



Transit Fare Elimination Pilot Program Title VI Analysis

Andrea Kiepe | TAP Coordinator



Legislation

- **TRANSIT FARE ELIMINATION PILOT PROGRAM: Council Approved on 6/28/2023**
- **Pilot program established.**
 - the Metropolitan Council must establish a pilot program to provide transit service for free or at a reduced fare for all riders specified.
- **The Metropolitan Council must implement the pilot program:**
 - (1) from July 1, 2023, to December 31, 2024;
 - (2) for *two regular route bus lines*, which may include express bus and bus rapid transit;
 - (3) on the entirety of each selected route
 - (4) during both peak and nonpeak service hours.
- **Metro Mobility customers**
 - During the pilot program provide regular route transit free of charge to any individuals
 - certified as disabled under the Americans with Disabilities Act requirements of the Federal Transit Administration
 - certified by the Metropolitan Council under Minnesota Statutes, section 473.386, subdivision 2a.

Title VI Circular – Fare Equity Analysis

- FTA requires transit providers to evaluate the effects of fare changes based on income, race, color, and national origin.
- The fare equity analysis requirement applies to all fare changes regardless of the amount of increase or decrease.
- Exceptions
 - “Spare the air days” or other instances when a local municipality or transit agency has declared that all passengers ride free.
 - Temporary fare reductions that are mitigating measures for other actions.
 - Promotional fare reductions lasting less than 6 months.

Disparate Impact (DI) & Disproportionate Burden (DB)

Disparate Impact

FTA Circular 4702.1B defines disparate impact as a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient's policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of **race, color, or national origin**.

Disproportionate Burden

FTA Circular 4702.1B defines disproportionate burden as a neutral policy or practice that disproportionately affects **low-income populations** more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable.

Council's DI/DB Policy (Updated 2022)

The Metropolitan Council uses a 10% difference as the threshold to determine if the effects of a proposed fare change, major service change, or triennial monitoring review of systemwide standards and policies shows evidence of a potential disparate impact (DI) or disproportionate burden (DB).

- If the effects borne by the BIPOC population, both adverse and beneficial, are not within 10 percent of the effects borne by the white population, then the proposed change would pose a potential disparate impact.
- If the effects of a major service change borne by those of low-income, both adverse and beneficial, are not within 10 percent of the effects borne by those not of low-income, then the proposed change would pose a potential disproportionate burden.

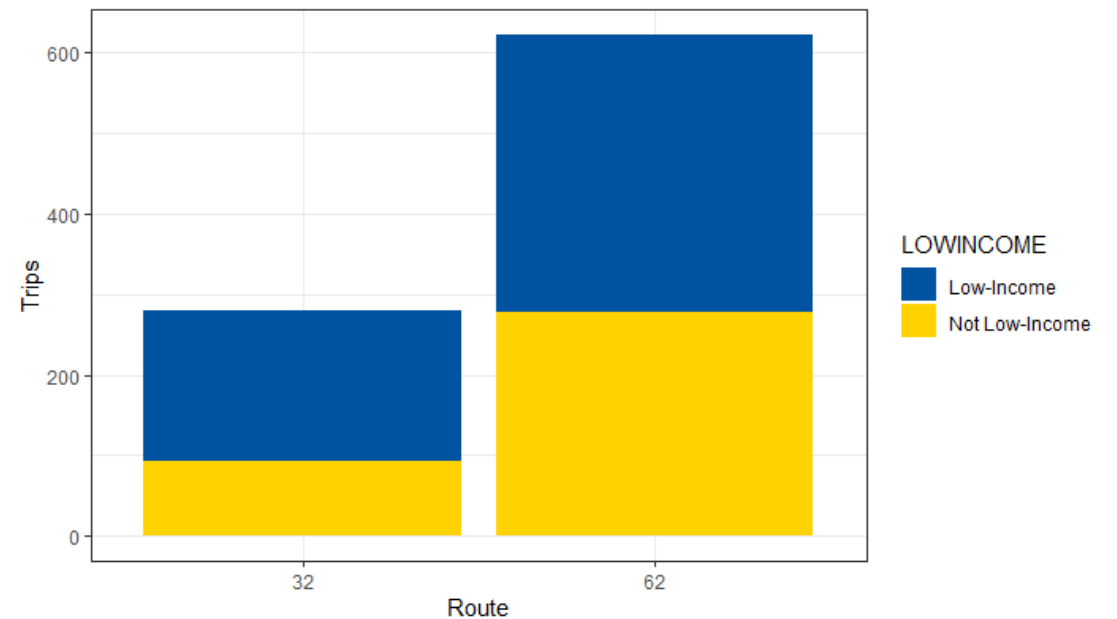
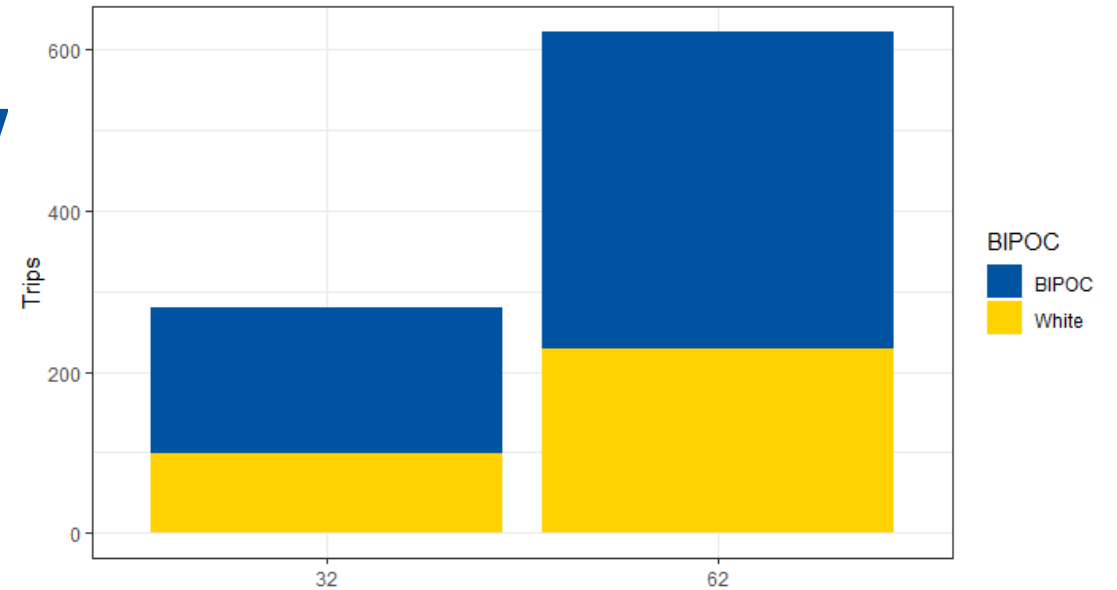
Fare Equity Analysis for Fare Free Pilot

- Contracted with SRF to perform analysis of fare change on rapid deadline
- Built on previous work for a recent analysis of proposed fare simplification
- Report finalized 6/29/2023



Routes 32 and 62 Overview

- From the 2016 onboard survey:
 - 69 survey records for trips **only** using these routes, representing about 900 riders
- Analysis assumes fare change effectively only applies to riders using only Route 32 or Route 62 because we are not issuing transfers.



Estimated Fare Costs

- All current estimated fare costs are consistent with those used in 2022 fare change study
- Cost per trip using unlimited ride passes (ex. Metro Pass) determined with use rates

Pass	Full Cost	Per	Trips per Pass Period*	Effective Fare per Trip
Metro Pass	\$83.00	Month	25.8	\$3.22
U-Pass	\$114.00	School Semester	75.5	\$1.51
10-ride	\$20.50	10 rides	10	\$1.60

*based on 2019 user data

Change in Weighted Average Fares

- Current average fares calculated using 2016 trip counts and current fare structure
- Percent change in fare is used to determine disparate impact or disproportionate burden
- With all fares going to \$0, the percentage change for all groups is -100%

Population	Current Average Fare	Proposed Fare	Percent Change	Comparison Index
Total	\$2.08	\$0.00	-100%	-
BIPOC	\$2.11	\$0.00	-100%	1.0
White	\$2.03	\$0.00	-100%	
Low-Income	\$2.03	\$0.00	-100%	1.0
Non-Low-Income	\$2.16	\$0.00	-100%	

This analysis finds no disparate impact nor disproportionate burden in the proposed fare free pilot.

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July 10, 2023