



EXECUTIVE DECISION DOCUMENT

GENERAL MANAGER APPROVAL: <i>Phil M. Penn</i> 15 MAY 2019		GENERAL MANAGER ACTION REQ'D:		
DATE: 4/11/2019		BOARD INITIATED ITEM: No		
Originator/Prepared by: Jennella Sambour-Wallace Dept: Office of Civil Rights	General Counsel <i>[Signature]</i>	Controller/Treasurer <i>[Signature]</i>	District Secretary	BARC
Signature/Date: <i>[Signature]</i> 5/13/19	<i>[Signature]</i> 5/13/19 []	<i>[Signature]</i> 5/13/19 []	[]	<i>[Signature]</i> 5/13/19 []

Silicon Valley Berryessa Extension Title VI Service and Fare Equity Analysis and Public Participation Report

PURPOSE:

To request Board approval of the Silicon Valley Berryessa Extension Title VI Service and Fare Equity Analysis and Public Participation Report.

DISCUSSION:

The Silicon Valley Rapid Transit (SVRT) project is a two-phase sixteen-mile, six-station extension of the existing BART system into Silicon Valley. This Title VI Service and Fare Equity Analysis and Public Participation Report (Title VI Equity Analysis, Analysis) is for SVRT Phase I, Silicon Valley Berryessa Extension (SVBX or Project), which adds 10 miles of new track south of the existing Warm Springs/South Fremont Station into Santa Clara County. This new service includes two new stations, one in Milpitas (Milpitas Station) and the other in the Berryessa District of San Jose (Berryessa/North San José Station).

In accordance with the Federal Transit Administration (FTA) Title VI Circular (Circular) 4702.1B, *Title VI Requirements and Guidelines for Federal Transit Administration Recipients* (October 1, 2012), the District is required to conduct a Title VI Equity Analysis six months prior to commencing revenue service to evaluate whether the Project's proposed service and fares will have a disparate impact on minority populations or place a disproportionate burden on low-income populations, in accordance with BART's Disparate Impact and Disproportionate Burden Policy (DI/DB Policy) and FTA-approved Title VI service and fare methodologies.

The current Project revenue service date is projected to be late 2019. BART staff has conferred with the FTA and although the Analysis was prepared based on projected revenue service dates that have changed, the information contained is considered current and reflects the impacts of the proposed service. While the changes are included in an addendum to the Analysis, some changes to note (for informational purposes) are:

- With the projected revenue service date of late 2019, an Optimal Service Plan will likely be adopted. This service plan was also presented to the public at the Title VI outreach events.
- Santa Clara Valley Transportation Authority (VTA) Express Bus Routes 180 & 181, which were used in a 2018 travel time comparison analysis, have since been rerouted. But a passenger will still have an overall time savings traveling on a BART train to a comparable VTA bus route.

Title VI Service Equity Analysis Findings:

The Title VI Service Equity Analysis includes a demographic and travel time assessment of SVBX projected ridership. The demographic assessment evaluates whether the projected riders benefiting from the Project's service are predominately minority or low-income when compared to BART's five-county system-wide population by using data from the American Community Survey (ACS) 2015 five-year estimates. The assessment also evaluates whether riders who may be adversely affected by a service option are disproportionately minority or low-income.

Pursuant to the District's DI/DB Policy, a disparate impact or disproportionate burden results when adverse effects disproportionately affect protected populations. All service plan options, weekday and evening/weekend, provide a service benefit to Project ridership. The demographic assessment found that the projected riders benefiting from the new service are 66.5% minority and 22.2% low-income. The study therefore found that minority or low-income riders will not be disproportionately affected by adverse impacts resulting from any of the service options. Instead, the service will benefit predominately minority riders. Accordingly, no disparate impact or disproportionate burden was found on minority or low-income populations.

The travel time assessment compares the estimated travel time for riders affected by the service change before and after the new service. The results of the travel time assessment found that the Project would benefit all populations, including minority and low-income, within the Project catchment area. With Project service, all populations are expected to experience an average time savings of 45 minutes from Berryessa/North San José Station and Milpitas Station to Fremont Station, a 72% reduction in travel time. Staff also found that travel times are not expected to differ significantly among the proposed service options. Additional capacity is planned to be added to the Green and Blue Lines, which will lessen peak-period crowding. As a result, the Analysis found that minority populations will not

experience a disparate impact and low-income populations will not experience a disproportionate burden on their travel times with the new service.

Proposed Fare Plan:

The SVBX fare structure was determined by the 2001 Comprehensive Agreement between BART and VTA, which states that the proposed SVBX fares must be consistent with those in effect in BART's core system. The Agreement also provides that VTA may request that BART establish a fare surcharge on trips south of Warm Springs/South Fremont Station, and VTA has elected not to implement such a surcharge.

Staff accordingly has applied BART's existing distance-based fare structure to calculate fares for the Project. For example, in 2019, a one-way trip to Embarcadero Station from Warm Springs/South Fremont Station costs \$6.75, while a trip to Embarcadero Station from Milpitas Station is proposed to cost \$7.50 (\$0.75 more), and from Berryessa/North San José Station, \$7.75 (\$1.00 more).

These are the fares paid for with the Clipper card; trips made with BART's magnetic-stripe ticket cost an additional 50 cents. Clipper fares have been used in this analysis because approximately 85% of current BART trips are made with Clipper, and this percentage is expected to grow as BART continues to transition to Clipper from magnetic-stripe tickets.

Title VI Fare Equity Analysis Findings:

The proposed Project fares would not change BART's existing distance-based fare structure; BART's distance-based fares would not increase or decrease. As BART's distance-based fare structure is unchanged, the proposed fares will have no adverse effect on SVBX riders. Since there is no adverse effect on riders, the Analysis found that the proposed SVBX fares would not result in a disparate impact on minority riders or a disproportionate burden on low-income riders.

Public Participation:

Staff conducted extensive and inclusive multilingual public participation for the Analysis. From September 19 through October 8, 2017, eight outreach events were held in the Project catchment area and throughout the BART system. Project outreach included distributing surveys and consisted of two components:

- Informing the Project community of the new service and the proposed fares, which have been calculated by applying BART's existing distance-based fare structure to this new service, and
- Performing outreach for the system-wide service plan options.

In addition, input was sought from BART's Title VI & Environmental Justice (Title VI/EJ)

and Limited English Proficiency (LEP) Advisory Committees, which were supportive of the SVBX extension in general.

FISCAL IMPACT:

Board approval of the Project Title VI Equity Analysis is required by FTA before Project revenue operations can begin. Failure to comply with FTA regulations may affect BART's current and future eligibility to expend and receive FTA funding.

ALTERNATIVES:

Do not approve the Project Title VI Equity Analysis. If the Board does not approve the Project Analysis, staff must revise and resubmit the report for approval, which may delay commencement of SVBX operations.

RECOMMENDATION:

Approval of the following motion.

MOTION:

The Board of Directors approves the Silicon Valley Berryessa Extension Title VI Service and Fare Equity Analysis and Public Participation Report.