



Title VI Equity Analysis
for Fare Changes

DRAFT

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1. Purpose of Analysis

Pursuant to SacRT's fare change policy and in accordance with Federal Title VI civil rights requirements, the purpose of this analysis is to identify and document any potential disparate impacts on minority populations or disproportionate burdens on low-income populations resulting from changes to SacRT's fare structure.

2. Project Description

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

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

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

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

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

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

3. Title VI Requirements

SacRT is required to conduct a Title VI fare equity analysis prior to implementing any fare change, with some exceptions, including promotional free-ride days and promotional fare reductions lasting up to six months.¹

Prior to any fare changes being approved permanently, the Board of Directors must approve the findings of a final Title VI fare equity analysis. Prior to approving a final Title VI fare equity analysis, SacRT policy requires that a draft analysis of the proposed changes be made available for a 30-day public review period, that members of the public be invited to comment, and that staff and the Board of Directors take public comments into consideration. In accordance with these requirements, this document will be published on SacRT's web site and SacRT will provide notice to customers of the opportunity to provide comments.

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

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

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

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

4. Data and Methodology

On-Board Survey – In April 2013, an on-board passenger survey was conducted on SacRT buses and light rail trains. Passengers on randomly selected trips on all SacRT routes completed a self-administered questionnaire. In accordance with FTA guidance, when possible, equity analyses are based on demographic estimates of actual riders. These on-board survey responses therefore form the basis of the analysis below.

Fare Survey – On an annual basis, SacRT conducts a passenger fare survey. This survey provides ridership figures for each fare type, including multi-ride passes, and is used to compute an average fare per boarding for each fare type.

Special Surveys – In the case of new fare types, SacRT may use special surveys or research to estimate minority and/or low-income utilization rates.

Analysis - Using the demographic data from the 2013 on-board survey, SacRT can estimate the percentage that minority and low-income populations utilize each fare type. This data is combined with the average fare per boarding for each fare type from the annual fare survey. SacRT can then estimate overall average fare splits for minority versus non-minority and low-income versus non-low-income riders.

Findings - Potential disparate impacts to minority populations, and disproportionate burdens to low-income populations, from fare changes are determined by comparing the rate of change of the average fare for all minority riders to that for non-minority riders and the rate of change of the average fare for all low-income riders to that for non-low-income rides, respectively. SacRT's Title VI goal is for the percent increase in average fare for minority or low-income populations to be less than or equal to that for non-minority or non-low-income populations in the case of a net fare increase and equal or greater to that for non-minority or non-low-income populations in the case of a net fare decrease. A disparate impact or disproportionate burden may exist if there is a statistically significant deficiency from this goal. SacRT defines a deficiency as statistically significant if the rates of change differ by more than 20 percent.

Minority Definition - FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

Low-Income Definition - FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For the purpose of this analysis, SacRT used HHS poverty guidelines from 2013.² Survey

² Although newer HHS statistics are available, the 2013 statistics were the newest statistics available at the time that the statistical analysis was performed on the 2013 on-board survey data. RT's baseline demographic statistical data is typically refreshed during the process of preparing the triennial Title VI update report, which was last updated in 2017.

participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant's income is assumed to be the midpoint of the range selected.³

5. Baseline Data

Based on Fiscal Year 2018 budget, SacRT will average \$1.45 in fare revenue per passenger boarding. These figures include 184,194 boardings made by children under age five, and 272,391 boardings made by riders in other minor categories for which SacRT has no demographic data. Excluding these categories, and excluding the \$2.3 million deduction for transfer agreement reimbursements to other agencies, (and other adjustments), SacRT collected \$27,276,233 in fares, and 20,004,417 passenger boardings for an average fare of \$1.36 for riders with known demographic data. These figures are used as a baseline for the remainder of this analysis.

**Figure 1
Baseline Minority
Ridership Statistics – FY 2018**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Minority	\$20,049,580	67.7%	13,793,474	69.0%	\$1.45
Non-Minority	<u>\$9,554,720</u>	<u>32.3%</u>	<u>6,210,943</u>	<u>31.0%</u>	\$1.54
Subtotal	\$29,604,300	100.0%	20,004,417	100.0%	\$1.48
Non-Classified	<u>(\$2,328,067)</u>		<u>456,585</u>		
Total	\$27,276,233		20,004,417		\$1.36

Non-classified boardings are already excluded from the Minority splits

Minority riders make up an estimated 69 percent of SacRT ridership and pay an estimated 67.7 percent of fares. They pay an average of \$1.45 per boarding, compared to \$1.54 for non-minority riders.

³ For example, if a passenger selected a household income range of \$25,000 to \$35,000, that passenger's income was assumed to be \$30,000 for the purposes of this analysis.

**Figure 2
Baseline Low-Income
Ridership Statistics – FY 2018**

	Fare Revenue		Boardings		Average Fare
	Amount	%	Amount	%	
Low-Income	\$14,026,852	47.4%	9,865,321	49.3%	\$1.42
Non-Low-Income	<u>\$15,577,448</u>	<u>52.6%</u>	<u>10,139,096</u>	<u>50.7%</u>	\$1.54
Subtotal	\$29,604,300	100.0%	20,004,417	100.0%	\$1.48
Non-Classified	<u>(\$2,328,067)</u>		<u>456,585</u>		
Total	\$27,276,233		20,004,417		\$1.36

Non-classified boardings are already excluded from the Low-income splits

Low-income riders make up an estimated 49.3 percent of SacRT fixed-route ridership and pay an estimated 47.4 percent of fares. They pay an average of \$1.42 per boarding compared to \$1.54 for non-low-income riders.

Baseline fare revenue, passenger boardings, and average fares for Fiscal Year 2018 are provided for each major fare type in Figure 3.

**Figure 3
Ridership and Fare Revenue
By Fare Type – FY 2018**

Fare Type	Face Value	Fare Revenue	Boardings	Average Fare
Single Cash - Bus	\$2.75	\$1,518,222	552,081	\$2.75
Single Ticket - Bus	\$2.75	\$525,094	190,943	\$2.75
Single Cash - Rail	\$2.75	\$1,150,006	886,802	\$1.30
Single Ticket - Rail	\$2.75	\$970,822	579,740	\$1.67
Disc Single Cash - Bus	\$1.35	\$590,553	437,447	\$1.35
Disc Single Tkt - Bus	\$1.35	\$39,083	28,950	\$1.35
Disc Single Cash - Rail	\$1.35	\$500,965	362,097	\$1.38
Disc Single Tkt - Rail	\$1.35	\$49,900	50,519	\$0.99
Daily Pass	\$7.00	\$4,352,702	3,484,916	\$1.25
Disc Daily Pass	\$3.50	\$2,292,374	1,347,126	\$1.70
Monthly Pass	\$110.00	\$6,075,025	2,659,595	\$2.28
Semi-Monthly Pass	\$60.00	\$167,340	66,822	\$2.50
Student Semi-Monthly	\$27.50	\$421,523	752,027	\$0.56
Senr/Disb Monthly/Semi	\$55.00	\$1,161,260	1,189,291	\$0.98
Los Rios		\$2,306,659	1,433,005	\$1.61
CSUS		\$822,386	770,931	\$1.07
DHA		\$2,035,200	1,002,671	\$2.03
Fare Evader		\$0	433,827	\$0.00
Child		\$0	184,194	\$0.00
Lifetime		\$0	88,385	\$0.00
Mobile Single	\$2.75	\$533,588	402,032	\$1.33
Mobile Daily	\$7.00	\$145,810	206,767	\$0.71
Mobile Disc Single	\$1.35	\$61,704	81,130	\$0.76
Mobile Disc Daily	\$3.50	\$39,106	29,995	\$1.30
Connect Card		\$3,844,978	2,967,318	\$1.30
Other Boardings		\$0	272,391	\$0.00
Subtotal		\$29,604,300	20,461,002	\$1.45
Child/Other Boardings		\$0	456,585	\$0.00
Transfer Agreements		(\$869,977)	n/a	n/a
Difference Between Model/Actuals		(\$1,458,090)	n/a	n/a
Total		\$27,276,233	20,004,417	\$1.36

6. Demographics of Existing Fares and New Fares

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

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

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

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

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

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

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

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

7. Results and Impacts

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

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

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

8. Net Sales and Ridership Impacts

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

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

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

**Figure 6
Expected Change in Fare Revenue**

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

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

**Figure 7
Expected Change in Boardings**

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

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

9. Impact on Average Fares

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

**Figure 8
Change in Average Fare**

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

10. System wide Average Fare Impacts

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

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

Non-classified boardings are already excluded from the Minority splits

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

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

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

Non-classified boardings are already excluded from the LI splits

The low-income average fare is \$1.27, and is lower than the baseline low-income average fare, which was \$1.42. Non-low-income average fare also decreased, from

\$1.54 to \$1.34. Under the fare changes included in this analysis, low-income riders would continue to pay less per boarding (\$1.27) than non-low-income riders (\$1.34).

11. Comparison of Impacts

Compared to baseline expectations, minority, non-minority, low-income, and non-low-income riders would all see a reduction in average fare.

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

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

12. Findings

Potential disparate impacts to minority populations are determined by comparing the *rate of change* of the average fare for all minority riders to that for non-minority riders. An adverse difference exceeding 20 percent is considered significant. The same analysis is conducted for low-income populations to determine potential disproportionate burdens.

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

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

Based on these results, this analysis finds that the fare changes do not cause any disparate impacts on minority populations, nor do they cause any disproportionate burdens on low-income populations.