

# Business Item

Transportation Committee



Committee Meeting Date: August 22, 2022

For the Metropolitan Council: September 14, 2022

## Business Item: 2022-220

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

<b>District(s), Member(s):</b>	District 2 (Chamblis), District 5 (Cummings), District 7 (Lilligren), District 8 (Muse)
<b>Policy/Legal Reference:</b>	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
<b>Staff Prepared/Presented:</b>	Wes Kooistra, General Manager, 612-349-7510 Adam Harrington, Director, Service Development, 612-349-7797 Cyndi Harper, Manager of Service Planning, 612-349-7723
<b>Division/Department:</b>	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 26<sup>th</sup> Ave N will be eliminated, and trips will not run north of 47<sup>th</sup> 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 56<sup>th</sup> 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.

