



Title VI Service Equity Analysis for February 2024 Service Changes

Prepared January 2024

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 proposed February 2024 service changes,
- 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 2022 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 February 2024

The scope of the February 2024 service changes are to modify a route in response to uncoming construction and introduce a new route. Table 1 lists the changes in service levels proposed for February 2024.

Table 1 Service Changes for February 2024

Route	Proposed Service Changes
2 – Maury St	<ul style="list-style-type: none"> New route to operate primarily on Maury Street on the East side of Des Moines. Route will operate two daily round-trips.
10 – East University	<ul style="list-style-type: none"> Realign approximately 6 blocks of the route from Walnut Street to Grand Avenue, located two blocks north of the existing route.

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 3 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: Route 2 (See Appendix Table 3). 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 February 2024

Route	Major Service Change
2 – Maury St.	<ul style="list-style-type: none"> New route with two daily round-trips.

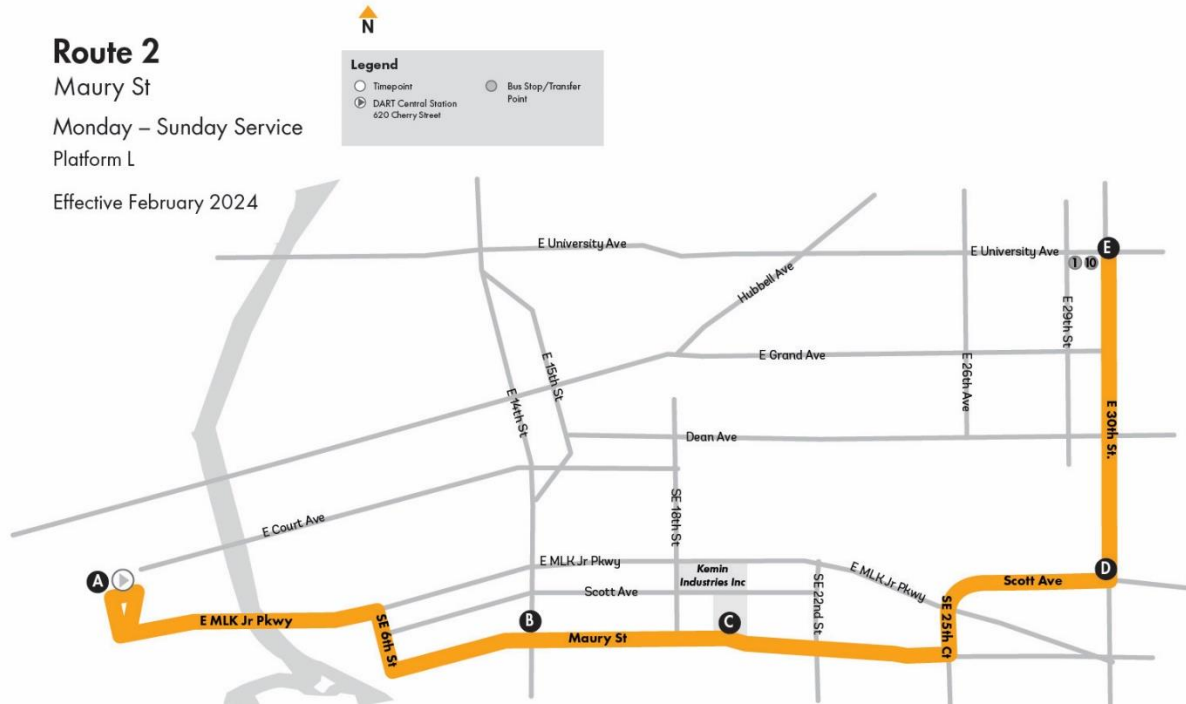
Route 2

Maury St

Monday – Sunday Service

Platform L

Effective February 2024



Route 2 – Maury St, is determined to be a major service change due to the increase in both revenue miles and revenue hours. This route serves the East side of Des Moines from DART Central Station to E University/E 30th St by way of Maury Street. As a new route, this area will have new access to the DART fixed-route service, connecting to both DART Central Station and to multiple routes at E University and E 30th Street.

Summary of Findings

The area served by the Route 2 – Maury Street, does not exceed the regional average of minority and low-income populations by 5% or greater, therefore, no disparate impact or disproportionate impacts are present. (See Appendix Table 4).



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 2022 Title VI Program Update, Service and Fare Equity Policy). Table 3 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							
		Current		Proposed			
Route	Route Description	Revenue Hours	Revenue Miles	Revenue Hours	Revenue Miles	% change in Revenue Hours	% change in Revenue Miles
2	MAURY ST	0	0	1.2	20.3	+ 100%	+ 100%
10	EAST UNIVERSITY	5.58	104.18	5.40	101.45	- 3%	- 3%
	FULL NETWORK	513.30	9,456.19	514.70	9,475.52	0%	0%

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 4 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 Figure 1 and Figure 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	30,964	5,791	18.70%	11,759	37.98%
2	13,244	1,961	14.81%	4,661	35.19%
3	36,111	7,805	21.61%	13,827	38.29%
4	41,426	7,039	16.99%	18,363	44.33%
5	46,831	6,504	13.89%	13,058	27.88%
6	24,903	3,823	15.35%	10,382	41.69%
7	25,733	3,521	13.68%	8,507	33.06%
8	23,086	2,766	11.98%	6,530	28.29%
10	27,672	4,958	17.92%	11,826	42.74%
11	26,181	3,451	13.18%	6,377	24.36%
13	10,201	2,339	22.93%	5,613	54.04%
14	39,600	7,135	18.02%	16,157	40.8%
15	22,684	4,946	21.80%	11,022	48.59%
16	39,318	7,641	19.43%	18,209	46.31%
17	39,373	8,135	20.66%	16,992	43.16%
50	36,660	4,922	13.43%	14,090	38.43%
52	51,259	6,758	13.18%	16,122	31.45%
60	35,334	8,078	22.86%	13,215	37.40%
72	39,897	2,529	6.34%	9,392	23.54%
74	15,900	1,160	7.30%	4,070	25.60%
92	65,455	8,585	13.12%	19,549	29.87%
93	62,761	7,978	12.71%	18,508	29.49%
94	46,596	6,802	14.60%	14,952	32.09%
95	47,579	6,075	12.77%	14,901	31.32%
96	65,573	7,467	11.39%	18,440	28.12%
98	42,560	5,919	13.91%	13,275	31.19%
99	34,401	6,097	17.72%	12,462	36.23%
D-LINE	11,383	2,336	20.52%	4,305	37.82%
LINK	7,417	1,529	20.61%	2,845	38.36%
System Average	34,831	5,312	15.25%	12,020	34.51%
Finding Threshold			20.25%		39.51%

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

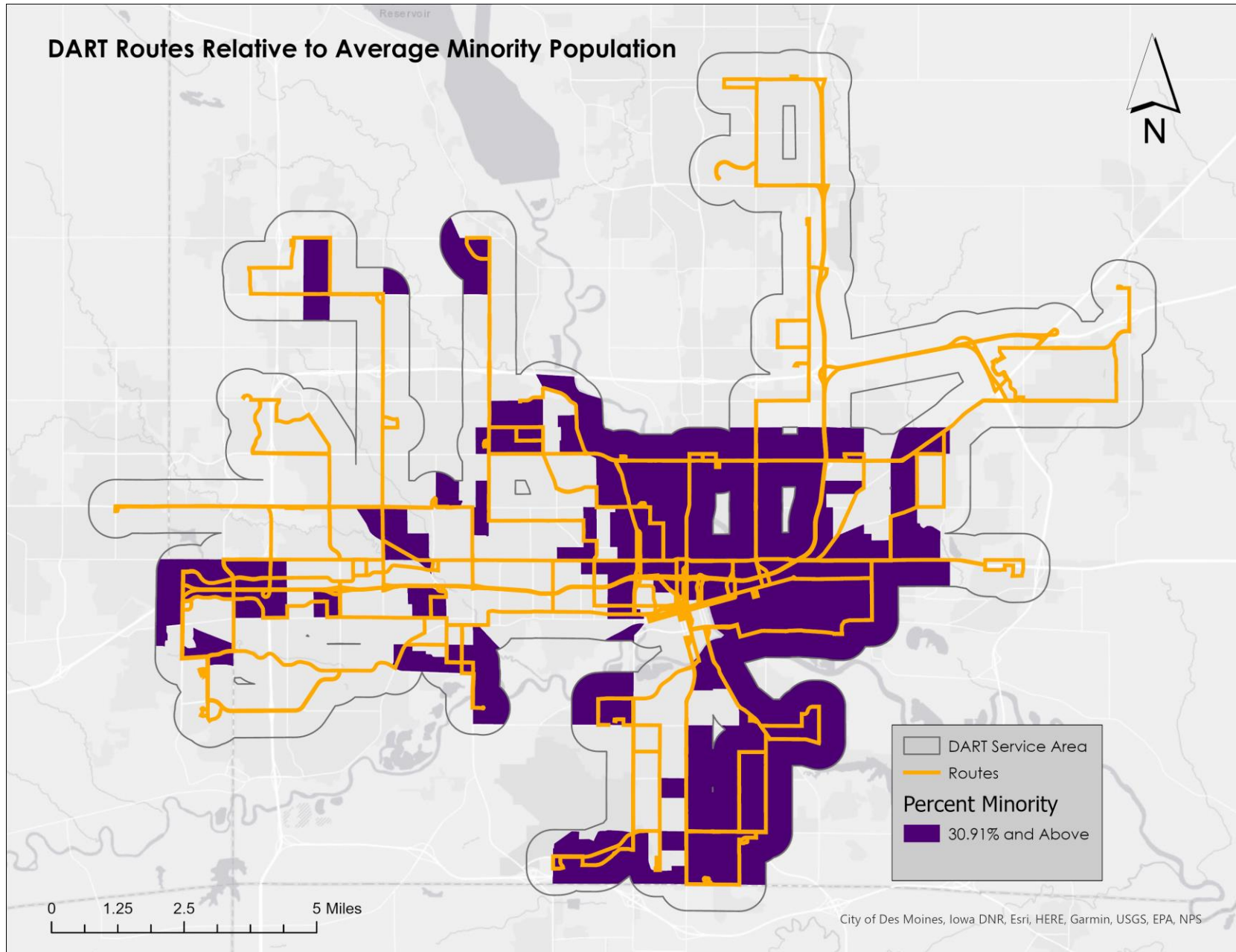


Figure 2 DART Service Area: Areas of Above Average Poverty

