

**Recommended Title VI, Environmental Justice, and Limited English Proficiency
Analysis of Proposed Service and Fare Changes**

- 1) What service and/or fare changes does Capital Metro propose? Please describe the nature of the change, the bases or rationale for the change, the modes of service impacted, and the communities affected by the change.**

Capital Metro proposes an across-the-board fare increase affecting all modes and services and all service areas (see attached). The fare increase is needed to offset rising costs and to provide revenues that ensure a sustainable financial future. Capital Metro can not meet the demand for improved or expanded services within its existing revenue structure and other revenue streams.

Cash fares and day passes would increase proportionately or the same percentage as the base fare. The base or adult cash fare for fixed route bus services would increase from \$0.50 to \$0.75 or a 50% increase. Fares for Capital Metro's new MetroRail service are proposed to be the same as for express buses or \$1.50 per trip.

Monthly or 31-day passes would be priced to provide a 40% discount from the equivalent cash fare for 40 rides. Due to deeper discounts currently provided. For local bus service the pass would increase from \$10.00 to \$18.00 or an 80% discount. Express bus passes would increase from \$17.00 to \$36.00 or 111.7% increase. Passes for Capital Metro's new MetroRail service are proposed to be the same as for express buses.

Under the proposal ADA/Paratransit fares would increase from \$0.60 per trip to \$0.80 per trip or 33.3%. The fare for ADA/Paratransit services, currently called STS, is well below the level permitted by ADA at 1.2 times the regular fixed route base fare. Practically, ADA/Paratransit services is a cashless fare payment system with eligible passengers using either 31-day passes or 10-ride ticket books. The 31-day pass would increase from \$15.00 to \$22.50 or 50%. The ten-ride ticket books would increase from \$3.00 to \$6.00 or 100%. The higher increase is to offset a 50% discount that was established inadvertently when the ticket books were offered resulting in a \$0.30 per ride fare for ADA/Paratransit services.

Under this proposal a reduced fare or "half-fare" (\$0.35) would be charged students (6-18 years), seniors (65 years & over), and persons with a disability that are not eligible for ADA/Paratransit service. Those eligible for ADA/Paratransit service would continue to ride for free.

Fares on the downtown circulator service ('Dillos) would also increase to \$0.25 (or \$0.50 valid for 2 hours permitting transfers and round tripping) from the current free fare. The 'Dillo fare was \$0.25 prior to 1989 when fares were abolished.

Fare rates for Capital Metro's services have not increased since the Authority was created and assumed operations from Austin Transit System in 1985. The \$0.50 base adult fare was the same as the fares charged by Capital Metro's predecessor, Austin Transit System. Reduced fares (\$0.25) were provided students, children, elderly and mobility impaired persons. In 1989 through 1990, Capital Metro provided fare-free service. When fares were reestablished in 1991, elderly and mobility impaired individuals were permitted to continue to ride fixed route bus services for free.

2) What are the impacts of the fare change on minority and/or low income communities?

Based on a customer satisfaction survey conducted in March and April 2008, 44.9% of fixed route bus customers have annual household incomes of \$20,000 or less. 33.2 % have incomes between \$20,000 and \$40,000. Of those customers with incomes under \$20,000, 37% pay fares using cash (purchase a one-way cash fare or a day pass). 33% use monthly passes and 17% use student passes. On express buses, 23% of our customers have incomes of \$20,000 or less. Capital Metro is proposing a 7-day unlimited ride pass to assist lower income customers by providing a discounted multi-ride payment option that requires less outlay than a monthly pass. The percentage increase on cash fares and day passes is 50% (\$0.50 to \$0.75) while the increase for the 31-day pass is 80% (\$10 to \$18). The highest percentage increase is on the 31-day express bus pass 111.7% (\$17 to \$36).

Hispanic and African-American customers comprise 55% of our regular route riders and 20% of express bus riders. 47% of Hispanic and 35% of African American customers pay by cash or day pass compared to 33% of Caucasian. 31% of Hispanic and 42% of African-American customers use 31-day passes compared to 36% of Caucasian.

3) What are the transit alternatives available for riders who would be impacted by proposed fare change?

Capital Metro will continue to work with social service agencies providing assistance to low-income persons and families by providing discounted passes for their clients who cannot afford transportation fees. Even after the proposed increases Capital Metro will be the least expensive travel alternative available particularly given the rise in fuel prices. Capital Metro will still have the lowest transit fare in Texas.

4) What, if any measures would Capital Metro take to avoid, minimize, or mitigate any adverse effects of the service and/or fare change on minority populations and/or low-income populations? What, if any enhancements or offsetting benefits would Capital Metro implement in conjunction with the service and/or fare change?

Capital Metro will continue to provide passes to not-for-profit and government agencies that provide services to low-income, homeless and disabled individuals through its Discounted Bus Pass Program. This program allows these agencies to purchase passes (day passes and 31-day rolling passes) at 50% of the face value of these passes (i.e., the current \$10, 31-day pass for local buses is sold for \$5.00). These agencies in-turn provide these passes to their clients. In the past six years Capital Metro has provided over \$1.8 million in bus passes. In FY 2009, it is projected that Capital Metro will provide about \$600,000 through this program.

In addition, Capital Metro proposes to provide a 7-day unlimited ride local bus pass for \$7.00 to allow lower income customers a discounted multi-ride fare option that would cost less than 31-day pass.

5) Would the proposed service and/or fare change have a disproportionately high and adverse effect on minority populations and/or low-income populations?

The proposed increase would not have a disproportionate impact on minority or low-income populations. The proposed fare increase is an across-the-board adjustment with increases proportional to all fare categories. Due to past decisions to offer deep discounts (50% or more) on all passes, the percentage increase is greater for the 31-day passes with the highest for the 31-day express bus pass. We have proposed reducing the discount to 40% on 31-day passes and 20% on lower volume passes. These passes are used slightly more by middle and higher income persons and non-minority riders. There is a higher disparity on express buses.

With the exception of the 31-day express bus pass the proposed pass rates are less than rates charged in 1989 for monthly unlimited ride passes.

9) What steps does Capital Metro plan to take to seek out and consider the viewpoints of minority and low-income populations in the course of conducting public outreach and involvement activities?

Capital Metro has an extensive public outreach/communication process. In 2007 when Capital Metro first proposed a change to its fare structure, Capital Metro staff engaged over 200 neighborhood and special interest organizations to gain input. In addition to three (3) public forums or open houses that have been advertised in the media as well as through flyers on buses, Capital Metro has also received feedback and input via customer comment cards and a survey on its website. Capital Metro has met or will meet with the following organizations:

Basic Needs Coalition
Community Action Network
Mayor's Committee for People with Disabilities
ADAPT of Texas
Aging Services Council

Austin Area Human Services Alliance
Gary Panthers
Downtown Austin Alliance
Urban Transportation Commission
Capital Metro ACCESS Advisory Committee
Capital Metro Customer Service Advisory Committee

A public hearing regarding the fare changes is scheduled prior to a final recommendation. Capital Metro does not have sole authority to change its fare structure. Once a fare structure recommendation is finalized and approved by the Capital Metro Board of Directors, the fare change must be approved by a separate Local Government Approval Committee (LGAC) comprised of eleven elected officials from Capital Metro's service area.

10) Does Capital Metro believe that it is necessary to disseminate information on the service changes/fare increases that is accessible to Limited English Proficient persons? If so, what steps to provide information in languages other than English does Capital Metro propose?

Capital Metro has published a brochure describing the fare proposal and methods for public input in English and Spanish. In addition, information is provided on the Capital Metro's website in English, Spanish, Vietnamese, and Chinese.

Capital Metropolitan Transportation Authority
Proposed Fare Structure - FY 2009 - 2011
REVISED 6/27/2008

Fare Category	Current Fares	Proposed	
		FY 2009	FY 2011
Full Fare			
Fixed Route - Cash Single Ride Adult	\$ 0.50	\$ 0.75	\$ 1.00
Fixed Route - Day Metro Pass	\$ 1.00	\$ 1.50	\$ 2.00
Express Bus - Cash Single Ride Adult	\$ 1.00	\$ 1.50	\$ 2.00
Express Bus - Adult Day Pass	\$ 2.00	\$ 3.00	\$ 4.00
MetroRail - Cash Single Ride Adult -1 Zone	N/A	\$ 1.00	\$ 1.50
MetroRail - Cash Single Ride Adult -2 Zones	N/A	\$ 1.50	\$ 2.00
MetroRail - All Service (1 Zone) Day Pass	N/A	\$ 2.00	\$ 3.00
MetroRail - All Service (2 Zones) Day Pass	N/A	\$ 3.00	\$ 4.00
Reduced Fare			
Fixed Route - Cash Single Ride Student	\$ 0.25	\$ 0.35	\$ 0.50
Seniors - Local	Free	\$ 0.35	\$ 0.50
Disability Fare Card - Others	Free	\$ 0.35	\$ 0.50
Active Duty & Reserve Military (with ID)	\$ 0.50	\$ 0.35	\$ 0.50
Express & MetroRail - Cash Single Ride Student (All Zones)	\$ 0.50	\$ 0.75	\$ 1.00
Seniors - Express & MetroRail (All Zones)	Free	\$ 0.75	\$ 1.00
Disability Fare Card - Express & MetroRail (All Zones)	Free	\$ 0.75	\$ 1.00
Active Duty & Reserve Military (with ID)- Express & MetroRail (All Zones)	\$ 1.00	\$ 0.75	\$ 1.00
Disability Fare Card - ADA Certified	Free	Free	Free
Law Enforcement, Fire & Military in uniform	N/A	Free	Free
Dillo - Adult (2 hour travel time)	Free	\$ 0.50	\$ 0.50
Dillo - Reduced Fare (2 hour travel time)	Free	\$ 0.25	\$ 0.25
STS (For reference only - all fares are currently prepaid)	\$ 0.60	\$ 0.80	\$ 1.10
<u>Multi-Ride Passes</u>			
Fixed Route - Adult 31-Day Rolling Pass	\$ 10.00	\$ 18.00	\$ 25.00
Fixed Route - Student 31-Day Rolling Pass	\$ 5.00	\$ 9.00	\$ 12.50
Fixed Route - Adult 7-Day Rolling Pass	N/A	\$ 7.00	\$ 10.00
Dillo - Monthly Pass (31 day rolling) (60% of Dillo riders)	N/A	\$ 5.00	\$ 5.00
Express & Rail /All Service - Adult 31-Day Rolling Pass (All Zones)	N/A	\$ 36.00	\$ 48.00
Express & Rail /All Service - Reduced Fare 31-Day Rolling Pass (All Zones)	\$ 8.50	\$ 18.00	\$ 24.00
Stored Value Card -\$15 Value (Currenty \$10 Value for \$5)	\$ 5.00	\$ 12.00	\$ 12.00
STS Monthly Pass	\$ 15.00	\$ 22.50	\$ 30.00
STS 10-Ride Ticket Booklet	\$ 3.00	\$ 6.00	\$ 9.00
RideShare Monthly	\$ 25.00	\$ 37.50	\$ 50.00

Base Rate increases by \$0.25 in 2008 to \$0.75. Other rates increase proportionally
Base Rate increases by another \$0.25 in 2011. Other rates increase proportionally
Monthly Pass discounts reduced from 50% to 40% (Based on 40 rides per month)
Dillo Fare of \$0.50 (2 hour) established with monthly pass for regular users
Stored Value Card discount reduced from 50% to 20%

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