

Title VI Evaluation of Fare Proposals May 2005

Submitted by

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I. INTRODUCTION

In March 2005, the District Board of Directors directed staff to solicit public input on a variety of fare proposals intended to raise revenue in order to meet projected budget shortfalls. Part of the decision making process includes a Title VI analysis to assess how each proposal will affect different rider populations, as well as determine if any of the fare proposals result in disproportionately high and adverse effects on minority populations and low-income populations within the District.

II. TITLE VI BACKGROUND

Title VI of the Civil Rights Act of 1964, Section 601 states:

“No persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

It is AC Transit’s responsibility to ensure that all transit service, and access to its facilities is equitably distributed and provided without regard to race, color, or national origin. It is also the goal of AC Transit to ensure equal opportunities to all persons without regard to race, color, or national origin to participate in all local, subregional and regional transit planning and decision-making processes under the District’s control.

According to the Federal Department of Transportation, equity in the provision of transit service is described as "providing equal levels of service to minority and non-minority residents of the urbanized area. Levels of service, in turn, are defined in terms of capital allocation and accessibility."¹ The indices of discrimination that could be monitored for disparate treatment include fare structures that could consistently cause minority-group riders to bear a higher average fare burden than non-minority group riders.

Title VI along with Executive Order 12898, requires agencies to develop and implement an integrated approach to achieving Environmental Justice. This approach includes the collection, analysis and dissemination of understandable and useable information on the adverse environmental and health impacts on protected populations. This information should enrich the decision-making process for projects and proposals affecting the social and physical environment to the benefit of both decision-makers and the public.

To assess Title VI issues, an analysis should be conducted that uses data and other information to:

- Determine benefits to and potential negative impacts on minority populations and low-income populations from proposed investments or actions
- quantify expected effects (total, positive and negative) and disproportionately high and adverse effects on minority populations and low-income populations
- determine the appropriate course of action, whether avoidance, minimization, or mitigation

¹ Transit Cooperative Research Program, Legal Research Digest: “The Impact of Civil Rights Litigation Under Title VI and Related Laws on Transit Decision Making”, TCRP Project J-5, Washington, D.C. June 1997

III. METHODOLOGY AND DATA SOURCES

The District is using two main sources of data to conduct the Title VI equity analysis of the fare proposals:

- Data derived from the 2002/03 On-Board Rider Profile (weighted to reflect District ridership)
- Ridership averages from the District's 2004 submission to the National Transit Database.

The 2002/03 On-board Rider Profile represents the most current data that the District has regarding our passengers. While the data is several years old and ridership has grown a bit since the study was conducted, we have assumed that our passengers' trip characteristics, demographics and travel behavior have remained essentially the same.

The cornerstone used to identify the equity impacts of the five fare proposals is the **Average Fare** analysis for local service, which presents the average costs of linked one-way trips for the fare category and type of payment used. The Average Fare was then calculated for each of the five fare proposals, then stratified by income and ethnicity to determine the economic impacts upon classes of riders protected under Title VI.

To develop the "Average Fare", staff used the On-board Rider Profile data set, which includes approximately 15,000 surveys that have responses for 23 questions—making approximately 330,000 "survey records". This rich data set allowed staff to obtain very detailed information through cross-tabulation.

Staff first separated each survey record between local and Transbay. Because some of the sample sizes for Transbay trips within several fare categories (Youth and Senior/Disabled) were too small to be statistically valid, a detailed Average Fare analysis was not possible for Transbay Fare proposals. Therefore, analysis of Transbay trips was restricted to a more general evaluation.

After the data was divided into Local and Transbay, the data was then further separated by the four fare categories: youth, senior, disabled and adult (Question 11); as well as by three primary fare media: cash, 10-ride ticket and monthly pass (Question 12). Because the fare proposals do not affect the City of Berkeley ECO Pass and the University of California Student Class Pass, data reflecting these programs were excluded from the analysis.

The data was then sorted using Question 1, which asks the number of buses that respondents took in order to complete their one-way trip. Because this is also sorted by Cash and Pass, the impacts by fare category could be quantified for each fare proposal. For purposes of estimating average cash fares for the proposals, it was assumed that both the existing and proposed fare policies would be applied. For instance, in the existing fare structure, those using one bus would be charged a full cash fare; those transferring once would be charged a full cash fare and a transfer charge; and those transferring twice would be charged a full cash fare, a transfer charge and an additional full cash fare. For any proposed fare structures, the appropriate rules would apply.

To quantify the average cost per trip for pass riders, staff made assumptions that were fairly conservative in estimating impacts. The analysis in the text of this report assumes that pass riders use the 31-day pass 60 times per month. However, staff also conducted the Average Fare analysis using the following three main scenarios to test the impacts of the fare proposals:

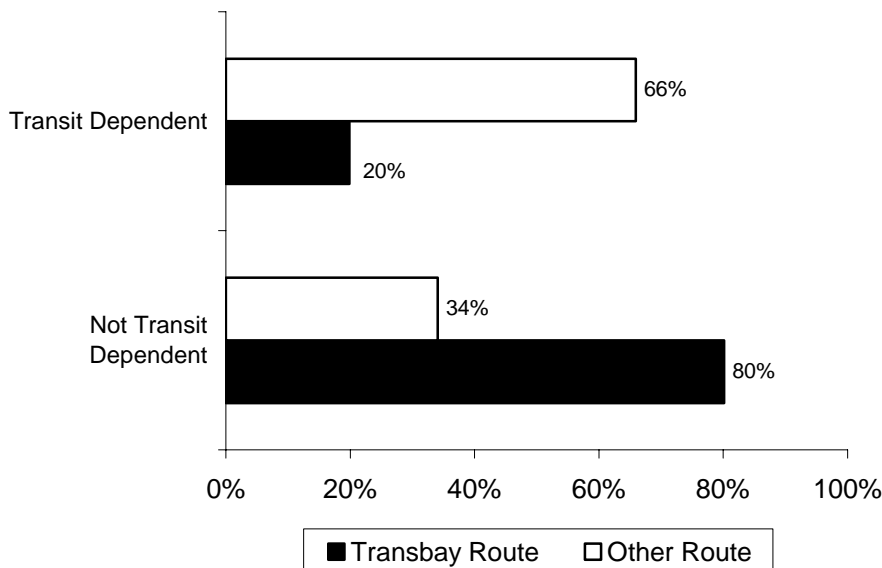
- 80 uses per month
- 60 uses per month
- 40 uses per month

For the first scenario, staff assumed that pass users would use the pass at least 20 days per month, for a round trip that used 2 buses to complete their one-way trip, equaling 80 uses per month. This is the assumption that students at the University of California, Berkeley had used for their Mean Fare Analysis. While staff believes that there are individuals who use their passes that frequently, they may not represent the average.

For the second scenario, staff assumed that pass riders would use the pass 60 times per month. The assumption is based upon using the pass for 40 round trips using one bus, and an additional 10 round trips that require 2 buses. Given the fact that about 66% of our local riders consider themselves Transit Dependant (Table 1), staff believes that this is an appropriate estimate that lies between using the pass only to commute to work and using the pass for other trip purposes.

For the last scenario, staff assumed that pass users would use the pass at least 20 days per month for one round trip, equaling 40 times per month. This is the “break even” point that many people use to gauge whether they will purchase a pass or not. Staff believes that this usage rate is probably too low to represent the way the average rider uses a 31 day pass.

Table 1: Transit Dependency Rates for Transbay and Local Routes



IV. AC TRANSIT RIDERSHIP PROFILE

Using data derived from the 2002/03 On-Board Rider Profile, the District has been able to discover much about the general demographics of our ridership in addition to their trip making characteristics and fare payment methods. Using the data to perform a number of cross tabulations, the following provides a picture of who is using our system and in what manner. Because this picture shows differences in riding behavior by income and ethnicity, it allows us to evaluate the assumptions used in determining different impacts of various fare proposals as shown in Section V.

a. Income and Ethnicity

More than half of adult AC Transit riders reported a household income of less than \$30,000 per year (56.9%), while more than three-quarters of the ridership reported a household income of less than \$50,000 per year (77.6%).

Table 2: Systemwide Household Income

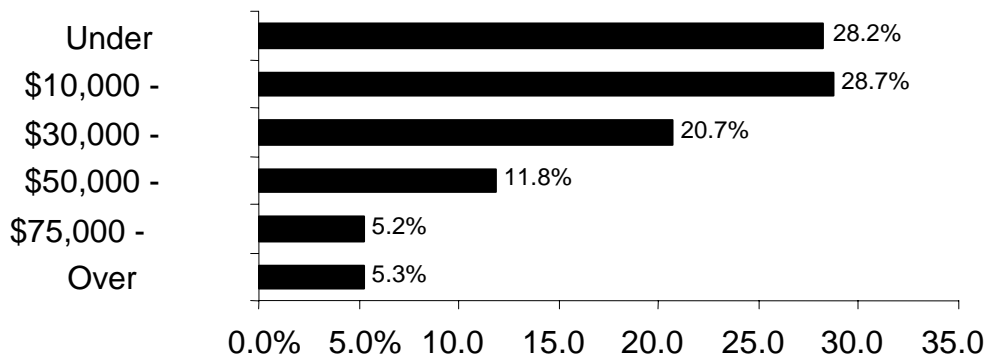


Table 3 presents the systemwide ethnicity of the District's Riders. More than one-third of AC Transit riders were African American (37.1%), while White and Hispanic riders both comprise approximately one-fifth of the ridership (20.6% and 19.4%, respectively). About 16% of riders were of Asian/Pacific Islander descent and 1.4% of riders were Native American Indian. About 5% indicated that they were of more than one race or ethnicity.

Table 3: Systemwide Ethnicity

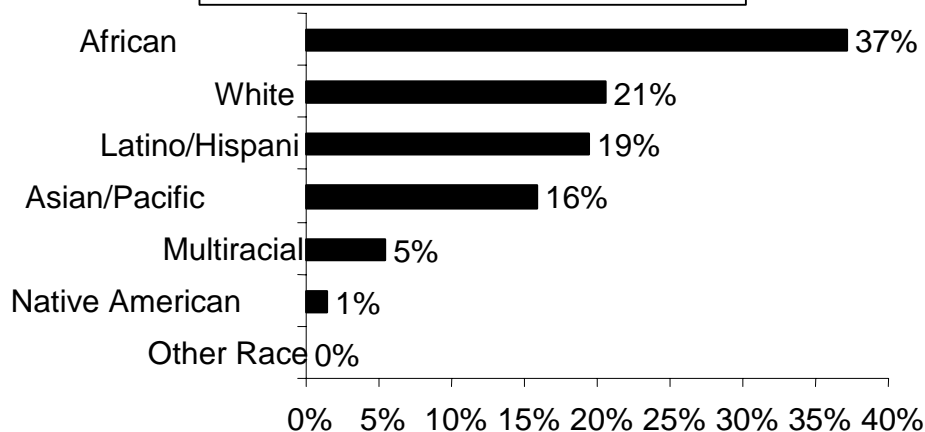


Table 4 and 5 present a cross-tabulation of income and ethnicity which shows that in general, White riders comprise both a greater share of higher income riders as well as comprising the lowest percentage of low income riders. Almost half of riders earning over \$100,000 are White, compared to 22% who are African American and only 12% who are Latino. Off all of the races, Latino riders are both the poorest and make up the smallest share of higher income riders.

Table 4: Income by Ethnicity

		Q10. What is your total household income?					
		Under \$10,000	\$10,000 - \$29,999	\$30,000 - \$49,999	\$50,000 - \$74,999	\$75,000 - \$100,000	Over \$100,000
Race/ Ethnicity	Asian or Pacific Islander	17.1%	14.9%	15.2%	16.2%	20.5%	11.4%
	Black/African American	36.0%	35.9%	39.7%	33.5%	27.9%	22.3%
	Native American Indian	4.4%	3.4%	2.8%	2.8%	3.6%	3.5%
	White	15.5%	19.6%	23.9%	29.9%	35.6%	45.5%
	Hispanic or Latino	22.5%	23.1%	15.1%	11.8%	6.7%	11.7%
	Other	4.6%	3.2%	3.3%	5.7%	5.7%	5.6%
Pct of Responses		100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

Table 5: Ethnicity by Income

		Race/Ethnicity				
		Asian or Pacific Islander	Black/African American	Native American Indian	White	Hispanic or Latino
Q10. What is your total household income?	Under \$10,000	33.2%	31.1%	38.2%	21.7%	36.6%
	\$10,000 - \$29,999	27.8%	29.9%	28.4%	26.4%	36.2%
	\$30,000 - \$49,999	19.8%	23.1%	16.7%	22.5%	16.6%
	\$50,000 - \$74,999	11.0%	10.1%	8.6%	14.7%	6.7%
	\$75,000 - \$100,000	5.5%	3.3%	4.3%	6.9%	1.5%
	Over \$100,000	2.7%	2.4%	3.7%	7.9%	2.4%
Column Total		100.0%	100.0%	100.0%	100.0%	100.0%

b. Frequency of Use

Our riders use the system often, with a large majority (72% systemwide) indicating that they ride 5 to 7 days per week. Table 6, below, provides the breakdown by service type. Generally, frequency of use is fairly consistent between local and Transbay service. Additionally, frequent users of the system are much more likely to be minority than non-minority (Table 7).

Table 6: Frequency of Use for Local and Transbay Riders

		Service Type		
		Local	Transbay	Systemwide
Q3. How often do you ride AC Transit Buses?	5-7 days a week	71%	74%	72%
	3-4 days a week	17%	19%	17%
	1-2 days a week	8%	5%	7%
	Once a month or less	3%	2%	3%
	First time riding	1%	>1%	1%
Total		100%	100%	100%

Table 7: Frequency of Use by Race/Ethnicity Systemwide

		Race/Ethnicity						Row Total	System Total
		Asian or Pacific Islander	Black/African American	Native American Indian	White	Hispanic or Latino	Other		
Q3. How often do you ride AC Transit buses?	5-7 days a week	14.7%	38.9%	3.4%	19.0%	19.7%	4.2%	100%	72.0%
	3-4 days a week	17.1%	30.4%	2.6%	26.6%	18.7%	4.7%	100%	16.5%
	1-2 days a week	19.6%	28.1%	3.1%	25.9%	19.0%	4.3%	100%	7.0%
	1 a month or less	16.4%	32.8%	3.0%	27.0%	15.6%	5.1%	100%	3.3%
	First time riding	14.4%	19.0%	6.9%	26.4%	19.5%	13.8%	100%	1.1%
Total		15.5%	36.3%	3.3%	21.1%	19.4%	4.4%	100%	100%

c. Number of Buses per Trip

A plurality of our systemwide ridership use only one bus to complete their one way trip (46%). However, Transbay riders are twice as likely to only need one bus to complete their trip as local riders. Among local riders, the number using one bus or two buses is essentially even.

Table 8: Number of Buses by Service Type

		Transbay	Local	Total
Q1. How many buses will it take to complete your one-way trip today?	1 bus	81%	43%	46%
	2 buses	16%	44%	41%
	3 buses	2%	8%	8%
	4+ buses	>1%	5%	5%
Total		100%	100%	100%
Average Number of Buses		1.20	1.75	1.71

As indicated on Table 8 above, the “Average Number of Buses on a One-Way Trip” is 1.75 for local service, meaning that on average, a rider needs 1.75 buses to complete their one-way trip. This provides an understanding of the impact that transferring costs might have on their fares.

Additionally, when cross tabulating *Frequency of Use* by the *Number of Buses to Complete a One-way Trip* (Table 9) it is evident that less frequent riders generally need only one bus to complete their one-way trip, whereas more frequent riders reflect the Local service averages.

Table 9: Number of Buses by Frequency of Use Systemwide

		Q3. How often do you ride AC Transit buses?					System Total
		5-7 days a week	3-4 days a week	1-2 days a week	Once a month or less	First time	
Q1. How many buses will it take to complete your One-way trip today	1 bus	44%	52%	56%	61%	53%	46%
	2 buses	43%	39%	39%	30%	38%	41%
	3 buses	9%	6%	4%	7%	3%	8%
	4+ buses	5%	3%	2%	2%	6%	5%
Total		100%	100%	100%	100%	100%	100%

Further cross-tabulations for ethnicity and income for both *Frequency of Use* and *Number of Buses to Complete a One-way Trip* are shown in Table 10 and Table 11. These also reveal that riders that use the bus most frequently with the greatest number of buses per trip are much more likely to be a minority than non-minority. Additionally, cross-tabulations for *Household Income* and *Number of Buses to Complete a One-way Trip* also show that as income increases the number of buses needed for a one-way trip *decreases*. This highlights the greater use of multiple buses of lower income riders.

Table 10: Number of Buses by Ethnicity

For Local Service		Asian or Pacific Islander	Black/African American	Native American Indian	White	Hispanic or Latino	Other	System Average
Q1. How many buses will it take to complete your one-way trip today?	1 bus	54%	40%	38%	59%	39%	48%	43%
	2 buses	38%	47%	44%	35%	46%	38%	44%
	3 buses	5%	8%	9%	4%	9%	9%	8%
	4+ buses	2%	4%	9%	2%	6%	6%	5%
Total		100%	100%	100%	100%	100%	100%	100%
Average # of buses per one-way trip		1.59	1.85	1.92	1.53	1.82	1.81	1.75

Table 11: Number of Buses by Income

		Q1. How many buses will it take to complete your one-way trip today?				Row Total
		1 bus	2 buses	3 buses	4+ buses	
Q10. What is your total household Income?	Under \$10,000	35.6%	47.9%	10.5%	6.0%	100.0%
	\$10,000 - \$29,999	41.4%	45.8%	8.7%	4.0%	100.0%
	\$30,000 - \$49,999	54.2%	37.0%	5.2%	3.6%	100.0%
	\$50,000 - \$74,999	58.5%	34.9%	4.3%	2.4%	100.0%
	\$75,000 - \$100,000	65.5%	28.0%	3.5%	3.0%	100.0%
	Over \$100,000	71.8%	20.2%	3.9%	4.0%	100.0%

d. Fare Media Use

A little over a third (37%) of our systemwide riders indicated that they use a pass, which is a few percentage points over those that indicated that they use cash (35%). However, a cross tabulation of *Frequency of Use* with *Fare media* highlights that pass riders are significantly more likely to take the bus frequently than cash riders. Of the pass riders, 84% indicated that they took the bus 5 to 7 days per week, compared with the 59% of cash riders. This indicates that pass riders are more likely to use the bus everyday than cash riders.

Table 12: Frequency of Use by Fare Media

		Q1. How did you pay your fare today?						
		AC Transfer	Cash	% of Cash	Pass	% of Pass	Tickets	System Total
Q3. How often do you ride AC Transit buses?	5-7 days a week	4%	21%	59%	32%	84%	6%	71%
	3-4 days a week	1%	7%	21%	4%	12%	2%	17%
	1-2 days a week	0.5%	4%	12%	1%	3%	0.7%	8%
	Once a month or less	0.23%	2%	6%	0.4%	1%	0.2%	3%
	First Time Riding	0.07%	0.65%	2%	0.06%	0.17%	0.06%	1%
	System Total	6%	35%		37%		8%	

Further, a cross-tabulation of *Fare Payment Media* by *Race/Ethnicity*, below in Table 13, highlights that ethnicity among pass users is generally similar to the ethnic pattern of system riders, except for Latino riders who are twice as likely to use cash than a pass or ticket. Also, African American riders are the greatest users of passes at 45%, compared to 37% White, 36% Asian and 22% Latino.

Additionally, cross-tabulations of *Fare Payment Media* by *Income*, below in Table 14, show that in most of the income categories, pass use is almost equal to cash use. However, in the higher income categories, there is a preference to use pass over cash. In the highest income category, pass use is almost double the use of cash. Ticket use is also significantly greater in the higher income categories, which may reflect the benefit of a convenient fare payment method because tickets do not really represent a cost savings to the rider.

Table 13: Fare Payment Media by Ethnicity

	Q12. Payment method						System Ethnicity Average
	AC Transfer	Cash	Ticket	Pass	Other Payment	Row Total	
Asian or Pacific Islander	5.2%	21.3%	11.8%	36.3%	25.4%	100%	16%
Black/African American	4.9%	37.9%	6.2%	45.4%	5.6%	100%	37%
Native American Indian	4.5%	39.3%	3.9%	40.4%	11.9%	100%	1%
White	3.9%	29.2%	11.8%	36.8%	18.3%	100%	21%
Hispanic or Latino	11.8%	50.8%	4.0%	22.8%	10.6%	100%	19%
Other Ethnicity	16.7%	50.0%	0%	33.3%	0%	100%	<1%
System Average	5.5%	35.8%	8.6%	34.5%	15.3%		

Table 14: Fare Payment by Income

	Q12. Payment method						Income Average
	AC Transfer	Cash	Ticket	Pass	Other Payment	Row Total	
Under \$10,000	7.1%	36.3%	6.0%	35.8%	14.8%	100%	28%
\$10,000 - \$29,999	6.1%	38.0%	6.2%	34.1%	15.7%	100%	29%
\$30,000 - \$49,999	5.1%	37.8%	7.8%	32.4%	17.0%	100%	21%
\$50,000 - \$74,999	4.7%	33.9%	12.3%	32.8%	16.4%	100%	12%
\$75,000 - \$100,000	4.4%	29.3%	15.6%	36.0%	14.6%	100%	5%
Over \$100K	3.3%	25.4%	21.6%	41.2%	8.5%	100%	5%
System Average	5.5%	35.8%	8.6%	34.5%	15.3%		

V. DESCRIPTION OF FARE PROPOSALS

In March 2005, the District Board of Directors directed staff to solicit public input on a variety of fare proposals intended to raise revenue in order to meet projected budget shortfalls. Table 15 presents an overview of the fare proposals.

The following proposals were the subject of public hearings held on May 18, 2005.

Proposal 1:

- Reduce local cash fare from \$1.50 to \$1.00 and Transbay cash fare from \$3.00 to \$2.00
- Eliminate transfer—full cash fare required for each boarding
- Eliminate all pre-paid tickets and passes except monthly passes for seniors and disabled

Proposal 2:

- Raise cash fare for all fare types (adult, youth, senior/disabled)
- Raise cost of monthly adult pass and all categories of 10 ride tickets; retain current cost for monthly passes for seniors, the disabled and youth
- Raise transfers charge from \$0.25 to \$0.50

Proposal 3:

- Raise fares in all categories (cash, pass and tickets) except for monthly passes for seniors/disabled and youth
- Free transfers (with payment of fare) that would be valid for 1.5 hours and 2 uses

Proposal 4:

- No change to cash fares, transfer fees, and monthly pass or 10 ride ticket rates
- Implement a weekly, unlimited-ride pass for adult, youth and senior/disabled

Proposal 5:

- Reduce local cash fare from \$1.50 to \$1.00 and Transbay cash fare from \$3.00 to \$2.00; reduce cash fare for youth and senior/disabled
- Eliminate transfer—full cash fare required for each boarding
- Eliminate all pre-paid tickets and passes except monthly passes for senior/disabled and youth

Table 15: Existing Fare Structure and Five Fare Change Proposals

		Proposal	Proposal	Proposal	Proposal	Proposal
	Current	1	2	3	4	5
Cash						
Local Adult	\$1.50	\$1.00	\$1.75	\$2.00	\$1.50	\$1.00
Local Youth	\$0.75	\$0.50	\$0.85	\$1.00	\$0.75	\$0.50
Local Senior/Disabled	\$0.75	\$0.50	\$0.85	\$1.00	\$0.75	\$0.50
Transbay						
Transbay Adult	\$3.00	\$2.00	\$3.50	\$4.00	\$3.00	\$2.00
Transbay Youth	\$1.50	\$1.00	\$1.70	\$2.00	\$1.50	\$1.00
Transbay Senior/Disabled	\$1.50	\$1.00	\$1.70	\$2.00	\$1.50	\$1.00
31-Day Monthly Pass						
Local Adult	\$60.00	---	\$70.00	\$70.00	\$60.00	---
Local Youth	\$15.00	---	\$15.00	\$15.00	\$15.00	\$15.00
Local Senior/Disabled	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00	\$20.00
Transbay Adult	\$100.00	---	\$116.00	\$116.00	\$100.00	---
10-Ride Ticket						
Local Adult	\$15.00	---	\$17.50	\$20.00	\$15.00	---
Local Youth/Senior/Disabled	\$7.50	---	\$8.50	\$10.00	\$7.50	---
Transbay Adult	\$30.00	---	\$35.00	\$40.00	\$30.00	---
Weekly Pass						
Local Adult	---	---	---	---	\$20.00	---
Local Youth/Senior/Disabled	---	---	---	---	\$10.00	---
Transbay Adult	---	---	---	---	\$35.00	---
Local Transfer						
1.5 hrs/1 use	\$0.25	---	\$0.50	---	\$0.25	---
1.5 hrs/2 uses	---	---	---	Free w/ local fare	---	---
Transbay Transfer						
1.5 hrs/1 use	Free w/ Transbay fare	---	Free w/ Transbay fare	---	Free w/ Transbay fare	---
1.5 hrs/2 uses	---	---	---	Free w/ Transbay fare	---	---

VI. IMPACTS OF FARE PROPOSALS

The Rider Profile described in Section IV provided a background of our ridership that staff used to confirm the assumptions in the Average Fare Analysis. In fact, the Average Fare Analysis is derived from the same data that was presented in the Section IV cross-tabulations.

In order to array the data to arrive at an Average Fare for demographic and income groups, each survey “record” was sorted into a variety of categories that would be used to determine the average fare. The On-board Rider Profile data set includes approximately 15,000 surveys that have responses for 23 questions—making approximately 330,000 “survey records”. These records can be sorted and cross-tabulated in any number of ways, as evidenced by the previous section. Table 16 presents a rudimentary depiction of the sorting process that was used to quantify the Average Fare. Each row represents a completed On-Board survey, and each column represents how the rider answered the question.

Table 16: Sorting of Survey Cross-tabulation for Average Fare Analysis

Completed survey	Adult	Youth	Senior	Dis-abled	Cash	Pass	Transfer	Ticket	1 bus	2 bus	3 bus	4+ bus	Other indicators —income, ethnicity, etc.
1		x				x			x				→
2			x		x				x				→
3	x					x				x			→
4	x					x				x			→
5		x					x		x				→
5-14095	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	↓	→
14,096		x						x		x			→

In reality, the cross-tabulation was considerably more elaborate, using software designed for handling the volume and complexity of the On-Board Rider Profile. Using the Statistical Package for the Social Sciences software (SPSS), staff created a detailed sorting of each survey record so that averages could be derived for every major category, including:

- Service type—Transbay or Local
- Fare Type—Adult, Youth, Senior or Disabled
- Fare Payment Method—Cash, Pass, Ticket or Transfer
- Number of buses for a one-way trip—1 bus, 2 buses, 3 buses or 4+ buses
- Income
- Race/ethnicity

Table 17 provides a “screen capture” of the software in use, with the data files from the On-Board Rider profile populating the various categories. As in the previous chart, each row is equal to a completed On-Board survey instrument, and every column represents how the rider answered the survey question.

Table 17: Screen Capture of SPSS manipulating On-Board Rider Records

	q1	q2a	q2b	q3	q4	q5	q6	q7	q8	q9	q10	q11	q12	q13	q14	q15	q16	q17	q18	q19	q20	q21	q22	ethrace
1	2 buses	Medical	Other	5-7 days a week	Yes	Female	50 - 64	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	F	African Americ
2	3 buses	Medical	Home	5-7 days a week	Yes	Female	50 - 64	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	F	African Americ
3	2 buses	Home	Work	5-7 days a week	No	Female	18 - 24	F	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	Native America
4	3 buses	School	Multiple	5-7 days a week	Yes	Female	25 - 34	F	T	F	F	T	F	F	F	F	F	F	F	F	F	F	F	Latino/Hispani
5	1 bus	Work	Work	5-7 days a week	Yes	Female	Missing	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	F	African Americ
6	2 buses	Work	Missing	5-7 days a week	Yes	Female	35 - 49	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	F	African Americ
7	1 bus	Work	Home	5-7 days a week	Yes	Female	18 - 24	F	F	F	T	F	F	F	F	F	F	F	F	F	F	F	F	White
8	1 bus	Work	Missing	3-4 days a week	Yes	Female	18 - 24	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	F	African Americ
9	3 buses	Multiple	Other	5-7 days a week	Don't kn	Female	13 - 17	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	F	African Americ
10	1 bus	Work	Work	Once a month or	Yes	Female	35 - 49	F	F	F	T	T	F	F	F	F	F	F	F	F	F	F	F	Latino/Hispani
11	3 buses	Home	Other	5-7 days a week	Yes	Male	50 - 64	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	F	African Americ
12	1 bus	Shoppin	Home	1-2 days a week	Yes	Female	35 - 49	F	F	F	F	T	F	F	F	F	F	F	F	F	F	F	F	Latino/Hispani
13	2 buses	School	Missing	5-7 days a week	Yes	Male	18 - 24	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	F	African Americ
14	1 bus	Work	Home	5-7 days a week	Yes	Female	35 - 49	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	F	African Americ
15	2 buses	Work	Home	5-7 days a week	Yes	Female	18 - 24	F	T	F	F	F	F	F	F	F	F	F	F	F	F	F	F	African Americ
16	1 bus	Shoppin	Home	1-2 days a week	Yes	Female	35 - 49	F	F	F	F	T	F	F	F	F	F	F	F	F	F	F	F	Latino/Hispani
17	2 buses	Work	Home	5-7 days a week	Missing	Female	25 - 34	F	F	F	F	T	F	F	F	F	F	F	F	F	F	F	F	Latino/Hispani
18	2 buses	Home	Work	5-7 days a week	Yes	Male	25 - 34	F	F	F	F	T	F	F	F	F	F	F	F	F	F	F	F	Latino/Hispani
19	1 bus	Missing	Missing	5-7 days a week	Yes	Male	Missing	F	F	F	F	T	F	F	F	F	F	F	F	F	F	F	F	Latino/Hispani
20	2 buses	Home	School	5-7 days a week	Yes	Male	18 - 24	F	F	F	T	F	F	F	F	F	F	F	F	F	F	F	F	White
21	Missing	Home	Missing	5-7 days a week	Yes	Male	65 and o	F	F	F	T	F	F	F	F	F	F	F	F	F	F	F	F	White
22	3 buses	Home	Work	5-7 days a week	Yes	Female	50 - 64	F	F	F	T	F	F	F	F	F	F	F	F	F	F	F	F	White

For purposes of estimating cash fares for the various scenarios, it was assumed that both the existing and proposed fare policies would be applied. For instance, in the existing fare structure, those using one bus would be charged a full cash fare; those transferring once would be charged a full cash fare and a transfer charge; and those transferring twice would be charged a full cash fare, a transfer charge and an additional full cash fare. For any proposed fare structures, the appropriate rules would apply.

For purposes of estimating the cost of those using a pass, the three “pass-use scenarios” described in Section III: Data and Methodology (pass rate at 80 uses, 60 uses and 40 uses per 31-day period) were used.

Staff prepared Average Fare analyses for each pass use scenario, reflected in Appendix tables, A-1 through A-6. These analyses compare the current fares by income and ethnicity to the five fare proposals. The analyses provide the basis for comparing the distribution of impacts among Title VI communities and the general population. These tables reflect:

- a. The average cost of a one-way linked trip
- b. Percentage change of the average cost of one-way linked trip

After analyzing the various scenarios, staff selected Scenario 2 (60 uses per 31-day pass) as the one that was most appropriate for purposes of assessing impacts, although the other

pass use scenarios (40 and 80 uses per 31 day period) can be reviewed for comparison purposes. Table 18 presents a summary of impacts of affected riders, including those in Title VI groups. Some numbers have been highlighted if they appear to be significantly different than the general trend.

**Table 18:
Percentage Changes in One-Way Fares for Title VI Groups (Local Trips)
Pass Use at 60 uses per 31-day period**

	Fare Change (Percent)				
	Proposal 1	Proposal 2	Proposal 3	Proposal 4	Proposal 5
General:					
All affected patrons	+13.4%	+21.0%	+10.9%	-1.7%	+5.0%
Fare Class:					
Cash	-6.7%	+24.2%	+13.3%	0%	-6.7%
Youth	+65.4%	+15.4%	+1.9%	-3.8%	-9.6%
31-day pass users	+73.1%	+11.9%	+4.5%	0%	+40.3%
Income:					
Income under \$10,000	+15.6%	+21.9%	+6.3%	-2.3%	+10.9%
\$10,000 to \$29,999	+12.7%	+21.6%	+9.0%	-2.2%	+10.4%
\$30,000 to \$49,999	+6.0%	+21.1%	+15.8%	-1.5%	+3.0%
\$50,000 to \$75,999	+3.9%	+20.2%	+17.8%	-1.6%	+0.8%
\$75,000 to \$100,000	+2.4%	+20.6%	+16.7%	-1.6%	-4.0%
Over \$100,000	+4.1%	+19.8%	+15.7%	-2.5%	-6.6%
Race:					
Asian/Pacific Islander	+12.7%	+19.1%	+13.6%	-3.6%	+5.5%
Black / African American	+21.1%	+20.2%	+7.9%	-1.8%	+7.9%
Native American Indian	+22.5%	+20.8%	+6.7%	-1.7%	+9.2%
White	+3.6%	+18.8%	+16.1%	-2.7%	-1.8%
Hispanic/Latino	+10.1%	+22.5%	+9.4%	-1.4%	+3.6%
Other	+9.8%	+19.7%	+9.9%	-3.3%	+0.8%

Notes:

All figures presented reflect AC Transit analysis results.
 For all scenarios, 31-day/monthly pass usage is assumed to be 60 trips per 31-day period.
 Proposal 4 reflects weekly pass usage at 15 trips per week.
 Proposal 4 reflects free transfers on weekly passes.

a. Proposal 1

Fare Proposal 1, which eliminates passes and transfers, has the most favorable impact for local cash riders using a single bus. However, it also has the least favorable impacts of all the proposals for riders that transfer often. Generally, fares rise about 13% overall. However, the impacts are not distributed evenly among income or ethnicity.

Poorer riders of incomes below \$50,000 would experience a fare increase of between 6% to 16%, while those earning over \$75,000 would experience an increase of between about 2% and 4%.

Likewise, the impacts of this proposal are also greater for minority populations than for non-minority. African American riders would experience a 21% increase in average one-way fares, while White riders would experience about a 4% increase. Latino riders would also experience about a 10% increase, and Asian/Pacific Islanders would experience an increase of about 13%.

Former pass holders of all races and incomes would experience the largest overall fare increase (about 73%), with youth following at a 65% increase.

The varying transfer rate of different groups of riders indicates that the elimination of discounted transfers may have a disproportionate fare increase on some rider groups.

This proposal has the greatest potential to change rider behavior. Riders that now pay cash may ride more often if the fare is lower. Those who currently make many transfers might decide to take alternatives (BART, drive or walk) for part of their trip if they must pay for each leg at a full fare. Others who use passes may make fewer trips if their monthly out-lay is greater than that of a pass. Consequently, those Title VI communities that are more sensitive to price may alter their riding behavior if the cost is perceived as being higher. This could reduce their cash outlay, but also could reduce their mobility.

Additionally under this proposal, Transbay cash fares would be reduced, representing a reduction for a rider group that is predominantly non-minority and higher income than local riders.

b. Proposal 2

This fare proposal would result in the most equitable distribution of impacts. However, this proposal also represents the greatest overall increase in average fares, which might have an impact on overall trip making for the most price sensitive riders.

In general, average fares would increase by 21%. Low-income riders would experience an increase of between 20% and 22%, while higher income riders would experience an increase of about 20%.

Likewise, impacts are also distributed evenly among ethnic groups. White and Asian riders would experience about a 19% increase, while African American riders would experience an increase of 21% and Latino riders would experience a 23% increase.

c. Proposal 3

Proposal 3 would have less impact on low-income and minority communities despite the fact that it includes the highest base fare. This fare proposal is also the least regressive all of the proposals, with average one-way fares increasing for higher incomes at a greater rate than for lower-income riders. The poorest riders would experience about a 6% increase in average fares while fares for the wealthiest riders go up about 16% on average.

Riders that make multiple transfers would experience more benefit under this fare proposal than riders who only use one bus to complete their one-way trip. One-bus riders would experience the greatest percentage increase.

Likewise, this proposal also has the most progressive impacts for minority groups. White riders would experience an increase of 16%, while African American and Hispanic would experience between an 8% to 9% increase.

d. Proposal 4

Proposal 4 is the same fare structure as our current structure with the addition of an unlimited weekly pass. All average fares would experience a slight reduction, but it is not a significant change. What little change is reflected in this proposal is also distributed fairly equally among race and income.

The introduction of unlimited-ride weekly passes would represent another convenience to the riding public and could entice riders to ride more often. However, it would not represent a significant revenue generator for the District.

e. Proposal 5

Much like Proposal 1, cash riders would benefit from this proposal. However, the impacts of this proposal are not distributed evenly among rider groups. While the retention of passes for youth and senior/disabled serves to lower the overall average fare, the overall impacts are not spread across race and income. In fact, this proposal has the greatest disparity of impacts of all of the proposals, especially among the income categories.

The lowest income riders would experience an increase of about 10%, while the highest income riders would actually experience a *decrease* of between 4% and 7%.

Analogous impacts are seen in ethnicity factors. White riders will experience a decrease of almost 2%, while African American riders will experience an increase of almost 8%.

This proposal does, however, lessen the severity of increase to pass holders compared to Proposal 1. Pass holders would experience a 40% increase under Proposal 5, compared to a 73% increase in Proposal 1. However, as in Proposal 1, this proposal would decrease cash fares for Transbay service, whose ridership is predominantly non-minority and has significantly higher average incomes than local service riders.

VII. SUMMARY AND CONCLUSIONS

Survey data reveals that while the plurality of our riders systemwide only need one bus to complete their one-way trip, those needing two or more bus rides for their trip are more likely to be minority and low income. Consequently, fare structures that either eliminate or significantly increase the cost of transfers, and eliminate unlimited ride passes or other discounted media can result in unequal levels of impacts on some rider groups.

The findings from this Title VI analysis indicate the following:

- Proposals 1 and 5 do not distribute the impacts equitably between ethnicity and income groups. Impacts for these two proposals are uneven, with greater adverse impacts for the poor and minorities.
- Proposal 2 and 3 would distribute fare increases across various constituents most evenly, despite the fact that base cash fares increase in both proposals. Because of the number of riders that make multiple-bus trips, the impacts from these proposals tend to be more progressive in nature, distributing the greatest adverse impacts to wealthier and non-minority riders.

Appendix Table A-1:

Average Fare Analysis (pass rate at 60 uses per 31 day period)

	Mean Cost of One-Way Linked Trip By Fare Change Policies (Dollars)					
	Current	Proposal 1	Proposal 2	Proposal 3	Proposal 4	Proposal 5
Q10 -- By Income Category						
Under \$10,000	1.28	1.48	1.56	1.36	1.25	1.42
\$10,000 - \$29,999	1.34	1.51	1.63	1.46	1.31	1.48
\$30,000 - \$49,999	1.33	1.41	1.61	1.54	1.31	1.37
\$50,000 - \$74,999	1.29	1.34	1.55	1.52	1.27	1.30
\$75,000 - \$100,000	1.26	1.29	1.52	1.47	1.24	1.21
Over \$100,000	1.21	1.26	1.45	1.40	1.18	1.13
Do Not Know	0.90	1.14	1.07	0.98	0.88	0.90
Q7 -- By Race						
Asian/Pacific Islander	1.10	1.24	1.31	1.25	1.06	1.16
Black/African American	1.14	1.38	1.37	1.23	1.12	1.23
Native American Indian	1.20	1.47	1.45	1.28	1.18	1.31
White	1.12	1.16	1.33	1.30	1.09	1.10
Hispanic/Latino	1.38	1.52	1.69	1.51	1.36	1.43
Other	1.22	1.34	1.46	1.33	1.18	1.23
Q11A -- By Fare Type						
Youth	0.52	0.86	0.60	0.53	0.50	0.47
Senior	0.62	0.57	0.72	0.63	0.59	0.57
Disabled	0.54	0.51	0.60	0.50	0.52	0.51
Adult	1.60	1.73	1.96	1.81	1.58	1.73
All	1.19	1.35	1.44	1.32	1.17	1.25
Q12 -- By Type of Payment						
Cash	1.65	1.54	2.05	1.87	1.65	1.54
Prepaid	1.51	1.35	1.87	1.71	1.23	1.35
Ticket/Weekly Pass 31-Day/Monthly Pass	0.67	1.16	0.75	0.70	0.67	0.94
Total	1.19	1.35	1.44	1.32	1.17	1.25

NOTES:

All figures presented reflect AC Transit analysis results.

For all scenarios, 31-day/monthly pass usage is assumed to be **60** trips per 31-day period.

Proposal 4 reflects weekly pass usage at **15** trips per week.

Proposal 4 reflects free transfers on weekly passes.

Appendix Table A-2:

Percentage Change to Cost of One-Way Linked Trip by Income and Ethnicity (pass rate at 60 uses per 31-day period)

	Change to Mean Cost of One-Way Linked Trip By Fare Change Policies (Dollars)					
	Current Cost	Proposal 1	Proposal 2	Proposal 3	Proposal 4	Proposal 5
Q10 -- By Income Category						
Under \$10,000	1.28	15.6%	21.9%	6.3%	<u>-2.3%</u>	10.9%
\$10,000 - \$29,999	1.34	12.7%	21.6%	9.0%	<u>-2.2%</u>	10.4%
\$30,000 - \$49,999	1.33	6.0%	21.1%	15.8%	<u>-1.5%</u>	3.0%
\$50,000 - \$74,999	1.29	3.9%	20.2%	17.8%	<u>-1.6%</u>	0.8%
\$75,000 - \$100,000	1.26	2.4%	20.6%	16.7%	<u>-1.6%</u>	<u>-4.0%</u>
Over \$100,000	1.21	4.1%	19.8%	15.7%	<u>-2.5%</u>	<u>-6.6%</u>
Do Not Know	0.90	26.7%	18.9%	8.9%	<u>-2.2%</u>	0.0%
Q7 -- By Race						
Asian/Pacific Islander	1.10	12.7%	19.1%	13.6%	<u>-3.6%</u>	5.5%
Black/African American	1.14	21.1%	20.2%	7.9%	<u>-1.8%</u>	7.9%
Native American Indian	1.20	22.5%	20.8%	6.7%	<u>-1.7%</u>	9.2%
White	1.12	3.6%	18.8%	16.1%	<u>-2.7%</u>	<u>-1.8%</u>
Hispanic/Latino	1.38	10.1%	22.5%	9.4%	<u>-1.4%</u>	3.6%
Other	1.22	9.8%	19.7%	9.0%	<u>-3.3%</u>	0.8%
Q11A -- By Fare Type						
Youth	0.52	65.4%	15.4%	1.9%	<u>-3.8%</u>	<u>-9.6%</u>
Senior	0.62	<u>-8.1%</u>	16.1%	1.6%	<u>-4.8%</u>	<u>-8.1%</u>
Disabled	0.54	<u>-5.6%</u>	11.1%	<u>-7.4%</u>	<u>-3.7%</u>	<u>-5.6%</u>
Adult	1.60	8.1%	22.5%	13.1%	<u>-1.3%</u>	8.1%
All	1.19	13.4%	21.0%	10.9%	<u>-1.7%</u>	5.0%
Q12 -- By Type of Payment						
Cash	1.65	<u>-6.7%</u>	24.2%	13.3%	0.0%	<u>-6.7%</u>
Prepaid	1.51	<u>-10.6%</u>	23.8%	13.2%	<u>-18.5%</u>	<u>-10.6%</u>
Ticket/Weekly Pass						
31-Day/Monthly	0.67	73.1%	11.9%	4.5%	0.0%	40.3%
Pass						
Total	1.19	13.4%	21.0%	10.9%	<u>-1.7%</u>	5.0%

NOTES:

All figures presented reflect AC Transit analysis results.

For all scenarios, 31-day/monthly pass usage is assumed to be 60 trips per 31-day period.

Proposal 4 reflects weekly pass usage at 15 trips per week.

Proposal 4 reflects free transfers on weekly passes.

Appendix Table A-3:

Average Fare Analysis (pass rate at 80 uses per 31- day period)

	Mean Cost of One-Way Linked Trip By Fare Change Policies (Dollars)					
	Current	Proposal 1	Proposal 2	Proposal 3	Proposal 4	Proposal 5
Q10 -- By Income Category						
Under \$10,000	1.20	1.46	1.46	1.27	1.14	1.40
\$10,000 - \$29,999	1.25	1.50	1.53	1.37	1.20	1.46
\$30,000 - \$49,999	1.25	1.40	1.52	1.45	1.20	1.36
\$50,000 - \$74,999	1.21	1.34	1.46	1.43	1.16	1.29
\$75,000 - \$100,000	1.20	1.28	1.44	1.40	1.13	1.20
Over \$100,000	1.15	1.26	1.38	1.34	1.07	1.11
Do Not Know	0.84	1.14	1.01	0.92	0.80	0.87
Q7 -- By Race						
Asian/Pacific Islander	1.01	1.23	1.21	1.16	0.93	1.14
Black/African American	1.05	1.37	1.28	1.14	1.01	1.21
Native American Indian	1.11	1.46	1.36	1.20	1.08	1.28
White	1.05	1.14	1.25	1.23	0.99	1.07
Hispanic/Latino	1.32	1.51	1.63	1.45	1.30	1.42
Other	1.14	1.33	1.38	1.26	1.07	1.21
Q11A -- By Fare Type						
Youth	0.47	0.86	0.56	0.49	0.44	0.42
Senior	0.56	0.51	0.66	0.58	0.51	0.51
Disabled	0.46	0.44	0.52	0.43	0.43	0.44
Adult	1.51	1.73	1.85	1.71	1.45	1.73
All	1.12	1.34	1.36	1.24	1.07	1.23
Q12 -- By Type of Payment						
Cash	1.65	1.54	2.05	1.87	1.65	1.54
Prepaid	1.51	1.35	1.87	1.71	0.92	1.35
Ticket/Weekly Pass						
31-Day/Monthly Pass	0.50	1.14	0.57	0.52	0.50	0.90
Total	1.12	1.34	1.36	1.24	1.07	1.23

NOTES:

All figures presented reflect AC Transit analysis results.

For all scenarios, 31-day/monthly pass usage is assumed to be **80** trips per 31-day period.

Proposal 4 reflects weekly pass usage at **20** trips per week.

Proposal 4 reflects free transfers on weekly passes.

Appendix Table A-4:

Percentage Change to Cost of One-Way Linked Trip by Income and Ethnicity (pass rate at 80 uses per 31-day period)

	Change to Mean Cost of One-Way Linked Trip By Fare Change Policies (Dollars)					
	Current Cost	Proposal 1	Proposal 2	Proposal 3	Proposal 4	Proposal 5
Q10 -- By Income Category						
Under \$10,000	1.20	21.7%	21.7%	5.8%	<u>-5.0%</u>	16.7%
\$10,000 - \$29,999	1.25	20.0%	22.4%	9.6%	<u>-4.0%</u>	16.8%
\$30,000 - \$49,999	1.25	12.0%	21.6%	16.0%	<u>-4.0%</u>	8.8%
\$50,000 - \$74,999	1.21	10.7%	20.7%	18.2%	<u>-4.1%</u>	6.6%
\$75,000 - \$100,000	1.20	6.7%	20.0%	16.7%	<u>-5.8%</u>	0.0%
Over \$100,000	1.15	9.6%	20.0%	16.5%	<u>-7.0%</u>	<u>-3.5%</u>
Do Not Know	0.84	35.7%	20.2%	9.5%	<u>-4.8%</u>	3.6%
Q7 -- By Race						
Asian/Pacific Islander	1.01	21.8%	19.8%	14.9%	<u>-7.9%</u>	12.9%
Black/African American	1.05	30.5%	21.9%	8.6%	<u>-3.8%</u>	15.2%
Native American Indian	1.11	31.5%	22.5%	8.1%	<u>-2.7%</u>	15.3%
White	1.05	8.6%	19.0%	17.1%	<u>-5.7%</u>	1.9%
Hispanic/Latino	1.32	14.4%	23.5%	9.8%	<u>-1.5%</u>	7.6%
Other	1.14	16.7%	21.1%	10.5%	<u>-6.1%</u>	6.1%
Q11A -- By Fare Type						
Youth	0.47	83.0%	19.1%	4.3%	<u>-6.4%</u>	<u>-10.6%</u>
Senior	0.56	<u>-8.9%</u>	17.9%	3.6%	<u>-8.9%</u>	<u>-8.9%</u>
Disabled	0.46	<u>-4.3%</u>	13.0%	<u>-6.5%</u>	<u>-6.5%</u>	<u>-4.3%</u>
Adult	1.51	14.6%	22.5%	13.2%	<u>-4.0%</u>	14.6%
All	1.12	19.6%	21.4%	10.7%	<u>-4.5%</u>	9.8%
Q12 -- By Type of Payment						
Cash	1.65	<u>-6.7%</u>	24.2%	13.3%	0.0%	<u>-6.7%</u>
Prepaid	1.51	<u>-10.6%</u>	23.8%	13.2%	<u>-39.1%</u>	<u>-10.6%</u>
Ticket/Weekly Pass						
31-Day/Monthly Pass	0.50	128.0%	14.0%	4.0%	0.0%	80.0%
Total	1.12	19.6%	21.4%	10.7%	<u>-4.5%</u>	9.8%

NOTES:

All figures presented reflect AC Transit analysis results.

For all scenarios, 31-day/monthly pass usage is assumed to be **80** trips per 31-day period.

Proposal 4 reflects weekly pass usage at **20** trips per week.

Proposal 4 reflects free transfers on weekly passes.

Appendix Table A-5:

Average Fare Analysis (pass rate at 40 uses per 31 day period)

	Mean Cost of One-Way Linked Trip By Fare Change Policies (Dollars)					
	Current	Proposal 1	Proposal 2	Proposal 3	Proposal 4	Proposal 5
Q10 -- By Income Category						
Under \$10,000	1.46	1.51	1.75	1.53	1.48	1.47
\$10,000 - \$29,999	1.52	1.53	1.83	1.64	1.54	1.51
\$30,000 - \$49,999	1.50	1.42	1.80	1.72	1.53	1.39
\$50,000 - \$74,999	1.45	1.35	1.73	1.69	1.49	1.32
\$75,000 - \$100,000	1.40	1.30	1.67	1.62	1.45	1.24
Over \$100,000	1.33	1.27	1.58	1.53	1.39	1.18
Do Not Know	1.02	1.15	1.20	1.10	1.04	0.97
Q7 -- By Race						
Asian/Pacific Islander	1.28	1.26	1.51	1.44	1.33	1.21
Black/African American	1.30	1.40	1.56	1.40	1.32	1.28
Native American Indian	1.37	1.48	1.64	1.46	1.39	1.36
White	1.27	1.18	1.49	1.46	1.30	1.14
Hispanic/Latino	1.49	1.52	1.82	1.62	1.50	1.46
Other	1.36	1.36	1.62	1.48	1.41	1.28
Q11A -- By Fare Type						
Youth	0.61	0.86	0.70	0.62	0.62	0.57
Senior	0.74	0.69	0.84	0.74	0.76	0.69
Disabled	0.70	0.68	0.76	0.65	0.70	0.68
Adult	1.78	1.73	2.16	2.00	1.82	1.73
All	1.35	1.37	1.61	1.48	1.37	1.30
Q12 -- By Type of Payment						
Cash	1.65	1.54	2.05	1.87	1.65	1.54
Prepaid	1.51	1.35	1.87	1.71	1.84	1.35
Ticket/Weekly Pass 31-Day/Monthly Pass	1.01	1.20	1.13	1.04	1.01	1.04
Total	1.35	1.37	1.61	1.48	1.37	1.30

NOTES:

All figures presented reflect AC Transit analysis results.

For all scenarios, 31-day/monthly pass usage is assumed to be **40** trips per 31-day period.

Proposal 4 reflects weekly pass usage at **10** trips per week.

Proposal 4 reflects free transfers on weekly passes.

Appendix Table A-6:

Percentage Change to Cost of One-Way Linked Trip by Income and Ethnicity (pass rate at 40 uses per 31-day period)

	Change to Mean Cost of One-Way Linked Trip By Fare Change Policies (Dollars)					
	Current Cost	Proposal 1	Proposal 2	Proposal 3	Proposal 4	Proposal 5
Q10 -- By Income Category						
Under \$10,000	1.46	3.4%	19.9%	4.8%	1.4%	0.7%
\$10,000 - \$29,999	1.52	0.7%	20.4%	7.9%	1.3%	<u>-0.7%</u>
\$30,000 - \$49,999	1.50	<u>-5.3%</u>	20.0%	14.7%	2.0%	<u>-7.3%</u>
\$50,000 - \$74,999	1.45	<u>-6.9%</u>	19.3%	16.6%	2.8%	<u>-9.0%</u>
\$75,000 - \$100,000	1.40	<u>-7.1%</u>	19.3%	15.7%	3.6%	<u>-11.4%</u>
Over \$100,000	1.33	<u>-4.5%</u>	18.8%	15.0%	4.5%	<u>-11.3%</u>
Do Not Know	1.02	12.7%	17.6%	7.8%	2.0%	<u>-4.9%</u>
Q7 -- By Race						
Asian/Pacific Islander	1.28	<u>-1.6%</u>	18.0%	12.5%	3.9%	<u>-5.5%</u>
Black/African American	1.30	7.7%	20.0%	7.7%	1.5%	<u>-1.5%</u>
Native American Indian	1.37	8.0%	19.7%	6.6%	1.5%	<u>-0.7%</u>
White	1.27	<u>-7.1%</u>	17.3%	15.0%	2.4%	<u>-10.2%</u>
Hispanic/Latino	1.49	2.0%	22.1%	8.7%	0.7%	<u>-2.0%</u>
Other	1.36	0.0%	19.1%	8.8%	3.7%	<u>-5.9%</u>
Q11A -- By Fare Type						
Youth	0.61	41.0%	14.8%	1.6%	1.6%	<u>-6.6%</u>
Senior	0.74	<u>-6.8%</u>	13.5%	0.0%	2.7%	<u>-6.8%</u>
Disabled	0.70	<u>-2.9%</u>	8.6%	<u>-7.1%</u>	0.0%	<u>-2.9%</u>
Adult	1.78	<u>-2.8%</u>	21.3%	12.4%	2.2%	<u>-2.8%</u>
All	1.35	1.5%	19.3%	9.6%	1.5%	<u>-3.7%</u>
Q12 -- By Type of Payment						
Cash	1.65	<u>-6.7%</u>	24.2%	13.3%	0.0%	<u>-6.7%</u>
Prepaid	1.51	<u>-10.6%</u>	23.8%	13.2%	21.9%	<u>-10.6%</u>
Ticket/Weekly Pass						
31-Day/Monthly Pass	1.01	18.8%	11.9%	3.0%	0.0%	3.0%
Total	1.35	1.5%	19.3%	9.6%	1.5%	<u>-3.7%</u>

NOTES:

All figures presented reflect AC Transit analysis results.
 For all scenarios, 31-day/monthly pass usage is assumed to be **40** trips per 31-day period.
 Proposal 4 reflects weekly pass usage at **10** trips per week.
 Proposal 4 reflects free transfers on weekly passes.