

CUMBERLAND – DAUPHIN – HARRISBURG
TRANSIT AUTHORITY

DATE: OCTOBER 27, 2022

TIME: 9:45 AM

PLACE: Zoom Meeting. Public may participate at Cameron Street or Zarfoss Drive Locations.

PURPOSE: 2022 October Board Meeting

ORDER OF BUSINESS

1. Call to Order
2. Changes or Modifications to the Agenda
3. Public Comment: Accepted in Person or in Writing
4. Approval of Minutes
 - A. Meeting Minutes of June 30, 2022 (Pages 2-4)
5. Communications
6. Treasurer’s Report – See SRTA board packet
7. Resolutions
 - A. RESOLUTION 2210 – APPROVING SECTION 457(B) PLAN TRUSTEES
 - B. RESOLUTION 2211 – APPROVING THE FARE EQUITY ANALYSIS
8. New Business
9. Adjournment

Next Meeting: TBD

CUMBERLAND-DAUPHIN-HARRISBURG TRANSIT AUTHORITY
901 N. Cameron Street, Harrisburg, PA 17101

MINUTES OF BOARD MEETING

June 30, 2022

The regular meeting of the Authority's Board of Directors convened June 30, 2022, at 9:51 AM, at the office of rabbittransit located at 901 N. Cameron Street, Harrisburg, PA 17101. Chairman Eric Bugaile presiding. Present were board members: Bruce Weber, LaToya Bellamy, Charles Duncan and Richard Kotz. Jill Nagy, Counsel, was also present.

Administrative Staff Members present were: Richard Farr, Angela Bednar, Sherry Welsh, Christopher Zdanis, Jenna Reedy, Jamie Leonard, Stephen Baldwin, Brian Gillette, David Juba, Eric Maguire, Jonathan Brouse, Rick Trout, Damar Lopez, Abby Davis and Nicole Hansen.

Susquehanna Regional Transportation Authority Board members present were Raymond Rosen, Kirk Stoner, Neil Grover, Thomas Wilson, Carrie Gray and Richard Carson.

CHANGES OR MODIFICATIONS TO THE AGENDA

No changes or modifications to the agenda.

PUBLIC COMMENT

No public comment.

APPROVAL OF MINUTES

Rich Kotz moved to accept the January 27, 2021, meeting minutes, seconded by Bruce Weber. Motion approved.

COMMUNICATIONS

Charles Duncan's appointment letter from Dauphin County was presented to the Board.

TREASURER'S REPORT

The Treasurer's report was provided to the Board as information only. The Treasurer's report will be reviewed in detail at the Susquehanna Regional Transportation Board Meeting.

**CUMBERLAND-DAUPHIN-HARRISBURG TRANSIT AUTHORITY
901 N. Cameron Street, Harrisburg, PA 17101**

TITLE VI MONITORING PROGRAM AND RESULTS PRESENTATION

RESOLUTIONS

RESOLUTION 2205 – ACCEPTANCE OF TITLE VI SERVICE STANDARDS AND MONITORING RESULTS

Motion to approve was raised by Bruce Weber, seconded by LaToya Bellamy, and passed unanimously.

RESOLUTION 2206 – ADOPTING TITLE VI PROGRAM UPDATE

Motion to approve was made by Richard Kotz, seconded by Bruce Weber, and passed unanimously.

RESOLUTION 2207 – APPROVING THE REVISING OF THE CUMBERLAND DAUPHIN HARRISBURG TRANSIT AUTHORITY FAMILY AND MEDICAL LEAVE POLICY

Motion to approve was made by Bruce Weber, seconded by Richard Kotz, and passed unanimously.

RESOLUTION 2208 – APPROVING THE REVISING OF THE CUMBERLAND DAUPHIN HARRISBURG TRANSIT AUTHORITY DRUG AND ALCOHOL POLICY

Motion to approve was made by LaToya Bellamy, seconded by Richard Kotz, and passed unanimously.

RESOLUTION 2209 – APPROVING THE CERTIFICATION OF SECRETARY OF PENSION PLAN

Motion to approve was made by Richard Kotz, seconded by Bruce Weber, and passed unanimously.

OLD BUSINESS

There was no old business.

CUMBERLAND-DAUPHIN-HARRISBURG TRANSIT AUTHORITY
901 N. Cameron Street, Harrisburg, PA 17101

NEW BUSINESS

No new business.

STAFF REPORT

In the final stages of executing the utilities for the CAT Bridge.

ADJOURNMENT

The meeting adjourned at 10:13 AM.

Respectfully Submitted,



Richard Kotz
Secretary

RESOLUTION NO. 2210

APPROVING SECTION 457(B) PLAN TRUSTEES

WHEREAS, Cumberland-Dauphin-Harrisburg Transit Authority (CDHTA) is a municipal authority engaged in the activity of providing public transit services within the Counties of Dauphin and Cumberland and the City of Harrisburg; and,

WHEREAS, CDHTA offers its employees the ability to self-participate in nonqualified, unfunded deferred compensation plan established by the Authority; and,

WHEREAS, the plan requires designated Administrative trustees to oversee eligibility for and the making of plan loans and hardship distributions that are allowed by the plan. Administrative trustees also oversee and monitor the preparation and use of plan policies, election forms, beneficiary designations, and withdrawal or distribution forms; and,

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Cumberland-Dauphin-Harrisburg Transit Authority, that it approves appointing Richard Farr, Stephen Baldwin, Brian Gillette and Jamie Leonard to be the 457(b) plan administrative trustees and all previous administrative trustees be removed.

CERTIFICATION OF OFFICERS

OF

CUMBERLAND-DAUPHIN-HARRISBURG TRANSIT AUTHORITY

I certify that the foregoing is a sound and true copy of a Resolution adopted at a legally convened meeting of the Cumberland-Dauphin-Harrisburg Transit Authority Board Members held on October 27, 2022.

Eric Bugaile
Chairman

attest: _____
Richard Kotz
Secretary

RESOLUTION NO. 2211

APPROVING THE FARE EQUITY ANALYSIS

WHEREAS, Cumberland-Dauphin-Harrisburg Transit Authority (CDHTA) is a recipient of federal funding primarily from the Federal Transit Administration (FTA); and,

WHEREAS, consistent with Title VI of the Civil Rights Act of 1964 and guidance per FTA's Circular 4702.1B, CDHTA is committed to:

- Providing services without regard to race, color, or national origin,
- Promoting the full and fair participation of affected populations in transit decision making,
- Preventing denial, reduction, or delay in benefits related to programs and activities that benefit minority or low-income populations, and

WHEREAS, in accordance with Title VI requirements and guidelines for FTA recipients, CDHTA conducts an equity evaluation of all fare changes to determine whether such changes impose disparate impact on minority populations or disproportionate burden on low-income populations; and,

WHEREAS, CDHTA is to ensure inclusive public participation and take all reasonable steps to remove, explore alternatives or otherwise mitigate and reduce impacts on identified populations; and,

WHEREAS, in accordance with CDHTA's Title VI plan, a fare equity analysis was completed for the fare increase in 2019; and,

WHEREAS, CDHTA engaged the public in developing these policies in a manner consistent with CDHTA's inclusive public participation policy; and,

WHEREAS, CDHTA completed the process as defined by its Title VI program.

NOW THEREFORE BE IT RESOLVED by the Board of Directors of the Cumberland-Dauphin-Harrisburg Transit Authority, that in accordance with Title VI of the Civil Rights Act of 1964, and CDHTA's Title VI program that the fare equity analysis, which demonstrated that no disparate impacts or disproportionate burdens were identified, be formally accepted to support the fare increase of 2019.

CERTIFICATION OF OFFICERS

OF

CUMBERLAND-DAUPHIN-HARRISBURG TRANSIT AUTHORITY

I certify that the foregoing is a sound and true copy of a Resolution adopted at a legally convened meeting of the Cumberland-Dauphin-Harrisburg Transit Authority Board Members held on October 27, 2022.

Eric Bugaile, Chairman

attest: _____
Richard Kotz, Secretary

Capital Area Transit
Title VI
Fare Equity Analysis

October 2019

Prepared by CAT Planning

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Agency Background

The Cumberland-Dauphin-Harrisburg Transit Authority (a.k.a. Capital Area Transit, or CAT) was formed in 1973 after the dissolution of the Harrisburg Railways Company. When that company ceased operations, the local municipalities, in order to continue to provide mass transit, formed the Authority under the Commonwealth of Pennsylvania's Municipal Authorities Act of 1945, as amended. Formed by the Cumberland County and Dauphin County Commissioners and the City of Harrisburg, CAT was designated as the public transportation provider in the greater Harrisburg area. At the time of this drafting, CAT operates an array of fixed route and shared ride services throughout the area.

Nearly 8,000 people depend on CAT each day to get to work, medical facilities, school and other life-sustaining activities. CAT is dedicated to helping all residents in the region get to where they want to go.

Overview

Capital Area Transit implemented a fare structure redesign in October of 2019. This implementation came on the heels of an analysis of the system's historic designs and was inclusive of public engagement and feedback through the calendar year of 2019. The goals of the redesign were to remove the zone-based model, simplify the fare structure, and to evaluate the fare rates to ensure the agency was appropriately incorporating the cost of providing the service with the people benefitting from the service.

The first element of removing the zone-based model was simplified from a three-zone model, where pricing grew progressively higher as the rider traveled further from the downtown Harrisburg region. This was cumbersome in several ways, primarily for riders and drivers. From a rider perspective, the complexity of understanding the multiple zones of service promoted confusion, resulted in riders not being able to easily identify the best value for their dollar, and created barriers for those on the boundaries of the zones. From a driver perspective, fare monitoring and ensuring riders were paying adequate amounts for the associated service needed was difficult. Most of the fare payment actions required utilization of the honor system that the rider appropriately portrayed their travel needs as they transitioned between zones and created a layer of strain between operators and riders in trying to pinpoint appropriate fares.

Tagging along with the concept of removing the zone-based model and expanding on the idea of reducing confusion or frustration among the above groups, there was a desire to simplify the fare structure. It was an objective of the organization that the fare structure be made easier to understand while ensuring that access to the various methods of payment, or appropriate alternatives be available for any changes that occurred. In brief, the first step in this simplification came with the removal of the three-zone system with recognition of two service models: local and commuter. The local service included all service previously associated with Zone 1 and Zone 2 and the commuter service became inclusive of long distance and radial connector services that extended into Zone 3. This resulted in elimination of a variety of levels of 11-ride and 31-day passes, simplifying it to two. It also reduced the transfer upcharges and variety of interactions between zones. Along with this simplification to the two service rates was a significant reduction of cost for Zone 2 transportation needs, which balanced for the prohibitive design with the distance-based model and ultimately was designed to improve Zone 1 rider

access to an extended array of transit services outside of the immediate Zone 1. CAT was particularly sensitive to this realignment as the largest density of low income and minority populations lived in the downtown Harrisburg region, which was the predominant area of Zone 1.

The third element, evaluation of the fare rates, was also necessary to ensure that the variety of services under the modified classifications were sensitive to: financial resources expended on the service, rider financial capabilities, and changes to the economy as a whole. Traditionally, price increases were evaluated on 3-year schedules with the objective of incorporating the aforementioned elements and elasticity of the market. Ultimately, the simplification of the fare structure and elimination of zones resulted in the majority of riders seeing a reduction in overall cost and expansion to service value.

Summary of Proposed Changes

The below table represents all changes that were proposed as part of the fare re-structuring. As previously indicated, this is a substantial overhaul of the fare structure with the primary intent to simplify and improve access. The existing to proposal matching is not cleanly depicted as one to one interactions due to the truncating of Zone 1 and 2 into local. Table 1 shows an attempt to provide a clearer depiction of the changes. In summary, there were thirteen (13) added fare mediums to consolidate some of the old zone-based elements. The only removal of mediums was the removal of the Student Base Fare and Transfer. The reason for this removal of the cash payment of student fares on-board was to reduce the driver validation and corresponding fare discrepancy issues that were generated. In response to the removal of that option, expansion to Student single ride passes and period passes through the 7-day and 31-day were provided at a discount per ride volume. As for the student transfers, this fare was redundant as the transfer cost was the same across the system at \$0.25. Transfers remain available, but are not identified separately as the separation served no purpose.

In terms of fare adjustments, local fares from the Zone 1 perspective saw an increase of 3-6% across most methods of payment, accounting for an approximately \$0.05 cent increase per ride by medium, based on the increasing cost of operation. However, Zone 2 saw a general decrease of percent change in cost. At face layer, there was concern over the equity of this adjustment as it appears Zone 2 riders saw a fare reduction at the expense of Fare 1 riders. Ultimately it was determined that this was not the case because this was bringing the fare into alignment across Zone 1 and Zone 2. Further, this change was ultimately perceived as a benefit to the Zone 1 rider base as this provided greater accessibility to resources outside of the traditional immediate area such as grocery, medical, and recreational access. Zone 3, in general, saw -2% to -11% reduction in cost per medium in line with the understanding that the simplification of the fare structure itself would provide improved fare recovery at the appropriate fare rate.

The organization reviewed the associated fare changes against historic fare adjustments as well as through comparison of mediums to ensure equity in the rate shifts. Fare elasticity and estimated impact on ridership was reviewed to ensure the offset of the increase in cost did not have any notable impact on ridership volume.

Table 1. 2019 Fare Adjustments.

2019 FARE ADJUSTMENTS	Existing	Proposal	Absolute Change			Percentage Change		
			Zone 1	Zone 2	Zone 3	Zone 1	Zone 2	Zone 3
FIXED ROUTE FARE TYPE			Local	Local	Commuter	Local	Local	Commuter
Local Fare NEW	---	\$1.80	\$0.05	-\$0.55	---	3%	-23%	---
Half Fare	---	\$0.90	\$0.05	-\$0.25	---	6%	-22%	---
Commuter Fare NEW	---	\$2.75	---	---	\$0.20	---	---	-7%
Half Fare	---	\$1.35	---	---	\$0.10	---	---	-7%
Transfer Fare	\$0.25	\$0.25	\$0.00	\$0.00	---	0%	0%	---
Transfer from Local Route to Commuter Route NEW	---	\$0.95	---	---	NEW	---	---	NEW
Senior (65+ Registered Rider)	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0%	0%	0%
Zone 1 Base Fare	\$1.75	---						
Half Fare	\$0.85	---						
Zone 2 Base Fare	\$2.35	---						
Half Fare	\$1.15	---						
Zone 3 Base Fare	\$2.95	---						
Half Fare	\$1.45	---						
Zone Fare	\$0.60	---						
Local 11-Ride Pass NEW	---	\$17.50	\$1.00	-\$4.50	---	6%	-20%	---
Commuter 11-Ride Pass NEW	---	\$27.50	---	---	-\$0.50	---	---	-2%
Local 20-Ride Reduced Fare Pass NEW	---	\$18.00	\$0.50	\$0.50	---	3%	3%	---
Commuter 20-Ride Reduced Fare Pass NEW	---	\$27.50	---	---	NEW	---	---	NEW
11-Ride Ticket, Zone 1	\$16.50	---						
11-Ride Ticket, Zone 2	\$22.00	---						
11-Ride Ticket, Zone 3	\$28.00	---						
20-Ride Reduced Fare, Zone 1	\$17.50	---						
Local 1-Day Pass NEW	---	\$5.00	NEW	---	---	NEW	---	---
Local 7-Day Pass NEW	---	\$20.00	NEW	---	---	NEW	---	---
Local 31-Day Pass NEW	---	\$49.00	\$0.00	-\$21.00	---	0%	-30%	---
Commuter 31-Day Pass NEW	---	\$77.00	---	---	-\$10.00	---	---	-11%
Monthly Pass, Zone 1, includes transfers	\$49.00	---						
Monthly Pass, Zone 2, includes transfers	\$70.00	---						
Monthly Pass, Zone 3, includes transfers	\$87.00	---						
Local 7-Day Student K-12, includes transfers* NEW	---	\$12.50	NEW	---	---	NEW	---	---
Local 31-Day Student K-12, includes transfers* NEW	---	\$35.00	NEW	---	---	NEW	---	---
Student Single Ride Ticket K-12, ID Required* NEW	---	\$1.25	NEW	---	---	NEW	---	---
Student Base Fare K-12, All Zones, ID Required	\$1.25	---	REMOVED	---	---	REMOVED	---	---
Student Transfer K-12, All Zones, ID Required	\$0.25	---	REMOVED	---	---	REMOVED	---	---
Reduced Transit Replacement ID Card*	\$10.00	\$10.00	\$0.00	---	---	0%	---	---
Senior Citizen Replacement ID Card*	\$10.00	\$10.00	\$0.00	---	---	0%	---	---
ADA Local Fare	\$3.50	\$3.60	\$0.10	---	---	3%	---	---
Shippensburg Raider Transit	\$1.25	\$1.30	\$0.05	---	---	4%	---	---
Shippensburg Raider Transit Half Fare	\$0.60	\$0.65	\$0.05	---	---	8%	---	---
Transfer from Shippensburg Raider Transit to Commuter Route	---	\$1.45	---	---	NEW	---	---	NEW

*Only available at Cameron Street or Strawberry Square Offices

Outreach and Engagement

Being that the fare structure was modified in terms of zones of payment and cost per medium, it was necessary to perform outreach and engagement with the community. During the course of 2019, once the initial draft fare structure was generated, CAT staff engaged in public outreach through field engagement at locations such as Strawberry Square, surveys through SurveyMonkey, and accepted comments through written or digital submission. During the time of this public engagement, fourteen (14) comments were received in relation to the fare changes. **These comments are included as part of the Appendix.** Of those comments, the predominant messages coming from the feedback were clarifying questions over the application of the local vs. commuter fares, concerns regarding the fare increase and the expectation for Shippensburg Raider Transit expansion to quality of service, and price fluctuation. All of the questions related to price change are listed below with context responses.

- Comment: “One issue: Where's the disabled 31 day local and express passes??”
 - Response: The specific half-fare option identified did not exist in the previous fare structure. CAT did expand the available option for reduced fare passes at the 20-day for both the local and commuter services, expanding available reduced rate options.
- Comment: “Price increase \$22 to \$27.50 multi ride zone is too much. Percent of increase should be lower.”
 - The price increase identified is from the old 11-Ride Zone 2 to the Commuter 11-Ride. The change for a Zone 2 service to be incorporated to Zone one would result in the rider needing to purchase a Local 11-Ride, resulting in a cost of \$17.50 or a decrease in cost.
- Comment: “...other transit authorities provide reduced fare day passes for individuals with a reduced fare card.”
 - Response: This was not a component of the previous fare structure. The addition of the reduced 20-ride pass and the availability of the traditional half-fare rate retains access to multiple means of accessing reduced trip value.
- Comment: “I think the fares should be in increments of quarters... But if you're going to make it \$1.85 then just drop the 10¢ and let us use 7 quarters”
 - Response: While it is necessary to increase the fare due to increases in operational costs, it is prohibitive to increase the fare from \$1.75 to \$2.00 so the agency must take an incremental approach as associated to the \$1.85 in the proposed out years. Please note that the initial increase will be from \$1.75 to \$1.80.
- Comment: “I'm a student and I use the student month pass. I don't get it. Why can't I use my pass for all zones anymore like the old ones do This means I can't go to Carlisle no more.”
 - Response: The historic Student pass was restricted to local service or Zone 1. Technically, if this pass was used beyond that area it should not have been an accepted fare without upcharges. In the new service model, Carlisle is serviced as part of the local service as it was, historically, Zone 2 meaning this should improve access for the average rider.

From the comments received during engagement and outreach, no substantive changes were identified as necessary from the original proposal. As noted, the preliminary response related to fare and structural changes were expansion of fare medium and pricing buckets or clarifications related to the revision. Being that the objective was to simplify, but retain access to cost-effective transportation, it was deemed that the expansion of several passes and reduction in redundant options justified proceeding from this process.

Fare Equity Analysis

Following the reception of comments and seeing no immediate need to revise the fare structure from that perspective, a further analysis was performed based on demographics data to evaluate for disparate impact on Minority populations and disproportionate burden on Low Income populations.

In order to accomplish this analysis CAT staff prepared several data layers utilizing data from SurveyMonkey polls regarding fare-related questions, the fixed route survey from 2018, and Census data using the most recent datasets available through the American Community Survey (ACS) 5-year studies. To evaluate minority status, Census Report B02001 was utilized by identifying the total population and subtracting the “white alone” to identify all minority population. In relation to poverty status, Table C17002 and includes populations that account for up to 150% of the federal poverty threshold. This selection over the base 100% was designed to increase the recognition of those parties that would be most impacted by the financial adjustment rather than focus on a minimum standard. The following data tables explain the demographic information as it applies to the identified summary of proposed changes.

Assessing Impact

In the process of assessing impact the Agency reviewed two key criteria relative to change in price per fare medium and availability and accessibility of fare mediums. To adequately evaluate the associated changes there was focused attention on adjustments to fare medium options and changes to price per fare medium exceeding +/-6% change from historic. Finally, low income and minority population information ascertained from historic surveys and, in conjunction with census data, was used to determine if impact to either group would be anticipated to be significant or at/greater than an absolute difference of 25%, per the Title VI program guidance.

In evaluation of fare medium, there were fourteen (14) new mediums that consolidated the sixteen (16) mediums by simplifying the Zone 1 and 2 into local and Zone 3 into commuter. One of the two fare mediums that was removed was a student transfer, which was redundant due to the fare for a regular transfer and a student being the same \$0.25 fee. The only removal of a fare medium without an exact replacement was the Student Base Fare purchase on-board the vehicle. This was replaced with a single ride ticket that needed to be purchased at one of several regional sales offices in advance of the service. This was largely to protect operators from judgement over student purchase validity when they boarded without appropriate ID. While this was recognized as a potential barrier, the agency also expanded access for students through the availability of a student 7-day and student 31-day as a multi-ride medium with significant savings at a cost per trip value.

In terms of adjustments to price per fare medium, the below indicates the list exceeding that threshold and the associated analysis:

- **Local Fare**, old Zone 2 saw a reduction in cost by -23%. Fare reduction was to align Zone 1 and Zone 2 trip costs. While they saw a reduction in cost comparative to Zone 1 riders, this is viewed as advantageous for both ridership groups. Zone 1 would see expansion of access to services outside of the immediate area a reduced fare, ultimately improving service equity.
- **Local Half-Fare**, old Zone 2 saw a reduction in cost by -23%. Fare reduction was to align Zone 1 and Zone 2 trip costs. While they saw a reduction in cost comparative to Zone 1 riders, this is viewed as advantageous for both ridership groups. Zone 1 would see expansion of access to services outside of the immediate area a reduced fare, ultimately improving service equity.
- **Local 11-Ride Pass**, old Zone 2 saw a reduction in cost of -20%. Fare reduction was to align Zone 1 and Zone 2 trip costs. While they saw a reduction in cost comparative to Zone 1 riders, this is

viewed as advantageous for both ridership groups. Zone 1 would see expansion of access to services outside of the immediate area a reduced fare, ultimately improving service equity.

- **Local 31-Day Pass**, old Zone 2 saw a reduction in cost of -30%. Fare reduction was to align Zone 1 and Zone 2 trip costs. While they saw a reduction in cost comparative to Zone 1 riders, this is viewed as advantageous for both ridership groups. Zone 1 would see expansion of access to services outside of the immediate area a reduced fare, ultimately improving service equity.
- **Commuter 31-Day Pass**, old Zone 3 saw a reduction of -11%. Commuter fare rates were reduced to align the agency’s commuter fare to be more in line with regional peer’s rates as consideration for complete trip access between services was ongoing at this time through friendly-fare activity.

In evaluation of the fare value changes that occurred, there are no obvious or apparent concerns over the intent of the changes or anticipated disparate impact or disproportionate burden.

The below is a distribution of fare payment medium, grouped into cash, multi-ride, and other (inclusive of transfers and Seniors). This information was utilized as the third stage, which was evaluation of impact on low income and minority population comparative to the total population in the service area. It was further broken into the corresponding Zones of service to attempt to provide a clearer depiction of geography-based impacts.

	Low Income	Low Income	Low Income	Minority	Minority	Minority	Overall	Overall	Overall
	Cash	Multi-Ride	Other	Cash	Multi-Ride	Other	Cash	Multi-Ride	Other
Zone 1	17.0%	34.5%	26.6%	20.0%	40.4%	31.2%	16.4%	33.2%	25.7%
Zone 2	1.4%	2.7%	2.1%	0.8%	1.6%	1.2%	1.7%	3.5%	2.7%
Zone 3	3.4%	6.9%	5.4%	1.0%	2.1%	1.6%	3.7%	7.4%	5.7%

In consideration of the 25% threshold, as defined by the CAT Title VI program, none of the comparatives between low income or minority populations against overall population exceed that threshold. To provide a more granular approach considering the redesign’s nature, analysis was also performed at a +/-5% threshold for the sake of a more detailed review. Among that review, Multi-Ride comparatives between minority and overall within Zone 1 exceeded the threshold at 40.4% comparative to 33.2% or a 7.2% absolute difference. In review of this specific zone and mediums within the category, CAT expanded available fare mediums from 11-ride and monthly passes to include 11-ride, 31-day, 20-day reduced fare, 7-day students, and 31-day students. Considering the lack of price increase for Zone 1 riders with this transition and expansion of cost-effective alternative day-count options, there does not appear to be any disparate impact to document. Along with this, the “Other” category for Zone 1 had a gap between minority and overall at 31.2% vs. 25.7% or a 5.5% absolute difference. In review of these Other options, as identified, they only include transfers and seniors. Neither of those were impacted by the change in terms of access or cost, further reinforcing there was no disparate impact through this change.

Modifications and/or Alternatives

Based on the above assessment, it was not deemed necessary to review or incorporate any modifications or alternatives to the proposal. No disparate impact or disproportionate burdens were identified in this process.

Concluding Remarks

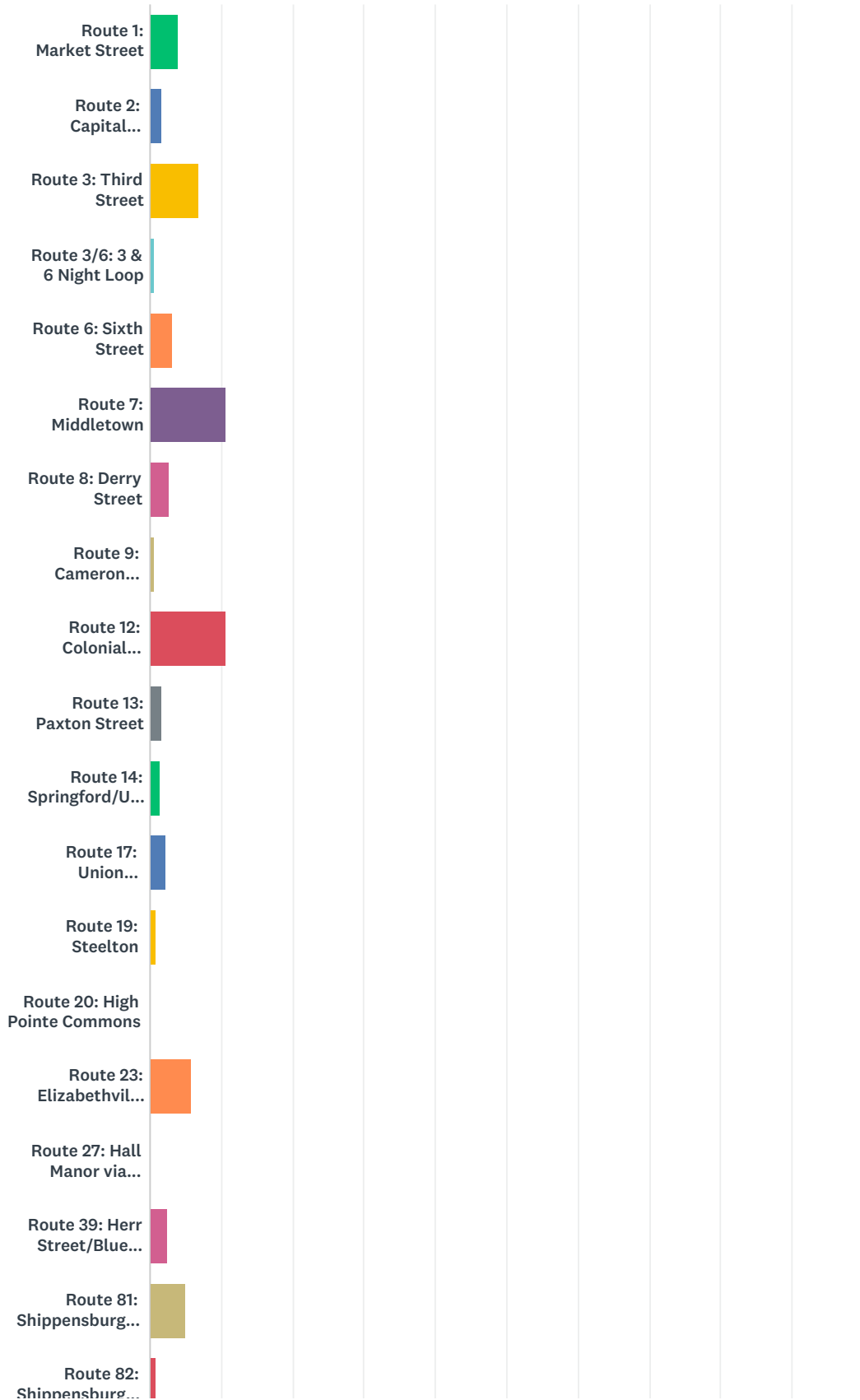
The aforementioned assessment was completed consistent with the requirements of the CAT Title VI Program. No disparate impact or disproportionate burden was identified in association with these changes. Any future modification or adjustments to the proposed fare will be viewed as new or separate actions and require their own associated review. Future years, should they be implemented, should also be evaluated as separate and unique instances.

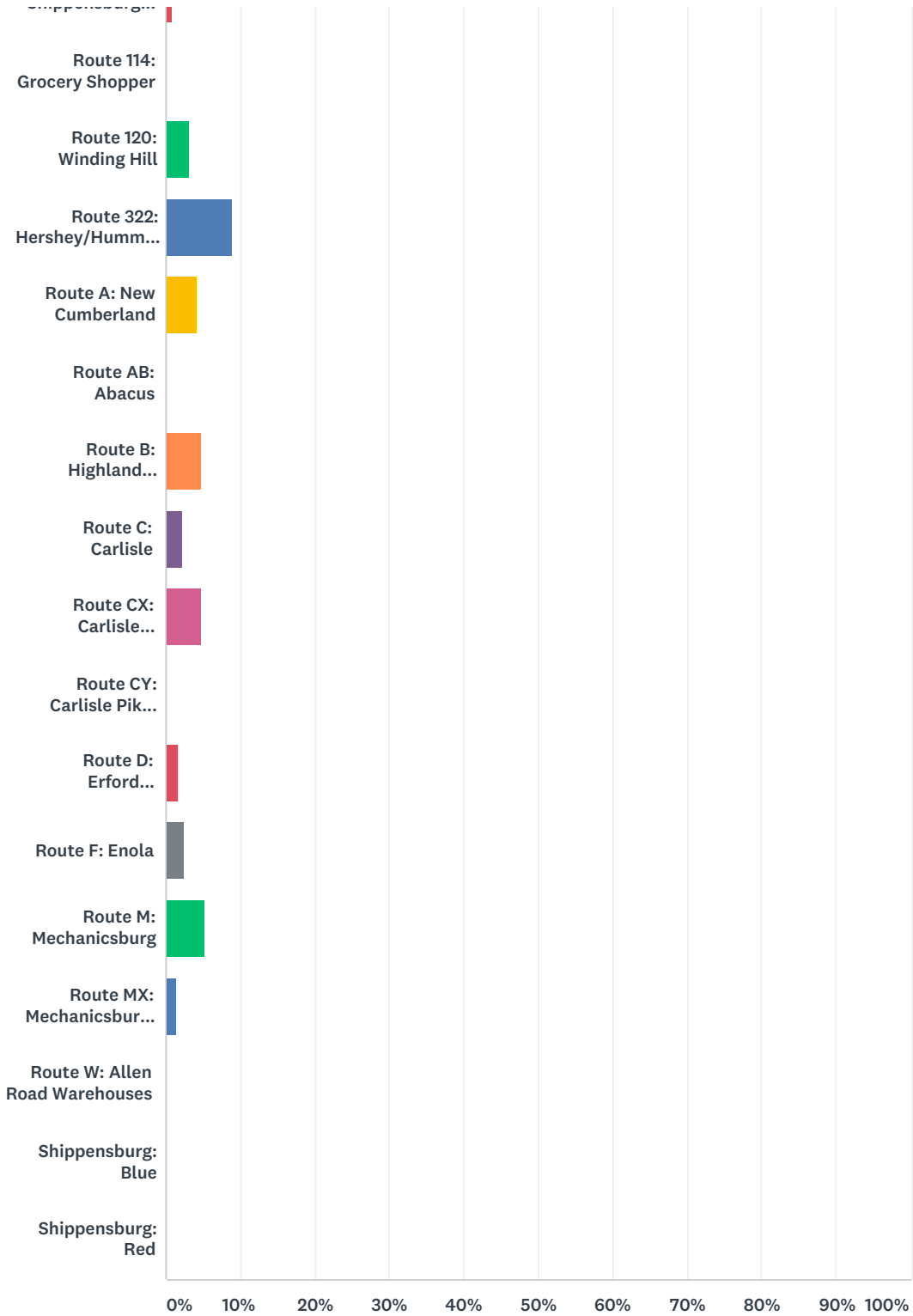
Appendix

- 2018 Fare Survey
- Public Material – Summary of Changes
- Public Comments for Proposed Fare Changes

Q1 Which route do you usually ride?

Answered: 358 Skipped: 0





ANSWER CHOICES	RESPONSES
Route 1: Market Street	3.91% 14
Route 2: Capital Complex/ROC	1.68% 6
Route 3: Third Street	6.98% 25
Route 3/6: 3 & 6 Night Loop	0.56% 2

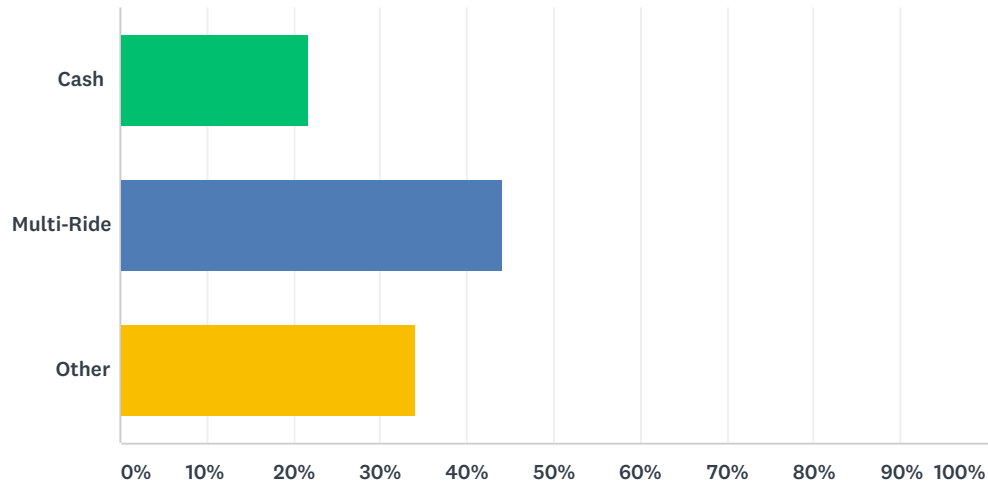
CAT Payment Options

SurveyMonkey

Route 6: Sixth Street	3.07%	11
Route 7: Middletown	10.61%	38
Route 8: Derry Street	2.79%	10
Route 9: Cameron Street/HACC	0.56%	2
Route 12: Colonial Park/Linglestown	10.61%	38
Route 13: Paxton Street	1.68%	6
Route 14: Springford/Union Deposit	1.40%	5
Route 17: Union Deposit/Hamilton Health Center	2.23%	8
Route 19: Steelton	0.84%	3
Route 20: High Pointe Commons	0.00%	0
Route 23: Elizabethville/Millersville/Halifa	5.87%	21
Route 27: Hall Manor via Hamilton Health Center	0.00%	0
Route 39: Herr Street/Blue Mountain Commons	2.51%	9
Route 81: Shippensburg/Newville/Carlisle/Harrisburg Express	5.03%	18
Route 82: Shippensburg/Newville NSA	0.84%	3
Route 114: Grocery Shopper	0.00%	0
Route 120: Winding Hill	3.07%	11
Route 322: Hershey/Hummelstown	8.94%	32
Route A: New Cumberland	4.19%	15
Route AB: Abacus	0.00%	0
Route B: Highland Park/Westport	4.75%	17
Route C: Carlisle	2.23%	8
Route CX: Carlisle Express	4.75%	17
Route CY: Carlisle Pike Warehouses	0.00%	0
Route D: Erford Road/Capital City Mall	1.68%	6
Route F: Enola	2.51%	9
Route M: Mechanicsburg	5.31%	19
Route MX: Mechanicsburg Express	1.40%	5
Route W: Allen Road Warehouses	0.00%	0
Shippensburg: Blue	0.00%	0
Shippensburg: Red	0.00%	0
TOTAL		358

Q2 What is your current method of payment?

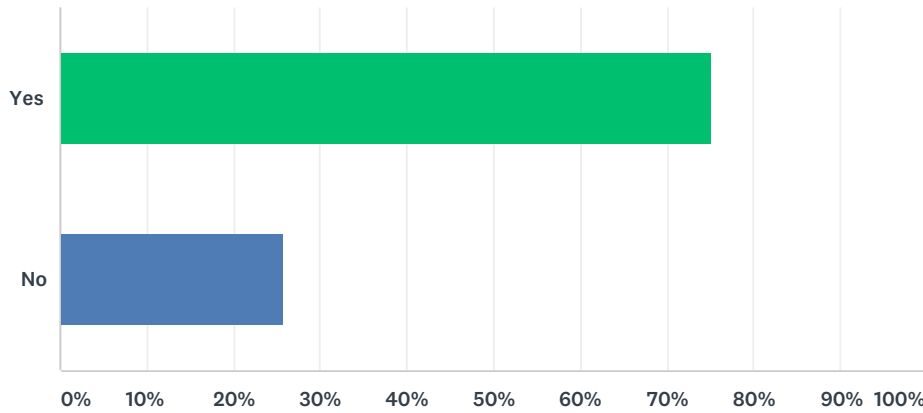
Answered: 358 Skipped: 0



ANSWER CHOICES	RESPONSES	
Cash	21.79%	78
Multi-Ride	44.13%	158
Other	34.08%	122
TOTAL		358

Q3 If CAT offered the use of a smart card (swipe or tap) would you use it?

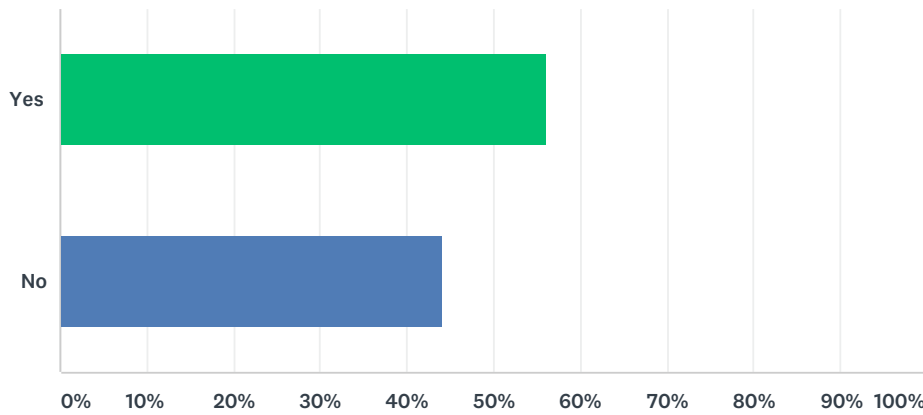
Answered: 358 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	75.14%	269
No	25.70%	92
Total Respondents: 358		

Q4 If CAT offered a mobile app (smart phone) payment option would you use it?

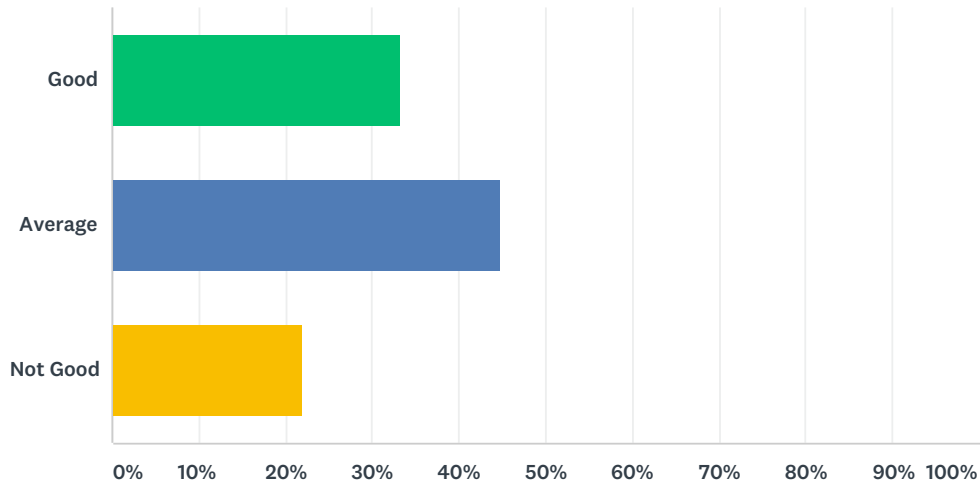
Answered: 358 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	56.15%	201
No	44.13%	158
Total Respondents: 358		

Q5 How would you rate CAT service overall this summer?

Answered: 358 Skipped: 0



ANSWER CHOICES	RESPONSES	
Good	33.24%	119
Average	44.69%	160
Not Good	22.07%	79
TOTAL		358



FARES

FIXED ROUTE FARE TYPE	CURRENT	2019	2020	2021
Local Fare NEW	—	\$1.80	\$1.80	\$1.85
Half Fare	—	\$0.90	\$0.90	\$0.90
Commuter Fare NEW	—	\$2.75	\$2.75	\$2.80
Half Fare	—	\$1.35	\$1.35	\$1.40
Transfer Fare	\$0.25	\$0.25	\$0.25	\$0.25
Transfer from Local Route to Commuter Route NEW	—	\$0.95	\$0.95	\$0.95
Zone 1 Base Fare	\$1.75	—	—	—
Half Fare	\$0.85	—	—	—
Zone 2 Base Fare	\$2.35	—	—	—
Half Fare	\$1.15	—	—	—
Zone 3 Base Fare	\$2.95	—	—	—
Half Fare	\$1.45	—	—	—
Zone Fare	\$0.60	—	—	—
Local 11-Ride Pass NEW	—	\$17.50	\$17.50	\$18.00
Commuter 11-Ride Pass NEW	—	\$27.50	\$27.50	\$28.00
Local 20-Ride Reduced Fare Pass NEW	—	\$18.00	\$18.00	\$18.50
Commuter 20-Ride Reduced Fare Pass NEW	—	\$27.50	\$27.50	\$28.00
11-Ride Ticket, Zone 1	\$16.50	—	—	—
11-Ride Ticket, Zone 2	\$22.00	—	—	—
11-Ride Ticket, Zone 3	\$28.00	—	—	—
20-Ride Reduced Fare, Zone 1	\$17.50	—	—	—
Local 1-Day Pass NEW	—	\$5.00	\$5.00	\$5.25
Local 7-Day Pass NEW	—	\$20.00	\$20.00	\$20.50
Local 31-Day Pass NEW	—	\$49.00	\$49.00	51.00
Commuter 31-Day Pass NEW	—	\$77.00	\$77.00	\$79.00
Monthly Pass, Zone 1, includes transfers	\$49.00	—	—	—
Monthly Pass, Zone 2, includes transfers	\$70.00	—	—	—
Monthly Pass, Zone 3, includes transfers	\$87.00	—	—	—
Local 7-Day Student K-12, includes transfers* NEW	—	\$12.50	\$12.50	\$13.00
Local 31-Day Student K-12, includes transfers* NEW	\$35.00	\$35.00	\$35.00	\$35.50
Student Single Ride Ticket K-12, ID Required* NEW	—	\$1.25	\$1.25	\$1.25
Student Base Fare K-12, All Zones, ID Required	\$1.25	—	—	—
Student Transfer K-12, All Zones, ID Required	\$0.25	—	—	—
Reduced Transit Replacement ID Card*	\$10.00	\$10.00	\$10.00	\$10.00
Senior Citizen Replacement ID Card*	\$10.00	\$10.00	\$10.00	\$10.00
ADA Local Fare	\$3.50	\$3.60	\$3.60	\$3.70
Shippensburg Raider Transit	\$1.25	\$1.30	\$1.30	\$1.35
Shippensburg Raider Transit Half Fare	\$0.60	\$0.65	\$0.65	\$0.65
Transfer from Shippensburg Raider Transit to Commuter Route	—	\$1.45	\$1.45	\$1.45

*Only available at Cameron Street or Strawberry Square Offices

SHARED RIDE TRIP DISTANCE	CURRENT FULL	CURRENT 15% COPAY	PROPOSED FULL	PROPOSED 15% COPAY
0-3.9 miles	\$15.00	\$2.25	\$19.00	\$2.85
4-6.9 miles	\$20.00	\$3.00	\$24.25	\$3.65
7-10.9 miles	\$25.00	\$3.75	\$29.25	\$4.40
11-14.9 miles	\$30.00	\$4.50	\$34.25	\$5.15
15-18.9 miles	\$35.00	\$5.25	\$39.25	\$5.90
19+ miles	\$40.00	\$6.00	\$44.25	\$6.65

PUBLIC COMMENTS

Your Name

David Ellis

Email (required)

davidellis@cinci.rr.com

Phone Number**Your Comments (required)**

I think the new simplified fare structure sounds about right when it comes to one fare for local routes and one fare for express routes...This makes more sense....One issue: Where's the disabled 31 day local and express passes?? I don't see it on the fare structure....My suggestion is please look into adding 31 day local and express passes carefully.

Your Name

Jayne Higgins

Email (required)

kfhiggins99@gmail.com

Phone Number

71725 85823

Your Comments (required)

1. Disappointed that new ride tickets are no longer available at Keystone building.
 2. Price increase \$22 to \$27.50 multi ride zone is too much. Percent of increase should be lower.
-

Your Name

Chad Kovach

Email (required)

chadtk77@gmail.com

Phone Number

717-364-6940

Your Comments (required)

Still a dirt cheap way to get around.

Your Name

Aimee Harwood

Email (required)

aimeeharwoodglover@gmail.com

Phone Number

4235037951

Your Comments (required)

As I Suggested at the July PWD committee meeting, other transit authorities provide reduced fare day passes for individuals with a reduced fare card. One local example is LANTA in the Lehigh Valley. Their standard day pass is \$4 and their reduced day pass for individuals with the PA reduced fare card is \$1. Individuals with the PA reduced fare card can either pay \$1 per trip or \$1 for a day pass. I know I only have a very limited budget and cannot even afford to regularly take shared ride to get things done due to the expense. check my ride history to verify. Primarily I utilize shared ride for medical trips. I have to take the fixed Rout for my day to day tasks. If you do not include a reduced fare day pass, those of us with the reduced fare card will be greatly disadvantaged. We will not be able to get things done. The PA reduced fare card is not actually a half fare card as you can see by the example provided above. It is a reduced fare card. We respectfully urge you to consider following LANTA's example regarding the reduced day pass. In some areas like Hawaii, provide half fare to passengers carrying a white cane and free rides if they are actively using a white cane or guide dog. This is also a common practice in other countries.

LANTA Fares: <https://www.lantabus.com/fares/>

From the way your proposed fee schedule reads, it seems the 31 day monthly pass including transfers will go away and will be replaced by a 31 day pass which doesn't include transfers. I feel passes should continue to include transfers. I do not think a transfer should be extra if a rider has a pass of any kind. The purpose of a pass is to save some money and streamline the boarding process. For every rider with a pass who has to take time to insert a quarter will add up. Passes are purchased so riders don't have to keep track of anything extra and don't have to take extra time to complete an extra transaction.

If someone purchases the 31 day pass and has to also pay transfers it will significantly raise the cost of their transit. Almost everywhere I go I have to transfer. That's 2 transfers per round trip. That would mean up to an extra 15.50 per month if they only made one round trip with a transfer per day. That would bring the actual cost of the 31 day pass to 64.50. There could be situations where people may transfer more than twice a day. I strongly feel individuals with passes should not have to pay transfers. I thank you for the opportunity to share my thoughts. Please consider a reduced fare day pass and make transfers included with all passes.

Your Name

Dakota Hardy

Email (required)

dakota.hardy01@gmail.com

Phone Number

Your Comments (required)

I think the fares should be in increments of quarters. Honestly I think it should be free but yadda yadda problems and all that. But if you're going to make it \$1.85 then just drop the 10¢ and let us use 7 quarters, ya feel? Makes things easier and faster for payment and such.

Your Name

Cressinda Bybee

Email (required)

cbybmom@comcast.net

Phone Number

717-422-2677

Your Comments (required)

If the drivers did not allow passengers to ride for free there would be no need for a rate increase.

Your Name

Susan Stecher

Email (required)

sulocost@comcast.net

Phone Number

717-232-7736

Your Comments (required)

I take the Share a ride to Hershey and back when they Hershey Park bus does not go to Hershey Park. When will the cost be increased to Hershey? I currently pay \$4.50 each way. It looks as if it will raise to \$5.90.

Your Name

Sayed S

Email (required)

sayedmsay@gmail.com

Phone Number

717-710-6030

Your Comments (required)

Hi,

My name is Sayed and I have a few questions I'd like to ask about the upcoming changes in the fare system.

1. What's the difference between a commuter route and local route?
2. Will Monthly riders(or the new 31-day plan) still have transfers included, given the price is still the same?
3. Will there be any benefits or discounts for students in higher education?
4. Can we expect improvements in CAT services with these new changes? (Ex: Better WiFi coverage on buses, Updates and bug fixes to the CAT transit mobile app)

You can contact me at 717-710-6030 or email with the contact information above

Thank you!

Your Name

Stacey Sarian

Email (required)

staceysarian@gmail.com

Phone Number

7179631584

Your Comments (required)

What are commuter fares?

Your Name
Sandy ballard

Email (required)
2sandyballard@gmail.com

Phone Number
717-435-5176

Your Comments (required)
Is 31 day pass different than one month pass?

Is there a 20 ride local pass?

Thanks

Your Name
William Otero

Email (required)
thanty14otero@gmail.com

Phone Number
7176235307

Your Comments (required)
I'm a student and i use the student month pass. I don't get it. Why cant I use my pass for all zones anymore like the old ones do This means i cant go to Carlisle no more

Your Name
Chyna Queen

Email (required)
queene38@gmail.com

Phone Number
7179147616

Your Comments (required)
I think that it should go back down not rase up. plus bus drivers are late and rude. i think that it should go back to 1.75

Your Name

Justin Lehman

Email (required)

justinlehman@gmail.com

Phone Number**Your Comments (required)**

While I am fine with the proposed rates increase, I would like to know why the Winding Hill Express route was completely canceled? Having taken that bus for nearly 2 years, there were consistently 15-18 people on the 6:52 a.m. bus. into Harrisburg and usually the same amount on the 3:50 p.m. out of Harrisburg. Can you please explain why the 6:52 and 7:12 routes weren't combined instead of completely eliminating both routes? It's incredibly frustrating to live only 8 miles from Harrisburg, yet NOT have convenient public transportation options.

Please feel free to email me at justinlehman@gmail.com or call me at (717)856-2413. Thank you and I look forward to talking with a CAT representative

Your Name

brenda

Email (required)

brjames@pa.gov

Phone Number

n/a

Your Comments (required)

the price keeps going up and the service keeps getting worse, when you are told to take the next bus because the driver has called off or on vacation and cat don't have anyone to replace them which would make the rider late for work, or you paying for a monthly pass and can't use it 4 days out of the month because the buses don't operate on Sundays or certain holidays, you can't even get a bus to Hollywood you have to take another bus picking up in Harrisburg to get to the casino, this is suppose to be the capital and you can't get around on a Sunday. then when people give cat their input they still do what they want to so why should people take off and waste their time. I have to get up extra early to walk from 22 and berryhill to catch the 19 to get downtown on time because their is no early bus that goes down brerryhill early in the morning they cut out the 6.15 bus and my number 2 bus leaves the train station at 6.45 so you got people walking at 6 am in the mornings in the dark when daylight saving time ends. you ask for my input well there it is and nothing will change. thank you

Your Name

brenda

Email (required)

brjames@pa.gov

Phone Number

n/a

Your Comments (required)

today is august 2 2019 there have been 8 buses canceled this morning so how are people suppose to get to work, there should be enough drivers to replace the ones who call off but still they talking about an increase in the fare, the service is not worth it.
