

EXPLANATORY NOTE
Re: Analysis of
Service and Fare Change Impacts of the Oakland Airport Connector Project

With its preparation of the Equity Analysis Report for the Oakland Airport Connector Project (OAC, or Project), BART has satisfied all Title VI-related requirements of the Federal Transit Administration (FTA) in connection with the Project.

In its Corrective Action Plan approved by FTA on April 21, 2010, BART agreed to undertake two assessments for OAC. The first details the impacts of the proposed service change on minority and low-income riders, as well as the impacts of a potential fare increase on these riders.¹ BART also acknowledged the need for an assessment of the construction impacts on minority and low-income populations.

Construction and operational impacts of the Project were first addressed as part of BART's environmental review in 2002. That analysis concluded that minority and low-income communities would not experience any adverse effect from the construction or operation of OAC. The analysis was incorporated into the Corrective Action Plan submitted to FTA and was approved by FTA on April 21, 2010.

FTA Circular 4702.1A implements the requirements for transit operators related to Title VI of the Civil Rights Act of 1964, as well as Title VI-related regulations. Consistent with the Circular, and as approved in the Action Plan, BART's Equity Analysis Report has evaluated OAC against the civil rights criteria laid out in the Circular. It has also evaluated a possible range of fares from the current \$3.00 fare up to \$6.00 in accordance with those same criteria.²

BART has assessed whether the service change or possible fare proposals would have a "disproportionately high and adverse effect" on minority and low-income populations. The Circular defines "disproportionately high and adverse effect" as an adverse effect that:

- (1) is predominantly borne by a minority and/or a low-income population, or
- (2) will be suffered by the minority and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority and/or low-income population.

¹ 90% of the current AirBART riders are airline travelers, and less than 5% work at the Oakland Airport. 36% of the riders are minority, as compared to the 53% minority population in Alameda, Contra Costa and San Francisco counties.

² The methodology employed for the fare analysis is similar to the method developed and applied by the Massachusetts Bay Transportation Authority (MBTA), which was accepted by the FTA as a valid methodology for a Title VI fare analysis. BART has also conferred with peer transit agencies regarding "best practices" in Title VI fare analyses. Like BART, these agencies serve areas with similarly large minority and low-income populations: New York, Atlanta, Chicago, Washington DC, Minneapolis, Houston, Portland and San Francisco MUNI and AC Transit in the Bay Area.

According to the Report, the OAC will not decrease transit service for minority and/or low-income riders. The Report concludes that benefits of the service change would be shared by all users of the system and that, in fact, minority and low-income riders would experience a slightly greater benefit than other groups. With respect to the prospect of increased fares, the Report finds that the average fare paid by minority and low-income riders would remain less than the average fare paid by other riders, but that the percentage increase for minority and low-income riders would be slightly higher (around 1%) than that for other riders. The Report concludes that neither the proposed service change nor range of fares considered would result in a disproportionately high and adverse effect on minority and/or low-income populations.

Although not a requirement of the approved Action Plan, BART also conducted five community meetings during June, 2010, in addition to the over 20 public agency hearings and numerous community meetings for OAC that preceded the Action Plan process. Public comment from the June meetings will be circulated shortly. Surveys completed by attendees at these meetings indicated that most were satisfied with estimated fares in the range of \$4.50 to \$6.00.

Notwithstanding the results of the community meetings and the Report's findings that the range of possible fare increases will not result in a disproportionately high and adverse effect on minority and/or low-income populations, BART recognizes that the range of fares may present challenges to those on limited incomes. Accordingly, BART will consider maintaining fares at current AirBART rates for airport employees who commute to work. In addition, BART fare discounts will be available to OAC users, including the 62.5% discount for senior, disabled and youth riders. Lastly, the BART Board of Directors will consider the results of the Report prior to setting fares for OAC.