

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	03/25/19	Open	Action	03/20/19

Subject: Building Ridership through Fare Reductions

ISSUE

Whether or not to: (1) approve a Title VI analysis and (2) permanently adopt the fare reductions, cash transfers, and Folsom only fares.

RECOMMENDED ACTION

- A. Adopt Resolution No. 19-03-___, Approving a Title VI Fare Equity Analysis for Fare Reductions, Transfer Fares, Los Rios Pass Program Changes, and Folsom-Only Fares; and
- B. Adopt Resolution No. 19-03-___, Modifying the Fare Structure (Resolutions No. 09-10-0174 and 18-06-0061 As Amended) to (1) Reduce Fares, (2) Include Transfers as Valid Prepaid Fare Media, and (3) Add Fares for Folsom Dial-A-Ride and Fixed-Route Service; and
- C. Adopt Resolution No. 19-03-___, Repealing Resolution No. 16-03-0025, and Modifying Fares for Complementary Paratransit Service

FISCAL IMPACT

Below is the estimated annual impact of the proposed fare changes. Estimates were based on Fiscal Year (FY) 18 fare revenues collected.

Fare Type	Before	After	Difference
Reduced Fares & Transfers*	\$19,393,346	\$17,656,054	(\$1,737,292)
Los Rios	\$2,306,659	\$2,446,659	\$140,000
Folsom Fares (Fixed Route)	\$0	\$3,181	\$3,181
Folsom Fares (Dial-A-Ride)**	\$0	\$41,436	\$41,436
Total	\$21,700,005	\$20,105,894	(\$1,552,675)

*Fare revenue impacts of transfers were rolled into the applicable individual fare category. Further details of the fiscal impact shown above can be found in Figure 6 of Attachment 3.

**Folsom Fares (Dial-A-Ride) are not subject to a Title VI analysis and therefore are not included in Figure 6 of Attachment 3.

INTRODUCTION

Over the past several months, the SacRT Board temporarily adopted a number of measures geared towards increasing ridership at SacRT. These included fare reductions and bringing back cash transfers, among other measures. The fare-related offerings were temporary promotions

Approved:

Presented:

Final 03/20/19

General Manager/CEO

VP, Finance/Chief Financial Officer

J:\Board Meeting Documents\2019\05 March 25, 2019\03-25-19 Approving Fare Reductions and Title VI Analysis (Final).docx.doc

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pending a Title VI analysis. The following discussion highlights the parameters of the fare offerings and outlines the results of the Title VI analysis. Table 1 outlines the anticipated SacRT ridership impacts of the fare offerings proposed:

Table 1

Fare Type	Ridership Before*	Ridership After	Ridership Difference
Reduced Fares & Transfers**	11,836,329	12,394,329	558,000
Los Rios	1,433,005	2,273,005	840,000
Folsom Fares (Fixed Route)***	0	4,284	4,284
Folsom Fares (Dial-A-Ride)***	0	13,299	13,299
Total	13,269,334	14,684,917	1,415,583

*Estimated ridership impacts are based on FY18 ridership statistics.

**Ridership estimates based on FY18 ridership impacts of transfers were rolled into the applicable individual fare category. Further details of the ridership impact shown above can found in Figure 7 of Attachment 3.

*** As discussed in the Issue Paper accompanying Resolution 19-01-0009, these are continuations of fares offered by the City of Folsom prior to SacRT assuming operations of Folsom transit service. The “before” zero ridership number reflects SacRT ridership, rather than ridership on the Folsom service overall. SacRT does not anticipate a net overall increase in Folsom ridership as compared to when the service was operated by Folsom.

DISCUSSION ON FARES

In FY16, Staff recommended and the Board approved sweeping fare increases of approximately 10%. This marked the first time in approximately 7 years that SacRT had raised its fares. Since that time, SacRT has been able to control costs through organizational changes and operational efficiencies. These efficiencies have helped to build reserves and working capital of approximately \$10M and \$4M respectively, and promote a more stable long term financial outlook. Given the success SacRT has had controlling costs, Staff feels the Board now has more flexibility to address the ridership loss through fare reductions and other measures.

Initially, SacRT saw an improvement in both fare revenues and the system wide average fare relative to the fare increase. However, the positive revenue return from the fare increase is beginning to erode due to declining ridership. In addition, SacRT consistently receives feedback from riders that are discouraged from riding on the basis of high fares and lack of transfer options (addressed below). The fare reductions proposed for adoption would lower single ride and monthly pass fares to levels originally set forth in 2009.

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The fare reduction is possible because SacRT has been able to control spending in recent years. Additionally with the passage of Senate Bill (SB) 1, SacRT has greater operating funds available to compensate for lost fare revenue in order to pursue its goal of improving ridership. Although the Transportation Development Act (TDA) requires a 23% fare recovery ratio, California Public Utilities Code Section 99268.19 allows SacRT to supplement fares with other sources and remain in compliance. As of June 30, 2018, SacRT utilized approximately \$8.3 million of Measure A funds to maintain this ratio. SacRT has the ability to use up to \$41 million of Measure A funds if necessary.

Fare Reductions

A full listing of the proposed fares can be found in Exhibit B-5 to the proposed Resolution (Please note that Exhibit B-5 also displays the transfer fee discussed later). If approved, the Basic Fare for a Single Ride will drop from \$2.75 to \$2.50 and Discount Fare for a Single Ride will be reduced from \$1.35 to \$1.25. The cost for a Basic Monthly Pass will go down from \$110 to \$100, Discount Monthly Pass prices will be cut from \$55 to \$50, and Super Senior Monthly Pass price will be reduced from \$42 to \$40.

Staff also recommends returning to FY16 fare policies that allowed for Semi-Monthly Passes to be purchased at 50% of the price of the equivalent Monthly Pass.

It is important to note that Paratransit single ride fares will also need to be reduced as federal regulations require that the Paratransit single ride fare be no more than two times the base fare for fixed route service.

Transfers

In September 2009, transfers were eliminated from the fare structure due to financial conditions and fraudulent use of tear off transfer slips. Prior to that, riders were allowed to purchase a paper transfer slip from bus operators for \$0.25 allowing them to make a single transfer onto another bus or light rail. Riders on light rail who purchased or validated a single ride ticket and who wanted to make a transfer onto a bus route could also present and surrender the single ride ticket to board that bus for a \$0.25 cash payment.

Part of the rationale for eliminating transfers in 2009 was that customers could use a daily pass as an alternative. At the time, single ride fares were \$2.50 and transfers were \$0.25, but they were poised to increase to \$0.50. Compared to a daily pass (priced at \$6.00 at the time) for someone making a round trip with multiple legs in each trip, the daily pass would have had the same out-of-pocket cost as two single rides plus two transfers. Since that time, however, elimination of transfers has persisted as one of the top customer complaints. The design of the SacRT transit network, with light rail as the backbone of the system, makes SacRT a very transfer-dependent system with the effect that the elimination of transfers imposed a significant barrier to new riders and likely contributed to ridership loss.

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The Resolution would restore transfers for customers with paper tickets or cash fare at a set price of \$0.25 (no additional discounts). For a person initially boarding a bus and desiring to later transfer to another bus or light rail, transfer tickets can now be printed and encoded (to reduce fraud) onto poly-coated tickets from the farebox upon payment of the single ride fare plus the transfer fee. For a person transferring from light rail to bus, the procedure would be the same as before -- a customer boarding a bus, presenting a valid paper single ride ticket from light rail, would be allowed to board a bus for a cash payment of the \$0.25 transfer fee. The \$0.25 covers the cost to offer the Transfer and to reduce the volume of transfer tickets that will be printed from the fare box, as well as to incentivize riders to transition to electronic fare media. By offering this new product, SacRT will incur additional costs including paper stock, wear and tear on fare boxes, and additional labor for Service Workers to repair and maintain the fare boxes.

Single ride tickets purchased on electronic fare media already include the right to transfer between vehicles and modes for a period of 90 minutes; therefore, no transfers are needed for those forms of fare media. The 90 minute ticket on these platforms will also be reduced from \$2.75 to \$2.50 as shown in Exhibit B-5.

Community Colleges

In December 2018, SacRT Staff renegotiated the terms of the Student Transit Pass Agreement with Los Rios Community College District to temporarily remove the minimum unit requirement necessary to obtain a semester pass (effective for the Spring 2019 semester), action approved by the Board by Resolution No. 19-01-0003. To maintain this change for the remainder of the agreement term through December 31, 2023, the Board must evaluate the Title VI impact of the change. This will be an important step in building ridership among college students and promoting lifetime riders. Staff believes that not only will SacRT see an increase in ridership, estimated to be 840,000 passengers annually, but the agreement change will also produce a positive fare revenue return of approximately \$140,000 annually.

City of Folsom Fares

The final fare changes that Staff is seeking approval of are new fares related SacRT operations within the City of Folsom. As part of the annexation agreement with the City of Folsom, SacRT committed to continue the fare structure previously in place for intracity bus service. The first change needed to the SacRT fare structure in order to accommodate this is to create new categories of "Senior" fare media valid only in the City of Folsom and available to those 55 and over (in contrast to SacRT's requirement that Seniors be 62 and up), specifically: the Folsom Senior Discount Single Ride, Folsom Senior Discount Daily Pass and the Folsom Senior Monthly Pass. Staff plans to implement the Folsom Senior Monthly Pass only on Connect Card (not in paper media) as this was the strategy used by the City of Folsom prior to annexation. Staff anticipates negligible impacts to fare revenue and ridership as a result of this offering. Additionally, as part of the annexation agreement, SacRT Staff is seeking approval to modify the fare structure to include Folsom Dial-A-Ride fares. The proposed fare categories for Folsom Dial-A-Ride service can be found in Exhibit B-5. Staff anticipates receiving \$41,436 of fare revenue annually from

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Folsom Dial-A-Ride services. Please note that Dial-A-Ride fares are not subject to a Title VI analysis and therefore will not be included in the attached documentation.

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 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 October 1, 2018, SacRT implemented changes to the fare structure, on a temporary six-month basis, including reductions of the Single Ride Fare from \$2.75 to \$2.50; Discount Single Ride Fare from \$1.35 to \$1.25; Monthly Pass from \$110.00 to \$100.00; Semi-Monthly Pass from \$60.00 to \$50.00; Senior/Disabled Monthly Sticker from \$55.00 to \$50.00; Senior/Disabled Semi-Monthly Sticker from \$30.00 to \$25.00; and Super Senior Monthly Sticker from \$42.00 to \$40.00. Additionally, SacRT also implemented a cash transfer fare priced at \$0.25 with a 90-minute, single-ride transfer privilege.

On January 1, 2019, changes to the Los Rios Pass program were implemented, which changed the eligibility requirements to obtain an unlimited ride pass for each semester of enrollment. Previously, the program required a student to be enrolled in more than 3 units to be eligible for the unlimited ride pass; however, changes to the program eliminated the minimum number of units required.

On February 4, 2019, SacRT began operation of transit service within the City of Folsom, as well as implementing Folsom-only fares for Folsom Seniors (55+) on fixed-route service, including the Folsom Senior Monthly Pass (on Connect Card only) for \$50.00; Folsom Senior Discount Single Ride Fare for \$1.25; and Folsom Senior Discount Daily Pass for \$3.50. In addition to operating fixed-route transit service within the City of Folsom, SacRT also operates Folsom Dial-A-Ride service, which is a demand-response (DR) mode of transit service. According to Federal Transit Administration (FTA) Circular 4702.1B, a DR mode is exempt from Title VI reporting requirements; therefore, the Folsom Dial-A-Ride fare type is not included in the equity analysis.

In accordance with Title VI requirements, a draft Title VI fare equity analysis was published on SacRT’s website on February 22, 2019 for a 30-day public review addressing the fare reduction and other fare changes. The analysis found that there would be neither potential disparate impacts nor any potential disproportionate burdens from implementing the fare changes.

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Notice was published on the SacRT website, by e-mail, and on SacRT vehicles in English and six other languages as shown in Attachment 2; however, no public comments have been received as of March 19, 2019.

The draft equity analysis is included as Attachment 3.

Conclusion

In conclusion, Staff recommends that the Board approve the Title VI analysis and permanently adopt the specified fare changes in an effort to continue to build ridership at SacRT.

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

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Title VI Fare Equity Analysis Available for Review and Comment

February 22, 2019 · General, SacRT in Community

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 following fare changes:

- Fare Reduction & Transfer Fares, implemented in October 2018;
- Los Rios Pass Program Changes, implemented in January 2019;
- And, Folsom-only fares, implemented in February 2019.








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, March 24.

Please address comments to:

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

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

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Title VI Fare Equity Analysis

SacRT Seeking Comments on Title VI Fare Equity Analysis

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Phone:

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

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customeradvocacy@sacrt.com

Example: Chinese-Translated Title VI Web Page

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第六章票價股票分析供審查和評論

2019年2月22日 · 通用 · · · SacRT社區

點擊這裡閱讀報告

SacRT現正就票價股權的分析意見，按照編制與1964年的報告可通過點擊上面的鏈接民權法案的標題VI。

標題VI票價股權分析檢查從以下票價的變化少數族裔和低收入人群的影響：

減價及接送車費，在2018年十月起實行；

洛斯里奧斯通行證課程的變化，在2019年1月開始實施；

而且，福爾瑟姆，只有票價，在2019年2月實施。

歡迎有興趣的任何評論，或所有納入分析的票價變化。評論上週日，3月24日下午5點到期。

請將您的意見來：

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Title VI Equity Analysis
for Fare Changes

DRAFT

February 22, 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

This analysis covers the following fare changes to the current fare structure.

1. Fare Reduction – On August 27, 2018, SacRT authorized changes to the fare structure, on a temporary six-month basis beginning October 1, 2018, including:
 - a. Reduction of the Single Ride Fare, from \$2.75 to \$2.50
 - b. Reduction of the Discount Single Ride Fare, from \$1.35 to \$1.25
 - c. Reduction of the Monthly Pass, from \$110.00 to \$100
 - d. Reduction of the Semi-Monthly Pass, from \$60.00 to \$50
 - e. Reduction of the Senior/Disabled Monthly Sticker, from \$55.00 to \$50.00
 - f. Reduction of the Senior/Disabled Semi-Monthly Sticker, from \$30.00 to \$25.00
 - g. Reduction of the Super Senior Monthly Sticker, from \$42.00 to \$40.00

As part of this fare change, SacRT's single ride fare for complementary ADA paratransit was also reduced from \$5.50 to \$5.00; however, Federal guidance does not require an analysis of paratransit service or fare changes as part of Title VI civil rights compliance.

2. Transfer Fare – In addition to the fare structure changes listed above, SacRT also authorized the creation of a cash transfer fare priced at \$0.25 with a 90-minute, single-ride transfer privilege
3. Los Rios Pass Program Changes – On October 22, 2018, SacRT authorized changes to the Los Rios college pass program, to take effect on January 1, 2019, pending approval of a final version of this Title VI fare equity analysis. Under the current program, students enrolled in three units or fewer are ineligible for the full semester unlimited ride pass, but may purchase individual month passes at a discounted price. The proposed changes would eliminate the monthly pass option under the Los Rios program, and instead, students enrolled in three units or fewer would be eligible for the full semester unlimited ride pass that the remainder of the student body is eligible for.
4. Folsom-Only Fares – On January 28, 2019, SacRT authorized changes to the fare structure, adding Folsom-only fares for Seniors (55+) on fixed-route service, as well as Folsom Dial-A-Ride fares on a temporary six-month basis, beginning

on February 4, 2019. Dial-a-ride fares are excluded from this fare equity analysis as they apply only to demand-response service, which is exempt from a fare equity analysis. Folsom-only fares discussed in this analysis include:

- a. Folsom Senior Monthly Pass, \$50.00 (Connect Card only)
- b. Folsom Senior Discount Single Ride, \$1.25
- c. Folsom Senior Discount Daily Pass, \$3.50

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

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 document will be published on SacRT's web site and SacRT will provide notice to customers of the opportunity to provide comments.

The fare structure changes which took effect on October 1, 2018 on a temporary basis will automatically be rescinded on March 31, 2019, unless the SacRT Board approves a final version of this Title VI fare equity analysis in accordance with its Title VI policy, and approves a resolution making the fare changes permanent.

The proposed changes to the Los Rios pass program require both the approval of the SacRT Board and amendments to the contract between SacRT and the Los Rios Community College District. On October 22, 2018, a contract amendment between the two parties was presented to the SacRT Board and authorized for approval, pending approval of a final version of this Title VI fare equity analysis.

The fare structure changes which took effect on February 4, 2019 on a temporary basis will automatically be rescinded on August 3, 2019, unless the SacRT Board approves a final version of this Title VI fare equity analysis in accordance with its Title VI policy, and approves a resolution making the fare changes permanent.

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

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.

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.

**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 Existing Fares and New Fares

Users of the reduced fare types are drawn entirely from existing Basic and Discount single ride and monthly pass users. Transfer ticket users are drawn entirely from existing Basic and Discount single ride and daily pass users; therefore, demographics for transfer ticket users are being represented in this analysis by Basic and Discount single ride and daily pass users.

Demographics for Folsom fare users are unknown; however, the Folsom-only fare types apply only to senior riders, which have been defined as 55 years of age and over. Therefore, Folsom-only fares are being represented in this analysis by SacRT's senior rider demographics. The Folsom Senior Monthly Pass fare type will be reflected by SacRT's Senior/Disabled Monthly/Semi-Monthly Pass users. The Folsom Senior Discount Single Ride fare type will be reflected by a combination of SacRT's discounted single ride fares on bus. The Folsom Senior Discount Daily Pass fare type will be reflected by a combination of SacRT's discounted daily pass fares.

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

	% Minority	% Low- Income	Minority/ Low- Income Fare Type
Reduced Fares & Transfers:			
Single Cash - Bus	66.0%	46.8%	No
Single Ticket - Bus	57.0%	7.2%	No
Single Cash - Rail	64.0%	43.3%	No
Single Ticket - Rail	48.7%	5.5%	No
Disc Single Cash - Bus	72.3%	52.8%	Yes
Disc Single Tkt - Bus	74.5%	40.0%	Yes
Disc Single Cash - Rail	71.4%	44.3%	Yes
Disc Single Tkt - Rail	45.5%	30.0%	No
Daily Pass	75.5%	59.6%	Yes
Disc Daily Pass	75.2%	60.7%	Yes
Monthly Pass	58.5%	26.4%	No
Semi-Monthly Pass	72.7%	44.6%	Yes
Senior/Disabled Monthly/Semi	46.0%	41.9%	No
Los Rios:	77.0%	57.8%	Yes
Folsom-Only Fares:	46.0%	41.9%	No
Folsom Senior Monthly Pass (55+)	46.0%	41.9%	No
Folsom Senior Discount Single Ride (55+)	71.3%	45.5%	Yes
Folsom Senior Discount Daily Pass (55+)	71.2%	52.2%	Yes
RT System (Baseline)	67.4%	48.2%	

Based on this analysis, the Discount Single cash fares on bus and rail, the Discount Single ticket on bus, the Daily and Discount Daily Pass, and the Semi-Monthly Pass

fares are expected to have greater minority utilization than the overall SacRT system, which has 67.4 percent minority utilization. The new Folsom-only single and daily fares for seniors are also expected to have greater minority utilization.

Based on this analysis, the Discount Single cash fare on bus, the Daily and Discount Daily Pass, and the new Folsom-only Daily Pass for seniors are expected to have greater low-income utilization than the overall SacRT system, which has 48.2 percent low-income utilization.

Additionally, the Los Rios changes are expected to have greater minority and low-income utilization than the overall SacRT system.

7. Results and Impacts

The changes to the fare structure that are included in this analysis have been proposed as ridership building initiatives. The proposed fare reductions temporarily lower the single ride and monthly pass fares to levels prior to the fare increase that was imposed in July 2016. Staff anticipates a 6-month net cost of approximately \$594,676 in fare revenue from lowering fares, and annual boardings are expected to increase approximately 342,000. The reintroduction of a \$0.25 transfer allows riders to make a single transfer as they were able to do so before the elimination of them in 2009. Staff anticipates a 6-month net cost of approximately \$273,970 in fare revenue from reintroducing transfers, and annual boardings are expected to increase approximately 216,000.

Renegotiating the Los Rios contract allows Los Rios students a free transit pass for every semester they are enrolled, with no minimum number of units. Staff anticipates an increase of \$140,000 in fare revenue, and approximately 840,000 annual boardings.

The addition of Folsom-only fares are expected to have a small impact to fare revenue and boardings, with an expected \$3,181 increase in fare revenue, and an additional 4,284 boardings from seniors on Folsom's fixed-route bus service.

8. Net Sales and Ridership Impacts

Based on this fare equity analysis, most of the fare categories will decrease in fare revenue, and increase in boardings, which was the goal of SacRT's ridership initiatives. The Los Rios pass changes will actually increase both fare revenue and boardings, as well as the new Folsom-only fares. Fare revenue and boardings for each impacted fare type, and average fares are shown in Figure 5.

**Figure 5
Sales and Ridership Impacts for Affected/New Fare Types**

Fare Type	Minority/Low-Income Fare Type	Fare Revenue	Boardings	Average Fare
Reduced Fares & Transfers				
Single Cash - Bus	No	\$1,307,195	594,093	\$2.20
Single Ticket - Bus	No	\$452,108	205,473	\$2.20
Single Cash - Rail	No	\$990,160	954,286	\$1.04
Single Ticket - Rail	No	\$835,882	623,857	\$1.34
Disc Single Cash - Bus	Yes	\$508,469	470,736	\$1.08
Disc Single Tkt - Bus	Yes	\$33,651	31,153	\$1.08
Disc Single Cash - Rail	Yes	\$431,333	389,652	\$1.11
Disc Single Tkt - Rail	No	\$42,964	54,363	\$0.79
Daily Pass	Yes	\$4,153,780	3,579,952	\$1.16
Discount Daily Pass	Yes	\$2,187,611	1,383,863	\$1.58
Monthly Pass	No	\$5,508,255	2,789,456	\$1.97
Semi-Monthly Pass	Yes	\$151,728	70,085	\$2.16
Senior/Disabled Monthly/Semi	No	\$1,052,920	1,247,361	\$0.84
Los Rios	Yes	\$2,446,659	2,273,005	\$1.08
Folsom	No	\$3,181	4,284	\$0.74
Subtotal - New fares		\$20,105,894	14,671,618	\$1.37
Baseline - SacRT System		\$27,276,233	20,004,417	\$1.36

**Figure 6
Expected Change in Fare Revenue**

Fare Type	Before	After	Change
Reduced Fares & Transfers:			
Single Cash - Bus	\$1,518,222	\$1,307,195	(\$211,027)
Single Ticket - Bus	\$525,094	\$452,108	(\$72,986)
Single Cash - Rail	\$1,150,006	\$990,160	(\$159,846)
Single Ticket - Rail	\$970,822	\$835,882	(\$134,940)
Disc Single Cash - Bus	\$590,553	\$508,469	(\$82,084)
Disc Single Tkt - Bus	\$39,083	\$33,651	(\$5,432)
Disc Single Cash - Rail	\$500,965	\$431,333	(\$69,632)
Disc Single Tkt - Rail	\$49,900	\$42,964	(\$6,936)
Daily Pass	\$4,352,702	\$4,153,780	(\$198,922)
Disc Daily Pass	\$2,292,374	\$2,187,611	(\$104,763)
Monthly Pass	\$6,075,025	\$5,508,255	(\$566,770)
Semi-Monthly Pass	\$167,340	\$151,728	(\$15,612)
Sen/Disabled Monthly/Semi	\$1,161,260	\$1,052,920	(\$108,340)
Los Rios:	\$2,306,659	\$2,446,659	\$140,000
Folsom:	\$0	\$3,181	\$3,181
Total	\$21,700,005	\$20,105,894	(\$1,594,111)

The cumulative impact of the fare reduction, transfers, changes to the Los Rios pass and new Folsom-only fares result in a fare revenue cost of approximately \$1.6 million annually.

**Figure 7
Expected Change in Boardings**

Fare Type	Before	After	Change
Reduced Fares & Transfers:			
Single Cash - Bus	552,081	594,093	42,012
Single Ticket - Bus	190,943	205,473	14,530
Single Cash - Rail	886,802	954,286	67,484
Single Ticket - Rail	579,740	623,857	44,117
Disc Single Cash - Bus	437,447	470,736	33,289
Disc Single Tkt - Bus	28,950	31,153	2,203
Disc Single Cash - Rail	362,097	389,652	27,555
Disc Single Tkt - Rail	50,519	54,363	3,844
Daily Pass	3,484,916	3,579,952	95,036
Disc Daily Pass	1,347,126	1,383,863	36,737
Monthly Pass	2,659,595	2,789,456	129,861
Semi-Monthly Pass	66,822	70,085	3,263
Sen/Disabled Monthly/Semi	1,189,291	1,247,361	58,070
Los Rios:	1,433,005	2,273,005	840,000
Folsom:	0	4,284	4,284
Total	13,269,334	14,671,618	1,402,284

The cumulative impact of the fare reduction, transfers, changes to the Los Rios pass and new Folsom-only fares result in an increase of approximately 1.4 million boardings annually.

9. Impact on Average Fares

All of the impacted fare categories will see a reduction in the average fare. The average fare for single ride fares will decrease by approximately 20%, and the daily pass fares will decrease by approximately 7%. The monthly pass fares will decrease by approximately 14%, and the average fare for the Los Rios pass will decrease by approximately 33%.

**Figure 8
Change in Average Fare**

New Fare Type	Old Average Fare	New Average Fare	Change	% Change	Minority/Low-Income Type?
Single Cash - Bus	\$2.75	\$2.20	(\$0.55)	-20%	No
Single Ticket - Bus	\$2.75	\$2.20	(\$0.55)	-20%	No
Single Cash - Rail	\$1.30	\$1.04	(\$0.26)	-20%	No
Single Ticket - Rail	\$1.67	\$1.34	(\$0.33)	-20%	No
Disc Single Cash - Bus	\$1.35	\$1.08	(\$0.27)	-20%	Yes
Disc Single Tkt - Bus	\$1.35	\$1.08	(\$0.27)	-20%	Yes
Disc Single Cash - Rail	\$1.38	\$1.11	(\$0.28)	-20%	Yes
Disc Single Tkt - Rail	\$0.99	\$0.79	(\$0.20)	-20%	No
Daily Pass	\$1.25	\$1.16	(\$0.09)	-7%	Yes
Disc Daily Pass	\$1.70	\$1.58	(\$0.12)	-7%	Yes
Monthly Pass	\$2.28	\$1.97	(\$0.31)	-14%	No
Semi-Monthly Pass	\$2.50	\$2.16	(\$0.34)	-14%	Yes
Sen/Disabled Monthly/Semi	\$0.98	\$0.84	(\$0.13)	-14%	No
Los Rios:	\$1.61	\$1.08	(\$0.53)	-33%	Yes
Folsom:	\$0.00	\$0.74	\$0.74	N/A	No

10. System wide Average Fare Impacts

**Figure 9
Impact of Fare Changes
On Systemwide Minority Average Fare**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Minority	\$19,089,900	68.2%	14,808,643	69.2%	\$1.29
Non-Minority	<u>\$8,920,289</u>	<u>31.8%</u>	<u>6,598,058</u>	<u>30.8%</u>	\$1.35
Subtotal	\$28,010,189	100.0%	21,406,701	100.0%	\$1.31
Non-Classified	<u>(\$2,328,067)</u>		<u>456,585</u>		
Total	\$25,682,122		21,406,701		\$1.20

Non-classified boardings are already excluded from the Minority splits

The new minority average fare is \$1.29, and is lower than the baseline minority average fare, which was \$1.45. Non-minority average fare also decreased, from \$1.54 to \$1.35. Under the fare changes included in this analysis, minority riders would continue to pay less per boarding (\$1.29) than non-minority riders (\$1.35).

**Figure 10
Impact of Fare Changes
On Systemwide Low-Income Average Fare**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Low-Income	\$13,485,341	48.1%	10,591,296	49.5%	\$1.27
Non-Low-Income	<u>\$14,524,848</u>	<u>51.9%</u>	<u>10,815,405</u>	<u>50.5%</u>	\$1.34
Subtotal	\$28,010,189	100.0%	21,406,701	100.0%	\$1.31
Non-Classified	<u>(\$2,328,067)</u>		<u>456,585</u>		
Total	\$25,682,122		21,406,701		\$1.20

Non-classified boardings are already excluded from the LI splits

The low-income average fare is \$1.27, 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 \$1.34. Under the fare changes included in this analysis, low-income riders would continue to pay less per boarding (\$1.27) than non-low-income riders (\$1.34).

11. 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 11
Change in Average Fare
Minority/Low-Income Splits

Rider Type	Existing	Proposed	Change	% Change
All	\$1.48	\$1.31	-\$0.17	-11.58%
Minority	\$1.45	\$1.29	-\$0.16	-11.31%
Non-Minority	\$1.54	\$1.35	-\$0.19	-12.12%
Low-Income	\$1.42	\$1.27	-\$0.15	-10.45%
Non-Low-Income	\$1.54	\$1.34	-\$0.19	-12.59%

12. 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 12 Determination of Potential Disparate Impacts and/or Disproportionate Burdens

a. Percent decrease in non-minority avg fare	-12.12%
b. Threshold of statistical significance (80% * a)	-9.69%
c. Percent decrease in minority avg fare	-11.31%
d. Do fares decrease more for non-minority populations? (a < c)	Yes
e. Is there evidence of a potential disparate impact (c > b)	No
f. Percent decrease in non-low-income avg fare	-12.59%
g. Threshold of statistical significance (80% * f)	-10.07%
h. Percent decrease in low-income avg fare	-10.45%
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. 19-03-_____

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

March 25, 2019

**APPROVING A TITLE VI EQUITY ANALYSIS FOR FARE REDUCTIONS, TRANSFER
FARES, LOS RIOS PASS PROGRAM CHANGES, AND FOLSOM-ONLY FARES**

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 February 22, 2019, a draft Title VI fare change 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 change equity analysis on the fare reductions, transfer fares, Los Rios pass program changes, and Folsom-only fares; 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

RESOLUTION NO. 19-03-_____

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

March 25, 2019

MODIFYING THE FARE STRUCTURE (RESOLUTIONS 09-10-0174 AND 16-03-0024, AS AMENDED) TO (1) REDUCE FARES, (2) INCLUDE TRANSFERS AS VALID PREPAID FARE MEDIA, AND (3) ADD FARES FOR FOLSOM DIAL-A-RIDE AND FIXED-ROUTE SERVICE

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 reduce fares; and

WHEREAS, SacRT desires to include transfers as valid prepaid fare media; and

WHEREAS, SacRT desires to add fares for Folsom dial-a-ride service and Folsom fixed route service.

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 Section II, "Fare Structure Definitions" set out in Resolution No. 09-10-0174, as previously amended:

"Transfer (n.) means the Prepaid Fare that is issued to a passenger by a Bus Operator."

THAT, in addition to the other Fares and Prepaid Fare types identified in Section IV and Section V of the Fare Structure, as amended, a Transfer is valid as a Prepaid Fare as follows:

"Transfer – A Transfer that is purchased on a Bus is valid for 90 minutes beginning on the date and at the local time that the Transfer is purchased. A paper Validated Fare Ticket constitutes a Transfer that is valid on the date and at the local time it is purchased until 90 minutes thereafter, if the person surrenders that ticket to the Bus operator upon Boarding a Bus and Pays the Transfer price. Only a person that pays the Basic Fare or Discount Fare (as applicable) with either U.S. currency, a Fare Equivalent, or a Fare Ticket that has not been validated will be issued a Transfer upon payment of the price therefor. Individuals presenting a Prepaid Fare on electronic fare media are not eligible to purchase a Transfer"

THAT, effective as of April 1, 2019, Article VI. Fares and Pass Pricing of Resolution No. 09-10-0074 is hereby replaced in its entirety with the attached Exhibit B-5, which as of that date will supersede, in their entirety, prior exhibits adopted in Resolution Nos. 16-03-0024 (Exhibit B), 18-06-0061 (Exhibit B-2), 18-08-0092 (Exhibit B-3), and 19-01-0009 (Exhibit B-4); and

THAT, the Board hereby authorizes and directs the General Manager/CEO or his designee to implement the proposed fare changes as described in Exhibit B-5 effective as of April 1, 2019.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

**Exhibit B-5
Effective 04/01/2019**

Regional Transit Fares

Fare Category	Fare
Single Ride	\$2.50
Single Ride - Electronic Fare Media (valid for unlimited rides for 90 minutes)	\$2.50
Discount Single Ride*	\$1.25
Discount Single Ride - Electronic Fare Media (valid for unlimited rides for 90 minutes)	\$1.25
Transfer (valid for one transfer on either the bus or light rail)	\$0.25
Daily Pass	\$7.00
Discount Daily Pass*	\$3.50
Monthly Pass	\$100.00
Semi-Monthly Pass	\$50.00
Student Semi-Monthly Sticker**	\$10.00
Student Monthly Pass** (on electronic fare media only)	\$20.00
Senior/Disabled Monthly Sticker	\$50.00
Senior/Disabled Semi-Monthly Sticker	\$25.00
Super Senior Monthly Sticker	\$40.00
Folsom Only Fares	
Dial-A-Ride (DAR) Service***	
Folsom DAR Basic Fare (Single Ride)	\$4.00
Folsom DAR Monthly Pass	\$95.00
Folsom DAR Companion (Single Ride)	\$4.00
Folsom DAR Personal Attendant	Free
Fixed Route Fares	
Folsom Senior Monthly Pass ****	\$50.00
Folsom Senior Single Ride	\$1.25
Folsom Senior Daily Pass	\$3.50

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

* 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

***DAR service is available only for persons with disabilities as defined in SacRT's fare structure, their companions and attendants, and seniors age 55+. The fares specified are for eligible riders.

****The Folsom Senior Monthly Pass will be sold only on Connect Card and valid only on fixed route bus service operated 100% within the city limits of Folsom

RESOLUTION NO. 19-03-_____

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

March 25, 2019

**REPEALING RESOLUTION NO. 16-03-0025 AND MODIFYING FARES FOR
COMPLEMENTARY PARATRANSIT SERVICE**

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

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

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

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

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

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

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

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

WHEREAS, in March 2016, the Board adopted Resolution No 16-03-0025, setting forth the fares for complementary paratransit service, and

WHEREAS, the Board desires to modify the fares for Complementary Paratransit Service as a result of changes made to SacRT's base fare.

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

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

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

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

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

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

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

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

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

Section 9: This Resolution takes effect March 26, 2019.

Section 10: Effective as of March 26, 2019, Resolution No. 16-03-0025 is hereby repealed.

PATRICK KENNEDY, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Revised (3/20/19) This Page Only
Exhibit A

Complementary Paratransit Fares and Pass Pricing

	Price Effective 3/26/19
A. Basic Fare	\$5.00
B. Monthly Pass	\$150.00 \$137.50