Metro Transit

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
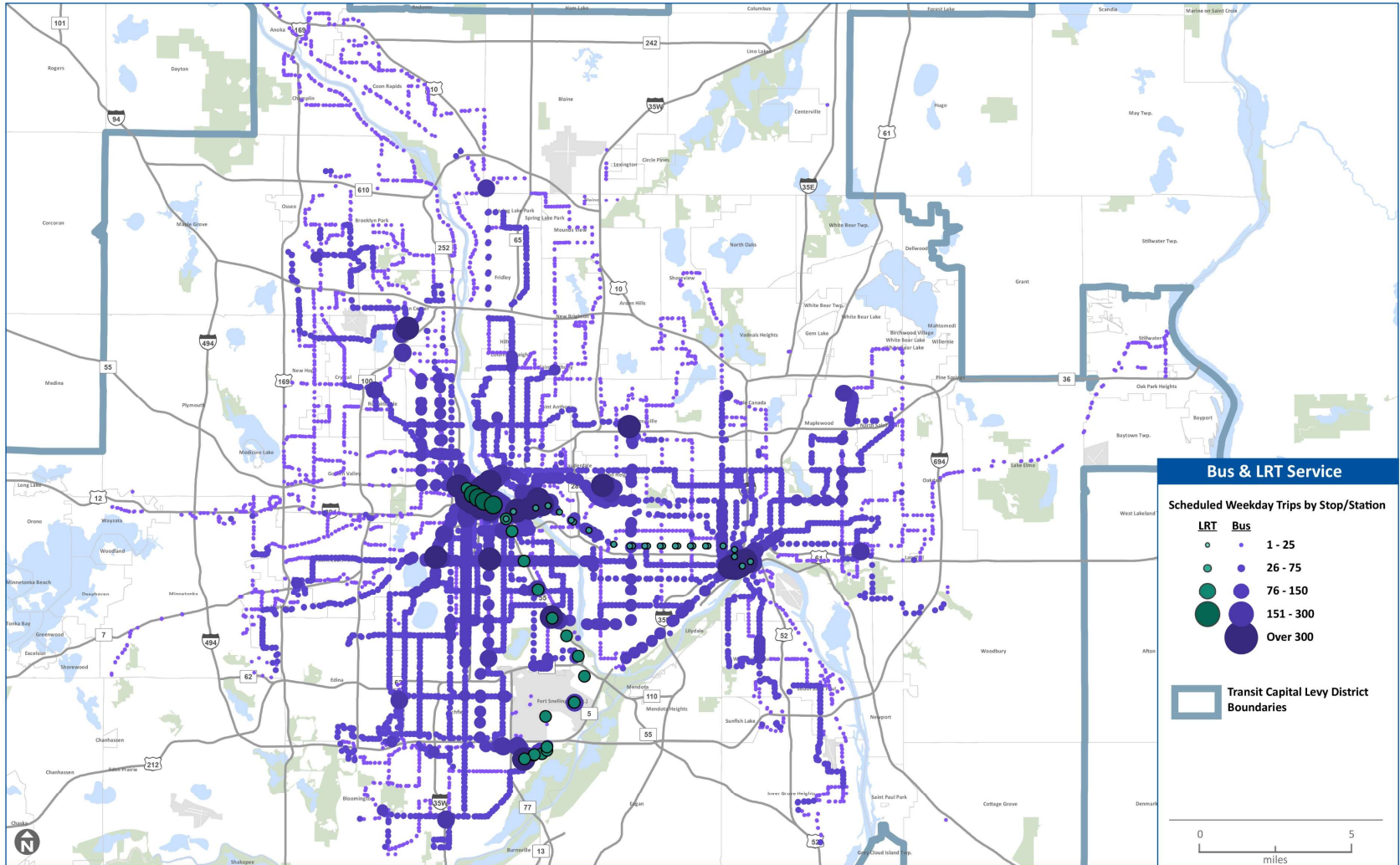- High school and U of M service reduced

August & October

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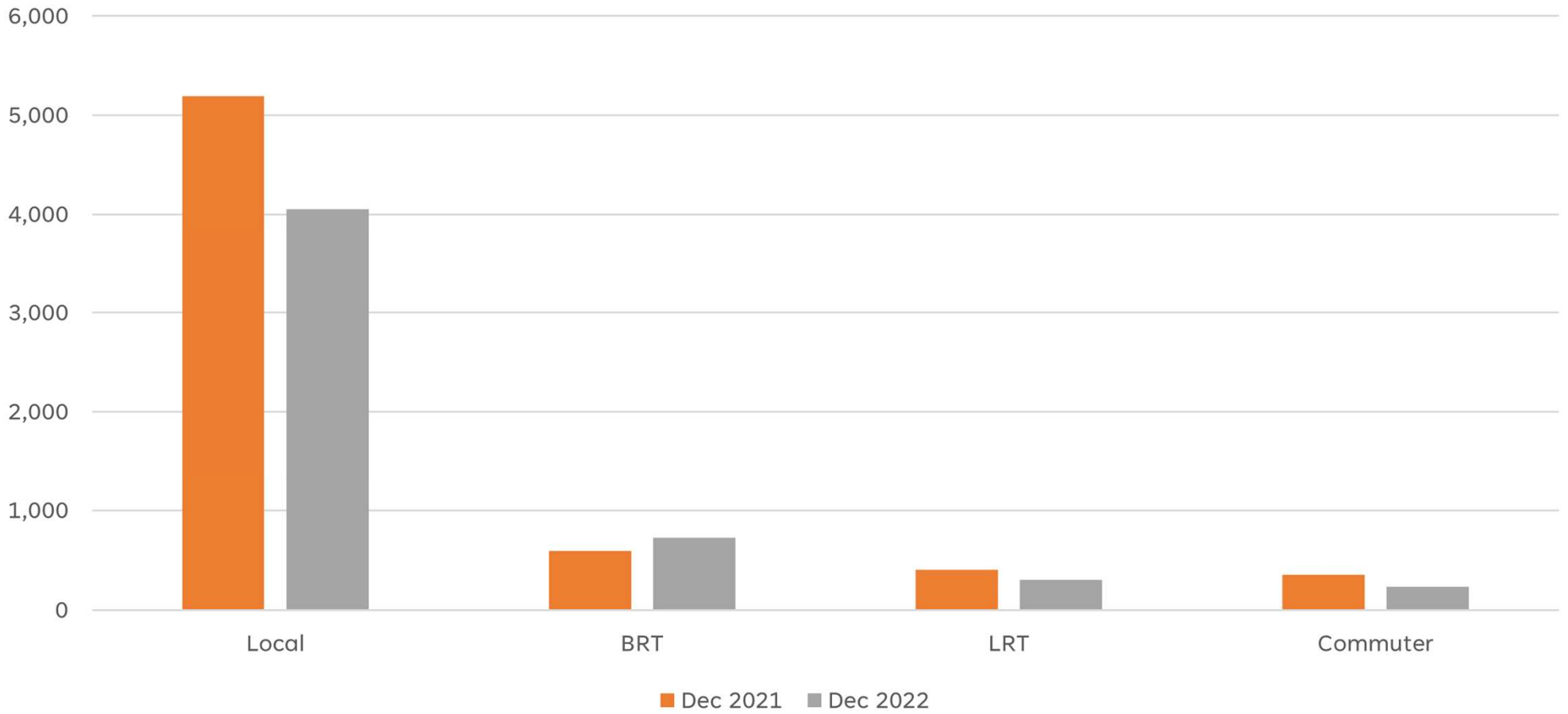- 5 routes reduced to trips every 2 hours

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
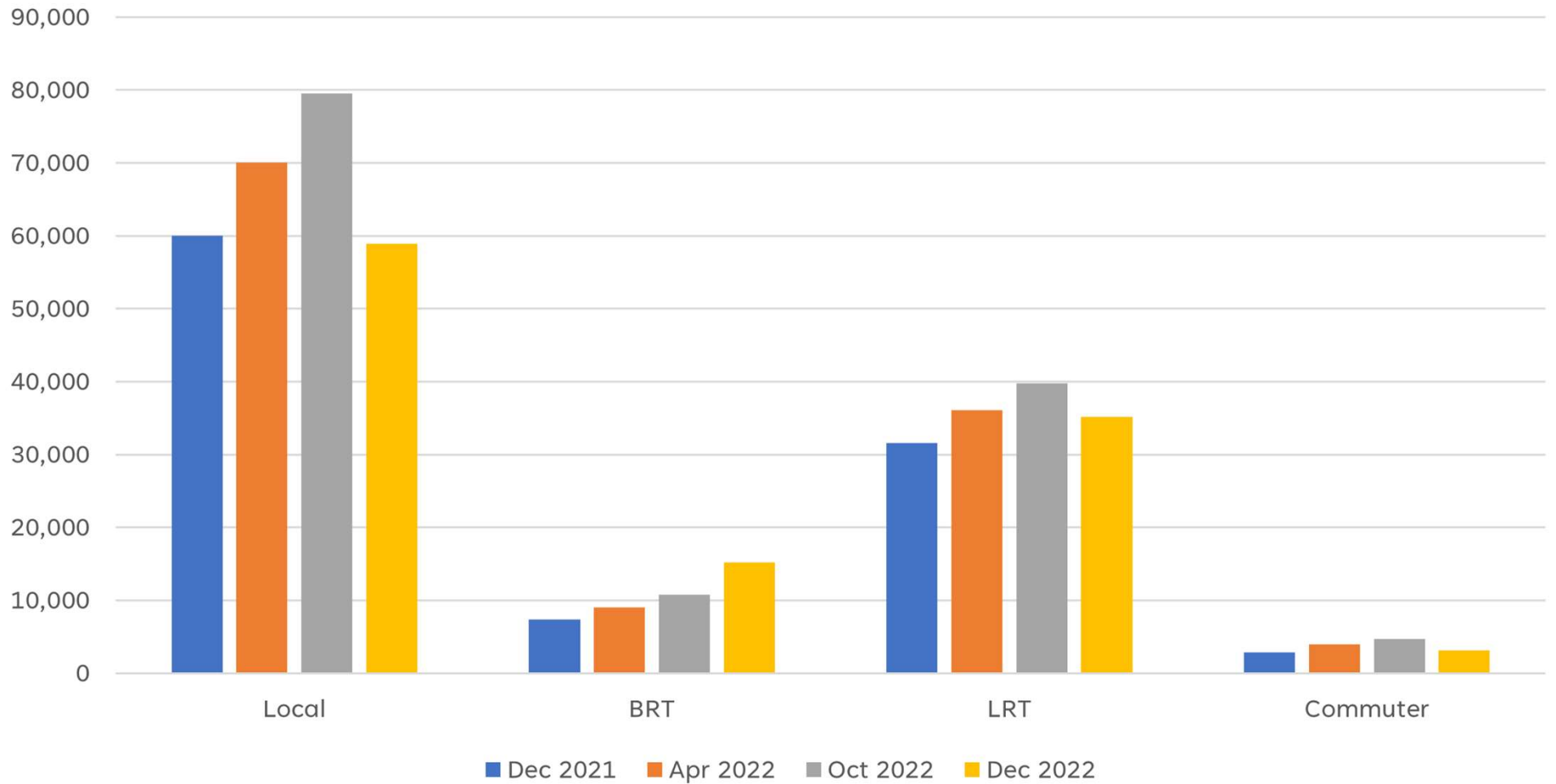- Frequency reductions on 37 routes, including Orange Line

Weekday Trips by Bus Stop & Light Rail (LRT) Station - December 2022

Bus & LRT Service

Scheduled Weekday Trips by Stop/Station

LRT   Bus
1 - 25
26 - 75
76 - 150
151 - 300
Over 300

Transit Capital Levy District Boundaries

0   5
miles

MetroTransit

6

Weekday Trips by Stop, Dec 2022

Weekday Trip Counts, Dec 2021 & Dec 2022

Weekday Ridership by Route Class, Dec 2021 – Dec 2022

Average Weekday Bus Stop & Light Rail (LRT) Station Boardings - Dec 3 to Dec 31, 2022
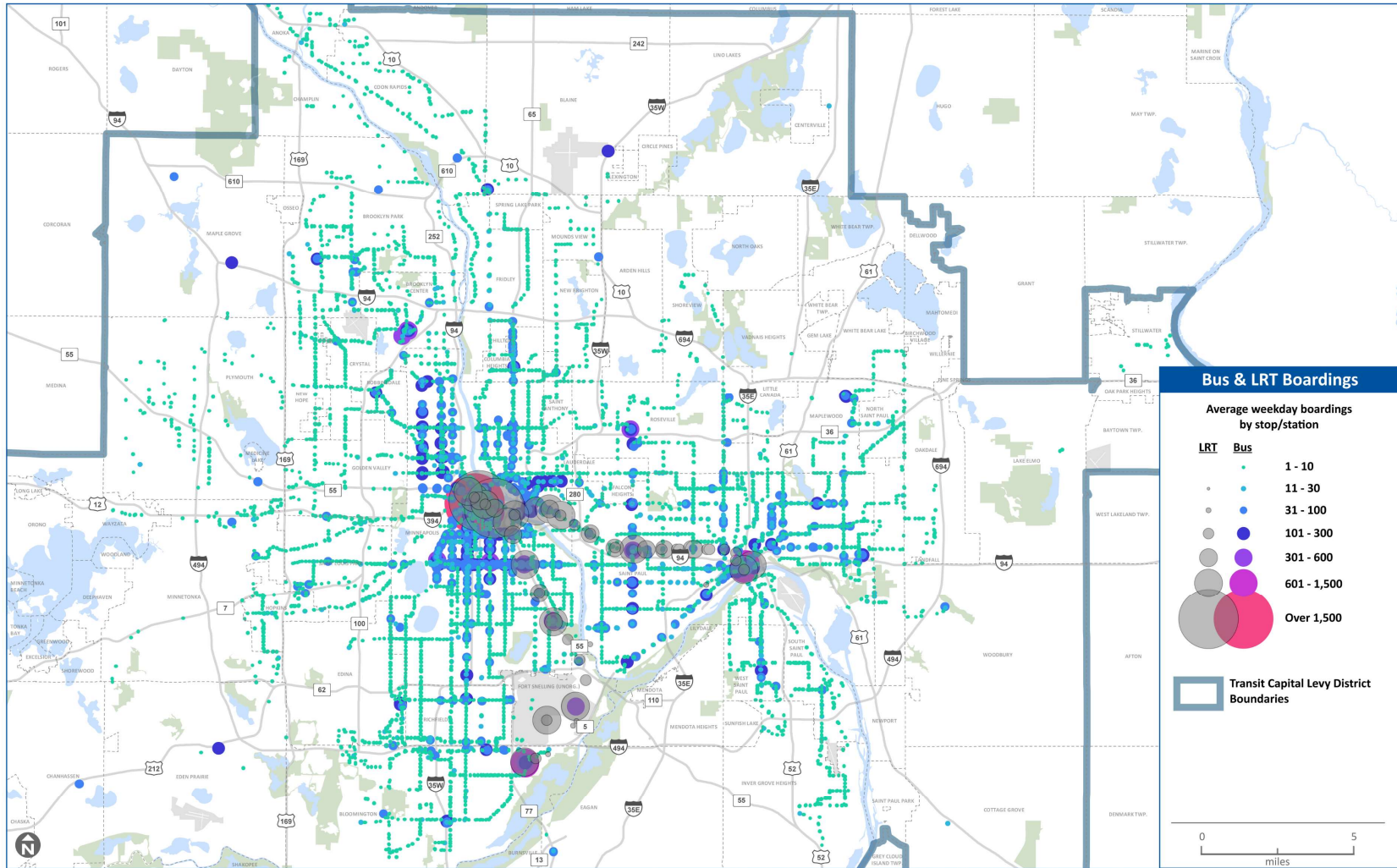
Weekday Ridership by Stop, Dec 2022

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
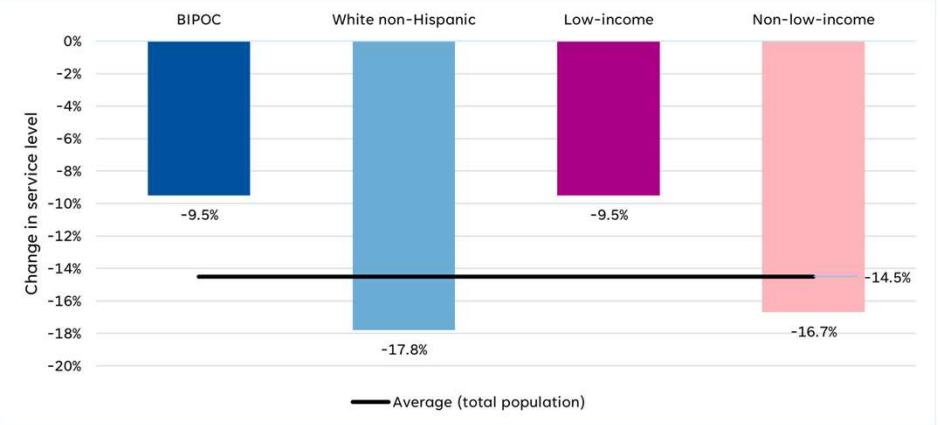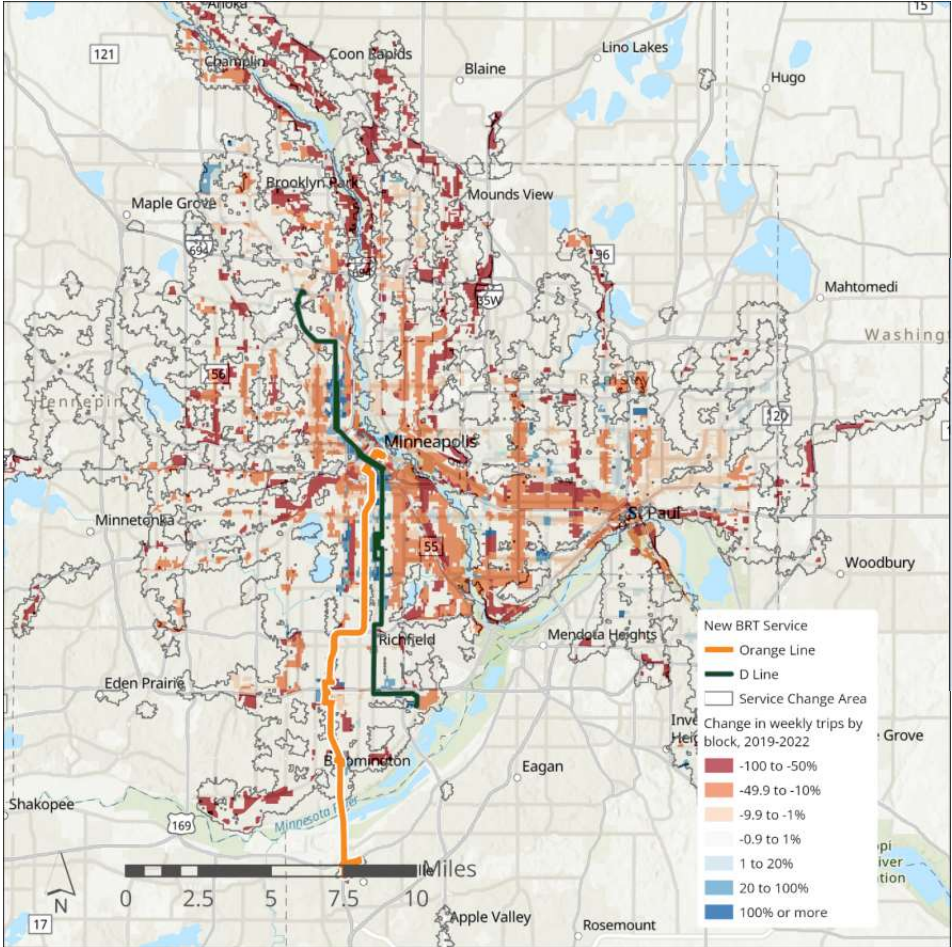
Communities Living Near Transit
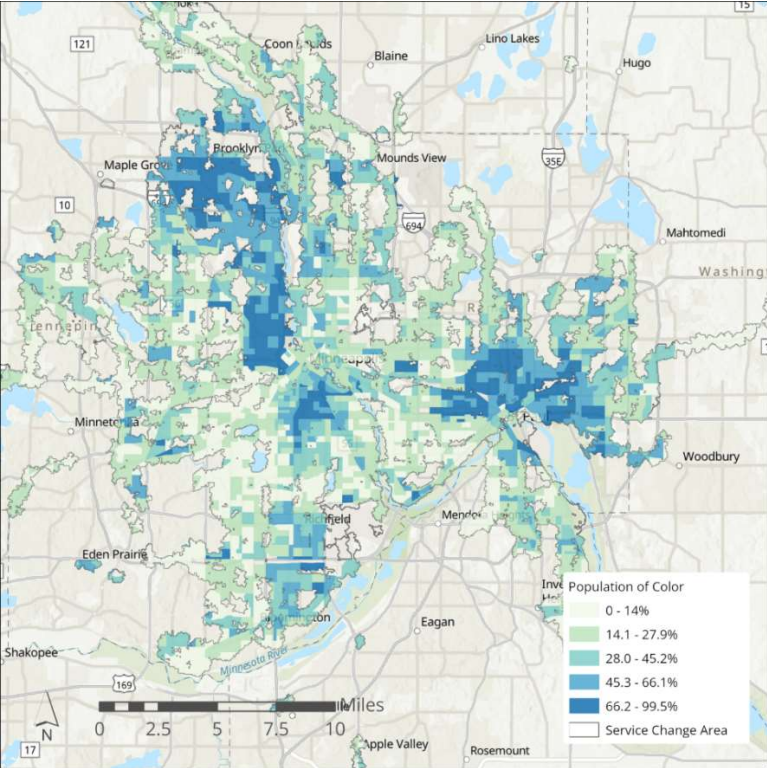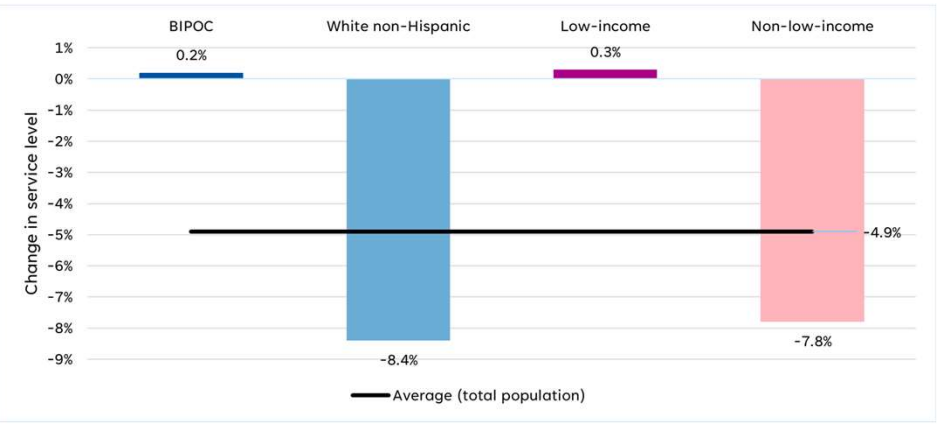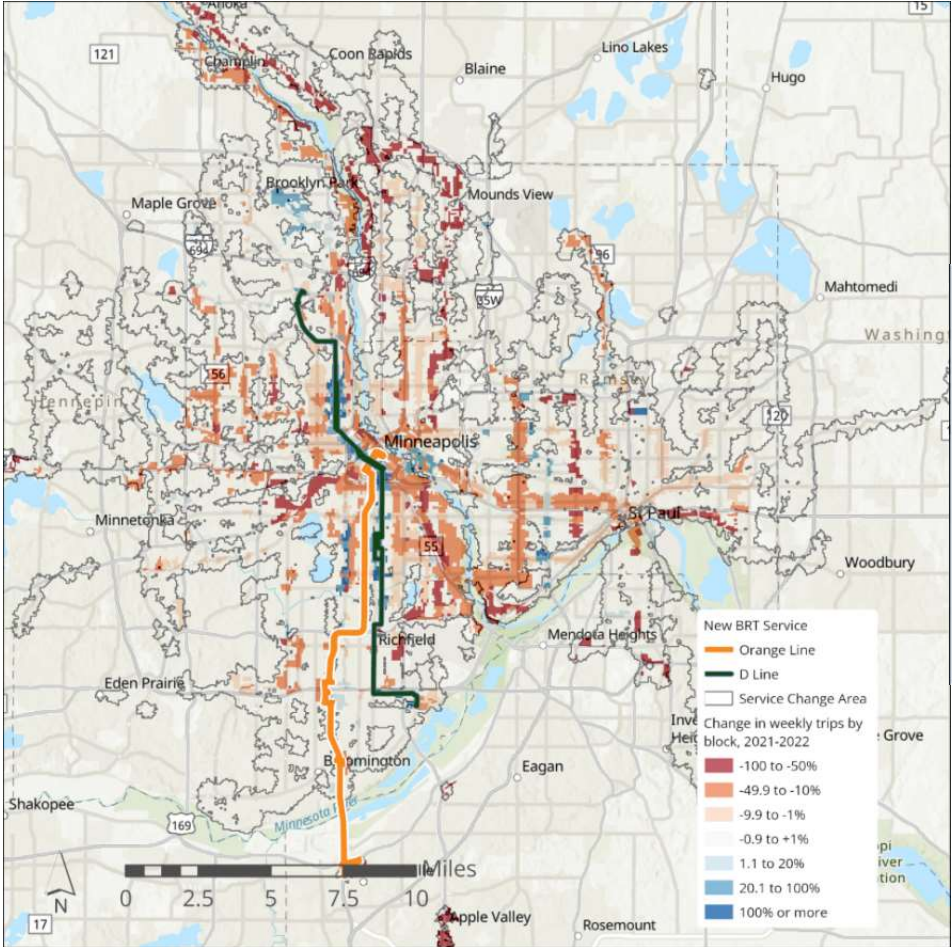

Communities of Color
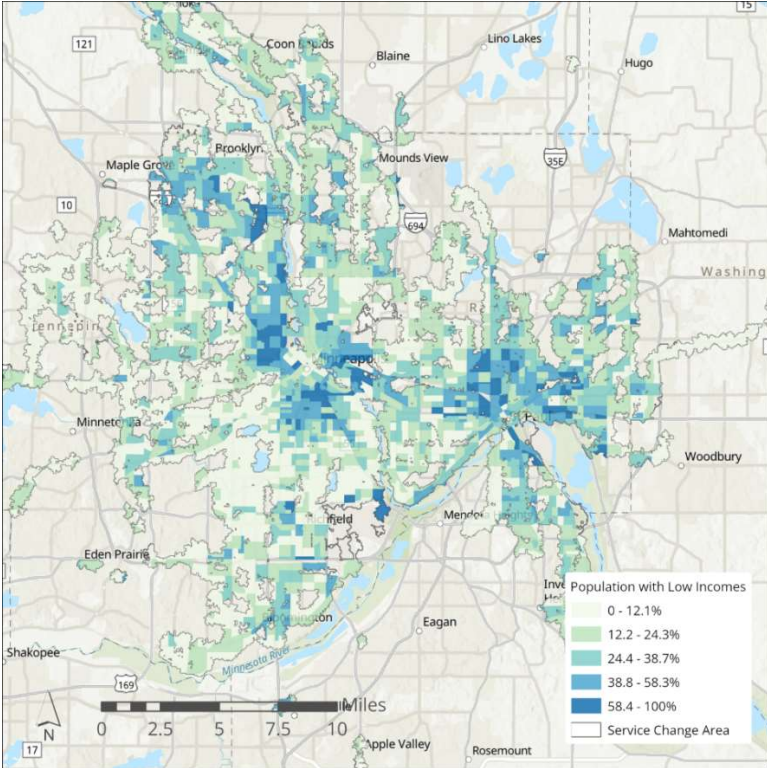
Low-income communities

Change in Service Availability: Dec 2019 vs Dec 2022

Change in Service Availability: Dec 2021 vs Dec 2022
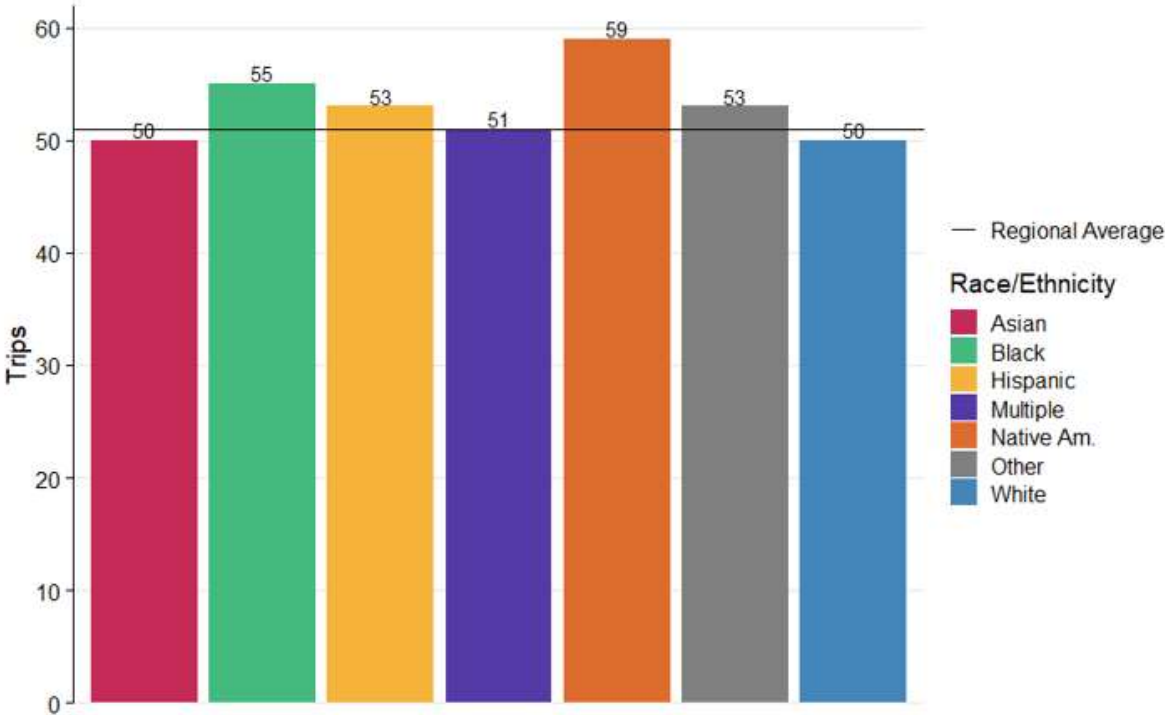
Service Metrics by Race & Ethnicity

- 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.
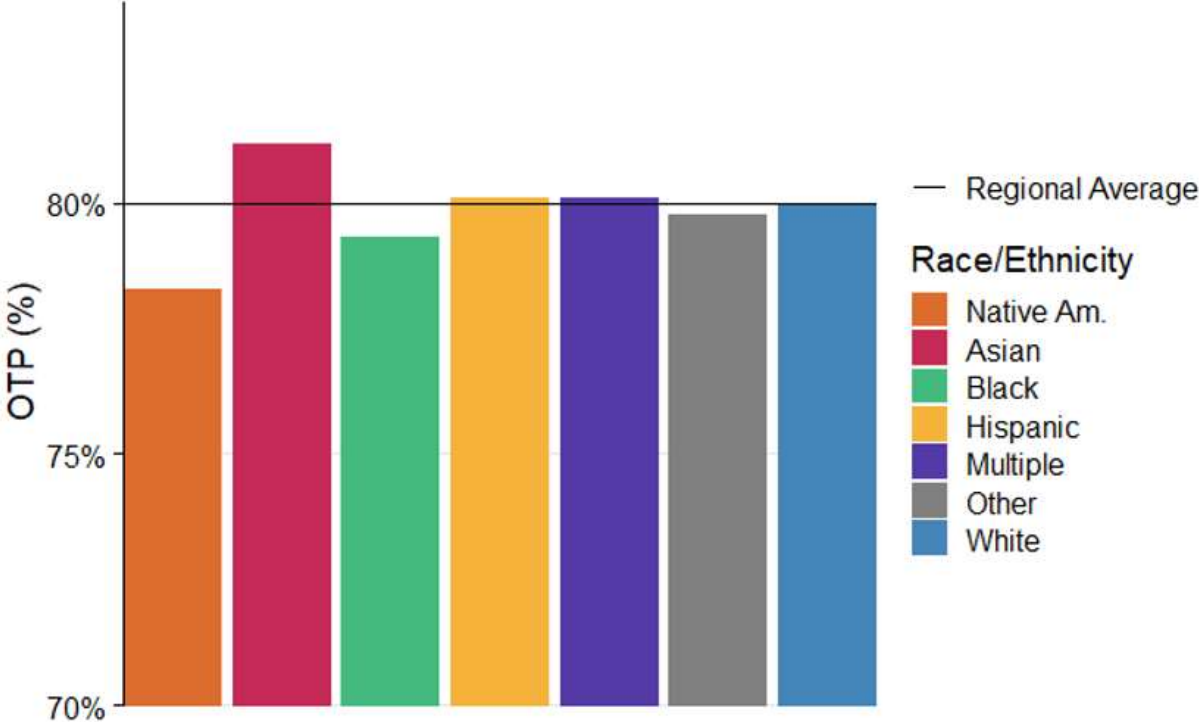
Service Availability by Race & Ethnicity: High Frequency Service

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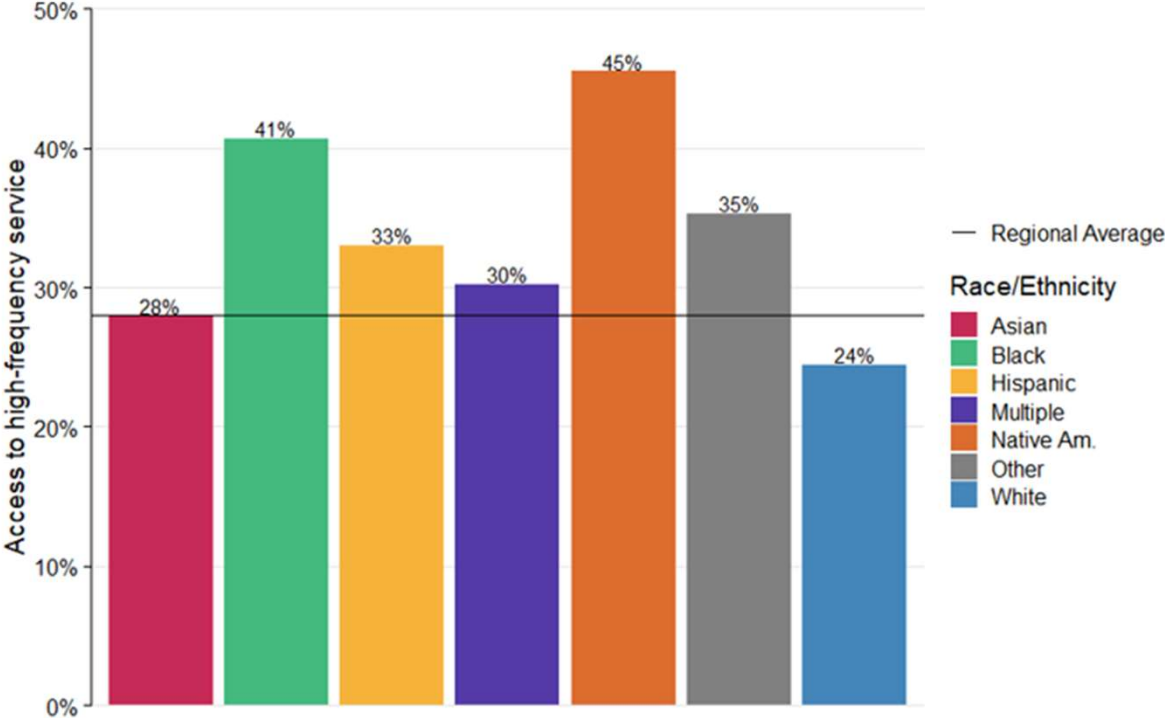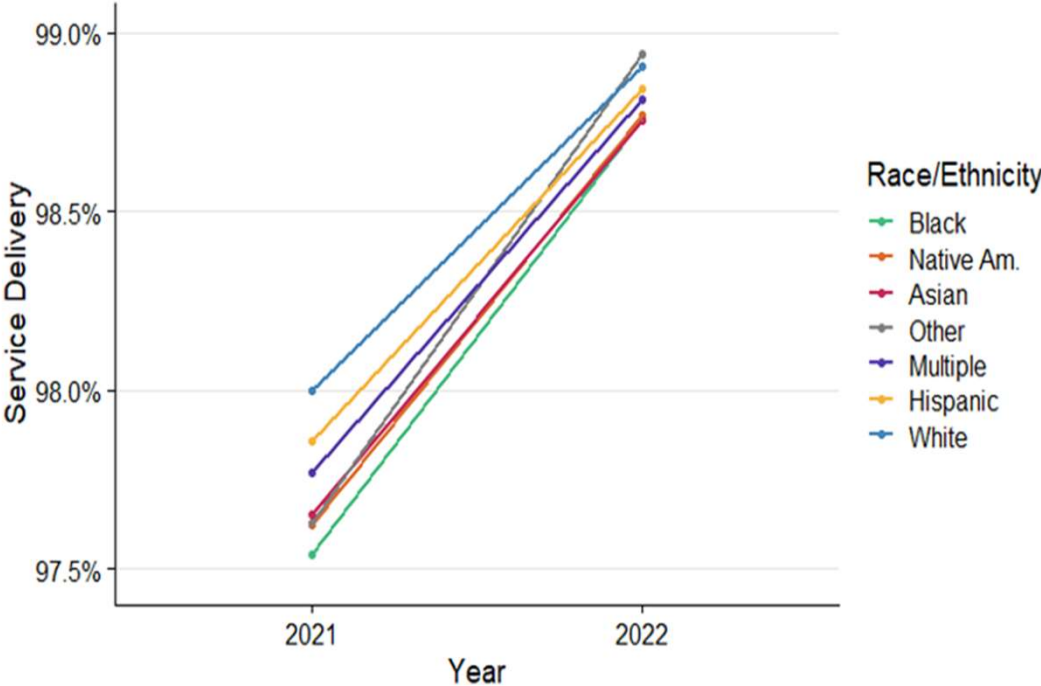
Service Reliability by Race & Ethnicity: On-Time Performance

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.
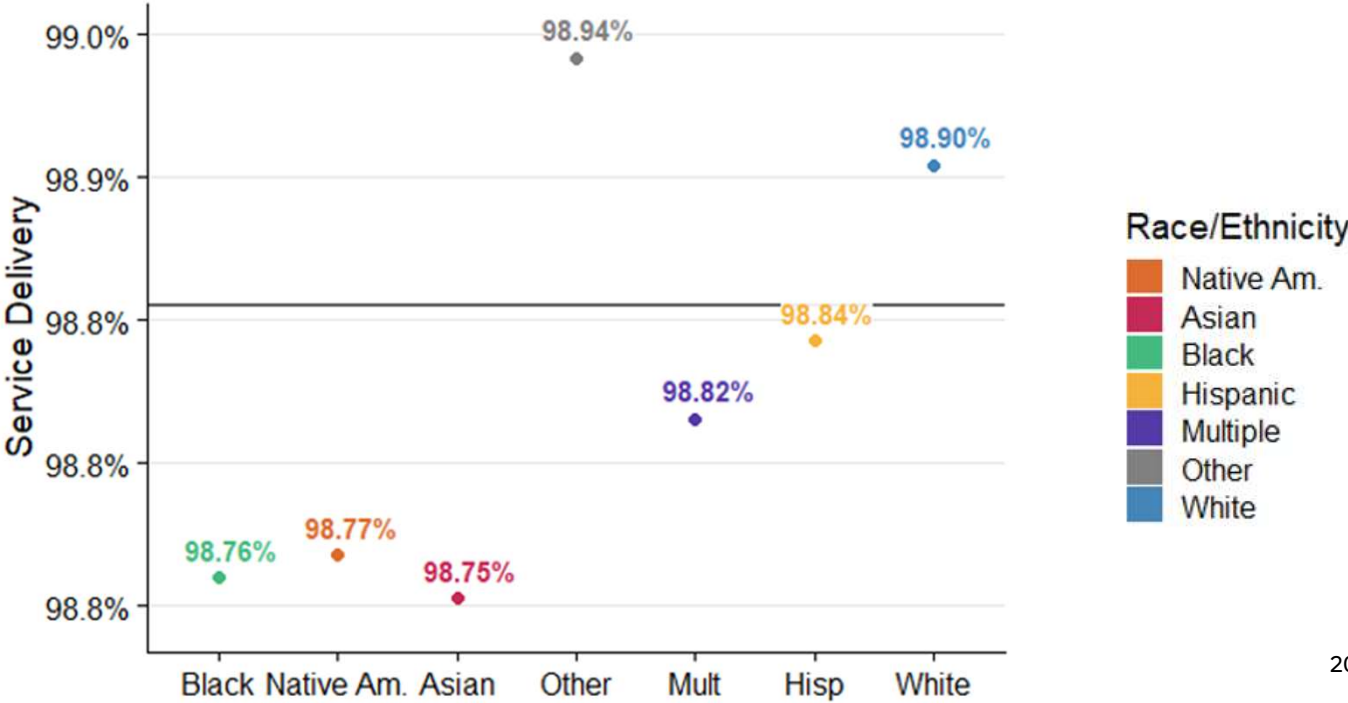
Service Reliability by Race & Ethnicity: Service Delivered

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.
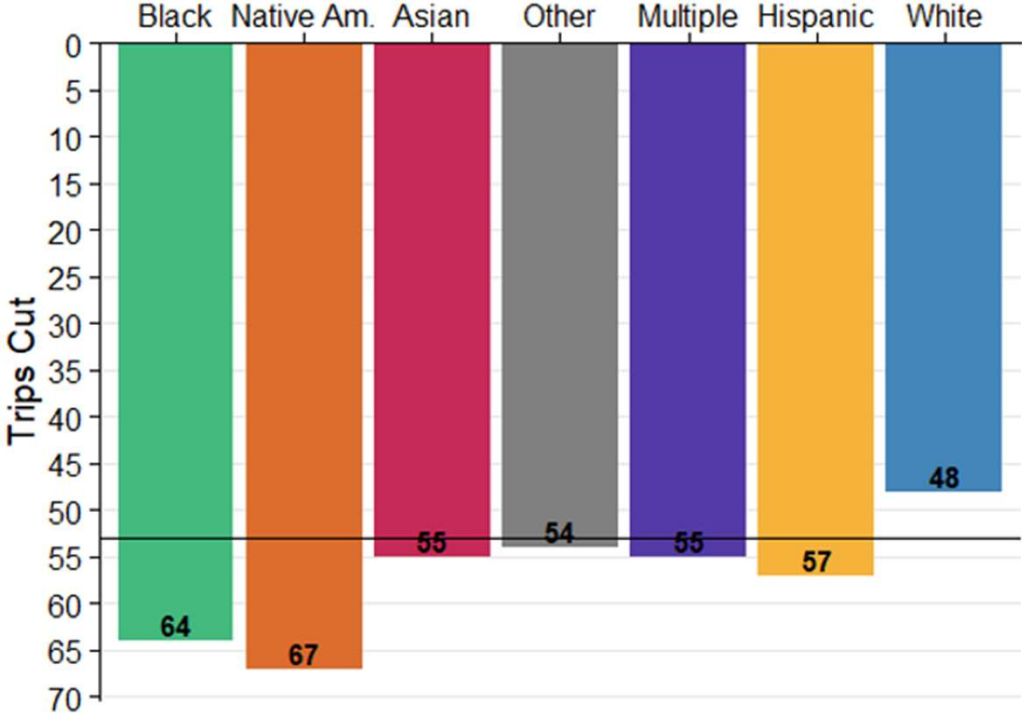
Service Outcomes by Race & Ethnicity: Access to Jobs

Residents identifying as Black, Native American, and Hispanic had **more jobs** accessible by <u>transit</u> compared to other groups.
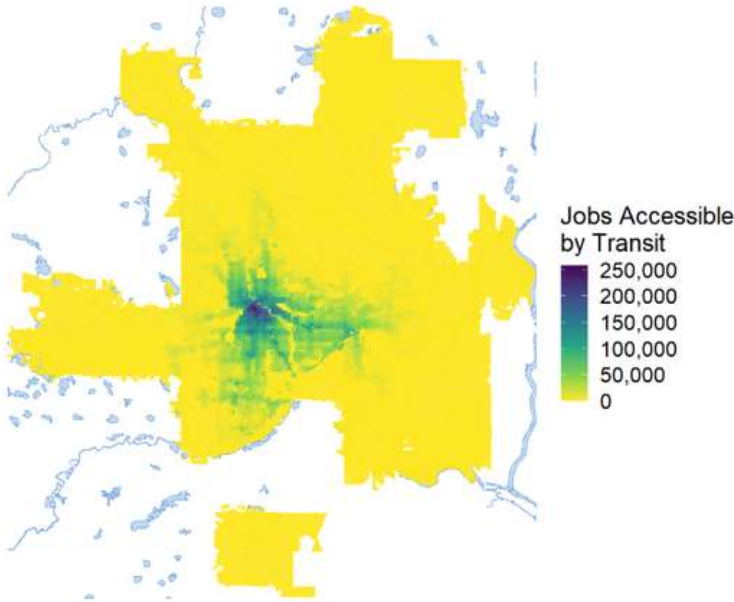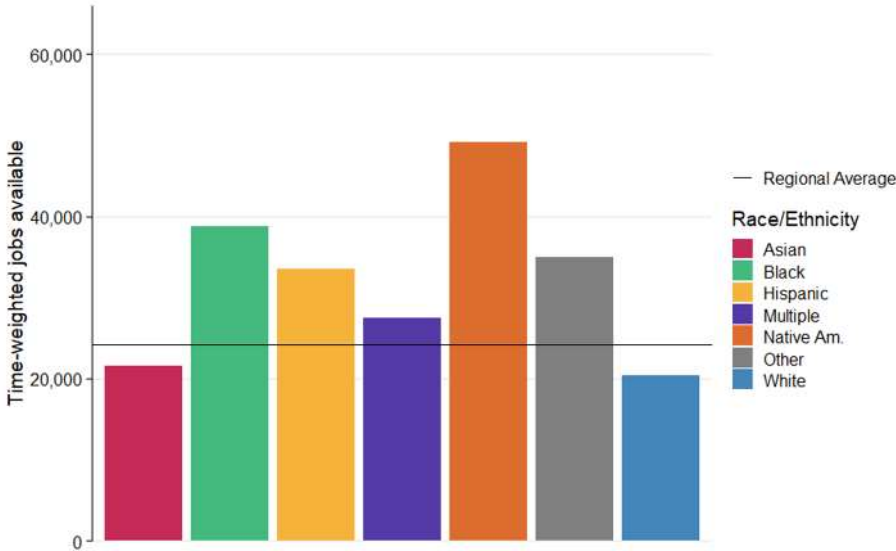
Time-weighted access to jobs, Weekday Midday service, August 2022 Pick

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

Block-group	Walkshed in block-group	BIPOC in Isochrone	White in Isochrone
1	50%	0.50 x 100 = 50	0.50 x 1000 = 500
2	50%	0.50 x 500 = 250	0.50 x 500 = 250
3	33%	0.33 x 1000 = 333	0.33 x 100 = 33
Walkshed:		50 + 250 + 333 = **633**	500 + 250 + 33 = **783**