

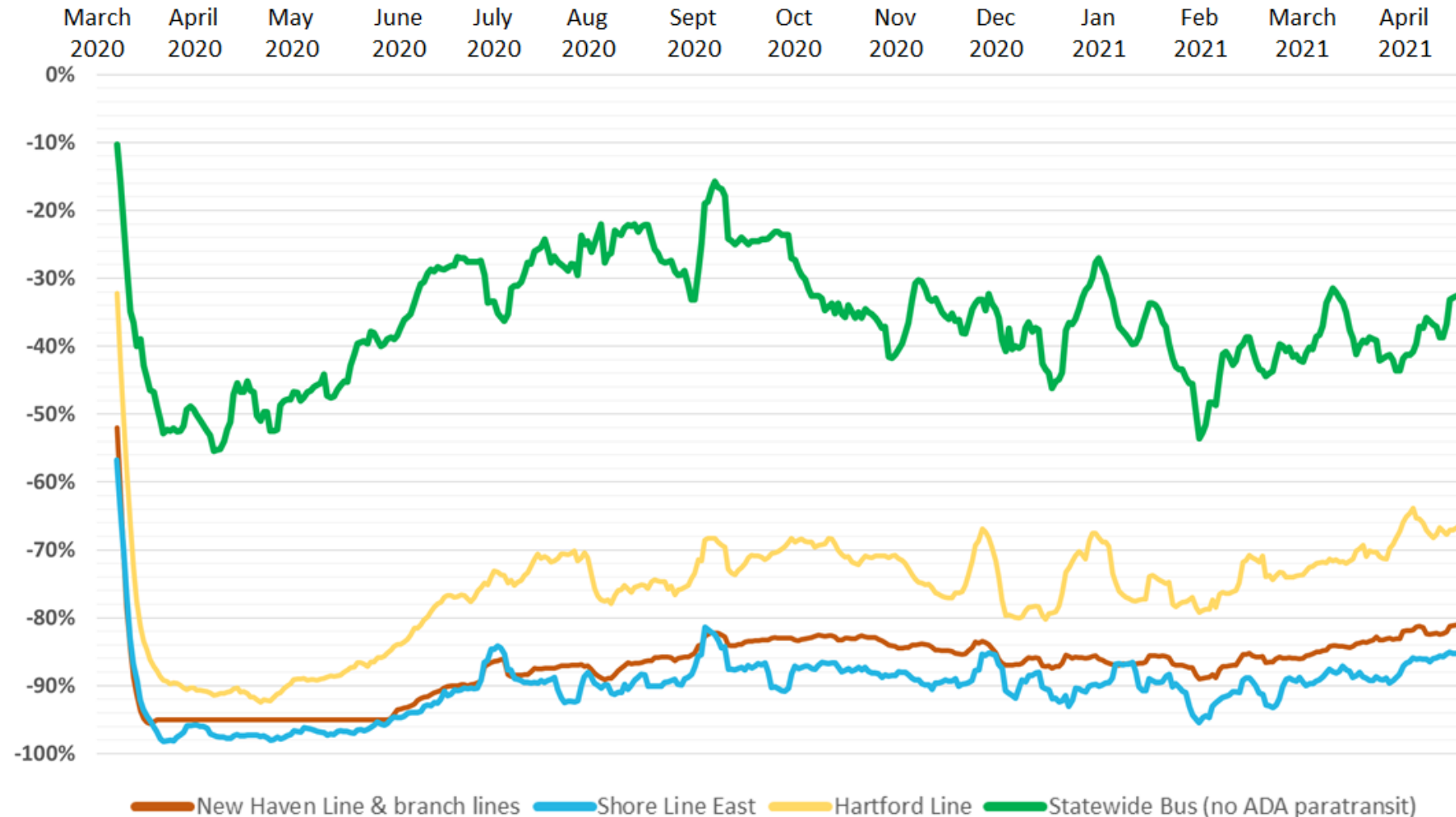
CTDOT Bus and Rail Draft Service and Fare Equity Analysis-2021

www.ct.gov/dot/proposedtransitchanges



COVID-19 and Impacts to Public Transit Ridership

- Rail ridership is currently down around 75% as compared to pre-pandemic levels.
- Bus ridership is currently down around 40%, while Express bus is down around 85% as compared to pre-pandemic levels.

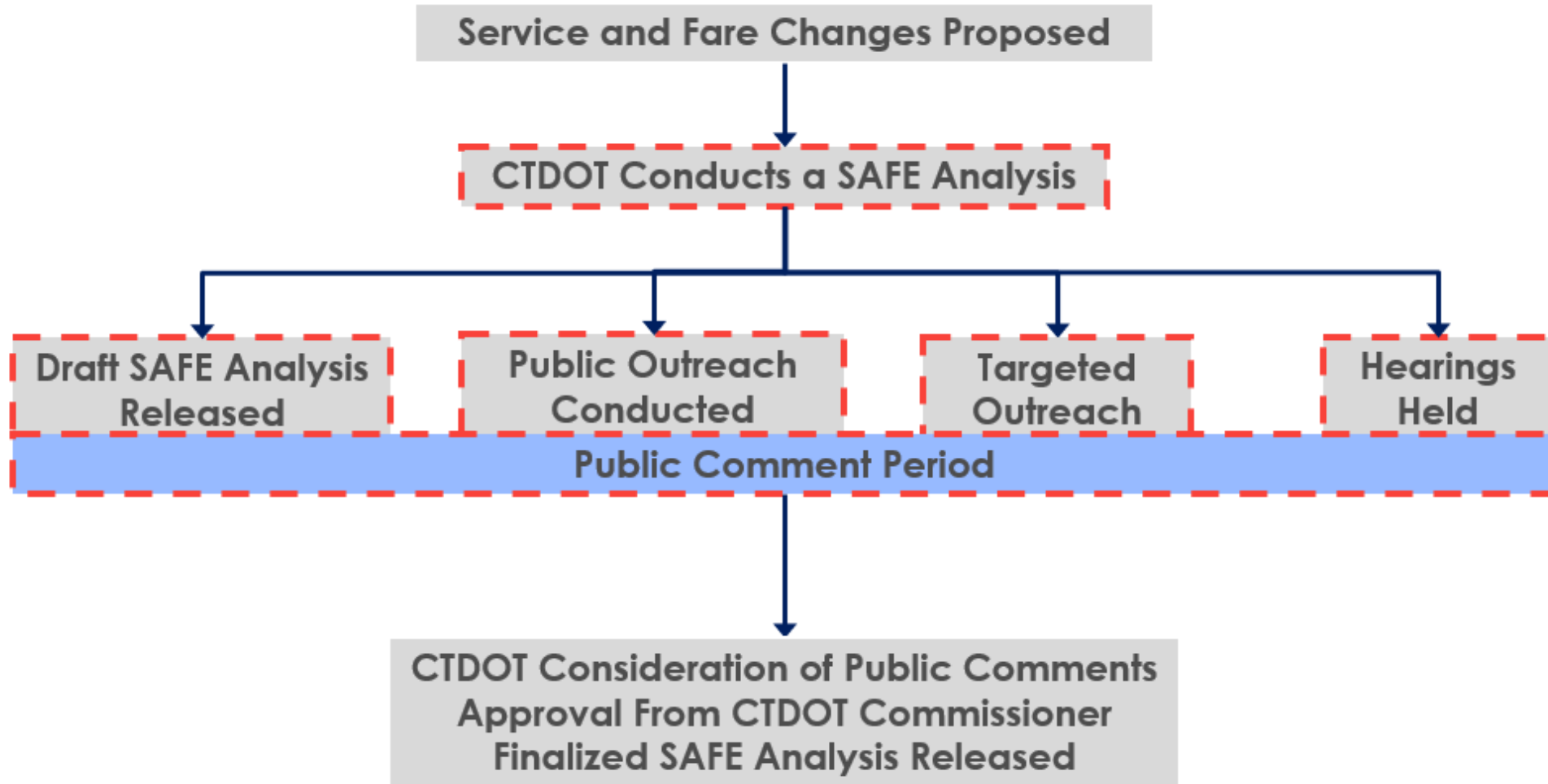


Service and Fare Equity Analysis (SAFE)

- In accordance with Title VI of the Civil Rights Act of 1964 and Federal Transit Administration (FTA) Circular 4702.1B
 - CTDOT conducts an Equity Analysis of proposed fare changes or major service changes to determine if the changes will have a disparate impact on minority riders, or a disproportionate burden on low-income riders.
 - CTDOT is required to analyze temporary major service changes that are expected to continue beyond twelve months; and any fare changes beyond six months.



CTDOT SAFE Process



Service and Fare Equity Analysis (SAFE)

- CTDOT's FTA Title VI Program for FFY 2021- FFY 2023 defines its Major Service Change Policy as any service change meeting at least one of the following criteria:
 - Route restructuring actions resulting in at least a 20% change in overall route length.
 - Service frequency changes that result in a 25% or more change in annual revenue vehicle miles (RVM). Annual RVMs are a compilation of weekday and weekend RVMs.
 - A service change adding or reducing service to a fixed guideway station resulting in a greater than 25% change in service at the station.
 - Service change actions resulting in at least a one-hour change in service span.



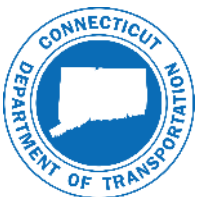
Definition of Disparate Impact and Disproportionate Burden

- Disparate Impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin.
- Disproportionate Burden refers to a neutral policy or practice that disproportionately affects low-income populations.



Rail Service Changes in Response to COVID-19

- In response to CDC pandemic precautions 2020-2021, States urged citizens not to travel and public transportation services were significantly reduced.
- Service changes were enacted over all passenger rail lines in Connecticut including New Haven Line, New Canaan Line, Danbury Line, Waterbury Line, and Shore Line East.
- The New Haven Line operated by MTA/Metro-North elected to operate an Essential Service Plan (ESP) designed in collaboration with front-line essential service employees and was intended to provide regularly-spaced rail service for our front-line heroes that could not work remotely.
- These rail service changes have already been made and no further reductions of rail passenger service are planned.



Pre-COVID and COVID Rail Service

Title VI Major Service Changes on Trains

New Haven Main Line (NHL)	M-F	Sat	Sun	Week Total
Pre-Covid	254	141	127	1538
Covid	129	83	83	811
NHL Reduction	49.2%	41.1%	34.6%	47.3%
Danbury Line (DL)	M-F	Sat	Sun	Week Total
Pre-Covid	28	12	12	164
Covid	16	12	12	104
DL Reduction	42.9%	0.0%	0.0%	36.6%
Shore Line East (SLE)	M-F	Sat	Sun	Week Total
Pre-Covid	36	21	21	222
Covid	16	16	16	112
SLE Reduction	55.6%	23.8%	23.8%	49.5%



Major Service Change Analysis- Rail

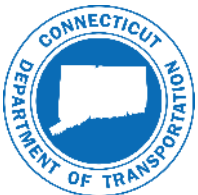
- The following changes triggered the Major Service Change threshold:
 - New Haven Line: Service all days of the week
 - Danbury Line: Weekday Service and Weekday Eastbound & Westbound Service Spans
 - Shore Line East: Weekday Service, and Weekend Westbound Service Spans

Rail Threshold Major Service Changes			
	New Haven Line	Danbury Line	Shore Line East
M-F	49.2%	42.9%	55.6%
Sat	41.1%	Did not meet threshold	Did not meet threshold
Sun	34.6%	Did not meet threshold	Did not meet threshold



Rail Service SAFE Findings

- New Haven Line
 - A disproportionate burden was identified as a result of a reduction in State Street Station Stops operated by Metro-North
- Shore Line East
 - A disproportionate burden was identified as a result of reduced weekend westbound service headways to New Haven
- Danbury Line
 - No disparate impacts or disproportionate burdens were identified



Rail Service SAFE Mitigations

- New Haven Line
 - The finding at the State Street Station stop operated by Metro-North is completely mitigated with connecting rail services offered by both Shore Line East and CTrail Hartford Line.
- Shore Line East
 - The finding identified as a result of reduced weekend westbound service headways to New Haven is due to 2 stations having only a single platform. CTDOT is monitoring Shore Line East ridership closely.
- Danbury Line
 - No findings were identified



Proposed Rail Fare Changes and SAFE Findings

- COVID-19 Eliminated Peak Fare: Due to the weekend schedule being operated daily in response to the pandemic, peak fares for trips between Connecticut stations and Manhattan were suspended on the New Haven Line as well as New Canaan, Danbury, and Waterbury Lines.
- The Mail & Ride Program: Provides a 2% discount for people who purchase monthly Metro-North passes and monthly MTA passes by mail, is proposed for elimination in order to promote the use of mobile no-touch fare media.
- No disparate impacts or disproportionate burdens were identified in the SAFE analysis.



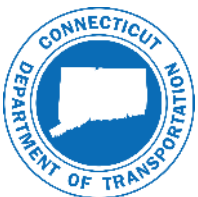
Proposed Bus Service Changes

Proposed Changes to the Hartford Express Bus System

- These changes offer sensible, efficient measures to allow the express bus network to:
 - Adapt to lower ridership demand resulting from the COVID pandemic
 - Maintain critical links between communities
 - Provide a framework to rebuild ridership post-pandemic

Proposed Changes to the New Haven Bus System

- These changes would increase span of service on several routes to:
 - Meet the transportation needs of workers who work beyond the 8 AM-5 PM schedule
 - Improve access to transit across the Greater New Haven Area



Details on Route Specifics

Details on specific route changes and proposed schedules are available on the Department's webpage at:

www.ct.gov/dot/proposedtransitchanges



Proposed Hartford Area and Express Bus Route Changes

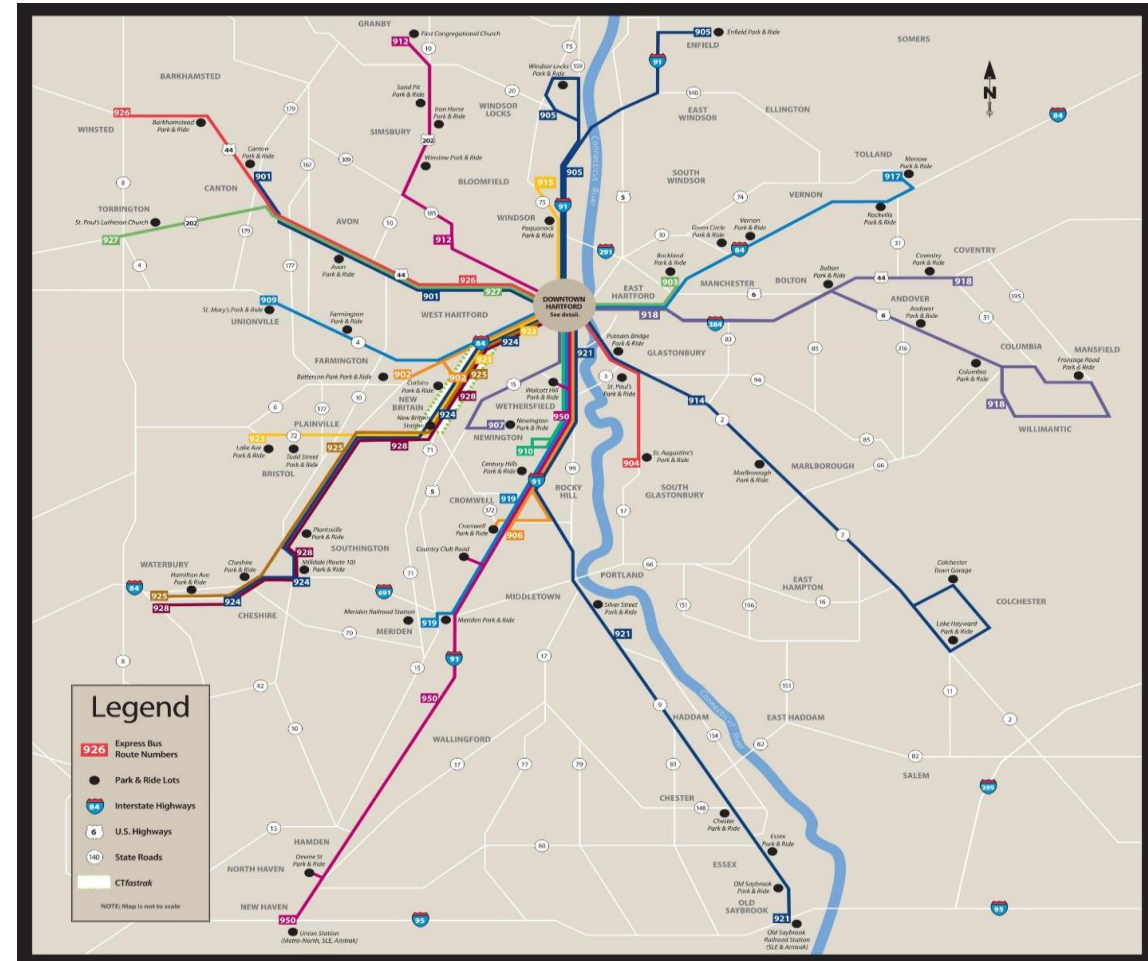
- Types of Proposed Changes
 - Proposed routes to be discontinued and replaced by other services
 - Proposed service frequency reduced
 - Reverse-Peak service introduced
 - Midday service introduced or expanded
 - Bus stops added or discontinued
 - Local service adjustments
 - Shuttle changes



	Routes discontinued / replaced	Service frequency reduced	Reverse-Peak service introduced	Midday service introduced / expanded	Bus stops added / discontinued	Local service adjustment
901 – Avon-Canton		X			X	
902 – Corbins	X					
903 – Buckland/Vernon		X			X	
904 – Glastonbury		X				
905 – Windsor Locks/Enfield	X	X			X	
906 – Cromwell Express		X				
907 – Newington		X				
909 – Farmington-Unionville Express		X				
912 – Simsbury-Granby		X				
913 – Manchester-Buckland-Storrs Express					X	
915 – Windsor	X					
917 – Vernon	X					
918 – Willimantic			X	X	X	
919 – Meriden		X		X	X	
921 – Middletown-Old Saybrook			X	X	X	
923 – Bristol		X				
924 – Southington-Cheshire	X					
925 – Waterbury	X					
926 – Winsted			X	X	X	
927 – Torrington			X	X	X	
928 – Southington-Cheshire-Waterbury		X				
950 – Hartford/New Haven				X	X	
24 – Windsor/Windsor Locks (new)						X
34 – Kennedy Road						X
96 – John Fitch Boulevard						X
Asylum Hill Shuttle		X				X
Columbus Boulevard Shuttle		X				
State Capitol Shuttle (new)						X

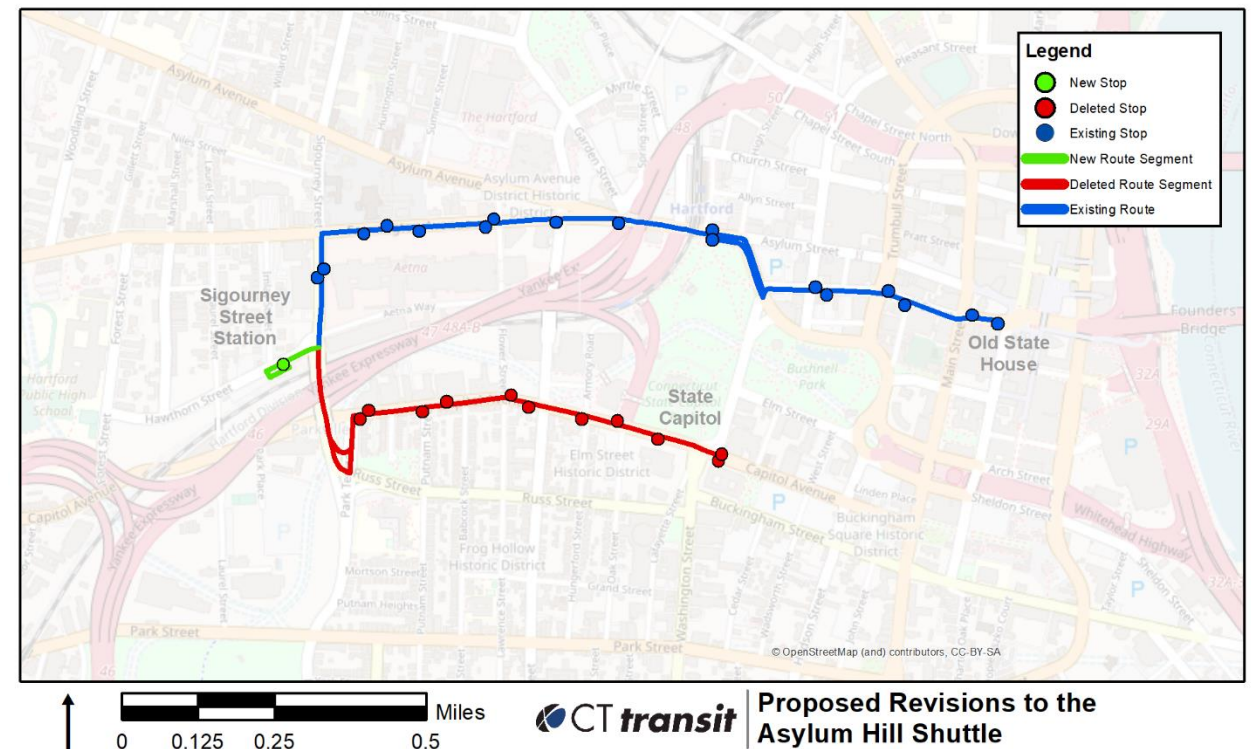
Major Service Change Analysis - Hartford Area & Express Bus Routes

- 29 routes have proposed service changes
 - 20 routes trigger CTDOT's Major Service Change Threshold
 - 15 Hartford Express Bus routes
 - 2 shuttle bus routes
 - 1 local bus route
 - 2 new bus routes are proposed



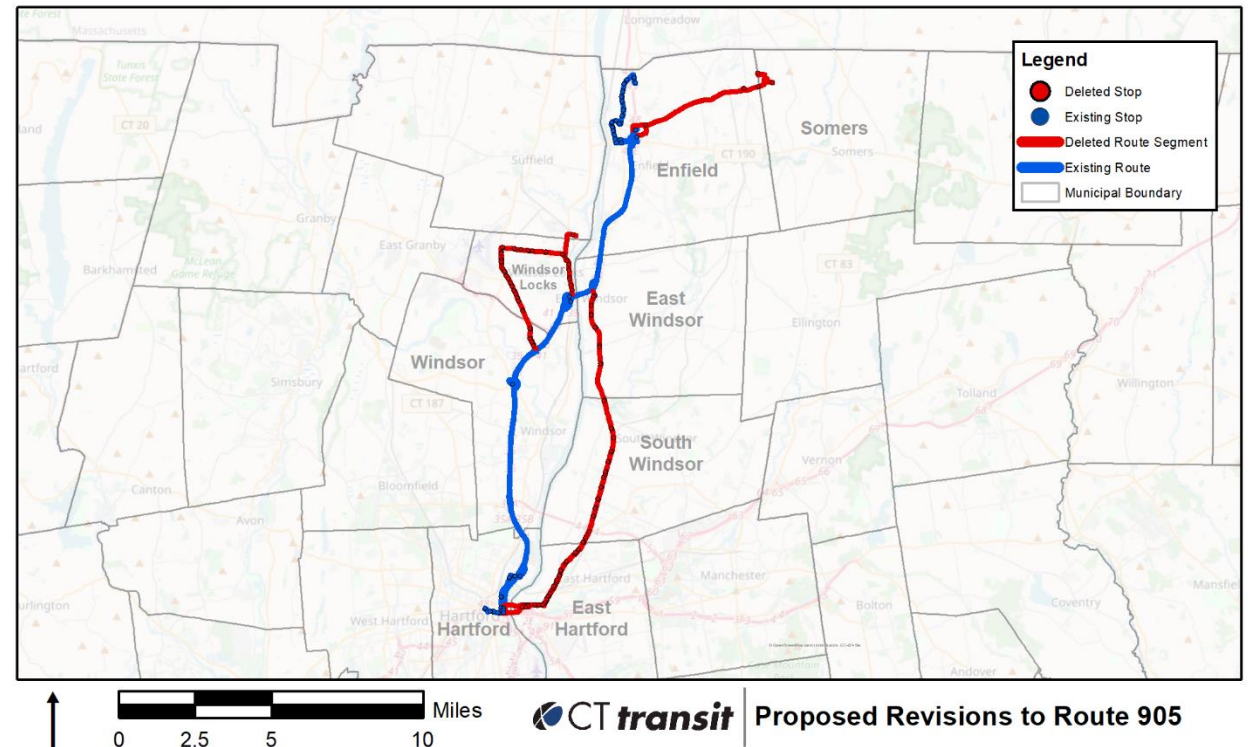
Hartford Area & Express Bus Service SAFE Findings

- 13 Hartford routes had Disparate Impacts
 - 9 Express routes
 - 2 Local routes
 - 2 Shuttle routes
- The Asylum Hill Shuttle proposed service change results in both a Disproportionate Burden and Disparate Impact



Hartford Area & Express Bus Service SAFE Mitigations

- Routes where modifications or eliminations are proposed, replacement service will be provided by existing bus routes
- Routes where headways are widened or span of service is decreased, is in response to current ridership levels
 - These routes do not warrant the level of service provided today



Proposed New Haven Local Service Changes- Service Expansion

Weeknight & Saturday Night Service until 1:00AM- New Haven Area Local Bus

- 201 – Madison
- 204 – East Haven
- 206 – East Chapel Street
- 212 – Grand Avenue
- 215 – Meriden
- 223 – Lombard Street
- 224 – State Street
- 228 – Whitney Avenue
- 229 – Waterbury
- 234 – Winchester Avenue
- 237 – Marlboro Street
- 238 – Dixwell Avenue
- 241 – Goffe Street
- 243 – Whalley Avenue
- 246 – Edgewood Avenue
- 255 – Ansonia-Seymour
- 261 – Boston Post Road
- 265 – Congress Avenue
- 268 – Washington Avenue
- 271 – Kimberly Avenue
- 274 – Sargent Drive
- Union Station Shuttle



Proposed New Haven Local Service Changes- Service Expansion

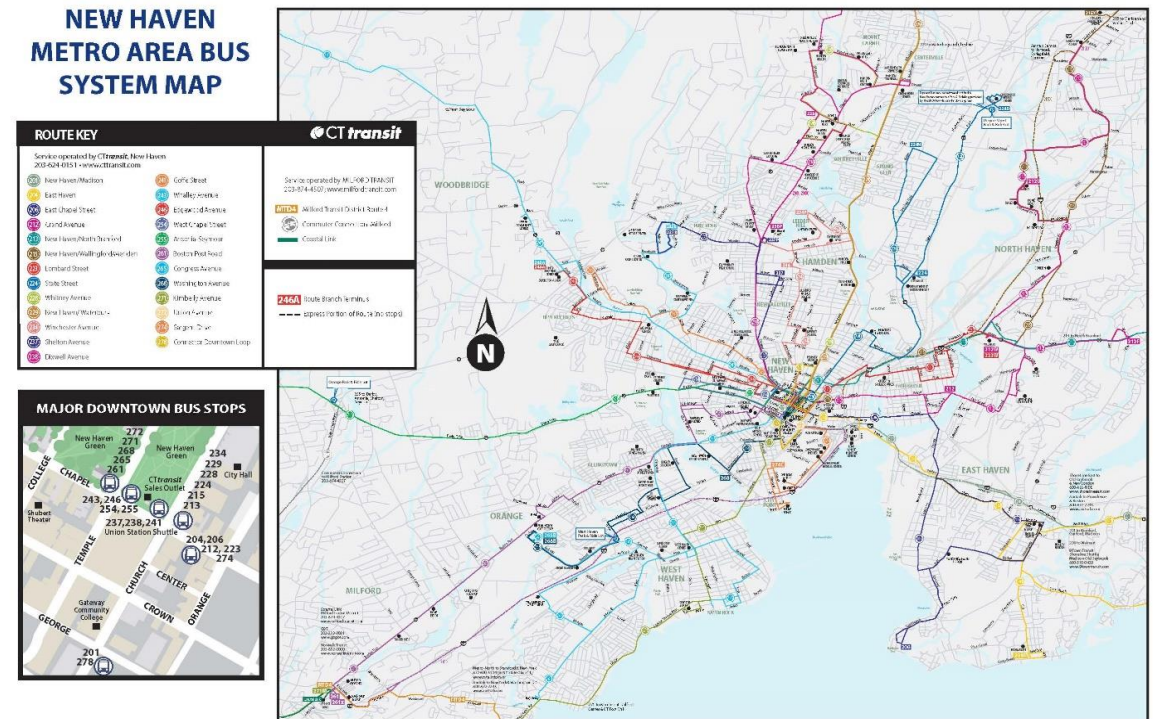
Sunday Night Service until 1:00AM- New Haven Area Local Bus

- 206 – East Chapel Street
- 212 – Grand Avenue
- 223 – Lombard Street
- 224 – State Street
- 228 – Whitney Avenue
- 229 – Waterbury
- 234 – Winchester Avenue
- 238 – Dixwell Avenue
- 243 – Whalley Avenue
- 246 – Edgewood Avenue
- 261 – Boston Post Road
- 265 – Congress Avenue
- 271 – Kimberly Avenue



Major Service Change Analysis - New Haven Area Local Bus Service

- Proposed weekday span of service expansion
 - 15 routes trigger CTDOT's threshold for Major Service Change
- Proposed Saturday span of service expansions
 - 17 routes trigger CTDOT's threshold for Major Service Change
- Proposed Sunday span of service expansions
 - 8 routes trigger CTDOT's threshold for Major Service Change



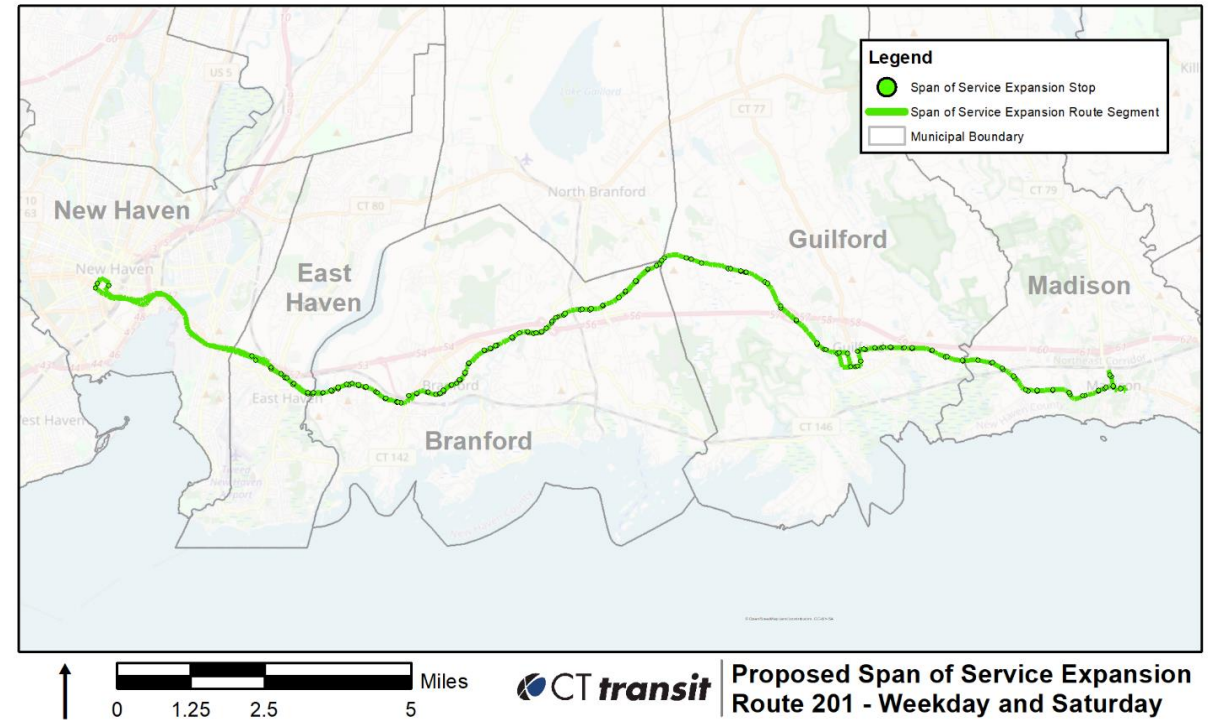
New Haven Area Local Bus Service - SAFE Findings

- One New Haven local bus route (Route 201) had a finding of Disparate Impact.
- The span of service change triggers a disparate impact as this route is slightly non-minority favoring in terms of the areas it serves.



New Haven Area Local Bus Service – SAFE Mitigations

- The proposed span of service change on Route 201 benefits both minority and non-minority riders by providing additional service.
- Most routes in the New Haven Area local bus system are receiving an increase in span of service.



Proposed Bus Fare Changes and SAFE Findings

- Two fare changes are being proposed
 - Elimination of local fare on reverse commute trips for Route 912-Simsbury-Granby.
 - Cross-honoring Hartford Line rail tickets (except the 10-trip pass) on Route 950.
- There were no disparate impacts or disproportionate burdens identified for proposed fare changes on Routes 912 and 950.



We value your comments!

Comments regarding the proposed service and fare changes and Service and Fare Equity Analysis will be accepted until May 28, 2021.

- Register to speak at a hearing!
Visit: www.ct.gov/dot/proposedtransitchanges
- Email: DOT.ProposedTransitChanges@ct.gov
- Voicemail: 860-597-8226
- Postal Mail: Comments on Proposed Service and Fare Changes, Connecticut Department of Transportation, 2800 Berlin Turnpike P.O. Box 317546, Newington, CT 06131-7546
- A copy of the Draft SAFE Analysis and a Comment Form can be found at the following public libraries: Waterbury's Silas Bronson Library, New Haven Free Public Library, The Public Library of New London, Hartford Public Library, Downtown Branch, and Stamford's Ferguson Library



Public Hearing Schedule

Date	Time
Tuesday, May 18, 2021	6:00 pm to 9:00 pm - Public Hearing
Wednesday, May 19, 2021	6:00 pm to 9:00 pm - Public Hearing
Thursday, May 20, 2021	12:00 pm to 3:00 pm - Public Hearing
Tuesday, May 25, 2021	12:00 pm to 3:00 pm - Public Hearing



Next Steps

- CTDOT will review and consider all comments received during the public comment period and make changes to address those comments if needed. Comments and any changes will be included in the Final SAFE Analysis.
- Once the Final SAFE Analysis is completed, a recommendation will go to the DOT Commissioner for review and approval.
- The Rail service changes analyzed in the SAFE analysis have already been implemented.
- Proposed bus service and fare changes, if approved, would take effect on August 21, 2021. Additional communication and final schedules will be made available in advance of any changes.
- A date for the proposed elimination of the Mail & Ride program has not been determined.

