

Committee Report

Transportation Committee



Committee Meeting Date: August 22, 2022

For the Metropolitan Council: Sept. 14, 2022

Business Item: 2022-220

Results of the Title VI Service Equity Analysis for METRO D Line and Related Local Service Changes

Proposed Action

That the Metropolitan Council approve the results of the Title VI Service Equity Analysis for the METRO D Line and Related Local Service Changes

Summary of Transportation Committee Discussion/Questions

Metro Transit Manager, Route Planning Cyndi Harper presented this item. Sterner asked if there are changes to the East/West feeder routes (no changes planned outside what was reviewed today). Chair Barber asked about the plan for communication. Harper answered the local changes will be wrapped into the larger outreach for the D Line. Special effort will be put into making sure the riders on the service today, especially those using stops not on the D Line, understand where to catch the D Line or that frequency on Route 5 will be reduced. Harper added communication will include bus stop postings, electronic rider alters, social media, etc. Chair Barber asked if this plan would meet the different Title VI threshold under consideration and that will be coming before the Committee later this year, and Harper confirmed that it does.

Motion by Fredson, seconded by Sterner. Motion carried, Consent to Council.



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| District(s), Member(s): | District 2 (Chamblis), District 5 (Cummings), District 7 (Lilligren), District 8 (Muse) |
| Policy/Legal Reference: | FTA Circular 4702.1b Council policies OEE0 6-1 Title VI Major Service Change Policy, OEE0 6-2 Title VI Disparate Impact and Disproportionate Burden Policy |
| Staff Prepared/Presented: | Wes Kooistra, General Manager, 612-349-7510 Adam Harrington, Director, Service Development, 612-349-7797 Cyndi Harper, Manager of Service Planning, 612-349-7723 |
| Division/Department: | Metro Transit/Service Development |

Proposed Action

That the Metropolitan Council approve the results of the Title VI Service Equity Analysis for the METRO D Line and Related Local Service Changes.

Background

Metro Transit's newest bus rapid transit line, the D Line, is scheduled to open in December 2022. It will substantially replace Route 5 with faster, frequent and all-day service. Because of the duplicative service, pandemic impacts on transit demand and travel patterns, and the current bus driver shortage, changes will be made to other local routes operating in the same corridor. There are five routes impacted - routes 5, 39, 133, 721 and 724.

Metro Transit is required by the Federal Transit Administration (FTA) to conduct a Title VI Service Equity Analysis (SEA) for all proposed major service changes. The D Line and changes planned for related local routes meet the Council's threshold for a major service change. The SEA reviewed the changes to better understand how service availability would change for residents. It also analyzed the extent to which impacts differ between Black, Indigenous, and people of color (BIPOC) and white non-Hispanic residents, and between low-income and non-low-income communities. The FTA also specifically requires that the SEA results be approved by the governing board and submitted as part of our next Title VI Plan update.

Planned Changes Analyzed in the SEA

1. D Line service will operate every 10-15 minutes between BCTC and Mall of America, making stops about every 1/3 to 1/2 mile at designated stations
2. North of downtown Minneapolis:
 - As a demonstration, Route 5 will operate every 30-60 minutes to provide coverage to riders at local stops between stations. The "F" branch on 26th Ave N will be eliminated, and trips will not run north of 47th Ave and Osseo Rd after Osseo Rd. construction is complete.

- Route 721 will no longer operate south of Brooklyn Center Transit Center (BCTC)
 - Route 724 trips south of BCTC, which are currently suspended, will be officially eliminated
3. South of downtown Minneapolis
- Route 5 will end at 56th St and Chicago Ave and will run every 30-60 minutes
 - Routes 39 and 133, which are currently suspended, will be officially eliminated

Outreach and Engagement

In June 2022 staff conducted outreach efforts to get the word out on the planned changes and to collect feedback. A project one-pager (in English and Spanish) was created and information was posted on Metro Transit's D Line website. Engagement was done primarily by sharing the one-pager during in-person engagement at bus stops and on-board Route 5 trips. Staff reached out to D Line stakeholders and others signed up to receive electronic alerts on impacted routes via e-mail, and an article was included in the D Line newsletter. Also, the one-pager was posted at locations throughout the community, such as libraries, transit centers, grocery stores and churches.

Over 200 fliers were distributed and staff spent about 15 hours in the field talking with riders. Any adverse reactions riders had was related to change in general. No significant concerns specifically about the planned changes were received.

Results from the Service Equity Analysis

The average person regardless of race or income living in the service change area will experience an increase in trips. The average BIPOC or low-income resident experiences a greater increase than the average white or non-low-income resident. No disparate impact or disproportionate burden.

The Executive Summary from the SEA report is attached, and the full report is available online.

Rationale

Since the review finds that the proposed service changes will not result in disparate impact on BIPOC residents nor disproportionate burden on low-income communities, staff intends to move forward with these changes when the D Line opens.

Thrive Lens Analysis

This business item supports several Thrive outcomes, most notably the Equity outcome, which states that all residents share in the benefits and challenges of growth and challenges of growth and change.

The D Line and routes 5, 721 and 724 are all classified as routes primarily serving low-income or BIPOC communities. Nearly 80% of the census block groups served by Route 5, which provides the large majority of the service in the corridor today, have a BIPOC population exceeding the regional average. Nearly 70% of the census block groups served by Route 5 have a low-income population exceeding the regional average.

Funding

The SEA costs \$10,843 and funds are included in the annual operating budget.

Small Business Inclusion

The Title VI analysis was performed by SRF Consulting as a work order under master contract 19P018 Contract for Fulfilling Title VI Requirements. The master contract was procured in 2019 in compliance with Council Procurement procedures, which include a review by the Office of Equity and Equal Opportunity. They did not set a Disadvantaged Business Enterprise goal.





METRO D Line & Local Bus Service Plan Update

Cyndi Harper | Manager of Route Planning
August 22, 2022 Transportation Committee

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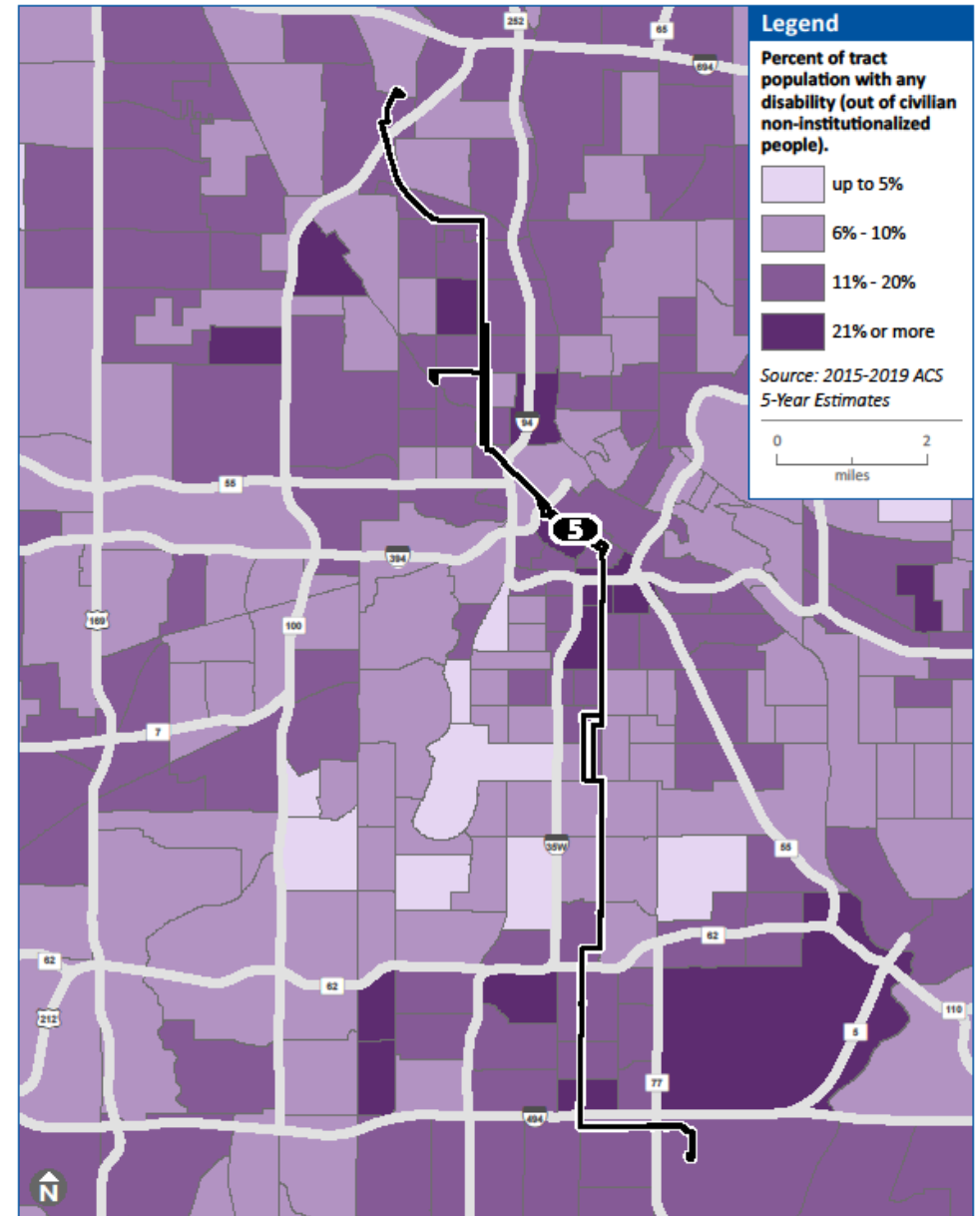
D Line – Opening Day Plan

- **Service starts** December 2022 pick
- 18-mile line connects neighborhoods and destinations in Brooklyn Center, Minneapolis, Richfield and Bloomington
- Substantially replaces Route 5, about 20% faster travel time
- **D Line** trips run every 10-15 minutes daily
- Stations every 1/3 to 1/2 mile
- Station amenities include
 - Shelter, heat and light
 - Off-board fare collection
 - Real-time signs



Guiding Principles

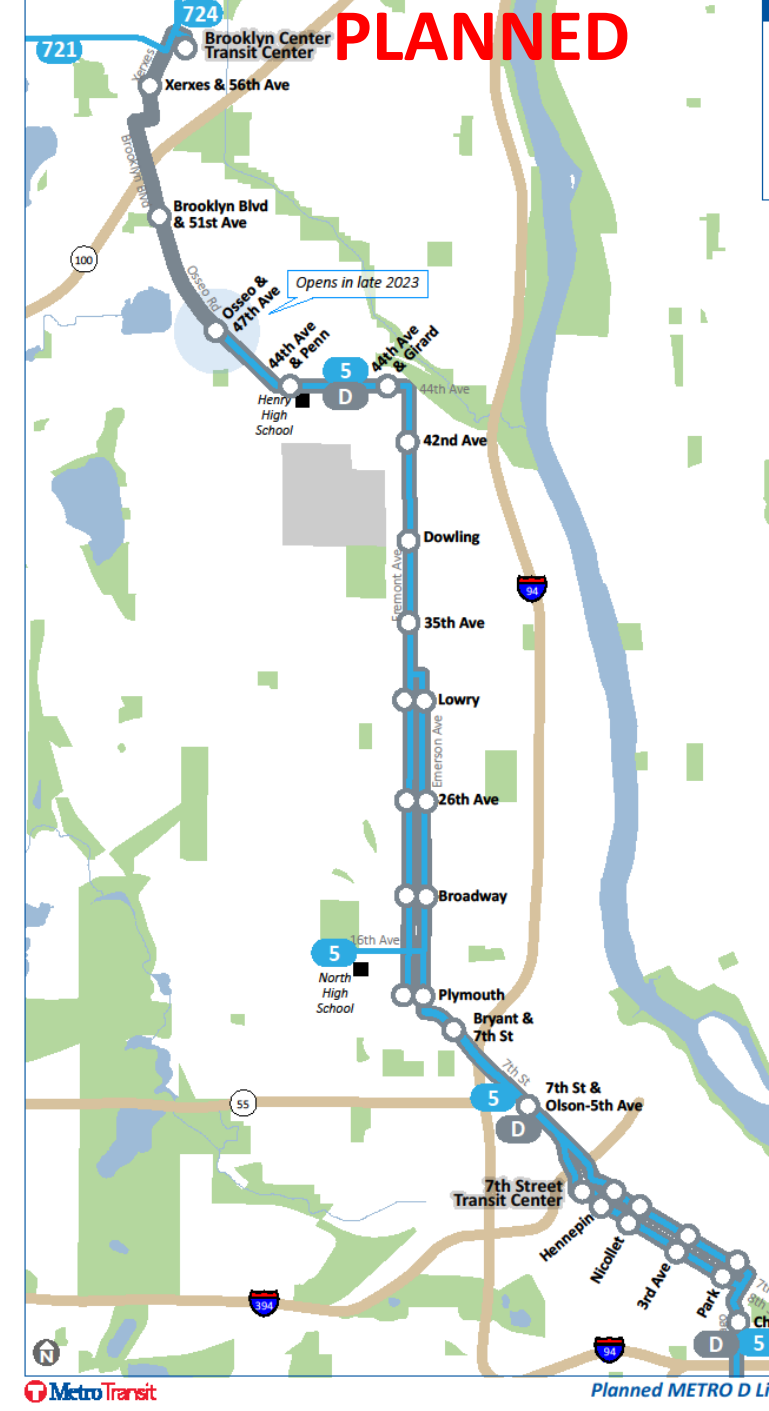
- Balance ability to provide local and BRT service in D Line corridor
 - Account for operator shortage
- Minimize impacts to sensitive populations
 - Low income
 - People of color
 - Limited mobility
- Consider both route coverage and productivity
- Honoring community relationships in the BRT process
 - Consider previous D Line outreach & engagement
 - Safety and equity for riders



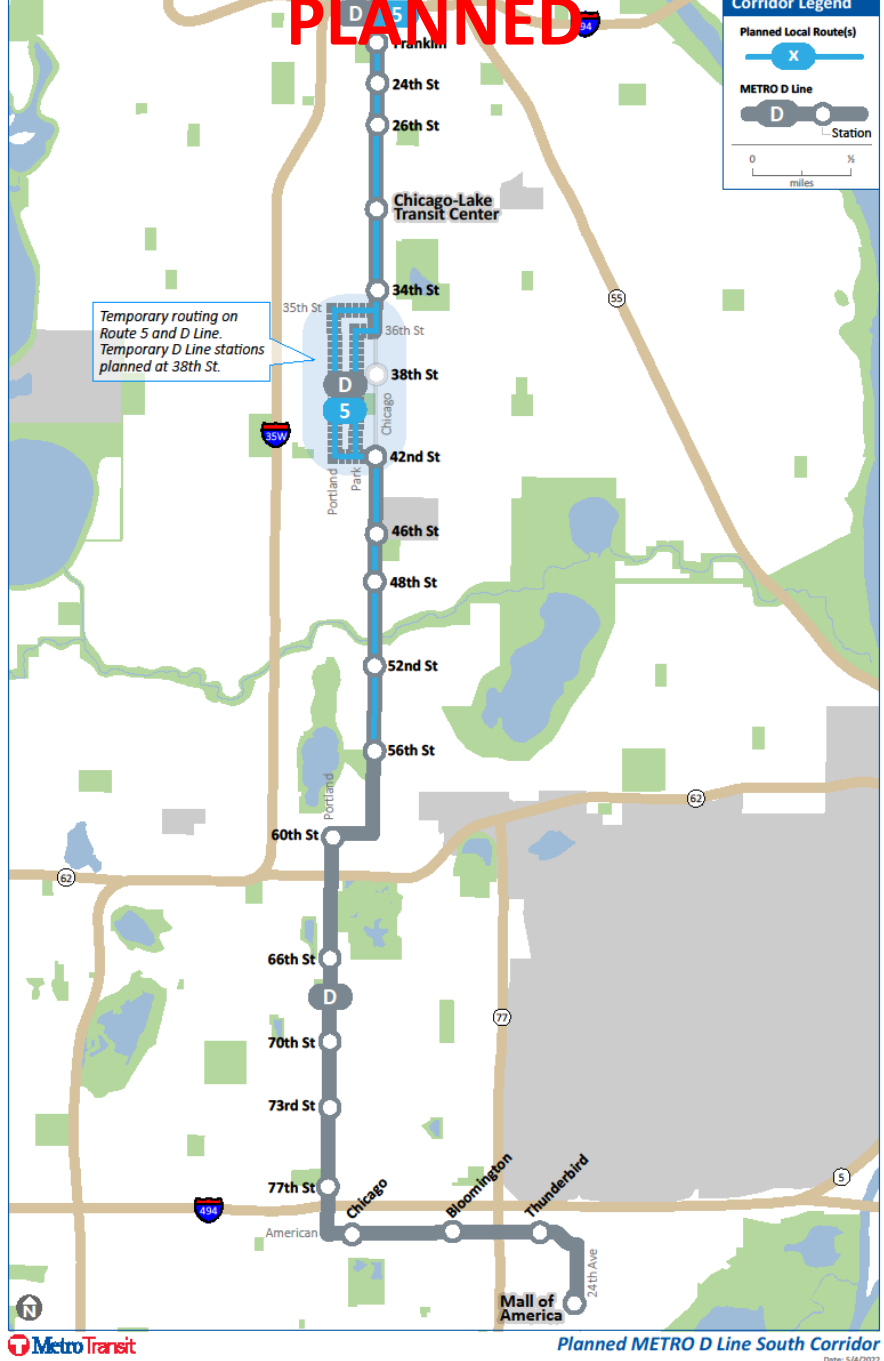
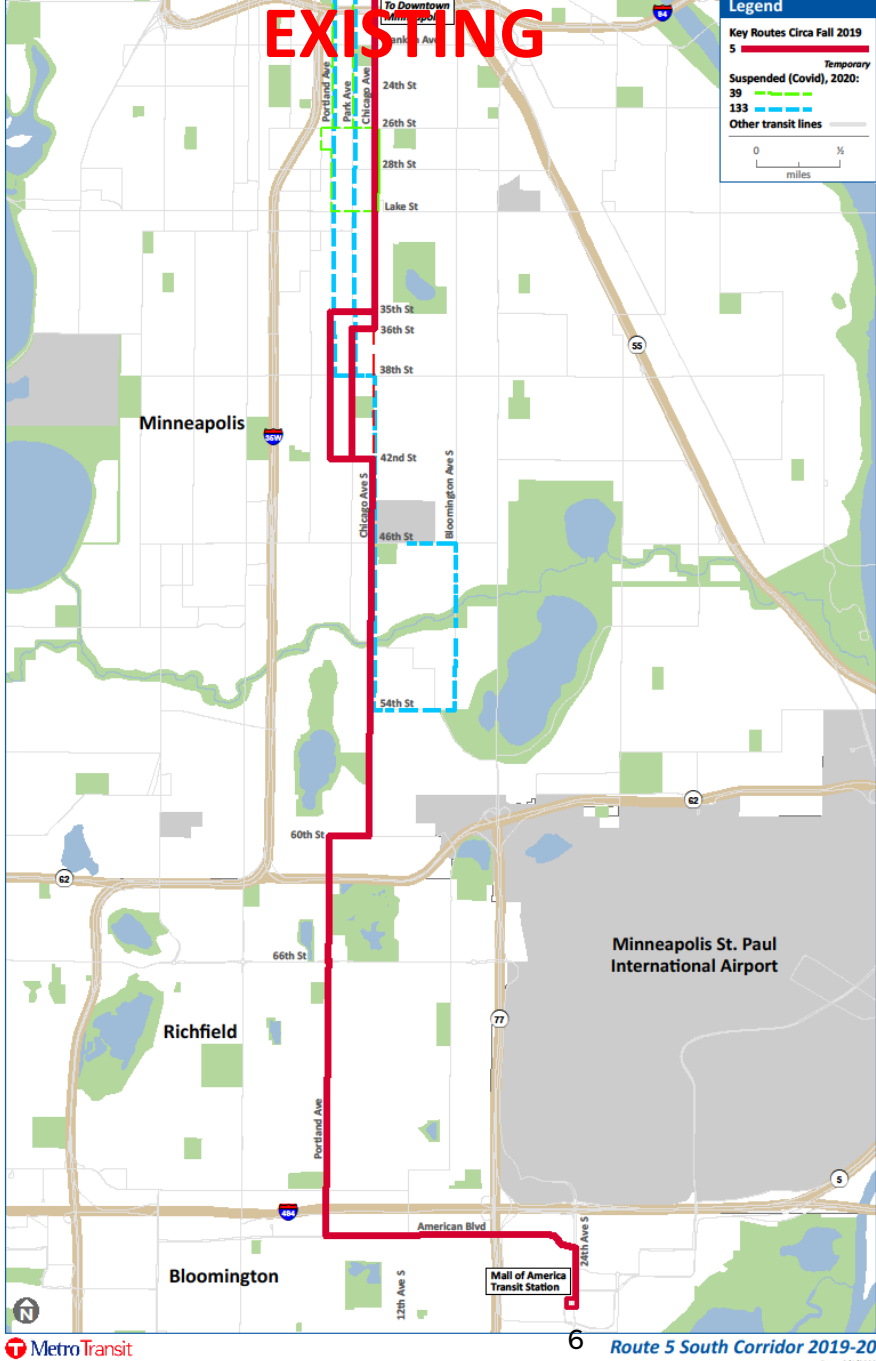
EXISTING

PLANNED

- **Route 5 demonstration**
 - Reduced to 30-60 min daily
 - 26th Ave N: “F” branch elimination
- **Route 721, 724 south of BCTC**
 - No service to downtown Minneapolis
 - Replaced by D Line, marginal travel time difference
- **Osseo Road**
 - Construction starts Spring 2023; new BRT station at Osseo & 47th Avenue
 - No local service north of 47th Ave after construction completion



- **Route 5 terminal at 56th St & Chicago Ave**
 - No Route 5 local service south of 56th Street to Mall of America
- **Routes 39, 133 will be officially eliminated**
 - Replaced by D Line, marginal travel time difference



Summer Outreach and Engagement

- **Tools**
 - One-pager
 - D Line website
 - MN Spokesman Recorder article
- **Methods**
 - In-person engagement at stops, on Route 5
 - D Line newsletter
 - Electronic rider alerts, transit center message boards
 - Post one-pager within the community
- **Feedback**
 - No concerns heard about the specific changes
 - Concern about change in general

Planned Changes Coming

Local routes in the D Line corridor
(Routes 5, 39, 133, 721, 724)

Route 5 is Metro Transit's highest ridership route, serving approximately 15,000 customers per weekday in 2019. Because of the duplicative service in the future METRO D Line corridor and the current bus driver shortage, changes will be made to existing service.

Route 5 will see the largest impact of these reductions as the D Line will substantially replace Route 5 and will be the primary transit service in this corridor, running every 10-15 minutes seven days a week. This 18-mile line connects neighborhoods and destinations in Brooklyn

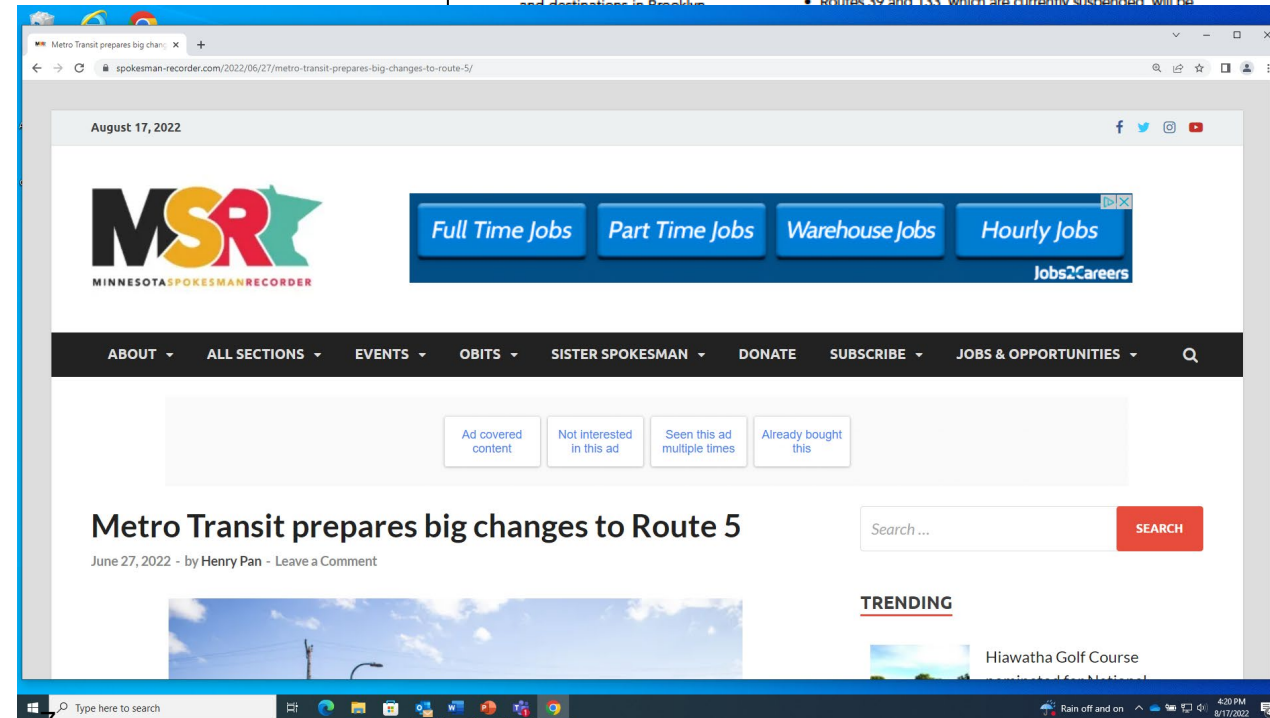
Beginning in December 2022, several changes will be made to the Route 5 corridor and connecting bus routes:

Northside changes

- Route 5 "F" branch on 26th Ave. N. will be eliminated.
- Route 721 will no longer operate south of Brooklyn Center Transit Center (BCTC).
- Route 724 trips south of BCTC, which are currently suspended, will be permanently eliminated.

Southside changes

- Route 5 will end at 56th St. and Chicago Ave. and will operate every 30-60 minutes.
- Routes 39 and 133, which are currently suspended, will be



Title VI Service Equity Analysis (SEA)

- FTA requirement for Major Service Changes
- Analyzes planned service changes to ensure they are not discriminatory
 - Uses weekly trip count change to understand how service availability changes
 - Reviews how impacts differ between BIPOC and white non-Hispanic residents, low-income and non-low-income communities
- Council policy: “80% rule”
 - Adverse effects are borne by non-BIPOC or non-low-income populations at a rate less than 80% of the adverse effects being borne by BIPOC or low-income communities
 - Benefits are provided to BIPOC or low-income groups at a rate less than 80% of the benefits provided to non-BIPOC or non-low-income populations
- Results
 - The average person living in the service area will benefit from an increase in trips, regardless of race or income
 - The average BIPOC or low-income resident experiences a greater increase than white or non-low-income residents
 - No disparate impact or disproportionate burden



Proposed Action

That the Metropolitan Council approve the results of the Title VI Service Equity Analysis for the METRO D Line and Related Local Service Changes



Thank You!

Cyndi Harper

Cyndi.harper@metrotransit.org