changes effective immediately.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

RESOLUTION NO. 19-08-_____

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

August 12, 2019

AUTHORIZING STUDENTS (TK-12) RESIDING IN OR ATTENDING SCHOOL WITHIN THE UNINCORPORATED AREAS OF SACRAMENTO COUNTY AND WITHIN SACRT'S SERVICE BOUNDARY TO OBTAIN AN ANNUAL STUDENT (TK-12) PASS PREPAID FARE VALID FROM OCTOBER 1, 2019 THROUGH SEPTEMBER 30, 2020 WITHOUT PAYMENT BY A SPONSORING ENTITY.

WHEREAS, the Sacramento Regional Transit Board of Directors has established a new Annual Student (TK-12) Pass Prepaid Fare type; and

WHEREAS, the intent of the Annual Student (TK-12) Pass is to permit a municipal jurisdiction, school district, or private school to obtain an annual transit pass for all Students (as defined in the SacRT Fare Structure) residing in or attending school within the jurisdiction, district or school, subject to payment by the sponsoring entity of a fee to compensate SacRT for the estimated fare revenue that would otherwise be generated by fares that would have been paid by covered students; and

WHEREAS, the County of Sacramento has indicated that it is unable to financially subsidize Students within its boundaries; and

WHEREAS, to provide an opportunity to demonstrate the efficacy of the program and maximize access to public transit services for the Student population within Sacramento County, the Board of Directors desires to provide the Annual Student (TK-12) Pass to otherwise ineligible Students residing or attending school within that portion of unincorporated County of Sacramento that is also within the district boundaries of SacRT without payment of the corresponding fee by a sponsoring entity, only for the initial validity period of the Pass.

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

THAT, effective upon adoption of this resolution and continuing until September 30, 2020, Students residing or attending school within that portion of unincorporated County of Sacramento that is also within the district boundaries of SacRT may obtain and use an Annual Student (TK-12) Pass valid from October 1, 2019 to September 30, 2020 without payment of the required fee by a sponsoring entity, as specified in the Fare Structure.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary