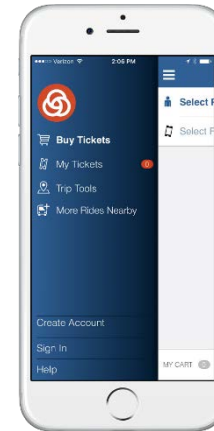
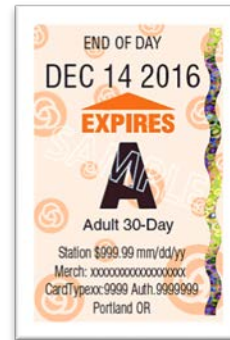




Title VI Fare Equity Analysis

Non-LIFT 7, 14 & 30-Day Pass & Ticket Book Elimination Proposal



TriMet Board of Directors

March 27th 2019

Carl D. Green Jr, Title VI and Equity Programs Administrator
Rhyan Schaub, Fare Revenue and Administrative Services Director

TriMet Fare Instruments, Effective September 1, 2018

Monthly Passes (Prevalidated)

Valid for travel through the last day of the month shown.



14-Day Passes (Prevalidated)

Valid for travel for 14 consecutive days, through date stamped.



2½-Hour Tickets (Unvalidated)

Valid for travel until time stamped. Customer retains validated ticket. Exchange unvalidated ticket for equivalent transfer receipt.



2½-Hour Tickets (Prevalidated)

Valid for travel until time stamped. Customer retains validated ticket.



30-Day Passes (Prevalidated)

Valid for travel for 30 consecutive days, through date stamped.



7-Day Passes (Prevalidated)

Valid for travel for 7 consecutive days, through the date stamped.



1-Day Passes (Unvalidated)

Valid for travel until the end of the service day on the date stamped. Customer retains validated ticket. Exchange unvalidated ticket for 1-Day transfer receipt.



1-Day Passes (Prevalidated)

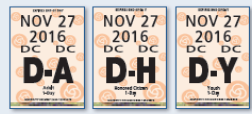
Valid for travel until the end of the service day on the date stamped. Customer retains validated ticket.



Bus Ticket Printer

1-Day Passes (Prevalidated)

Valid for travel until the end of the service day on the date stamped. Customer retains validated ticket.



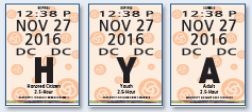
1-Day Pass and 2-Hour Ticket back

A ticket with a black sensor mark indicates the end of the ticket stock roll, and should be accepted as valid.



2½-Hour Tickets (Prevalidated)

Valid for travel until time stamped. Customer retains validated ticket.



Transfer

Transfers still provided by LIFT. Weekdays—bear transfer receipts for 2 hours past the end of the line or downtown. Weekends—bear transfer receipts for 2½ hours past the end of the line. Always bear transfer receipts to the next half-hour and within the same color. Single ticket—punch day code, plus fare category (A, H or Y). 1-Day Pass—punch day code plus fare category and DAY.



Streetcar Ticket (Onboard Ticket Machines)



Valid for travel on TriMet until time stamped. Available for Adult, Honored Citizen and Youth 2½-Hour Tickets, and Adult 1-Day Pass. Streetcar-only ticket not valid on TriMet.

Honored Citizen Downtown Pass

Valid for bus and rail trips within the boundaries of the Willamette River, I-405 and NW Irving Street. Only for Honored Citizen riders who live within this area. Serves as proof of Honored Citizen status.



1-Year Pass

Valid for travel through the date indicated. Available for Adult, Honored Citizen, Youth and LIFT.



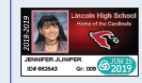
Employer and College Programs

Valid through the last day of the month shown on the sticker. Must be affixed to a photo ID issued by an employer or college.



Student Pass

For students at Portland Public High Schools. Fare logo appears as an embedded image on student IDs. Valid for travel through the date displayed. The fare logo may appear as a slightly different color on some student IDs. (MTC)



Honored Citizen fares

For seniors 65 and older, people with disabilities and people on Medicare. ID required: government issued photo ID showing age 65+, Medicare card with government issued photo ID, or TriMet Honored Citizen ID card.

Youth fares

For youth ages 7-17 and students in high school or pursuing a GED. ID required: youth ages 15-17 and students in grades 9-12 or pursuing a GED must show proof of age or student status.

Mobile Ticketing



Mobile Tickets display:

- Digital activation
- Interactive feature (Tap the bus windows to turn lights on)
- QR Code (Tap the day code button), with time of validation

Class Pass

Valid for travel in all zones, all day, for youth 18 and under when traveling with a group of 10 or more under adult supervision.





Board Actions

Title VI:

- Title VI Fare Equity Analysis published in January 2016, and approved by the Board, captured long-term goal to phase out paper tickets and passes in current fare system.
- Covered, 7 & 14 day, and transition from all paper fare media to Hop, including monthly passes and books of 2.5 hour and day tickets.
- An additional analysis was performed specifically for the rolling 30 day fare, which Carl is presenting for your awareness today.

Fare Ordinance:

- Elimination of 7, 14 & 30 day, as well as books of paper tickets all require a change to TriMet's fare code, for non-LIFT customers.



Key Dates

January 2019: Begin board and public communication around upcoming changes

February 2019: TEAC review of eliminations of non-LIFT 7, 14, & 30 day passes & ticket book & TriMet Tickets App

March 2019: Title VI Analysis presentation for Board awareness of draft report.

Ongoing through end of year: Ticket exchanges & outreach, including Saturday exchanges.

April 2019: first reading and public hearing to stop acceptance of non-LIFT 7, 14, & 30 day passes & ticket books

May 2019: second reading and to approve Title VI analysis and to stop acceptance of non-LIFT 7, 14, & 30 day passes & ticket books

December 2019: non-LIFT 7, 14, & 30 day passes, ticket books and TriMet Tickets App no longer accepted as valid fare.



Title VI Methodology

Fare Change:

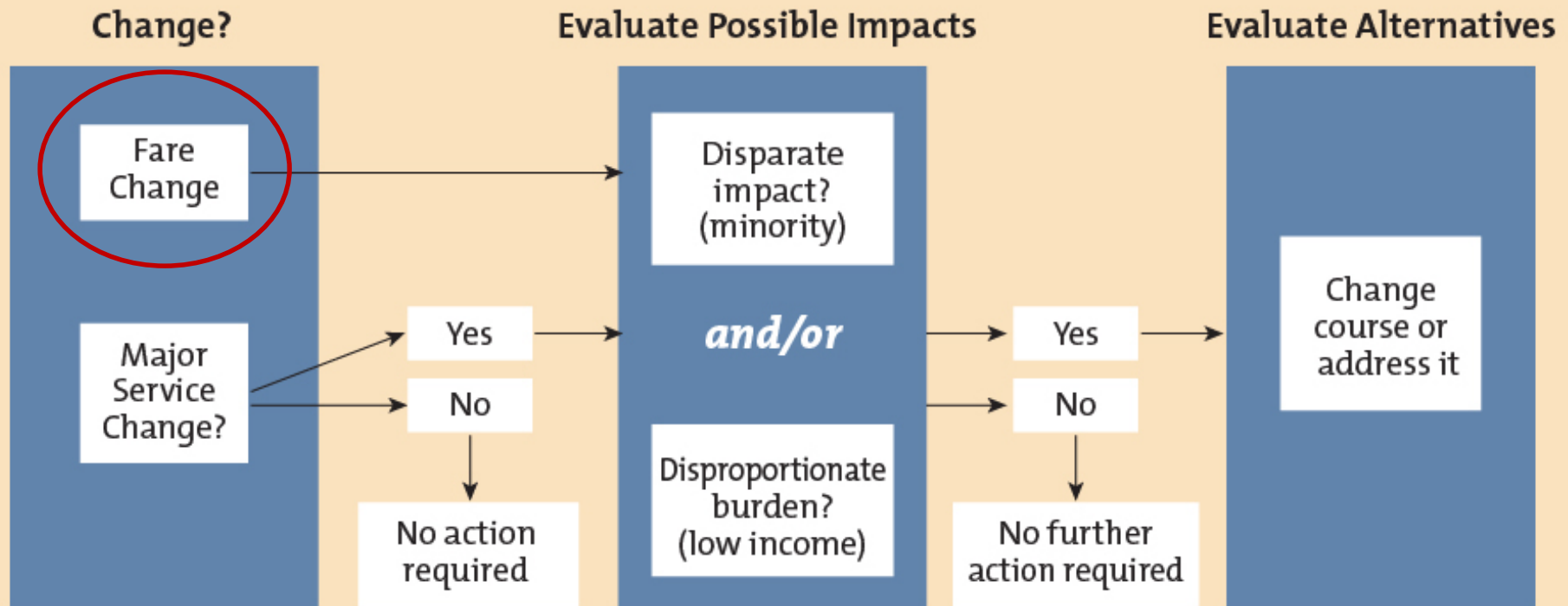
Includes the eventual elimination of the 30-day pass. An ordinance to do so will be brought forward to the Board for a first reading in April.

One main question:

Does eliminating the 30-Day pass disproportionately impact minority and low-income riders?

Data Source: TriMet 2016 Fare Survey

Overview of TriMet Equity Analysis



Disparate Impact Analysis

The analysis examined whether trips by minority riders may bear a greater share of negative impacts, or experience a lesser share of the positive impacts than trips by non-minority riders.

Table 2: Comparison of Minority Status for 30-Day Pass Purchases, By Location

TriMet 2016 Fare Survey

Purchase location	Weekdays	
	Non-minority Fares <i>(n=4,412)¹</i>	Minority Fares <i>(n=2,594)</i>
Ticket Vending Machine	3%	3%
Mobile Ticketing Application	3%	2%
TOTAL	6%	5%

Disproportionate Burden Analysis

The analysis examined whether trips by low income riders may bear a greater share of negative impacts, or experience a lesser share of the positive impacts than trips by higher income riders.

Table 3: Comparison of Income Status for 30-Day Pass Purchases, By Location

TriMet 2016 Fare Survey

Purchase location	Weekdays	
	Higher Income Fares <i>(n=3,171)¹</i>	Low Income ² Fares <i>(n=2,300)</i>
Ticket Vending Machine	3%	3%
Mobile Ticketing Application	3%	2%
TOTAL	6%	5%



Fare Sales and Hop Considerations

Since the advent of Hop (July 18, 2017), the overall demand for 30-Day passes by TriMet's ridership have been extremely low.

- In fact, 30-Day passes account for less than 1 percent of all transactions from TVMs and the mobile ticketing app between July 18, 2017 and December 31, 2017.
- As expected, the 30 Day Pass sales at TVMs have declined 33% in just the first 6 months of Hop.
- Hop sales have increased substantially and the number of cards registered have increased from 8,146 to over 54,000 in that same 6 month time frame.



Mitigations

- Although no adverse impacts were found, TriMet implemented several mitigations to minimize the potential impact:
 - TVM Transition Outreach Plan to keep riders well informed of the upcoming changes
 - TVM Conversion Strategy which preserved TVMs in high minority and low income areas until the later part of the project.
 - An ordinance will be brought forward to the Board next month to approve the elimination of 7, 14, & 30 day tickets & ticket books from TriMet's Fare Code.



Analysis Conclusions

Given the available data, TriMet finds no potential Disparate Impact or Disproportionate Burden under this proposal.

Thank you!