

## Title VI Analysis

2026 Productivity-Adjusted Inflation-Based Fare Increase
Office of Civil Rights | May 22, 2025



## Discussion

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## Background

- Feb 2019 CPI Fare Increase Update (Board Workshop)
- Jun 2019 Approved the Series 3 fare increase (Board Meeting)
- Jul 2022 CPI Fare Increase Implementation (Board Meeting)
- February 2025 OCR Initiates Title VI Analysis (Board Memo)
- May 2025 Title VI Analysis Board Approval (Board Meeting)



## Overview

# Percentage of CPI Fare Change Analyzed 2022 2023 2024 2025 2026 3.4% 0.0% 5.5% 5.5% 6.2%



## Title VI Process: DI/DB Analyses Methodology

## 1. All Riders (Overall Demographic) analysis (Analysis 1)

 Compare the impact of the proposed fare increases on protected riders against overall BART riders.

### 2. Public Participation (Analysis 2)

• The consideration of public input within the analyses to determine if there is an impact.



# Title VI Process: DI/DB Analysis – CPI Fare Increase (Analysis 1)

<u>Across-the-Board Fare Change:</u> Difference between fare change for protected riders and non-protected riders is equal to or greater than five percent (5%)

	% Difference (Minority vs. Non-Minority)	Minority Disparate Impact?	% Difference (Low Income vs. Non-Low-Income)	Low-Income Disproportionate Burden?
DI/DB Threshold: =/> 5%				
Proposed increase of 6.2%	0.00%	No	0.01%	No
Fare Increases				
<b>Cumulative Impact</b>	-0.02%	No	-0.01%	No
(2020-26)1			3.3276	

No disparate impact or disproportionate burden



# Title VI Process: Public Participation (Analysis 2)

- At-station outreach
- Informed riders about the proposed increase and the CPI Survey
  - Title VI/EJ & LEP Advisory Committees
  - 6 in-station events with interpreters
  - LEP Serving newspaper ads
  - 1,290 survey responses received





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## Title VI Process: Public Input Received

#### • Oppose:

- Minority: "For someone who has to travel to work everyday of the week this increase is significant cost."
- Low-Income: "I barely make enough to make ends meet and now whatever little bit of money I have left is going to go on my Bart card. I already pay quite a bit each week on bart.

#### • Support:

- Minority: "The increase is necessary to fund future projects, uphold maintenance, and to keep Bart running for the foreseeable future. It is necessary, however, to ensure that the public has a clear understanding on Bart expenditures. Despite this, public transportation ought not to solely be reliant on fares and on a for-profit model."
- Low-Income: "As a rider, the twin 5.5% increases over the last few years combined with the proposed 6.2% increase is painful. However, I understand that providing BART service has real costs that roughly scales with inflation inflation is a real concept and I fully support the proposed fare increase as well as the more general, biannual slightly less than inflation fare increase policy.
- Miscellaneous/General Comments about BART:
  - Minority: "Wages haven't increased by more than 5% (translated)"
  - Low-Income: If the issue is improving the quality of service, the increase would be fine (translated)"



# Title VI Findings: DI/DB Analysis – CPI Fare Increase (Analysis 1)

Fare Increase	Proposed	Disparate	Disproportionate
	Increase	Impact	Burden
	2026	(Y/N)	(Y/N)
CPI Fare Increase	6.2%	No	<mark>No</mark>

- Public input indicated general opposition.
- Protected riders are more likely to indicate **personal impacts** than non-minority and non-low-income respondents, respectively.



### Motion

The Board of Directors approves the Title VI Fare Analysis for BART's productivity-adjusted inflation-based fare increase of 6.2% in January 2026.

