



Washington Metropolitan Area Transit Authority

FY2014 Public Hearings for Bus Services State of Good Operations

Riders' Advisory Council
November 6, 2013



Purpose

Obtain Board approval to:

- Amend the tariff related to the non-smoking policy and off-board fare collection;
- Modify Metrobus service to improve effectiveness, performance, and customer satisfaction
- Title VI equity analysis

As contained in the staff report from public hearing
Docket B13-02



Proposed Bus Schedule Changes



- Improve service on 49 bus routes, in every jurisdiction
- Improve reliability and travel time, and reduce crowding for one in six customers
- Expand service on six high volume corridors



Title VI Findings

Proposed changes meet the test for Title VI compliance.





Customer Input

New outreach efforts meet Title VI compliance

- Six public hearings
- Nine pop-up meetings
- Seven local community meetings
- Online survey with 2,258 participants
- More than 1,500 pieces of written testimony collected





Proposals Generating Significant Customer Input

- **30s Line:** Improvements to Wisconsin Avenue-Pennsylvania Avenue service without bypassing downtown or changing customer travel patterns in SE DC
- **NH1:** No changes to existing National Harbor service to Branch Avenue. Additional late night and early weekend service to Southern Avenue Station
- **5A:** Retention of DC to Dulles Airport service





Service Impacts

All Changes Made With Currently Budgeted Resources

Service Area	Cost Reduction	Cost Addition	PCN Initiatives	SOGO Initiatives
DC Subtotal	\$(1,750,000)	\$1,750,000	\$500,000	\$1,154,000
MD Subtotal	\$0	\$0	\$290,000	\$215,000
VA Subtotal	\$(820,000)	\$820,000	\$1,253,000	\$585,000
Regional Total	\$(2,570,000)	\$2,570,000	\$2,043,000	\$1,954,000



WMATA Tariff Changes

- Prohibit smoking at all WMATA-owned and controlled bus bays and all bus stops controlled by WMATA
- Cover off-board fare collection and treat the failure to produce a fare receipt upon request as fare evasion





Recommendation

Board approval to:

- Amend the tariff related to the non-smoking policy and off-board fare collection;
- Modify Metrobus service to improve effectiveness, performance, and customer satisfaction; and
- Title VI equity analysis.

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Results of Equity Analysis

All changes in this analysis are considered major
by Board adopted definition



Metro's Definition of DI/DB

- For Service Changes:

A disparate impact is when the impacted riders are significantly more minority/low-income than the system as a whole

Riders/Day Impacted	Threshold for Significant
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%





Impacted Trips

- For Service Changes:

A disparate impact is when the impacted riders are significantly more minority/low-income than the system as a whole.

Riders/Day Impacted	Threshold for Significant
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%



	FY13 Metrobus SOGO Impacted trips	DI/DB Threshold
Dis-benefitting	5,219	8%
Benefitting	13,203	7%



Disparate Impact? No

- For Service Changes:

A disparate impact is when the impacted riders are significantly more minority/low-income than the system as a whole.

Riders/Day Impacted	Threshold for Significant
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%

Minority Riders	
Systemwide	76.5%
Dis-Benefiting	79.2%
Benefiting	77.4%

2.7%

0.9%



Disproportionate Burden? No

- For Service Changes:

A disparate impact is when the impacted riders are significantly more minority/low-income than the system as a whole.

Riders/Day Impacted	Threshold for Significant
Up to 10,000	8%
10,001 to 20,000	7%
20,001 to 40,000	6%
Over 40,000	5%

Low Income Riders	
Systemwide	43.1%
Dis-Benefiting	43.6%
Benefiting	37.0%

0.5%

6.1%



Title VI Conclusion

- No disparate impact
- No disproportionate burden