

Department of Transportation and Capital Infrastructure
Title VI Fare Equity Analysis
Fiscal Year 2019 Fare Increase for Implementation July 2018

July 19, 2018

Prepared with assistance by:



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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 and approved by the DTCI’s governing board, the Loudoun County Board of Supervisors, during the planning stage, before the fare change is implemented, and will be submitted to FTA as a part of the Title VI Program update submission, which is due December 1, 2019.

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 (Premium Long Haul):** Peak period bus service from park and ride lots in Loudoun County to the Washington, D.C. region.

DTCI is proposing a fare change, scheduled to be implemented in July 2018. The proposed fare change would increase fares on Premium Long-Haul Commuter bus routes that offer direct service from Loudoun County to job centers in Northern Virginia and Washington, D.C.

Proposed Fare Changes

- Proposed increase of fare from \$9.00 to \$10.00 per trip on Premium Long-Haul buses (Commuter Bus service) for riders using SmarTrip cards to pay their fares
- Proposed increase of fare from \$10.00 to \$11.00 per trip on Premium Long-Haul buses (Commuter Bus service) for riders using cash to pay their fares

Justification

Loudoun County established a policy in the 2010 Countywide Transportation Plan to increase fares for the Premium Long-Haul Commuter Bus Service to a self-sustaining level that would no longer require County subsidy. As stated in the Loudoun County Transit Commuter Bus Fare Analysis, dated April 3, 2014, a FY 2019 fare of \$10.00, along with bi-annual increases, is estimated to be necessary to achieve this objective. Therefore, it is recommended that the Long-Haul fare is increased by \$1 in FY 2019 uniformly across all fare media, resulting in a \$10.00 SmarTrip fare and an \$11.00 cash fare. The last fare increase for Loudoun County Transit Long Haul services occurred in FY 2017, which increased the SmarTrip fare to \$9 and the cash fare to \$10. The planned FY 2019 fare increase of \$1 was also part of Loudoun County Transit’s most recent Transit Development Plan. Furthermore, during the May 2017 Transit Summit Meeting with the

Loudoun County Board of Supervisors, the Board requested that phased fare rate adjustments be made until the system is revenue neutral without accounting for state contributions.

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 Premium Long-Haul Commuter Bus service:

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

Type	Fares (One Way)	
	SmarTrip	Cash
<u>Commuter</u>		
Service to/from Rosslyn, Crystal City, the Pentagon and Washington, D.C.	\$9.00	\$10.00

Proposed Commuter Bus Fare Change – Fare Equity Analysis Results

DTCI is proposing to increase the SmarTrip fare on Premium Long-Haul Commuter bus trips from \$9.00 to \$10.00, and the cash fare on Premium Long-Haul Commuter bus trips from \$10.00 to \$11.00. Neither minority nor low-income riders of Loudoun County Transit long-haul commuter buses use SmarTrip or cash disproportionately when compared to the overall use for each fare type (**Table 3**), using the 15 percent threshold established by Loudoun County’s Disparate Impact and Disproportionate Burden policies. This proposed fare change does not result in a disparate impact or disproportionate burden.

TABLE 2 | COMMUTER BUS COST CHANGES BY FARE MEDIA/RIDER TYPE

Fare Media	Cost		Change	
	Existing	Proposed	Absolute	Percentage
SmarTrip	\$9.00	\$10.00	\$1.00	11.1%
Cash	\$10.00	\$11.00	\$1.00	10.0%

TABLE 3 | COMMUTER BUS FARE MEDIA USE BY RIDER TYPE (AVERAGE ACROSS ALL COMMUTER BUS ROUTES)

Fare Media	Use Percentage			Use Number			Percent Difference from Overall Riders		Fare Type Used Disproportionately by:	
	Minority	Low-Income	Overall	Minority	Low-Income	Overall	Minority	Low-Income	Minority	Low-Income
SmarTrip	99.6%	97.8%	99.9%	998	87	2,905	0.3	2.1	No	No
Cash	0.4%	2.2%	0.1%	4	2	4	0.3	2.1	No	No

Loudoun County Board of Supervisors' Consideration, Awareness, and Approval



Loudoun County, Virginia

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At a business meeting of the Board of Supervisors of Loudoun County, Virginia, held in the County Government Center, Board of Supervisors Meeting Room, 1 Harrison Street, S.E., Leesburg, Virginia, on Thursday, July 19, 2018 at 5:00 p.m.

IN RE: Fiscal Year 2019 Fare Equity Analysis for Loudoun County Transit's Title VI Program (Countywide)

Vice Chairman Buona moved that the Board of Supervisors acknowledge their awareness and consideration of the Fare Equity Analysis for the FY 2019 Premium Long Haul Commuter Fare Increase, and approve the Fare Equity Analysis presented within the July 19, 2018, Board of Supervisors Business Meeting Action Item.

Seconded by Supervisor Buffington.

Voting on the Motion: Supervisors Bullington, Buona, Higgins, Letourneau, Meyer, Randall, Saines, Umstadt, and Volpe - Yes; None - No.

A COPY TESTE:


DEPUTY CLERK TO THE LOUDOUN COUNTY
BOARD OF SUPERVISORS

Item 3. Fiscal Year 2019 Fare Equity Analysis for Loudoun County Transit's Title VI Program (Countywide)

FIGURE 1 | COPY TESTE FROM JULY 19, 2018, BOARD OF SUPERVISORS' BUSINESS MEETING