Title VI Update:
Analysis of proposed service & fare changes

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Overview

• Title VI Equity Analysis Process Review
• Title VI Analyses
  • PMLR Service Plan
  • Honored Citizen fare increase
  • eFare Title VI and outreach
PMLR Title VI Update
PMLR Service Plan

• PMLR corridor has:
  • Above-average low-income population
  • Below-average minority population

• Service increasing in corridor
  • Commitment to re-invest service hours back into corridor

• Some service removed/reduced due to routing changes
Equity Analysis: PMLR

• Service Improvements:
  • Disparate impacts of service improvements
    • Occurring in below-average minority population areas (compared to TriMet district)
    • Potential disparate impact—Justified by commitment to re-invest service hours saved by PMLR back in corridor
  • Disproportionate burdens of service improvements: No
    • Occurring in above-average low-income population areas (compared to TriMet district)
    • No disproportionate burden
Equity Analysis: PMLR

• Stop removals:
  • Disproportionate burdens of stop removals/service reductions
    • Occurring in above-average low-income population area (compared to TriMet district)
    • Potential disproportionate burden justified by business case
  • Disparate impacts of stop removals/service reductions: No
Additional Steps Taken:

• Closer look at stop characteristics
  • Very low ridership for most
  • One park & ride, accessed almost exclusively by vehicle

• Rider survey conducted at stops of concern
  • Most riders have alternatives, but a few did not have plan if service removed
Options

Options to address disproportionate burden

1. Provide rationale for why avoiding, minimizing, or mitigating is not practicable
2. **Mitigate**: Increase service elsewhere to benefit potentially impacted riders
3. **Minimize**: Run reduced service to stops of concern
4. **Avoid**: Keep same service to stops of concern
Honored Citizen Title VI Update
Equity Analysis: Honored Citizen Fare Increase

Questions assessed:

1. Does increasing HC fares disproportionately impact minority and low-income riders?

2. Do the specifics of this fare increase disproportionately impact minority & low-income riders?
## Honored Citizen Fare Increase

<table>
<thead>
<tr>
<th>Pass Type</th>
<th>Current Fare</th>
<th>New Fare</th>
</tr>
</thead>
<tbody>
<tr>
<td>Honored Citizen Single Fare (cash/ticket)</td>
<td>$1.00</td>
<td>$1.25</td>
</tr>
<tr>
<td>Honored Citizen 1-day Pass</td>
<td>$2.00</td>
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<tr>
<td>Honored Citizen 7-day Pass</td>
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<tr>
<td>Honored Citizen 14-day Pass</td>
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<td>$14.50</td>
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<tr>
<td>Honored Citizen Monthly/30-day Pass</td>
<td>$26.00</td>
<td>$28.00</td>
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<tr>
<td>Honored Citizen Annual Pass</td>
<td>$286.00</td>
<td>$308.00</td>
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</tbody>
</table>
Overview of Analysis

– Minority (disparate impact): No
  » Use fare products similarly to non-minority HC’s
  » UNDER-represented amongst HC’s

– Low-income (disproportionate burden): Yes
  » More likely to use single fares than higher-income HC’s
  » OVER-represented amongst HC’s (63% of trips)
Options

Options to address disproportionate burden

1. Provide rationale for why avoiding, minimizing, or mitigating is not practicable

2. **Mitigate:** Expand Access Transit Program to increase HC participation

3. **Minimize:** Work to increase usage of 7-day, 14-day, Monthly passes (smaller % increase). Continue to offer HC Downtown Pass.

4. **Avoid:** Do not adopt fare increase
Public Engagement

- TriMet Committees
  - CAT: Endorsed proposal (*contingent on mitigation*)
  - TEAC: Generally okay with (*contingent mitigation*)
- Listening Sessions
  - Throughout region
Proposed Mitigations

A) Expand Access Transit (*low-income fare mitigation program*)

B) Target HC-serving agencies for program participation

C) Boost discount to HC fares through program
Next Steps

- Work with nonprofits/CBOs to implement approved mitigation strategy
- Continue outreach to community stakeholders and HC riders
eFare Title VI Update
Summary

• **Title VI Update**
  • Hired DBE firm KFH consulting to conduct analysis

• **Preliminary findings**
  • Potential benefits for low-income & minority populations from:
    • Fare caps
    • Expanded retail network

• **Potential Title VI concerns:**
  • How we handle on-board cash transfers & day pass purchases
  • Minimum load on eFare cards
Next Steps

Outreach:

• Focus groups (April/May)
  • Community Based Organizations (CBOs)
• Transit center “pop-up” surveys (May)
• Community forums (May)
• TriMet Committees (March-June)
  • TEAC
  • CAT

To inform final policy decisions & strategies prior to Board consideration (Fall, 2015)