BI 2023-210:
2022 Service Equity Evaluation Report and Title VI Review

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Service Equity Evaluation

• How did we change our service between 2021 and 2022?
• How did ridership patterns change?
• Did our service changes meet Title VI thresholds?
• How did different racial and ethnic groups experience our service?
  – Service availability
  – Service quality
  – Service outcomes
• How do Metro Transit’s practices promote equitable service planning?
Changing Context in 2022

• Remote work and commuter trip changes
  – Workers and students continue return to in-person activities
  – Not a complete reversal: Some remote learning and work-from-home continues

• Workforce shortage worsens
  – Wage increases and recruitment are insufficient to address shortage
  – Service reliability continues to decline, requiring planned service reductions
2022 Service Baseline

• Early 2022 service levels similar to late 2021
  • METRO LRT every 12 minutes
  • METRO BRT every 10-15 minutes
    – Orange Line every 30 minutes on weekends
• Routes remain suspended
  – 12 Local routes
  – 52 Commuter and express routes
• 2 morning and afternoon Northstar trips
## 2022 Service Change Highlights

### March & June
- Suspended low ridership branches on some routes
- Frequency reduced one "step" on busiest routes
- High school and U of M service reduced

### August & October
- LRT reduced from 12 to 15 minutes
- 2 more routes suspended
- 5 routes reduced to trips every 2 hours

### December
- METRO D Line opened, Rt. 5 reduced/shortened, and other corridor services replaced
- Weekday and/or weekend service suspensions on four routes
- Some routes restructured
- Frequency reductions on 37 routes, including Orange Line
Weekday Trip Counts, Dec 2021 & Dec 2022
Weekday Ridership by Route Class, Dec 2021 – Dec 2022
Title VI Service Equity Analysis (SEA)

• Federal law requires transit agencies to show they are not discriminating when providing transit service
  – Black, Indigenous and People of Color (BIPOC) groups
  – Low-income communities

• SEA reviews how access to transit changed in 2022
  – Service availability is defined as the number of trips in a given area
  – Change in how much service is available for average resident in a given area
  – Review how the impacts of those changes differ based on race and income
  – Non-home trips are a challenge
Title VI Service Equity Analysis (cont.)

• Required for all major service changes
  – 25% change in hours on a route or in an area
  – New routes and eliminated service

• Disparate Impact and Disproportionate Burden (DI/DB) threshold
  – Determines when a difference is significant enough to result in a potential for discrimination
  – Updated Council DI/DB policy
    • If adverse or beneficial effects of service changes borne by BIPOC or low-income groups are not within 10% of the effects borne by White or non-low-income populations (respectively), then there is potential for discrimination
    • Not evidence of potential discrimination if beneficial effect beyond 10% to BIPOC or low-income populations
Communities Living Near Transit

Communities of Color

Low-income communities
Change in Service Availability: Dec 2019 vs Dec 2022

- BIPOC: -9.5%
- White non-Hispanic: -17.8%
- Low-income: -9.5%
- Non-low-income: -16.7%

Change in service level:
- 100 to -50%
- -50 to -9.9%
- -9.9 to -1%
- -1 to 0%
- 0 to 1%
- 1 to 20%
- 20 to 100%
- 100% or more

Average (total population)
Change in Service Availability: Dec 2021 vs Dec 2022
Service Metrics by Race & Ethnicity

• Service Availability
  – Trip Count
  – Frequent Service

• Service Reliability
  – On-time Performance
  – Service Delivered (Trip Cuts)

• Service Outcomes
  – Access to Jobs
Service Availability by Race & Ethnicity:
Trip Count

Residents identifying as Black or Native American had access to more trips compared to other groups, on average.
Service Availability by Race & Ethnicity: High Frequency Service

A larger percent of residents identifying as Black or Native American had access to high-frequency service.
Service Reliability by Race & Ethnicity: On-Time Performance

Residents identifying as Black or Native American had access to less reliable (on-time) service compared to all residents living near stops and stations, on average.
Service Reliability by Race & Ethnicity: Service Delivered

All residents had access to more reliable (% service delivered) service in Fall 2022.
Service Reliability by Race & Ethnicity:
98+% Service Delivered

Residents identifying as White had access to more reliable (% service delivered) service compared to residents identifying as Black, Native American, Asian, or Hispanic.
Service Reliability by Race & Ethnicity: Fall 2022 Cut Trips

Residents identifying as Black and Native American had more trips cut at the stops and stations nearby compared to other groups.
Service Outcomes by Race & Ethnicity: Access to Jobs

Residents identifying as Black, Native American, and Hispanic had more jobs accessible by transit compared to other groups.
2022 Equity Practices in Service Planning

• Title VI Practices
  – Adjusted disparate impact/disproportionate burden threshold as part of Title VI Plan update
  – Approved the results from the Service Monitoring Study
  – Conducted SEAs for new METRO D Line corridor changes and all December 2022 service changes

• Routine Practices
  – Transit Equity Statement
  – Network Now
  – Customer Surveys
  – Prioritizing Speed and Reliability Improvements
Proposed Action 2023-210

That the Metropolitan Council approve the results of the 2022 Title VI Service Equity Analysis (SEA) for the 2022 Service Equity Evaluation (SEE) Report.
Thank You!

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## Assigning Demographics

<table>
<thead>
<tr>
<th>Block-group</th>
<th>Walkshed in block-group</th>
<th>BIPOC in Isochrone</th>
<th>White in Isochrone</th>
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<tbody>
<tr>
<td>1</td>
<td>50%</td>
<td>0.50 x 100 = 50</td>
<td>0.50 x 1000 = 500</td>
</tr>
<tr>
<td>2</td>
<td>50%</td>
<td>0.50 x 500 = 250</td>
<td>0.50 x 500 = 250</td>
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<tr>
<td>3</td>
<td>33%</td>
<td>0.33 x 1000 = 333</td>
<td>0.33 x 100 = 33</td>
</tr>
<tr>
<td>Walkshed:</td>
<td></td>
<td>50 + 250 + 333 = 633</td>
<td>500 + 250 + 33 = 783</td>
</tr>
</tbody>
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