

THIS PRINT COVERS CALENDAR ITEM NO. : 13

**SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY**

DIVISION: Finance and Information Technology

BRIEF DESCRIPTION:

Approving various changes to the SFMTA's fare policy to increase the time limit for single ride fares from ninety minutes to two hours, revising the implementation date for approved MuniMobile and Clipper Passport fare changes in Fiscal Year (FY) 2019 from January 1, 2019 to September 1, 2018, reducing the previously approved fare increase for discount and low-income monthly passes from \$2.00 to \$1.00 for both FY 2019 and FY 2020, and approving revisions to the Title VI analysis previously approved by the SFMTA Board in conjunction with the SFMTA's FY 2019 and 2020 Operating Budget.

SUMMARY:



- On April 3, 2018, the San Francisco Municipal Transportation Agency Board of Directors approved modifications to a number of fares as part of the agency's FY 2019 and FY 2020 Operating Budget.
- Based on stakeholder feedback received during the budget process and additional staff evaluation, additional modifications to these fares and fare policies are now being proposed.
- The Title VI analysis approved by the SFMTA Board meeting in conjunction with the SFMTA's FY 2019 and 2020 Operating Budget has been updated to reflect the proposed fare changes.
- The SFMTA plans to implement these fare changes on September 1, 2018, in conjunction with the other fare changes approved on April 3, 2018.

ENCLOSURES:

1. Resolution
2. Consolidated Fare Policy
3. Title VI Analysis

APPROVALS:

DATE

DIRECTOR		7/10/2018
SECRETARY		7/10/2018

ASSIGNED SFMTAB CALENDAR DATE: July 17, 2018

PAGE 2.

PURPOSE

Approving various changes to the SFMTA’s fare policy to increase the time limit for single ride fares from ninety minutes to two hours, revising the implementation date for approved MuniMobile and Clipper Passport fare changes in Fiscal Year (FY) 2019 from January 1, 2019 to September 1, 2018, reducing the previously approved fare increase for discount and low-income monthly passes from \$2.00 to \$1.00 for both FY 2019 and FY 2020, and approving revisions to the Title VI analysis previously approved by the SFMTA Board in conjunction with the SFMTA’s FY 2019 and 2020 Operating Budget.

STRATEGIC PLAN GOALS AND TRANSIT FIRST POLICY PRINCIPLES

This item supports the following Strategic Plan Goals:

Goal 2: Make transit and other sustainable modes of transportation the most attractive and preferred means of travel.

Objective 2.2: Enhance and expand use of the city’s sustainable modes of transportation.

Goal 3: Improve the quality of life and environment in San Francisco and the region.

Objective 3.1: Use agency programs and policies to advance San Francisco’s commitment to equity.

Objective 3.2: Advance policies and decisions in support of sustainable transportation and land use principles.

This item will support the following Transit First Policy Principles:

1. To ensure quality of life and economic health in San Francisco, the primary objective of the transportation system must be the safe and efficient movement of people and goods.
2. Public transit, including taxis and vanpools, is an economically and environmentally sound alternative to transportation by individual automobiles. Within San Francisco, travel by public transit, by bicycle and on foot must be an attractive alternative to travel by private automobile.

DESCRIPTION

As part of the SFMTA’s FY 2019 and FY 2020 budget process, various modifications to transit fares and policies were considered and adopted by the SFMTA Board of Directors on April 3, 2018. Since adoption of the Operating Budget, and based on stakeholder feedback received during the budget process, staff has evaluated and are recommending that the additional fare modifications listed below be

PAGE 3.

implemented in conjunction with the other fare changes approved on April 3rd.

Single Ride Fare Time Limit

The current time limit for travel for a single ride fare is 90 minutes. This time limit, referred to as the “transfer”, was intended to allow customers sufficient time to complete a single trip when required to transfer between multiple Muni lines to reach their destination. As part of the budget process, SFMTA staff received a number of requests to increase this time limit to two hours to allow customers the

ability to complete round-trips for shorter errands, such as medical appointments, shopping or dining. After reviewing this recommendation to extend the transfer time limit from ninety minutes to two hours, it was determined that this change would further support the fare policy goal of encouraging the use of transit and reducing private vehicle trips.

Discount and Low-Income Monthly Pass Price Decrease

The SFMTA has adopted a policy that all discount fares (Senior, Youth, People with Disabilities and Low-Income) should be set at fifty-percent of the full adult fare, however, the application of rounding the dollar amount for these fares has resulted in these discount fares exceeding fifty-percent. Staff is recommending clarifying the rounding rules to ensure the total discount fare does not exceed the fifty-percent threshold and reducing the fares previously approved for discount and low-income monthly passes from a \$2.00 increase to a \$1.00 increase for FY 2019 and FY 2020.

Effective Date for Pre-Paid Passports

In order to encourage the pre-payment of fares, the SFMTA Board approved a significant fare decrease for one, three and seven day Visitor Passports purchased on MuniMobile and Clipper to encourage this method of pre-payment. Fare changes for all Passports, regardless of method of purchase, have an effective date of January 1, 2019. Staff is recommending that the effective date for the pre-paid Visitor Passport fare changes purchased on MuniMobile and Clipper be moved from January 1, 2019 to September 1, 2018 in conjunction with other fare changes.

Updated Title VI Analysis

As discussed below and in the attached Title VI analysis, the SFMTA approved modifications to a number of fares as part of the Fiscal Year (FY) 2019 and FY 2020 budget process. Based on stakeholder feedback received during the budget process and additional staff evaluation, additional modifications to fares and fare policies are now being proposed, including one fare decrease (as discussed above), that requires additional Title VI analysis and approval by the SFMTA Board.

PAGE 4.

STAKEHOLDER ENGAGEMENT

The SFMTA conducted extensive outreach during the budget process, including multiple presentations to the Citizens' Advisory Council, various stakeholder groups, public town hall meetings and public hearings during meetings of the Board of Directors. The proposed fare changes were a result of public feedback during this outreach process but could not be incorporated within the budget submission timeline. Details of this process and a summary of comments received are contained in the Public Outreach and Engagement Plan included in the April 3, 2018 budget calendar item. Additional public comment for the proposed modifications may be heard at the July 17, 2018 Board of Director's meeting.

ALTERNATIVES CONSIDERED

Staff considered postponing these fare modifications until the next budget cycle, however, it was determined that proceeding at this time was more beneficial in order to meet the agency's policy goals.

FUNDING IMPACT

No fiscal impact is expected. Revenue loss associated with the increased single ride fare time limit is expected to be offset by increased trips as a result of making transit service more economically competitive for short-term trips.

TITLE VI ANALYSIS

The fare equity analysis included as part of this calendar item responds to the reporting requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI and Title VI-Dependent Guidelines," which provides guidance to transit agencies serving large urbanized areas and requires that these agencies "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact." (Circular 4702.1B, Chapter IV-10) The FTA requires that transit providers evaluate the effects of service changes that qualify as major service changes under the SFMTA's definition and fare changes of any amount, increases or decreases, on low-income populations in addition to Title VI-protected categories (race, color and national origin). In addition, upon completion of the fare or service equity analysis, the SFMTA is required to submit the equity analysis to the Board of Directors for its approval of the analysis and provide a copy of the Board resolution to the FTA as documentation.

The SFMTA has determined that neither the increase in the maximum travel time for single ride fares, nor the change in the effective date for the previously approved decreases in pre-paid Passport fares constitute a fare change for purposes of Title VI analysis. However, the Title VI analysis approved by the SFMTA Board on April 3, 2018, has been revised to evaluate the proposed decrease to the discount and low-income monthly pass. As a result of this analysis, SFMTA staff determined that

PAGE 5.

reducing the previously approved increased fare for discount and low-income monthly passes from a \$2.00 increase to a \$1.00 increase for FY 2019 and FY 2020 does not result in either a disparate impact or disproportionate burden. The SFMTA Board is asked to approve the revised Title VI analysis as part of this calendar item.

PUBLISHED NOTICE

Charter Section 16.112 requires published notice and hearing before the SFMTA may institute or change any fare, fee, schedule of rates, or charges which affect the public. The SFMTA Board of Director's Rules of Order require that the advertisement run for at least five days, with the last publication not less than 15 days prior to the public hearing.

In compliance with Charter Section 16.112, advertisements were placed in the City's official newspaper to provide published notice for the July 17, 2018 Board meeting. The advertisements ran in the City's official newspaper on June 27 and 28, 2018, and July 1, 4, and 5, 2018. However, since the current City official newspaper only publishes on Sundays, Wednesdays, and Thursdays, the last publication ran on Thursday, July 5, 2018, which is less than fifteen days in advance of the July 17th SFMTA Board meeting. As a result, the SFMTA Board is requested to waive this requirement in the Board's Rules of Order.

ENVIRONMENTAL REVIEW

The proposed fare changes are subject to the California Environmental Quality Act (CEQA), as the policy changes could affect fees, fares, rates, and charges. CEQA provides a statutory exemption from environmental review for the establishment, modification, structuring, restructuring, or approval of rates, tolls, and other charges under California Public Resources Code section 21080(b)(8) and CEQA Guidelines, Title 14 of the California Code of Regulations section 15273, if these rates, tolls, and other charges will be used to meet operating expenses, including employee wage rates and fringe benefits, or purchase or lease supplies, equipment, or materials.

On February 13, 2018, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2018-002861ENV) that the FY 2019 and FY 2020 Operating Budget was statutorily exempt from environmental review under Title 14 of the California Code of Regulations section 21080(b)(8) and CEQA Guidelines, Title 14 of the California Code of Regulations section 15273 because the anticipated revenues would be used to meet SFMTA operating expenses, including employee wage rates and fringe benefits, or to purchase or lease supplies, equipment, or materials. The proposed fare changes that are the subject of this calendar item are statutorily exempt under the same exemption (Case Number 2018-002861ENV) because the proposed changes are part of the same action and anticipated revenues would be used to meet SFMTA operating expenses, including employee wage rates and fringe benefits, or to purchase or lease supplies, equipment, or materials.

PAGE 6.

The CEQA determination is on file with the Secretary to the SFMTA Board of Directors.

OTHER APPROVALS RECEIVED OR STILL REQUIRED

Pursuant to Charter section 8A.108, all fare changes must be submitted to the Board of Supervisors as part of the SFMTA's budget or as a budget amendment. Upon approval of the SFMTA Board, the SFMTA will submit a budget amendment to the Board of Supervisors.

The City Attorney's Office has reviewed this calendar item.

RECOMMENDATION

SFMTA staff recommend that the SFMTA Board of Directors approve various changes to the SFMTA's fare policy to increase the time limit for single ride fares from ninety minutes to two hours, revise the implementation date for approved MuniMobile and Clipper Passport fare changes in Fiscal Year (FY) 2019 from January 1, 2019 to September 1, 2018, reduce the previously approved fare increase for discount and low-income monthly passes from \$2.00 to \$1.00 for both FY 2019 and FY 2020, and approve revisions to the Title VI analysis previously approved by the SFMTA Board in conjunction with the SFMTA's FY 2019 and 2020 Operating Budget.

SAN FRANCISCO
MUNICIPAL TRANSPORTATION AGENCY
BOARD OF DIRECTORS

RESOLUTION No. _____

WHEREAS, As part of the FY 2019 and FY 2020 budget process, modifications to transit fares were adopted by the SFMTA Board of Directors on April 3, 2018; and,

WHEREAS, Since the adoption of the budget, and based on stakeholder feedback received during the budget process, staff have evaluated additional modifications to transit fares; and,

WHEREAS, The SFMTA is proposing to increase the time limit of the single ride fare from ninety minutes to two hours, reduce the previously approved fare increase for discount and low-income monthly passes from a \$2.00 increase to a \$1.00 increase for FY 2019 and FY 2020, and revise the implementation date for approved MuniMobile and Clipper Passport fare changes in FY 2019 from January 1, 2019 to September 1, 2018; and,

WHEREAS, The SFMTA plans to implement these fare changes on September 1, 2018 in conjunction with the other fare changes approved as part of the agency's Operating Budget; and,

WHEREAS, In compliance with Charter Section 16.112, advertisements were placed in the City's official newspaper to provide notice that the SFMTA Board of Directors will hold a public hearing on July 17, 2018 to consider the proposed fare and fare policy changes; and,

WHEREAS, The Board's Rules of Order require that the advertisement run for at least five days with the last publication not less than fifteen days prior to the public hearing and advertisements ran in the City's official newspaper on June 27 and 28, 2018, and July 1, 4, and 5, 2018, but the last publication ran on Thursday, July 5, 2018, which is less than fifteen days in advance of the July 17th SFMTA Board meeting; and,

WHEREAS, The SFMTA Board of Directors is requested to waive the Board's Rules of Order which requires the last publication to be published not less than fifteen days prior to the public hearing; and,

WHEREAS, The proposed fare changes are subject to the California Environmental Quality Act (CEQA); the CEQA Guidelines provide an exemption from environmental review for the establishment, modification, structuring, restructuring or approval of rates, tolls, and other charges, if these rates, tolls, and other charges will be used to meet operating expenses, including employee wage rates and fringe benefits, or purchase or lease of supplies, equipment, or materials. (Cal. Code Regs., Title 14, Section 15273); and,

WHEREAS, On February 13, 2018, the SFMTA, under authority delegated by the Planning Department, determined (Case Number 2018-002861ENV) the FY 2019 and FY 2020 Operating Budget was statutorily exempt from environmental review under Title 14 of the California Code of Regulations section 21080(b)(8) and CEQA Guidelines, Title 14 of the California Code of Regulations section 15273 because the anticipated revenues would be used to meet SFMTA operating expenses, including employee wage rates and fringe benefits, or to purchase or lease supplies, equipment, or materials; and,

WHEREAS, The proposed fare changes that are the subject of this calendar item are statutorily exempt under the same exemption (Case Number 2018-002861ENV) because the proposed changes are part of the same action and anticipated revenues would be used to meet SFMTA operating expenses, including employee wage rates and fringe benefits, or to purchase or lease supplies, equipment, or materials; and,

WHEREAS, The SFMTA Board finds that the proposed fare changes are for the purpose of the establishment, modification, structuring, restructuring, or approval of rates, tolls, or other charges, and that the rates, tolls, and other charges will be used to meet operating expenses, including employee wage rates and fringe benefits, or purchase or lease of supplies, equipment, or materials; and,

WHEREAS, A copy of the CEQA determination is on file with the Secretary to the SFMTA Board of Directors, and may be found in the records of the Planning Department at 1650 Mission Street in San Francisco, and are incorporated herein by reference; and,

WHEREAS, Pursuant to the federal requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI and Title VI-Dependent Guidelines," the SFMTA must conduct an equity analysis of proposed fare changes to determine if they have a disparate impact on minority populations or a disproportionate budget on low-income populations; and,

WHEREAS, The SFMTA has determined that neither the increase in the maximum travel time for single ride fares, nor the change in the effective date for the previously approved decreases in pre-paid Passport fares constitute a fare change for purposes of Title VI analysis, and that reducing the previously approved increased fare for discount and low-income monthly passes from a \$2.00 increase to a \$1.00 increase for FY 2019 and FY 2020 does not result in either a disparate impact or disproportionate burden; and,

WHEREAS, Pursuant to Charter Section 8A.108, all fare changes must be submitted to the Board of Supervisors as part of the SFMTA's budget or as a budget amendment; now be it

RESOLVED, That the SFMTA Board waives the Board's Rules of Order requirement that an advertisement run for at least five days with the last publication not less than fifteen days prior to the public hearing; and be it further

RESOLVED, That the SFMTA Board approves the revised Title VI analysis of the impact of the proposed fare changes on low-income and minority communities in San Francisco which determined that there is no disparate impact to minority populations or disproportionate burden to low-income populations; and be it further

RESOLVED, That the SFMTA Board of Directors approves various changes to the SFMTA's fare policy to increase the time limit for single ride fares from ninety minutes to two hours, revises the implementation date for approved MuniMobile and Clipper Passport fare changes in Fiscal Year (FY) 2019 from January 1, 2019 to September 1, 2018, and approves reducing the previously approved fare increase for discount and low-income monthly passes from \$2.00 to \$1.00 for both FY 2019 and FY 2020; and be it further

RESOLVED, That the San Francisco Transportation Board of Directors urges the Board of Supervisors to approve the fare change for discount and low-income monthly passes from a \$2.00 increase to a \$1.00 increase for FY 2019 and FY 2020.

I certify that the foregoing resolution was adopted by the SFMTA Board of Directors at their meeting of July 17, 2018.

Secretary to the Board of Directors
San Francisco Municipal Transportation Agency

CONSOLIDATED FARE POLICY

This document serves as a comprehensive overview of all fare policies and pricing for the San Francisco Municipal Railway service (Muni).

BASIC FARE TABLE

FARE DESCRIPTION	PAYMENT METHOD	FY18	FY19	FY20
Full Fare Single Ride (Pre-Paid)	Clipper/MuniMobile	\$2.50	\$2.50	\$2.50
Full Fare Single Ride (Paid at Boarding)	Farebox/Limited Use Ticket	\$2.75	\$2.75	\$3.00
Reduced Fare Single Ride (Pre-Paid)	Clipper/MuniMobile	\$1.25	\$1.25	\$1.25
Reduced Fare Single Ride (Paid at Boarding)	Farebox/Limited Use Ticket	\$1.35	\$1.35	\$1.50
Lifeline Single Ride Fare (pending approval and development)	Clipper	N/A	N/A	\$1.25
One-Day Pass (No Cable Car)	MuniMobile	N/A	\$5.00	\$5.00
Adult "M" Monthly Pass	Clipper	\$75	\$78	\$81
Adult "A" Monthly Pass (+ BART within SF)	Clipper	\$94	\$94	\$98
Reduced Fare Monthly Pass	Clipper	\$38	\$39	\$40
Lifeline Monthly Pass	Limited Locations	\$38	\$39	\$40
Cable Car Single Ride	Clipper/On-Board/MuniMobile/Sales Kiosks/ Third-Party	\$7.00	\$7.00	\$8.00
Off-Peak Cable Car Fare (Seniors/People with Disabilities) from 9:00 p.m. to 7:00 a.m.	On-Board/MuniMobile	\$3.00	\$3.00	\$4.00
One Day Passport (Pre-Paid)	Clipper/MuniMobile	\$22	\$12	\$13
Three Day Passport (Pre-Paid)	Clipper/MuniMobile	\$33	\$29	\$31
Seven Day Passport (Pre-Paid)	Clipper/MuniMobile	\$43	\$39	\$41
One Day Passport	Sales Kiosk/Third-Party	\$22	\$23	\$24
Three Day Passport	Sales Kiosk/Third-Party	\$33	\$34	\$36
Seven Day Passport	Sales Kiosk/Third-Party	\$43	\$45	\$47
Paratransit Van Services	Cash/Pre-Paid Ticket/MuniMobile	\$2.50	\$2.50	\$2.50
Paratransit Taxi Services	Paratransit Debit Card	\$6 (\$30 Value)	\$6 (\$30 Value)	\$6 (\$30 Value)

FARE PAYMENT OPTIONS

The following options are available to pay fares and purchase products. Pricing and product availability varies by system.

1. CLIPPER® – Regional electronic fare program. Three dollar initial card fee (free for Reduced Fare categories). Value may be added at Clipper retail locations, online or from ticket vending machines in Muni Metro stations. Five dollar fee for replacement cards.
2. MOBILE TICKETING – Online application available on mobile phones to pre-pay fares. Application may be downloaded at www.munimobile.com.
3. FAREBOX – Fares paid at time of boarding at front of Muni bus, trolley or rail car (outside of the Metro station). A receipt is provided upon payment. Exact change is required.
4. CLIPPER LIMITED USE TICKET – In Muni Metro stations, a Limited Use ticket must be purchased from a Clipper ticket vending machine. The ticket is placed on the Clipper card reader at the faregate to access the paid area.

FARE CATEGORIES

1. FULL FARE – Adults aged 19 to 64 years of age. Fares shall be rounded to the nearest \$0.25 for single ride fares and \$1.00 for all other fares and passes.
2. REDUCED FARE – Reduced fare shall be one-half of the Full Fare, rounded to the nearest \$0.05 or \$0.10 increment for single ride fares and \$1.00 for all other fares and passes such that the fare does not exceed fifty-percent of the Full Fare. A customer may qualify for the Reduced Fare by meeting or possessing one of the requirements below. Proof of age or appropriate identification is required when requested by an operator or fare inspector. For use on Clipper, special application requirements apply (www.clippercard.com).
 - a. Senior – 65 years of age or older.
 - b. Youth – Five through 18 years of age.
 - c. People with Disabilities – Customers with qualifying disabilities. Regional Transit Connection (RTC) card required for use on Clipper. For farebox or limited use ticket payment, RTC or Medicare card, state DMV issued Disability parking placard or discount transit card issued by another transit agency is accepted for eligibility. Disability attendants are eligible for same reduced fare when accompanying a qualified RTC card holder.
3. LIFELINE (LOW-INCOME) – San Francisco Residents at or below 200% of poverty. Application and certification requirements apply (www.sfmta.com/lifeline). Fare shall be one

half of the Full Fare, rounded to the nearest \$0.05 or \$0.10 increment for single ride fares and \$1.00 for all other fares and passes such that the fare does not exceed fifty-percent of the Full Fare.

4. PARATRANSIT – Customers who are unable, due to their disability, to independently use accessible fixed route services some or all of the time. Services include shared ride, group van, and taxi services. Application and certification requirements apply (www.sfparatransit.com).
5. FREE FARE – The individuals and members of groups listed below are eligible to ride Muni for free:
 - a. Children four years of age and under when accompanied by an adult.
 - b. Youth, Seniors, and People with Disabilities at or below 100% Bay Area Median Income. Available for San Francisco residents only. Application and certification requirements apply (www.sfmta.com/freemuni).
 - c. San Francisco Police and Sheriff Deputies presenting a regulation seven pointed star and in full uniform.
 - d. Active employees of the SFMTA.
 - e. Dependents of active full-time SFMTA TWU Local 250A employees.
 - f. SFMTA TWU Local 250A retirees.

FARES AND PRODUCTS

1. SINGLE RIDE – Single ride fares are valid for unlimited travel for 120 minutes from time of payment or activation on Clipper or mobile ticketing and until 5 a.m. the following day if purchased after 8:30 p.m. Travel must be completed by expiration of time period
2. DAY PASS – Valid for unlimited travel (with the exception of Cable Car) until 11:59 p.m. the day of activation.
3. “M” MONTHLY PASS (Muni-Only) – Valid for unlimited travel on all Muni service from the first day of the month through the third day of the following month.
4. “A” MONTHLY PASS (Muni + BART within San Francisco) – Valid for unlimited travel on all Muni service and BART service within San Francisco. For Muni service pass is effective from the first day of the month through the third day of the following month. For BART service, pass expires on the last day of the purchased month.

5. CABLE CAR SINGLE RIDE – Valid for one single ride on a cable car with no transfers or re-boarding.
6. ONE, THREE AND SEVEN DAY PASSPORTS – Valid for unlimited travel on all Muni service (including Cable Car) until 11:59 p.m. on the last day of eligible use.
7. PARATRANSIT VAN SERVICE – Shared service for door to door and group travel.
8. PARATRANSIT TAXI SERVICE – Service offered in partnership with San Francisco taxi companies.

FARE PRODUCTS (LIMITED AVAILABILITY)

Available for non-profit, social service and government agencies for client based distribution. Full fare tokens and monthly passes are provided at a fifty-percent discount.

1. TOKENS (BAGS OF 10) – Each equivalent to one full fare pre-paid single ride fare.
2. YOUTH SINGLE RIDE 15 TICKET BOOKS – Book of 15 youth single ride tickets (equivalent to reduced single ride pre-paid fare). Ticket must be removed from ticket book in front of Operator upon boarding and fare receipt requested.
3. LIMITED USE MONTHLY PASSES – Monthly pass available on Clipper limited use ticket. Valid from the first day of the month until the last (no grace period).

INTER-AGENCY DISCOUNTS

1. INTER-AGENCY TRANSFERS - A fifty-cent discount is provided to Full Fare customers transferring from any connecting agency to Muni within specified time limits when using Clipper.
2. DALY CITY BART TRANSFER – A free round-trip transfer is provided to all customers transferring from the Daly City BART station to Muni lines serving that station when using Clipper.

SPECIAL FARES

1. NEW YEAR’S EVE – Free service provided from 8 p.m. December 31st through 5 a.m. January 1st of each year.
2. YOUTH GROUP SUMMER DAY PASS – Free passes available from Memorial Day to Labor day, subject to availability, for non-profit and government agencies serving low-income youth. Passes allow for travel of 20 youth and two adults for one day.

3. SPECIAL PROMOTIONAL FARES - The Director of Transportation is authorized to approve the establishment of short-term promotional fares.

ANIMALS ON MUNI

1. SERVICE ANIMALS –Trained service animals, as defined by the Americans with Disabilities Act (ADA), are allowed to ride free of charge on all Muni vehicles. Service dogs may travel without a muzzle but must be under the control of their owners. Service animals must ride on their owner’s lap, under their owner's seat, or as far out of the aisle as possible. Animals may not occupy a seat.

When riding the Cable Car, service animals are encouraged to ride in the interior section of the cable car, either on their owner's lap or as far out of the aisle as possible. If riding on the exterior sections of the cable car, service animals must be on their owner's lap.

2. PETS – Pets are not allowed on Muni during peak hours Monday through Friday, 5 a.m. to 9:00 a.m. and 3:00 p.m. to 7:00 p.m. During off-peak hours only one pet per vehicle is allowed. Pet owners or guardians must pay a fare equal to their own for their pet to ride. Dogs must be leashed and muzzled and can only ride on the lap of the rider or under their seat; all other pets must be carried in a small closed container on the lap of the rider or under their seat.

PROOF OF PAYMENT

Evidence of fare payment (Proof of Payment) is required for all Muni service through the duration of the trip or while within the paid area of Muni stations. Failure to produce proof of payment when asked by a Fare Inspector will result in a fine (see San Francisco Transportation Code Division II, Section 302 for the list of current fines). Customers with proof of payment may board a Muni vehicle by any door. All other customers must enter at the front of the vehicle and pay the fare at the farebox. The farebox receipt serves as proof of payment.

Clipper customers must tag their card and MuniMobile customer must activate their product immediately upon entering the vehicle.

INSTITUTIONAL PASS PROGRAM

The SFMTA may enter into agreements with schools, government agencies, residential buildings, athletic facilities and other organizations to establish revenue neutral institutional pass programs. Groups must have a minimum of 500 participants (all members are required to participate and cannot “opt-out”). Fares will be set based on estimated fare revenue based on transit use across the entire group and divided by the total population. The formula for establishing the revenue neutral fare will be based on demographic and organization specific data, and actual Clipper usage (where available) as part of the individual agreements with participating organizations.

THIRD PARTY SALES COMMISSION

Third-party sellers, under agreement with the SFMTA, shall be entitled to a \$0.75 commission per item.

BULK DISCOUNT

A 10% discount will be applied to any single purchase of more than 100 Cable Car single ride tickets, and One, Three or Seven Day Passports.

REFUNDS/REPLACEMENTS

Fare refunds are only available for Cable Car tickets and One, Three and Seven Day Passports due to a verifiable cable car service disruption. Refunds are not available for non-cable car service outages, farebox payments (including overpayment), or incorrect ticket purchases.

ADOPTION OF FARES

On April 21, 2009, the SFMTA Board of Directors approved Resolution No. 09-065 setting forward an automated indexing plan for setting fees, fares and fines. As part of the budget review, the Board may revise the rates for Muni fares based on policies to incentivize transit use, pre-payment of fares and to promote equity. A Title VI Equity Analysis will be submitted in conjunction with any fare change as required by Federal Transit Administration guidelines.

The following policies apply to setting certain fares and products:

Fare/Product	Pricing Formula
Full Fare (Pre-Paid)	\$0.25 discount (\$0.50 effective FY20)
Reduced Fare (Pre-Paid)	\$0.10 discount (\$0.25 effective FY20)
Reduced/Low-Income Fares & Products	Fifty-percent of Full Fare single ride/monthly pass
“A” Pass Premium	“M” monthly pass fare + 20%
One Day Passport (Pre-Paid)	One Cable Car + two Full Fare
Three Day Passport (Pre-Paid)	Two Cable Car + six Full Fare
Seven Day Passport (Pre-Paid)	Two Cable Car + ten Full Fare
Day Pass	Two Full Fare
Paratransit Van Service	Equal to Full Fare

EFFECTIVE DATE

Fare changes to non pre-paid Passports and Cable Car tickets will go into effect January of each year of the budget cycle. Unless otherwise noted, all other fare changes shall go into effect September of the first year of the budget cycle and July of the second year.

Title VI Analysis Proposed Fare Change

I. Background

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person 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." (42 U.S.C. Section 2000d)

This analysis responds to the reporting requirements contained in the Federal Transit Administration's (FTA) Circular 4702.1B, "Title VI and Title VI-Dependent Guidelines," which provides guidance to transit agencies serving large urbanized areas and requires that these agencies "shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether these changes have a discriminatory impact." (Circular 4702.1B, Chapter IV-10) The FTA requires that transit providers evaluate the effects of service and fare changes on low-income populations in addition to Title VI-protected categories of race, color and national origin.

This analysis serves as a revision to the Title VI fare equity analysis that was submitted as part of the Fiscal Year (FY) 2019 and FY 2020 budget process. As part of the FY 19-20 budget process, modifications to transit fares and policies were considered and adopted by the SFMTA Board of Directors on April 3, 2018. Since the adoption of the budget, and based on stakeholder feedback received during the budget process, staff have evaluated and are recommending additional modifications to be implemented in conjunction with the changes approved as part of the budget. One of these proposals, involving the reduction of a previously approved increased fare (approved by MTAB at its April 3, 2018 meeting) for discount and low-income monthly passes from a \$2 increase to a \$1 increase for FY 2019 and FY2020, is subject to Title VI analysis, which is conducted below. This analysis will be submitted to the SFMTA Board of Directors for its consideration and approval on July 17, 2018.

The SFMTA, a department of the City and County of San Francisco, was established by voter proposition in 1999. One of the SFMTA's primary responsibilities is running the San Francisco Municipal Railway, known universally as "Muni." Muni is the largest transit system in the Bay Area and the seventh largest in the nation, with approximately 700,000 passenger boardings per day and serving approximately 215 million customers a year. The Muni fleet includes: historic streetcars, renewable diesel and electric hybrid buses and electric trolley coaches, light rail vehicles, paratransit cabs and vans and the world-famous cable cars. Muni provides one of the highest levels of service per capita with over 60 bus routes, seven light rail lines, two historic streetcar lines and three cable car lines and provides seamless connections to other Bay Area public transit systems such as BART, AC Transit, Golden Gate Transit and Ferries, SamTrans, and Caltrain.

This Title VI analysis includes:

- SFMTA’s Board-approved disparate impact and disproportionate burden policies;
- A description of the proposed fare change and background on why the changes are being proposed;
- A data analysis based on customer survey data to determine the percentage of users of each fare media proposed for increase or decrease, including a profile of fare usage by protected group – minority and low-income – and a comparison to their representation system-wide;
- An analysis of potential impacts on minority and/or low-income customers;
- Any required analysis of alternative transit modes, fare payment types or fare media availability for customers who may be impacted by the proposed fare changes; and,
- A summary of public outreach and engagement efforts to seek public comment.

II. SFMTA’s Title VI-Related Policies

On October 1, 2012, FTA issued updated Circular 4702.1B, which requires a transit agency’s governing board to adopt the following policies related to fare and service changes:

- Major Service Change Definition – establishes a definition for a major service change, which provides the basis for determining when a service equity analysis needs to be conducted.
- Disparate Impact and Disproportionate Burden Policies – establishes thresholds to determine when proposed major service changes or fare changes would adversely affect minority and/or low-income populations and when alternatives need to be considered or impacts mitigated.

In response to Circular 4702.1B, SFMTA developed the following recommended Disparate Impact and Disproportionate Burden Policies, which were approved, after an extensive multilingual public outreach process, by the SFMTA Board of Directors on August 20, 2013:

- Disparate Impact Policy determines the point (“threshold”) when adverse effects of fare or service changes are borne disparately by minority populations. Under this policy, a fare change, or package of changes, or major service change, or package of changes, will be deemed to have a disparate impact on minority populations if the difference between the percentage of the minority population impacted by the changes and the percentage of the minority population system-wide is eight percentage points or more. Packages of major service changes across multiple routes will be evaluated cumulatively and packages of fare increases across multiple fare instruments will be evaluated cumulatively.
- Disproportionate Burden Policy determines the point when adverse effects of fare or service changes are borne disproportionately by low-income populations. Under this policy, a fare change, or package of changes, or major service change, or package of changes, will be deemed to have a disproportionate burden on low-income populations if the difference between the percentage of the low-income population impacted by the changes and the percentage of the low-income population system-wide is eight percentage points or more. Packages of major service changes across multiple routes will be evaluated cumulatively and packages of fare increases across multiple fare

instruments will be evaluated cumulatively.

As part of the SFMTA's process to develop the disparate impact and disproportionate burden policies, SFMTA conducted a multilingual stakeholder outreach campaign to receive input on the proposed policies and engage the public in the decision-making process for adoption of these policies by the SFMTA Board. This effort included presentations to the SFMTA Citizens Advisory Council (CAC) and Muni Accessible Advisory Committee (MAAC), as well as two public workshops. The workshops were promoted through email, telephone calls to community groups and in nine languages on the SFMTA website. Outreach was also targeted to approximately 30 Community Based Organizations and transportation advocates with broad representation among low-income and minority communities. Staff also offered to meet with some community groups if they were unable to attend the public workshops. In addition, staff presented the Title VI recommendations at the SFMTA Board of Directors meeting on Tuesday, July 16, 2013. The policies were approved at the Board of Directors meeting on August 20, 2013.

III. Assessing Impacts of the Proposed Fare Changes on Minority and/or Low Income Communities

As detailed in FTA Circular 4702.1B, transit providers shall evaluate the impacts of their proposed fare changes (either increases or decreases) on Title VI-protected populations (minority populations) and low-income populations separately, and within the context of their Disparate Impact and Disproportionate Burden policies, to determine whether minority and/or low-income riders are bearing a disproportionate impact of the change between the existing cost and the proposed cost. The impact may be defined as a statistical percentage. The disparate impact and disproportionate burden thresholds must be applied uniformly, regardless of fare media.

Minority Disparate Impact: If after analyzing the proposed fare changes, the SFMTA determines that minority riders will bear a disproportionate impact of the change between the existing cost and the proposed cost and chooses not to alter the proposed fare changes despite the disparate impact on minority ridership, or if it finds, even after modifications are made, that minority riders will continue to bear a disproportionate share of the proposed fare change, the fare change may only be implemented if:

- (i) There is a substantial legitimate justification for the proposed fare change, and
- (ii) SFMTA can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish its legitimate program goals.

In order to make this showing, any alternatives must be considered and analyzed to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then only the least discriminatory alternative can be implemented.

Low-Income Disproportionate Burden: If at the conclusion of the analysis, the SFMTA finds that low-income populations will bear a disproportionate burden of the proposed fare change, steps must be taken to avoid, minimize or mitigate impacts where practicable and descriptions of alternatives

available to low-income populations affected by the fare changes must be provided.

IV. Data Analysis and Methodology

In order to make an appropriate assessment of disparate impact or disproportionate burden in regard to fare changes, the transit provider must compare available customer survey data and show the number and percent of minority riders and low-income riders using a particular fare media, in order to establish whether minority and/or low-income riders are disproportionately more likely to use the mode of service, payment type or payment media that would be subject to the fare change. (Circular 4702.1B, Chapter IV-19). For the purposes of this Title VI analysis, demographic data for ridership by fare type was used from the comprehensive 2013 System-wide On Board Survey, conducted in Spring 2013.

The survey asked demographics questions for race/ethnicity, household income, household size, gender, age, vehicle ownership, and other information including fare type used on the trip and origin/destination information. Consultants collected over 22,000 survey responses, providing a statistically significant snapshot of ridership patterns. This provides the basis for determining the potential impacts of fare changes on our customers. A copy of the survey is available upon request.

As noted above, in August 2013, the SFMTA Board approved a methodology for analyzing Title VI impacts. In the case of fare changes, both increases and decreases of any amount, this methodology relies on comparing the percentage of protected customers using a particular fare product or instrument to their representation system-wide.

When protected customers' usage of said fare product or instrument exceeds their system-wide average by eight percent or more, and the cost of that product or instrument is being increased, then a finding of disparate impact (minority populations) and/or disproportionate burden (low-income populations) is indicated.

Conversely, Title VI also requires that fare decreases be evaluated to determine whether they disproportionately benefit populations that are not protected by Title VI, thereby diverting the allocation of transit resources away from Title VI-protected groups. As a result, when Title VI-protected customers' usage of a fare product or instrument falls below their system-wide average by eight percent or more, and the cost of that product or instrument is being reduced, then a finding of disparate impact (minority-based impact) and/or disproportionate burden (low income-based impact) is indicated.

Respondents who declined to answer questions about income or ethnicity are excluded from the analysis. The overall system-wide averages were determined from National Transit Database and Automatic Passenger Counter (APC) data weighted by the weekly ridership share by line. The system-wide average for minority customers was determined to be 58%, and the system-wide average for low-income customers was determined to be 51%.

In order to protect privacy, survey respondents were asked to report their income bracket as opposed to

their specific income. As a result, the analysis made assumptions about whether the combination of a particular respondent's household size and income bracket fell into a "low-income" category based on the Agency's definition of low-income described above. Generally, the analysis erred on the side of caution and placed possibly low-income respondents into the low-income category.

V. Description of Proposed Fare Change and Revised Summary of Impacts

On April 3, 2018, the San Francisco Municipal Transportation Agency (SFMTA) Board of Directors approved modifications to a number of fares as part of the Fiscal Year (FY) 2019 and FY 2020 budget process. Based on stakeholder feedback received during the budget process and additional staff evaluation, additional modifications to fares are being proposed, including one fare decrease that requires additional Title VI analysis. If approved, the SFMTA plans to implement these fare modifications on September 1, 2018, in conjunction with other fare modifications approved as part of the agency's Operating Budget.

The SFMTA is proposing to increase the maximum travel time for all single ride fares from 90 minutes to two hours for all methods of payment, reduce the previously approved increased fare for discount and low-income monthly passes from a \$2.00 increase to a \$1.00 increase for FY 2019 and FY 2020, and move the effective date of approved Clipper and MuniMobile Passport price decreases from January 1, 2019 to September 1, 2018. These changes are a direct result of feedback received as part of the stakeholder engagement process during the Fiscal Year 2019 and 2020 budget process which was adopted by the SFMTA Board of Directors on April 3, 2018. Due to public notice and budget submission deadlines, these changes could not be incorporated at that time.

It has been determined that the increase in the maximum travel time from 90 minutes to two hours does not constitute a fare change for the purpose of this evaluation, nor does the change in effective date for the previously approved fare decreases to the Passport products, which was included in the April 3, 2018 Title VI analysis adopted by the Board of Directors. As a result, this analysis will only evaluate the proposed revision to the discount and low-income monthly passes from a \$2.00 increase to a \$1.00 increase for FY 2019 and FY 2020.

Tables 2 and 5 from the previous Title VI Fare Analysis approved on April 3, 2018 have been revised to include the proposed reduction of the previously approved increased fare for discount and low-income monthly passes from a \$2.00 increase to a \$1.00 increase for FY 2019 and FY 2020, as well as the demographic characteristics of the customers who use these products. They also include a comparison of the cumulative usage of this fare type by minority and low-income customers to their representation system-wide. Consistent with SFMTA's disparate impact and disproportionate burden policies, a disparate impact and/or disproportionate burden finding is indicated if the total usage by minority and/or low-income customers deviates from their system-wide averages by eight percent or more.

Table 1: Assessment of Disparate Impacts – Fare Decreases

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2018-2020 Change	FY 2019-2020 % Change	Estimated Ridership	Estimated Minority Ridership	% Minority
Passports (Muni Mobile/Clipper)	1-Day: \$22.00	1-Day: \$12.00	1-Day: \$12.00	1-Day: (\$10.00)	1-Day: (45%)	22,105	9,608	43%
	3-Day: \$33.00	3-Day: \$24.00	3-Day: \$24.00	3-Day: (\$9.00)	3-Day: (27%)			
	7-Day: \$43.00	7-Day: \$39.00	7-Day: \$39.00	7-Day: (\$4.00)	7-Day: (9%)			
Low Income Single Ride Fare (Clipper only)*	\$2.75	\$1.25 or \$1.50**	\$1.25 or \$1.50**	Not Applicable	Not Applicable	6,329	5,818	92%
All Day Pass (Muni Mobile Only)	Proposed new fare/no current fare	\$5.00 or \$6.25	TBD	Not Applicable	Not Applicable	Data Not Available	Data Not Available	Data Not Available

*Demographic data is reflective of the Lifeline Monthly Pass usage data since it is assumed the same population would benefit from this new fare type.

** Fares to be determined. Will most likely be 50% of standard single ride fare.

Note: The 2013 Systemwide On-Board Survey did not distinguish between MuniMobile /Clipper and Vendor/Kiosk Sales types for Passports

Table 2: Assessment of Disparate Impacts – Fare Increases

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2018-2020 Change	FY 2019-2020 % Change	Estimated Ridership	Estimated Minority Ridership
Adult Fare – On Board Cash/LU Premium	\$2.75	\$2.75	\$3.00	\$0.25	9%	147,144	85,553
Youth Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	16,714	14,759
Senior Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	12,472	5,475
Disabled Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	5,109	2,554
Adult “A” Fast Pass (Muni + BART w/in SF)	\$94.00	\$94.00	\$98.00	\$4.00	4%	253,453	145,991
Adult “M” Fast Pass Muni Only	\$75.00	\$78.00	\$81.00	\$6.00	8%		
Youth Monthly Pass –	\$38.00	\$39.00	\$40.00	\$2.00	5%	19,190	17,033

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2018-2020 Change	FY 2019-2020 % Change	Estimated Ridership	Estimated Minority Ridership
Senior Monthly Pass	\$38.00	\$39.00	\$40.00	\$2.00	5%	18,731	8,431
Disabled Monthly Pass	\$38.00	\$39.00	\$40.00	\$2.00	5%	11,309	7,229
Lifeline Monthly Pass	\$38.00	\$39.00	\$40.00	\$2.00	5%	6,329	5,818
Passports (Vendor/Kiosk Sales)	1-Day: \$22.00 3-Day: \$33.00 7-Day: \$43.00	1-Day: \$23.00 3-Day: \$34.00 7-Day: \$45.00	1-Day: \$24.00 3-Day: \$36.00 7-Day: \$47.00	1-Day: \$2.00 3-Day: \$3.00 7-Day: \$4.00	1-Day: 9% 3-Day: 9% 7-Day: 9%	22,105	9,608
Class Pass	\$31.00	\$32.00	\$34.00	\$3.00	10%	6,184	4,949

Note: The 2013 Systemwide On-Board Survey did not distinguish between 'A' (BART) and 'M' (Muni-Only) Adult Passes and between MuniMobile/Clipper and Vendor/Kiosk Sales types for Passports.

Table 3: Assessment of Disparate Impacts – No Fare Change

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2018-2020 Change	FY 2019-2020 % Change	Estimated Ridership*	Estimated Minority Ridership	% Minority
Free Muni for Low-Moderate Income Youth	\$0.00	\$0.00	\$0.00	\$0.00	0%	19,760	Not Available	Not Available
Free Muni for Low-Moderate Income Seniors	\$0.00	\$0.00	\$0.00	\$0.00	0%	41,900	Not Available	Not Available

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2018-2020 Change	FY 2019-2020 % Change	Estimated Ridership*	Estimated Minority Ridership	% Minority
Free Muni for Low-Moderate Income People with Disabilities	\$0.00	\$0.00	\$0.00	\$0.00	0%	10,100	Not Available	Not Available

**Ridership defined as "Monthly Active Users" who use their Free Muni Pass at least twice per month. Monthly figures for December 2017 reported.*

Table 4: Assessment of Disproportionate Burden – Fare Decreases

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2019-2020 Change	FY 2018-2020 % Change	Estimated Ridership	Estimated Low Income Ridership	% Low Income
Passports (Muni Mobile/Clipper)	1-Day: \$22.00 3-Day: \$33.00 7-Day: \$43.00	1-Day: \$12.00 3-Day: \$24.00 7-Day: \$39.00	1-Day: \$12.00 3-Day: \$24.00 7-Day: \$39.00	1-Day: (\$10.00) 3-Day: (\$9.00) 7-Day: (\$4.00)	1-Day: (45%) 3-Day: (27%) 7-Day: (9%)	19,831	9,503	48%
Low Income Single Ride Fare (Clipper only)*	\$2.75	\$1.25 or \$1.50**	\$1.25 or \$1.50**	Not Applicable	50%	6,535	6,022	92%
All Day Pass (Muni Mobile Only)	Proposed new fare/no current fare	\$5.00 or \$6.25	TBD	Not Applicable	Not Applicable	Data Not Available	Data Not Available	Data Not Available

*Demographic data is reflective of the Lifeline Monthly Pass usage data since it is assumed the same population would benefit from this new fare type.

Note: The 2013 Systemwide On-Board Survey did not distinguish between MuniMobile/Clipper and Vendor/Kiosk Sales types for Passports.

Table 5: Assessment of Disproportionate Burden – Fare Increases

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2019-2020 Change	FY 2018-2020 % Change	Estimated Ridership	Estimated Low Income Ridership	% Low Income
Adult Fare – On Board Cash/LU Premium	\$2.75	\$2.75	\$3.00	\$0.25	9%	178,779	108,267	61%

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2019-2020 Change	FY 2018-2020 % Change	Estimated Ridership	Estimated Low Income Ridership	% Low Income
Youth Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	20,727	16,302	79%
Senior Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	13,200	7,389	56%
Disabled Fare – On Board Cash/LU Premium	\$1.35	\$1.35	\$1.50	\$0.15	11%	8,978	7,722	86%
Adult “A” Fast Pass (Muni + BART w/in SF)	\$94.00	\$94.00	\$98.00	\$2.00	2%	225,507	98,019	43%
Adult “M” Fast Pass Muni Only	\$75.00	\$78.00	\$81.00	\$6.00	8%			
Youth Monthly Pass	\$38.00	\$39.00	\$40.00	\$2.00	5%	24,512	19,559	80%
Senior Monthly Pass	\$38.00	\$39.00	\$40.00	\$2.00	5%	18,536	3,291	18%
Disabled Monthly Pass	\$38.00	\$39.00	\$40.00	\$2.00	5%	18,542	3,600	19%

Fare Type	FY 2018 Current Fares	FY 2019 Proposed Fares	FY 2020 Proposed Fares	FY 2019-2020 Change	FY 2018-2020 % Change	Estimated Ridership	Estimated Low Income Ridership	% Low Income
Lifeline Monthly Pass	\$38.00	\$39.00	\$40.00	\$2.00	5%	6,535	6,022	92%
Passports (Kiosk/Vendor Sales)	1-Day: \$22.00	1-Day: \$23.00	1-Day: \$24.00	1-Day: \$2.00	1-Day: 9%	19,831	9,503	48%
	3-Day: \$33.00	3-Day: \$34.00	3-Day: \$36.00	3-Day: \$3.00	3-Day: 9%			
	7-Day: \$43.00	7-Day: \$45.00	7-Day: \$47.00	7-Day: \$4.00	7-Day: 9%			
Class Pass	\$31.00	\$32.00	\$34.00	\$3.00	10%	6,184	4,949	80%

Note: The 2013 Systemwide On-Board Survey did not distinguish between 'A' (BART) and 'M' (Muni-Only) Adult Passes and between MuniMobile/Clipper and Vendor/Kiosk Sales types for Passports.

Table 6: Summary of Disparate Impact and Disproportionate Burden Analysis, All Fare Changes

Change	% Minority Impacted	System-wide % Minority	Disparate Impact?	% Low-Income Impacted	System-wide % Low-Income	Disproportionate Burden?
All Fare Decreases	54%	58%	No	59%	51%	No
All Fare Increases	59%	58%	No	53%	51%	No

A disparate impact or disproportionate burden is found if the total usage by minority and/or low-income customers deviates from their system-wide averages by eight percent or more. The proposed reduction of the previously approved increased fare for discount and low-income monthly passes from a \$2 increase to a \$1 increase for FY 19 and FY20 does not change the results of the Title VI Fare Analysis approved by MTAB on April 3, 2018. Overall, the fare increases impact 59% of minority ridership and 53% of low income ridership and the fare decreases benefit 54% of minority ridership and 59% of low income ridership. Both are within eight percent or more of their respective system-wide averages so no disparate impact or disproportionate burden is found.

VIII. Public Comment and Outreach

Pursuant to Title VI of the Civil Rights Act of 1964 and its implementing regulations, as well as state and local laws, the SFMTA takes responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of SFMTA's programs and activities for low-

income, minority, and Limited-English Proficient individuals and regardless of race, color or national origin. Given the diversity of San Francisco and of Muni's ridership, the SFMTA is strongly committed to disseminating information on both service changes and fare increases that is accessible to Limited English Proficient (LEP) persons.

The proposed modifications are being recommended in response to extensive outreach during the budget process, including multiple presentations to the Citizen's Advisory Council, various stakeholder groups, public town hall meetings and public hearings during meetings of the Board of Directors. Details of this process and a summary of comments received are contained in the Public Outreach and Engagement Plan included in the April 3, 2018 budget item.

In addition, Charter Section 16.112 requires published notice and hearing before the SFMTA may institute or change any fare, fee, schedule of rates, or charges which affect the public. The SFMTA Board of Director's Rules of Order require that the advertisement run for at least five days, with the last publication not less than 15 days prior to the public hearing.

In compliance with both Charter Section 16.112 and the SFMTA Board of Director's Rules of Order, advertisements were placed in the City's official newspaper, to provide published notice for the July 17, 2018 Board meeting. The advertisements ran in the City's official newspaper on June 27 and 28, 2018, and July 1, 4, and 5, 2018.

IX. Conclusion

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color or national origin in programs and activities receiving Federal financial assistance. In compliance with this law, the SFMTA has conducted a Title VI analysis on the proposed reduction of a previously approved increased fare (approved by MTAB at its April 3, 2018 meeting) for discount and low-income monthly passes from a \$2.00 increase to a \$1.00 increase for FY 2019 and FY 2020. This analysis found that the revised increase did not change the results of the previous Title VI Fare Analysis and there are no disparate impacts or disproportionate burdens resulting from the proposed fare changes.