

**SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
TITLE VI CORRECTIVE ACTION PLAN, Action Plan Item 5.1**

**Executive Summary
Title VI Assessment of Proposed BART Temporary Fare Reduction
Options**

**Full Report Submitted to the Federal Transit Administration
July 16, 2010**

EXECUTIVE SUMMARY

Two temporary fare reduction proposals are possible options for a customer appreciation program funded by monies unexpectedly received from the State of California for Fiscal Year 2011:

- Option A. Reduce BART's fares by 3 percent for four months.
- Option B. Reduce BART's fares by 5 percent for three months.

As approved by the Federal Transit Administration (FTA) on April 21, 2010, BART's Title VI Corrective Action Plan includes the requirement to analyze any potential fare change to determine if that fare change would have a disproportionately high and adverse effect on minority and low-income populations. Also per the Corrective Action Plan, BART is to follow its Public Participation Plan to seek the public's input on the proposed fare change.

In June 2010, BART conducted extensive public outreach on the two temporary fare reduction options with the communities it serves, including low-income, minority, and limited-English proficiency populations, through 18 public meetings held throughout the four counties BART serves. The results of this outreach are described in a separate report, "Proposed Temporary Fare Reduction Options Public Participation Summary Report."

Conclusion on Proposed Temporary Fare Reduction Options

Pursuant to FTA Circular 4702.1A dated May 13, 2007, a disproportionately high and adverse effect is defined as an adverse effect that either "is predominantly borne" by minority or low-income populations or "is appreciably more severe or greater in magnitude" than the adverse effect suffered by non-minority and/or non-low-income populations. BART used this definition to determine if either of the proposed temporary fare reduction options would have such an effect.

For both of the proposed temporary fare reduction options, the percentage decreases when compared between the protected (minority and low-income) and non-protected groups are virtually the same (the decreases are actually very slightly greater for the protected groups) and show that neither of the proposed temporary fare reduction options would result in a disproportionately high and adverse effect on minority or low-income populations when compared respectively to non-minority or non-low-income populations.

Analysis Methodology and Results

Analysis of the effect of either fare decrease on protected groups has been done by comparing the percentage fare reduction that would be received by (a) minority and non-minority populations and (b) low-income and non-low-income populations. The comparison is made between the weighted average systemwide fares for the protected and nonprotected groups before and after the decrease to determine if there was a "disproportionately high and adverse effect" on minority or low-income populations.

The table below¹ shows the results of the analyses.

	Option A. 3% Fare Reduction			Option B. 5% Fare Reduction		
	Average Weighted Fare		% Change	Average Weighted Fare		% Change
	Before Decrease	After Decrease		Before Decrease	After Decrease	
Minority	\$3.52	\$3.41	-3.04%	\$3.52	\$3.34	-5.12%
Non-Minority	\$3.81	\$3.69	-3.00%	\$3.81	\$3.61	-5.04%
Difference	-\$0.29	-\$0.28	-0.05%	-\$0.29	-\$0.28	-0.07%
Low-Income*	\$3.44	\$3.33	-3.05%	\$3.44	\$3.26	-5.15%
Non-Low-Income	\$3.71	\$3.60	-2.99%	\$3.71	\$3.52	-5.07%
Difference	-\$0.27	-\$0.26	-0.06%	-\$0.27	-\$0.26	-0.08%

*Low-income is defined as less than 200% of the federal poverty level. The 200% threshold was used to account for the high cost of living in the Bay Area compared to the rest of the country and therefore is a more inclusive definition of low-income populations.

Option A. Temporary Fare Reduction of Three Percent for Four Months

The percentage decreases when compared between the protected (minority and low-income) and non-protected groups are virtually the same (the decreases are actually slightly greater for the protected groups).

- The minority population would have an average fare decrease that is 0.05 percent greater compared to the non-minority population.
- The low-income population would have an average fare decrease that is 0.06 percent greater compared to the non-low-income population.

Option B. Temporary Fare Reduction of Five Percent for Three Months

The percentage decreases when compared between the protected (minority and low-income) and non-protected groups are virtually the same (the decreases are actually very slightly greater for the protected groups).

- The minority population would have an average fare decrease that is 0.07 percent greater compared to the non-minority population.
- The low-income population would have an average fare decrease that is 0.08 percent greater compared to the non-low-income population.

¹ Totals may not add due to rounding.