



Loudoun County Transit Title VI Service Equity Analysis

Service Changes Resulting from Closure of the Purcellville Park and Ride Lot

June 2023

Prepared by:

Loudoun County Transit

With assistance from:



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EXECUTIVE SUMMARY

Introduction

Loudoun County Transit (LCT) has developed this Service Equity Analysis to evaluate transit service changes resulting from the closure of the Purcellville Park and Ride Lot. The Purcellville Park and Ride Lot is currently scheduled to close at end of day June 30th, 2023. The bus stop at the Purcellville Park and Ride Lot will be eliminated from Routes 391, 483, 883, 884, and 885.

This Service Equity Analysis provides a summary of the proposed reduction of local and commuter bus services. The analysis portion of this document evaluates the service reduction against Loudoun County thresholds for disparate impact and disproportionate burden, in accordance with the current Title VI Requirements and Guidelines from the Federal Transit Administration (FTA), Circular 4702.1B, dated October 1, 2012.

Findings and Conclusions

In this Service Equity Analysis (SEA), the service reduction resulting from the closure of the Purcellville Park and Ride Lot was evaluated for disparate impact, disproportionate burden, and adverse effects. The assessment first employed an approved methodology to determine if the SEA was needed based on the change in revenue miles, revenue hours, and passengers per impacted route. This initial assessment determined that a SEA was needed due to the impact to current ridership levels at the Purcellville facility. LCT's Title VI Policy for the SEA was then followed to determine if a disparate impact for minority populations or a disproportionate burden for low-income households existed based on the proposed service changes.

Table 1 summarizes all findings based on this assessment. Service changes due to the closure of the Purcellville Park and Ride Lot did not result in findings of disparate impact or disproportionate burden. Furthermore, existing passengers who use the Purcellville Park and Ride Lot can continue to receive similar local and commuter service from LCT at the Harmony Park and Ride Lot, which is approximately 5.2 miles to the east.

Table 1: Service Equity Analysis Results Summary

Analysis	Service Change Type	Level	Result
Disparate Impact	Service Reduction	Closure of Purcellville Park and Ride Lot	No Finding of DI
Disproportionate Burden	Service Reduction	Closure of Purcellville Park and Ride Lot	No Finding of DB

BOARD OF SUPERVISORS APPROVAL OF SERVICE EQUITY ANALYSIS

In accordance with the Federal Transit Administration Circular 4702.1B, upon completion of a service or fare equity analysis, the transit provider shall brief its appropriate governing entity responsible for policy decisions regarding the service and/or fare change(s) and the equity impacts of the service and/or fare change(s). The transit provider shall submit documentation with the Title VI Program as evidence of the consideration, awareness, and approval of the analysis.

The Loudoun County Board of Supervisors (Board) is the governing entity responsible for policy decisions regarding Loudoun County Transit (LCT) transit services. On September 5, 2023, the Department of General Services (DGS) presented the results of the Service Equity Analysis (SEA) to the Board at their regular business meeting. Documentation of the Board's consideration, awareness, and approval of the analysis is provided in **Figure 1**.

Figure 1: Board of Supervisors Approval of Service Equity Analysis



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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 St., S.E., Leesburg, Virginia, on Tuesday, September 5, 2023, at 4:00 p.m.

IN RE: Loudoun County Transit Title VI Equity Analysis: Service Changes Resulting from Closure of the Purcellville Park and Ride Lot (2011: Blue Ridge & Catoclin / 2022: Catoclin)

Supervisor Briskman moved that the Board of Supervisors approve the Loudoun County Transit Title VI Service Equity Analysis, dated June 2023, for service changes resulting from closure of the Purcellville Park and Ride Lot and that the Board acknowledge their awareness and consideration of the analysis as presented in the September 5, 2023, Board of Supervisors Business Meeting Action Item.

Seconded by Vice Chair Saines

Voting on the Motion: Supervisors Briskman, Buffington, Glass, Kershner, Letourneau, Randall, Saines, Turner, and Umstadd – Yes; None – No.

COPY TESTE:

A handwritten signature in black ink, reading "Jennifer L. Grinnell".

DEPUTY CLERK TO THE LOUDOUN COUNTY
BOARD OF SUPERVISORS

Item 03, Loudoun County Transit Title VI Equity Analysis: Service Changes Resulting from Closure of the Purcellville Park and Ride Lot

INTRODUCTION

Overview of Service Changes

This Service Equity Analysis evaluates the proposed transit service changes resulting from closure of the Purcellville Park and Ride Lot in Loudoun County. The elimination of the bus stop due to the closure of this park and ride facility will impact transit service for the following five individual LCT transit routes:

- Route 391 – morning and afternoon peak period local service to Metrorail (eight morning trips departing between 4:19 am and 8:30 am; and ten evening trips arriving between 5:33 pm and 8:34 pm, with last Purcellville pick-up at 7:23 pm)
- Route 483 – morning commuter service to Washington, D.C. (one trip)
- Route 883 – afternoon commuter service from Washington, D.C. (one trip)
- Route 884 – afternoon commuter service from Washington, D.C. (two trips)
- Route 885 – afternoon commuter service from Washington, D.C. (three trips)

This report profiles the elimination of the bus stop due to the closure of the Purcellville Park and Ride Lot and the service equity analysis that was performed to assure that no disparate impact, disproportionate burden or adverse effects are experienced for Loudoun County residents and LCT users.

Service Equity Analysis Components

The FTA C 4702.1B states that a Service Equity Analysis should include:

- A statement of the agency's "major service change" policy and corresponding numerical standards along with a threshold for determining whether a major service change results in a "disparate impact" to minority populations or a "disproportionate burden" to low-income communities, as well as how the public was engaged in developing those policies across all transit modes.
- A clear explanation of how the proposed service changes meet or exceed the operator's major service change policy.
- A description of the public engagement process for setting the major service change policy.
- Inclusion of a copy of the governing entity's meeting minutes or a resolution demonstrating the Board of Supervisor's consideration, awareness, and approval of the major service change policy, disparate impact policy, and disproportionate burden policy.
- An analysis of adverse effects related to a major service change. Demonstration that the operator has analyzed service between the existing and proposed service and has considered the degree of adverse effects when planning service changes.
- Description of data and methodology used in Service Equity Analysis.
- Overlay maps and tables showing how the proposed service changes would impact minority and low-income populations. If a disparate impact is found, the operator will clearly demonstrate substantial legitimate justification for the proposed service change and analysis of alternatives for disparate impacts or that they have sought to avoid, minimize, or mitigate the impacts of a finding of disproportionate burden.

In examining for potential disparate impacts, disproportionate burdens, and adverse effects, this analysis evaluates the impact of eliminating the bus stop at the Purcellville Park and Ride Lot.

Loudoun County Transit Title VI Policies

In accordance with the Federal Transit Administration's Title VI Requirements and Guidelines for Federal Transit Administration Recipients, Circular FTA C 4702.1B, dated October 1, 2012, and the Loudoun County 2023-2026 Title VI Program, Loudoun County has established the following policies to evaluate service changes and their impact on minority populations and low-income households.

Major Service Change Policy

The Loudoun County Transit Title VI Program defines a major service change as:

- Any change that adds or eliminates a bus route.
- Any change in service on any individual bus route that would add or eliminate 20 percent or more of the route's weekly revenue miles (the number of miles a bus operates while carrying paying passengers).
- Any change in service on any individual bus route that would add or eliminate 20 percent or more of the route's weekly revenue hours (the number of hours a bus operates while carrying paying passengers).
- Any change in service on any individual bus route that would eliminate 15 percent or more of the average daily ridership.

To supplement the major service change policy, any increase or decrease of fares on the entire system, or on certain transit modes, or by fare payment type or fare media requires a fare equity analysis.

Exemptions

The major service change thresholds exclude any changes to service that are caused by the following:

- Initiation of temporary services that will be in effect for less than one year.
- Discontinuance of temporary or demonstration services that were in effect for eighteen months or less.
- Natural or catastrophic disasters that may force the suspension of transit service for public safety or technical events.
- Temporary route detours, meaning any short-term change to a route caused by road construction, routine road maintenance, road closures, emergency road conditions, fiscal crisis, civil demonstrations, or any uncontrollable circumstance.

Disparate Impact Policy

Disparate impact refers to a facially¹ neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, without substantial legitimate justification and where one or more alternatives serving the same objectives with less impact exists. Loudoun County Transit's Disparate Impact Policy is measured according to the following definition:

A Disparate Impact occurs when the difference between the percentage of minority populations in the service area affected by a proposed fare or service change is five percent or greater than the average percentage of minority populations across the system-wide service area. Impacts will be reviewed on a cumulative basis.

¹ A facially neutral practice is one that does not appear to be discriminatory on its face against a particular group.

Disproportionate Burden Policy

A Disproportionate Burden refers to a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of Disproportionate Burden requires alternatives to be evaluated and burdens mitigated where practicable. Loudoun County Transit's Disproportionate Burden Policy is measured according to the following definition:

A Disproportionate Burden occurs when the difference between the percentage of low-income households in the service area affected by a proposed fare or service change is five percent or greater than the average percentage of low-income households across the system-wide service area. Impacts will be reviewed on a cumulative basis.

Public Engagement and Board of Supervisors' Approval of Policies

As part of the development of its most recent Title VI Program update, LCT updated its policies with regard to major service changes, disparate impacts, and disproportionate burdens, as defined above. These policies were reviewed by the public through an outreach effort that included a stakeholder meeting with representatives from community-based organizations and an opportunity to comment on proposed policies via the Loudoun County website.

Ultimately, the policies were finalized and approved on December 6, 2022 by the Board of Supervisors of Loudoun County. The official Board of Supervisors approval of these policies is shown in **Figure 2**.

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Figure 2: Board of Supervisors Approval of Major Service Change, Disparate Impact, and Disproportionate Burden Policies



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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 St., S.E., Leesburg, Virginia, on Tuesday, December 6, 2022, at 5:00 p.m.

IN RE: Loudoun County Transit Title VI 2023-2025 Program (Countywide)

Chair Randall moved that the Board of Supervisors acknowledge their awareness and consideration of the Loudoun County Transit Title VI 2023-2025 Program and approve the updated program as presented within the December 6, 2022, Board of Supervisors Business Meeting Action Item.

Chair Randall further moved that the Board of Supervisors acknowledge their awareness and consideration of the results of the monitoring program of service standards and approve the Monitoring Results as presented within the Loudoun County Transit Title VI 2023-2025 Program included in the December 6, 2022, Board of Supervisors Business Meeting Action Item.

Chair Randall further moved that the Board of Supervisors acknowledge their awareness and consideration of the Major Service Change Policy, the Disparate Impact Policy, and the Disproportionate Burden Policy as presented within the Loudoun County Transit Title VI 2023-2025 Program included in the December 6, 2022, Board of Supervisors Business Meeting Action Item.

Seconded by Supervisor Letourneau.

Voting on the Motion: Supervisors Briskman, Glass, Kershner, Letourneau, Randall, Saines, Turner, and Umstadd – Yes; None – No; Supervisor Buffington – Absent for the vote.

COPY TESTE:

DEPUTY CLERK TO THE LOUDOUN COUNTY
BOARD OF SUPERVISORS

Item 09, Loudoun County Transit Title VI 2023-2025 Program

DESCRIPTION OF PROPOSED SERVICE CHANGES

The Purcellville Park and Ride Lot is a transit facility offering commuter and local bus service options through LCT at 412 Browning Court, in Purcellville, Virginia, within Loudoun County. The facility has 250 free parking spots and a bus shelter to help protect waiting passengers from weather elements. Bicycle racks and bicycle shelters are also available at the facility.

As proposed, LCT will no longer offer bus service to the Purcellville Park and Ride Lot, which is scheduled for closure at the end of the day on June 30, 2023. Current users of this park and ride facility will be directed to the Harmony Park and Ride Lot, which is approximately 5.2 miles to the east of the Purcellville lot. In all, five LCT routes will be directly impacted by the closure of the Purcellville Park and Ride Lot. These routes include:

- Route 391 – a morning and afternoon peak period local service providing connections to the Metrorail at the Ashburn Metrorail Station.
- Route 483 – a morning commuter service providing one trip into Washington, D.C.
- Route 883 – an afternoon commuter service offering one trip from Washington, D.C.
- Route 884 – an afternoon commuter service offering two trips from Washington, D.C.
- Route 885 – an afternoon commuter service offering three trips from Washington, D.C.

Table 2 summarizes the impacted routes, providing a route description and the current levels of service at the Purcellville Park and Ride Lot.

Table 2: Proposed Service Changes: Closure of the Purcellville Park and Ride Lot

Route Number	Service Description	Weekday Level of Service	
		Span	Frequency
391	This route operates in the a.m. and p.m. and includes stops at Ashburn Metrorail Station, Harmony Park and Ride Station, and Purcellville Park and Ride Lot.	4:00am - 9:00am 3:00pm - 8:30pm	30 - 40 minutes
483	This route provides morning service from Loudoun County to Washington, D.C.. It starts at Purcellville Park and Ride Lot.	6:00am	NA
883	This route provides afternoon service from Washington, D.C. to Loudoun County and ends at the Purcellville Park and Ride Lot.	3:40pm	NA
884	This route provides afternoon service from Washington, D.C. to Loudoun County and ends at the Purcellville Park and Ride Lot.	4:30pm - 6:00pm	90 minutes
885	This route provides afternoon service from Washington, D.C. to Loudoun County and ends at the Purcellville Park and Ride Lot.	4:00pm - 5:30pm	90 minutes

NEED FOR TITLE VI SERVICE EQUITY ASSESSMENT

Loudoun County Transit's current Title VI Policy, as adopted by the Board of Supervisors of Loudoun County on December 6, 2022, requires a Service Equity Analysis should any triggers per the policy be activated. The SEA is required due to the impact in ridership caused by the closure of the Purcellville Park and Ride Lot.

The changes to the LCT bus routes caused by the closure of the Purcellville Park and Ride Lot do not trigger the need for an SEA through the first three elements of LCR's Title VI Policy, as no services are being added and removed and the changes to the routes do not add or eliminate either 20 percent of the revenue miles nor the revenue hours. However, the closure of the Purcellville Park and Ride Lot will impact over 15 percent of the current average daily ridership of the routes that serve it, necessitating the SEA to be performed and completed. This impact is noted through passenger boarding activity at the Purcellville Park and Ride Lot in the a.m. peak period on Route 391 and Route 483, with service connecting to the Metrorail at Ashburn Metrorail Station and Washington D.C., respectively. It is assumed that similar passenger alighting activity occurs on Route 883, Route 884, and Route 885 at the Purcellville Park and Ride Lot during the p.m. peak period; however, the passenger data is only collected at the point of boarding for these routes, which occurs in Washington D.C.

Table 3 provided the expected impacts per route, in terms of revenue miles, revenue hours and passenger ridership. The items that do not trigger the need for an SEA are shown in green (i.e., the revenue mile and revenue hour measures), while those that do trigger an SEA are shown in red, detailing the need for the SEA based on the impact to current bus passenger levels.

Table 3: Service Operating Measure Impacts

Route	Impacts									
	Revenue Miles				Revenue Hours				Ridership	
	Current Average Weekly Miles	Proposed Average Weekly Miles	Variance	Percent Change	Current Average Weekly Hours	Proposed Average Weekly Hours	Variance	Percent Change	Variance	Percent Change
391	3,142.8	3,200.0	+57.2	+1.8%	92.5	86.5	-6.0	-6.5%	-6.4	-82.1%
483	283.0	245.5	-37.5	-13.3%	9.3	7.6	-1.7	-18.3%	-16.4	-61.2%
883	275.0	247.0	-28.0	-10.2%	9.0	8.2	-0.8	-8.9%	N/A*	--
884	609.0	552.0	-57.0	-9.4%	20.8	19.2	-1.6	-7.7%	N/A*	--
885	888.0	804.0	-84.0	-9.5%	30.2	27.5	-2.7	-8.9%	N/A*	--

*Passenger counts for the commuter Route 883, Route 884, and Route 885 are collected at the point of boarding, which for these services that operate in the p.m. peak period occurs in Washington D.C.

ANALYSIS FRAMEWORK

Service Equity Analysis Methodology

To assess proposed service changes for potential disparate impacts and disproportionate burdens due to the closure of the Purcellville Park and Ride Lot, this Service Equity Analysis reviewed the combined area of Census Block Groups within three miles of the eliminated bus stop at the Purcellville Park and Ride Lot. This data was analyzed in comparison to LCT's cumulative policies for disparate impact and disproportionate burden.

Data Sources

For this Service Equity Analysis, the primary data source was the U.S. Census Bureau, American Community Survey (ACS) five-year estimates from 2017 to 2021, measured at the Census Block Group level. Geographic data provided from LCT's General Transit Feed Specification (GTFS) was also used to determine the current service area.

For the disparate impact analysis (minority population percentage), the primary ACS table utilized was Table B03002, "Hispanic or Latino Origin by Race." This table identifies all minority and non-minority populations within a block group, including Hispanic or Latino. For the disproportionate burden analysis (low-income household percentage), the primary ACS table utilized was Table B19001, "Household Income in the Past 12 Months (In 2015 Inflation-Adjusted Dollars)."

Calculation of Service Area (for Reference)

Minority Population Percentage

Total population estimates, minority population percentage estimates (total population minus non-Hispanic White population) for Census Block Groups, bus stop point shapefiles, and route line shapefiles were used to determine minority population for the three mile area surrounding the bus stop at the Purcellville Park and Ride lot. Using a geographic information system (GIS), a three mile buffer was placed around the bus stop; the resulting area (including all Census Block Groups in Loudoun County contained either partially or wholly) was considered the impacted service area for this analysis. To calculate the minority population percentage in the impacted service area, the number of residents identified as minority was divided by the total estimated population; the resulting figure was multiplied by 100.

Low-Income Households Percentage

To determine the percentage households identifying as low-income (the sum of households reporting incomes under half of the area median income), the same methodology described above for the minority population was used to determine the impacted service area. Fifty percent of the 2022 area median income for the Washington, D.C., Metropolitan Statistical Area is \$71,500. The closest income grouping available in the ACS is \$75,000, which is the threshold used in this report. To calculate the low-income household percentage in the impacted service area, the number of households identified as low-income was divided by the total estimated households; the resulting figure was multiplied by 100.

SERVICE EQUITY ANALYSIS

Area Demographics

Table 4 summarizes service area demographics. Minority populations comprise approximately 44.89 percent of the population in the LCT service area. The LCT disparate impact (DI) policy for service improvements or reductions is five percent. Therefore, the disparate impact threshold calls for service improvements to impact areas with a minimum 39.89 percent minority population (44.89 percent minus five percent), and to limit service reductions in areas with a minority population percentage exceeding 49.89 percent (44.89 percent plus five percent).

Low-income households comprise approximately 21.77 percent of households in the service area affected by the closure of the Purcellville Park and Ride Lot. The LCT disproportionate burden (DB) threshold is also five percent. Likewise, the disproportionate burden threshold calls for service improvements to impact areas with a minimum 16.77 percent low-income household percentage (21.77 percent minus five percent), and to limit service reductions in areas with a low-income household percentage exceeding 26.77 percent (21.77 percent plus five percent).

Table 4: LCT Service Area Disparate Impact and Disproportionate Burden Thresholds (2017 – 2021 ACS)

Disparate Impact		
Percent Minority Population	Service Reduction Disparate Impact Threshold (+5%)	Service Improvement Disparate Impact Threshold (-5%)
44.89%	49.89%	39.89%
Disproportionate Burden		
Percent Low-Income Households	Service Reduction Disproportionate Burden Threshold (+5%)	Service Improvement Disproportionate Burden Threshold (-5%)
21.77%	26.77%	16.77%

Disparate Impact Analysis

As defined by LCT's Title VI Program, a disparate impact occurs when the difference between the percentage of minority populations in the service area affected by a proposed fare or service change is five percent or greater than the average percentage of minority populations across the system-wide service area. To assess for disparate impacts, this Service Equity Analysis reviews the service reduction due to the closure of the Purcellville Park and Ride Lot.

Service Reduction

The closure of the Purcellville Park and Ride Lot will impact transit service for the following five separate transit routes:

- 391 – morning and afternoon local service to the Ashburn Metrorail Station
- 483 – morning commuter service to Washington, D.C.
- 883 – afternoon commuter service from Washington, D.C.
- 884 – afternoon commuter service from Washington, D.C.
- 885 – afternoon commuter service from Washington, D.C.

Table 5 displays the disparate impact analysis for eliminating the bus stop at the Purcellville Park and Ride Lot. Made up of nine Block Groups in all, the statistics quoted in this table encompass the Census Block Groups within three miles of the eliminated bus stop. The combined area has a minority population percentage of 20.82 percent, which is below the disparate impact threshold for service reductions (49.89 percent). Thus, **no disparate impact** is identified as a result of the eliminated bus stop at the Purcellville Park and Ride Lot.

Table 5: Disparate Impact Analysis: Eliminated Bus Stop at Purcellville Park and Ride Lot

Total Population	Total Minority Population	Percent Minority Population
22,635	4,713	20.82%
Disparate Impact Threshold for Service Reductions		49.89%
Does this package of changes meet the disparate impact threshold for service reductions?		No

Disproportionate Burden Analysis

As defined by LCT's Title VI Program, a disproportionate burden occurs when the difference between the percentage of low-income households in the service area affected by a proposed fare or service change is five percent or greater than the average percentage of low-income households across the system-wide service area. To assess for disproportionate burdens, this Service Equity Analysis reviews the service reduction due to the closure of the Purcellville Park and Ride Lot.

Service Reduction

The closure of the Purcellville Park and Ride Lot will impact transit service for the following five separate transit routes:

- 391 – morning and afternoon local service to the Ashburn Metrorail Station
- 483 – morning commuter service to Washington, D.C.
- 883 – afternoon commuter service from Washington, D.C.
- 884 – afternoon commuter service from Washington, D.C.
- 885 – afternoon commuter service from Washington, D.C.

Table 6 displays the disproportionate burden analysis for eliminating the bus stop at the Purcellville Park and Ride Lot. Made up of nine Block Groups, this table encompasses the Census Block Groups that are found within three miles of the eliminated bus stop. The combined area has a low-income household percentage of 14.29 percent, which falls below the disproportionate burden threshold for service reductions (26.77 percent). Thus, **no disproportionate burden** is identified because of the eliminated bus stop at the Purcellville Park and Ride Lot.

Table 6: Disproportionate Burden Analysis: Eliminated Bus Stop at Purcellville Park and Ride Lot

Total Households	Total Low-Income Households	Percent Low-Income Households
6,703	958	14.29%
Disproportionate Burden Threshold for Service Reductions		26.77%
Does this package of changes meet the disproportionate burden threshold for service reductions?		No

Analysis of Adverse Effects

Loudoun County considers service reductions, including decreases in span of service, reduced frequency of trips, or the discontinuation of a route, as adverse service changes. The closure of the Purcellville Park and Ride Lot and elimination of the bus stop results in an adverse effect under this definition. However, as this assessment has determined, the closure of the Purcellville Park and Ride Lot does not result in a disparate impact for minority populations or a disproportionate burden for low-income households. Passengers currently using the Purcellville Park and Ride Lot for each of the routes that were part of this assessment can continue to access their LCT route at the Harmony Park and Ride lot, which is approximately 5.2 miles away. Due to these factors (i.e., no disparate impact nor disproportionate burden findings, and each of the services still being accessible nearby), the adverse effect is minimal.

Maps

The maps below show the proposed service change:

- The Purcellville Park and Ride Lot is displayed with a blue parking icon.
- Block groups within a 3-mile buffer of the bus stop at the Purcellville Park and Ride Lot are outlined in grey.
- Routes affected by the closure of Purcellville Park and Ride service are displayed in red.
- Existing stops that will be preserved are displayed in solid green.

Figure 3 depicts this information with Block Groups displayed as being below or above the service area minority population average. **Figure 4** depicts this information with Block Groups displayed as being below or above the service area low-income household average.

Figure 3: Demographic Map with Affected Routes (Minority/Non-Minority Block Groups)

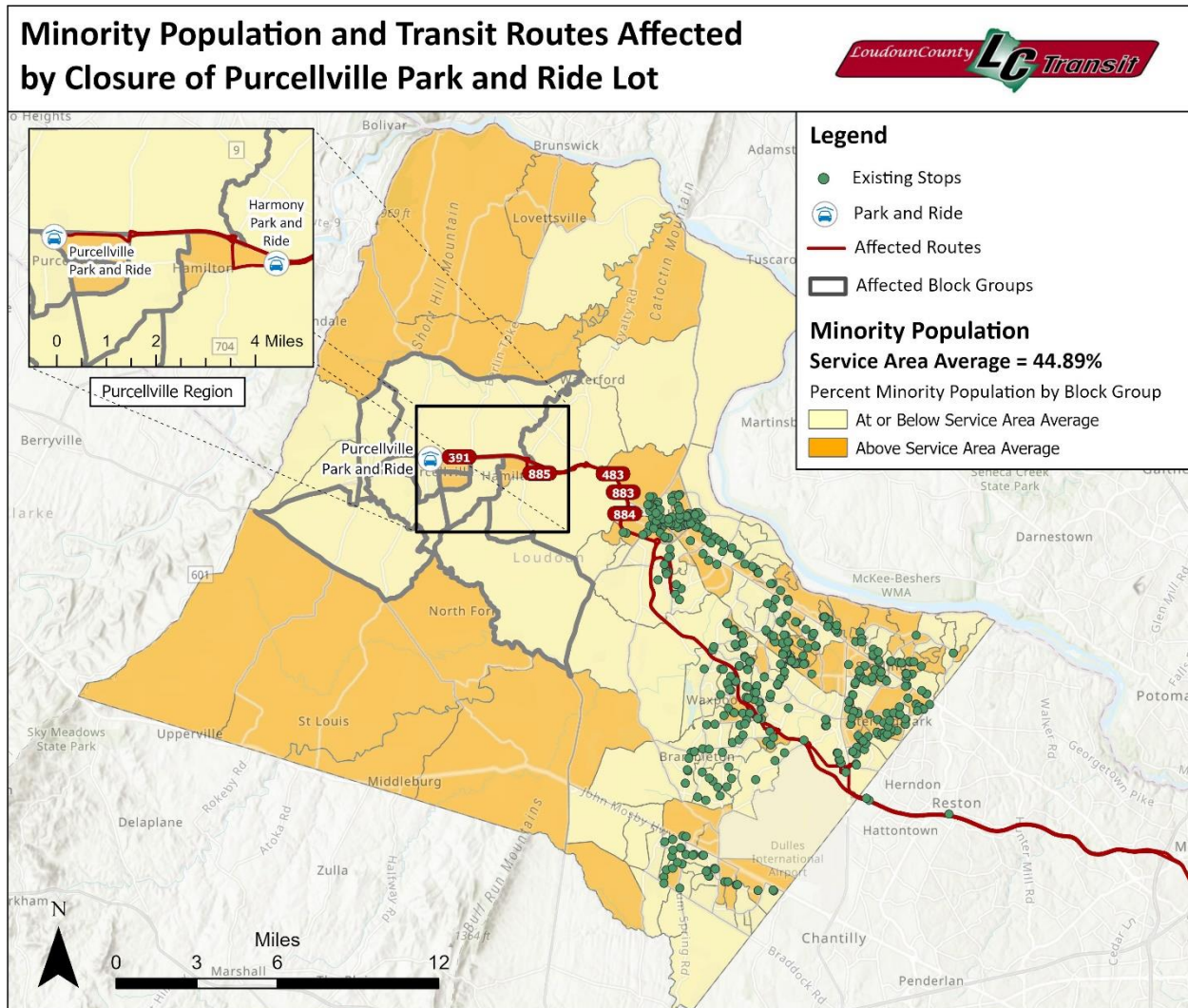
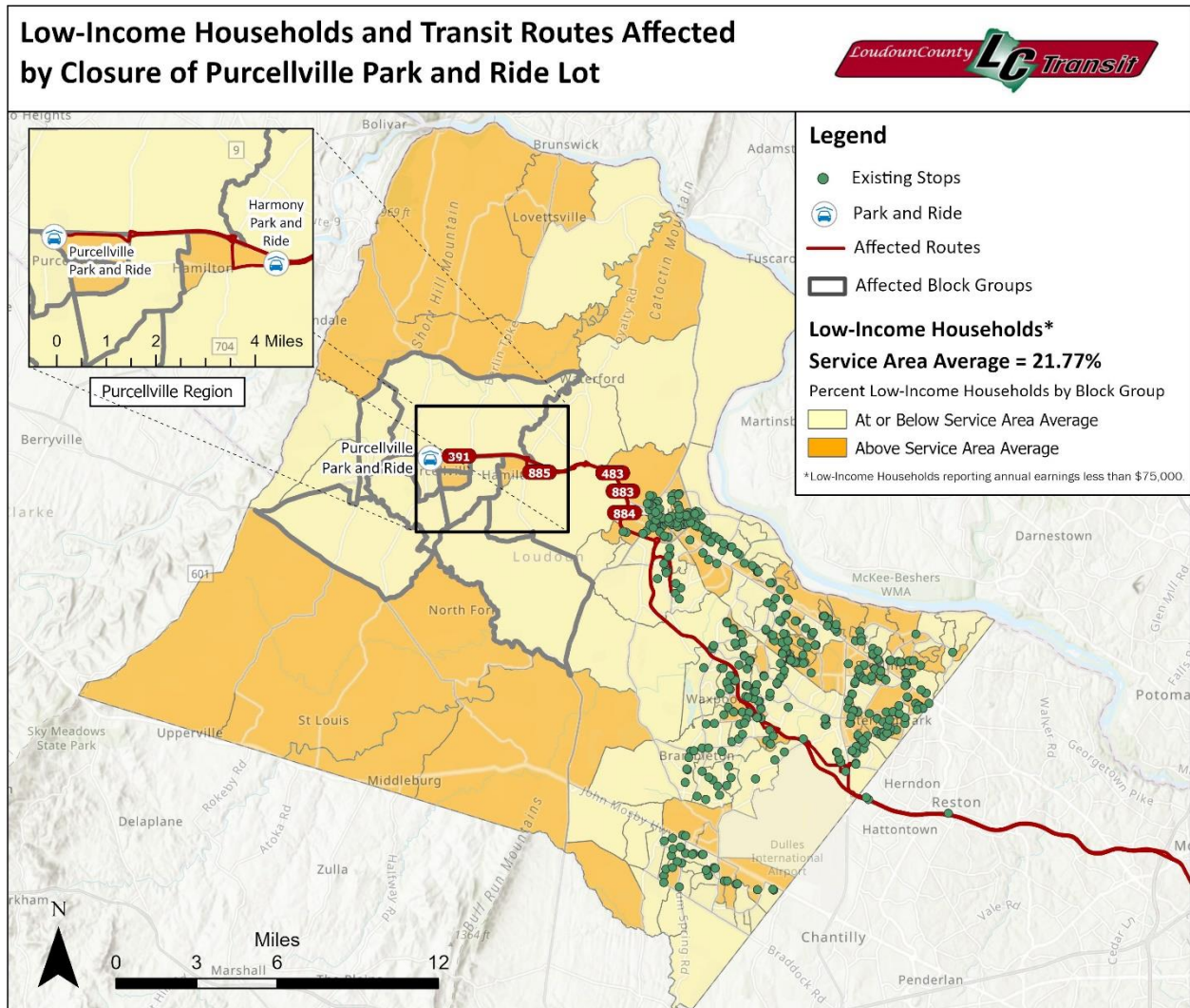


Figure 4: Demographic Map with Affected Routes (Low-Income/Non-Low-Income Block Groups)



SUMMARY OF FINDINGS

Loudoun County Transit developed this Service Equity Analysis to evaluate the impacts to minority populations and low-income households resulting from the elimination of the bus stop at the Purcellville Park and Ride Lot. The Purcellville Park and Ride Lot is scheduled to close on June 30, 2023. In this equity analysis, each of the five routes that currently serve the park and ride facility were evaluated for disparate impact, disproportionate burden, and adverse effects using LCT's Board approved Title VI policies and procedures.

Table 7 summarizes all findings based on this assessment. No disparate impacts nor any disproportionate burdens were found to be created based on service changes due to the closure of the Purcellville Park and Ride Lot. Current local and commuter bus passengers who wish to continue their trips will be able to board their service at Harmony Park and Ride Lot, approximately 5.2 miles to the east.

Table 7: Service Equity Analysis Results Summary

Analysis	Service Change Type	Result
Disparate Impact	Eliminated Bus Stop	No Finding of DI (Composite)
Disproportionate Burden	Eliminated Bus Stop	No Finding of DB (Composite)
Adverse Effects	Eliminated Bus Stop	No Finding of Adverse Effects