

Title VI Preliminary Report

Weigh in on our fare and service proposals



There's still time to provide feedback on our proposed fare increase for 2024 and our first Forward Together service improvements.

Visit trimet.org/plan or trimet.org/fareproposal to learn more about the proposals, leave your feedback and complete the [fare proposal survey](#) by Feb. 25. We'll gather all of the comments we receive and present them to our Board of Directors before they vote on the service changes in April and the fare increase in May.

TriMet Board Strategy Session
March 29, 2023

Presentation Overview

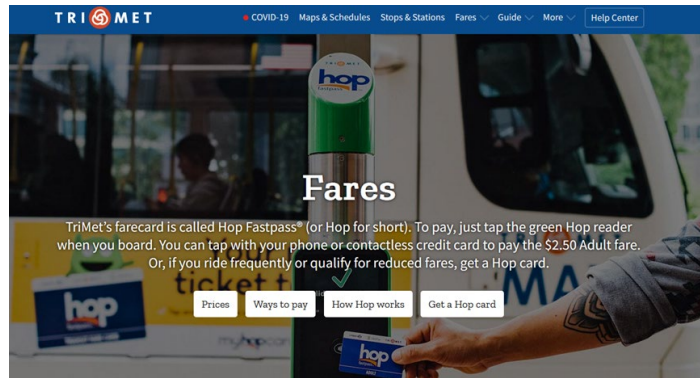
- Fare Increase History & Background
- Public Outreach Summary
- Title VI Analysis of the Proposed Fare Increase
- Findings
- Mitigations

Documented Need for Fare Increase Since 2017

- **2017:** TriMet Business Plan objective - “Maintain acceptable fare box recovery to optimize the balance of service demands, revenue, and cost”
- **FY2018:** Income-based fare program launched with state funding (State funding meant no cut in service needed to offset the loss in fare revenue)
- **FY2019:** TriMet Business Plan Key Strategic Action (KSA) - “Implement incremental increases in fares, approximately \$0.10 every two years.”
- **FY2021:** TriMet Business Plan KSA - “Complete outreach regarding increase in fares for potential adoption for FY2022 Budget.”
- **FY2022:** Fare increase outreach postponed, to be considered for FY2023
- **FY2024:** TriMet Business Plan KSA – Fare increase outreach

Fare Supports Service

- TriMet has been operating at a fare deficit.
- In the FY2018 budget, fare revenue represented around 20% of TriMet's Operating Budget. This equated to around \$117 million to support the costs of operations and service.
- Last year, fare revenue was forecasted to support around 10% of TriMet's Operating Budget.



Board-directed Fare Increase Proposal

- Adult 2 ½ hour ticket—increase 30 cents to \$2.80
- Honored Citizen 2 ½ hour ticket—increase 15 cents to \$1.40
- Youth 2 ½ hour ticket—increase 15 cents to \$1.40
- LIFT paratransit single ride—increase 30 cents to \$2.80

Title VI Preliminary Report & Findings

FTA

FEDERAL TRANSIT ADMINISTRATION

Steps in the Analysis

Requirements and Guidelines

Title VI Fare Equity Analysis

Must be completed by transit providers with 50+ vehicles in peak period in large Urbanized Areas

- Applies to all fare and fare media changes
 - Regardless of amount
 - Regardless of increase or decrease
 - Completed during the planning stage

Evaluate effect on Title VI-protected populations and low-income populations

Title VI Equity Analysis 2024 Proposed Fare Increase

Jake Warr

Director of Policy and Planning

Espousal Strategies, LLC



FTA Title VI Circular Requirement & TriMet Implementation



Federal Transit
Administration

Analyze whether fare changes would disproportionately impact minority and/or low-income riders.

TriMet's adopted policy: "When minority populations or riders will experience **a 10% (or more) greater adverse effect** than that borne by the non-minority populations or riders, such changes will be considered to have a disparate impact."

*Disproportionate burden on low-income riders uses the same threshold.

Rider Categories & Impacts

Rider category	Level of impact
Cash or credit users (onboard or at TVM)	Highest Increase of 12% in monthly transportation costs and no benefit from fare caps
Hop users who ride <i>less-than-frequently</i>	Second highest Increase of 12% in monthly transportation costs. Some may be close to the monthly fare cap and decide to take additional trips to take advantage of it.
Hop users who ride <i>frequently</i>	Little-to-none No increase in total monthly transportation costs, but need to spend full monthly amount in fewer days.
Other fare payers (i.e., Employer Pass, School ID)	None

Disparate Impact Analysis 1.

Rider category	Level of impact	Pct. of Minority Riders	Pct. of Non-minority Riders	Difference (Minority minus Non-minority)	10% threshold met?
Cash/credit users	Highest	39%	26%	+13%	Yes
Hop users who ride less-than-frequently	Second highest	33%	50%	-17%	No
Hop users who ride frequently	Little-to-none	11%	10%	+1%	No
Other fare users	No impact	17%	14%	+3%	N/A (No impact)

Disparate Impact Analysis 2.

	Minority riders	Non-minority riders	Difference (Minority minus Non-minority)	10% threshold met?
Expecting fare increase to have an impact	77%	73%	+4%	No
Expecting fare increase to have a LARGE impact	47%	35%	+12%	Yes
Would take fewer trips due to fare increase	58%	53%	+5%	No

Findings – Disparate Impacts

The proposed fare increase would have a **disparate impact** on minority riders, as indicated by:

1. A greater share of minority riders, compared to non-minority riders, pay by cash or credit on board, which **does not enable monthly fare caps**.
2. A greater share of minority riders expect to experience a **large impact** as a result of the fare increase, compared to non-minority riders.

Disproportionate Burden Analysis 1.

Rider category	Level of impact	Pct. of Low-income	Pct. of Higher-income riders	Difference (Minority minus Non-minority)	10% threshold met?
Cash or credit users	Highest	34%	25%	+9%	No
Hop users who ride less-than-frequently	Second highest	16%	8%	+8%	No
Hop users who ride frequently	Little-to-none	41%	44%	-3%	No
Other fare users	No impact	7%	19%	-12%	N/A (no impact)

No Finding – Disproportionate Burden

The proposed fare increase **would not have a disproportionate burden** on low-income riders, as indicated by:

- 1.A. The level of impact on low-income riders who pay by cash or credit, compared to higher income riders, does not meet TriMet's 10% threshold.
- 1.B. The level of impact on low-income Hop users that ride less frequently, compared to higher income riders, does not meet TriMet's 10% threshold.
- 1.C. The level of impact on low-income Hop users that ride frequently, compared to higher income riders, does not meet TriMet's 10% threshold.

Disproportionate Burden Analysis 2.

	Low-income Riders	Higher-income Riders	Difference (Low-income minus Higher-income)	10% threshold met?
Expecting fare increase to have an impact	84%	70%	+14%	Yes
Expecting fare increase to have a large impact	57%	32%	+25%	Yes
Would take fewer trips due to fare increase	63%	52%	+11%	Yes

Finding – Disproportionate Burden

The proposed fare increase would place a **disproportionate burden** on low-income riders, as indicated by:

- 2.A. A greater share of low-income riders expect to experience a **large impact** as a result of the fare increase, compared to higher income.
- 2.B. A greater share of low-income riders said they would take **fewer trips** due to the fare increase, compared to higher income.

Summary

The proposed fare increase would result in both a **disparate impact** on minority riders and a **disproportionate burden** on low-income riders.

Monthly fare caps and the low-income fare program are crucial mitigating factors.

- * Opportunities to increase Hop adoption (and close the gap between white riders and riders of color)
- * Opportunities to increase awareness and enrollment in Reduced Fare Program

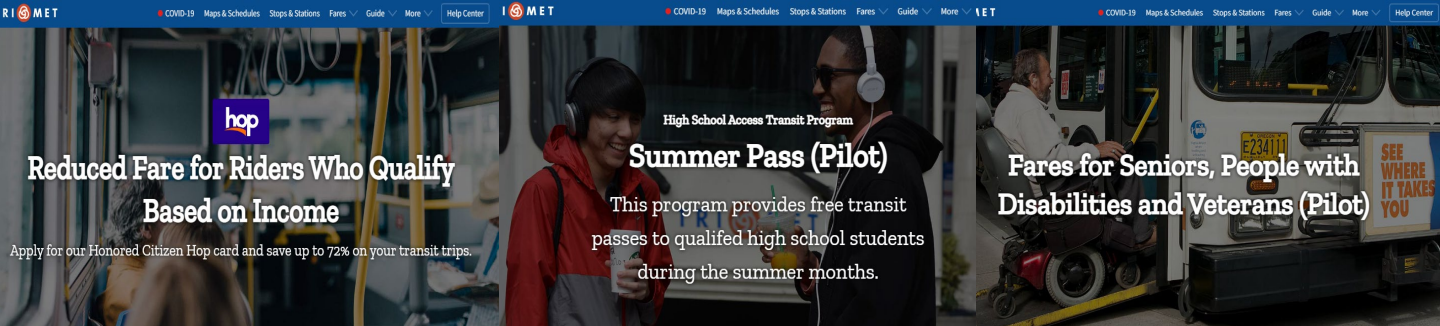
Questions?



Mitigations



Current Efforts & Initiatives



Reduced Fare for Riders Who Qualify Based on Income

Apply for our Honored Citizen Hop card and save up to 72% on your transit trips.

High School Access Transit Program

Summer Pass (Pilot)

This program provides free transit passes to qualified high school students during the summer months.

Fares for Seniors, People with Disabilities and Veterans (Pilot)

School Year Pass Program

This program will provide approximately \$815,000 for fare assistance during the 2022–2023 school year.

TriMet is committed to keeping public transportation affordable and accessible to eligible high school students.

We offer public transportation grants to school districts across Clackamas, Multnomah and Washington Counties.

School district administrators can learn how to apply for fare assistance, below.



\$1.25 – Ride for 2½ hours

Access Transit: Fare Relief Program

This program provides grants of up to \$20,000 in TriMet fares for qualified nonprofit and community-based organizations. The application period is open from spring 2023 to early summer 2023. This page will be updated with information on how to apply when available.



Access Transit Programs

- TriMet has dedicated more than \$30 million to our Fare programs since 2015.
 - **Fare Relief Program:** \$10.8 million
 - **Veteran's, Disability and Older Adults Pilot Program:** \$500,000 (2023/2024)
 - **Fare Assistance Program:** \$1.3+ million
 - **Low Income Fare Program:** \$12.7M (since 2018 launch)
 - **Youth Program:** \$7.9 million (2019-2023)
 - **High School Grant Program:** \$800,000 (2022-2023)
 - **Youth Summer Pass Program:** \$9 million (2022-2025)

“Avoid, Minimize or Mitigate”

When the TriMet Board approves the proposed fare increase, TriMet staff and our partners will work on a series of mitigations to ensure any Title VI concerns are addressed and mitigated to the full extent possible.

Do Not Raise Monthly Pass Costs & Monthly Fare Caps

1. TriMet will not raise the cost of monthly passes or fare caps for any of our rider groups including Honored Citizens, reduced fare, Youth, or Adults.
2. Paratransit program participants will also not see a monthly pass cost increase. TriMet will continue to provide a 50% discount of paratransit rides at half the cost of the federally-approved designated rate.

Expand Access & Improve on Current Initiatives

1. Expand access and registration for the reduced fare program.
2. Extend program participation for the reduced fare program from 2 years to up to 3 years.
3. Work to expand the Hop retail network.

Questions?



Bus Service



MAX Light Rail



WES Commuter Rail



LIFT Paratransit