



**Equity Analysis: Low Income Fare Program**

**Department of Diversity & Transit Equity**

**November 30, 2017**

## Executive Summary: Low Income Fare Program Equity Analysis

In accordance with Title VI of the Civil Rights Act of 1964, FTA Circular 4702.1B and TriMet's 2016 Title VI Program, TriMet conducts an equity analysis any time fare changes are proposed to ensure that changes do not unfairly impact people of color and low-income populations. The proposal to decrease Adult fares for eligible low-income riders in July 2018 calls for such an analysis prior to the TriMet Board of Directors taking action.

### Methodology

TriMet's Title VI Program outlines the agency's Disparate Impact and Disproportionate Burden policies, as well as the way in which TriMet conducts fare equity analyses. In the case of the proposed Low Income Fare Program, the analysis aimed to answer two main questions: 1) **how might decreasing Adult fares for eligible riders impact minority and/or low-income riders; and 2) do minority and/or low-income riders stand to benefit equitably from this proposal?** To answer these questions, staff utilized data from the most recent TriMet fare survey, conducted onboard in fall 2016.

### Findings

#### Disparate Impact Analysis (Minority Riders)

The analysis found that a greater percentage of minority riders would be positively affected (i.e., eligible trips) by the fare change than the percentage of minority riders on TriMet services as a whole. Eligible trips are defined as trips taken by low-income riders at or below the 200% federal poverty level. Additionally, minority and non-minority riders that are eligible for the Low Income Fare Program use different fare products (e.g. single fares, 1-day passes, and monthly passes) at similar rates.

- **Therefore, the proposal to decrease single fares, 1-day, and monthly passes by different percentages does not present a potential Disparate Impact.**

#### Disproportionate Burden Analysis (Low-income Riders)

The analysis found that the specific structure of the fare decrease proposal – to decrease Adult single fares by \$1.25, 1-day pass by \$2.50, and monthly passes by \$72 – will positively benefit low-income riders. The program eligibility requirement is inclusive of TriMet's definition of a low income rider. Thus, the program stands to benefit all low-income riders as defined by TriMet's Title VI policy. Additionally, low income and higher income riders use different fare products at similar rates – with the exception of the monthly pass which is proposed for the highest percentage decrease. However, fares paid by low-income riders are more likely to be the monthly/30-Day pass than fares paid by higher income riders.

- **Therefore, this proposal does not present a potential Disproportionate Burden on low-income riders, as low-income riders stand to benefit significantly from the program.**

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## I. Background

TriMet is proposing a Low Income Fare Program for riders in households at or below 200 percent of the federal poverty level, enabling them to ride TriMet at a reduced rate. In 2016, the agency set out to identify new approaches to address transit affordability for low-income transit riders. Four key objectives guided the research, development, and feasibility of a Low Income Fare Program.

1. Sustainable: Funding is ongoing and costs are shared with regional partners;
2. Meaningful: Program is designed to address needs of low-income riders. Access should be convenient and easy for customers;
3. Targeted: Benefits directed to those that need them most, by way of established eligibility criteria; and
4. Manageable: Administering the program requires minimal cost and leverages existing agency agreements with nonprofits and community based organizations. Eligibility will be managed by organization(s) that have expertise in screening for income-based programs.

The proposed Low Income Fare Program required a process by which TriMet, alongside key regional stakeholders, worked collaboratively to develop recommendations that embodies these four tenets. Preliminary research on existing low income transit fare programs helped identify best practice approaches as well as their applicability to the Portland metro area. The research served as the basis for developing recommendations and parameters for a Low Income Fare Program. This program will help TriMet maintain and expand service to meet the transit needs of low-income populations in the TriMet District.

## II. Authority

As a recipient of Federal financial assistance, TriMet must ensure that fare changes comply with Title VI of the Civil Rights Act of 1964, which states:

*“No person in the United States shall, on the ground 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.”*

The FTA has provided specific implementing guidelines and regulations for complying with Title VI in Circular 4702.1B (“Circular”). Due to the interrelated nature of race/ethnicity and income, the Circular instructs transit agencies to also consider impacts on low-income populations as well as minority populations; the assessment of potential Title VI issues related to fare changes is completed through a fare equity analysis. Figure 1 shows the sequence of steps and considerations in the equity analysis process.

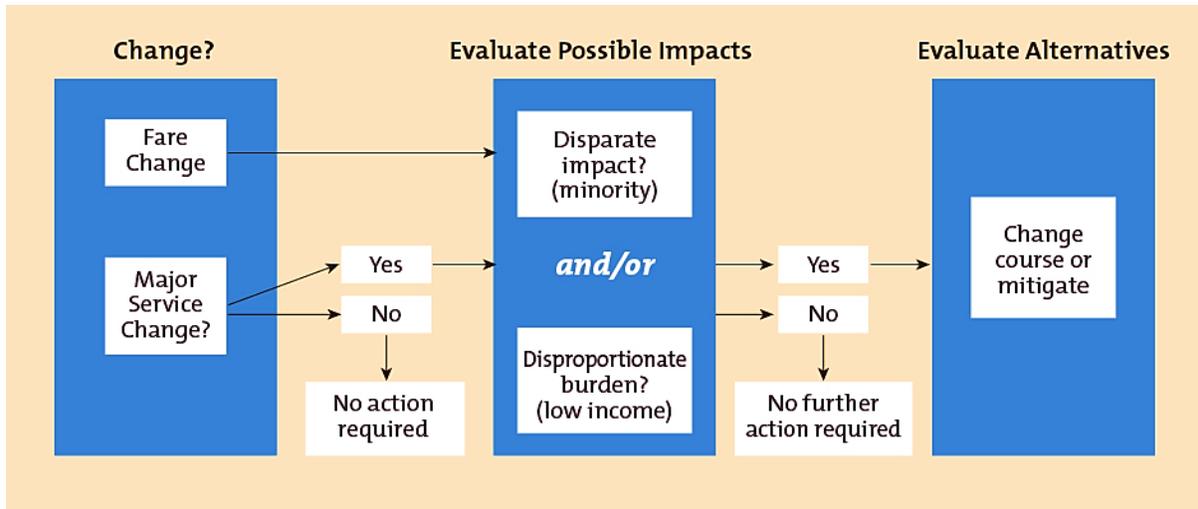


Figure 1: Overview of Title VI Equity Analysis

### III. TriMet Title VI Compliance

In the fall of 2016, TriMet updated its Title VI Program, which received concurrence by the Federal Transit Administration (FTA) in 2017. The program outlines agency policies, definitions and procedures for complying with Title VI and performing equity analyses. This includes the agency’s fare change, Disparate Impact, and Disproportionate Burden policies.

#### A. Disparate Impact Policy

Testing for Disparate Impacts evaluates effects on minority riders or populations as compared to non-minority riders or populations. “Minority” is defined as all persons who identify as being part of racial/ethnic groups besides white, non-Hispanic.

##### *Fare Changes*

For fare changes, a potential Disparate Impact is noted when the percentage of trips by minority riders using a fare option, in combination with the percentage price change for that option, has an impact that exceeds the comparable impact on non-minority riders.

Differences in the use of fare options between minority populations and other populations include all such differences that are documented as statistically significant at the 95 percent confidence level.

#### B. Disproportionate Burden Policy

Testing for Disproportionate Burden evaluates potential effects on low-income populations. The analysis is similar to that used to determine potential Disparate Impacts, but comparing low-income – defined as at or below 150% of the federal poverty level – and higher income. Higher income includes all those above 150% of the federal poverty level.

## IV. Proposed Fare Changes for Summer 2018

### A. Description of Changes

TriMet is proposing a Low Income Fare Program, effective July 1, 2018. The current and proposed fares by fare type are shown in Table 1. The change would reduce the Single Fare and the 1-day Pass for eligible low income riders to half the price (50%) of Adult fare, and it reduces the Adult monthly pass by over 70%. After the decrease, Low Income fares would align with Honored Citizens and Youth fares.

In fiscal year 2016, low income riders (at or below the 200% of the Federal Poverty Level for the purposes of this program) took an estimated 27%<sup>1</sup> of TriMet system originating rides. The Low Income Fare Program will be a fare designation available to persons who are determined by TriMet to meet the eligibility requirements for a reduced fare because the person can appropriately document that their annual income is at or less than 200% of the federal poverty level (FPL). The FPL is the most commonly used criterion to determine eligibility and benefits for economic support programs at the federal, state and local level. The Census Bureau sets poverty thresholds annually using a nationally representative survey and then the Department of Health and Human Services (HHS) simplifies the thresholds to set federal poverty guidelines, with adjustments for family size. An estimated 31%<sup>2</sup> of the Tri-County population were at or below the 200% FPL in 2015.

**Table 1: Proposed Low Income Fare Changes for Adult Fares**

	Adult	
	Current Fare	Proposed Fare
<b>Single Fare (cash/ticket)</b>	\$2.50	\$1.25
<b>1-day Pass</b>	\$5.00	\$2.50
<b>Monthly Pass</b>	\$100.00	\$28.00

### B. Data Sources

The 2016 TriMet on-board Fare Survey (survey instrument attached in Appendix A) collected fare payment and demographic data necessary to conduct a fare equity analysis consistent with the policies described in Section III of this report.

<sup>1</sup> Percent is based off an estimated calculation utilizing the 2016 Fare Survey and 2016 Ridership data. Data includes both weekday and weekend trips. The calculation was performed by Four Nines Technologies consulting firm as part of the fare cost modeling for the Low Income Fare Program.

<sup>2</sup> Ratio of income to Poverty Level in the Past 12 Months based off American Community Survey 2015 1-Year Estimates

### C. Disparate Impact Analysis

The first level of the Disparate Impact analysis is a determination of how eligible trips compare to non-eligible trips in terms of racial/ethnic minority status within each group. Eligible riders are defined as those with a household income at or below 200 percent of the federal poverty level, which is a requirement for the Low Income Fare Program. The proportion of the TriMet service district’s population that minorities represent is 27.9%. As shown in Table 2, the share of program eligible trips taken by minority riders (66%) is significantly greater than non-eligible trips taken by minority riders (34%). The difference is similar on weekends. In other words, a greater percentage of minority riders would be positively affected (i.e., eligible trips) by the fare change than the percentage of minority riders on TriMet services as a whole. Conversely, a lower percentage of higher income minority riders would experience no impact by the proposed changes since fares would remain the same. This indicates that the proposal to decrease Adult fares for eligible income riders would not disproportionately impact minority riders.

**Table 2: Comparison of Eligible and Non-eligible Trips, By Minority Status**  
TriMet 2016 Fare Survey

	Weekdays <sup>1</sup>		Weekends <sup>1</sup>	
	Minority Riders (n=1,439) <sup>2</sup>	Non-Minority Riders (n=2,788)	Minority Riders (n=1,442)	Non-Minority Riders (n=2,530)
<b>Eligible Trips</b>	66%	48%	68%	53%
<b>Non-eligible Trips</b>	34%	52%	32%	47%
<b>Total</b>	100%	100%	100%	100%

<sup>1</sup> Differences between column pairs are statistically significant at the 95% confidence level

<sup>2</sup> n indicates weighted number of survey responses

Since different fares are proposed to decrease by different percentages, the next level of analysis examines the degree of decrease by fare type to see whether that leads to any potential disparities. Table 3 denotes this information for both weekdays and weekends, and the data indicates that minorities and non-minorities are likely to use each individual Low Income Fare Program fare type (Single fare, 1-Day, and Monthly Pass) at similar rates. There were no statistically significant difference between the percent of non-minority and the percent of minority trips during the weekday. Similar results were found for the Single fare and 1-Day Pass fare options during the weekend. However, there was a statistically significant difference for the Adult Month/30-Day Pass, which only suggests that non-minority riders are more likely to use the Monthly/30-Day Pass during the weekend. Overall, there are comparable and equally benefitting impacts for both minority and non-minority riders that are eligible for the Low Income Fare Program. Therefore, the above analyses indicates no potential Disparate Impact for minority riders.

**Table 3: Proposed Fare Changes and Program Eligible Trips Usage, By Minority Status**  
2016 TriMet Fare Survey

Fare media	Program Eligible Trips						
				Weekdays		Weekends	
	Current Fare	Proposed New Fare	Fare change Pct.	Pct. of Non-minority Trips (n=1,589) <sup>1</sup>	Pct. of Minority Trips (n=1,171)	Pct. of Non-minority Trips (n=1,570)	Pct. of Minority Trips (n=1,179)
<b>Adult Single fare</b>	\$2.50	\$1.25	-50%	26%	25%	28%	29%
<b>Adult 1-Day Pass</b>	\$5.00	\$2.50	-50%	26%	26%	27%	29%
<b>Adult Monthly/30-Day Pass</b>	\$100.00	\$28.00	-72%	32%	29%	31%	25%
<b>Other Fare Passes*</b>	-	-	-	17%	18%	14%	16%
<b>Total</b>				100%	100%	100%	100%

<sup>1</sup>n indicates weighted number of survey responses

Grey cells indicate statistically significant difference at the 95% confidence level

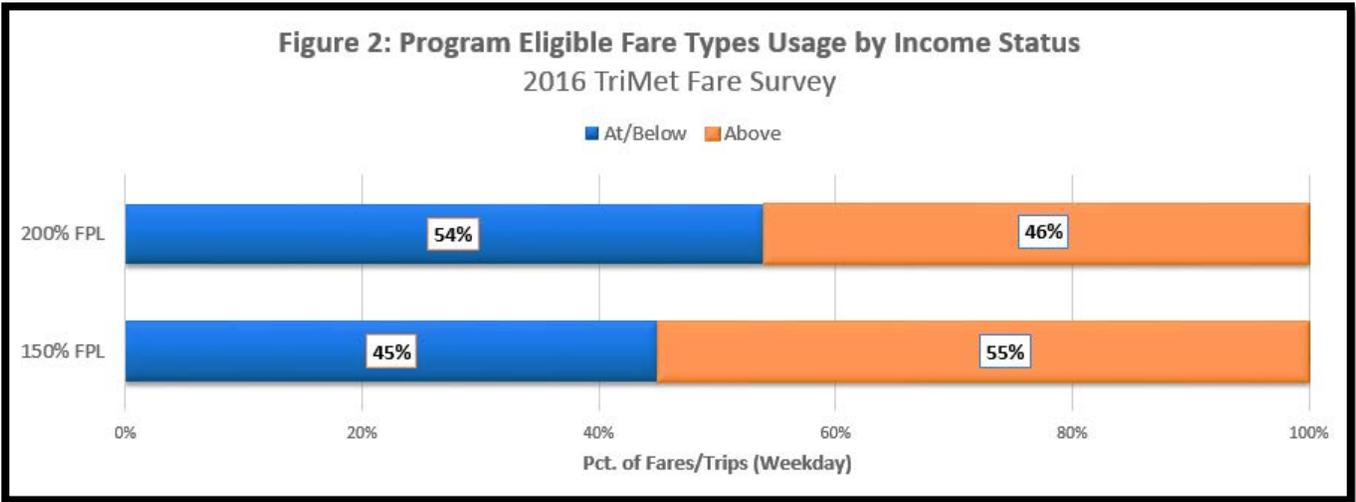
\*Adult 7-Day, 14-Day, 30-Day, and Annual Pass are not anticipated to be part of the Low Income Fare Program

- Thus, TriMet finds no potential Disparate Impact on minority populations under the Low Income Fare Program proposal

#### D. Disproportionate Burden Analysis

In accordance with TriMet’s Disproportionate Burden policy, a low income rider is defined as having a household income at or below 150% of the federal poverty level. To qualify for the low income fare discount, a rider’s household income must be at or below the 200% FPL. Since the Low Income Fare Program reduced fare is inclusive of the agency’s definition of a low-income rider, the first level of analysis will look at the program eligible fare types (Single fare, 1-Day, and Monthly/30-Day Pass) usage by income status. Specifically, the analysis looks to compare low-income status at the 150% and 200% federal poverty levels for eligible fares and the extent to which lower income populations will benefit from the reduced fares.

As shown in Figure 2, 45% of trips made are by TriMet’s definition of a low-income rider. Whereas, the percentage of trips made by ridership at or below 200% FPL is 54%. Simply noted, the purpose of this comparison is to illustrate the extended benefit to lower income populations due to the eligibility threshold being set at/or below the 200% FPL compared to the 150% FPL. In other words, low-income riders stand to benefit from the introduction of a Low Income Fare Program.



Since different fares are proposed to decrease by different percentages, the next level of analysis looks at the degree of decrease by fare type to see whether that leads to any potential disparities. Table 5 denotes this information for both weekdays and weekends, and the data indicates that lower income and higher income are about as likely as each other to use each the following Low Income Fare Program fare types: Single fare and the Adult 1-Day Pass. The exception is the Adult Monthly/30-Day Pass where it is found that a greater share of low-income riders are more likely to use this fare type overall.

Noteworthy, there were statistically significant differences between the percent of low-income and the percent of higher income trips during the weekday for the Adult 1-Day Pass and the Adult Monthly/30-Day Pass. However, there was not a significant difference for the Single fare. Similar results were found for trips made during the weekend.

Thus, the analysis finds no potential disproportionate and adverse effects on low-income riders because:

- a. Low-income riders that are eligible for the program will pay significantly less than they currently do.
- b. Lower income and higher income riders use the single fares and 1-Day Pass at similar rates.
- c. The monthly pass fare type for eligible riders is proposed for the highest percentage decrease, and
- d. Fares paid by low-income riders are more likely to be the monthly/30-Day pass than fares paid by higher income riders.

**Table 5: Proposed Fare Changes and Usage, By Income Status**  
2016 TriMet Fare Survey

Fare media				Weekdays		Weekends	
	Current Fare	Proposed New Fare	Fare change Pct.	Pct. of Higher Income Trips (n=3,171) <sup>1</sup>	Pct. of Low Income Trips <sup>2</sup> (n=2,300)	Pct. of Higher Income Trips (n=2,510)	Pct. of Low Income Trips (n=2,360)
<b>Adult Single fare</b>	\$2.50	\$1.25	-50%	25%	26%	28%	28%
<b>Adult 1-Day Pass</b>	\$5.00	\$2.50	-50%	22%	26%	32%	27%
<b>Adult Monthly/30-Day Pass</b>	\$100.00	\$28.00	-72%	26%	32%	20%	30%
<b>Other Passes*</b>	-	-	-	27%	16%	19%	15%
<b>Total</b>				100%	100%	100%	100%

<sup>1</sup>n indicates weighted number of survey responses

<sup>2</sup> Low-income defined as at or below 150% federal poverty; Higher income is all others.

Grey cells indicate statistically significant difference at the 95% confidence level

\*Adult 7-Day, 14-Day, 30-Day, and Annual Pass are not anticipated to be part of the Low Income Fare Program

- Thus, TriMet finds no potential Disproportionate Burden on low-income populations under the Low Income Fare Program proposal, as qualifying low-income riders will pay significantly less.

## E. Fare Equity Analysis Conclusions

The proposed fare changes require a fare equity analysis to identify any potential disparate impacts on minority riders and/or disproportionate burden on low-income riders. The fare equity analysis found:

- No potential disparate impact on minority riders associated with the Low Income Fare Program
- No potential disproportionate burden on low-income riders associated with the Low Income Fare Program

The proposed fare package would make transit more affordable for adults and families throughout the Portland metropolitan region. Low income adults riding any TriMet service within the service district would be eligible for a fare decrease. This analysis has concluded that minority and low-income riders will not be limited or denied the benefits of the proposed fare changes.

## V. Alternatives to Address Findings

The findings of this analysis do not prompt TriMet to consider possible measures to avoid, minimize, and/or mitigate adverse impacts on minority or low-income riders.

## VI. Community Engagement

TriMet discussed the Low Income Fare Program proposal with key stakeholders and community members. These discussions focused on adult fare decrease for eligible riders and program eligibility. The following provides a summary of activities conducted leading up to the TriMet Board's decision on whether to adopt the Low Income Fare Program, and beyond if it is adopted.

### Regional Low Income Taskforce

After three years of planning and research the Low Income Fare Program was proposed. Commencing in 2013, TriMet and Metro leadership convened a regional Low Income Fare Taskforce (Taskforce) which explored the feasibility of a local program through a regional collaborative effort. The Taskforce included over 22 members from across the Tri-County area, and consisted of local elected officials, community based organizations, business associations and stakeholders from secondary, and post-secondary institutions.

#### The goals for the Low Income Fare Taskforce were:

1. To develop a better understanding of the approaches other like-communities have used to implement low-income fare programs, and gain a better sense of the challenges and opportunities involved in the current efforts occurring around the country, as well as the applicability to our local context.
2. To use this understanding to help identify potential program parameters including eligibility criteria, potential subsidy levels, and other programmatic concepts to better inform a local approach.

#### The Taskforce met 5 times over the course of four months in calendar year 2016

- Meeting 1: Build understanding of existing programs around the country
- Meeting 2: ORCA Lift Case Study, peer to peer a profile in an operational model
- Meeting 3: Program Parameters, subsidy and eligibility, balancing the tradeoffs
- Meeting 4: Funding Ideas, Options, and Strategies
- Meeting 5: Final Recommendations and Next Steps

#### The final outcomes from the Taskforce were as follows:

1. The Taskforce members agreed to support the development of a regional Low Income Fare program
2. The Taskforce members recommended eligibility of up to 200% of Federal Poverty Level
  - One-person household: \$24,120 max
  - Four-person household: \$49,200 max
3. The Taskforce members recommended a program subsidy at 50% off of an Adult ticket/day pass and ~70% off of Adult monthly pass
  - Equivalent to Honored Citizen and Youth fare structure

## Transit Equity Advisory Committee (TEAC)

TriMet's Transit Equity Advisory Committee participated in the program development as well as received timely updates of the program throughout various monthly TEAC meetings. TEAC reviewed the Low Income Fare Program proposal and the analysis results presented here via email correspondence. The low income fare equity analysis report was distributed to TEAC members on November 27, 2017 for their review. The comment period ended on November 30, 2017. There were no concerns or questions brought forward. A majority of TEAC members expressed their approval and support of the Low Income Fare Program.

## TriMet Community Partner Forums

TriMet's Diversity & Transit Equity Department completed a series of community forums. These forums were initiated from the need to communicate and discuss with our Community Partners the upcoming changes, which included an overview of the Low Income Fare Program.

The goals for the department were:

- Allow the community representatives to both gain a better understanding of what TriMet will possibly implement, and
- Give the Community partners the ability to voice their opinion on what they liked, and what they found could use clarification and changes. The surveys allow for the DTE department to tangibly capture an analysis of their opinion.

**Table 6: Community Partner Forum Schedule**

Date	Location	Address	Time
October 30 <sup>th</sup>	Rosewood Initiative	16126 SE Stark St.	10am- 12 noon
November 7 <sup>th</sup>	PCC- Willow Creek	241 SW Edgeway Dr.	10am- 12 noon
November 16 <sup>th</sup>	Clackamas CC	19600 Molalla Ave.	10am- 12 noon

Results of the Low-Income Fare survey:

- Community representatives recommended that potential participants of the LIF program should be able to register at Community Based Organizations, Government agencies, and culturally specific nonprofits.
- Community representatives also recommended that potential participants should provide the following documentation for eligibility: SNAP Benefits, SSI Award Letters, and TANF (Temporary Assistance for Needy Families). Paystubs for the last 30 days was another recommendation.
- When asked how often participants should have to reapply, 40% suggested 24 months, 26% suggested 18 months, 14% suggested 36 months, 6% suggested 30 months, and the remaining 14% had other varying responses.
- The last question on the Low-Income Fare Program was: How can we best communicate this opportunity to the community you serve? The responses were varying, but the one method that was consistently asked of TriMet is to have more training and outreach forums.

## Online Survey

A webpage was developed (<https://trimet.org/lowincome/index.htm>) to encourage stakeholders to provide feedback and to help inform the program model.

## TriMet Fall 2017 Open Houses

As noted in Table 7, TriMet staff held seven open houses to facilitate budget discussions with community stakeholders and riders and to communicate proposed service changes and enhancements. Additionally, a table was staffed to share information regarding the Low Income Fare Program as well as to receive feedback on program development. Questions included: 1) where should participants register for the program; 2) what types of documentation should be required in order to verify eligibility; and 3) how often should participants have to reapply? Overall, the feedback received was positive and community members are looking forward to the implementation of the Low Income Fare Program.

**Table 7: TriMet Open Houses Schedule**

<b>Date</b>	<b>Location</b>	<b>Address</b>	<b>Time</b>	<b>Notes</b>
November 1	Oregon City (Pioneer Community Center)	615 5 <sup>th</sup> St.	6 pm – 8 pm	Open House
November 2	North Portland (PCC Cascade)	705 N. Killingsworth St.	Noon – 2 pm	Open House
November 6	Gresham (City of Gresham)	1333 NW Eastman Pkwy	6 pm – 8 pm	Division Transit Project Open House
November 8	Tigard (Tigard Ballroom)	8900 SW Commercial St.	6 pm – 8 pm	Open House
November 9	Milwaukie (Milwaukie HS)	2301 SE Willard St.	6 pm – 8 pm	Open House
November 14	Hillsboro (Centro De Prosperidad)	400 E. Main St.	6 pm – 8 pm	Open House
November 15	Downtown Portland (U of O White Stag)	70 NW Couch St.	6 pm – 8 pm	Open House

## East County Caring Committee

On August 3, 2017, Commissioner Lori Stegman invited TriMet to update the group on recent events related to the regions transit system. The East County Caring Committee is made up of mostly nonprofit and community based organizations located in the East County area. TriMet staff presented on HB 2777, HB 2017, the fare citation process and the Low Income Fare Program. General feedback was received.

## Making Visible Differences Steering Committee

On October 31, 2017, Chairperson Melody Poland and U.S. Environmental Protection Agency Region 10 representative invited TriMet to update the group on TriMet’s Title VI Program and the Low Income Fare Program. The Making Visible Differences Steering Committee is made up of mostly local government, academic institutions, nonprofit and community based organizations located throughout the Portland metro area. A majority of the comments mentioned the importance of TriMet increasing awareness and education about the program because of the immense perceived value that it will bring to the region.

# TriMet Rider Survey

Please fill out this form even if you have already received one on another bus or train.

**Dear Rider:** TriMet would like to know about the trip you are currently making. Please answer the following questions and return to the surveyor or drop it in the mail.

1. What line are you riding on now? Line # _____ Line name _____							
2. Do you have to <b>transfer</b> to or from a different line to make this trip in <b>one</b> direction?							
01 <input type="checkbox"/> No		02 <input type="checkbox"/> 1 time		03 <input type="checkbox"/> 2 times		04 <input type="checkbox"/> 3 or more times	
3. If you must transfer to make this trip, what lines do you transfer to or from? (not including the bus or train you are on now)							
Line # _____		Line name _____		Line # _____		Line name _____	
<input type="checkbox"/> MAX		<input type="checkbox"/> WES		<input type="checkbox"/> Portland Streetcar		<input type="checkbox"/> C-TRAN route # _____	
4. How did you pay your fare for this trip? (check one) 01 <input type="checkbox"/> TriMet fare							
If Streetcar, which type of fare?		02 <input type="checkbox"/> C-TRAN fare		03 <input type="checkbox"/> Portland Streetcar fare			
01 <input type="checkbox"/> 2-Hour Ticket (\$1)		02 <input type="checkbox"/> Portland Streetcar Annual Pass (\$150)					
5. Which TriMet fare? (Please check one)							
	01 <b>CASH</b> (2-Hr Ticket)	02 <b>TICKET</b> (Book of 10)	03 <b>1-DAY PASS</b>	04 <b>7-DAY PASS</b>	05 <b>14-DAY PASS</b>	06 <b>MONTHLY/ 30-Day PASS</b>	07 <b>ANNUAL PASS</b>
Adult	01 <input type="checkbox"/> \$2.50	01 <input type="checkbox"/> \$25.00	01 <input type="checkbox"/> \$5.00	01 <input type="checkbox"/> \$26.00	01 <input type="checkbox"/> \$51.00	01 <input type="checkbox"/> \$100.00	01 <input type="checkbox"/> \$1,100.00
Youth/Student	02 <input type="checkbox"/> \$1.65	02 <input type="checkbox"/> \$16.50	02 <input type="checkbox"/> \$3.30	02 <input type="checkbox"/> \$ 8.00	02 <input type="checkbox"/> \$15.50	02 <input type="checkbox"/> \$ 30.00	02 <input type="checkbox"/> \$ 330.00
Honored Citizen/STAR	03 <input type="checkbox"/> \$1.00	03 <input type="checkbox"/> \$10.00	03 <input type="checkbox"/> \$2.00	03 <input type="checkbox"/> \$ 7.00	03 <input type="checkbox"/> \$13.50	03 <input type="checkbox"/> \$ 26.00	03 <input type="checkbox"/> \$ 286.00
LIFT	04 <input type="checkbox"/> \$2.15	04 <input type="checkbox"/> \$21.50			04 <input type="checkbox"/> \$31.50	04 <input type="checkbox"/> \$ 62.00	04 <input type="checkbox"/> \$ 682.00
05 <input type="checkbox"/> Employee ID with TriMet sticker							
06 <input type="checkbox"/> College ID with TriMet sticker							
07 <input type="checkbox"/> High school ID with TriMet sticker and/or embedded with TriMet logo							
08 <input type="checkbox"/> Honored Citizen Downtown Pass							
09 <input type="checkbox"/> Other _____							
6. Is your single-fare payment being used for a one-way or a round-trip?				01 <input type="checkbox"/> One-way trip		02 <input type="checkbox"/> Round-trip	
7. If you are using a 1-Day Pass, how many one-way trips will you make on it today? _____							
8. Where did you buy your fare for this trip?							
01 <input type="checkbox"/> Onboard the bus		05 <input type="checkbox"/> Pass by Mail		09 <input type="checkbox"/> Social Service Agency Purchased for me			
02 <input type="checkbox"/> Ticket Vending Machine		06 <input type="checkbox"/> School or Place of Employment		10 <input type="checkbox"/> Other _____			
03 <input type="checkbox"/> TriMet Ticket Office		07 <input type="checkbox"/> Online					
04 <input type="checkbox"/> Retail Store		08 <input type="checkbox"/> Purchased on Streetcar					
9. Do you have a vehicle you could have used to make this trip either as the driver or as a passenger?						01 <input type="checkbox"/> Yes	
						02 <input type="checkbox"/> No	
10. Do you have a checking or savings account? 01 <input type="checkbox"/> Yes							
02 <input type="checkbox"/> No							
11. Do you have or use a pre-paid or regular debit or credit card?							
01 <input type="checkbox"/> Yes (check all that apply)		01 <input type="checkbox"/> Pre-paid card		02 <input type="checkbox"/> Bank-issued debit card		03 <input type="checkbox"/> Bank-issued credit card	
02 <input type="checkbox"/> No							
12. Including yourself, how many people live in your household? _____							
13. How many trips have you taken on a TriMet bus/MAX in the last month? (count each direction as one trip) _____							
14. What is your age? _____							
15. Are you a college student?		01 <input type="checkbox"/> Yes, full-time		02 <input type="checkbox"/> Yes, part-time		03 <input type="checkbox"/> No	
If you are a college student, which college?		01 <input type="checkbox"/> PSU		02 <input type="checkbox"/> PCC		03 <input type="checkbox"/> Other _____	
16. Are you: (check one) 01 <input type="checkbox"/> Asian/Pacific Islander							
02 <input type="checkbox"/> African American/Black		03 <input type="checkbox"/> Caucasian/White		05 <input type="checkbox"/> Multi-racial/bi-racial		07 <input type="checkbox"/> Other _____	
		04 <input type="checkbox"/> Hispanic/Latino		06 <input type="checkbox"/> Native American Indian			
17. What was your total annual household income before taxes in 2011? (check one)							
01 <input type="checkbox"/> Under \$10,000		03 <input type="checkbox"/> \$20,000 to \$29,999		05 <input type="checkbox"/> \$40,000 to \$49,999		07 <input type="checkbox"/> \$60,000 to \$69,999	
02 <input type="checkbox"/> \$10,000 to \$19,999		04 <input type="checkbox"/> \$30,000 to \$39,999		06 <input type="checkbox"/> \$50,000 to \$59,999		09 <input type="checkbox"/> Don't know	
		08 <input type="checkbox"/> \$70,000 or more					
18. Do you speak a language other than English at home? 01 <input type="checkbox"/> Yes							
If yes, what language is this? _____						02 <input type="checkbox"/> No	
Quý vị có nói một ngôn ngữ nào khác ngoài tiếng Anh ở nhà không?						05 <input type="checkbox"/> Có	
除了英文外，您在家還說其他的語言嗎？						06 <input type="checkbox"/> Không	
Разговариваете ли вы на каком-либо еще языке, кроме английского, дома?						07 <input type="checkbox"/> 是	
집에서 영어가 아닌 다른 언어를 사용하십니까?						08 <input type="checkbox"/> 否	
						09 <input type="checkbox"/> Да	
						10 <input type="checkbox"/> Нет	
						11 <input type="checkbox"/> 예	
						12 <input type="checkbox"/> 아니오	
19. How well do you speak English? 01 <input type="checkbox"/> Very well							
Quý vị nói tiếng Anh khá không?		09 <input type="checkbox"/> Rất khá		10 <input type="checkbox"/> Khá		11 <input type="checkbox"/> Không khá	
您說英文的程度如何？		13 <input type="checkbox"/> 非常好		14 <input type="checkbox"/> 好		15 <input type="checkbox"/> 好	
Как хорошо вы разговариваете на английском языке?		17 <input type="checkbox"/> Очень хорошо		18 <input type="checkbox"/> Достаточно хорошо		19 <input type="checkbox"/> Не очень хорошо	
영어로 어느 정도로 잘 구사하십니까?		21 <input type="checkbox"/> 대단히 잘한다		22 <input type="checkbox"/> 잘한다		23 <input type="checkbox"/> 잘하지 못한다	
						20 <input type="checkbox"/> Вообще не говорю	
						24 <input type="checkbox"/> 전혀 하지 못한다	

Please return to surveyor or fold, tape 1" from each edge and mail postage-paid. Thank you for taking time to fill out this survey.



**BUSINESS REPLY MAIL**

FIRST-CLASS MAIL PERMIT NO. 596 PORTLAND OR

POSTAGE WILL BE PAID BY THE ADDRESSEE

TRIMET  
ATTN: FINANCIAL PLANNING  
4012 S.E. 17TH AVENUE  
PORTLAND, OR 97202-9911



**Encuesta a los pasajeros de TriMet**

Favor de llenar este formulario aún si ya lo recibió en otro tren o autobús.

**Estimado Pasajero:** TriMet necesita saber algunos datos sobre el viaje que hace en estos momentos. Favor de contestar las siguientes preguntas. Cuando termine entréguelas al encuestador o envíelas por correo.

1. ¿En que línea viaja en estos momentos?		Línea # _____	Nombre de la ruta/línea _____					
2. ¿Necesita hacer <b>trasbordos</b> de una línea a otra para completar este viaje en <b>una</b> dirección?								
01	<input type="checkbox"/> No	<input type="checkbox"/> Sí. Si la respuesta es sí, ¿cuántas veces?	02	<input type="checkbox"/> 1 vez	03	<input type="checkbox"/> 2 veces	04	<input type="checkbox"/> 3 veces o más
3. Si hace trasbordos en este viaje, ¿de qué líneas a qué líneas trasborda? (no incluya el tren o autobús en que ahora viaja)								
Línea # _____	Nombre de la ruta/línea _____		Línea # _____	Nombre de la ruta/línea _____				
<input type="checkbox"/> MAX	<input type="checkbox"/> WES	<input type="checkbox"/> Portland Streetcar	<input type="checkbox"/> Ruta C-TRAN # _____	<input type="checkbox"/> Transporte SAM _____				
4. ¿Cómo pagó este viaje? (marque una)		01	<input type="checkbox"/> Tarifa de TriMet	02	<input type="checkbox"/> Tarifa de C-TRAN	03	<input type="checkbox"/> Tarifa de Portland Streetcar	
Si pagó pasaje de Streetcar, ¿qué tipo de pasaje?		01	<input type="checkbox"/> Boleto de 2-horas (\$1)	02	<input type="checkbox"/> Pase Anual Portland Streetcar (\$150)			
5. ¿Qué usó para pagar en TriMet? (marque una)								
	01 <b>EFFECTIVO</b> (boleto de 2-horas)	02 <b>BOLETO</b> (talonario de 10)	03 <b>PASE de 1-DÍA</b>	04 <b>PASE de 7-DÍAS</b>	05 <b>PASE de 14-DÍAS</b>	06 <b>PASE de MENSUAL/30-DÍAS</b>	07 <b>PASE ANUAL</b>	
Adultos	01 <input type="checkbox"/> \$2.50	01 <input type="checkbox"/> \$25.00	01 <input type="checkbox"/> \$5.00	01 <input type="checkbox"/> \$26.00	01 <input type="checkbox"/> \$51.00	01 <input type="checkbox"/> \$100.00	01 <input type="checkbox"/> \$1,100.00	
Joven/Estudiante	02 <input type="checkbox"/> \$1.65	02 <input type="checkbox"/> \$16.50	02 <input type="checkbox"/> \$3.30	02 <input type="checkbox"/> \$ 8.00	02 <input type="checkbox"/> \$15.50	02 <input type="checkbox"/> \$ 30.00	02 <input type="checkbox"/> \$ 330.00	
Ciudadano Honorable/STAR	03 <input type="checkbox"/> \$1.00	03 <input type="checkbox"/> \$10.00	03 <input type="checkbox"/> \$2.00	03 <input type="checkbox"/> \$ 7.00	03 <input type="checkbox"/> \$13.50	03 <input type="checkbox"/> \$ 26.00	03 <input type="checkbox"/> \$ 286.00	
LIFT (servicio de transporte para discapacitados)	04 <input type="checkbox"/> \$2.15	04 <input type="checkbox"/> \$21.50		04 <input type="checkbox"/> \$31.50	04 <input type="checkbox"/> \$ 62.00	04 <input type="checkbox"/> \$ 682.00		
05	<input type="checkbox"/> Identificación de empleado con etiqueta de TriMet							
06	<input type="checkbox"/> Identificación de la universidad con etiqueta de TriMet							
07	<input type="checkbox"/> Identificación de Escuela Preparatoria con etiqueta de TriMet							
08	<input type="checkbox"/> Pase de Ciudadano Honorable para el centro de la ciudad							
09	<input type="checkbox"/> Otra _____							
6. Si pagó un solo pasaje, ¿es para un viaje de ida o de ida y vuelta?		01	<input type="checkbox"/> Viaje de ida	02	<input type="checkbox"/> Viaje de ida y vuelta			
7. Si viaja con un pase de 1 día, ¿cuántos viajes sencillos hará con él el día de hoy? _____								
8. ¿Dónde compró su pasaje para este viaje?								
01	<input type="checkbox"/> A bordo del autobús	05	<input type="checkbox"/> Pase por correo	09	<input type="checkbox"/> Una agencia de servicio social lo compró para mí			
02	<input type="checkbox"/> En una máquina expendedora de boletos	06	<input type="checkbox"/> En la escuela o el lugar de trabajo	10	<input type="checkbox"/> Otro _____			
03	<input type="checkbox"/> En una oficina de boletos de TriMet	07	<input type="checkbox"/> En línea					
04	<input type="checkbox"/> En una tienda	08	<input type="checkbox"/> Lo compré en el tranvía					
9. ¿Tiene un vehículo que podría haber usado para hacer este viaje ya sea como conductor o como pasajero?		01	<input type="checkbox"/> Sí	02	<input type="checkbox"/> No			
10. ¿Tiene cuenta bancaria de ahorros o cheques?		01	<input type="checkbox"/> Sí	02	<input type="checkbox"/> No			
11. ¿Tiene o usa tarjeta prepagada, tarjeta de débito o tarjeta de crédito?								
01	<input type="checkbox"/> Sí (marque todo lo que aplica)	01	<input type="checkbox"/> Tarjeta prepagada	02	<input type="checkbox"/> Tarjeta bancaria de débito	03	<input type="checkbox"/> Tarjeta bancaria de crédito	
02	<input type="checkbox"/> No							
12. Incluyendo a usted, ¿Cuántas personas viven en su hogar? _____								
13. En los últimos 30 días, ¿cuántas veces se ha transportado en autobuses de TriMet/MAX? (cuenta cada dirección como un recorrido) _____								
14. ¿Cuál es su edad? _____								
15. ¿Es Ud. estudiante universitario?		01	<input type="checkbox"/> Sí, a tiempo completo	02	<input type="checkbox"/> Sí, a medio tiempo	03	<input type="checkbox"/> No	
Si es Ud. estudiante universitario, ¿a qué universidad o college asiste?		01	<input type="checkbox"/> PSU	02	<input type="checkbox"/> PCC	03	<input type="checkbox"/> Otro _____	
16. ¿Es Ud.: (marque sólo uno)								
01	<input type="checkbox"/> Asiático/De las Islas del Pacífico	03	<input type="checkbox"/> Caucásico/Blanco	05	<input type="checkbox"/> Multiracial/biracial	07	<input type="checkbox"/> Otro _____	
02	<input type="checkbox"/> Afroamericano/Negro	04	<input type="checkbox"/> Hispano/Latino	06	<input type="checkbox"/> Nativo Americano			
17. ¿Cuál fue el ingreso anual de su hogar antes del pago de impuestos para el año 2011? (marque un cuadro)								
01	<input type="checkbox"/> Menos de \$10,000	03	<input type="checkbox"/> \$20,000 a \$29,999	05	<input type="checkbox"/> \$40,000 a \$49,999	07	<input type="checkbox"/> \$60,000 a \$69,999	
02	<input type="checkbox"/> \$10,000 a \$19,999	04	<input type="checkbox"/> \$30,000 a \$39,999	06	<input type="checkbox"/> \$50,000 a \$59,999	08	<input type="checkbox"/> \$70,000 o más	
09	<input type="checkbox"/> No sé							
18. ¿Habla un idioma que no sea inglés?		03	<input type="checkbox"/> Sí	¿Qué idioma es ese? _____			04	<input type="checkbox"/> No
19. ¿Cuán bien habla el inglés?		05	<input type="checkbox"/> Muy bien	06	<input type="checkbox"/> Bien	07	<input type="checkbox"/> No bien	
		08	<input type="checkbox"/> No hablo inglés					