



# **Title VI Service Equity Analysis for June 2022 Service Changes**

Prepared March 2022

## Purpose

In compliance with Title VI of the Civil Rights Act of 1964, the Federal Transit Administration (FTA) requires all transit agencies receiving federal funding to monitor the performance of their systems, ensuring services are made available and/or distributed equitably. Each transit agency must develop a Title VI Program to document its policies and procedures for meeting FTA requirements. The DART Title VI Program (last updated in May 2019) stipulates that any major service change must be evaluated to determine its impact on minority (race, ethnicity or national origin) and low-income populations.

The Des Moines Area Regional Transit Authority (DART) is the primary fixed-route transit operator serving the Des Moines Metropolitan Area and the largest public transit agency in Iowa. The agency serves 11 cities and other parts of Polk County. Member communities include: Altoona, Ankeny, Bondurant, Clive, Des Moines, Grimes, Johnston, Pleasant Hill, Urbandale, West Des Moines, and Windsor Heights. DART operates Local, Express, Shuttle, and On-Call services.

This Title VI analysis will perform the following functions:

- Describe the June 2022 service changes that continue to be in effect
- Determine whether the changes constitute a "major service change" or not,
- Evaluate how the changes may impact low-income and minority populations, and
- Identify strategies to avoid, minimize, or mitigate any disproportionate burdens, disparate impacts or any potentially negative outcomes.

## Relevant Policies

DART's Service and Fare Equity Policy (approved by the Commission in March 2019 and included in DART's 2019 Title VI Program Update) outlines how Title VI analysis should be performed for any major service change. The following definitions apply to this service change Title VI analysis:

- **Major Service Change:** A major service change is when 25 percent or more of a route's revenue hours or revenue miles is added or reduced, or when the total revenue hours for the system are expanded or reduced by 10 or more percent. (DART 2019 Title VI Program Update, Service and Fare Equity Policy)
- **Disparate Impact:** DART will consider a proposed major service change to have a disparate impact if the affected route's minority population is more than 5 percentage points greater than the system average.
- **Disproportionate Burden:** DART will consider a proposed major service change to have a disproportionate burden if the affected route has a low-income population more than 5 percentage points greater than the system average.

## Proposed Route Changes for June 2022

The scope of the June 2022 service changes are to update Express Route schedules to respond to new commuting patterns and demand as a result of COVID-19. Table 1 lists the changes in service levels proposed for June 2022.

**Table 1 Service Changes for June 2022**

Route	Proposed Service Changes
<b>17 – Hubbell Avenue</b>	<ul style="list-style-type: none"> <li>• Extension on select trips to Adventureland Inn.</li> </ul>
<b>D-Line</b>	<ul style="list-style-type: none"> <li>• Reduce number of trips.</li> </ul>
<b>92 – Hickman Express</b>	<ul style="list-style-type: none"> <li>• Reduce number of trips.</li> </ul>
<b>93 – NW 86<sup>th</sup> Express</b>	<ul style="list-style-type: none"> <li>• Reduce number of trips.</li> </ul>
<b>94 – Westown Express</b>	<ul style="list-style-type: none"> <li>• Reduce number of trips.</li> </ul>
<b>95 – Vista Express</b>	<ul style="list-style-type: none"> <li>• Reduce number of trips.</li> </ul>
<b>96 – EP True Express</b>	<ul style="list-style-type: none"> <li>• Reduce number of trips.</li> </ul>
<b>98 – Ankeny Express</b>	<ul style="list-style-type: none"> <li>• Reduce number of trips.</li> </ul>
<b>99 – Altoona Express</b>	<ul style="list-style-type: none"> <li>• Reduce number of trips.</li> </ul>

## Impact of Service Changes

DART policy requires that all major service changes be evaluated for any potential disproportionate burden or disparate impact. The impacts of proposed changes must be calculated to determine whether or not the change is a “major service change.” Route-by-route changes in revenue hours and miles is summarized in Table 2 located in the appendix.

*Result:* DART defines a “major service change” as when 25 percent or more of a route’s revenue hours or revenue miles is added or reduced, or when the total revenue hours for the system are expanded or reduced by 10 percent”. Analysis found the following changes meet the criteria of a major service change: Routes D-Line, 92 – Hickman Express, 95 – Vista Express, 96 – EP True Express, and 99 – Altoona Express (See Appendix Table 2). Thus, changes to these routes will be the focus for the remainder of the report. Changes to remaining impacted routes are not considered a major service change by DART’s policy.

**Table 2 Major Service Changes for June 2022**

Route	Major Service Change
<p><b>D-Line – Downtown Shuttle</b></p>	<ul style="list-style-type: none"> <li>The D-Line Downtown Shuttle is a free circulator route operating in Downtown Des Moines. Service operates every 10 minutes during the service period Monday-Friday 6:30 am – 6:00 pm. During the response to the pandemic in Spring 2020, the D-Line was reduced to 15 minute service. After a period of reintroducing 10-minute service from August 2021 – January 2022, service was again reduced to 15 minutes in response to overall operator shortage and low ridership.</li> </ul> <p><b>The service decrease would restore service to a population that is 38% minority and 21% low-income. This change does not create a Disparate Impact but the low-income population is above the Disproportionate Burden threshold.</b></p>
<p><b>92 – Hickman Express</b></p>	<ul style="list-style-type: none"> <li>14 peak hour commuter trips, operating along Hickman Avenue between Urbandale and Downtown Des Moines on weekdays, will be reduced to 8.</li> </ul> <p><b>The service decrease affects a service population that is 30% minority and 13% low-income. The minority population is below the Disparate Impact threshold for Major Service Changes and does not exceed the Disproportionate Burden threshold.</b></p>
<p><b>95 – Vista Express</b></p>	<ul style="list-style-type: none"> <li>6 peak hour commuter trips, operating along Vista Drive between West Des Moines and Downtown Des Moines on weekdays, will be reduced to 4 daily trips.</li> </ul> <p><b>The service decrease affects a service population that is 30% minority and 13% low-income. The minority population is below the Disparate Impact threshold for Major Service Changes and does not exceed the Disproportionate Burden threshold.</b></p>

<p><b>96 – EP True Express</b></p>	<ul style="list-style-type: none"> <li>8 peak hour commuter trips, operating along EP True Parkway between West Des Moines and Downtown Des Moines on weekdays, will be reduced to 6 daily trips.</li> </ul> <p><b>The service decrease affects a service population that is 28% minority and 11% low-income. The minority population is below the Disparate Impact threshold for Major Service Changes and does not exceed the Disproportionate Burden threshold.</b></p>
<p><b>99 – Altoona Express</b></p>	<ul style="list-style-type: none"> <li>14 peak hour commuter trips, operating between Altoona and Downtown Des Moines on weekdays, will be reduced to 7 daily trips.</li> </ul> <p><b>The service decrease affects a service population that is 36% minority and 14% low-income. The minority population is below the Disparate Impact threshold for Major Service Changes and does not exceed the Disproportionate Burden threshold.</b></p>

### Summary of Findings

Six routes have been determined to be a Major Service Change in accordance with DART policy as determined by the decrease in both revenue miles and revenue hours. No route was determined to have a disparate impact. The D-Line Downtown Shuttle is the only change which was identified to have a disproportionate burden.

The low-income population in proximity to the D-Line was identified to have a potential disproportionate burden. The D-Line is uniquely a free route operating in Downtown Des Moines between 17<sup>th</sup> Street and E 13<sup>th</sup> Street along Grand Avenue and Locust Street respectively. At the proposed 15-minute frequency, the service remains at some of the highest service levels in the network. In addition, The D-Line is shares stops with 17 other routes and can provide alternative journeys (alternate routes: 1, 3, 4, 5, 11, 14, 16, 17, LINK, 60, 92, 93, 94, 95, 96, 98 and 99.)



## **APPENDIX**

# **Methodology and Analysis**

## Assessment of Service Proposal for Major Service Change Determination

A major service change is when 25 percent or more of a route's revenue hours or revenue miles is added or reduced, or when the total revenue hours for the system are expanded or reduced by 10 or more percent." (DART 2019 Title VI Program Update, Service and Fare Equity Policy). Table 2 below shows the magnitude of the proposed change by each affected route. Highlighted routes are identified as major service changes.

**Table 3 Service Change Hours and Miles Comparison**

Proposed Service Changes Revenue Hours and Miles Comparison							
Route	Route Description	Current		Proposed		% change in Revenue Hours	% change in Revenue Miles
		Revenue Hours	Revenue Miles	Revenue Hours	Revenue Miles		
17	HUBBELL AVENUE	39.5	737.76	39.6	740.00	marginal	marginal
DL	D-LINE	23.5	320.20	16.0	214.19	-32%	-33%
92	HICKMAN EXPRESS	8.6	255.25	4.4	121.22	-49%	-53%
93	NW 86 <sup>TH</sup> EXPRESS	9.5	223.39	7.6	190.93	-20%	-15%
94	WESTOWN EXPRESS	3.8	84.94	3.0	71.92	-21%	-15%
95	VISTA EXPRESS	3.2	89.23	2.1	56.45	-34%	-37%
96	EP TRUE EXPRESS	6.1	138.25	4.3	100.57	-30%	-27%
98	ANKENY EXPRESS	15.3	424.34	12.3	344.36	-20%	-19%
99	ALTOONA EXPRESS	7.2	205.34	3.5	105.34	-51%	-49%
	FULL NETWORK	563.3	10,486.40	525.8	9,766.61	-7%	-7%

## Geographic Concentrations of Minority and Low-Income Populations

### Data Sources and Definitions

Data from the American Community Survey (ACS), DART ridership reporting, and customer surveys were used to perform the Title VI analysis.

2020 ACS five-year estimates provided block-group-level population data for the existing network demographic analysis. For purposes of this analysis, the following origin by race categories were defined as minority:

- Black or African American alone
- American Indian or Alaska Native alone
- Asian alone
- Native Hawaiian or Other Pacific Islander alone
- Hispanic or Latino alone
- "Other" race alone
- Two or more races

Individuals who reported in the ACS that their income over the previous 12 months fell below the federal poverty line were defined as low-income for the geographic analysis.

### Population Analysis

*Methodology:* To evaluate which demographic groups would be impacted by the proposed service changes, geographic concentrations of minority and low-income populations were identified using Geographic Information Systems (GIS) analysis. All Census block groups were joined with 2020 Decennial Census data for demographic data by race and ACS 5-Year Estimate 2016-2020 for poverty. All people living within a half-mile of the DART network were included in the analysis. The percentage of minority and low-income riders for each route were compared to the percentages for the total system, per DART policy. A route with a major service change that serves a population that is 5 percentage points or more above the system average minority population or low-income population would indicate a disparate impact or disproportionate burden, respectively.

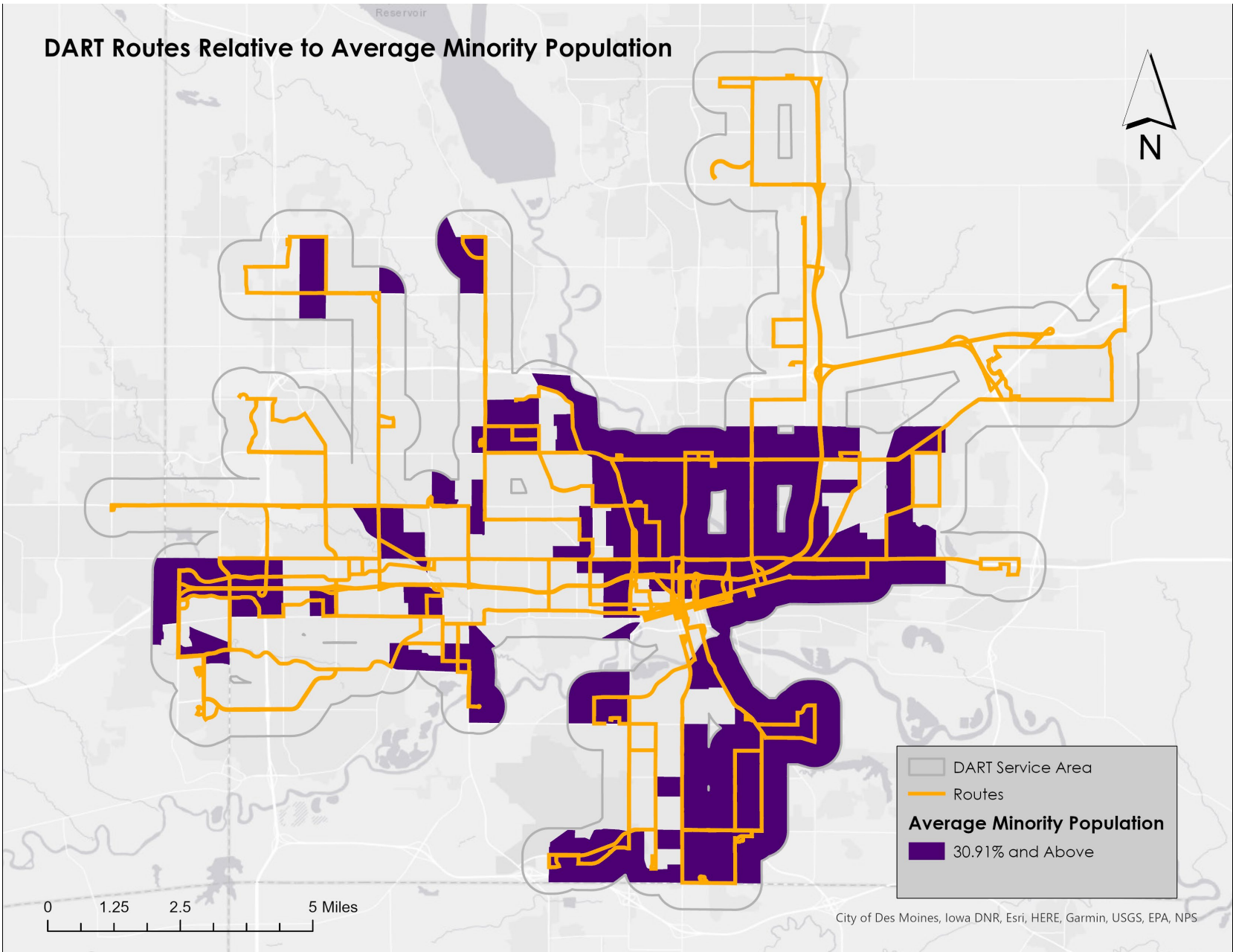
*Result:* Table 3 includes the population and minority and low-income percentages for each route with above-average routes highlighted. Above-average block groups are also identified in Map 1 and Map 2.

**Table 4 DART Network Demographics, 2020 Decennial Census and ACS 2020 5-Year Average**

Minority and Low-Income Population by Route					
Route	Total Population	Low-Income Population	Low-Income Percentage	Minority Population	Minority Percentage
1	30,978	5,804	18.7%	11,759	38.0%
3	36,118	7,786	21.6%	13,822	38.3%
4	41,436	7,047	17.0%	18,359	44.3%
5	46,837	6,510	13.9%	13,054	27.9%
6	24,911	3,819	15.3%	10,384	41.7%
7	25,741	3,520	13.7%	8,511	33.1%
8	23,091	2,768	12.0%	6,532	28.3%
10	27,816	5,001	18.0%	11,891	42.7%
11	26,189	3,455	13.2%	6,373	24.3%
13	10,200	2,338	22.9%	5,611	55.0%
14	39,612	7,115	18.0%	16,157	40.8%
15	22,691	4,932	21.7%	11,020	48.6%
16	39,324	7,629	19.4%	18,204	46.3%
17	39,386	8,126	20.6%	16,989	43.1%
50	36,657	4,922	13.4%	14,087	38.4%
52	51,268	6,745	13.2%	16,114	31.4%
60	35,336	8,053	22.9%	13,202	37.4%
72	39,902	2,529	6.3%	9,396	23.5%
74	15,654	1,161	7.4%	4,074	25.6%
92	65,471	8,567	13.1%	19,548	29.9%
93	62,772	7,962	12.7%	18,504	29.5%
94	46,613	6,791	14.6%	14,953	32.1%
95	47,591	6,056	12.7%	14,095	29.6%
96	65,590	7,442	11.3%	18,437	28.1%
98	42,566	5,929	13.9%	13,260	31.2%
99	34,407	6,107	17.7%	12,448	36.2%
D-LINE	11,392	2,344	20.6%	4,301	37.8%
LINK	7,421	1,540	20.7%	2,841	38.3%
<b>System Total</b>	<b>997,222</b>	<b>151,998</b>	<b>15.2%</b>	<b>343,925</b>	<b>34.5%</b>
Finding Threshold			20.2%		39.5%

**Figure 1 DART Service Area: Areas of Above Average Minority Populations**

# DART Routes Relative to Average Minority Population



**Figure 2 DART Service Area: Areas of Above Average Poverty**

# DART Routes Relative to Average Poverty Population

