



2021 Service Equity Evaluation

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Service Equity Evaluation

- How have we changed our service since late 2020?
- How have ridership patterns changed?
- Do our service changes meet Title VI thresholds?
- How do 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 2021

- COVID-19 Response
 - TSA face mask mandate established in March
 - Minneapolis and St. Paul public schools resume in-person learning in April
 - Vehicle capacity limits lifted in May
 - Minnesota's COVID-19 Peacetime Emergency ended July 1
 - Employers and colleges/universities plan increased in-person activities in fall
- Operator Shortage Emerges
 - Metro Transit re-started hiring in March, with limited success
 - Service reliability challenges in late 2021



2021 Service Baseline

- Early 2021 service levels similar to Fall 2020
- METRO LRT, BRT and most local routes at 90-100% of pre-COVID service levels
- Limited service on commuter/express routes
 - 50+ routes remained suspended
- 2 AM & 2 PM Northstar trips



2021 Service Change Highlights

March & June

- METRO LRT: Hours of 10-minute service reduced
- School trips resume in April
- Route 63 added to High-Frequency Network

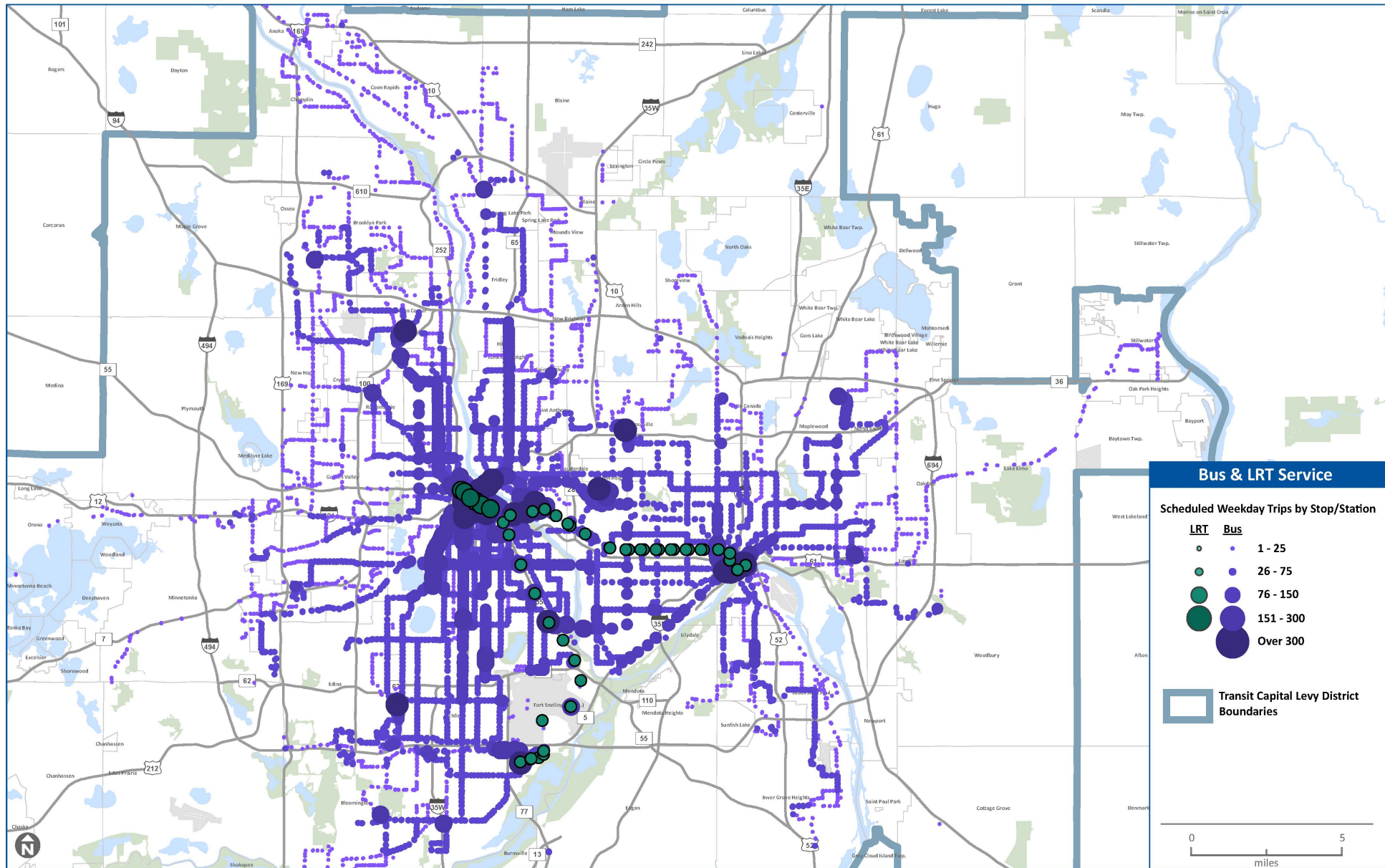
August

- Commuter/express service expanded in key corridors
- Some commuter/express routes restored, including University of Minnesota routes
- METRO LRT: Hours of 10-minute service expanded
- Route 3 Better Bus Routes improvements

December

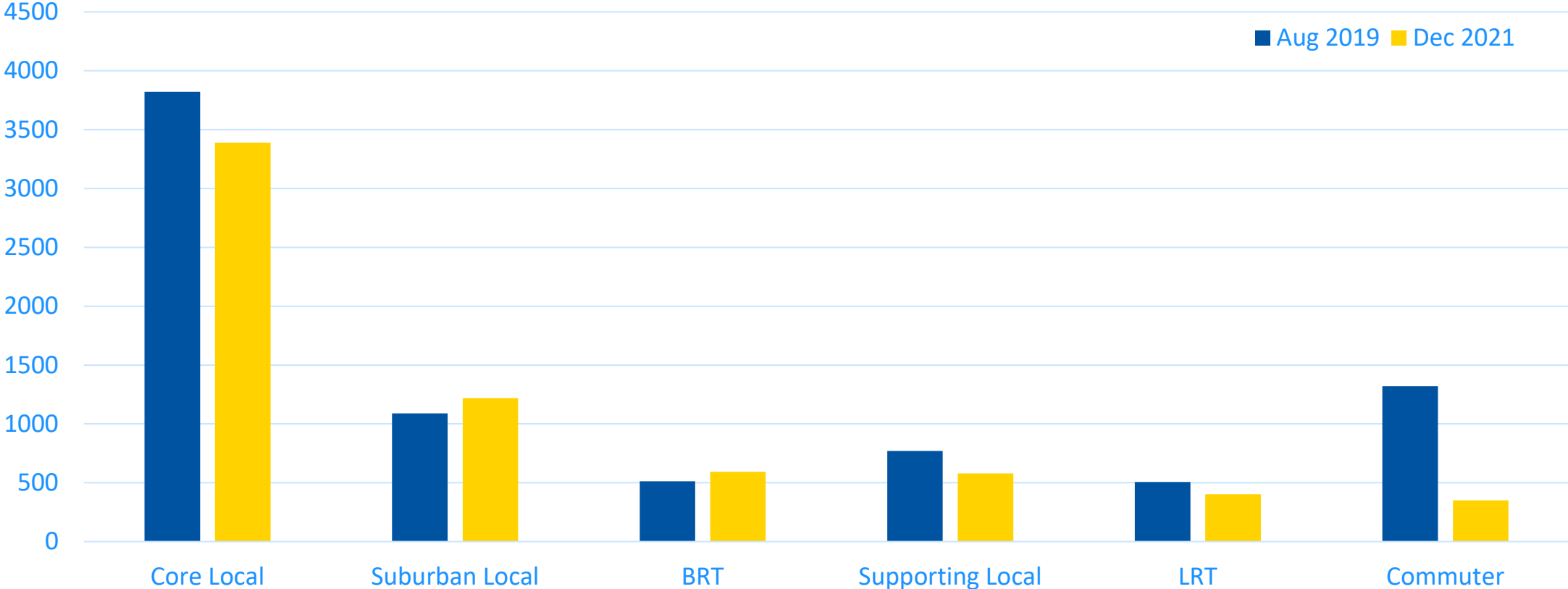
- METRO Orange Line and connecting bus service implemented, scaled back from approved plans
- Frequencies reduced on METRO Blue, Green and A lines and local routes
- Commuter/express service reduced
- Service suspended on select local and commuter/express routes



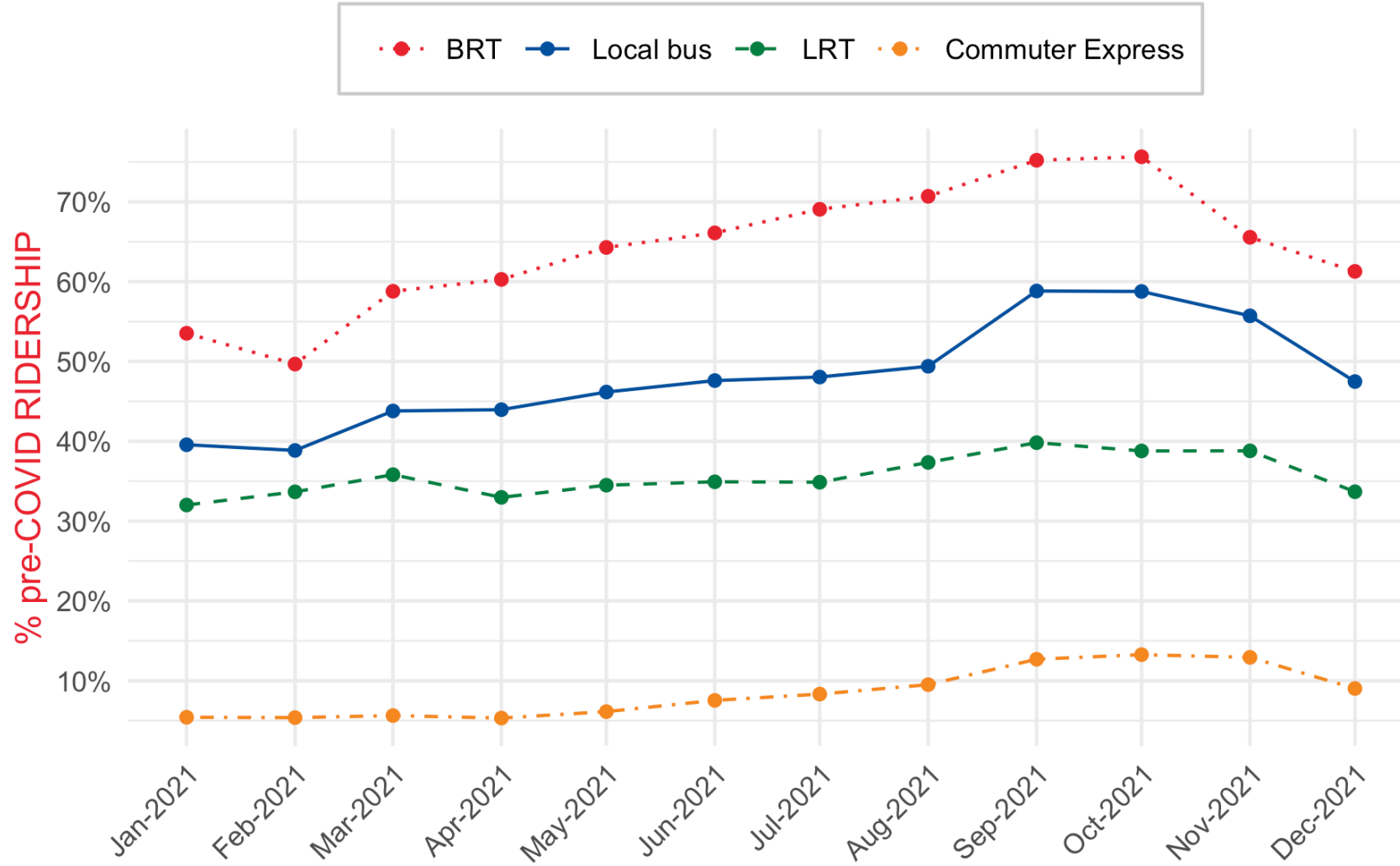


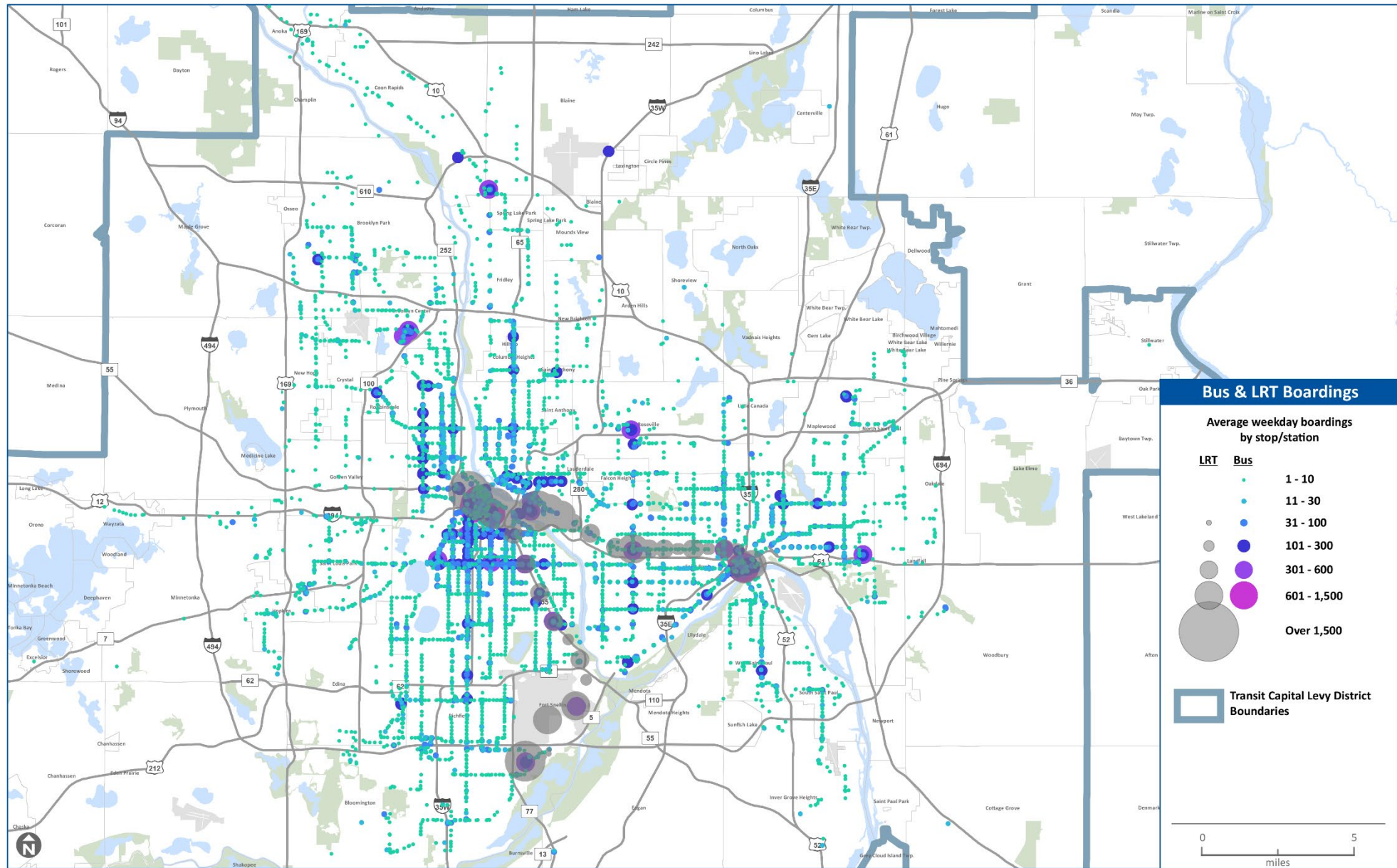
Weekday Trips by Stop December 2021

Weekday Trip Counts, August 2019 – December 2021



Ridership Recovery by Mode





Weekday Ridership by Stop Fall 2021

Title VI Service Equity Analysis (SEA)

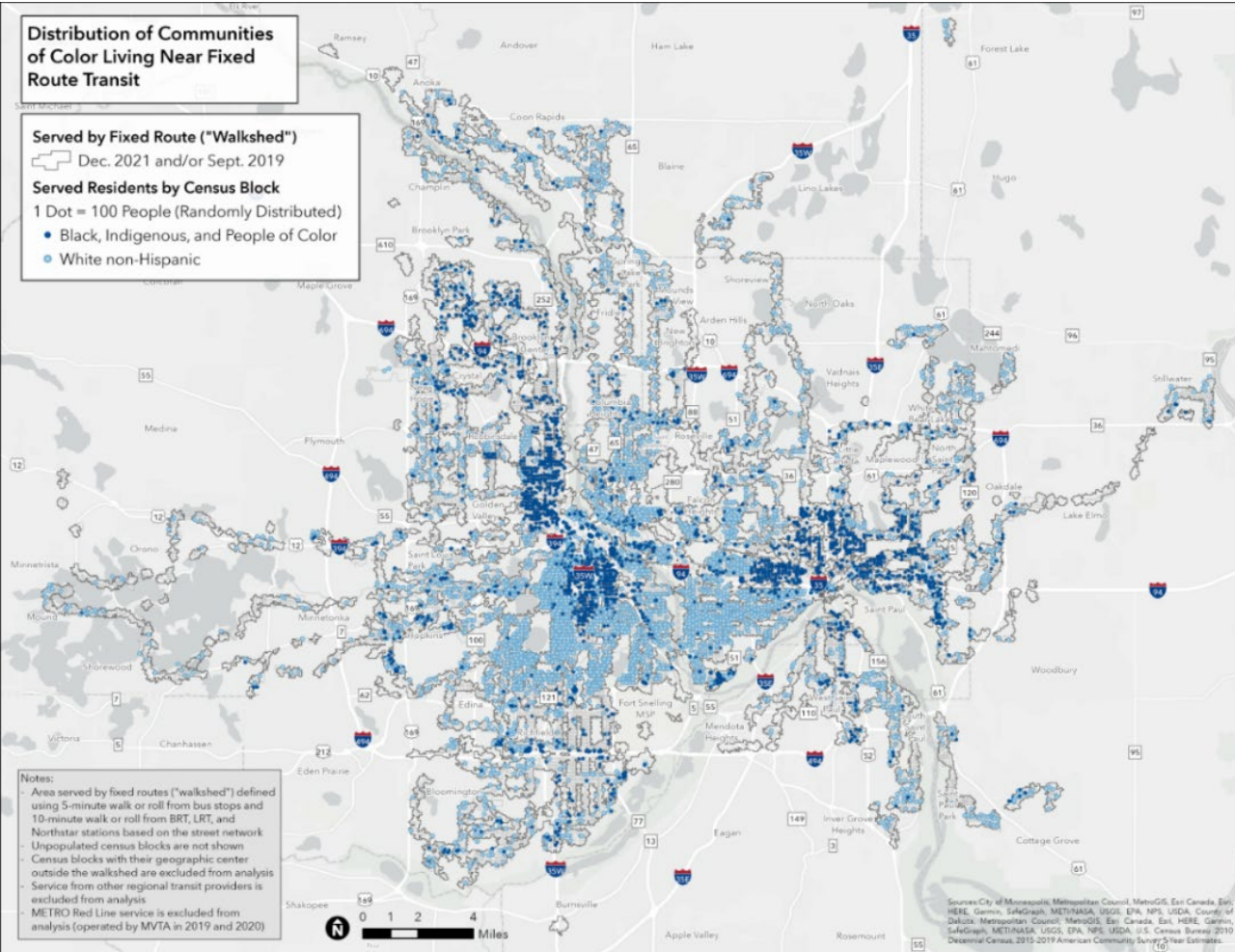
- Federal law requires transit agencies to show they are not discriminating when providing transit service
 - Black, Indigenous and People of Color (BIPOC) groups
 - Low-income communities
- SEA reviews how access to transit has changed over time
 - Service availability is defined as the number of trips in a given area
 - Two comparisons: Dec 2021 vs Sept 2020, Dec 2021 vs Sept 2019
 - 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

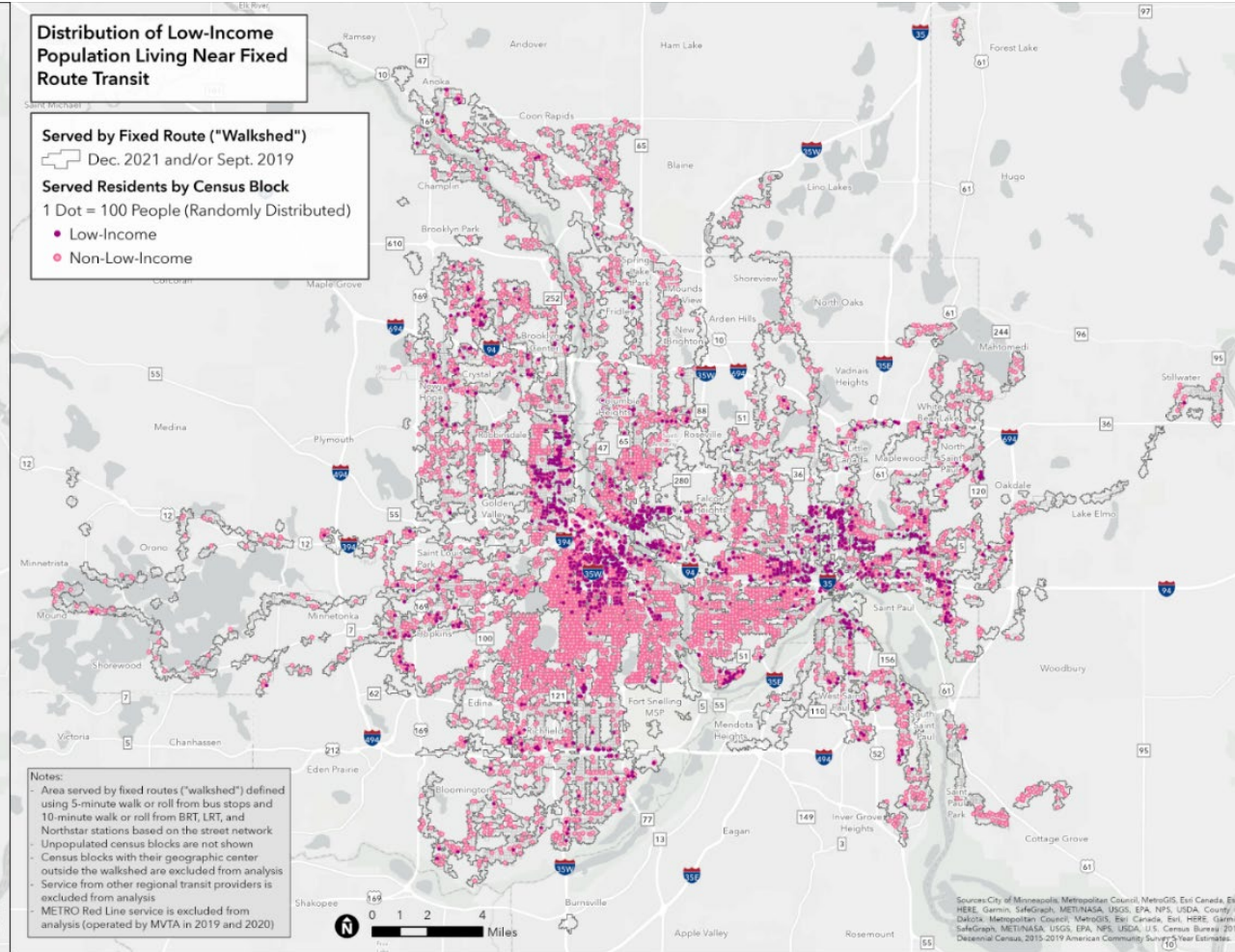
- Required for all major service changes
 - 25% change in hours on a route or in an area
 - New routes and eliminated service
- Disparate Impact and Disproportionate Burden threshold
 - Determines when a difference is significant enough to result in a potential for discrimination
 - Met Council policy is “80% rule”
 - BIPOC, low-income groups must receive at least 80% of the benefits that White (non-Hispanic) or non-low-income populations receive
 - White (non-Hispanic) or more affluent residents must bear at least 80% of the adverse effects that BIPOC, low-income groups experience



Communities Living Near Transit



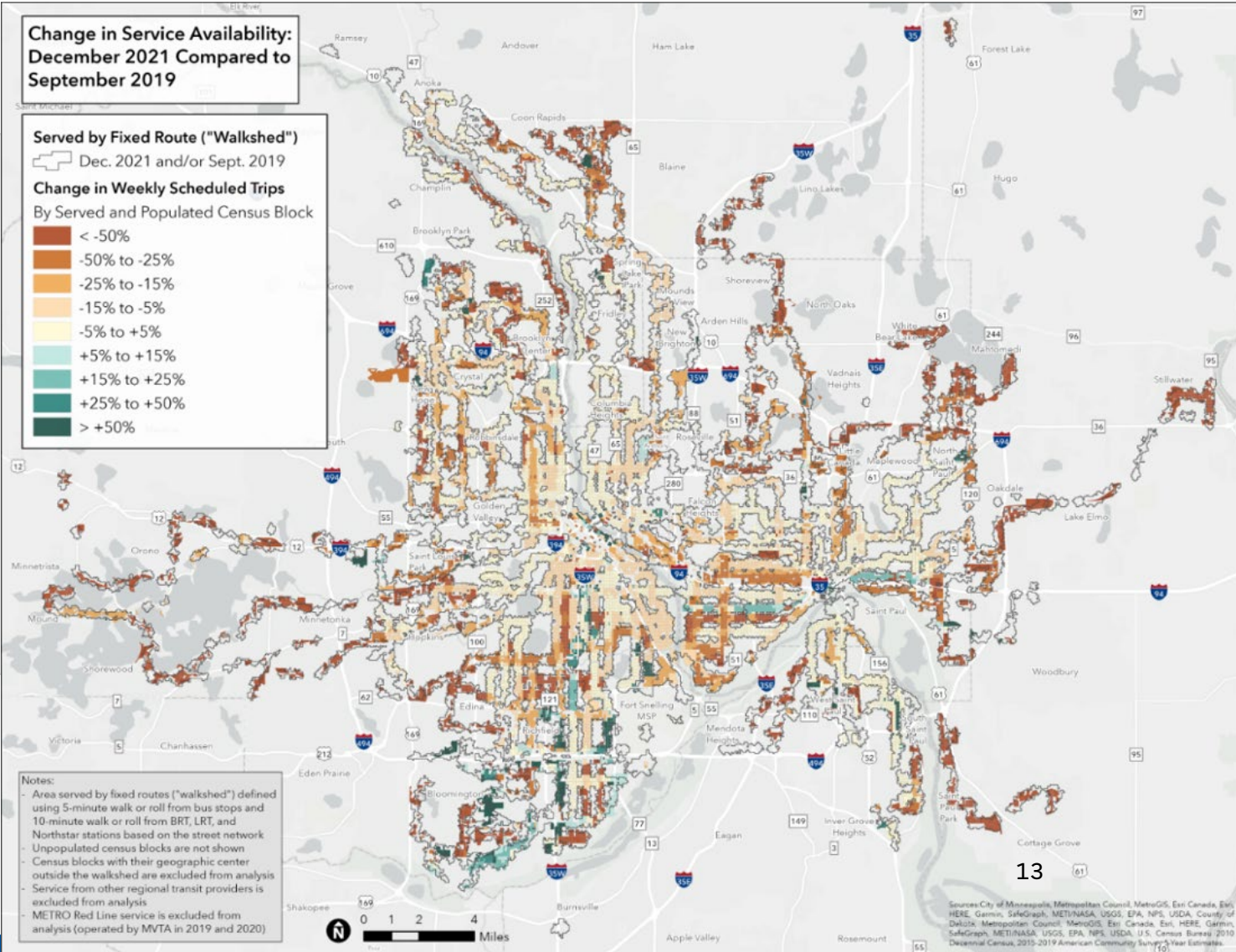
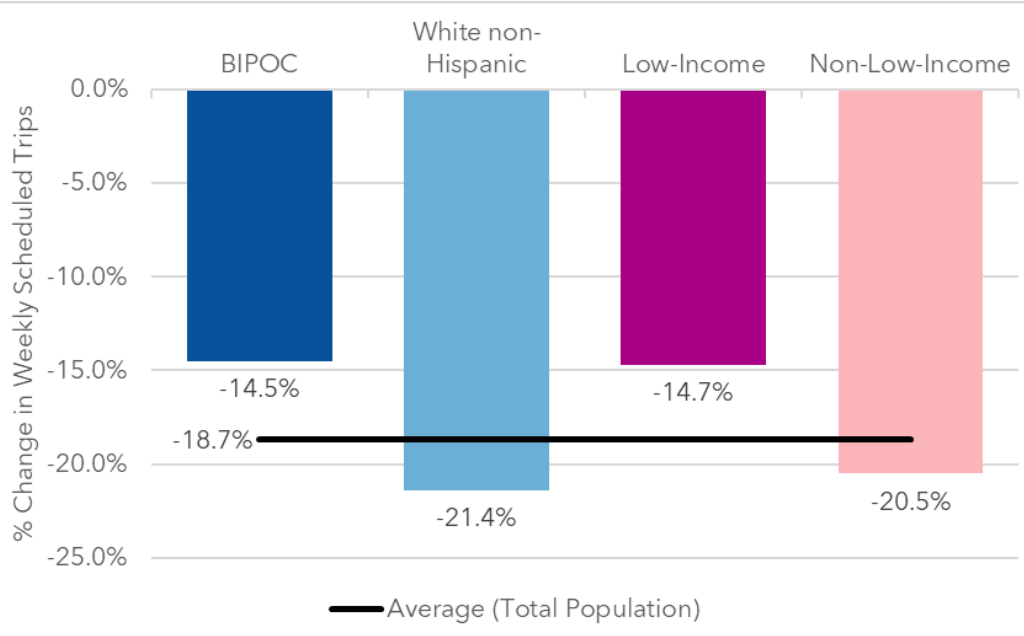
Communities of Color



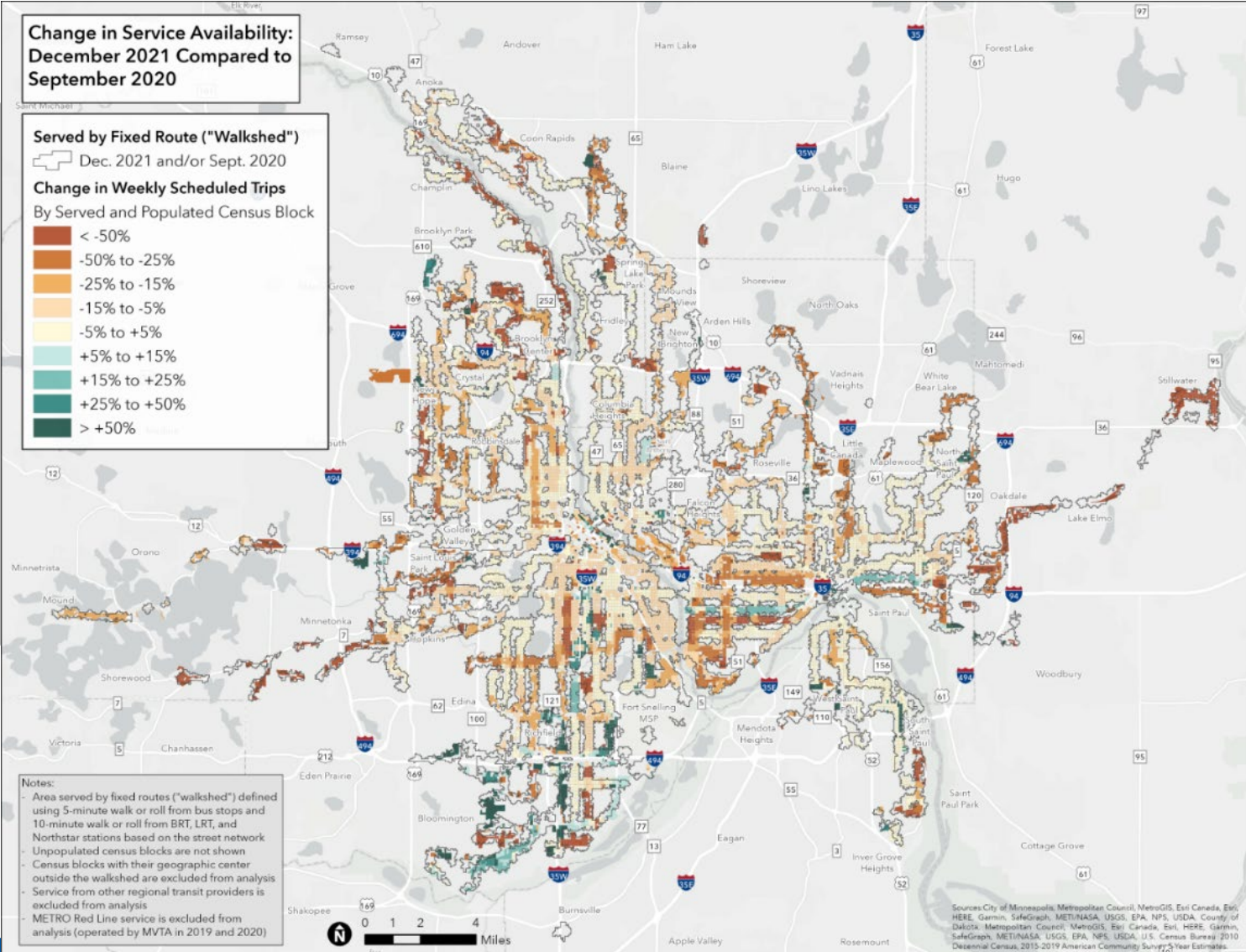
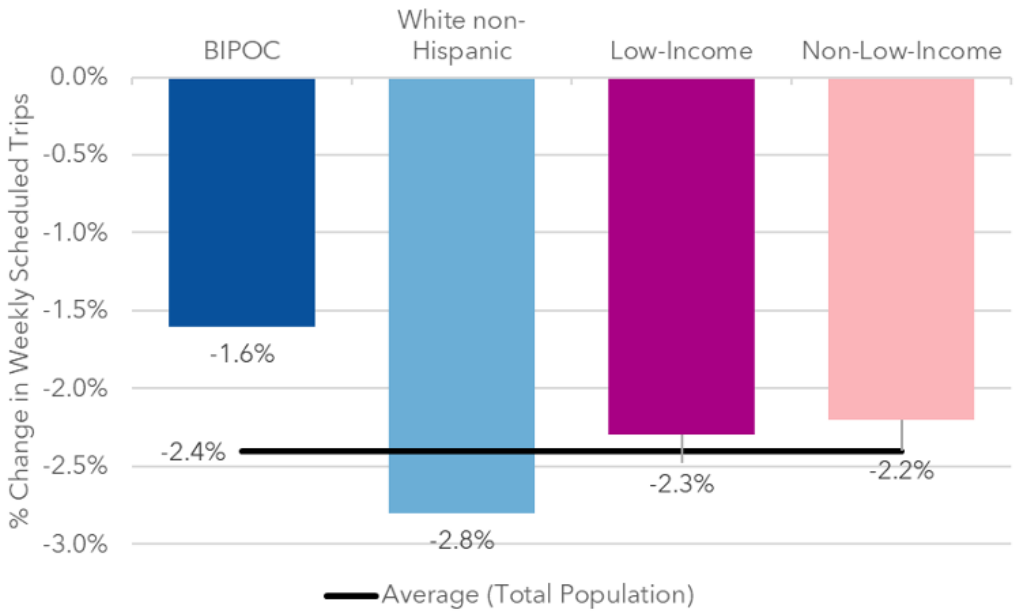
Low-income communities



Change in Service Availability (Dec 2021 vs Sept 2021)



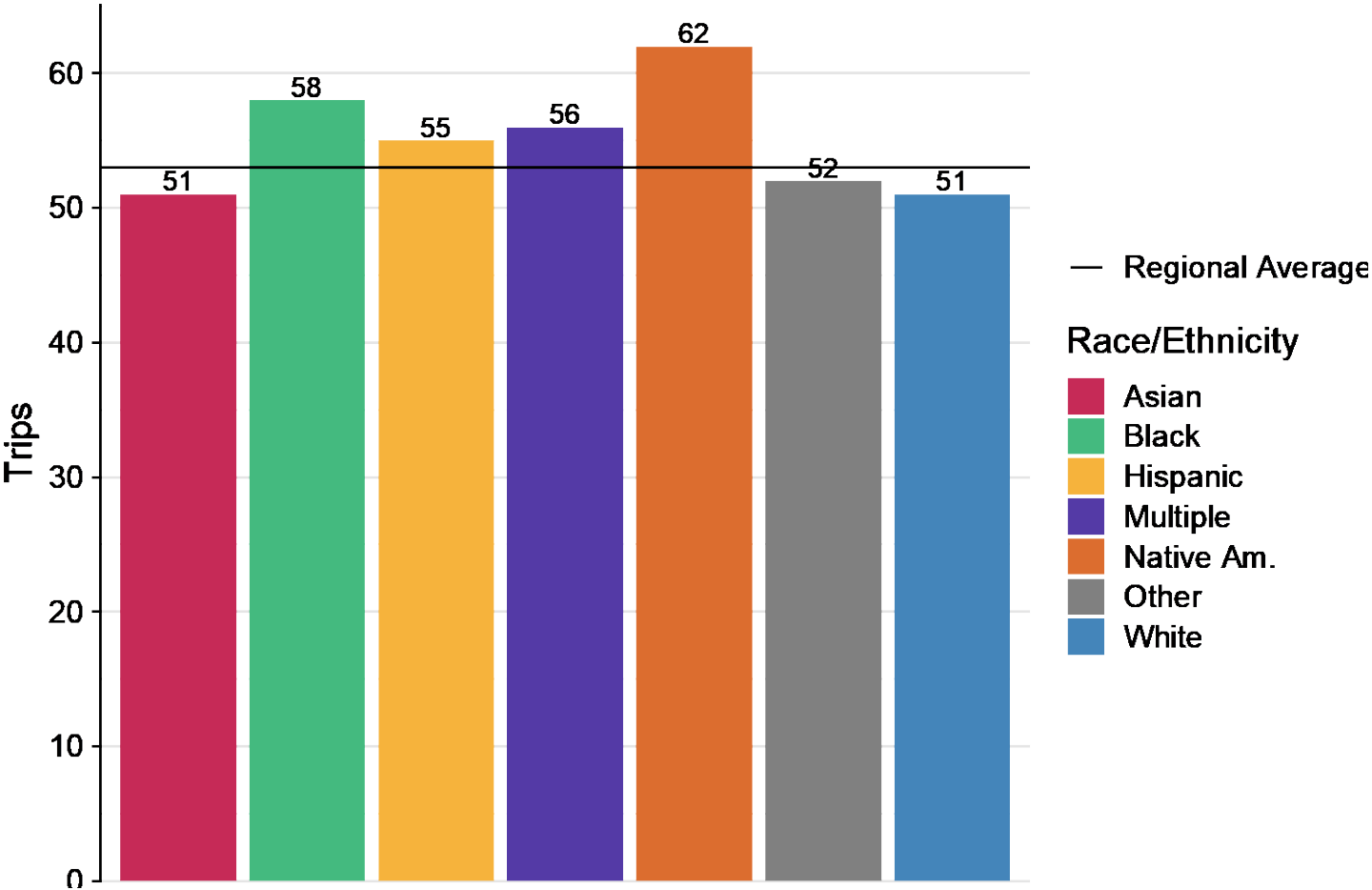
Change in Service Availability (Dec 2021 vs Sept 2020)



Service Metrics by Race & Ethnicity

- Service Availability
 - Trip Count
 - Frequent Service
- Service Reliability
 - On-time Performance
 - Trip Cuts
- Service Outcomes
 - Access to Jobs

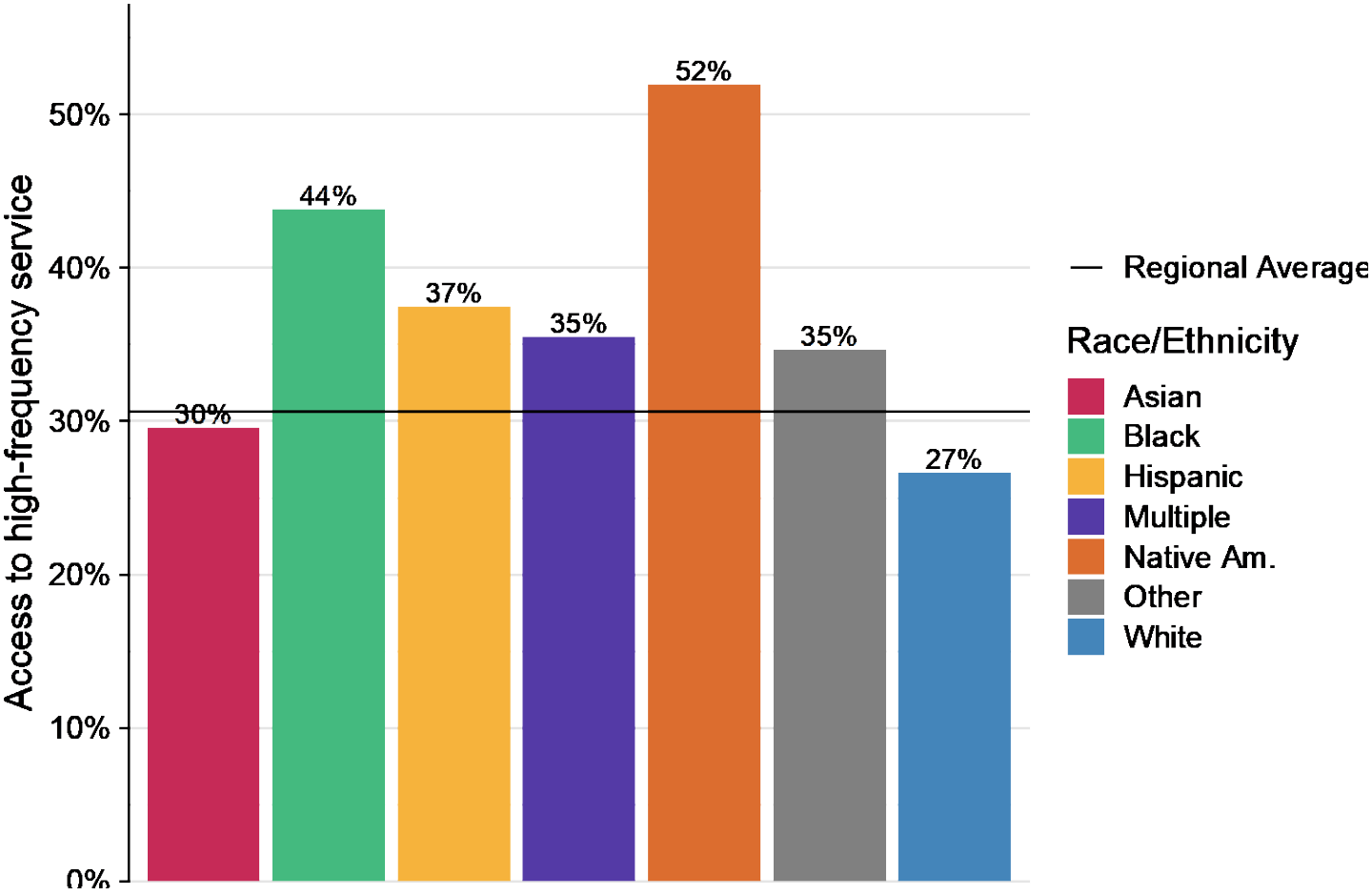
Service Availability by Race & Ethnicity: Trip Count



Black and Native American residents live near more service.



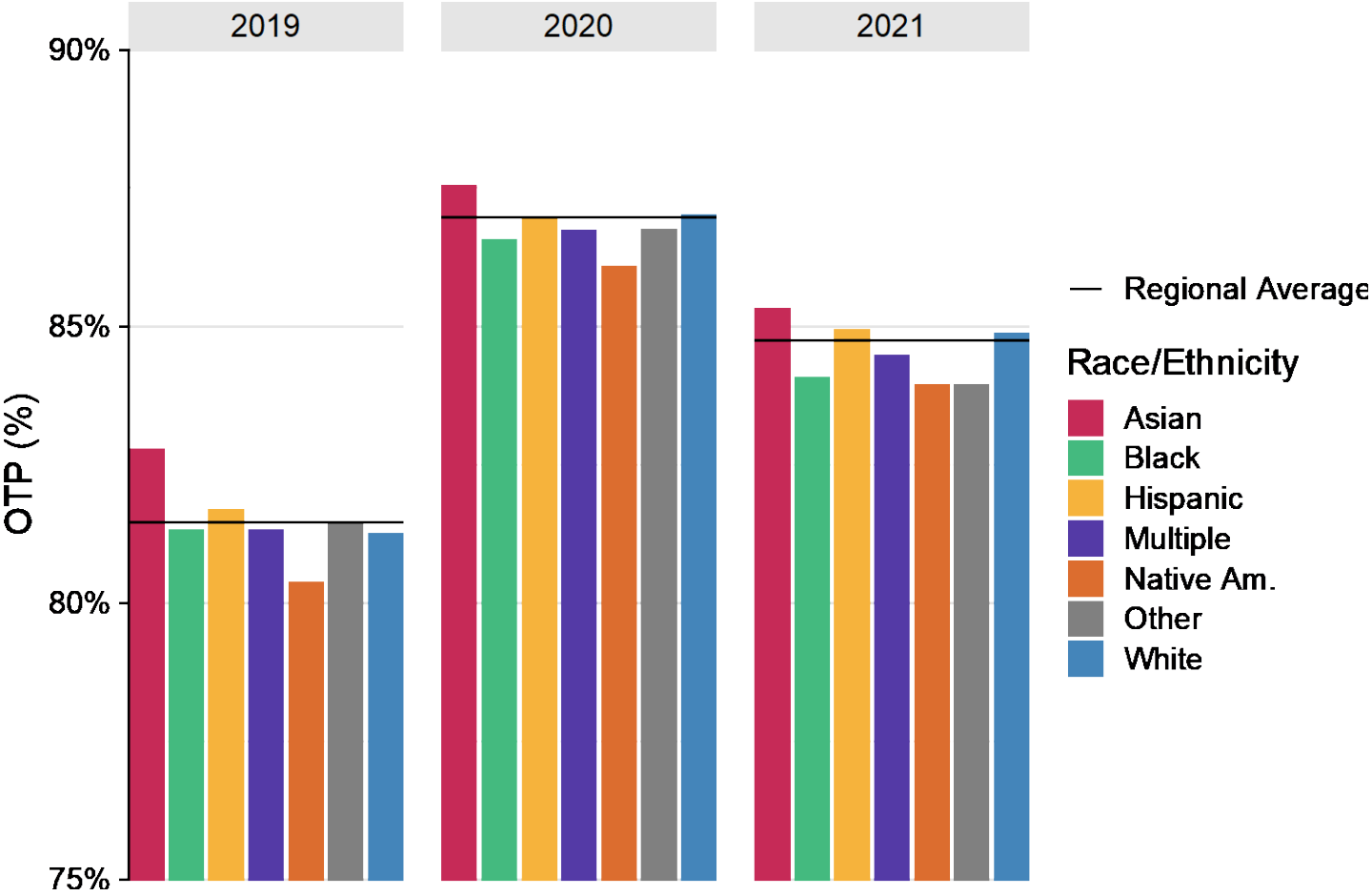
Service Availability by Race & Ethnicity: High Frequency Service



Native American residents have twice the access to high-frequency service compared to white residents



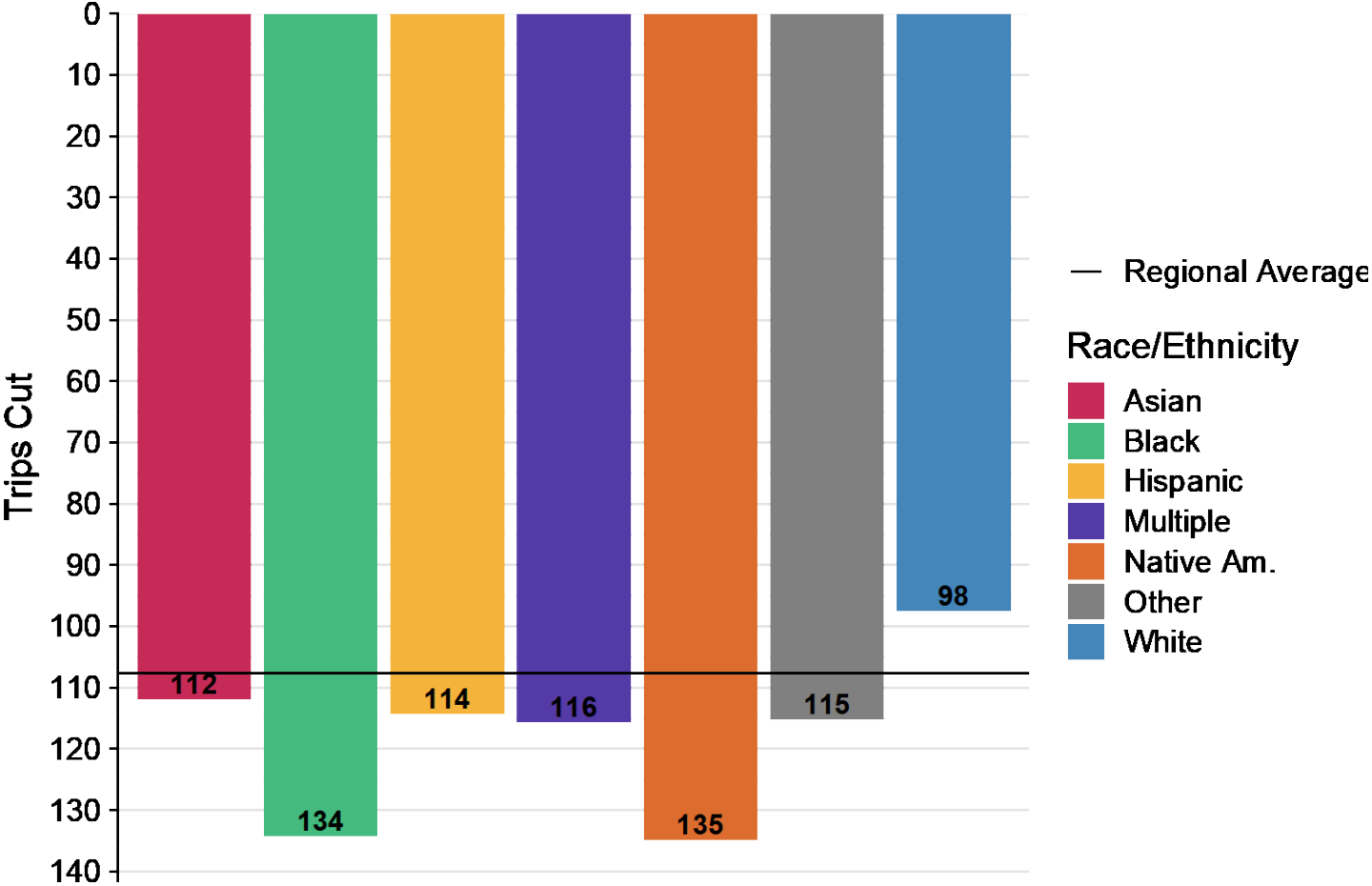
Service Reliability by Race & Ethnicity: On-Time Performance



Black and Native American residents have access to service with slightly worse OTP than other residents.



Service Reliability by Race & Ethnicity: Cut Trips

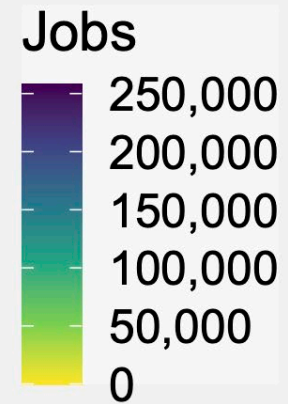


Black and Native American residents experience more cut trips, on average, compared to White residents.

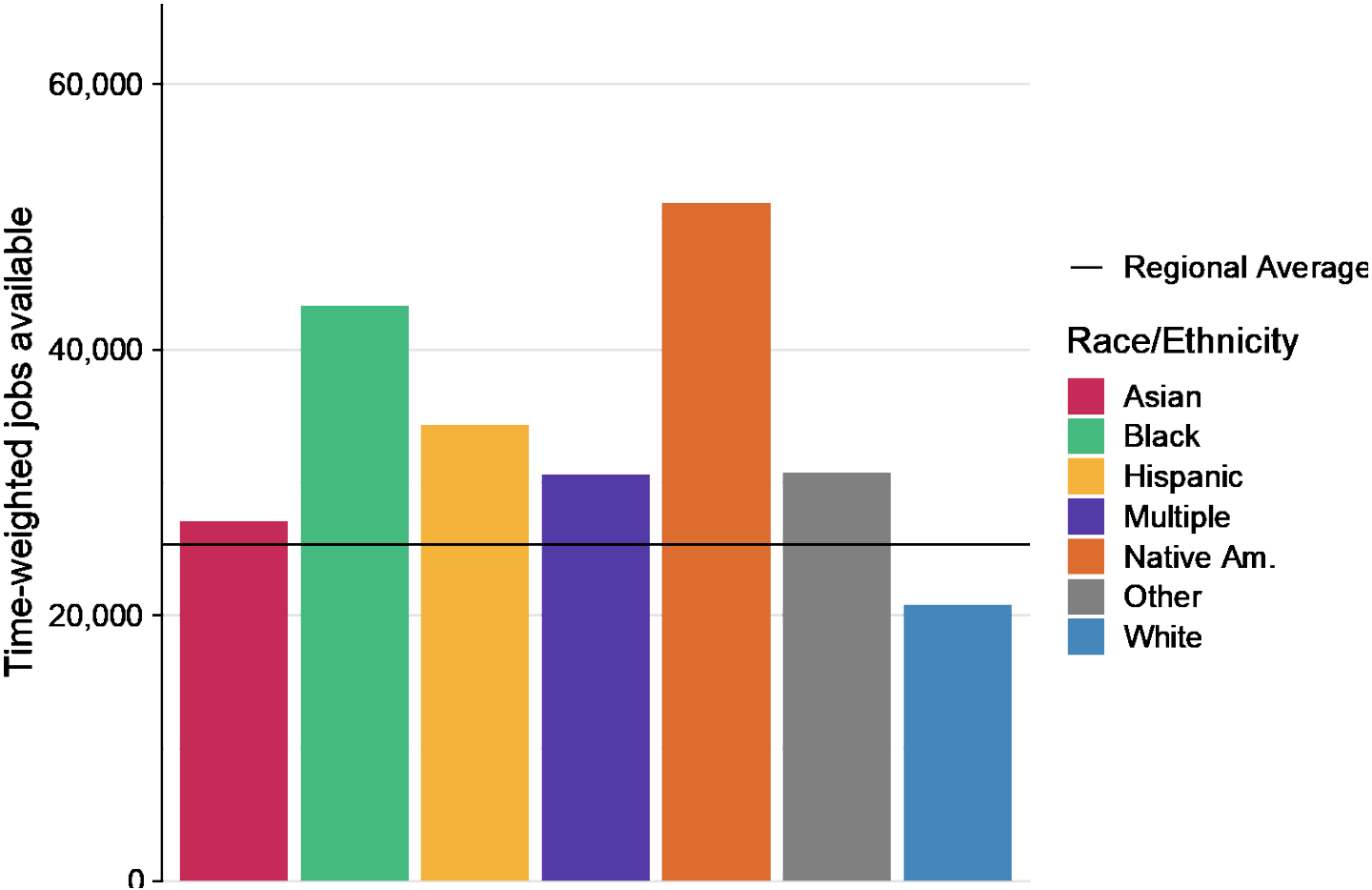


Service Outcomes by Race & Ethnicity: Access to Jobs Map

- More service, more jobs!



Service Outcomes by Race & Ethnicity: Access to Jobs



Black and Native American residents have access to more jobs within a reasonable time on transit compared to other groups.



Equity Practices in Service Planning

- Title VI Practices
 - Service Monitoring Study every three years
 - SEA for new METRO Orange Line corridor changes
 - SEA Peer and methodology review
- Routine Practices
 - Vehicle Assignment
 - Customer Surveys
 - Prioritizing Speed and Reliability Improvements



Thank You!

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