

# TITLE VI EQUITY ANALYSIS

## New Bedford Route 2 – Lund’s Corner: Saturday Headway Increase

The Southeastern Regional Transit Authority (SRTA) is proposing a change to the Saturday service schedule for the New Bedford Route 2 – Lund’s Corner (NB2) that will increase route headways from forty-minutes to sixty-minutes. This change will affect all trips operated on Saturdays and holidays (holidays observe a Saturday service schedule). Currently, the NB2 operates a total of 139.1 revenue miles in Saturday service; the proposed change will reduce revenue miles by 48 revenue miles, resulting in a change of 29.5% fewer revenue miles. The table below shows the details of the change.

<b>NB2 – Saturday Service</b>		
<b>Outbound</b>	<b>Existing Condition</b>	<b>Proposed Condition</b>
Miles/Trip		
Minutes/Trip		
# Trips	17.00	12.00
<b>Rev. Miles/Day</b>	<b>79.7</b>	<b>56.1</b>
Rev. Hours/Day	6.40	4.40
<b>Inbound</b>		
Miles/Trip		
Minutes/Trip		
# Trips	17.00	12.00
<b>Rev. Miles/Day</b>	<b>82.9</b>	<b>58.5</b>
Rev. Hours/Day	6.87	4.80
<b>Saturday Total</b>		
Miles/Trip		
Minutes/Trip		
# Trips	34	24
<b>Rev. Miles/Day</b>	<b>162.6</b>	<b>114.6</b>
Rev. Hours/Day	13.27	9.20

In accordance with the SRTA Title VI Program dated February 19, 2019, any service change that changes more than twenty-five percent of either total route mileage or revenue mileage is considered a Major Service Change and requires an equity analysis. The analysis evaluates the potential for disparate impact on minority riders and disproportionate burden on low-income riders. The SRTA Title VI program specifies that “changes affecting headways are evaluated against the existing systemwide conditions.” This means that a change in headway for one route must be comparable to all other routes in the system such that headways are generally equitable for the population served by the route subject to the proposed change. For the purpose of this change, the system is defined as all routes that serve the New Bedford Terminal.

Saturday service in New Bedford operates eleven routes with varying headways. Headways vary from thirty-minutes to sixty-minutes; no routes operate with headways greater than sixty-minutes. Headways and route counts are shown in the table below.

Headway	Route Count
30	1
40	4
45	1
60	5

The increased headways from forty-minutes to sixty-minutes is consistent with other routes in the New Bedford system; sixty-minute headways are most commonly operated on Saturday service.

## Determination of Disparate Impact

The SRTA Title VI plan identifies a disparate impact when a major service change affects a minority population twenty-percent more than non-minority populations. Survey data indicates that NB2 is a route that serves minority population; 51% of riders were identified as minority. Based on survey data, there is no disparate impact due to the fact that the difference between minority and non-minority riders is less than 20%.

## Determination of Disproportionate Burden

The SRTA Title VI plan identifies a disproportionate burden when a major service change affects a low-income population twenty-percent more than non-low-income population. Survey data indicates that NB2 is a route that predominantly serves a low-income population; 89% of riders were identified as low-income. Based on survey data, there is a potential for a disproportionate burden due to the fact that the difference between low-income and non-low-income exceeds 20%.

## Mitigation for Disparate Impact/Disproportionate Burden

The SRTA Title VI plan requires that when a major service change has a Disparate Impact and/or Disproportionate Burden (DI/DB), efforts must be made to minimize or mitigate the effects. In the case of the proposed NB2 service change, the increase in headways is meant to improve reliability of the route. The NB2 performs reasonably well with on-time performance on Saturday to the extent that it operates behind schedule 13% of all trips as compared with a systemwide average of 10% of all trips.

The NB2 is linked with the NB1 in such a way that the vehicle that begins its trip on the NB1 inbound will continue after the New Bedford Terminal on to the NB2 outbound, reversing direction at Lund’s Corner such that the NB2 inbound vehicle will continue after the New Bedford Terminal on to the NB1 outbound. This link between the routes is designed to serve the eastern parts of the City of New Bedford with respect to historic travel patterns that have remained consistent through the years. The SRTA is proposing a change from forty-minute headways to sixty-minute headways on the NB1; the change on the NB2 is related and inseverable.

The change does have potential for a Disproportionate Burden for Low-Income riders. The ideal mitigation would be to increase the number of vehicles serving the route to improve on-time reliability, however, SRTA does not have the capacity within the operating budget to increase the vehicles serving the route. Increasing the headway is the most fiscally feasible method to mitigate the on-time performance of the NB2.