



~ NOTICE OF MEETING ~
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS PUBLIC HEARING
2910 East Fifth Street Austin, TX 78702

~ AGENDA ~

Wednesday, March 13, 2019

12:00 PM

Capital Metro Board Room

I. Presentations:

1. Proposed June 2019 Service Changes

II. Public Comment:

III. Items for Future Discussion:

IV. Adjournment

ADA Compliance

Reasonable modifications and equal access to communications are provided upon request. Please call (512) 369-6040 or email ed.easton@capmetro.org if you need more information.

BOARD OF DIRECTORS: Wade Cooper, Chair; Delia Garza, Vice Chair; Eric Stratton, Secretary; Terry Mitchell; Rita Jonse; Ann Kitchen, Jeffrey Travillion and Pio Renteria.

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.

Capital Metropolitan Transportation Authority MEETING DATE: 03/13/2019
Board of Directors (ID # 4352)
Proposed June 2019 Service Changes

TITLE: Proposed June 2019 Service Changes

June 2019 Service Changes

Public Hearing – March 2019

CapRemap and Initial Results

- Implemented June 3, 2018
- Largest restructure in agency history
- System ridership up 3% through first six months (eight of nine months to date)
- Fine-tuning continuing to the network



Minor Schedule and Summer Service Adjustments

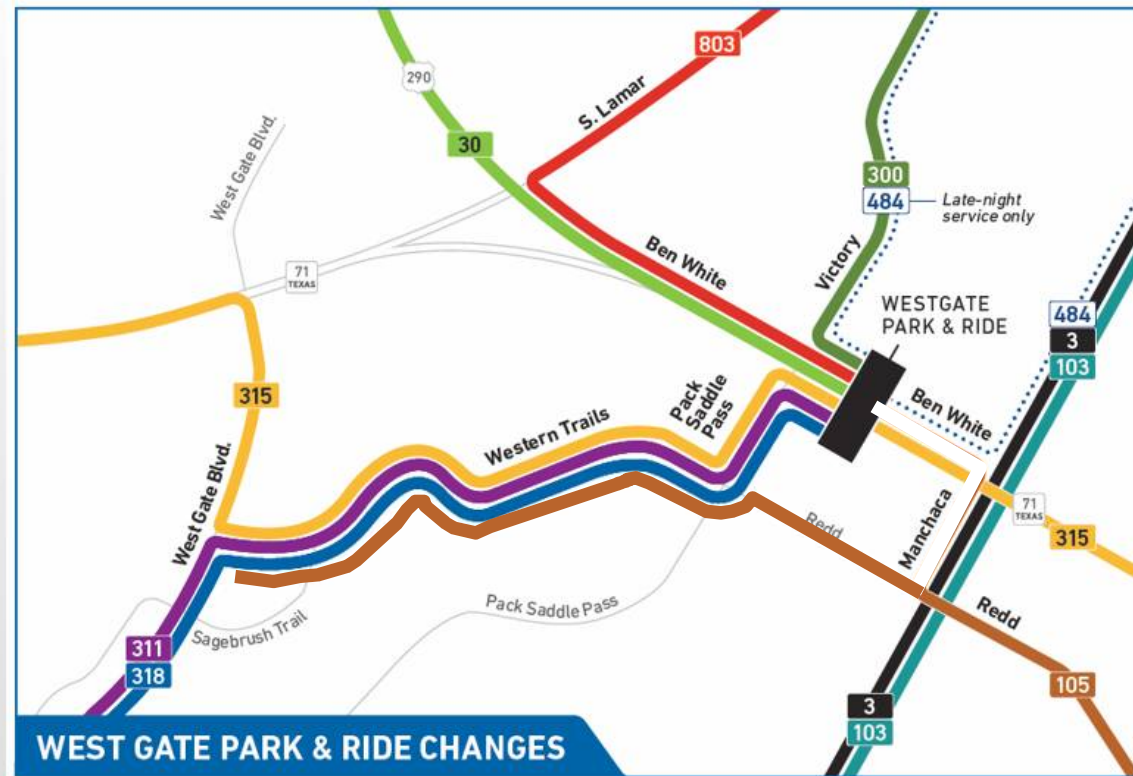
- Minor Schedule Adjustments to address On-Time Performance
- Transition to Summer Levels
 - University of Texas routes
 - E-Bus
 - Select trips on mainline routes



Westgate Transit Center

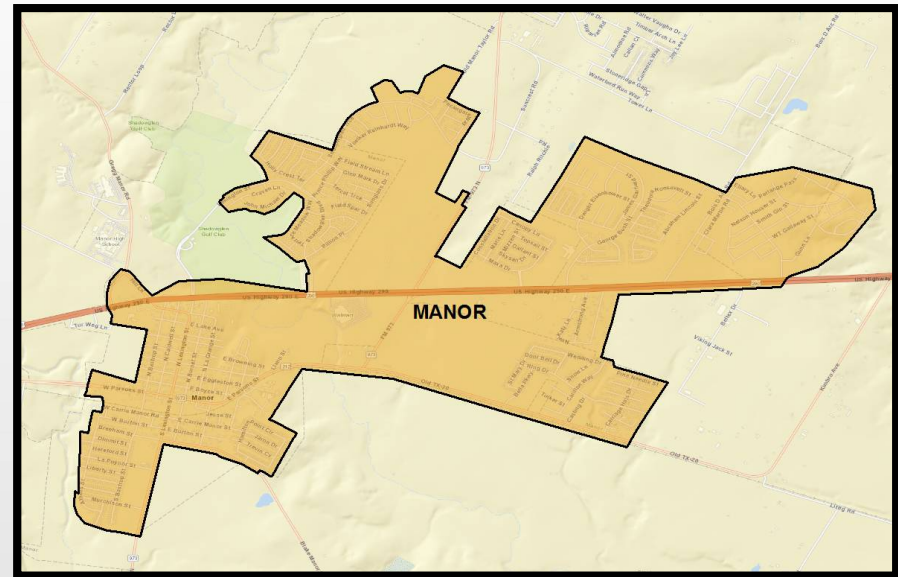
- Transit Hub for six routes
 - 803
 - 315
 - 311
 - 318
 - 300
 - 30
- Dedicated space for bikes, car-share and other modes
- Parking for 200 vehicles

Proposed routing (once facility opens):



Travis County – Transit Development Plan (TDP)

- Recent adoption by Travis County of TDP
- Coordinated effort with City of Manor
- Route 470 Manor replaced with new Pickup style service to serve both Manor and nearby unincorporated Travis County
- Hornsby Bend TDP project forthcoming (August)



Downtown Station (Construction)*

- June-October: Plaza Saltillo to serve as final southbound station during initial construction phase
- Connecting bus service provided



*Concurrent with, but not part of, June Service Change

Feedback

- Ongoing since CapRemap and recent January Service Changes
- Operator Open Houses
- Direct Customer Outreach at specific major stops/transit centers
- Public Hearing
- Final Decision – March Board Meeting

Title VI Service Equity Analysis for June 2019 Service Changes

Office of Diversity
Capital Metropolitan Transportation Authority
Austin, TX



March 2019

Executive Summary

Capital Metropolitan Transportation Authority (Capital Metro) continues to evaluate closely all bus routes throughout the system to ensure maximum efficiency of resources and the riders served. As part of our normal practice each spring, Capital Metro is proposing some minor changes (Attachment 1) as well as one major change for implementation in June 2019 that has triggered the Title VI service change equity analysis.

Capital Metro is cognizant of Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d et seq.) that states:

“No persons in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”¹

Capital Metro’s responsibility is to guarantee that all transit service, and access to its facilities, are equitably distributed and provided without regard to race, color, or national origin. Capital Metro’s goal is to also ensure equal opportunities to all individuals to participate in all local, sub regional and regional transit planning and decision-making processes.

While the proposed deletion of Route 470 may have an impact on minority or low-income groups within the system, Capital Metro has identified a viable alternative and will work to ensure that these proposals comply with federal mandates. According to the Federal Transportation Authority’s Circular 4702.1B (p. IV-11),

“One purpose of conducting service and fare equity analyses prior to implementing service and/or fare changes is to determine whether the planned changes will have a disparate impact on the basis of race, color, or national origin.”²

As an alternative to Route 470, Capital Metro has proposed a demand response service, Pickup, in partnership with Travis County that will improve access for current and potential transit users of adjacent areas. The proposed June 2019 service changes are in accordance with Capital Metro’s Service Standards and represent an incremental step in implementing Connections2025 which is designed to increase efficiency of the system while improving route directness and connectivity. Connections2025 was a plan developed with much input from the community, riders and members of the Board of Directors for Capital Metro to ensure maximum efficiency of the service provided to the public.

¹ United States Department of Justice. (1964). Title VI of the Civil Rights Act of 1964. Web Site: <https://www.justice.gov/crt/fcs/TitleVI-Overview>

² Federal Transit Administration. (October 1, 2012). Title VI Requirements and Guidelines for FTA Recipients: C 4702.1B. Source: Federal Transit Administration Website: <https://www.transit.dot.gov/regulations-and-guidance/fta-circulars/title-vi-requirements-and-guidelines-federal-transit>

Methodology

Definition of Minority Populations

Minority populations were considered according to the FTA circular guidelines and follow Capital Metro's approved 2015 Title VI reporting methodology. Groups represented by this definition include:

- *Black or African American*
- *American Indian and Alaska Native*
- *Asian*
- *Native Hawaiian and Other Pacific Islander*
- *Some other race*
- *Two or more Races*
- *Hispanic or Latino (of any race)*

Definition of Low-Income Populations

Low-income persons were considered according to the FTA circular guidelines but are refined to reflect Capital Metro's most recent reporting to the FTA. Thus, we have identified household incomes less than \$29,999* as low-income. The threshold for this is set at 18% which is the reported percentage of Low-Income households for Travis County (of which over 95% of Capital Metro's Service Area encompasses).

According to the Federal Transit Administration, low income is defined as, a person whose median household income is at or below the Department of Health and Human Services' poverty guidelines. Capital Metro's Planning has referenced poverty as 125% of the federal definition of poverty for a family of four. The poverty level for a family of four is \$21,200 and if a 125% measure is applied, it would equate to a threshold of \$26,500. However because Census Information is collected and reported in \$10,000 increments, low income households are referenced when reporting less than \$29,999.

Definition of Major Service Change

Currently, Capital Metro will consider any service changes that qualify for a public hearing as "major" and in need of analysis under Title VI. Service changes that require a public hearing are currently defined as:

- The establishment of new bus routes
- A substantial geographical alteration on a given route of more than 25% of its route miles
- The elimination of any bus service
- A major modification which causes a 25% or greater change in the number of daily service hours provided

Identification of Impacted Census Tracts

Capital Metro used census data at the tract level to determine potential Title VI impacts. Tracts impacted by the changes have been identified and population demographics within these tracts have been quantified by route change. Census tracts have been identified as follows:

For All Route Changes (Section 1A of FTA Circular 4702.1B Chapter V, Requirement 4) and constituting more than 25% of a particular route receiving a change to its schedule or route alignment:

- Tracts impacted by a routing change were included in the analysis; only tracts where the change occurs are accounted for in the analysis.
- If a significant headway change (more than 25%) is occurring, all tracts traversed by the impacted segments of the route are assessed.
- Where an entire service is being discontinued or added, all tracts traversed by the route are assessed (*note: for June 2019, Route 470 is proposed for elimination*)

Determination of Route-Level Impacts

This report combines information from Census Tract to evaluate impacts on routes to receive major service changes.

To determine disproportionate impacts to population within the Capital Metro service area, minority and low-income populations are quantified by route for all impacted census tracts. For this analysis, Capital Metro used 2010 Census for Minority identification and ACS 2014 Census for Income. To calculate each, we used the following:

Minority Impacts: $\text{Minority Population}^* / \text{Total Population} = \% \text{ Minority Population}$

Low-Income Impacts: $\text{Population with Household Income less than \$29,999} / \text{Total Population of all Household Income levels} = \% \text{ Low-Income Population}$

The quantified population percentages were then compared to the Capital Metro service area threshold designations for each category and which have been previously reported to the FTA as part of recent Title VI assessments:

Category	Threshold
Minority Population	33%
Low-Income	18%

When the percentages for impacted minority and low-income populations were higher than the threshold, impacts were considered disproportionate. Capital Metro then has identified the actions and/or alternatives to minimize, mitigate or offset any adverse effect of these changes on minority and low-income riders.

Minority Route

A route that has at least 1/3 of its total revenue mileage in Census Tract(s) with a percentage of minority population that exceeds the average percentage of minority population in Capital Metro's service area.

Adverse Effect Thresholds (+/- 2)

An adverse effect occurs when minority or low-income population affected by a major service change with greater or less than 2% of the average of minority (33%) or low-income population (18%) thresholds of Capital Metro's service area. Elimination of a route will generally have a greater adverse impact than a change in headways.

Disparate Impact

Adverse effects on minority population that is considered to be significantly disproportionate.

Disproportionate Burden

Adverse effects on low-income population that is considered to be significantly disproportionate.

Analysis of Service Changes

Capital Metro is proposing Route 470 for elimination and introducing a new demand response service, Pickup, in Manor to mitigate lost services to existing riders. Route 470 Manor Circulator began service in June 2016. The route operates once an hour between 7:00 a.m. and 7:00 p.m. Monday through Friday and between 10:00 a.m. and 5:00 p.m. on Saturday. The route serves an urgent care, Walmart, Post Office, City Hall, and a park & ride. In 2018, the average weekday ridership was 7 and the average Saturday ridership was 3. Due to the low ridership, Capital Metro is proposing to replace the fixed route service with a demand response service called Pickup.

Pickup is a mobility on demand service that will allow users to schedule rides within a designated zone through an app or by phone. Users will be picked up within 15 minutes of scheduling the ride. The vehicles will be vans or small buses that are wheelchair accessible. Zones are designed to provide access to Capital Metro bus routes and destinations within the zone.

The Pickup service in Manor will be provided in partnership with Travis County to allow for service outside of Capital Metro's service area. This will allow for links to goods and services from most of the neighborhoods in and around Manor.

Figure 1: Proposed Manor Pickup Service Area

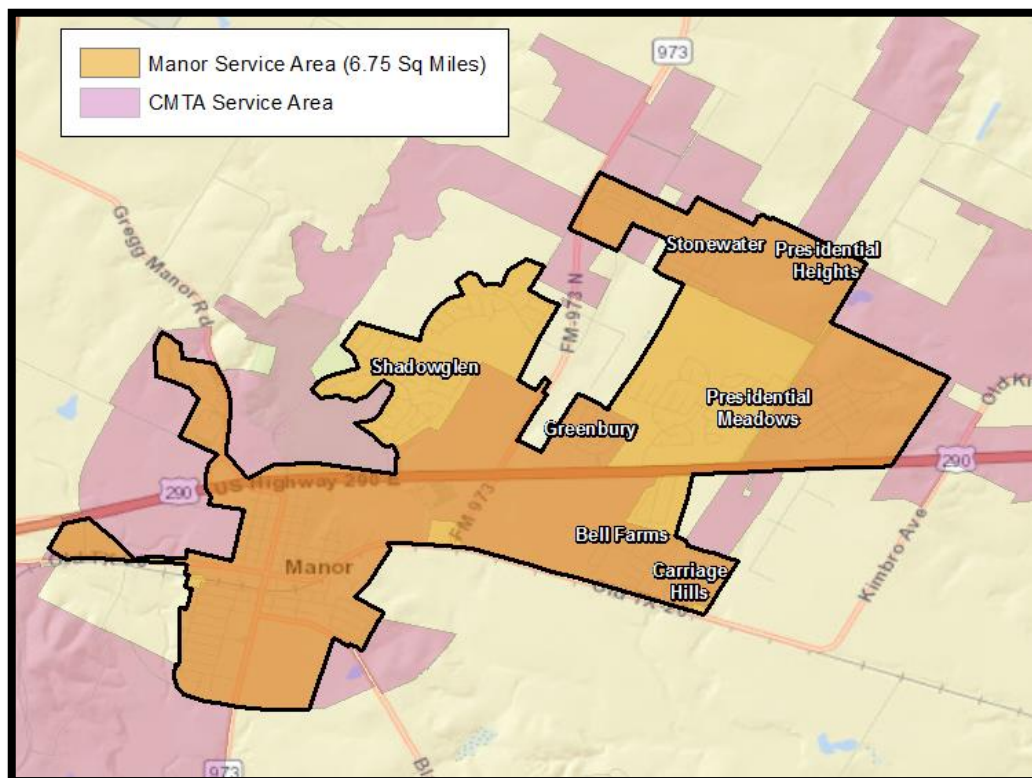


Figure 2 - Proposed Elimination: Route 470 Manor Circulator

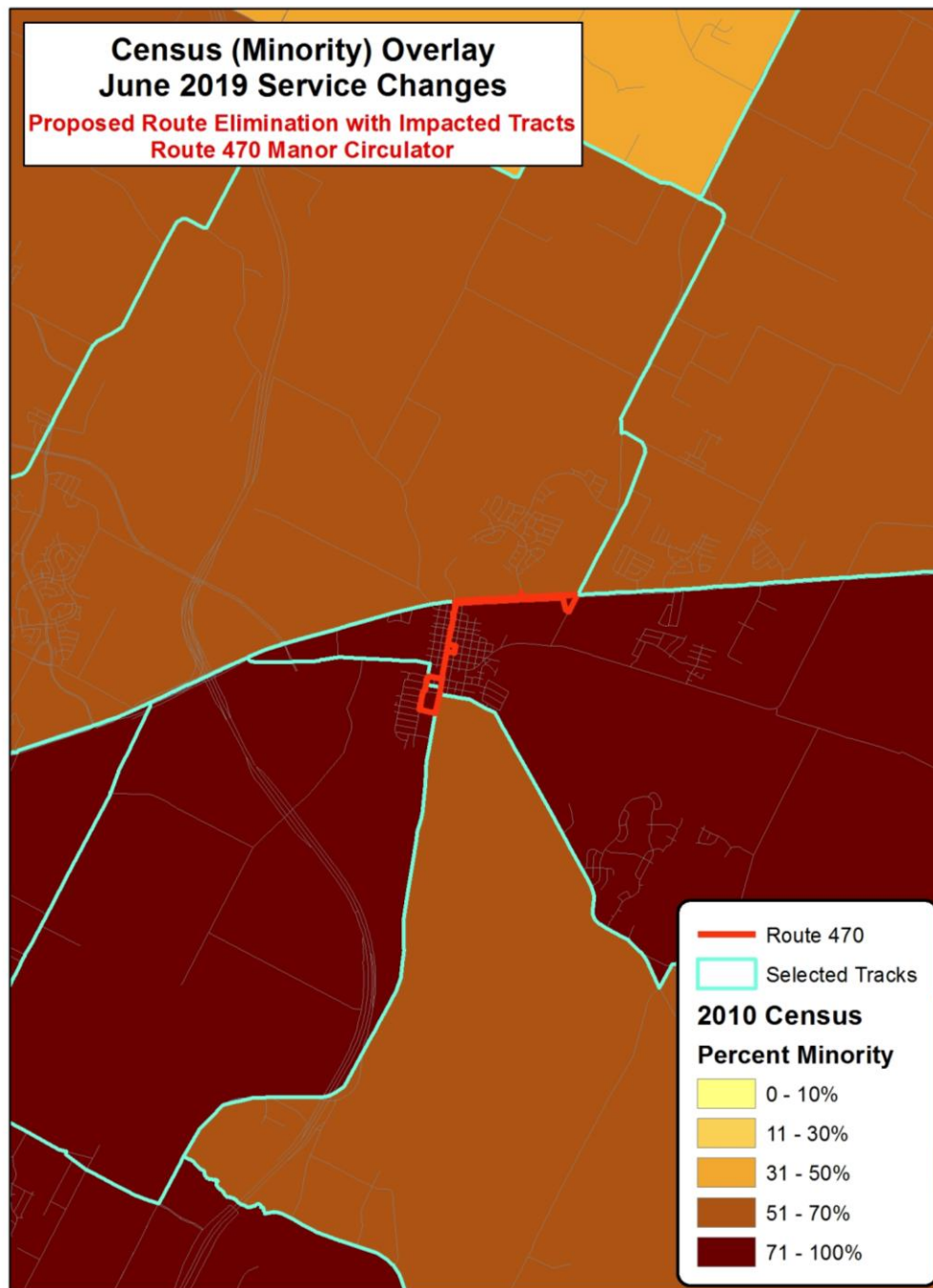


Table 1 - Minority Profile

Tract Served	Total Persons	Minority Persons	Minority (Percent)	Threshold (Minority)	Minority Tract
18.54	4,915	3,410	69%	33%	Yes
18.56	5,308	3,166	60%	33%	Yes
22.09	8,082	5,780	72%	33%	Yes
22.10	3,492	2,068	59%	33%	Yes
22.12	567	451	80%	33%	Yes

Source: U.S. Census 2010

Table 2 - Poverty Level Profile

Tract Served	Total Households	Households Below Poverty Level	Poverty Level (Percent)	Threshold (Poverty)	Poverty Tract
18.54	1,651	439	27%	18%	Yes
18.56	1,863	219	12%	18%	No
22.09	2,788	531	19%	18%	Yes
22.10	1,085	263	24%	18%	Yes
22.12	178	4	2%	18%	No

Source: ACS 2014

The proposed transition of Route 470 to Pickup service creates a potential disparate impact analysis since the population along the route is minority & low-income:

- All census tracts are minority – overall minority population is 66%, well above 33% threshold
- All except two tracts are poverty – overall poverty population is 19%

Capital Metro has determined that the impact to minority and low-income populations will be minimized by providing Pickup service. The Pickup service can be accessed by more residents than Route 470. It will provide access to more locations and the wait to access transit will likely be less. Service will be eliminated on Saturday due to the very low ridership of 3 boardings per Saturday.

Conclusion

The analysis presented herein outlines the factors that staff evaluated for each change to determine whether a disproportionate impact would occur on Minority or Low-Income groups. When staff did find that a change would impact one of these groups, we identified available alternatives (including alternate trips and services) that could provide comparable service. This new Pickup service is designed to improve operating efficiency as well as provide services to minority and low-income population with a greater scope.

As outlined in the FTA Circular 4702.1B (p. IV-16):

“If a transit provider chooses not to alter the proposed service changes despite the potential disparate impact on minority populations, or if the transit provider finds, even after the revisions, that minority riders will continue to bear a disproportionate share of the proposed service change, the transit provider may implement the service change *only* if:

- the transit provider has a substantial legitimate justification for the proposed service change, **and**
- the transit provider can show that there are no alternatives that would have a less disparate impact on minority riders but would still accomplish the transit provider’s legitimate program goals.

Maps and tables provided before detailed information on population characteristics of the service area of Routes 470. This analysis confirms that there may be a disparate impact on minority or the classes protected by Title VI. However, it is minimized and mitigated by a new Pickup service that provides transit access to more people. Additionally, disproportionate burden may exist on low-income riders, however, it is too mitigated by the new Pickup service. This new Pickup service is the best alternative to minimize the impact to minority and low-income riders. In fact, this service will encompass greater number of minority and low-income riders than the existing Route 470. So, there is no additional mitigation required for minority or low-income riders at this point.

ATTACHMENT 1

The following list of proposed service changes for June 2, 2019 that do not meet the definition for major service change and consequently do not require a Title VI Analysis. The proposed changes are minor in nature and consist of the following themes:

CapRemap (Minor Adjustments)

Services	Concept	Service Levels	MetroAccess
<u>Minor Schedule Adjustments (Overcrowding)</u> Route (271) Express Route (985)	Minor Schedule Adjustments to Select Periods to Address Overcrowding	Weekdays	No Impact
<u>Minor Schedule Adjustments (OTP/Transfers)</u> Frequent Routes (2, 4, 7, 10, 17, 18, 20, 300, 311, 325, 335, 337, 801, 803) Local Routes (Various Routes)	Minor Schedule Adjustments to Address Potential Issues related to On-Time Performance or Transfer Needs.	All Days	No Impact

Summer Service Adjustments

Services	Concept	Service Levels	MetroAccess
School Timed Trips - Suspended (4, 7, 10, 17, 333)	Select trips timed for school loads suspended during the summer.	Weekdays, Saturday	No Impact
Select Routes – Suspended (EBus 410, 411, 412)	Select routes operating during school period suspended.		
UT Routes – Summer Mode (640, 621, 642, 656, 661, 663, 670, 671, 672, 680, 681, 682)	Select University routes to operate on reduced summer levels.		