

**TITLE VI / ENVIRONMENTAL JUSTICE EVALUATION
PROPOSED CONSOLIDATION OF RIDER RELIEF & IMMEDIATE NEEDS
PROGRAMS**

Introduction

Metro's Rider Relief program provides monthly transit subsidies to low income residents of cities and county unincorporated areas that do not offer such assistance to their residents. Coupons are provided to program participants that may be redeemed each month for a 30-Day Pass (EZ-Passes are also eligible) or a 7-Day Pass (if a Full Fare rider).

Metro's Immediate Needs program is administered directly to clients of several hundred social service agencies throughout the county. Metro contracts with FAME Assistance Corp. and International Institute of Los Angeles to manage and supervise these separate agencies. Assistance is provided on a pre-approved basis in the form of transit Tokens, taxi coupons, and taxi vouchers. Up to \$35 in transit Tokens may be provided to clients each month as well as provision of coupons or vouchers for taxi rides on a trip by trip basis.

Participants in both programs are subject to household income restrictions based upon the county's adopted poverty income guidelines, and cannot be otherwise eligible for Medical Assistance, City Ride, ASI, SHORE, or other General Relief transportation services.

Proposed Action

It is proposed to merge the transit benefits of both programs into a single, TAP-based program. The taxi benefits offered to some clients of the Immediate Needs program would be unaffected by this proposal. The transit benefits of both programs would be equalized, and may be broadened to include any county resident who meets the income guidelines, pending discussions with jurisdictions that offer similar benefits.

Because the new program would be TAP-based there would no longer be a need to maintain a Token program as the 20-ride alternative, which would be made available to everyone, could be implemented as a 20-ride credit to the TAP card. Furthermore, anyone choosing the 20-ride benefit would be able to take advantage of the free transfers afforded to any rider paying a single fare with a TAP card.

Additionally, the proposed program would offer increased subsidy benefits to anyone using the program to buy down the cost of a pass. For those choosing to apply the benefit to a 7-Day Pass, the proposed program would offer a subsidy toward four 7-Day

Passes within any month rather than the current program's limitation to one such pass in any month.

The existing transit benefits of both programs, and the proposed consolidated benefits of the proposed program, are depicted in Table 1.

TABLE 1

CURRENT AND PROPOSED PROGRAM BENEFITS RIDER RELIEF & IMMEDIATE NEEDS PROGRAMS		
Rider Category	Current Benefit	Proposed Benefit
Full Fare Adult (Rider Relief)	\$10 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass, or - One(1) 7-Day Pass per month	\$24 TAP Credit usable for: - 30-Day EZ-Pass, or - 30-Day Pass, or - Four(4) 7-Day Passes (\$6 credit toward each per month), or - 20-ride TAP credit (equiv. of \$35)
Full Fare Adult (Immediate Needs)	Up to \$35 in Tokens (20 tokens)	
Senior/Disabled/ Medicare (Rider Relief)	\$6 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass	\$8 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass, or - 20-ride TAP credit (equiv. of \$7 to \$17)
Senior/Disabled/ Medicare (Immediate Needs)	Up to \$35 in Tokens (20 tokens)	
Student (K-12) (Rider Relief)	\$6 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass	\$10 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass, or - 20-ride TAP credit (equiv. of \$20)
Student (K-12) (Immediate Needs)	Up to \$35 in Tokens (20 tokens)	
College/Vocational (Rider Relief)	\$6 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass	\$13 Coupon usable for: - 30-Day EZ-Pass, or - 30-Day Pass, or - 20-ride TAP credit (equiv. of \$35)
College/Vocational (Immediate Needs)	Up to \$35 in Tokens (20 tokens)	

Evaluation of Proposed Action

Since all of the participants in the Rider Relief and Immediate Needs programs will receive increased benefits under the proposed consolidated program, this evaluation will focus on any differences between program participants and other transit riders.

The demographics of Rider Relief and all Metro riders (System) are depicted in Table 2.

TABLE 2

RIDER RELIEF MINORITY & POVERTY PARTICIPATION				
	System	Program	Absolute % Diff.	Relative % Diff.
Minority Share	90.3%	94.3%	4.0%	4.4%
Poverty Share	59.1%	100.0%	40.9%	69.2%
Program Shares - FY2017 through Nov 2016				
System Shares from Spring 2016 Customer Satisfaction Survey				

Because Rider Relief participants have a higher minority participation than Metro's system there will be *no Disparate Impact* from providing added benefits to the group. Similarly, because all Rider Relief beneficiaries must have poverty level household incomes, the Poverty share of program beneficiaries is higher than the system share. Therefore, there will be *no Disproportionate Burden* imposed by the proposed program.

The demographics of Immediate Needs and all Metro riders (System) are depicted in Table 3.

TABLE 3

IMMEDIATE NEEDS MINORITY & POVERTY PARTICIPATION				
	System	Program	Absolute % Diff.	Relative % Diff.
Minority Share	90.3%	86.8%	-3.5%	-3.9%
Poverty Share	59.1%	100.0%	40.9%	69.2%
Program Shares - FY2017 through Jan 2017				
System Shares from Spring 2016 Customer Satisfaction Survey				

In this case, the Immediate Needs program has a lower minority participation than the Metro system. However, this difference is not considered significant because the absolute difference is less than 5% and the relative difference is less than 35% - the thresholds of significance adopted by the Metro Board for evaluating fare changes. Therefore, the proposed program will have *no Disparate Impact*. As was the case with the Rider Relief program, since all beneficiaries of these programs come from Poverty household there will be *no Disproportionate Burden* imposed by the proposed action.