

Department of Transportation and Capital Infrastructure

Title VI Fare Equity Analysis

July 2016 Service Changes

Prepared with assistance by:



Contents

Fare Equity Regulations and Proposed Changes.....	3
Federal Fare Equity Regulations	3
Proposed Fare Media Change.....	3
Department of Transportation and Capital Infrastructure provides three types of fixed-route bus transit service.....	3
Proposed Fare Changes.....	3
Proposed Fare Media Change	3
Relevant Department of Transportation and Capital Infrastructure Title VI Policies.....	3
Department of Transportation and Capital Infrastructure Title VI Policy Development.....	4
Fare Equity Analysis Process and Summary.....	4
Fare Equity Analysis	5
Fare Amount by Fare Media	5
Proposed Local Bus Fare and Fare Media Change	5
Proposed Fare Change	5
Proposed Fare Media Change.....	7
Proposed Commuter Bus Fare Change	8

Fare Equity Regulations and Proposed Changes

Federal Fare Equity Regulations

This fare equity analysis process is guided by FTA C 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," as well as Department of Transportation and Capital Infrastructure's (DTCI) disparate impact and disproportionate burden policies, which were developed for the agency's 2017-2020 Title VI Program. The analysis will be completed, before the fare change is implemented, during the planning stage, and approved by the DTCI's governing board, and will be submitted to FTA as a part of the Title VI Program update submission.

Proposed Fare Media Change

Department of Transportation and Capital Infrastructure provides three types of fixed-route bus transit service.

- **Local Bus:** Fixed route bus service within Loudoun County and to the Wiehle-Reston East Metrorail station.
- **Metro Connection:** Limited stop bus service between Loudoun County and the West Falls Church and Wiehle-Reston East Metro stations.
- **Commuter Bus (Long Haul):** Peak period bus service from park and ride lots in Loudoun County to the Washington, D.C. region.

DTCI is proposing both a fare and a fare media change, scheduled to be implemented in July 2016. The proposed fare change would 1) reduce fares on certain local bus routes that operate service to the Wiehle-Reston Metrorail Station, which provides a connection to Washington, D.C., and 2) increase fares on long-haul commuter bus routes that offer direct service from Loudoun County to job centers in Northern Virginia and Washington, D.C. The proposed fare media change would introduce free transfers for all riders between DTCI's Local Bus routes.

Proposed Fare Changes

- Proposed reduction of fares on Local Bus Route 72-Wiehle Express, Local Bus Route 83-Pacific Connector and Local Bus Route 84-Atlantic Connector from \$2.00 to \$1.00. This reduction in fares will bring Route 72, Route 83 and Route 84 in line with the fares charged for all other DTCI Local Bus routes.
- Proposed increase of fare from \$8.00 to \$9.00 per trip on long-haul buses (commuter bus service).

Proposed Fare Media Change

- Proposed free transfers between local Loudoun County bus routes

Relevant Department of Transportation and Capital Infrastructure Title VI Policies

As part of the Department of Transportation and Capital Infrastructure's Title VI Program, DTCI established policies for *Disparate Impact* and *Disproportionate Burden*.

DTCI's Transit's policies for Disparate Impact and Disproportionate Burden adhere to FTA standards. Disparate Impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin. For service reductions, a disparate impact occurs when the average fare or service change impacts for minority riders is 15 percent or greater than non-minority riders. These policies will be reviewed on a cumulative basis.

Similarly, Disproportionate Burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. For service reductions, a disproportionate burden occurs when the average fare or service change impacts for low-income riders is more than 15 percent or greater than non-low-income riders. These policies will be reviewed on a cumulative basis.

Department of Transportation and Capital Infrastructure Title VI Policy Development

Department of Transportation and Capital Infrastructure engaged the public in developing the definitions for major service changes, disparate impact, and disproportionate burden from April 15, 2016 to May 16, 2016. Department of Transportation and Capital Infrastructure's Title VI policy outreach efforts were implemented in coordination with the county's Transit Development Plan Updated. These outreach efforts included:

- Pop-Up Events (2);
- Public Workshops (5); and
- Online Outreach (with opportunities for submitting comments via email, paper mail, or online form).

Fare Equity Analysis Process and Summary

To analyze the impact of the proposed elimination of paper passes, DTCI analyzed the fare media data generated from its 2015 ridership survey. This data indicates whether minority and/or low-income riders are disproportionately more likely to use the mode of service, payment type, or fare media that would be subject to the fare increase or decrease.

Fare Equity Analysis

Fare Amount by Fare Media

For individual rides, Department of Transportation and Capital Infrastructure riders currently use the following fare media and amounts for each service type:

TABLE 1: DEPARTMENT OF TRANSPORTATION AND CAPITAL INFRASTRUCTURE CURRENT FARE STRUCTURES

Type		Fares (One Way)	
Local Bus Service		SmarTrip	Cash
Routes 40, 55, 56, 57, 62, 70, 80, 81, 82, 85, 87X, 88X, 89X		N/A	\$1.00
Route 72-Wiehle Express, Route-83 Pacific Connector and Route 84-Atlantic Connector		N/A	\$2.00
Metro Connection		SmarTrip	Cash
From/To	To/From		
Loudoun County Park & Ride Lots (except lots below)*	Wiehle-Reston East Metrorail Station	\$1.00	\$1.50
	*Dulles Town Center, East Gate, and Telos Park and Ride Lot	N/A	\$1.00
	*Potomac Falls Park and Ride Lot	\$1.50	\$1.00
Wiehle-Reston East Metrorail Station (Reverse Commute)	Select Loudoun County Employment Sites	\$1.00	\$1.50
Commuter		SmarTrip	Cash
Service to/from Rosslyn, Crystal City, the Pentagon and Washington, D.C.		\$8.00	\$9.00

Proposed Local Bus Fare and Fare Media Change

DTCI analyzed the fare media data generated from its 2015 ridership survey for differences in fare media use among low-income, minority, and overall system riders.

Proposed Fare Change

DTCI is proposing a reduction in fares from \$2.00 per ride to \$1.00 per ride on Route 72 (Wiehle Express), Route 83 (Pacific Connector) and Route 84 (Atlantic Connector). This new fare would match the current fare structure (one dollar per ride) on other DTCI Local Bus routes. This beneficial change would affect all riders and all fare media types on Route 72, Route 83, and Route 84 (**Table 3, Table 4, Table 5**).

The only change that triggers a possible beneficial disproportionate burden review is Route 72, which has a higher percentage of low-income riders with George Washington University IDs who ride for free (**Table 3**); this means that the percentage of low-income who use cash on Route 72 is more than 15 percent lower than the system-wide average of low-income riders (**Table 2**). However, riders with George Washington University IDs ride for free, which negates any possible beneficial impact to Route 72's proposed fare reduction.

TABLE 2 LOCAL BUS FARE MEDIA USE BY RIDER TYPE (AVERAGE ACROSS ALL LOCAL BUS ROUTES) ¹

Fare Media	Income		Minority		Overall
	Low-Income	Non-Low-Income	Minority	Non-Minority	
Cash	92.6%	91.5%	92.1%	86.9%	92.0%
Bus Pass - 5 Trip	2.2%	2.7%	3.2%	6.1%	2.9%
Bus Pass - Single Trip	0.5%	0.0%	0.5%	0.7%	0.6%
GWU Student/Employee Care	2.3%	3.7%	2.4%	3.8%	2.2%

TABLE 3 ROUTE 72 - FARE MEDIA/FARE CHANGE AND USAGE BY GROUP

Fare Media	Cost		Change		Usage by Group		
	Existing	Proposed	Absolute	Percentage	Low-Income	Minority	Overall
Cash	\$2.00	\$1.00	\$1.00	-50%	65.4%	81.5%	75.7%
Bus Pass - 5 Trip	\$10.00	\$5.00	\$5.00	-50%	0%	0%	0.9%
Bus Pass - Single Trip	\$2.00	\$1.00	\$1.00	-50%	0%	0%	0%
GWU Student/Employee Care	Free	Free	Free	Free	34.6%	14.3%	18.8%

TABLE 4 ROUTE 83 - FARE MEDIA/FARE CHANGE BY USAGE BY GROUP

Fare Media	Cost		Change		Usage by Group		
	Existing	Proposed	Absolute	Percentage	Low-Income	Minority	Overall
Cash	\$2.00	\$1.00	\$1.00	-50%	100%	100%	93.1%
Bus Pass - 5 Trip	\$10.00	\$5.00	\$5.00	-50%	0%	0%	6.9%
Bus Pass - Single Trip	\$2.00	\$1.00	\$1.00	-50%	0%	0%	0%
GWU Student/Employee Care	Free	Free	Free	Free	0%	0%	0%

¹ Numbers may not add up to 100% due to elimination of a small number of survey responses that only indicated “free fare”, with no other explanation.

TABLE 5 ROUTE 84 - FARE MEDIA/FARE CHANGE AND USAGE BY GROUP

Fare Media	Cost		Change		Usage by Group		
	Existing	Proposed	Absolute	Percentage	Low-Income	Minority	Overall
Cash	\$2.00	\$1.00	\$1.00	-50%	100%	94.1%	96.0%
Bus Pass - 5 Trip	\$10.00	\$5.00	\$5.00	-50%	0%	5.9%	4.0%
Bus Pass - Single Trip	\$2.00	\$1.00	\$1.00	-50%	0%	0%	0%
GWU Student/Employee Care	Free	Free	Free	Free	0%	0%	0%

Proposed Fare Media Change

DTCI is proposing free transfers between DTCI Local Bus routes for all fare media currently allowed to access Local Bus routes. **Table 6** indicates the minority, low-income, and overall usage of fare media for DTCI’s Local Bus system. This beneficial change – free transfers – will be applied equally to all Local Bus riders and fare media, and it does not trigger the disparate impact or disproportionate burden thresholds for beneficial service changes (**Table 6, Table 7**).

TABLE 6 LOCAL BUS FARE MEDIA USE BY RIDER TYPE (AVERAGE ACROSS ALL LOCAL BUS ROUTES) ²

Fare Media	Income		Minority		Overall
	Low-Income	Non-Low-Income	Minority	Non-Minority	
Cash	92.6%	91.5%	92.1%	86.9%	92.0%
Bus Pass - 5 Trip	2.2%	2.7%	3.2%	6.1%	2.9%
Bus Pass - Single Trip	0.5%	0.0%	0.5%	0.7%	0.6%
GWU Student/Employee Care	2.3%	3.7%	2.4%	3.8%	2.2%

TABLE 7 FARE MEDIA/FARE CHANGE AND USAGE BY GROUP

Fare Media	Cost for a Transfer		Change		Usage by Group		
	Existing	Proposed	Absolute	Percentage	Low-Income	Minority	Overall
Cash	Cost of fare	Free		-100%	92.6%	92.1%	92.0%
Bus Pass - 5 Trip	Cost of fare	Free		-100%	2.2%	3.2%	2.9%

² Numbers may not add up to 100% due to elimination of a small number of survey responses that only indicated “free fare”, with no other explanation.

Fare Media	Cost for a Transfer		Change		Usage by Group		
	Existing	Proposed	Absolute	Percentage	Low-Income	Minority	Overall
Bus Pass - Single Trip	Cost of fare	Free		-100%	0.5%	0.5%	0.6%
GWU Student/Employee Care	Free	Free	Free	Free	2.3%	2.4%	2.2%

Proposed Commuter Bus Fare Change

DTCI is proposing to increase the SmarTrip fare on long-haul commuter bus trips from \$8.00 to \$9.00, and the cash fare on long-haul commuter bus trips from \$9.00 to \$10.00. This change does not trigger the disparate impact or disproportionate burden. (Table 8, Table 9).

TABLE 8 COMMUTER BUS FARE MEDIA USE BY RIDER TYPE (AVERAGE ACROSS ALL COMMUTER BUS ROUTES)

Fare Media	Income		Minority		Overall
	Low-Income	Non-Low-Income	Minority	Non-Minority	
SmarTrip	97.4%	99.9%	99.6%	100%	99.8%
Cash	2.3%	0.1%	0.4%	0%	0.1%

TABLE 9 COMMUTER BUS COST CHANGES BY FARE MEDIA/RIDER TYPE

Fare Media	Cost		Change		Usage by Group		
	Existing	Proposed	Absolute	Percentage	Low-Income	Minority	Overall
SmarTrip	\$8.00	\$9.00	\$1.00	12.5%	97.4%	99.6%	99.8%
Cash	\$9.00	\$10.00	\$1.00	11.1%	2.3%	0.4%	0.1%