

**CHICAGO TRANSIT AUTHORITY**

**2018 Fare Change  
Title VI Fare Equity Analysis**

**December 2017**

## **Executive Summary**

The Chicago Transit Authority (CTA) is planning to implement fare changes that would become effective on January 7, 2018. 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. On an average weekday, 1.6 million rides are taken on CTA. The CTA is a regional transit system that serves 35 suburbs, in addition to the City of Chicago, and provides 83 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 1,888 buses that operate 130 routes and 1,301 route miles. Buses make about 18,843 trips a day and serve 10,813 bus stops. On the rapid transit system, CTA's 1,492 rail cars operate eight routes and 224.1 miles of track. CTA trains make about 2,276 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's recommendation for a fare increase was largely due to a \$33 million dollar reduction in funding from the state of Illinois. Combined with historically low gas prices, new marketplace competition, and other factors, this cut has posed an unprecedented challenge to CTA's operating budget.

The 2018 proposed budget recommends an increase in: (1) bus and rail full fare when deducted from a Ventra Card transit account, (2) bus and rail reduced-fare when deducted from a Ventra Card transit account, (3) full fare bus cash, (4) reduced-fare bus cash, and (5) full-fare 30-day pass. All other fares and passes will remain unchanged. 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. For reference, a table summarizing these recommended fare changes is included on pages 5 and 6.

## **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 (Title VI) 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 Federal 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.<sup>1</sup> 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 impacted<sup>2</sup>, or low-income population riders are disproportionately burdened<sup>3</sup>, by the fare change between the existing cost and the proposed cost.

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

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<sup>1</sup> CTA Ordinance No. 013-049.

<sup>2</sup> 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.”

<sup>3</sup> 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.”

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**

The CTA President’s 2018 proposed budget includes a base fare increase of 25 cents. The new full fare would be \$2.25 for bus and \$2.50 for rail. Additionally, reduced-fare rides would increase by 15 cents to \$1.10 for buses and \$1.25 for rail. The 30-day unlimited ride pass would also increase by \$5.00 to \$105.00.

The following fares will remain the same: Single Ride; 1-Day, 3-Day and 7-Day unlimited ride CTA passes (\$10, \$20, and \$28, respectively); and Reduced-Fare 30-Day Pass. Train rides originating at O’Hare will remain \$5.

Table 1 summarizes the current and proposed fare structure.

**Table 1 – CTA Current and Proposed Fare Structure**

<b>Fare Types</b>	<b>Current Fare Structure (Effective 1/14/13)</b>	<b>Proposed Fare Structure (Effective 1/7/18)</b>
<b>Regular Fare</b>		
Full Fare Bus <sup>4</sup>	\$2.00	\$2.25
Full Fare Rail <sup>5</sup>	\$2.25	\$2.50
Full Fare Cash (Bus Only)/PAYG <sup>6</sup>	\$2.25	\$2.50
Transfer <sup>7</sup>	\$0.25 (1 <sup>st</sup> ), Free (2 <sup>nd</sup> )	Unchanged
Ventra Single Ride Ticket <sup>8</sup>	\$3.00	Unchanged
1-Day/24-Hour Pass	\$10.00	Unchanged
3-Day/72-Hour Pass	\$20.00	Unchanged
7-Day Pass	\$28.00	Unchanged
30-Day Pass (CTA/Pace)	\$100.00	\$105.00
Metra Link-Up	\$55.00	Unchanged

<sup>4</sup> Indicates fares paid with Ventra Card or registered contactless credit/debit cards, unless otherwise indicated.

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

<sup>6</sup> “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).

<sup>7</sup> Transfers are not available with cash or PAYG transactions.

<sup>8</sup> Single Ride Ticket Fare includes transfer for bus and rail.

Fare Types	Current Fare Structure (Effective 1/14/13)	Proposed Fare Structure (Effective 1/7/18)
<b>Reduced Fare<sup>9</sup></b>		
Reduced Fare Bus	\$1.00	\$1.10
Reduced Fare Rail	\$1.10	\$1.25
Reduced Fare Cash (Bus Only)	\$1.10	\$1.25
Transfer	\$0.15 (1 <sup>st</sup> ), free (2 <sup>nd</sup> )	Unchanged
30-Day Reduced Pass	\$50.00	Unchanged
<b>Student Fare<sup>10</sup></b>		
Bus & Rail on Student Card	\$0.75	Unchanged
Transfer	\$0.15 (1 <sup>st</sup> ), free (2 <sup>nd</sup> )	Unchanged
Student Fare Cash (Bus Only)	\$0.75	Unchanged
<b>O'Hare Station<sup>11</sup></b>		
Full Fare on Ventra cards, Ventra Tickets, Cash or PAYG	\$5.00	Unchanged
<b>Stadium Express Bus</b>		
#128 Soldier Field Express <sup>12</sup>	\$5.00 round-trip \$2.50 reduced fare	Unchanged

<sup>9</sup> The CTA offers reduced fares via an RTA reduced-fare permit to seniors and persons with disabilities in compliance with 49 CFR Part 609. In addition, the CTA also offers reduced fares to children ages 7-11. Free rides are offered to low-income seniors and persons with disabilities as required by 70 ILCS 3605/51(b) & 70 ILCS 3605/52. Children under the age of 7 are free at all times when riding with an adult.

<sup>10</sup> Student Fares are for enrolled elementary and high school students on school days only, 5:30 a.m. to 8:30 p.m. Students can pay with transit value on their Student Ventra Card, or present the Card on bus to be eligible for reduced cash fare.

<sup>11</sup> Special \$5 pricing at O'Hare station is not applicable to the following customers: Ventra Cards using a purchased period-pass; contactless credit/debit cards using a purchased period-pass; O'Hare Airport-based employees using an employer-issued Ventra Card; reduced fares; student fares; and U-Pass.

<sup>12</sup> 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 considerations<sup>13</sup>:

- 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

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 [CTA’s 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 primary ethnic background in the CSS. Minority groups were classified as any person who indicated in the survey that they were non-Caucasian. 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	\$11,880	\$14,999
2 persons	\$16,020	\$24,999
3 persons	\$20,160	\$24,999
4 persons	\$24,300	\$24,999
5 or more	\$28,440 - \$40,890	\$39,999-\$59,999

<sup>13</sup> For the purposes of the SFEP, ridership will be estimated in accordance with FTA guidelines.

**Table 3 – Annual Fare Media Usage by Ridership Group**

Fare Type	Fare		Fare Change		Annualized Usage by Group (2016) <sup>14</sup>		
	Current	Proposed	Absolute	Percent	Low-Income	Minority	Overall
<b>Regular Fare</b>							
Full Fare Bus	\$2.00	\$2.25	\$0.25	12.5%	5,315,659	24,840,388	47,485,957
Full Fare Rail	\$2.25	\$2.50	\$0.25	11.1%	3,662,903	23,654,406	69,780,624
Full Fare Cash (Bus)	\$2.25	\$2.50	\$0.25	11.1%	4,976,019	11,498,050	12,849,347
Single Ride Ticket	\$3.00	\$3.00	\$0.00	0.0%	3,215,300	10,283,112	11,303,159
1-Day Pass	\$10.00	\$10.00	\$0.00	0.0%	922,219	923,176	2,883,556
3-Day Pass	\$20.00	\$20.00	\$0.00	0.0%	511,987	1,677,743	2,111,243
7-Day Pass	\$28.00	\$28.00	\$0.00	0.0%	9,286,384	24,275,336	29,231,368
30-Day Pass	\$100.00	\$105.00	\$5.00	5.0%	2,215,749	19,109,555	43,408,292
<b>Reduced Fare</b>							
Reduced Fare Bus	\$1.00	\$1.10	\$0.10	10.0%	488,206	1,871,120	4,580,840
Reduced Fare Rail	\$1.10	\$1.25	\$0.15	13.6%	93,020	386,659	2,056,250
Reduced Fare Cash (Bus)	\$1.10	\$1.25	\$0.15	13.6%	1,260,457	2,431,920	2,812,580
30-Day Reduced Pass	\$50.00	\$50.00	\$0.00	0.0%	117,112	718,223	1,563,636
<b>Other Fare Types</b>							
U-Pass					4,969,078	12,185,077	20,452,200
Free, Students, Other					5,871,631	11,685,810	70,018,001
<b>Total</b>					<b>42,905,724</b>	<b>145,540,577</b>	<b>320,537,053</b>

<sup>14</sup> 2016 Customer Satisfaction Survey responses are scaled to the 2016 annual linked trip system totals. Because any individual rider may be considered a member of both the minority and low income populations, those respondents would be included in all three groups (low-income, minority, and overall).



**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.

**Table 4 – Disparate Impact Evaluation for January 2018 Fare Changes**

Fare Type	Cost		Change		Usage by Group		Disparate Impact Evaluation	
	Current	Proposed	Absolute	Percent	Minority	Overall	Impact Difference	Threshold Check
<b>Regular Fare</b>								
Full Fare Bus	\$2.00	\$2.25	\$0.25	12.5%	17.1%	14.8%	2.3%	<10%
Full Fare Rail	\$2.25	\$2.50	\$0.25	11.1%	16.3%	21.8%	-5.5%	<10%
Full Fare Cash (Bus)	\$2.25	\$2.50	\$0.25	11.1%	7.9%	4.0%	3.9%	<10%
Single Ride Ticket	\$3.00	\$3.00	\$0.00	0.0%	7.1%	3.5%	3.6% N/A	N/A
1-Day Pass	\$10.00	\$10.00	\$0.00	0.0%	0.6%	0.9%	N/A -0.3%	N/A
3-Day Pass	\$20.00	\$20.00	\$0.00	0.0%	1.2%	0.7%	N/A 0.5%	N/A
7-Day Pass	\$28.00	\$28.00	\$0.00	0.0%	16.7%	9.1%	N/A 7.6%	N/A
30-Day Pass	\$100.00	\$105.00	\$5.00	5.0%	13.1%	13.5%	-0.4%	<10%
<b>Reduced Fare</b>								
Reduced Fare Bus	\$1.00	\$1.10	\$0.10	10.0%	1.3%	1.4%	-0.1%	<10%
Reduced Fare Rail	\$1.10	\$1.25	\$0.15	13.6%	0.3%	0.6%	-0.3%	<10%
Reduced Fare Cash (Bus)	\$1.10	\$1.25	\$0.15	13.6%	1.7%	0.9%	0.8%	<10%
30-Day Reduced Pass	\$50.00	\$50.00	\$0.00	0.0%	0.5%	0.5%	N/A 0.0%	N/A
<b>Other Fare Types</b>								
U-Pass					8.4%	6.4%	N/A 2.0%	N/A
Free, Students, Other					8.0%	21.8%	N/A 13.8%	N/A
<b>Total</b>					<b>100%</b>	<b>100%</b>		
<b>Aggregates</b>								
<b>Impacted</b>					<b>57.7%</b>	<b>57.0%</b>	<b>0.7%</b>	<b>&lt;5%</b>
<b>Non-Impacted</b>					<b>42.3%</b>	<b>43.0%</b>	<b>N/A</b>	<b>N/A</b>

### Regular Fare

**Full Fare Bus** is proposed to increase by 12.5% (or 25 cents) to \$2.25. This fare type is used by a slightly greater share of minority customers (17.1%) than by all customers (14.8%). However, the percent difference (2.3%) is less than the 10% threshold, so there is no Disparate Impact on minority customers because of this fare increase.

**Full Fare Rail** is proposed to increase by 11.1% (or 25 cents) to \$2.50. This fare type is used by a smaller share of minority customers (16.3%) than by all customers (21.8%). The change affects a higher percentage of overall customers, so there is no Disparate Impact on minority customers because of this fare increase.

**Full Fare Cash (Bus)** is proposed to increase by 11.1% (or 25 cents) to \$2.50. This fare type is used by a slightly greater share of minority customers (7.9%) than by all customers (4.0%). However, the percent difference (3.9%) is less than the 10% threshold, so there is no Disparate Impact on minority customers because of this fare increase.

**30-Day Passes** are proposed to increase by 5.0% (or \$5.00) to \$105.00. This fare type is used by a slightly smaller share of minority customers (13.1%) than by all customers (13.5%). The change affects a higher percentage of overall customers, so there is no Disparate Impact on minority customers because of this fare increase.

### Reduced Fare

**Reduced Fare Bus** is proposed to increase by 10.0% (or 10 cents) to \$1.10. This fare type is used by a slightly smaller share of minority customers (1.3%) than by all customers (1.4%). The change affects a higher percentage of overall customers, so there is no Disparate Impact on minority customers because of this fare increase.

**Reduced Fare Rail** is proposed to increase by 13.6% (or 15 cents) to \$1.25. This fare type is used by a slightly smaller share of minority customers (0.3%) than by all customers (0.6%). The change affects a higher percentage of overall customers, so there is no Disparate Impact on minority customers because of this fare increase.

**Reduced Fare Cash (Bus)** is proposed to increase by 13.6% (or 15 cents) to \$1.25. This fare type is used by a slightly greater share of minority customers (1.7%) than by all customers (0.9%). However, the percent difference (0.8%) is less than the 10% threshold, so there is no Disparate Impact on minority customers because of this fare increase.

**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 January 2018 Fare Changes**

Fare Type	Cost		Change		Usage by Group		Disproportionate Burden Evaluation	
	Current	Proposed	Absolute	Percent	Low-Income	Overall	Impact Difference	Threshold Check
<b>Regular Fare</b>								
Full Fare Bus	\$2.00	\$2.25	\$0.25	12.5%	12.4%	14.8%	-2.4%	<10%
Full Fare Rail	\$2.25	\$2.50	\$0.25	11.1%	8.5%	21.8%	-13.3%	<10%
Full Fare Cash (Bus)	\$2.25	\$2.50	\$0.25	11.1%	11.6%	4.0%	7.6%	<10%
Single Ride Ticket	\$3.00	\$3.00	\$0.00	0.0%	7.5%	3.5%	N/A-4.0%	N/A
1-Day Pass	\$10.00	\$10.00	\$0.00	0.0%	2.1%	0.9%	N/A1.2%	N/A
3-Day Pass	\$20.00	\$20.00	\$0.00	0.0%	1.2%	0.7%	N/A0.5%	N/A
7-Day Pass	\$28.00	\$28.00	\$0.00	0.0%	21.6%	9.1%	N/A12.5%	N/A
30-Day Pass	\$100.00	\$105.00	\$5.00	5.0%	5.2%	13.5%	-8.3%	<10%
<b>Reduced Fare</b>								
Reduced Fare Bus	\$1.00	\$1.10	\$0.10	10.0%	1.1%	1.4%	-0.3%	<10%
Reduced Fare Rail	\$1.10	\$1.25	\$0.15	13.6%	0.2%	0.6%	-0.4%	<10%
Reduced Fare Cash (Bus)	\$1.10	\$1.25	\$0.15	13.6%	2.9%	0.9%	2.0%	<10%
30-Day Reduced Pass	\$50.00	\$50.00	\$0.00	0.0%	0.3%	0.5%	N/A-0.2%	N/A
<b>Other Fare Types</b>								
U-Pass					11.6%	6.4%	N/A5.2%	N/A
Free, Students, Other					13.7%	21.8%	N/A-8.1%	N/A
<b>Total</b>					<b>100%</b>	<b>100%</b>		
<b>Aggregates</b>								
<b>Total Impacted</b>					<b>41.9%</b>	<b>57.0%</b>	<b>-15.1%</b>	<b>&lt;5%</b>
<b>Non-Impacted</b>					<b>58.1%</b>	<b>43.0%</b>	<b>N/A</b>	<b>N/A</b>

### Regular Fare

**Full Fare Bus** is proposed to increase by 12.5% (or 25 cents) to \$2.25. This fare type is used by a slightly smaller share of low-income customers (12.4%) than by all customers (14.8%). The change affects a higher percentage of overall customers, so there is no Disproportionate Burden on low-income customers because of this fare increase.

**Full Fare Rail** is proposed to increase by 11.1% (or 25 cents) to \$2.50. This fare type is used by a smaller share of low-income customers (8.5%) than by all customers (21.8%). The change affects a higher percentage of overall customers, so there is no Disproportionate Burden on low-income customers because of this fare increase.

**Full Fare Cash (Bus)** is proposed to increase by 11.1% (or 25 cents) to \$2.50. This fare type is used by a slightly greater share of low-income customers (11.6%) than by all customers (4.0%). However, the percent difference (7.6%) is less than the 10% threshold, so there is no Disproportionate Burden on low-income customers because of this fare increase.

**30-Day Passes** are proposed to increase by 5.0% (or \$5.00) to \$105.00. This fare type is used by a slightly smaller share of low-income customers (5.2%) than by all customers (13.5%). The change affects a higher percentage of overall customers, so there is no Disproportionate Burden on low-income customers because of this fare increase.

### Reduced Fare

**Reduced Fare Bus** is proposed to increase by 10.0% (or 10 cents) to \$1.10. This fare type is used by a slightly smaller share of low-income customers (1.1%) than by all customers (1.4%). The change affects a higher percentage of overall customers, so there is no Disproportionate Burden on low-income customers because of this fare increase.

**Reduced Fare Rail** is proposed to increase by 13.6% (or 15 cents) to \$1.25. This fare type is used by a slightly smaller share of low-income customers (0.2%) than by all customers (0.6%). The change affects a higher percentage of overall customers, so there is no Disproportionate Burden on low-income customers because of this fare increase.

**Reduced Fare Cash (Bus)** is proposed to increase by 13.6% (or 15 cents) to \$1.25. This fare type is used by a slightly greater share of low-income customers (2.9%) than by all customers (0.9%). However, the percent difference (2.0%) is less than the 10% threshold, so there is no Disproportionate Burden on low-income customers because of this fare increase.

### **Summary of Compiled Analysis**

The highest difference in usage between minority customers and all customers for the proposed changes was in the Full Fare Cash (Bus) fare category. The difference was 3.9%, 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 Full Fare Cash (Bus) fare category. The difference was 7.6 %, which is below the 10% threshold set forth in the SFEP.

Finally, when considering the package of proposed fare changes as a whole, the aggregate percentage of impacts for CTA's overall customer population is 57.0%. The aggregate percentage of impacted minority customers is 57.7%. The percent difference compared to the overall customer population (0.7%) is less than the 5.0% aggregate threshold. The aggregate percentage of impacted low income customers is 41.9%, so the proposed fare changes affect a higher percentage of overall customers.

### **4. Public Outreach**

A public hearing on the proposed fare change was held on Tuesday, December 12, 2017 at 6:00 P.M. at CTA headquarters at 567 W. Lake Street, second floor conference room, Chicago, Illinois, 60661. The facility is accessible to people with disabilities. 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 was made available to the public on November 22, 2017. The proposed budget and fare change is available for public review at the CTA Headquarters reception desk, second floor, 567 W. Lake Street, Chicago, Illinois, 60661, weekdays between 8 a.m. and 4:30 p.m.

A copy of the proposed 2018 budget and fare change is also posted on CTA's website at [www.transitchicago.com](http://www.transitchicago.com).

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

- Regional Transportation Authority, Suite 1650, 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
- Jefferson Park Branch Library, 5363 West Lawrence Avenue, Chicago, Illinois 60630
- South Shore Branch Library, 2505 East 73rd Street, Chicago, Illinois 60649
- 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 Street, Oak Park, Illinois 60301
- Riverdale Public Library, 208 West 144th Street, Riverdale, Illinois, 60827
- 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, while the proposed fare changes will affect minority and low-income populations, they 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.