



# Title VI 2024 Fare Equity Analysis

Metro Transit

Preliminary Results

October 28, 2024



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# Agenda

- Summary of Changes
- Results Summary
- FTA Guidance
- Methods
  - Data Sources
  - High-Level Process
  - Fare Media Analysis
- Demographic Profiles
- Results Detail
- Next Steps

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# Summary of Changes – Removal of Peak Fares

- Eliminate the rush-hour surcharge for all riders on Local Bus / Metro service, resulting in:
  - Flat \$1.00 single fare for Youth/Senior
  - Flat \$2.00 all-day pass for Youth/Senior
  - Flat \$2.00 single fare for Adult
  - Flat \$4.00 all-day pass for Adult
- Lower the Adult 10-Ride Pass from \$20.50 to \$20
- Restructure other passes for all users:
  - Eliminate \$90 31-Day pass
  - Lower 7-Day pass from \$24 to \$20

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# Summary of Changes – Route 32 and 62

- End of Route 32 and 62 fare free pilot program
- Assumes return to existing fare structure
  - Adult fare: \$2.50 peak, \$2.00 off-peak
  - Youth/Senior fare: \$2.50 peak, \$1.00 off-peak
  - Mobility fare: \$1.00

# Results Summary

Fare Type	All Riders	BIPOC Riders	White Riders	Low-Income	Non-Low-Income
Peak Fare Removal Anticipated Percent Change in Fare	-10.0%	-10.0%	-9.9%	-9.7%	-9.5%
Peak Fare Removal Comparison Index			1.01		1.01
Conclusion			No Disparate Impact		No Disproportionate Burden
Route 32 and 62 Fare Free Program End Anticipated Change in Fare	+\$1.77	+\$1.80	+\$1.70	+\$1.76	+\$1.85
Route 32 and 62 Fare Free Program End Comparison Index			0.95		1.05
Conclusion			No Disparate Impact		No Disproportionate Burden

# Title VI Guidance

- FTA Circular 4702.1B

Data Analysis. For proposed changes that would increase or decrease fares on the entire system, or on certain transit modes, or by fare payment type or fare media, the transit provider shall analyze any available information generated from ridership surveys indicating whether minority and/or low-income riders are disproportionately more likely to use the mode of service, payment type, or payment media that would be subject to the fare change. Notably, Census data will not be effective data for fare

- The Metropolitan Council defines the threshold for disparate impact and disproportionate impact as BIPOC or low-income populations receiving less than 90 percent of the benefit as white or non-low-income populations

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# Methods: Data Sources

- Travel Behavior Inventory (TBI) 2022 Transit Onboard Survey
  - Race and ethnicity
  - Household income and size
  - Disability status
  - Route type
  - Time of day
  - Does not include: fare media (ex. cash, pass, app, etc.)
- Metro Transit farebox data
  - Average weekday local bus ridership by route and fare medium
  - April-December 2023

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# Methods: High-Level Process

- Does not account for different fare media
- Create demographic profiles by fare type and time of day (TBI)
- Calculate average fare weighted by ridership for BIPOC, White, Low-Income, and Non-Low-Income passengers before and after fare change
- Calculate percent change in fare by group
- Compare change in average fare and apply Metropolitan Council Title VI policies



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# Methods: Fare Media Analysis

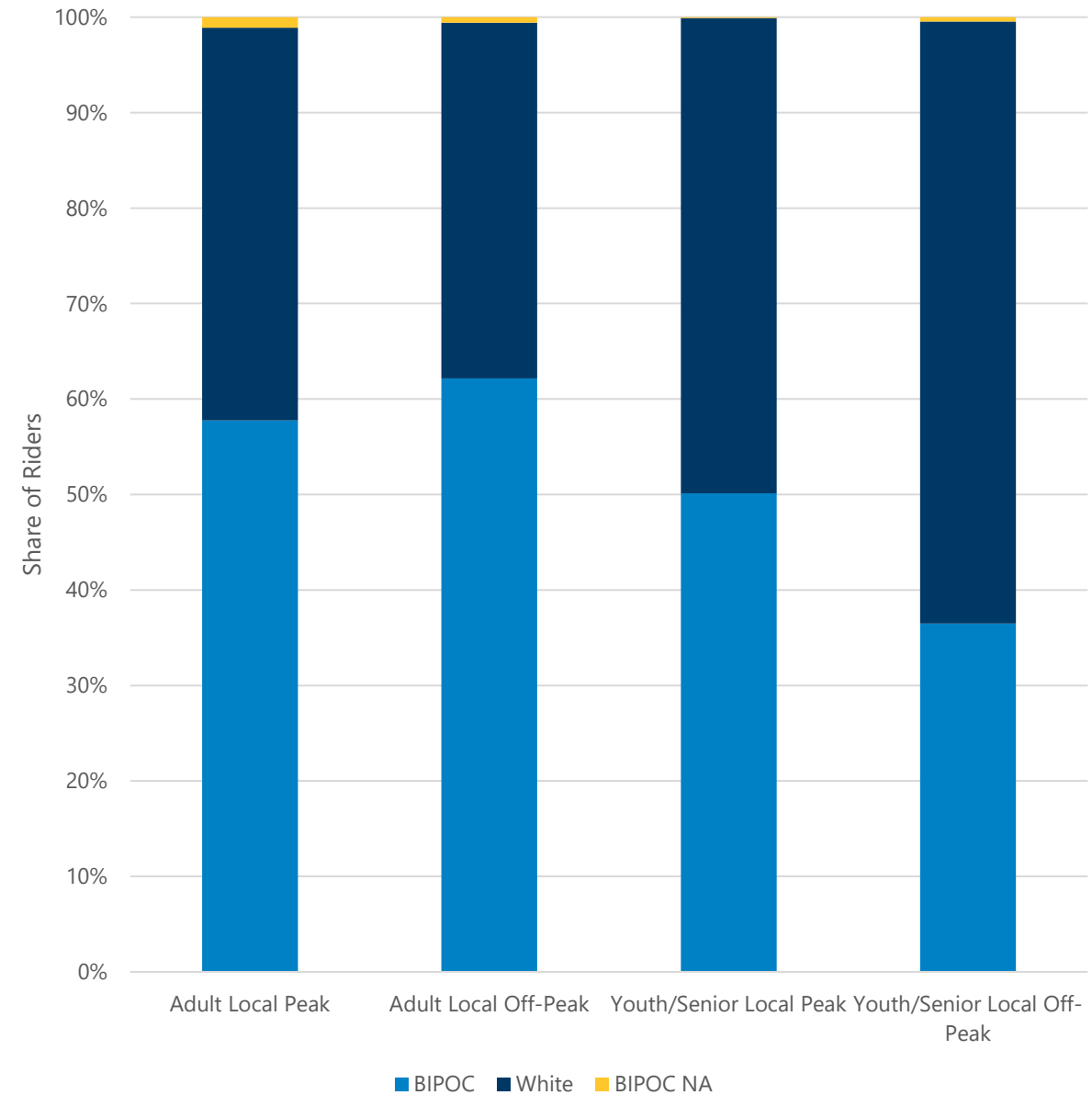
- Estimate distribution of discrete fare media across demographic profiles
- Calculate weighted average fares before and after change
- Summarize for BIPOC and Low-Income riders
- Compare change in average fare and apply Metro Transit Title VI policies
  - Route 32 and 62 equity determined by comparing proposed average fares

# Demographic Profiles



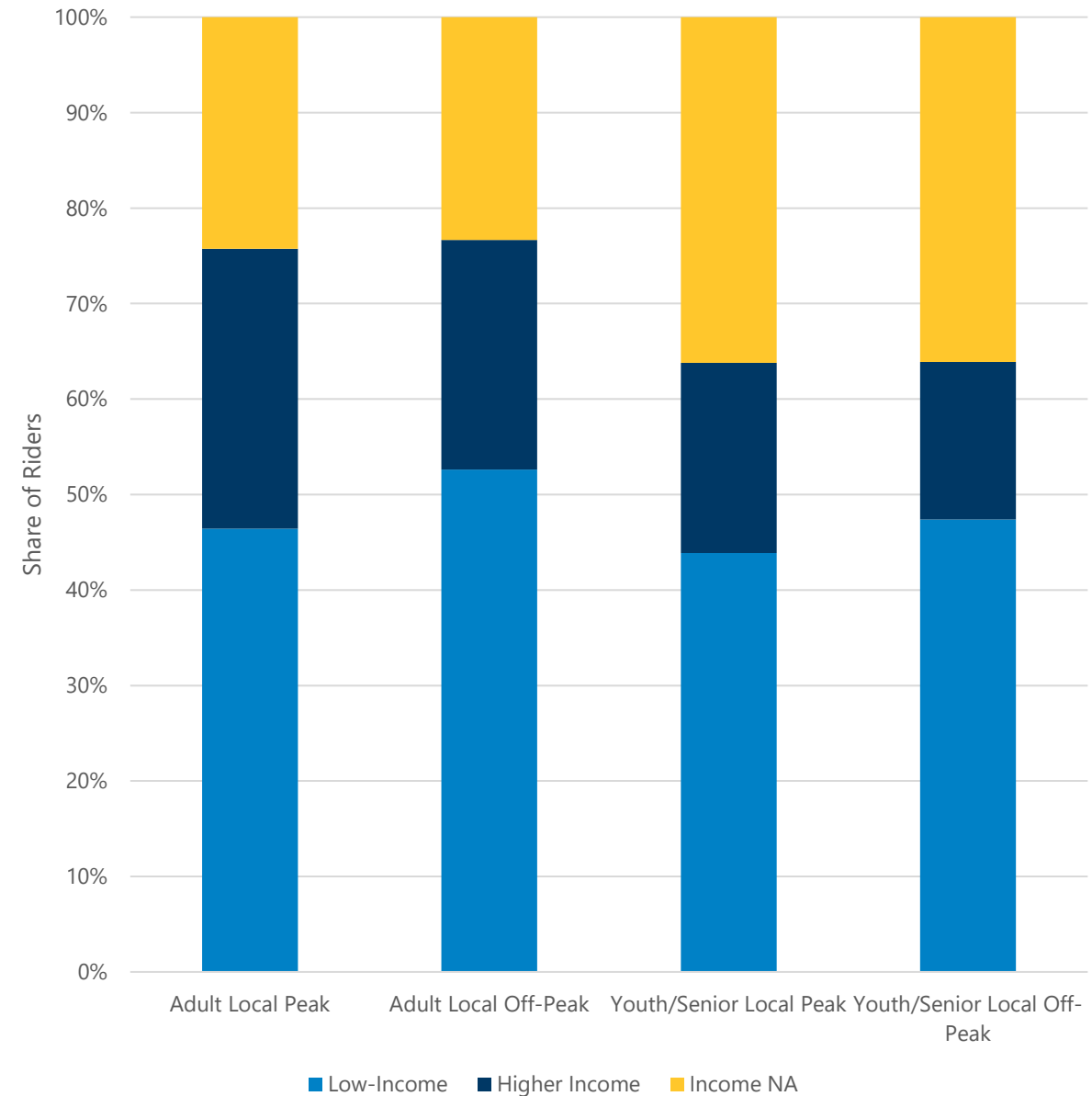
# BIPOC and White Riders

- BIPOC riders represent more than half of peak period riders
- Only 1.3% of survey respondents did not provide race information



# Low-Income and Non-Low-Income Riders

- Significant portion of riders declined to provide their household income or household size (24.3%)
  - These records were excluded from the analysis
- Low-income riders represent 65% of survey respondents reporting income and household size



# Results Detail



# High-Level Results – Removal of Peak

	All Riders	BIPOC Riders	White Riders	Low-Income	Non-Low-Income
Total Riders	107,463	60,767	45,273	53,121	28,217
Weighted Average Fare Before	\$2.10	\$2.08	\$2.12	\$2.00	\$2.32
Weighted Average Fare After	\$1.89	\$1.87	\$1.91	\$1.81	\$2.10
Percent Change	-10.0%	-10.0%	-9.9%	-9.7%	-9.5%
Comparison Index		1.01		1.01	

- No disparate impact to minority populations
- No disproportionate burden to low-income populations

Desired result: Comparison Index >0.9 (90% threshold)

# High-Level Results – Route 32 and 62

	All Riders	BIPOC Riders	White Riders	Low-Income	Non-Low-Income
Total Riders	2,140	1,458	675	1,249	513
Weighted Average Fare Before	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Weighted Average Fare After	\$1.77	\$1.80	\$1.70	\$1.76	\$1.85
Comparison Index			0.95		1.05

- Route 32 and 62 equity determined by comparing proposed average fares
- No disparate impact to minority populations
- No disproportionate burden to low-income populations

Desired result: Comparison Index >0.9 (90% threshold)

# Media Estimate Results – Removal of Peak Fares

	All Riders	BIPOC Riders	White Riders	Low-Income	Non-Low-Income
Total Riders	147,230	43,754	30,440	38,443	17,427
Weighted Average Fare Before	\$1.88	\$1.93	\$1.80	\$1.84	\$1.96
Weighted Average Fare After	\$1.53	\$1.58	\$1.46	\$1.51	\$1.60
Percent Change	-18.4%	-18.2%	-18.7%	-18.1%	-18.5%
Comparison Index		0.98		0.98	

- No disparate impact to minority populations
- No disproportionate burden to low-income populations

Desired result: Comparison Index >0.9 (90% threshold)





# Media Estimate Results – Route 32 and 62

	All Riders	BIPOC Riders	White Riders	Low-Income	Non-Low-Income
Total Riders	4,175	1,435	653	1,233	497
Weighted Average Fare Before	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Weighted Average Fare After	\$1.66	\$1.69	\$1.59	\$1.65	\$1.74
Comparison Index			0.94		0.95

- Route 32 and 62 equity determined by comparing proposed average fares
- No disparate impact to minority populations
- No disproportionate burden to low-income populations

Desired result: Comparison Index >0.9 (90% threshold)



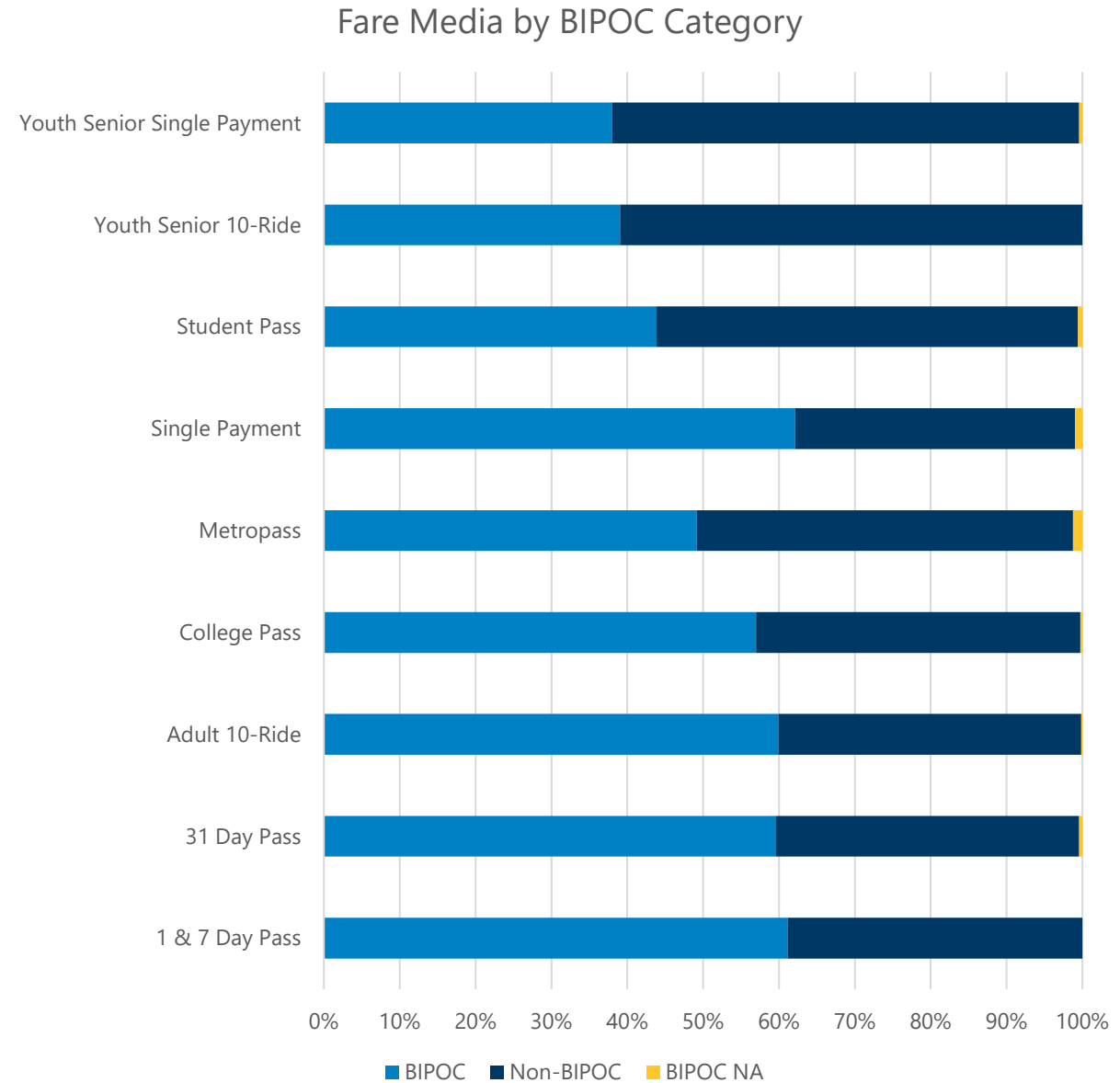
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# Detail: Media Estimate Assumptions

- LRT and BRT media estimates based on average of high-frequency bus network
- Trips made per pass (e.g. two trips/weekday on workdays per month for Metropass)
- Fare pass usage (determined by route) is uniform across demographic categories (also by route)

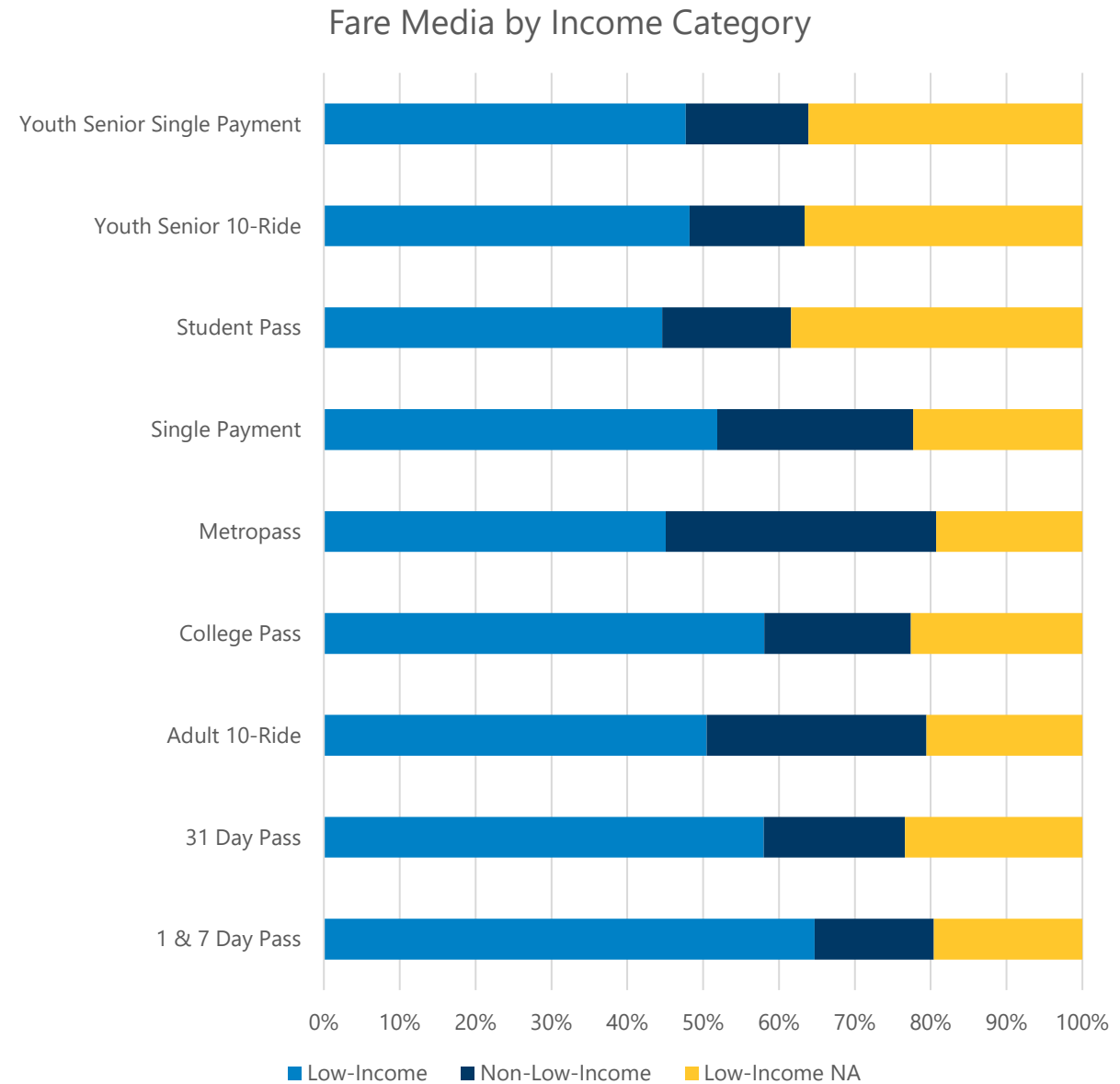
# Detail: Fare Media by BIPOC Category

- For fare media with proposed changes, usage generally ranges 40-60% BIPOC
- BIPOC customers more likely to use regular single payments for fare.



# Detail: Fare Media by Income Category

- Onboard Survey respondents reported income considerably less than race and ethnicity
- For fare media with proposed changes, usage is generally 45-60% low-income.



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# Next Steps

- Draft Report
- Final Report