



STAFF REPORT

DATE: December 13, 2021
TO: Sacramento Regional Transit Board of Directors
FROM: Brent Bernegger, VP, Finance/CFO
SUBJ: APPROVING A TITLE VI ANALYSIS AND AMENDING THE FARE STRUCTURE

RECOMMENDATION

Adopt the Attached Resolutions.

RESULT OF RECOMMENDED ACTION

Adopting the resolutions will make permanent several previously temporary fare types, specifically: the On-Board Single Ride Fare, On-Board Discount Single Ride Fare, and a number of Elk Grove only fares.

FISCAL IMPACT

There will be no fiscal impact if the proposed Resolutions are approved. The proposed Resolutions assume a continuation of the Elk Grove only fares and therefore is not a fare change. The FY 2022 budgeted fare revenues were based on this assumption.

If the proposed Resolutions are not approved, SacRT's existing fares would apply to service within the City of Elk Grove, which would result in a fare increase for passengers riding Elk Grove service. Although a potential fare increase could generate an additional estimated \$16,000 in fare revenues, it is projected that this would reduce ridership by approximately 6,000 boardings annually.

DISCUSSION ON FARE STRUCTURE CHANGES

On April 12, 2021 and June 14, 2021, the Board approved Resolutions (Resolution Nos. 21-04-0032, 21-06-0073, and 21-06-0074) that added new fares temporarily to SacRT's Fare Structure. The new fares included full fare and discount fare On-Board Single Ride fares as well as multiple fares specific to service that was previously operated by the City of Elk Grove (see Exhibit B-7 to the Resolution for a full listing).

The On-Board Light Rail fares were adopted as part of a demonstration project in partnership with the California Integrated Travel Program (Cal-ITP). The program was implemented on the Green Line only in July and expanded to the rest of SacRT's light rail vehicles in September.

Participation in the Program has been relatively low to this point in time, but the purpose of the demonstration in Sacramento was focused on feasibility of the technology on board light rail vehicles and not necessarily on the volume of use. In this regard, the technology has proven quite successful. There has been no major defects or bugs reported by either the hardware or software used in the demonstration. Additionally, passengers have given great feedback on the system.

Staff is working on an extension to the demonstration project that would exceed the six-month limitation on temporary fare items. Therefore, the Board must approve a Title VI analysis related to these fares and permanently add them to the Fare Structure. Results of the Title VI analysis can be found in Exhibit A.

The new fares temporarily added to the Fare Structure as part of the City of Elk Grove annexation also require approval of a Title VI analysis before the fares can be permanently added. SacRT is proposing no changes to these fares at this time and is recommending that the prior Elk Grove fares be added to the Fare Structure permanently at this time.

DISCUSSION OF TITLE VI ANALYSIS

Pursuant to SacRT's Fare Change Policy (Resolution No. 15-11-0129) and in accordance with federal Title VI civil rights requirements, SacRT must 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 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 (see Attachment 1 for public outreach efforts undertaken).

In accordance with Title VI requirements, a draft Title VI fare equity analysis was published on SacRT's website on November 10, 2021 for a 30-day public review addressing the fare changes previously discussed. The analysis found that there would not be potential disparate impacts or potential disproportionate burdens related to the On-Board Light Rail Single Ride Fare or On-Board Light Rail Discount Single Ride Fare. The analysis found that there would be no potential disproportionate burden in regards to the Elk Grove fares; however, the analysis indicates that there could be a disparate impact to minority populations from the Elk Grove fare changes. A brief explanation has been included below. Further details can be found in the Title VI analysis (Exhibit A).

As Staff prepared the Title VI analysis for the Elk Grove fares, Staff encountered an interesting anomaly that contributed to the potential disparate impact previously mentioned. Historical ridership data was used to perform the analysis and found that the *average* fare paid by Elk Grove riders was higher than that of SacRT's traditional fares

despite the fact that *individual* fares are actually lower in Elk Grove. This occurred because Elk Grove ridership has a higher proportion of commuters than the remainder of SacRT's service. Commute riders tend to not qualify for discount programs (students, seniors, persons with disabilities, etc.) and therefore pay a higher out-of-pocket cost. Additionally, the single seat trip that Elk Grove's commuter service provides does not require the need for transfers. All of this leads to commute riders on Elk Grove service paying a higher average fare than the rest of the system, which is justifiable given that it can be viewed as a premium service (single seat trip, longer trip length, etc.).

From a demographic perspective, Staff found that Elk Grove passengers tend to be higher income and higher percentage minority than existing SacRT passengers. The higher percentage minority and higher average fare is what has led to the conclusion that there is a potential disparate impact in this case. This does not prohibit SacRT from implementing the proposed changes; however, before doing so, the SacRT Board must declare a substantial legitimate justification for the changes, show that there are no alternatives that would have a less disparate impact on minority riders, and take steps to avoid, minimize, or mitigate impacts to minority riders, where practicable.

When assessing potential alternatives to the proposed fare changes, Staff considered several options. The simplest alternative would be to rescind the creation of all Elk Grove fares. Such a "no project" scenario would be more averse to minority population, given that fares would increase for minority populations. Further reductions to the fares could resolve the potential disparate impact but are counterintuitive in this case. As previously discussed, the average fare for Elk Grove service is higher than SacRT because the passengers themselves less frequently qualify for discount programs. The discount programs are equally applied, but the higher share of commute riders in Elk Grove raises the average fare. The Title VI analysis reviews the fare changes on a macro level and does not consider some of the intricacies involved in this instance. Due to these circumstances, Staff has concluded that the fare changes are justified despite the Title VI analysis finding of a potential disparate impact.

This analysis therefore recommends that the SacRT Board find that there is a substantial, legitimate justification to maintain the Elk Grove fares as-is. Further details regarding the justification and alternative approaches can be found in the Title VI analysis attached as Exhibit A to the approving Resolution.

Public Outreach Examples

E-Mail Announcement
November 11, 2021



Public Outreach Examples

E-Mail Announcement
November 11, 2021

SacRT is seeking public comments on a fare equity analysis related to two fare changes: separate fares for Elk Grove transit routes and a credit card-only single ride fare on light rail. This analysis was prepared in accordance with Title VI of the Civil Rights Act of 1964. Comments may be submitted online through Friday, December 10, 2021. Please visit sacrt.com/titlevi for more information.

SacRT solicita comentarios del público con respecto al análisis de equidad en las tarifas relacionadas con dos cambios en las tarifas: tarifas separadas para las rutas de tránsito de Elk Grove y una tarifa de un solo viaje con tarjeta de crédito en el tren liviano. Este análisis se elaboró de acuerdo con el Título VI de la Ley de Derechos Civiles de 1964. Visite sacrt.com para conocer más información. Se pueden enviar los comentarios en línea hasta el viernes 10 de diciembre de 2021.

للحصول على تعليقات الجمهور حول تحليل منصف لقيمة الأجرة المرتبطة SacRT تسعى هيئة النقل العام في سكرامنتو ورسوم رحلة واحدة فقط ببطاقة الائتمان على القطار Elk Grove بتغييرين في الرسوم: رسوم منفصلة لمسارات عبور الخفيف. جرى اعداد هذه التحليل وفقاً للمادة السادسة من قانون الحقوق المدنية لعام 1964. لمزيد من المعلومات يرجى زيارة الموقع. يمكن ارسال التعليقات عبر الانترنت حتى الموافق 10 ديسمبر 2021. sacrt.com الإلكتروني

SacRT 正就票價公平性分析徵詢公眾意見，內容與兩項票價變動有關：為麁鹿林路線設立獨立票價，以及為輕軌設立只適用於信用卡的單程票價。此分析根據 1964 年《民權法案》第六章編制。請瀏覽 sacrt.com 了解更多資訊。你可於 2021 年 10 月 10 日（星期五）或之前於網上提交意見。

Public Outreach Examples

Web Site
November 10, 2021

The screenshot shows a web browser window displaying the Sacramento Regional Transit website. The page title is "SacRT TITLE VI". The main heading is "Sacramento Regional Transit District Title VI Policy and Program Update" with a sub-heading "SacRT Accepting Comments on Title VI Fare Equity Analysis". The text explains that SacRT is seeking public comments on fare equity analysis for two fare changes: separate fares for Elk Grove transit routes and a credit card-only single ride fare on light rail. Comments are due by Friday, December 10, 2021. The page includes translations in Spanish and Chinese.

Sacramento Regional Transit District Title VI Policy and Program Update
SacRT Accepting Comments on Title VI Fare Equity Analysis

SacRT is seeking public comments on a fare equity analysis related to two fare changes: separate fares for Elk Grove transit routes and a credit card-only single ride fare on light rail. This analysis was prepared in accordance with Title VI of the Civil Rights Act of 1964. Comments may be submitted online through Friday, December 10, 2021.

Review the report here (link to PDF).

SacRT solicita comentarios del público con respecto al análisis de equidad en las tarifas relacionadas con dos cambios en las tarifas: tarifas separadas para las rutas de tránsito de Elk Grove y una tarifa de un solo viaje con tarjeta de crédito en el tren liviano. Este análisis se elaboró de acuerdo con el Título VI de la Ley de Derechos Civiles de 1964. Visite sacrt.com para conocer más información. Se pueden enviar los comentarios en línea hasta el viernes 10 de diciembre de 2021.

للحصول على تعليقات الجمهور حول تحليل منصف لقيمة الأجرة المرتبطة بتغييرين في الرسوم: رسوم SacRT تسعى هيئة النقل العام في سكرامنتو ورسوم رحلة واحدة فقط ببطاقة الائتمان على القطار الخفيف Elk Grove منفصلة لمسارات عبور sacrt.com جرى اعداد هذه التحليل وفقاً للمادة السادسة من قانون الحقوق المدنية لعام 1964. لمزيد من المعلومات يرجى زيارة الموقع الإلكتروني. يمكن ارسال التعليقات عبر الانترنت حتى المواليق 10 ديسمبر 2021.

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SacRT tab tom nrhiav zej tsoom li kev tawm tswv yim hais txog kev ntaus nqi qhov ua tau zoo cuam tshuam ob tus nqi caij tsheb uas hloov: cais nyias muaj nyias cov nqi caij tsheb rau cov kev uas khiav tsheb Elk Grove

Public Outreach Examples

Web Site November 10, 2021

SacRT tab tom nrhiav zej tsoom li kev tawm tswv yim hais txog kev ntaus nqi qhov ua tau zoo cuam tshuam ob tus nqi caij tsheb uas hloov: cais nyias muaj nyias cov nqi caij tsheb rau cov kev uas khiav tsheb Elk Grove thiab siv daim npav khes div-nkaus xwb rau tus nqi caij tsheb ciav hlau me xwb. Qhov kev ntaus nqi tau muab npaj tseg raws li Tshooj VI ntawm Tsab Cai Pej Xeem Qhov Muaj Cai xyoo 1964 (Title VI of the Civil Rights Act of 1964). Thov mus saib sacrt.com rau kev paub ntxiv. Cov lus qhia tswv yim yuav muab xa hauv oos lais mus txog hnuv Friday, Lub Kaum Ob Hlis Ntuj Tim 10, 2021.

SacRT заинтересованы в открытых замечаниях относительно анализа справедливой платы за проезд, связанного с двумя видами оплаты: отдельная оплата для транзитных маршрутов Elk Grove и разовая оплата проезда кредитной картой рельсового городского транспорта. Анализ был подготовлен в соответствии с разделом VI закона о гражданских правах 1964 г. Дополнительную информацию можно найти на сайте sacrt.com. Комментарии можно оставлять онлайн до пятницы, 10 декабря 2021 г.

SacRT đang lấy ý kiến cộng đồng về việc phân tích giá vé liên quan đến hai thay đổi giá vé: giá vé riêng cho các tuyến đường chuyển tuyến Elk Grove và giá vé đi một chuyến chỉ dùng thẻ tín dụng trên đường sắt nhẹ. Phân tích này được chuẩn bị theo Tiêu đề VI của Đạo luật Dân Quyền năm 1964. Vui lòng truy cập sacrt.com để biết thêm thông tin. Các ý kiến có thể được gửi trực tuyến đến hết ngày Thứ Sáu, ngày 10 tháng 12 năm 2021.

Public Outreach Examples

**Mobility Advisory Council Agenda
December 2, 2021**



**SACRAMENTO REGIONAL TRANSIT DISTRICT
MOBILITY ADVISORY COUNCIL
A G E N D A**

**THURSDAY, DECEMBER 2, 2021
2:30 P.M. – 4:30 P.M.
NOTICE TO THE PUBLIC**

In response to Governor's Executive Order N-25-20, the Sacramento Regional Transit District (SacRT) Mobility Advisory Council (MAC) and other public meetings are closed to the public to follow state and federal guidelines on social distancing until further notice.

There are options for public participation:

<https://us02web.zoom.us/j/88918579506>

Or:

One tap mobile
+1 (669) 900-6833
Meeting ID: 889 1857 9506

This agenda is available in accessible formats by request. Please direct any questions or requests to:

Priscilla Vargas, Acting ADA Compliance Officer, (279) 234-8391

Or

Christopher Hoang, Administrative Technician, (916) 556-0196

FAX (916) 455-3924, or 711 for the Hearing Impaired

Public Outreach Examples
Mobility Advisory Council Agenda
December 2, 2021

Chair, Pam Flohr

1. **Call to Order**
2. **Introduction of Council Members and Staff**
3. **Approval of Minutes**
 - A. November 4, 2021 (Attachment 1) *
4. **Public Comment**
5. **Chair Report**
6. **Old Business**
 - A. Title VI Fare Equity Analysis Update (James Drake, Principal Planner)
 - B. SRTP Update (Sarah Poe, Planner)
 - C. Zip Pass Testing Update (Dan Thao, Director of Community Bus Services)
 - D. SacRT GO Update (Dan Thao, Director of Community Bus Services)
 - E. ADA Compliance Officer Update (Carmen Alba, VP Bus Operations)
7. **New Business**
 - A. 2021 Accomplishments and 2022 Workplan Draft (Attachment 2) *
 - B. MAC Meeting Calendar for 2022 (Attachment 3) *
 - C. Standing Committee Selection
 - (1) The Access and Infrastructure (A&I) standing committee assists in maintaining the infrastructure of SacRT services and ensuring they meet the needs of all riders. The A&I standing committee membership consists of Gene Lozano (Chair), Alan Ruzich (Vice Chair), and Jeff Thom.
 - (2) The Training, Communication, and Policies (T, C, &P) standing committee works with SacRT on improving training and processes that pertain to ridership and rider needs. The T, C, & P standing committee membership consists of William Charles Johnson (Chair), April Dawson (Vice Chair), Helen O'Connell, Frank Trujillo, and Pam Flohr.
8. **Other Business**
9. **Announcements/Council Members Request for Information**
10. **Adjournment**

*Attachments are sent to committee members, key staff, and others as appropriate. Copies are available upon request.

**The next meeting of the Mobility Advisory Council is scheduled for
January 6, 2022, from 2:30 to 4:30 p.m.**

Public Outreach Examples
Public Comments

James Drake

From: James Drake
Sent: Thursday, November 11, 2021 1:21 PM
To: James Drake
Subject: FW: SacRT Accepting Comments on Title VI Fare Equity Analysis

From: Anne Hart <#####>
Sent: Thursday, November 11, 2021 11:01 AM
To: Katie Lichy <#####>
Subject: RE: SacRT Accepting Comments on Title VI Fare Equity Analysis

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Instead of credit-card only, many senior citizens who ride transit do not have credit cards. Instead they have debit cards. A person can't get a credit card unless they qualify, but anyone can have a debit card using their bank or credit union checking account. How about a debit-card and/or credit card single fare ride? For seniors like myself, over age 80, I have a connect card that I fill with my debit card when I want to ride, if I am able to walk to a bus stop. Also for people like myself, over age 80, I would like to see it not be required to have to find transportation to a doctor just to have the doctor sign a form saying I qualify for public transit for the disabled to come to the door if I'm too elderly to walk a mile to the bus stop I need to get to my medical appointments. It costs thirty dollars both ways to get to my medical office appointments with Uber. It would be great if it were easier just for us people over 80 to not have to have a doctor's signature just to get a ride to a doctor. Just commenting on needs of our generation, those over 80 who don't drive and can't walk to a bus stop to even get to a doctor in the first place without paying huge fees for taxis.

Public Outreach Examples
Public Comments

James Drake

From: James Drake
Sent: Friday, November 12, 2021 2:44 PM
To: James Drake
Subject: FW: SacRT Accepting Comments on Title VI Fare Equity Analysis:

From: Rick Hodgkins <#####>
Sent: Thursday, November 11, 2021 8:07 PM
To: Katie Lichty <#####>
Subject: Re: SacRT Accepting Comments on Title VI Fare Equity Analysis:

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

To whom that this may concern.

I would suggest, rather than having separate fares for elk Grove and Folsom, that the same fares be applied across the entire district. And I say this just because, I went to the website, and given my cognitive impairment, I am not able to understand how we break down all of the different fares. So, that whatever they are, I just would apply them systemwide even in elk Grove and in Folsom.. The only exception, would be distance based on the light rail system, that which is what takes place on the BART System for people that who only use single tickets. For those that who use regional transit connect cards, and where they load money on their electronically, that this would not have to apply. But for people who pay their fare when they board a bus and or light rail train, that is where this would make absolute perfect sense. Or when they use a ticket machine at a light rail train station. I am sorry. But that this is the best input, that which I can give you. Thank you and happy Veterans Day.

Rick Hodgkins

Sent from my iPhone

Public Outreach Examples
Public Comments

James Drake

From: rftm rftm.info >
Sent: Saturday, November 20, 2021 12:51 PM
To: James Drake
Subject: Title VI Fare Equity Analysis

[EXTERNAL EMAIL] CAUTION: This email has originated from outside of SacRT. Please do not click on links, open attachments or respond to this email unless you are expecting the content.

Hi James

RiderShip for the Masses has no negative comments regarding the Title VI Equity Analysis.

I do have a question. The survey in the analysis was done in 2013. Are they good for 10 years with the next updated Title VI be performed in 2023?

Best to you

Have a GREAT Thanksgiving.

"B"

Barbara Stanton
Director
RiderShip for the Masses Group

RESOLUTION NO. 21-12-0131

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

December 13, 2021

APPROVING A TITLE VI FARE EQUITY ANALYSIS

WHEREAS, the Board of Directors desires to make permanent multiple fare changes, previously approved on a temporary basis of no more than six months, including an On-Board Single Ride Fare, On-Board Discount Single Ride Fare, and a number of Elk Grove only fares; and

WHEREAS, a Title VI fare equity analysis of the proposed fare changes has been prepared, was made available for public review on November 10, 2021 for a 30-day comment period, and was publicized in accordance with SacRT's Fare Change Policy (Resolution No. 15-11-0129); and

WHEREAS, the Title VI fare equity analysis found potential disparate impacts to minority populations from creating new fare types for Elk Grove transit service; and

WHEREAS, the Title VI fare equity analysis found no potential disparate impacts to minority populations from creating the On-Board Single Ride Fare or On-Board Discount Single Ride Fare and no potential disproportionate burdens to low-income populations from any of the proposed fare changes, but did find a potential disparate impact to minority populations from the creation of the several Elk Grove transit fares;

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

THAT, the Board of Directors is aware of, and has reviewed the Title VI equity analysis and has reviewed and taken into consideration public comments about the analysis; and

THAT, the Board of Directors has considered alternatives to the proposed fare change and found that none of the considered alternatives would have a less disparate impact on minority riders but still accomplish SacRT's legitimate program goals, as described in the Title VI equity analysis; and

THAT, the Board of Directors therefore finds that there is a substantial legitimate justification to implement the proposed fare changes as specified in the Title VI equity analysis; and

THAT the Board of Directors approves the Title VI equity analysis set forth in Exhibit A.

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary



Title VI Fare Equity Analysis
Elk Grove and Cal ITP Fares

Draft

November 10, 2021

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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 two fare changes:

Elk Grove Fares - On July 1 2021, SacRT assumed ownership and management of transit service (eTran) formerly owned and managed by the City of Elk Grove (City), by way of the City's annexation into SacRT.

While the fares for the eTran service were left unchanged, an amendment to the SacRT fare structure was required to add new fare types and pricing not previously offered by SacRT, which was done by action of the Board of Directors on June 14, 2021, to be implemented on July 1, 2021. Under a transfer agreement in place between the City and SacRT prior to annexation, many of SacRT's fare types were already accepted for eTran service (single fare, daily pass, monthly pass, group passes). The fares that were temporarily adopted by the SacRT Board in June 2021 are generally fare types that were not duplicated by the SacRT fare structure (for instance, a pass valid for 31 days rather than SacRT "Monthly Pass" that is valid for a specified calendar month), as well as some fares that are nominally lower than the SacRT fares but are only valid on specified former eTran routes (commuter routes to downtown Sacramento and service operating primarily within the City of Elk Grove). For instance, an "Elk Grove Daily Pass" purchased for \$6.00 is valid only for eTran service, while a "Daily Pass" purchased for \$7.00 provides access to all SacRT services and modes, as well as access services provided by the Yolo County Transportation District. Since all SacRT fare types are also accepted, a patron using eTran service can choose the fare type that best meets their needs.

While not "new" for the service, the fare types were a "change" for SacRT. FTA Title VI Circular 4702.1B requires a fare equity analysis for all "fare changes" lasting longer than six months. SacRT intends to continue these fare types.

On-Board Light Rail Single Ride Fare – On June 29, 2021, SacRT introduced a new fare as part of a test of integrated statewide electronic ticketing, led by the California Integrated Travel Project (Cal-ITP). As a testing partner, SacRT installed contactless card reader devices in several of its light rail trains and began accepting payment of a transit fare through these devices, beginning with the Green Line, on June 29, 2021, and expanding to all light rail lines on September 1, 2021. Only one pricing option is currently available through this mechanism: a 90-minute light rail-only fare priced at \$2.50 and available to the general public; however, the Board also temporarily approved an On-Board Light Rail

Discount Single Ride Fare of \$1.25. Purchase is made via a contactless device placed on each light rail vehicle which can read credit cards and smart phones. SacRT intends to continue the \$2.50 fare at least beyond the 6-month period ending December 28, 2021 and therefore must prepare a Title VI analysis of that fare. SacRT has not yet determined if or when the \$1.25 On-Board Light Rail Discount Single Ride Fare will be implemented, but this analysis also examines that fare type.

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 Title VI fare equity analysis. Prior to the Board of Directors approving a Title VI fare equity analysis, SacRT policy requires that: a draft analysis of the proposed changes (this report) be made available for a 30-day public review period; members of the public be invited to comment; and staff and the Board of Directors take public comments into consideration. In accordance with these requirements, SacRT is publishing this draft analysis and intends to present a final version, including the comments received, to the SacRT Board of Directors on December 13, 2021.

4. Definitions

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, or mixed race.

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. Survey participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant's income is assumed to be the midpoint of the range selected.²

5. Baseline Data

Census Data – Based on Census data, the SacRT service area is 55.3 percent minority and 14.6 percent low-income. This data is used for the sake of context, but transit riders make up a small, non-representative fraction of the overall population, so it is not directly relevant to most Title VI service or fare equity analyses.

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

² 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.

On-Board Survey – Without consideration of the new service area added by the Elk Grove annexation, SacRT customers are estimated to be 72.3 percent minority and 55.8 percent low-income. This data comes from a statistically valid passenger survey conducted in April 2013 covering all bus and light rail routes. Although this data is somewhat outdated, it is still the best available data on actual customers. SacRT was in the process of updating this survey in March 2020; however, surveying had to be suspended due to the outbreak of COVID-19, so 2013 survey data continues to be the most recent data. The eTran riders were included in the 2013 survey as a separate group and their composition is discussed in Section 6 below.

Fare Survey – On an annual basis, SacRT conducts a passenger fare survey, which provides ridership volumes for each fare type. Combined with the 2013 survey data, this allows SacRT to estimate the average fare for minority and low-income populations, which is the key statistic for Title VI analyses.

$$\text{Average Fare Per Boarding} = \frac{\text{Fare Revenue}}{\text{Passenger Boardings}}$$

Because of the COVID-19 pandemic, the most recent fare survey data is from early 2019. Those survey responses have been projected over pre-COVID ridership totals to estimate what the average fare would have been without the major changes to ridership from COVID. The actual impacts to customer demographics from COVID cannot be known until it is safe to resume surveying. Until that time, SacRT believes this is the most reasonable way to approximate the demographic composition of SacRT’s ridership by fare type paid.

**Figure 1
Existing SacRT Demographics**

	SacRT Service Area	SacRT Customers
Minority	55.3%	72.3%
Low-Income	14.6%	55.8%

SacRT Service Area demographics computed November 2021. SacRT Customer demographics based on 2013 on-board survey, excluding Folsom and Elk Grove.

Figure 2
Existing Minority Average Fare

	Fare Revenue	Passenger Boardings	Average Fare
Minority	\$19,593,175	15,768,345	\$1.24
Non-Minority	\$8,995,491	6,741,462	\$1.33
Total	\$28,588,666	22,509,807	\$1.27

Minority riders currently pay an average of \$1.24 per boarding, compared to \$1.33 for non-minority riders.

Figure 3
Existing Low-Income Average Fare

	Fare Revenue	Passenger Boardings	Average Fare
Low Income	\$13,854,614	11,295,467	\$1.23
Non-Low Income	\$14,734,052	11,214,340	\$1.31
Total	\$28,588,666	22,509,807	\$1.27

Low-income riders pay an average of \$1.23 per boarding compared to \$1.31 for non-low-income riders.

6. Demographics of New Fare Types

Elk Grove Fares – Although splits are not available by fare type, the 2013 on-board survey included eTran service and found that eTran riders were 81 percent minority and 25 percent low-income. This makes eTran riders slightly more likely than all SacRT customers to be minority, but about half as likely to be low-income, as shown in Figure 4.

Figure 4
Elk Grove and SacRT Customer Demographics

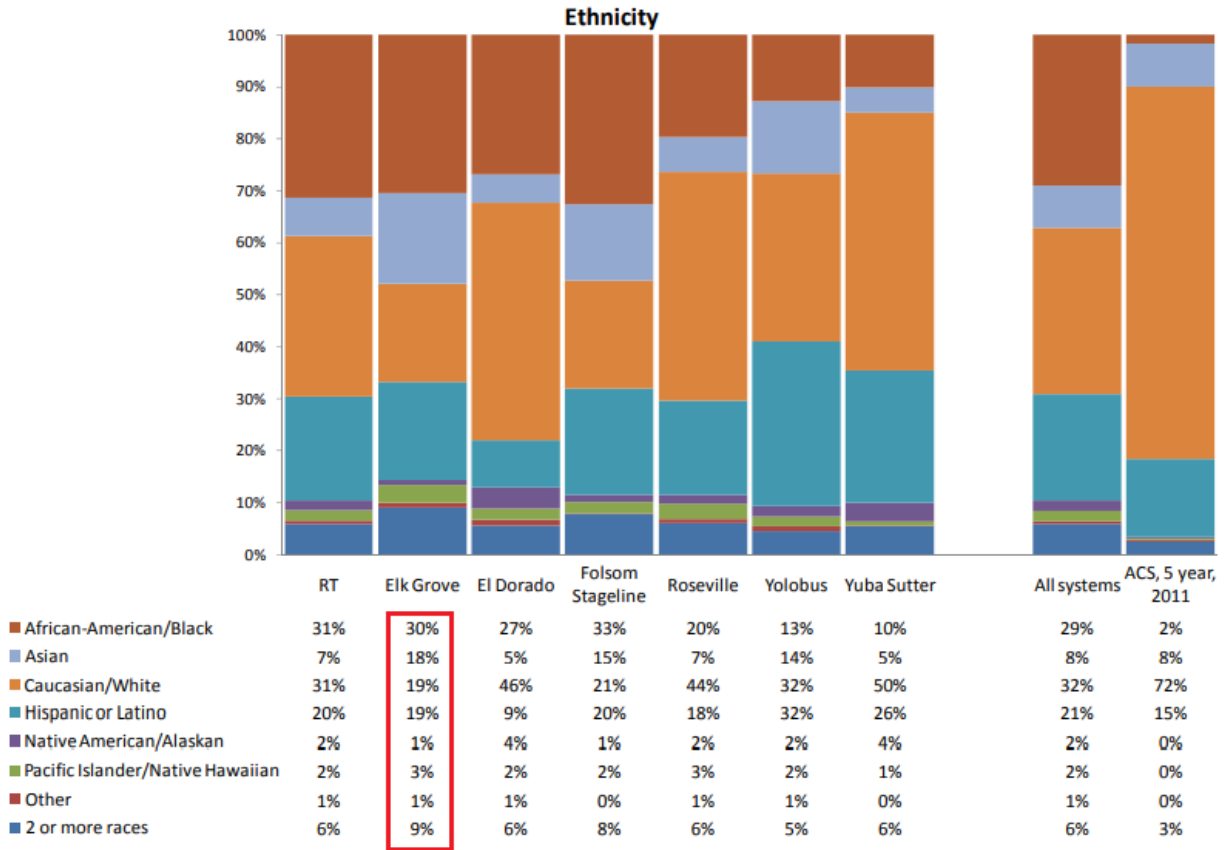
	Minority	Low-Income
Elk Grove Customers	81%	25%
SacRT Customers (2013 Survey)	69%	55%
SacRT Customers (2019 Survey)	72.3%	55.8%

On-Board Light Rail Single Ride Fare – Demographics are not known, however, staff has assumed that users of the On-Board Light Rail Single Ride Fare would be demographically similar to existing users of the single ride light rail ticket, which is identical in pricing and similar in use cases. Users of that ticket are 48.7 percent minority and 5.5 percent low-income. These are among the lowest minority and low-income splits for any fare type (since this fare type requires possession of a contactless credit card, it is logical to assume that, if anything, these users are even less likely to be minority or low-income, but that hasn't been validated). Demographics of the On-Board Light Rail Discount Single Ride Fare may likewise be comparable to users of the existing discount single ride ticket, who are 45.5 percent minority and 30.0 percent low-income, both below SacRT averages, although not as extreme for the low-income category.

Figure 5
Light Rail Single Ride User Demographics

	Minority	Low-Income
Single Ride Light Rail Ticket Assumed to be similar to On-Board Light Rail Single Ride Fare	48.7%	5.5%
Discount Single Ride Light Rail Ticket Assumed to be similar to On-Board Light Rail Discount Single Ride Fare	45.5%	30.0%

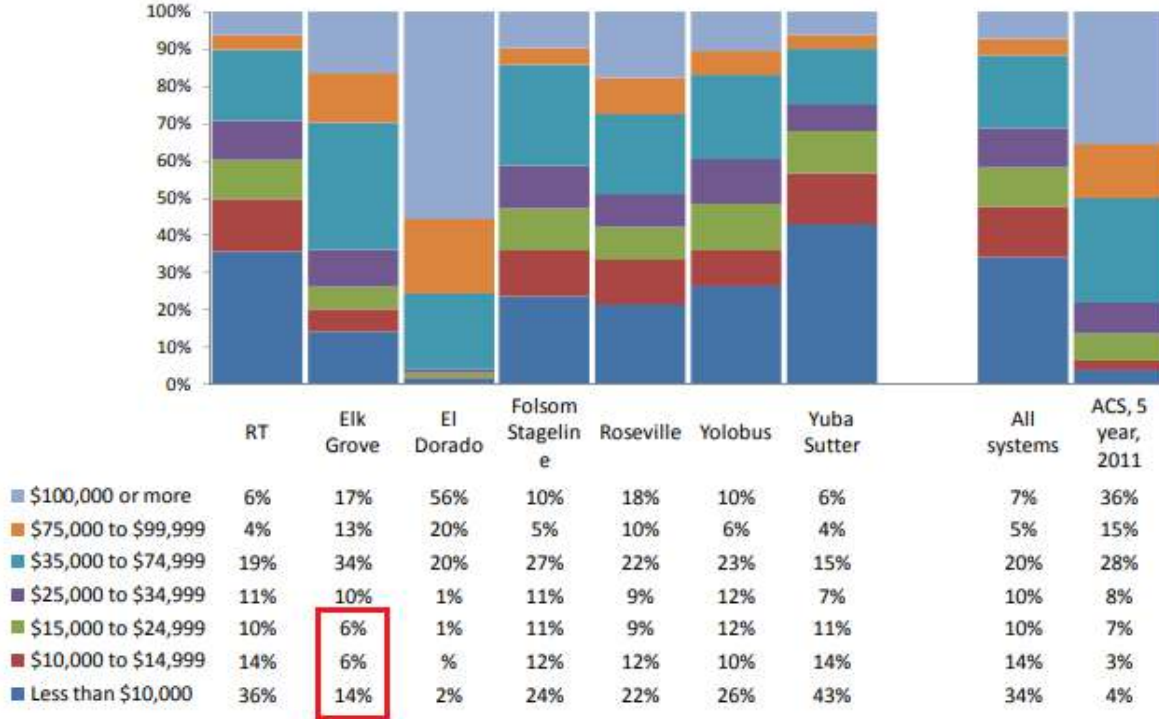
Figure 6



Source: On-Board Survey (2013)

Figure 7

Household Income



Source: On-Board Survey (2013)

Figure 8

Poverty Level Analysis for All Systems								
Poverty level income estimate - uses mid point in income ranges from Q20	Which system was respondent riding when surveyed?							Results for all seven systems combined
	RT	Elk Grove	El Dorado	Folsom Stageline	Roseville	Yolobus	Yuba Sutter	
Poverty: Less than \$10,000, any household size, one or more persons	37%	14%	2%	24%	22%	27%	44%	35%
Poverty: \$10 to \$14,999 (mid point \$12,500) & HH size 2 or more persons	11%	6%	0%	11%	7%	8%	10%	11%
Poverty: \$15 to \$24,999 (mid point \$20,000) & HH includes 4 or more persons	4%	3%	0%	5%	2%	5%	5%	4%
Poverty: \$25-\$34,999 (mid point \$30,000) & HH includes 6 or more persons	1%	2%	0%	2%	1%	1%	1%	1%
Poverty: \$35,000 to \$44,999 (mid point \$40,000) & HH includes 9 or more persons	0%	0%	0%	0%	0%	0%	0%	0%
Above poverty: \$10 to \$14,999 (midpoint \$12,500) & HH includes only one person	2%	0%	0%	1%	5%	2%	3%	2%
Above poverty: \$15-\$24,999 (mid point \$20,000) & HH includes 3 or fewer persons	6%	2%	1%	7%	6%	7%	6%	6%
Above poverty: \$25-\$34,999 (mid point \$30,000) & HH includes 5 or fewer persons	9%	8%	1%	9%	7%	10%	6%	9%
Above poverty: \$35-\$44,999 (mid point \$40,000), & HH includes fewer than 9 persons	7%	7%	6%	7%	5%	8%	4%	7%
Above poverty: \$45-\$54,999 (mid point \$50,000), no HH size criterion	6%	10%	5%	7%	5%	8%	4%	6%
Above poverty: \$55-\$74,999 (mid point \$65,000), no HH size criterion	7%	16%	10%	14%	12%	6%	7%	7%
Above poverty: \$75-\$99,999 (mid point \$87,500), no HH size criterion	4%	13%	20%	5%	10%	7%	4%	5%
Above poverty: \$100,000 or more, no HH size criterion	6%	17%	56%	10%	18%	11%	6%	7%
Total percent below poverty level income	53%	25%	2%	42%	32%	41%	60%	51%
Total percent above poverty level income	47%	73%	99%	60%	68%	59%	40%	49%

Source: On-Board Survey (2013)

7. Analysis and Findings

Elk Grove Fares – Splits are not available for the various Elk Grove fare types; however, it is known from the 2013 On-Board Survey that overall, eTran riders were 81 percent minority and 19 percent low-income. Total ridership and fare revenue is also known for eTran service, and has been used for the sake of analysis of the Elk Grove fares. Although the base fare for eTran and for SacRT’s Elk Grove service is \$2.25, lower than the basic SacRT fare of \$2.50, due to fewer discount programs, the aggregate average fare for eTran was \$1.57, higher than the systemwide SacRT average fare of \$1.27. Therefore, creation of the Elk Grove fare types will be expected to increase the SacRT average fare. Inferences can also be made about how SacRT’s minority and low-income splits will change.

**Figure 9
 Minority Splits for Elk Grove Fares**

	Percent of Boardings	Fare Revenue	Passenger Boardings
Minority	81.0%	\$931,576	594,938
Non-Minority	19.0%	\$218,518	139,553
Total	100.0%	\$1,150,094	734,491

**Figure 10
 Low-Income Splits for Elk Grove Fares**

	Percent of Boardings	Fare Revenue	Passenger Boardings
Low-Income	25.0%	\$287,524	183,623
Non-Low-Income	75.0%	\$862,571	550,868
Total	100.0%	\$1,150,094	734,491

Figure 11
Change to Systemwide Statistics
From Elk Grove Fares

Minority	Fare Revenue	Boardings	Average Fare
Before	\$19,593,175	15,768,345	\$1.243
New Boardings	\$931,576	594,938	\$1.566
After	\$20,524,751	16,363,283	\$1.254
Change in Avg Fare	n/a	n/a	\$0.011
% Change in Avg Fare	n/a	n/a	0.885%
Non-Minority	Fare Revenue	Boardings	Average Fare
Before	\$8,995,491	6,741,462	\$1.334
New Boardings	\$218,518	139,553	\$1.566
After	\$9,214,009	6,881,015	\$1.339
Change in Avg Fare	n/a	n/a	\$0.005
% Change in Avg Fare	n/a	n/a	0.375%
Low-Income	Fare Revenue	Boardings	Average Fare
Before	\$13,854,614	11,295,467	\$1.227
New Boardings	\$287,524	183,623	\$1.566
After	\$14,142,138	11,479,090	\$1.232
Change in Avg Fare	n/a	n/a	\$0.005
% Change in Avg Fare	n/a	n/a	0.407%
Non-Low-Income	Fare Revenue	Boardings	Average Fare
Before	\$14,734,052	11,214,340	\$1.314
New Boardings	\$862,571	550,868	\$1.566
After	\$15,596,623	11,765,208	\$1.326
Change in Avg Fare	n/a	n/a	\$0.012
% Change in Avg Fare	n/a	n/a	0.913%

As shown in Figures 9, 10, and 11, addition of the Elk Grove fares would likely increase SacRT’s average fare systemwide, and for all minority and low-income splits. However, because of the demographics of Elk Grove fare users, it will increase more for minority populations and for non-low-income populations, as summarized Figure 12.

Figure 12
Percent Change in Systemwide Average Fare
From Elk Grove Fares

Rider Type	Existing	Proposed	Change	% Change
Minority	\$1.243	\$1.254	\$0.011	0.885%
Non-Minority	\$1.334	\$1.339	\$0.005	0.375%
Low-Income	\$1.227	\$1.232	\$0.005	0.407%
Non-Low-Income	\$1.314	\$1.326	\$0.012	0.913%

SacRT uses a threshold of 20 percent to determine statistical significance for disparate impact analysis (e.g., does the minority fare increase by more than 20% more than the non-minority fare increase). As shown in Figure 13, the increase in the minority average fare would be statistically significant. Therefore, there is a potential disparate impact on minority populations from adding the Elk Grove fare types. Because the low-income fare would increase less than the non-low-income fare, there is no potential disproportionate burden on low-income populations.

Figure 13
Potential Disparate Impacts and/or Disproportionate Burdens
From Elk Grove Fares

a. Percent increase in non-minority avg fare	0.375%
b. Threshold of statistical significance (120% * a)	0.450%
c. Percent increase in minority avg fare	0.885%
d. Do fares increase more for minority populations? (c > a)	Yes
e. Is there evidence of a potential disparate impact (c > b)	Yes
f. Percent increase in non-low-income avg fare	0.913%
g. Threshold of statistical significance (120% * f)	1.096%
h. Percent increase in low-income avg fare	0.407%
i. Do fares increase more for low-income populations? (h > f)	No
j. Is there evidence of a potential disproportionate burden? (h > g)	No

On-Board Light Rail Single Ride Fare – Ridership on the On-Board Light Rail Single Ride Fare has averaged 10.5 boardings per day since September 1, 2021, on pace for 3,833 per year. Minority, non-minority, low-income, and non-low-income splits are presented in Figures 14 and 15.

Figure 14
Minority Splits for On-Board Light Rail Single Ride Fare

	Percent of Boardings	Fare Revenue	Passenger Boardings
Minority	48.7%	\$4,667	1,867
Non-Minority	51.3%	\$4,916	1,966
Total	100.0%	\$9,583	3,833

Figure 15
Low-Income Splits for On-Board Light Rail Single Ride Fare

	Percent of Boardings	Fare Revenue	Passenger Boardings
Low-Income	5.5%	\$527	211
Non-Low-Income	94.5%	\$9,055	3,622
Total	100.0%	\$9,583	3,833

Figure 16
Change to Systemwide Statistics
From On-Board Light Rail Single Ride Fare

Minority	Fare Revenue	Boardings	Average Fare
Before	\$19,593,175	15,768,345	\$1.243
New Boardings	\$4,667	1,867	\$2.500
After	\$19,597,842	15,770,212	\$1.243
Change in Avg Fare	n/a	n/a	\$0.000
% Change in Avg Fare	n/a	n/a	0.000%
Non-Minority	Fare Revenue	Boardings	Average Fare
Before	\$8,995,491	6,741,462	\$1.334
New Boardings	\$4,916	1,966	\$2.500
After	\$9,000,407	6,743,428	\$1.335
Change in Avg Fare	n/a	n/a	\$0.001
% Change in Avg Fare	n/a	n/a	0.075%
Low-Income	Fare Revenue	Boardings	Average Fare
Before	\$13,854,614	11,295,467	\$1.227
New Boardings	\$527	211	\$2.500
After	\$13,855,141	11,295,678	\$1.227
Change in Avg Fare	n/a	n/a	\$0.000
% Change in Avg Fare	n/a	n/a	0.000%
Non-Low-Income	Fare Revenue	Boardings	Average Fare
Before	\$14,734,052	11,214,340	\$1.314
New Boardings	\$9,055	3,622	\$2.500
After	\$14,743,107	11,217,962	\$1.314
Change in Avg Fare	n/a	n/a	\$0.000
% Change in Avg Fare	n/a	n/a	0.000%

Since the On-Board Light Rail Single Ride Fare of \$2.50 is greater than the systemwide average fare of \$1.27 and all the minority and low-income splits, disproportionate use of it by any group will tend to increase the average fare for that group. Assuming users of the On-Board Light Rail Single Ride Fare most closely resemble the users of the single ride light rail ticket, this will tend to disproportionately raise the average fare for non-minority and non-low-income riders and thus have no Title VI impacts.

As shown in Figure 16, using these assumptions, and after rounding to a tenth of a cent, the impacts of the On-Board Light Rail Single Ride Fare are too minor to have a measurable numerical impact on any systemwide average fare splits, except for raising the non-minority fare. Without rounding, the non-low-income fare would also increase more than the low-income fare. This supports the supposition that the effects of the new fare are both minor, and to the extent that they are relevant, that they would be more adverse to non-minority and non-low-income populations.

Note also that the On-Board Light Rail Single Ride Fare is not an increase nor a replacement of an existing fare type, so in practice, it is unlikely to be used by anyone other than experimentally (presumably by a customer who could afford to do so) or as a convenient substitute for the equally-priced single ride ticket.

No ridership data exists for the On-Board Light Rail Discount Single Ride Fare because it has not been enabled yet; however, similar logic applies: its introduction is not accompanied by elimination or increase of any fare types. It also does not confer any new favorable pricing for anyone who would not already be qualified for such a discount.

Altogether, this analysis finds that the On-Board Light Rail Single Ride Fare, as currently priced, and the On-Board Light Rail Discount Single Ride Fare, if priced the same as SacRT's discount fare (currently \$1.25), would result in *no disparate impacts on minority populations* and *no disproportionate burdens on low-income populations*.

8. Justification, Alternatives, and Mitigation

Facially, creation of the Elk Grove fare types would not appear to be discriminatory, because all pricing was kept unchanged in the transition of transit services from the City of Elk Grove to SacRT. The purpose of the quantitative Title VI analysis is to help avoid unintentional discrimination. In this case, the analysis yields a potentially unexpected result: although Elk Grove fares are *lower priced* than comparable SacRT fares, Elk Grove riders typically *pay more* out of pocket, apparently due to lower use of discount fare types. Because Elk Grove riders are disproportionately minority, the quantitative analysis suggests that there may be a *potential* disparate impact. This does not prohibit SacRT from implementing the proposed changes; however, before doing so, the SacRT Board must declare a *substantial legitimate justification* for the changes, show that there are no alternatives that would have a less disparate impact on minority riders, and take steps to avoid, minimize, or mitigate impacts to minority riders, where practicable.

Alternatives – SacRT’s negotiated annexation of City of Elk Grove transit services mandated that SacRT maintain the pre-existing fare structure for Elk Grove transit services until at least December 31, 2021, which is also the end of the six-month period where a fare change may be considered temporary and exempt from Title VI. This analysis is therefore concerned only with whether it would be discriminatory to continue the Elk Grove fares as-is beyond that date. The Elk Grove fares consist of several different fare types (e.g., single ride, daily pass, monthly pass) so countless alternatives are theoretically possible (although demographic data is not currently available for each specific type, limiting SacRT’s ability to compare Title VI impacts).

The simplest alternative would be to rescind the creation of all Elk Grove fares. Such a “no project” scenario would actually be *more* adverse to minority populations: If the Elk Grove fares did not exist, then Elk Grove riders who are not eligible for a discount would have to pay the ordinary SacRT fare of \$2.50 for a single ride or \$100 for a monthly pass. Since this is more than the \$2.25 single fare or \$80 Local monthly pass under the Elk Grove fare structure, this would *increase* any impact on minority populations. The “no project” alternative would therefore be *worse* from a Title VI standpoint than the proposed action, i.e., the creation/maintenance of special Elk Grove fares.

It is important to observe that the quantitative approach to this Title VI analysis is useful for detecting unintentional biases, but it may not comprehensively and definitively determine whether a proposed action is discriminatory because it looks at the issue from only one of several possible and reasonable standpoints. The formal quantitative analysis has been prepared from the standpoint of how *SacRT’s* average fare splits would change and has found that SacRT’s average fare would increase more for minority than non-minority populations. However, from the standpoint of *purchasing customers*, the proposed action would not seem discriminatory, because it would have *no effect*. Pricing has been left entirely unchanged from what it was under the City of Elk Grove. No customer has or would experience a change in pricing from continuing Elk Grove fares

as they are. The average fare paid by the *affected customers* would not change from the “before” to the “after” condition, because pricing is unchanged.

Justification – As discussed above, Elk Grove fares are *lower priced* than SacRT fares, but the average fare paid is *higher* due apparently to *less use of discount fare types*. This in turn is likely due to Elk Grove ridership being over half from commuter bus routes, which typically skew toward non-discount fare types (i.e., commuter routes typically have fewer student, senior, and disabled riders). Commuter bus routes, such as the Elk Grove commuter buses to Downtown Sacramento, are also typically considered higher-value or premium service, due to longer average trip length and replacement of a higher-cost automobile trip. This implies that Elk Grove riders, who are above-average minority, do indeed tend to pay an above-average fare, but it is to some extent justifiable, because a great proportion of them are paying that fare to ride higher-value commuter bus service.

It should also be kept in mind that Elk Grove transit fares are already *lower* than SacRT fares at only \$2.25 for a single ride (compared to \$2.50 for SacRT) with similarly lower pricing for comparable multi-ride passes. Elk Grove riders also have the option of a \$80 local-only monthly pass. While Elk Grove riders may in fact be paying more on average, it is not for lack of fair pricing. Essentially, every full-priced fare option is priced equal to or lower than its SacRT equivalent. Elk Grove riders just happen to be more likely to pay the full fare, rather than the discount fare (i.e., because overall, they have a lower percentage of senior, disabled, and student riders). Notably, this is not because of more restrictive eligibility rules. Eligibility rules for discount fare types are the same or more inclusive for Elk Grove fares (e.g., for both SacRT and Elk Grove service, the age for senior eligibility is age 62, disability certification follows the same rules, and TK-12 students ride for free).

Lastly, as discussed above, from the perspective of Elk Grove customers, the fare is *not changing*.

Overall, even though Elk Grove riders are paying a slightly higher average fare than SacRT riders and even though they tend to be more minority, the suggestion that this is discriminatory would appear to rest mostly on evidence that is somewhat or largely inapplicable. When alternatives and seemingly more applicable analytical standpoints are taken into consideration, the proposed action appears to have a substantial, legitimate justification.

RESOLUTION NO. 21-12-0132

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

December 13, 2021

**AMENDING THE FARE STRUCTURE TO ADD ON-BOARD
LIGHT RAIL AND ELK GROVE FARES**

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

THAT, effective as of January 1, 2022, the following definitions are hereby permanently added to Section II, "Fare Structure Definitions" set out in Resolution No. 09-10-0174, as previously amended:

"Elk Grove Service means fixed route bus service that was formerly operated by the City of Elk Grove and is designated by the following fixed route numbers: E10, E11, E12, E13, E14, E15, E16, E17, E18, E19, E110, E111, E112, E113, E114, E115, E116, E117, E118, and E119."

"SacRT E-Van Service means demand-response and paratransit service, complementary to the Elk Grove Service, provided to registered individuals (ADA certified), their companions, and personal attendants on a Transit Vehicle in revenue service within the city limits of Elk Grove and without a fixed origin and destination point that is booked by a customer in advance over the phone or through a ride booking application."

"Validated means, for purposes of Elk Grove Service only, either: (1) the insertion of a Pass into a Bus fare box to fix the date of first use of the Pass; or (2) the insertion of a Pass into a Bus fare box to confirm its continued validity and, as applicable, to deduct a Ride from a declining value Pass type."

THAT, effective as of January 1, 2022, in addition to the Discount Fare classifications set out in Section IV of the Fare Structure, the following Discount classification is added for Elk Grove Service:

"Military Discount – the bearer of a current and valid Armed Services Identification whose picture is on the ID Card will be entitled to purchase Discount fares eligible for use on Fixed-route Elk Grove Service only as set out in Exhibit B-6."

THAT, effective as of January 1, 2022, in addition to the other Fares and Prepaid Fare types identified in Section IV and Section V of the Fare Structure, the following Fares and Prepaid Fares are permanently added to the Fare Structure:

“Elk Grove Single Ride Fare -- the Applicable Fare for a single Ride on Elk Grove Service.”

“Elk Grove Transfer – An Elk Grove Transfer that is purchased on Elk Grove Service is valid for 120 minutes beginning on the date and at the local time that the Transfer is purchased. 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” for a period of 120 minutes after.”

“Elk Grove Daily Pass is valid for unlimited Rides on Elk Grove Service only during the validity period printed on the pass.”

“Elk Grove 10-Ride Pass is declining value Prepaid Fare that entitles the passenger to the equivalent of 10 Elk Grove Single Ride Fare tickets that is Validated for each use at the time of boarding.”

“Elk Grove 31-Day Local Pass holders are entitled to unlimited Rides for 31 days from the date the pass is first Validated on the following routes within Elk Grove Service: E110, E111, E112, E113, E114, E115, E116.”

“Elk Grove 31-Day Unlimited Pass Holders are entitled to unlimited Rides for 31 days from the date the pass is first Validated on all Elk Grove Service.”

“On-Board Light Rail Discount Single Ride Ticket – the Fare for an On-Board Light Rail Discount Single Ride Ticket is the same as a Discount Single Ride. The Ticket consists of the card or phone used to purchase the Ticket using a SacRT-approved contactless payment device on board a Light Rail Vehicle combined with records verifying the purchase, which must remain in the passenger’s possession for the duration of their Ride. The On-Board Light Rail Discount Single Ride Ticket will be deemed validated at the time of purchase, as documented by credit/debit card, or purchasing records, will be valid for a duration of 90 minutes, and may be used for multiple rides on light rail only until the expiration of the validity period. A passenger is only eligible for the On-Board Light Rail Discount Single Ride Ticket if they are age 65 or older and have completed the online discount application process for the contactless payment program. To establish Proof of Fare Payment as required by the Prohibited Acts Ordinance, a passenger purchasing an On-Board Light Rail Discount Single Ride Ticket must, upon request, provide (a) the purchasing credit

or debit card or other requested contactless payment information; and (b) identification documenting compliance with the Discount eligibility requirements to fare enforcement personnel to verify the validity of the On-Board Light Rail Discount Single Ride Ticket. If fare enforcement personnel are unable to determine (a) that an On-Board Light Rail Discount Single Ride Ticket has been purchased; (b) that the On-Board Light Rail Discount Single Ride Ticket is still valid; or (c) that the passenger is eligible for a Discount Single Ride Ticket purchase, a passenger may be cited for failure to possess valid fare.”

“On-Board Light Rail Single Ride Ticket – the Fare for an On-Board Light Rail Single Ride Ticket is the same as a Single Ride. The Ticket consists of the card or phone used to purchase the Ticket using a SacRT-approved contactless payment device on board a Light Rail Vehicle combined with records verifying the purchase, which must remain in the passenger’s possession for the duration of their Ride. The On-Board Light Rail Single Ride ticket will be deemed validated at the time of purchase, as documented by credit/debit card, or purchasing records, will be valid for a duration of 90 minutes, and may be used for multiple rides on light rail only until the expiration of the validity period. To establish Proof of Fare Payment as required by the Prohibited Acts Ordinance, a passenger purchasing an On-Board Light Rail Single Ride Ticket must, upon request, provide the purchasing credit or debit card or other requested contactless payment information to fare enforcement personnel to verify the validity of the On-Board Light Rail Single Ride Ticket. If fare enforcement personnel are unable to determine (a) that an On-Board Light Rail Single Ride Ticket has been purchased; or (b) that the On-Board Light Rail Single Ride Ticket is still valid, a passenger may be cited for failure to possess valid fare.”

“SacRT E-Van Single Ride Fare is the Applicable Fare for a single Ride on SacRT E-Van Service.”

“SacRT E-Van 10-Ride Pass - a declining value Prepaid Fare that entitles the passenger to the equivalent of 10 SacRT E-Van Single Ride Fare tickets that is Validated at the time of boarding.”

“SacRT E-Van 44-Ride Pass – a declining value Prepaid Fare that entitles the pass holder to the equivalent of 44 SacRT E-Van Single Ride Fare tickets that is Validated at the time of boarding.”

THAT, effective as of January 1, 2022, the attached Exhibit B-7 will replace Exhibit B-5 to the Fare Structure (as adopted by Resolution 19-03-0038) .

STEVE MILLER, Chair

A T T E S T:

HENRY LI, Secretary

By: _____
Tabetha Smith, Assistant Secretary

**Exhibit B-7
Effective January 1, 2022**

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	\$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 ¹	\$3.50
Monthly Pass	\$100.00
Semi-Monthly Pass	\$50.00
Student Semi-Monthly Sticker ²	\$10.00
Student Monthly Pass ² (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
Single ride tickets and daily passes may be sold in booklets.	
¹ Discount single rides and daily pass fares are available to qualifying students grades K-12, seniors age 62 and over, and eligible disabled persons.	
² Price applies to all Students including those who qualify for Free/Reduced Meal	
Folsom Only Fares	
Dial-A-Ride (DAR) Service³	
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 ⁴	\$50.00
Folsom Senior Single Ride	\$1.25
Folsom Senior Daily Pass	\$3.50
³ 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.	
⁴ 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	
Elk Grove Only Fares	
Elk Grove Service Fares⁵	
Elk Grove Single Ride	\$2.25

Elk Grove Single Ride - Electronic Fare Media (valid for 120 minutes on Elk Grove Service)	\$2.25
Elk Grove Discount Single Ride	\$1.10
Elk Grove Discount Single Ride - Electronic Fare Media (valid for 120 minutes on Elk Grove Service)	\$1.10
Elk Grove Transfer ⁶	\$0.50
Elk Grove 10-Ride Pass ⁷	\$22.50
Elk Grove Discount 10-Ride Pass ⁷	\$11.00
Elk Grove 31-Day Local Pass ⁸	\$80.00
Elk Grove 31-Day Discount Local Pass ⁸	\$40.00
Elk Grove 31-Day Unlimited Pass ⁹	\$100.00
Elk Grove 31-Day Unlimited Discount Pass ⁹	\$50.00
SacRT E-Van Fares¹⁰	
SacRT E-Van Single Ride	\$3.50
SacRT E-Van 10-Ride Pass	\$35.00
SacRT E-Van 44-Ride Pass	\$150.00

⁵ Elk Grove service fares are limited to Elk Grove service only (routes E10-E19 & E110-E116)

⁶ Noted Elk Grove fares include a 120-minute transfer window rather than the 90 minutes available on other SacRT services.

⁷ Elk Grove 10 ride and discount 10 ride passes are valid for the equivalent of 10 Elk Grove Single Ride fares

⁸ Elk Grove 31 day local passes are valid for 31 days from the date of activation and only valid on routes E110-E116.

⁹ Elk Grove 31 day unlimited passes are valid for 31 days from the date of activation and are valid on all Elk Grove Service routes only.

¹⁰ SacRT E-Van fares are valid on paratransit services offered entirely within the city limits of Elk Grove.