

ORDINANCE NO. 021-118

AN ORDINANCE AUTHORIZING THE
IMPLEMENTATION OF FARE
STRUCTURE REVISIONS AND
APPROVING THE TITLE VI FARE
CHANGE EQUITY ANALYSIS

WHEREAS, The Chicago Transit Authority ("Authority") is obligated to meet a statutory requirement to submit a balanced budget every year at the direction of the Regional Transportation Authority; and

WHEREAS, The proposed fare structure changes in the 2022 operating budget recognize the changing travel behavior of customers since the start of the COVID-19 pandemic, and the Authority's promotional pass discounts implemented on May 29, 2021 have helped increase ridership; and

WHEREAS, A final Title VI fare change equity analysis of the fare structure changes was completed by staff and will be submitted to the Federal Transit Administration; and

WHEREAS, After public notice, the Chicago Transit Board held a public hearing on November 11, 2021; and

WHEREAS, The Chicago Transit Board has considered the testimony given at the public hearing along with any written comments submitted to the Authority with respect to the proposed fare structure changes; and

WHEREAS, The Chicago Transit Board has determined that it is in the best interest of the Authority to implement the proposed fare structure changes associated with the 2022 budget; now, therefore:

BE IT ORDAINED BY THE CHICAGO TRANSIT BOARD
OF THE CHICAGO TRANSIT AUTHORITY:

SECTION 1. The Chicago Transit Board hereby authorizes the President of the Chicago Transit Authority, or his designee, to take the steps necessary to implement changes to the Authority's fare structure as set forth in Exhibit A hereto, and hereby approves the 2021 Fare Change Title VI Equity Analysis attached as Exhibit B hereto.

SECTION 2. The changes in the Authority's fare structure shall be implemented on November 21, 2021, or as soon thereafter as practicable, and shall remain in effect thereafter until revised, and the 2021 Fare Change Title VI Equity Analysis shall be posted on the Authority's website as required by Ordinance No. 013-49.

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SECTION 3. The Chairman of the Board, or his designee, is authorized to take all actions and execute all documents on behalf of the Authority that may be necessary to carry out and comply with the intent of this ordinance, including but not limited to entry into new agreements or amendments of any existing intergovernmental agreement(s) with the Regional Transportation Authority or the other Service Boards that reference the existing fare structure.

SECTION 4. All of the Authority's ordinances, by-laws, and regulations not inconsistent with the above sections of this ordinance shall remain in full force and effect.

SECTION 5. This ordinance shall be in full force and effect from and after its passage.

APPROVED:



Chairman---

November 17, 2021

PASSED:



L. Assistant Secretary

November 17, 2021

Exhibit A – Ordinance No. 021-118

	<u>Current Fare Structure</u> <u>(Effective 1/7/2018)</u>	<u>Proposed Fare Structure</u> <u>(Effective 11/21/2021)</u>
<u>CTA Regular Fare Types</u>		
Full Fare Bus [1]	\$2.25	unchanged
Full Fare Rail [1]	\$2.50	unchanged
Full Fare Cash (Bus only; no transfers)	\$2.50	unchanged
PAYG [2]	\$2.50	\$2.25 bus/\$2.50 rail
Transfer [3]	\$0.25	\$0.00
Single Ride Ticket [4]	\$3.00	unchanged
CTA 1-Day/24-Hour Pass	\$10	\$5
CTA 3-Day/72-Hour Pass	\$20	\$15
CTA 7-Day Pass	\$28	\$20
CTA/Pace 7-Day Pass [5]	\$33	\$25
CTA/Pace 30-Day Pass	\$105	\$75
Metra Link-Up [6]	\$55	\$30 (effective early 2022)
O’Hare Station Fare [7]	\$5.00	unchanged
<u>Reduced Fare Types [8]</u>		
Reduced Fare Bus	\$1.10	unchanged [49 CFR Part 609]
Reduced Fare Rail	\$1.25	unchanged [49 CFR Part 609]
Reduced Fare Cash (Bus only; no transfers)	\$1.25	unchanged [49 CFR Part 609]
Transfer	\$0.15	\$0.00
CTA/Pace 30-Day Reduced Pass	\$50	\$35 [49 CFR Part 609]
O’Hare Station Fare	\$1.25	unchanged [49 CFR Part 609]
<u>Student Fare</u>		
Bus & Rail Student Permit Fare	\$0.75	unchanged
Transfer	\$0.15	\$0.00
Student Fare Cash (Bus Only)	\$0.75	unchanged
<u>#128 Soldier Field Express [9]</u>		
All Round-trips	\$5.00	unchanged
	\$2.50 reduced fare	unchanged

[1] Fares paid with Ventra Transit Account Value

[2] PAYG - Pay as you go fare for bus and rail except at O’Hare Blue Line Station using personal bank card or phone

[3] A transfer fare allows two (2) additional rides for a single customer within two (2) hours after the first use.

[4] Single Ride Ticket fare includes transfer for bus and rail

[5] The price of the pass reflects a \$5 Pace shared pass surcharge on the CTA 7-Day Pass price.

[6] Proposal would lower the price and change business rules to allow riding in peak as well as off-peak hours in early 2022 pending approval from all service boards

[7] O’Hare Employees pay the regular rail base fare at O’Hare Blue Line Station.

[8] CTA offers reduced fares via RTA Reduced Fare Permits to Seniors as required by 49 CFR Part 609 and free rides to eligible Seniors as required by 70 ILCS 3605/51(b). Similarly, CTA offers reduced fare to Persons with Disabilities as required by 49 CFR Part 609 and free rides to eligible Persons with Disabilities as required by 70 ILCS 3605/52. In addition, CTA also offers reduced fares to children age 7-11.

[9] Passes are not eligible on this route.

EXHIBIT B

OCTOBER 12, 2021

2021 FARE CHANGE

TITLE VI EQUITY ANALYSIS

CHICAGO TRANSITY AUTHORITY
567 West Lake Street, Chicago, IL 60661

Executive Summary

President Carter's 2022 proposed budget recommends a transformation of Chicago Transit Authority (CTA) to align its fare structure more closely with changing ridership patterns since the Covid-19 pandemic. In May 2021, the CTA introduced promotional pricing on multiple fare passes in an effort to encourage a return to transit and ridership growth. The promotions have proved popular and have increased ridership since implementation. As a result of the promotions' success in encouraging ridership growth and to further enhance the fare structure for the future, the CTA is planning to permanently implement the promotional prices for its 1-day, 3-day, and 7-day passes. The proposal also includes eliminating transfer fees within two hours for full fare, pay-as-you-go (PAYG) and reduced and student fares, making it easier for riders to transfer between CTA services. Lastly, the budget proposal includes decreasing the 7-Day and 30-Day CTA/Pace full fare and reduced passes and streamlining PAYG fares to match Ventra card fares. These proposed changes are discussed in more detail in the budget background section of this analysis and in table 1 on page 5 of this analysis. If approved, the changes will take effect on November 21, 2021 to provide a seamless customer experience to the new fare structure. In addition, the CTA is recommending fare changes that improve regional fare integration with Metra and Pace, enhancing regional public transit connectivity and promoting more seamless transfers between CTA, Metra, and Pace. CTA will work with Metra and Pace to seek approval from service boards to implement these changes in early 2022.

In order to comply with guidance associated with the federal Civil Rights Act of 1964 and the CTA's Title VI Program adopted in accordance with FTA Circular 4702.1B, the CTA must conduct a Fare Equity Analysis when contemplating fare policy and/or fare structure changes to ensure that the proposed changes would not result in either disparate impacts to minority populations or a disproportionate burden to low-income populations. It is CTA's objective to deliver service in an equitable and non-discriminatory manner. To that end, in the interest of Title VI requirements and in accordance with CTA's Service and Fare Equity Policy, CTA will avoid, minimize, or mitigate adverse impacts on minority populations or low-income populations when necessary and appropriate.

The result of the analysis detailed below shows that the planned fare changes will not cause a disparate impact on minority populations nor will they cause a disproportionate burden on low-income populations.

Service and Operations Background

The CTA operates the nation's second largest public transportation system. Prior to the Covid-19 pandemic, CTA provided 1.5 million rides on an average weekday. As a regional transit system, CTA serves 35 suburbs, in addition to the City of Chicago, and provides 81 percent of the public transit trips in the six-county Chicago metropolitan area either with direct service or connecting service to Metra and Pace.

CTA has 1,859 buses that operate 127 routes and 1,524 route miles. Buses make about 18,370 trips a day and serve 10,995 bus stops. On the rapid transit system, CTA's 1,480 rail cars operate eight routes and 224.1 miles of track. CTA trains make about 2,337 trips each day and serve 145 stations.

Chicago is one of the few cities in the world that has rail service to two major airports. CTA's Blue Line 'L' can take customers to O'Hare International Airport. Orange Line trains, which operate clockwise on the Loop 'L' structure, travel to Midway Airport.

CTA also provides around-the-clock service on certain routes. During late night and early morning hours, major rail lines and some of CTA's bus routes offer "Night Owl" service, much of it with connecting schedules and routing.

Budget Background

The CTA is interested in fare changes and realignment of its fare policies to encourage ridership growth, reduce complicated inter-agency fare policies, and to promote ease of use, fairness, and equitable and efficient use of CTA services.

The 2022 proposed budget recommends:

- (1) eliminating the \$0.25 first transfer full fare fee; and \$0.15 first transfer reduced fare fee
- (2) streamlining pay as you go (PAYG) fares to match Ventra card fares for buses at \$2.25 and trains at \$2.50,
- (3) permanently implementing summer 2021 promotional fares to \$5.00 (from \$10.00), \$15.00 (from \$20.00), and \$20.00 (from \$28.00) for CTA 1-day, 3-day, and 7-day passes respectively,
- (4) decreasing the CTA/Pace 7-Day Pass price to \$25 (maintaining a \$5 surcharge for Pace) and CTA/Pace 30-Day Full Fare Pass price to \$75 (from \$105); and CTA/Pace 30-Day Reduced Fare price to \$35.00 (from \$50),
- (5) removing the time restriction and decreasing the price of the Metra Link-Up Pass to \$30.00 pending multi-agency board approvals in 2022.

The following fares will remain the same:

- (1) full fares for buses will remain at \$2.25 and trains at \$2.50,
- (2) reduced fares for buses will remain at \$1.10 and trains at \$1.25,
- (3) Ventra single ride tickets will remain at \$3,
- (4) train rides originating at O'Hare will remain \$5,
- (5) route #128 Soldier Field Express will remain at \$5,
- (6) the fare for using cash on a bus will remain at \$2.50,
- (7) Special fares will remain the same, including the student fare of \$0.75.

The CTA will continue to provide free rides to seniors and people with disabilities participating in the Illinois Benefit Access Program (formerly Circuit Breaker), active military personnel, and veterans with disabilities. If approved, all above changes will take effect on November 21, 2021 (unless noted otherwise) to provide a seamless customer experience to the new fare structure. For reference, a table summarizing these recommended fare changes is included below in Table 1 of this analysis.

CTA is also recommending fare changes that improve regional fare integration with our sister agencies Metra and Pace. CTA recommends adding Pace to the 1-Day and 3-Day passes and also combining the CTA 7-day pass and the CTA/Pace 7-Day pass into one \$20 pass. Moreover, CTA recommends the price of the regional Metra Link-up¹ pass be lowered to \$30 from \$55 and be made available for use 24 hours a day, 7-days a week, enhancing regional public transit connectivity and promoting more seamless transfers between CTA, Metra, and Pace. CTA is also recommending, for adoption in 2022, transitioning the shared 30-day pass to a monthly pass product to better align with anticipated customer use of the

¹ Valid weekdays on CTA (6:00am-9:30am & 3:30pm-7:00pm) and on Pace (any time).

pass in the future. CTA will work with Metra and Pace to seek approval from service boards to implement these changes in early 2022.

All other fares and special fares such as the student fare of \$0.75, O'Hare Blue Line Station fare of \$5.00 and Single Ride Ticket cost of \$3.00 will remain unchanged.

Title VI Requirements

Title VI of the Civil Rights Act of 1964, Section 601 states:

“No persons in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.”

It is CTA's objective to avoid, minimize or mitigate disproportionately high and adverse impacts on minority and low-income populations. As a recipient of financial assistance from the Federal Transit Administration (FTA), the CTA is required to comply with Title VI of the Civil Rights Act of 1964 by evaluating service and fare changes at the planning and programming stages in order to determine whether those changes have discriminatory impacts, including disparate impacts on minority populations and/or disproportionate burdens on low-income populations.

According to the US Department of Transportation, equity in the provision of transit service is described as “providing equal levels of service to minority and non-minority residents of the urbanized area. Levels of service, in turn, are defined in terms of capital allocation and accessibility.” The indices of discrimination that could be monitored for disparate treatment include fare structures that could consistently cause minority-group riders to bear a higher fare burden than the overall riding public, access to specialized fare media, or methods of communication to populations with Limited English Proficiency (LEP). However, a Title VI Equity Analysis should not replace good program planning, which should be an on-going process that considers equity among other factors when designing fare changes, service changes, or discretionary policies and programs.

CTA's Service and Fare Equity Policy

CTA formally adopted its Service and Fare Equity Policy (SFEP) on April 15, 2013.² The SFEP was developed in accordance with the requirements of FTA Circular 4702.1B – “Title VI Requirements and Guidelines for Federal Transit Administration Recipients.” In addition to prescribing the requirements, FTA Circular 4702.1B also provides guidance to transit providers regarding how to assess whether minority population riders are disparately impacted³, or low-income population riders are disproportionately burdened⁴, by the fare change between the existing cost and the proposed cost.

² CTA Ordinance No. 013-049.

³ Disparate impact is defined in the FTA Circular 4702.1B 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.”

⁴ Disproportionate burden is defined in the FTA Circular 4702.1B 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.”

CTA's SFEP, among other things, identifies criteria that trigger a Title VI Equity Analysis. It also describes the methodology and thresholds that CTA should use when performing the analysis. As such, a fare change will be deemed to have *Disparate Impact* on minority populations when "the percentage of impacts of the proposed fare change borne by minority riders as a result of the proposed fare change is at least ten percentage points (10%) higher than the percentage of impacts of that proposed fare change on the overall rider population."

Similarly, CTA's SFEP also states that a fare change will be deemed to have *Disproportionate Burden* on low-income populations when "the percentage of impacts of the proposed fare change borne by low-income riders as a result of the proposed fare change is at least ten percentage points (10%) higher than the percentage of impacts of that proposed fare change on the overall rider population."

Finally, CTA's SFEP compels an additional form of analysis which not only evaluates a comparison of each fare type individually, but also aggregates them together. It states that if "the aggregate percentage of impacts for the proposed fare changes born by minority (or low-income) riders as a result of the proposed fare changes is at least five percentage points (5%) higher than the aggregate percentage of impacts on the overall rider population" then the fare change will be deemed to have a Disparate Impact (or Disproportionate Burden).

Fare Equity Analysis

1. Proposed Fare Changes

Table 1 summarizes the current and proposed fare structure. The fare types highlighted in blue are the proposed 2021 changes.

Table 1 – CTA Current and Proposed Fare Structure

Fare Types	Current Fare Structure (Effective 1/7/18)	Proposed Fare Structure (Effective 11/21/2021)
Regular Fare		
Full Fare Bus ⁵	\$2.25	Unchanged
Full Fare Rail ⁶	\$2.50	Unchanged
Full Fare Cash (Bus Only)	\$2.50	Unchanged
PAYG ⁷	\$2.50	\$2.25 (Bus); \$2.50 (Rail)
Transfer ⁸	\$0.25 (1 st), Free (2 nd)	Free (1 st , 2 nd)
Ventra Single Ride Ticket ⁹	\$3.00	Unchanged
CTA 1-Day/24-Hour Pass	\$10.00	\$5.00
CTA 3-Day/72-Hour Pass	\$20.00	\$15.00
CTA 7-Day Pass	\$28.00	\$20.00
CTA/Pace 7 Day Pass	\$33.00	\$25.00
30-Day Pass (CTA/Pace)	\$105.00	\$75
Metra Link-Up	\$55.00	\$30.00 (effective 2022)
O'Hare Station Fare	\$5.00	Unchanged
Reduced Fare		
Reduced Fare Bus	\$1.10	Unchanged
Reduced Fare Rail	\$1.25	Unchanged
Reduced Fare Cash (Bus Only)	\$1.25	Unchanged
Transfer	\$0.15 (1 st), free (2 nd)	Free (1 st , 2 nd)
Reduced 30-Day Pass (CTA/Pace)	\$50.00	\$35.00
O'Hare Station Fare	\$1.25	Unchanged
Student fare		
Bus & Rail Student Permit Fare	\$0.75	Unchanged
Transfer	\$0.15	Free (1 st , 2 nd)
Student Fare Cash (Bus Only)	\$0.75	Unchanged
Other		
New Ventra Card Fee	\$5.00	Unchanged
#128 Soldier Field Express ¹⁰ Full Fare	\$5.00	Unchanged
#128 Soldier Field Express Reduced Fare	\$2.50	Unchanged

⁵ Indicates fares paid with Ventra Card or registered contactless credit/debit cards, unless otherwise indicated.

⁶ Indicates fares paid with Ventra Card or registered contactless credit/debit cards, unless otherwise indicated.

⁷ "PAYG" (or "Pay As You Go") refers to payments made by a contactless credit card or mobile wallet not associated with a Transit Account (unregistered).

⁸ Transfers are not available with cash or PAYG transactions.

⁹ Single Ride Ticket Fare includes transfer for bus and rail.

¹⁰ The #128 Soldier Field Express is a service jointly managed by CTA and Metra, scheduled to operate for all Chicago Bears home games at Soldier Field, and other agreed-upon events. Period-passes, Student Fares and U-Pass fares are not accepted on the #128. Reduced fares are for customers displaying the RTA reduced-fare permit and children ages 7 to 11. Statutory free rides (seniors and persons with disabilities) and children under the age of 7 are free on the #128.

2. Assessing Impacts

Pursuant to CTA’s SFEP and all other Title VI-related regulations, the CTA has taken into account the following considerations¹¹:

- The percent change between the existing fare and the proposed fare.
- The number and percent of users of each fare media being changed.
- The difference for each particular fare media between minority users and overall users.
- The difference for each particular fare media between low-income users and overall users.

3. Data Analysis

In March 2020, the State of Illinois issued shelter in place orders to prevent the spread of the Covid-19 pandemic, and many customers cease their use of public transportation. This reduced CTA ridership significantly. It also postponed the distribution of the CTA March 2020 Customer Satisfaction Survey.¹² At the time of writing this analysis, ridership has yet to return to pre-pandemic levels and the data used for this analysis does not reflect ridership changes caused during the pandemic. The below analysis instead combines the available survey data with 2019 ridership information to provide the most up-to-date pre-pandemic analysis.

Additionally, FTA Circular 4702.1B recommends analyzing any available information generated from ridership surveys as census data will not be effective for fare equity analysis purposes. Fare payment behavior was therefore analyzed based on the most recent market research data collected as a part of the RTA Customer Satisfaction Survey (CSS), which was conducted on behalf of CTA in 2016. In addition to collecting basic satisfaction scores of customers, the survey also gathered information regarding customers’ riding behavior including fare usage and other socio-demographic information such as income and household size. Therefore, the survey is well suited for this analysis.

Customers were asked to indicate their ethnic background in the CSS. Minority groups were classified as any person who indicated in the survey that they were non-Caucasian. The low-income group was classified based on household income by number of individuals in each household. Since the CSS’s income brackets do not exactly match the 2016 U.S. Department of Health and Human Services (HHS) Poverty Guidelines, the breakdown in Table 2 was used to classify the low-income group.

Table 2 – Low-Income Classification

Household Size	HHS Poverty Guideline	CSS Classification
1 person	\$12,490	\$14,999
2 persons	\$16,910	\$19,999
3 persons	\$21,330	\$24,999
4 persons	\$25,750	\$24,999
5 or more	\$30,170 - \$43,430	\$39,999 - \$59,999

¹¹ For the purposes of the SFEP, ridership will be estimated in accordance with FTA guidelines.

¹² The postponed 2020 Customer Satisfaction Survey is anticipated for Spring 2022.

Table 3 – Annual Fare Media Usage by Ridership Group

Fare Type	Fare		Fare Change		Annualized Usage by Group (2016S/2019R)		
	Current	Proposed	Absolute	Percent	Low-income	Minority	Overall
Regular/Full Fare Types							
Ventra Card Full Fare – Bus	\$2.25	\$2.25	\$0.00	0.0%	5,262,729	22,388,404	43,194,983
Ventra Card Full Fare – Rail	\$2.50	\$2.50	\$0.00	0.0%	3,623,709	21,522,502	64,079,470
First transfer within two hours	\$0.25	\$0.00	(\$0.25)	-100.0%			
Bus Cash Fare	\$2.50	\$2.50	\$0.00	0.0%	3,048,942	6,807,734	7,678,259
Single Ride Ticket	\$3.00	\$3.00	\$0.00	0.0%	2,648,283	8,184,245	9,079,403
CTA 1-Day/24-Hour Pass	\$10.00	\$5.00	(\$5.00)	-50.0%	805,581	779,239	2,456,506
CTA 3-Day/72-Hour Pass	\$20.00	\$15.00	(\$5.00)	-25.0%	535,977	1,697,166	2,155,462
CTA 7-Day Pass (Pace for +\$5)	\$28.00	\$20.00	(\$8.00)	-28.6%	9,700,002	23,765,946	28,883,003
30-Day Pass (CTA/Pace)	\$105.00	\$75.00	(\$30.00)	-28.6%	2,304,641	19,010,420	43,583,008
Metra Link-Up	\$55.00	\$30.00	(\$25.00)	-45.5%	N/A	600,483	1,003,075
Reduced Fare Types							
Ventra Card Reduced Fare – Bus	\$1.10	\$1.10	\$0.00	0.0%	470,095	1,740,988	4,301,724
Ventra Card Reduced Fare – Rail	\$1.25	\$1.25	\$0.00	0.0%	87,785	352,601	1,892,494
First transfer within two hours	\$0.15	\$0.00	(\$0.15)	-100.0%	N/A	N/A	N/A
Bus Cash Reduced Fare	\$1.25	\$1.25	\$0.00	0.0%	1,310,048	2,442,417	2,850,878
Reduced 30-Day Pass (CTA/Pace)	\$50.00	\$35.00	(\$15.00)	-30.0%	120,973	716,898	1,575,206
Other Fare Types							
U-Pass					4,482,290	10,531,417	17,840,292
Free, students, other					4,668,534	8,257,083	53,088,604
Total					39,069,589	128,797,542	283,662,368

Comparison of Impact between Minority Customers and Overall Customers

Table 4 provides the number and percent of minority customers of each fare type that CTA offers and the impact borne from the proposed fare changes. The fares that are proposed to be changed are highlighted in blue. The ridership data is analyzed at the linked trip level, which is inclusive of transfers. Therefore, the transfer fare impacts are analyzed at the Full Fare Bus and Rail ridership levels.

Table 4 – Disparate Impact Evaluation for 2021 Fare Changes

Fare Type	Fare		Fare Change		Annualized Usage by Group (2016S/2019R)		Disparate Impact Evaluation	
	Current	Proposed	Absolute	Percent	Minority	Overall	Impact Difference	Threshold Check
Regular/Full Fare Types								
Ventra Card Full Fare –Bus	\$2.25	\$2.25	\$0.00	0.0%	17.4%	15.2%	2.2%	<10%
Ventra Card Full Fare –Rail	\$2.50	\$2.50	\$0.00	0.0%	16.7%	22.6%	-5.9%	<10%
First transfer within two hours	\$0.25	\$0.00	(\$0.25)	-100.0%	N/A	N/A	N/A	N/A
Bus Cash Fare	\$2.50	\$2.50	\$0.00	0.0%	5.3%	2.7%	N/A	N/A
Single Ride Ticket	\$3.00	\$3.00	\$0.00	0.0%	6.4%	3.2%	N/A	N/A
CTA 1-Day/24-Hour Pass	\$10.00	\$5.00	(\$5.00)	-50.0%	0.6%	0.9%	-0.3%	<10%
CTA 3-Day/72-Hour Pass	\$20.00	\$15.00	(\$5.00)	-25.0%	1.3%	0.8%	0.6%	<10%
CTA 7-Day Pass (Pace for +\$5)	\$28.00	\$20.00	(\$8.00)	-28.6%	18.5%	10.2%	8.3%	<10%
30-Day Pass (CTA/Pace)	\$105.00	\$75.00	(\$30.00)	-28.6%	14.8%	15.4%	-0.6%	<10%
Metra Link-Up	\$55.00	\$30.00	(\$25.00)	-45.5%	0.5%	0.4%	0.1%	<10%
Reduced Fare Types								
Ventra Card Reduced Fare – Bus	\$1.10	\$1.10	\$0.00	0.0%	1.4%	1.5%	-0.1%	<10%
Ventra Card Reduced Fare – Rail	\$1.25	\$1.25	\$0.00	0.0%	0.3%	0.7%	-0.4%	<10%
First transfer within two hours	\$0.15	\$0.00	(\$0.15)	-100.0%	N/A	N/A	N/A	N/A
Bus Cash Reduced Fare	\$1.25	\$1.25	\$0.00	0.0%	1.9%	1.0%	N/A	N/A
Reduced 30-Day Pass (CTA/Pace)	\$50.00	\$35.00	(\$15.00)	-30.0%	0.6%	0.6%	0.0%	<10%
Other Fare Types								
U-Pass					8.2%	6.3%	N/A	N/A
Free, students, other					6.4%	18.7%	N/A	N/A
Total					100%	100%		
Aggregates								
Impacted					72.1%	68.3%	3.8%	<5%
Non-Impacted					27.9%	31.7%	N/A	N/A

Regular Fare

Full Fare Bus (Transfers) – The ridership data is analyzed at the full fare bus level which is inclusive of transfers. Although this fare type will remain unchanged, the transfer fee (25 cents) associated with it will be discontinued. This fare type is used by a slightly greater share of minority customers (17.4%) than by all customers (15.2%). However, as the percent difference (2.2%) is less than the 10% Disparate Impact threshold, there is no Disparate Impact on minority customers because of this fare discontinuation.

Full Fare Rail (Transfers) – The ridership data is analyzed at the full fare rail level which is inclusive of transfers. Although this fare type will remain unchanged, the transfer fee (25 cents) associated with it will be discontinued. This fare type is used by a smaller share of minority customers (16.7%) than by all customers (22.6%). Therefore, as the change affects a higher percentage of overall customers, there is no Disparate Impact on minority customers because of this fare discontinuation.

CTA 1-Day/24-Hour Pass – is proposed to decrease by 50% (or \$5.00) to \$5.00. This fare type is used by a slightly smaller share of minority customers (0.6%) than by all customers (0.9%). Therefore, as the change affects a higher percentage of overall customers, there is no Disparate Impact on minority customers because of this fare decrease.

CTA 3-Day/72-Hour Pass – is proposed to decrease by 25% (or \$5.00) to \$15.00. This fare type is used by a slightly greater share of minority customers (1.3%) than by all customers (0.8%). However, as the percent difference (0.6%) is less than the 10% Disparate Impact threshold, there is no Disparate Impact on minority customers because of this fare decrease.

CTA 7-Day Pass – is proposed to decrease by 28.6% (or \$8.00) to \$20.00. This fare type is used by a greater share of minority customers (18.5%) than by all customers (10.2%). However, as the percent difference (8.3%) is less than the 10% Disparate Impact threshold, there is no Disparate Impact on minority customers because of this fare decrease. The \$5 surcharge for Pace will be maintained.

30-Day Passes (CTA/Pace) – The 30-Day passes are proposed to decrease by 28.6% (or \$30) to \$75.00. This fare type is used by a slightly smaller share of minority customers (14.8%) than by all customers (15.4%). Therefore, as the change affects a higher percentage of overall customers, there is no Disparate Impact on minority customers because of this fare decrease.

Metra Link-Up – is proposed to decrease by 45.5% (or \$25) to \$30.00. This fare type is used by a slightly greater share of minority customers (0.5%) than by all customers (0.4%). However, as the percent difference (0.1%) is less than the 10% Disparate Impact threshold, there is no Disparate Impact on minority customers because of this fare decrease.

Reduced Fare

Reduced Fare Bus (Transfers) – The ridership data is analyzed at the reduced fare bus level, which is inclusive of transfers. Although this fare type will remain unchanged, the transfer fee (15 cents) associated with it will be discontinued. This fare type is used by a slightly smaller share of minority customers (1.4%) than by all customers (1.5%). Therefore, as the change affects a higher percentage of overall customers, there is no Disparate Impact on minority customers because of this fare decrease.

Reduced Fare Rail (Transfers) – The ridership data is analyzed at the reduced fare rail level which is inclusive of transfers. Although this fare type will remain unchanged, the transfer fee (15 cents) associated with it will be discontinued. This fare type is used by a slightly smaller share of minority customers (0.3%) than by all customers (0.7%). Therefore, as the change affects a higher percentage of overall customers, there is no Disparate Impact on minority customers because of this fare decrease.

Reduced 30-Day Passes (CTA/Pace) – The reduced 30-Day passes are proposed to decrease by 30% (or \$15) to \$35. This fare type is projected to be used equally by all customers. Thus, there is no Disparate Impact on minority customers because of this fare decrease.

Comparison of Burden between Low-Income Customers and Overall Customers

Table 5 provides the number and percent of low-income customers of each fare type that CTA offers and the impact borne from the proposed fare changes. The fares that are proposed to be changed are highlighted in blue.

Table 5 – Disproportionate Burden Evaluation for 2021 Fare Changes

Fare Type	Fare		Fare Change		Annualized Usage by Group (2016S/2019R)		Disproportionate Burden Evaluation	
	Current	Proposed	Absolute	Percent	Low-income	Overall	Impact Difference	Threshold Check
Regular/Full Fare Types								
Ventra Card Full Fare – Bus	\$2.25	\$2.25	\$0.00	0.0%	13.5%	15.2%	-1.8%	<10%
Ventra Card Full Fare – Rail	\$2.50	\$2.50	\$0.00	0.0%	9.3%	22.6%	-13.3%	<10%
First transfer within two hours	\$0.25	\$0.00	(\$0.25)	100.0%	N/A	N/A	N/A	N/A
Bus Cash Fare	\$2.50	\$2.50	\$0.00	0.0%	7.8%	2.7%	N/A	N/A
Single Ride Ticket	\$3.00	\$3.00	\$0.00	0.0%	6.8%	3.2%	N/A	N/A
CTA 1-Day/24-Hour Pass	\$10.00	\$5.00	(\$5.00)	-50.0%	2.1%	0.9%	1.2%	<10%
CTA 3-Day/72-Hour Pass	\$20.00	\$15.00	(\$5.00)	-25.0%	1.4%	0.8%	0.6%	<10%
CTA 7-Day Pass (Pace for +\$5)	\$28.00	\$20.00	(\$8.00)	-28.6%	24.8%	10.2%	14.6%	>10%
30-Day Pass (CTA/Pace)	\$105.00	\$75.00	(\$30.00)	-28.6%	5.9%	15.4%	-9.5%	<10%
Metra Link-Up	\$55.00	\$30.00	(\$25.00)	-45.5%	0.0%	0.4%	-0.4%	<10%
Reduced Fare Types								
Ventra Card Reduced Fare – Bus	\$1.10	\$1.10	\$0.00	0.0%	1.2%	1.5%	-0.3%	<10%
Ventra Card Reduced Fare – Rail	\$1.25	\$1.25	\$0.00	0.0%	0.2%	0.7%	-0.4%	<10%
First transfer within two hours	\$0.15	\$0.00	(\$0.15)	100.0%	N/A	N/A	N/A	N/A
Bus Cash Reduced Fare	\$1.25	\$1.25	\$0.00	0.0%	3.4%	1.0%	N/A	N/A
Reduced 30-Day Pass (CTA/Pace)	\$50.00	\$35.00	(\$15.00)	-30.0%	0.3%	0.6%	-0.2%	<10%
Other Fare Types								
U-Pass					11.5%	6.3%	N/A	N/A
Free, students, other					11.9%	18.7%	N/A	N/A
Total					100%	100%		
Aggregates								
Impacted					58.7%	68.3%	-9.6%	<5%
Non-Impacted					41.3%	31.7%	N/A	N/A

Regular Fare

Full Fare Bus (Transfers) – The ridership data is analyzed at the full fare bus level which is inclusive of transfers. Although this fare type will remain unchanged, the transfer fee (25 cents) associated with it will be discontinued. This fare type is used by a slightly smaller share of low-income customers (13.5%) than by all customers (15.2%). Therefore, as the change affects a higher percentage of overall customers, there is no Disproportionate Burden on low-income customers because of this fare decrease.

Full Fare Rail (Transfers) – The ridership data is analyzed at the full fare rail level which is inclusive of transfers. Although this fare type will remain unchanged, the transfer fee (25 cents) associated with it will be discontinued. This fare type is used by a smaller share of low-income customers (9.3%) than by all customers (22.6%). Therefore, as the change affects a higher percentage of overall customers, there is no Disproportionate Burden on low-income customers because of this fare decrease.

CTA 1-Day/24-Hour Pass – is proposed to decrease by 50% (or \$5.00) to \$5.00. This fare type is used by a greater share of low-income customers (2.1%) than by all customers (0.9%). However, as the percent difference (1.2%) is less than the 10% Disproportionate Burden threshold, there is no Disproportionate Burden on low-income customers because of this fare decrease.

CTA 3-Day/72-Hour Pass – is proposed to decrease by 25% (or \$5.00) to \$15.00. This fare type is used by a slightly greater share of low-income customers (1.4%) than by all customers (0.8%). However, as the percent difference (0.6%) is less than the 10% Disproportionate Burden threshold, there is no Disproportionate Burden on low-income customers because of this fare decrease.

CTA 7-Day Pass – is proposed to decrease by 28.6% (or \$8.00) to \$20.00. This fare type is used by a greater share of low-income customers (24.8%) than by all customers (10.2%). While the difference was 14.6%, which is above the 10% Disproportionate Burden threshold, as this fare type will benefit all customers, there is no Disproportionate Burden on low-income customers because of this fare decrease.

30-Day Passes (CTA/Pace) – The 30-Day passes are proposed to decrease by 28.6% (or \$30) to \$75.00. This fare type is used by a smaller share of low-income customers (5.9%) than by all customers (15.4%). Therefore, as the change affects a higher percentage of overall customers, there is no Disproportionate Burden on low-income customers because of this fare decrease.

Metra Link-Up – is proposed to decrease by 45.5% (or \$25) to \$30.00. This fare type is used by less than 0.0% of low-income customers than by all customers (0.4%). Therefore, as the change affects a higher percentage of overall customers, there is no Disproportionate Burden on low-income customers because of this fare decrease.

Reduced Fare

Reduced Fare Bus (Transfers) – The ridership data is analyzed at the reduced fare bus level, which is inclusive of transfers. Although this fare type will remain unchanged, the transfer fee (15 cents) associated with it will be discontinued. This fare type is used by a slightly smaller share of low-income customers (1.2%) than by all customers (1.5%). Therefore, as the change affects a higher percentage of overall customers, there is no Disproportionate Burden on low-income customers because of this fare decrease.

Reduced Fare Rail (Transfers) – The ridership data is analyzed at the reduced fare rail level which is inclusive of transfers. Although this fare type will remain unchanged, the transfer fee (15 cents) associated with it will be discontinued. This fare type is used by a slightly smaller share of minority customers (0.2%) than by all customers (0.7%). Therefore, as the change affects a higher percentage of overall customers, there is no Disproportionate Burden on low-income customers because of this fare decrease.

Reduced 30-Day Passes (CTA/Pace) – The reduced 30-Day passes are proposed to decrease by 30% (or \$15) to \$35. This fare type is projected to be used equally by all customers. Thus, there is no Disproportionate Burden on low-income customers because of this fare decrease.

Summary of Compiled Analysis

The highest difference in usage between minority customers and all customers for the proposed changes was in the CTA 7-Day pass category. The difference was 8.3%, which is below the 10% threshold set forth in the SFEP.

The highest difference in usage between low-income customers and all customers for the proposed changes was in the CTA 7-Day pass fare category. The difference was 14.6%, which is above the 10% Disproportionate Burden threshold set forth in the SFEP. However, since the proposed changes focus on a price reduction, low-income customers will benefit the greatest from the proposed changes. Therefore, these proposed changes will not cause a Disproportionate Burden on low income populations.

Finally, when considering the package of proposed fare changes as a whole, the aggregate percentage of impacts for CTA's overall customer population is 68.3%. The aggregate percentage of impacted minority customers is 72.1%. The percent difference compared to the overall customer population is less than the 5.0% aggregate threshold. The aggregate percentage of impacted low income customers is 58.7%, therefore the proposed fare changes affect a higher percentage of overall customers.

4. Public Outreach

A public hearing on the proposed fare change was held virtually on November 11, 2021 at 6:00pm. Based on the current disaster proclamation issued by Governor Pritzker due to public health concerns, the head of CTA determined it was not practical or prudent to conduct an in-person hearing. The hearing was live-streamed at: <https://youtu.be/kitgEWDDvIY>.

At the virtual public hearing, an American Sign Language interpreter and a Spanish interpreter were provided. Written and oral comments were recorded at the hearing in order for the Chicago Transit Board to take them into consideration prior to action.

The proposed budget and fare change is available for public review at the CTA Headquarters, 567 W. Lake Street, Chicago, Illinois, 60661, weekdays between 8 a.m. and 4:30 p.m.

A copy of the proposed 2022 budget and fare change is also posted on CTA's website at www.transitchicago.com.

Copies have also been available for review in standard size print and large print at:

- Regional Transportation Authority, reception desk, Suite 1550, 175 West Jackson, Chicago, Illinois 60604,
- Archer Heights Branch Library, 5055 South Archer Avenue, Chicago, Illinois 60632;
- Austin Branch Library, 5615 West Race Avenue, Chicago, Illinois 60644;
- Harold Washington Public Library, 400 South State Street, 5th floor, Chicago, Illinois 60605;
- Austin-Irving Branch, Chicago Public Library, 6100 West Irving Park Road, Chicago, Illinois 60634;
- Avalon Branch Library, 8148 South Stony Island Avenue, Chicago, Illinois 60617;
- West Town Branch Library, 1625 West Chicago Avenue, Chicago, Illinois 60622;
- Woodson Regional Public Library, 9525 South Halsted Street, Chicago, Illinois, 60628;
- Evanston Public Library, 1703 Orrington Avenue, Evanston, Illinois, 60201;
- Evergreen Park Public Library, 9400 South Troy, Evergreen Park, Illinois, 60805;
- Oak Park Public Library, 834 Lake Steet, Oak Park, Illinois 60301;
- Skokie Public Library, 5215 West Oakton, Skokie, Illinois, 60077

Conclusion

In the interest of Title VI and Environmental Justice requirements, it is CTA's objective to avoid, minimize, or mitigate disproportionately high and adverse impacts on minority populations or low-income populations. The analysis described above was conducted to ensure that the proposed fare changes achieved this objective.

The analysis indicates that the proposed fare changes will positively affect all populations, especially minority and low-income as they focus on price reduction. As a result, the changes will not cause a Disparate Impact on minority populations or a Disproportionate Burden on low-income populations. The proposed fare changes comply with CTA's SFEP.