Title VI Fare Equity Analysis
30-Day Pass Elimination Proposal

TriMet Board of Directors
March 28th 2018

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Overview of TriMet Equity Analysis

**Change?**
- Fare Change
- Major Service Change?

**Evaluate Possible Impacts**
- Disparate impact? (minority)
- Disproportionate burden? (low income)

**Evaluate Alternatives**
- Change course or address it
- No further action required

Flowchart:
- If Fare Change, evaluate possible impacts:
  - If Yes to Disparate impact, change course or address it.
  - If No to Disparate impact, evaluate further impacts:
    - If Yes to Disproportionate burden, change course or address it.
    - If No to Disproportionate burden, no further action required.
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 at a later date.

One main question:

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

Data Source: TriMet 2016 Fare Survey
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

<table>
<thead>
<tr>
<th>Purchase Location</th>
<th>Weekdays</th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Non-minority Fares</td>
<td>Minority Fares</td>
</tr>
<tr>
<td></td>
<td>(n=4,412)</td>
<td>(n=2,594)</td>
<td></td>
</tr>
<tr>
<td>Ticket Vending Machine</td>
<td>3%</td>
<td>3%</td>
<td></td>
</tr>
<tr>
<td>Mobile Ticketing Application</td>
<td>3%</td>
<td>2%</td>
<td></td>
</tr>
<tr>
<td>TOTAL</td>
<td>6%</td>
<td>5%</td>
<td></td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th>Purchase location</th>
<th>Weekdays Higher Income Fares</th>
<th>Weekdays Low Income Fares</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ticket Vending Machine</td>
<td>(n=3,171) 3%</td>
<td>(n=2,300) 3%</td>
</tr>
<tr>
<td>Mobile Ticketing Application</td>
<td>3%</td>
<td>2%</td>
</tr>
<tr>
<td>TOTAL</td>
<td>6%</td>
<td>5%</td>
</tr>
</tbody>
</table>
Given the available data, TriMet finds no potential Disparate Impact or Disproportionate Burden under this proposal.
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.

• 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.

• 30 Day Pass sales at TVMs has declined 33% in just the first 6 months of Hop.

• In that same time period, Hop sales increased substantially and the number of active Hop cards increased from 8,146 to over 54,000.
Mitigations and Next Steps

• Although **no adverse impacts** were found, TriMet will implement several mitigations:
  
  ➢ a TVM Transition Outreach Plan
  
  ➢ a TVM Conversion Strategy

• An ordinance will be brought forward to the board at a later date to phase out 30-day passes.
Thank you!