



Board Report

File #: 2015-1564, File Type: Policy

Agenda Number: 38.

SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE NOVEMBER 19, 2015

SUBJECT: TITLE VI EQUITY EVALUATIONS FOR NEW FIXED GUIDEWAYS

ACTION: ADOPT THE EVALUATION FINDINGS

RECOMMENDATION

IMPLEMENTING the **proposed Metro Silver Xpress (Line 950) and discontinue Line 450 in December 2015**, which will have no Disparate Impact on minority populations and cause no Disproportionate Burden on poverty populations.

ISSUE

The Federal Transit Administration requires the completion of an equity evaluation for major service changes prior to implementation.

DISCUSSION

Federal Transit Administration Circular 4702.1B provides requirements and guidelines for Title VI and Environmental Justice obligations of federal funds recipients. An equity evaluation of all major service changes is required prior to implementation. Major service changes are defined in Section 2-50 of Metro's Administrative Code which also establishes thresholds for determination of when a Disparate Impact on minority populations or a Disproportionate Burden on poverty populations occurs in relation to such changes.

BACKGROUND

The Board approved Motion 21 in February 2015, directing staff to extend the Silver Line to San Pedro. Staff returned to the Board with a Receive and File Report describing alternatives to the existing Silver Line and Express Line 450 that would allow for the extension. The Board directed staff to conduct a public hearing, which was held in September. Following the hearing, staff recommended discontinuing Express Line 450 and folding those resources into an improved Silver Line by creating a new Silver Xpress (Line 950). This proposal was approved in October by the South Bay Service Council and the changes will be implemented December 13, 2015.

Currently, Line 450 patrons from San Pedro have limited service in the morning and afternoon hours to and from Downtown Los Angeles. In the mid-day and on weekends, Line 450 patrons have to

transfer at the Harbor Gateway Transit Center to the Silver Line. The new service will offer express service weekdays every 10 minutes from the Transit Center, and every 20 minutes from San Pedro. Mid-day and weekends, Line 910 will be extended to San Pedro, eliminating the transfer at the Transit Center.

Staff from Labor Relations and Metro Service Planning met with SMART in October to review the proposed changes and how it will positively affect its members.

DETERMINATION OF SAFETY IMPACT

There are no safety issues associated with completing Title VI and Environmental Justice evaluations.

FINANCIAL IMPACT

Adoption of the Title VI and Environment Justice findings would have no negative impact to the agency.

Impact to Budget

The projected operating costs and cost savings associated with these planned service changes are included in the adopted Metro Budget for FY2016.

ALTERNATIVES CONSIDERED

The completion of equity evaluations for major service changes is a Federal Transit Administration requirement for continued funding eligibility. There are no practical nor economic alternatives to the performance of these analyses and the adoption of their findings.

NEXT STEPS

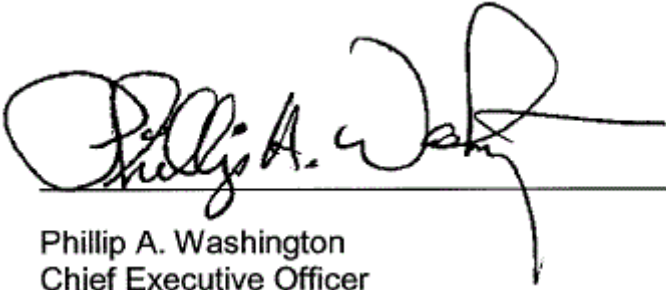
Approval of the findings of the equity evaluations of these major service changes will permit staff to continue with remaining actions necessary to put these projects into revenue service.

ATTACHMENTS

Attachment A - Equity Evaluation of New Metro Silver Xpress (Route 950) and Line 450 Discontinuation

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ATTACHMENT A

EQUITY EVALUATION NEW METRO SILVER XPRESS (ROUTE 950) – LINE 450 DISCONTINUATION

This document provides a service and fare equity evaluation for the implementation of a new Metro Silver Xpress, and the discontinuation of Line 450. The proposed changes are being considered for implementation in December 2015. The requirement for this evaluation is provided in FTA Circular 4702.1B which requires an evaluation of planned major service changes. Major service changes are defined in Metro's Administrative Code Section 2-50.

The proposed discontinuation of Line 450 is a major change because it affects more than 25% of the line's route miles, revenue hours, and revenue miles. The proposed Metro Silver Xpress would operate as a branch (Route 950) of the Metro Silver Line (Route 910). The added service would be a major change to the Silver Line because of accumulated revenue hour and revenue mile increases over the past three years.

METHODOLOGY

FTA's Title VI guidelines provide a choice of two methodologies for conduct of a service equity evaluation. The preferred method would use rider survey data to determine impacts on minority and poverty riders on impacted services. In the event that such data is not available, census demographic data may be used to evaluate impacts on minority and poverty level persons living within walking distance of impacted services. Because Metro does not have adequate rider survey data at the route level, this evaluation uses demographic data from the U. S. Census. Minority data is available at the block group level, and household income data is available at the census tract level.

The numbers of persons within walking distance of all affected bus stops (up to one quarter mile) are categorized by minority (Title VI) and poverty household income (Environmental Justice). Major Park-Ride facilities such as the Harbor Gateway Transit Center and the El Monte Transit Center use a one-half mile walk buffer for analysis. Persons positively (positive numbers) and adversely (negative numbers) impacted are combined to determine whether or not there is a net positive or adverse impact for the proposed changes. The minority and poverty shares of the net impacted population are compared with Metro service area averages to determine whether there are significant differences. Significance has been previously defined by the Metro Board of Directors as the smaller of a 5% absolute difference, or a 20% relative difference, from Metro's service area averages. In this instance, the smallest values are at least a 5% absolute

difference in the minority share, and at least a 20% relative difference in the poverty share.

If there is a positively impacted population that is significantly less minority than Metro's service area average, or an adversely impacted population that is significantly more minority than Metro's service area average, then a finding of a Disparate Impact must be made. In order for the project to proceed, the Metro Board of Directors must find that there are overriding considerations that necessitate the proposed changes, and that there are no feasible alternatives that would have a less negative impact on minorities.

Similarly, if there is a positively impacted population that is significantly less poverty than Metro's service area average, or an adversely impacted population that is significantly more poverty than Metro's service area average, then a finding of a Disproportionate Burden must be made. In such an instance, Metro must seek to mitigate the impacts of the proposed changes.

If there is no Disparate Impact and no Disproportionate Burden, then no further action is necessary.

ANALYSIS

The proposed discontinuation of Line 450, and its replacement by a proposed new branch of the Metro Silver Xpress (Route 950), will have no fare impact on riders. Line 450 charges a base fare plus one express premium for a cash fare of \$1.75 plus \$0.75, or \$2.50. The Metro Silver Line (Line 910) and its proposed branch (Route 950) charge a single premium fare of \$2.50.

Proposed Route 950 will operate over the same route as discontinued Line 450. Two existing northbound and one southbound stop on Line 450 in San Pedro will not be served by Route 950. Otherwise all existing Line 450 stops will continue to be served. In addition stops now served by the Metro Silver Line between downtown Los Angeles and the El Monte Transit Center would be served by the proposed Route 950 providing through connectivity to riders that is not offered now.

The bus stop changes associated with these proposals are depicted in Figure 1. Bus stops that would be discontinued on Line 450 and replaced by Route 950 are shown with both routes next to them in the figure. Bus stops to be added on Route 950 are shown with Route 950 next to them. Stops to be permanently discontinued are shown only with Line 450 next to them, and are displayed in strikeout text.

Line	Direction	stopseq	Stopnum	Along	At
450 & 950 N		1	141012	PACIFIC	21ST LAYOVER
450 & 950 N		2	13809	PACIFIC	22ND
450 & 950 N		3	5397	PACIFIC	17TH
450 & 950 N		4	5396	PACIFIC	15TH
450 & 950 N		5	5395	PACIFIC	11TH
450 & 950 N		6	5413	PACIFIC	9TH
450 & 950 N		7	5410	PACIFIC	7TH
450 N		8	5409	PACIFIC	5TH
450 & 950 N		9	5408	PACIFIC	3RD
450 & 950 N		10	3821	PACIFIC	1ST
450 & 950 N		11	3593	HARBOR	1ST
450 N		12	3591	HARBOR	O FARRELL
450 & 950 N		13	378	HARBOR BEACON PARK RIDE	
450 & 950 N		14	141079	HARBOR FWY	PACIFIC COAST
450 & 950 N		15	141080	HARBOR FWY	CARSON
450 & 950 N		16	65300038	FIGUEROA	VICTORIA
450 & 950 N		11	30005	HARBOR GATEWAY TRANSIT CENTER	
950 N		12	10855	HARBOR TRANSITWAY	HARBOR FWY STATION
950 N		13		FIGUEROA	23RD
950 N		14		FIGUEROA	PICO
950 N		15	65300042	FIGUEROA	7TH
950 N		16	5378	OLIVE	5TH
950 N		17	70500012	OLIVE	GENERAL THADDEUS KOSCIUSZKO
950 N		18	5377	1ST	HILL
950 N		19	11917	SPRING	1ST - CITY HALL
950 N		20	70	EL MONTE BUSWAY	ALAMEDA - UNION STATIO
950 N		21	15029	USC MEDICAL CTR BUSWAY STATION	
950 N		22	931	CAL STATE LA BUSWAY STATION	
950 N		23	30019	EL MONTE STATION - UPPER LEVEL	
950 S		1	30019	EL MONTE STATION - UPPER LEVEL	
950 S		2	9480	CAL STATE LA BUSWAY STATION	
950 S		3	5048	USC MEDICAL CTR BUSWAY STATION	
950 S		4	9129	EL MONTE BUSWAY	ALAMEDA - UNION STATIO
950 S		5	12416	SPRING	TEMPLE
950 S		6	15612	1ST	HILL
950 S		7	13560	GRAND	3RD
950 S		8	13488	FLOWER	5TH
950 S		9	13489	FLOWER	7TH
950 S		10		FLOWER	PICO
950 S		11	1813	FLOWER	23RD
950 S		12	2324	HARBOR TRANSITWAY	HARBOR FWY STATION
450 & 950 S		13	30005	HARBOR GATEWAY TRANSIT CENTER	
450 & 950 S		7	65300039	FIGUEROA	190TH
450 & 950 S		8	14073	HARBOR FWY	CARSON
450 & 950 S		9	142216	HARBOR FWY	PACIFIC COAST
450 & 950 S		10	378	HARBOR BEACON PARK RIDE	
450 & 950 S		11	3590	HARBOR	1ST
450 & 950 S		12	12304	PACIFIC	1ST
450 & 950 S		13	13817	PACIFIC	3RD
450 S		14	13818	PACIFIC	5TH
450 & 950 S		15	5411	PACIFIC	7TH
450 & 950 S		16	13822	PACIFIC	9TH
450 & 950 S		17	13802	PACIFIC	11TH
450 & 950 S		18	13803	PACIFIC	15TH
450 & 950 S		19	13804	PACIFIC	17TH
450 & 950 S		20	13805	PACIFIC	19TH
450 & 950 S		21	141012	PACIFIC	21ST LAYOVER

Figure 1
 Bus Stops Impacted on Routes 450 and 950

ANALYSIS RESULTS

The results of the demographic analysis are shown in Table 1.

METRO SILVER LINE -- Lines 450 & 950 Evaluation				
	TITLE VI		ENVIRONMENTAL JUSTICE	
	Impacted Population	Impacted Minority Population	Impacted Population	Impacted Poverty Population
Route 950 - added	1,481,643	1,256,728	1,583,803	251,033
Line 450 - discontinued	-791,788	-653,479	-854,972	-146,520
Totals	689,855	603,249	728,831	104,513
Scenario Absolute Percentages		87.45%		14.34%
Metro System Percentages		70.50%		15.90%
Minimum Absolute % for No Impact		65.50%		10.90%
Minimum Relative % for No Impact		56.40%		12.72%
Beneficial Changes shown as Positive values Adverse Changes shown as Negative values				

Table 1
Evaluation Results

Because the proposed changes result in net positively impacted Title VI and EJ populations, minimum thresholds are established for the minority and poverty shares of the net impacted populations. Metro's adopted standards require meeting both a 5% absolute standard and a 20% relative standard. This means that the minority share of the impacted population must exceed both 70.5% less 5%, or 65.5% as well as 70.5% times 80%, or 56.4%. Similarly, the poverty share of the impacted population must exceed both 15.9% less 5%, or 10.9% as well as 15.9% times 80%, or 12.72%

Since 87.45% of the positively impacted population are minorities, exceeding the required minimums, there is no Disparate Impact from these proposals. Similarly, since the 14.34% poverty share of the impacted population exceeds the required minimums, there is no Disproportionate Burden on poverty level persons.

FINDINGS

There is no Disparate Impact on minority populations and no Disproportionate Burden on poverty populations from the proposed service changes.