



New Orleans Regional Transit Authority

TITLE VI EQUITY ANALYSIS

Algiers Service Improvement Plan

Enacted: September 2026

Prepared for Algiers Service Improvement Plan
By the Department of Planning and Scheduling

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EXECUTIVE SUMMARY

Background

The New Orleans Regional Transit Authority (RTA) operates 5 streetcar lines, 26 daytime bus routes, 2 dedicated Owl (Late Night) routes and paratransit service. The RTA implements three service changes per year as part of its regular service planning cycle, and uses these opportunities to adjust service to improve reliability, maintain alignment with the Agency’s Fixed-Route Service Standards and, on occasion, implement other major service planning projects. Each service pick requires an assessment to evaluate whether any of the changes constitute a “Major Service Change” as defined in the RTA’s Title VI Environmental Justice Policy Manual (2023). If a change is found to meet this definition, then the RTA must conduct a Service Equity Analysis.

The Fall 2026 Service Change, scheduled for September 2026, will include the implementation of the Algiers Service Improvement Plan (ASIP). The ASIP project stemmed from a series of rider complaints and an internal RTA analysis of service in Algiers. After kicking off an extensive public engagement process in August 2025, the Planning and Scheduling Team have developed a Recommended Network for Algiers bus service. With the implementation of the Recommended Network, the RTA will be making major changes to routes in Algiers. The proposed changes will impact routes 103 General Meyer, 105 Algiers Local, 114A Garden Oaks-Sullen, and 114B Garden Oaks-Woodland. As these changes would change more than 25% of the route miles on a given transit route, would discontinue service of a route or portion of a route with no alternative service within ¼ of a mile, and/or would be the introduction of a new transit line, this is considered a Major Service Change and requires a Title VI Service Equity Analysis.

Table 1: Title VI Thresholds by Route

Route	Change in more than 25% of revenue hours or route miles	Change of service span of more than 2 hours	Introduction of a new transit route	Discontinuation of a route or portion, no alternative within ¼ mile
103 General Meyer	✓			
105 Algiers Local	✓			✓
114A Garden Oaks-Sullen	✓			
114B Garden Oaks-Woodland	✓			

Equity Analysis Findings & Conclusion

A Service Equity Analysis was performed to assess the proposed changes to Algiers bus service and resulted in a finding of **no disparate impact** to minority communities and **no disproportionate burden** on low-income communities. This means that the population bearing an adverse effect from the changes has a lower minority percentage and a lower low-income percentage than the service area as a whole.

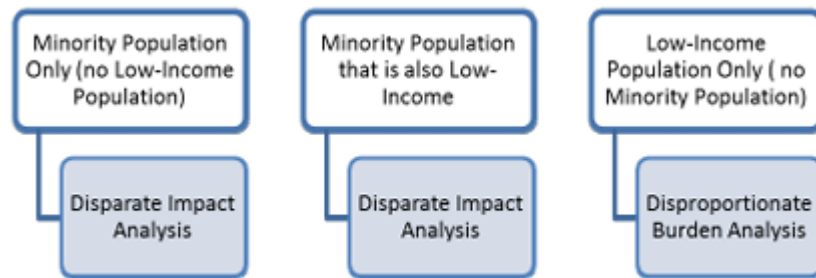
The proposed changes were targeted at achieving the service goals set by Algiers transit riders during Phase 1 of public engagement for this service planning process. The changes result in increased frequencies for all routes traveling to downtown from service every 40 minutes to service every 30 minutes; this will result in an additional 26 roundtrips per day in total. These changes will enable faster trips to downtown, better access to destinations in Algiers, and facilitate easier transfers between routes in Algiers.

RTA TITLE VI PROGRAM

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance. Title VI provides that no person 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 from the U.S. Department of Transportation.

Title VI requires that an equity analysis be conducted for all major service changes and all fare changes impacting minority and low-income transit routes in the system. Changes impacting minority routes must be examined for disparate impact to minority communities, and changes impacting routes designated low-income routes and not minority routes be analyzed for disproportionate burden to low-income communities (see Figure 1).

Figure 1: Type of analysis required for Major Service Changes, from FTA Circular 4702.1B



The RTA has established a Title VI Program the *Environmental Justice and Social Equity Policy (2023)* in accordance with Title VI of the Civil Rights Act of 1964; 49 CFR Part 21; FTA Circular 4702.1B; related statutes and regulations to ensure compliance with Title VI, to the end that no person is excluded from participation in, or denied the benefits of, services on the basis of race, color, or national origin.

Policy Thresholds for Title VI and Environmental Justice Methodology

Factors for compliance with Title VI of the Civil Rights Act of 1964 addressed in this equity analysis are:

- Major Service and Fare Change Policy
- Disparate Impact Policy

RTA Major Service and Fare Change Policy

Title VI prohibits intentional discrimination, as well as actions that result in unintentional discrimination or disproportionate adverse impacts to communities of color and low-income communities. As such, to ensure that changes to services and fares are equitable the RTA will conduct a Service and Fare Equity Analysis for all Major Service Changes, where a major service change meets the following threshold:

- Any change of more than 25% of the revenue hours or route miles on a given transit route (bus or streetcar) or a branch of a route for an individual day (weekday, Saturday or Sunday) measured as happening at one time or within a single year. Route Branch is defined as one of the two or more route segments served by a single route.
- Any change to the span of service on a given transit route (bus or streetcar) of 2 hours or more for an individual day (weekday, Saturday or Sunday). A span of service is defined as the time from the start of the first trip to the start of the last trip on a given route.
- The introduction of any new transit route (bus or streetcar) with the exception of supplemental services designed to reduce potential overcrowding on regular (scheduled) transit routes.
- The discontinuation of a route or portion of a route with no alternative service within ¼ mile.

For all routes with proposed changes that meet the major service change threshold, RTA will conduct a social equity analysis to:

- Determine the benefits to and potential negative impacts on minority and low-income populations.
- Quantify expected effects (positive or negative); and
- Determine the appropriate course of action to prevent, minimize or mitigate the impacts as warranted.

RTA Disparate Impact Policy

To determine whether a disparate impact exists as the result of a proposed major service change, RTA will compare existing service to proposed service, and calculate the absolute change as well as the percent of change in travel time. If it is determined that the increase in travel time from the proposed service change is more than 15 minutes for any minority or low-income transit route, then the change will be deemed to have a disparate impact.

Additionally, all new routes featuring the presence of new route numbers, new route alignments, new service types or new service configurations will require an equity analysis with the exception of supplemental services designed to reduce potential overcrowding on regular transit routes. For a new route, the methodology for analysis requires determining if the new route causes a major service change in an existing route. If it is determined that the new service causes an increase in travel time of more than 15 minutes for any minority or low-income transit route that is affected by the new service, then the change will be deemed to have a disparate impact.

For the discontinuation of a minority or low-income transit route or portion of a route, the analysis will determine the availability of an alternative route or service within one-quarter mile. If there is no alternative within one-quarter mile, then the route or service discontinuation will be deemed to have a disparate impact.

Minority and Low-Income Thresholds

Minority

According to the FTA Circular 4702.1B, "minority persons" include those classified as (1) American Indian and Alaska Native, (2) Asian, (3) Black or African American, (4) Hispanic or Latino, and (5) Native Hawaiian and Other Pacific Islander.

RTA defines a minority Transit Route as one in which at least one-third of the revenue miles are located in a Census block or block group, or traffic analysis zone where the percentage minority population is equal to or greater than the percentage minority population in the service area.

Low-Income

According to the FTA Circular 4702.1B, "Low-income" means a person whose median household income is at or below the Department of Health and Human Services poverty guidelines. These guidelines are based on household income and household size.

RTA defines a low-income transit route as one in which at least one-third of the revenue miles are located in a Census block or block group, or traffic analysis zone where the percentage low-income population is equal to or greater than the percentage low-income population in the service area.

Local Threshold

The RTA operates routes in Orleans Parish. The population of Orleans Parish is sixty-nine percent (69%) minority and twenty-four percent (24%) of the population in Orleans Parish is below the Census defined poverty level. The RTA Title VI policy does not specify a threshold above which a disparate impact or disproportionate burden would be found for a service change. Therefore, the threshold is assumed to be 0%. This means that if the population bearing an adverse effect has a higher minority percentage than the service area, then the change will be deemed to have a **disparate impact**. If the population bearing an adverse effect does not have a higher minority percentage than the service area, but does have a higher percentage of persons in poverty than the service area as a whole, then the change will be deemed to have a **disproportionate burden**.

SUMMARY OF SERVICE CHANGES

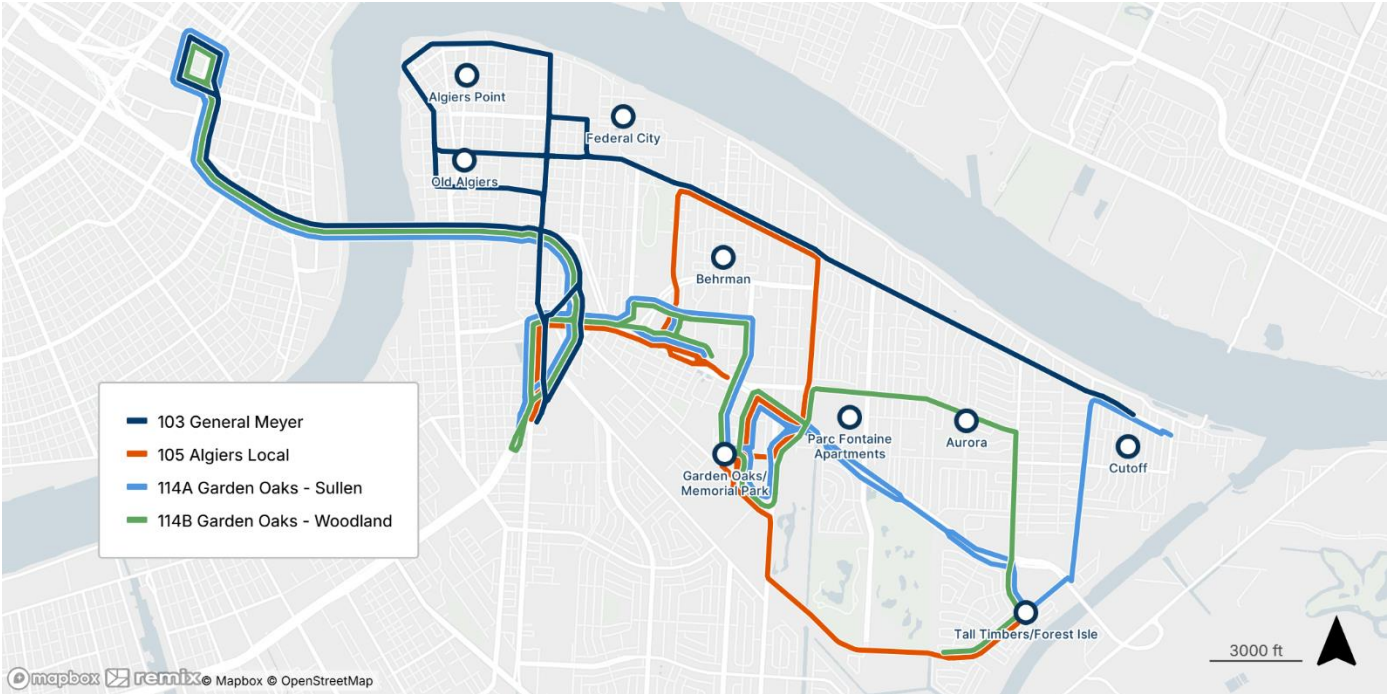
Background

The RTA currently operates 4 fixed-route bus lines in Algiers. The agency has adjusted bus service in Algiers several times since the implementation of the RTA’s network redesign in 2022. Changes have included a service decrease in early 2024, reducing the number of vehicles on routes 114A and 114B, and a modification to the route 103 to extend the bus route to downtown. As shown in *Table 2* and *Figure 2*, all 4 routes in Algiers currently provide service to Wilty Terminal in Gretna and arrive every 40 minutes. After a series of rider complaints and an internal RTA analysis of service in Algiers, the RTA engaged in a major service planning process, called the Algiers Service Improvement Plan (ASIP). As these changes would change more than 25% of the route miles on a given transit route, would discontinue service of a route or portion of a route with no alternative service within ¼ of a mile, and would be the introduction of a new transit line, this is considered a Major Service Change and requires a Title VI Service Equity Analysis.

Table 2: Service Information for RTA's Current Algiers Bus Routes

Route	Current frequency	Weekday ridership (2025 Q4)	Daily service hours	Passengers per hour (2025 Q4)	Roundtrips per day
103 General Meyer	Every 40 mins.	1,025	55	18.5	28
105 Algiers Local	Every 40 mins.	294	27	10.9	21
114A Garden Oaks-Sullen	Every 40 mins.	1,495	63	23.6	32
114B Garden Oaks-Woodland	Every 40 mins.	1,379	55	25.3	28
TOTAL	--	4,193	200	21.0	109

Figure 2: Current RTA Bus System in Algiers



Summary of Public Engagement

The RTA has undertaken an extensive public engagement process, starting in August 2025, to shape route changes for Algiers bus riders. The following tables show the in-person engagement opportunities of the project, but online opportunities were also available to riders and community members at each phase.

In total, the RTA held 11 events with an in-person attendance of 58 people, and received over 300 responses to its rider survey. With emails, online survey participation, and multiple rounds of flyer distribution, the RTA estimates that approximately 7,000 people were reached and informed about the project.

Phase 1

This phase consisted of providing riders with a short survey that aimed to determine priorities for improving service for Algiers transit riders. 327 responses were collected, with 93% of surveys coming from respondents who reported riding Algiers transit at least once a week. The link to the survey was provided on signs at 80 bus stops in Algiers; however, the majority of respondents were reached at stops and on buses by RTA staff or outreach consultants. The survey remained open for a total of 52 days.

The respondents to the survey provided four main service goals for transit service in Algiers. Those goals included: more frequent bus service, quicker trips to downtown, better service to grocery stores, and maintaining access to Wilty Terminal. Table 3 shows the in-person public engagements during this phase, all of which lasted 2 hours.

Table 3: In-Person Public Engagements for Phase 1

Location	Date	Time
Algiers Regional Library	August 14	4:30 PM
Wilty Terminal	August 19	2:00 PM
Main Library	August 27	3:30 PM
RTA Administration Building	September 3	5:30 PM
Morris FX Jeff, Sr. Rec Center	September 6	12:00 PM
Heroes of New Orleans (<i>stakeholder – not public</i>)	September 11	5:00 PM

Phase 2

In this phase, riders were presented with two concept maps for new bus service in Algiers. Riders were asked to rank the two concepts compared to the current system. Riders also were asked to provide dealbreakers and most desirable aspects of service based on the two concepts and existing service. An online poll was made available to riders from November through December, with project information and QR codes posted on temporary signs placed at all 250+ bus stops in Algiers.

Table 4: In-Person Public Engagements for Phase 2

Location	Date	Time
DePaul Community Health Center – Algiers	November 18	5:00 PM
Heroes of New Orleans	November 20	5:30 PM
RTA Administration Building	December 4	5:30 PM

Phase 3

The final phase of public engagement for ASIP was based on the Recommended Network developed and presented by the Planning and Scheduling Team. Riders and community members were encouraged to ask questions and provide feedback on the Recommended Network. This phase also served as the public review period for Title VI, and a **Title VI Public Hearing** was held at the Algiers Regional Library on January 24, 2026. The RTA hosted an **online webinar** on January 28 at 6 PM to maximize reach during the final phase of public engagement.

Table 5: In-Person Public Engagements for Phase 3

Location	Date	Time
Algiers Regional Library (Title VI Hearing)	January 24	12:00 PM
Live Webinar – online	January 28	6:00 PM

Summary of Title VI Hearing Public Comments

Multiple members of the public engaged with the presentation and raised comments, focused primarily on service reliability, accessibility, and the potential trips on the proposed network. Concerns were raised about the September implementation timeline, with some residents expressing that the changes felt distant given current service challenges. A significant portion of feedback centered on infrastructure and safety conditions rather than the routing design. Attendees raised concerns about bus stop amenities, including the availability of shelters, lighting, trash cans, and safe pedestrian access near high-use stop locations. Operational issues such as bus pass-ups and driver behavior along Loyola Avenue were also mentioned.

Overall, while participants raised detailed and practical concerns, the general tone of the feedback was positive. Some attendees expressed cautious support for the proposal and requested clearer neighborhood-level maps and information to help communicate the changes within their communities.

Summary of Service Changes

As a result of the new routes in the Recommended Network:

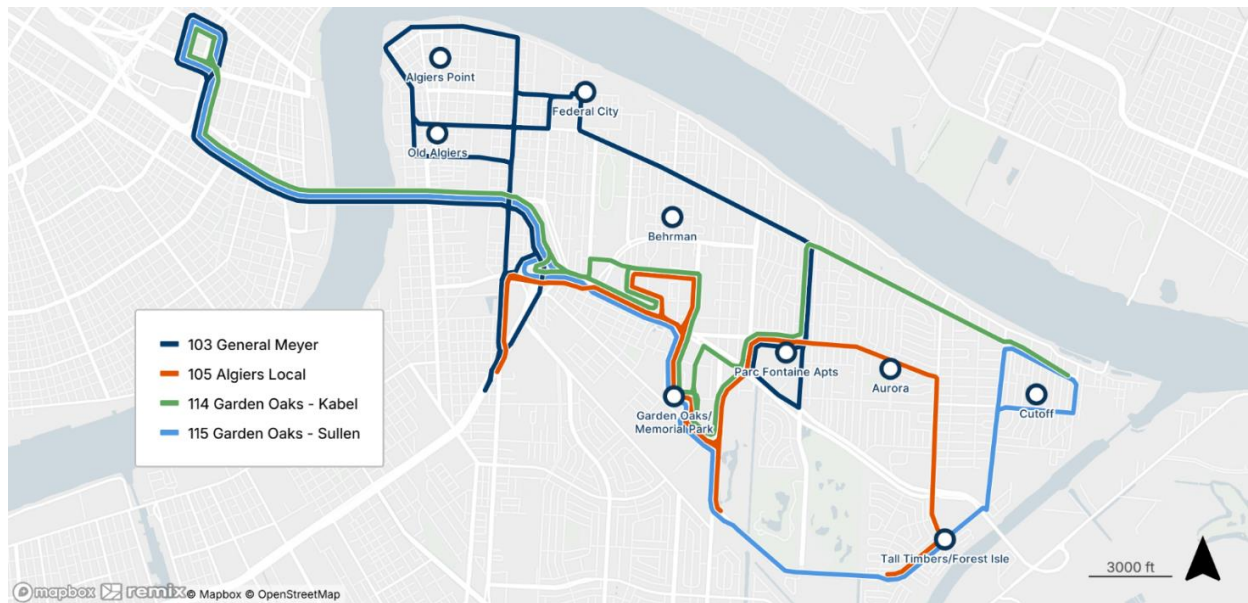
- all bus routes traveling to downtown will arrive every 30 minutes instead of every 40 minutes,
- bus service on General Meyer Ave will be divided between two routes at Kabel Dr,
- two routes, the 114 and 115, will not service Wilty Terminal in Gretna,
- there will be a transfer location established at the intersection of MacArthur Blvd and Holiday Dr, and
- there will be additional service directly to Walmart on Behrman.

Table 6: Projected Service Information for Algiers Bus Routes after Implementation of Recommended Network

Proposed Route	Projected frequency	(Projected) Daily service hours	(Projected) Roundtrips per day
103 General Meyer	Every 30 mins.	72	40
105 Algiers Local	Every 60 mins.	18	18
114 Garden Oaks-Kabel	Every 30 mins.	63	41
115 Garden Oaks-Sullen	Every 30 mins.	55	36
TOTAL	--	208	135

As shown in *Table 6*, the proposed routes will provide an additional 26 trips per day for Algiers riders with a similar number of service hours. In addition to more service, riders on new routes 114 Garden Oaks-Kabel and 115 Garden Oaks-Sullen can expect travel times to downtown to be 10-15 minutes faster than currently. Based on an analysis of Algiers ridership by stop, this will improve travel times to downtown for about 70% of Algiers riders.

Figure 3: RTA's Recommended Network for Algiers Bus Service




The proposed network largely meets the service goals set by Algiers transit riders during Phase 1 of public engagement. Table 7, below, shows the improvements and trade-offs of service in Algiers neighborhoods, sorted from highest ridership neighborhoods to lowest ridership neighborhoods.

Table 7: Service Goals Achieved by Neighborhood

Neighborhood/Area	Quicker Trips to Downtown	More Frequent Service	One-seat ride to Grocery Stores	One-seat ride to Wilty Terminal	One-seat ride to Algiers Point Ferry
Garden Oaks/Memorial Park	+	+	○	○	○
Tall Timbers/Forest Isle	+	+	○	○	○
Cutoff	+	+	+	-	-
Parc Fontaine Apartments	+	+	○	○	+
Behrman	○	+	○	○	○
Old Algiers	○	+	+	○	○
Algiers Point	○	+	+	○	○
Federal City	○	+	+	○	○
Aurora	-	-	○	○	○

 Improved

 Maintained

 Not achieved

 Decreased

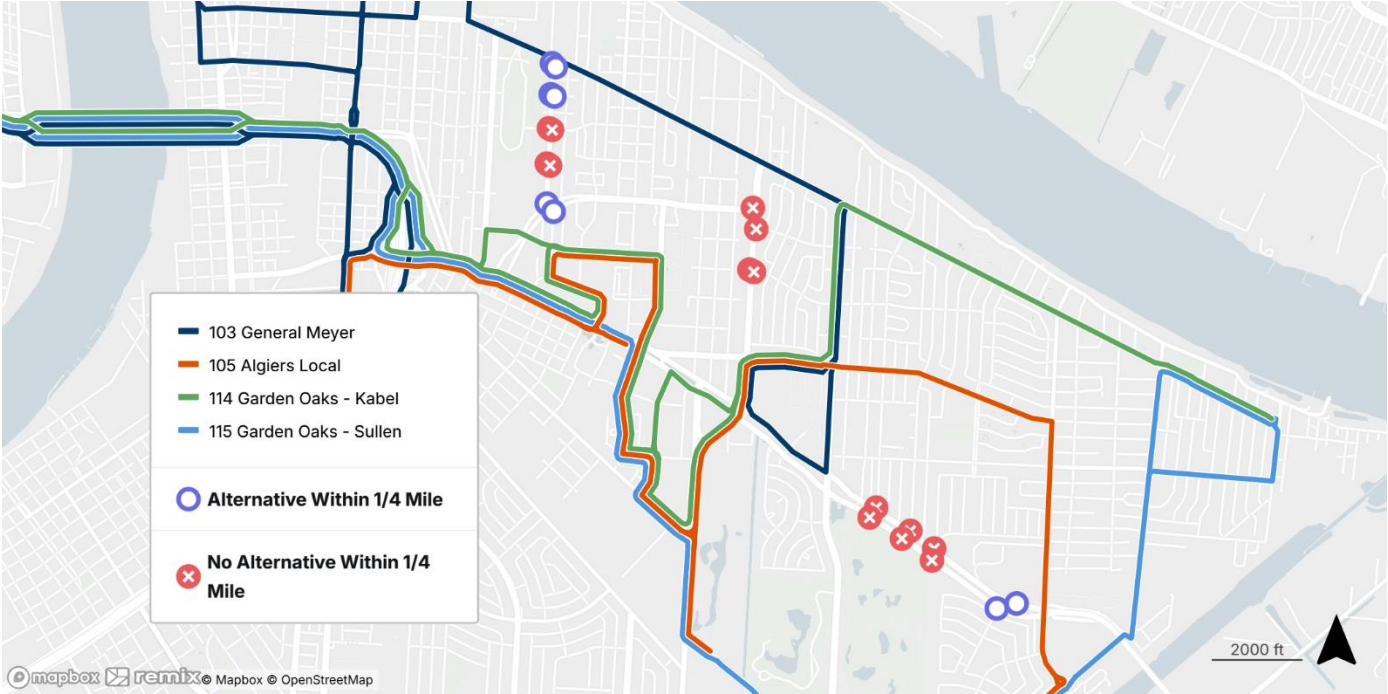
Stop Closures

As part of the redesign of routes in Algiers, the RTA is proposing to remove service on some portions of corridors with low ridership and low commercial and residential density, resulting in the closure of 23 stops. These closures will allow the remaining service to be more efficient and productive, benefiting a greater number of riders with the same number of service hours. These 23 stops represent about 9% of 247 stop locations in Algiers, but the stop closures will only affect approximately 35 riders, less than 1% of the daily ridership in Algiers. Additionally, alternative stop locations within ¼ mile are available for 8 of the stops proposed to be closed. Stop closures are summarized in Table 8 and mapped in Figure 4.

Table 8: Proposed Stop Closures

Corridor	Portion	Number of Stops Closing	Daily Ridership of Stops
Pace Blvd	Between Vespasian Blvd and Gen Meyer	10 stops	10.4 riders per day
Gen. de Gaulle Dr	Between Kabel Dr and Woodland Dr	8 stops	15.4 riders per day
Holiday Dr	Between MacArthur Blvd and Gen. Meyer Ave	4 stops	9.0 riders per day
--	--	23 stops	34.8 riders per day

Figure 4: Stops Closing with Implementation of Recommended Network



EQUITY ANALYSIS

The requirement for a Title VI Service Equity Analysis is triggered when a service change meets one or more of the following thresholds:

- Any change of more than 25% of the revenue hours or route miles on a given transit route (bus or streetcar) or a branch of a route for an individual day (weekday, Saturday or Sunday) measured as happening at one time or within a single year. Route Branch is defined as one of the two or more route segments served by a single route.
- Any change to the span of service on a given transit route (bus or streetcar) of 2 hours or more for an individual day (weekday, Saturday or Sunday). A span of service is defined as the time from the start of the first trip to the start of the last trip on a given route.
- The introduction of any new transit route (bus or streetcar) with the exception of supplemental services designed to reduce potential overcrowding on regular (scheduled) transit routes.
- The discontinuation of a route or portion of a route with no alternative service within ¼ mile.

As the proposed service change for ASIP meets the threshold by significantly changing route miles on all transit routes and would discontinue service on a portion of a route with no alternative within ¼ mile, this change is classified as a Major Service Change and triggers a Service Equity Analysis. Technically, the plan also introduces new routes, as some of the route names and numbers will be changed, which also would trigger the Equity Analysis.

The Title VI Analysis conducted by RTA for the ASIP changes and **does not** find a **disparate impact** or **disproportionate burden** for minority groups or low-income communities. According to FTA Circular 4702.1B, “The typical measure of disparate impact involves a comparison between the proportion of persons in the protected class who are adversely affected by the service or fare change and the proportion of persons not in the protected class who are adversely affected.”

The Title VI Analysis conducted by the RTA compares the number of trips available to the population within ¼ mile of an RTA route before and after the service change. In cases where service is being reduced, the change is deemed to not be a disparate impact if the percentage of trips reduced for low-income or minority populations is **less than** the percentage of low-income and minority population in the service area. However, this analysis framework is still applicable in instances like ASIP where service is added.

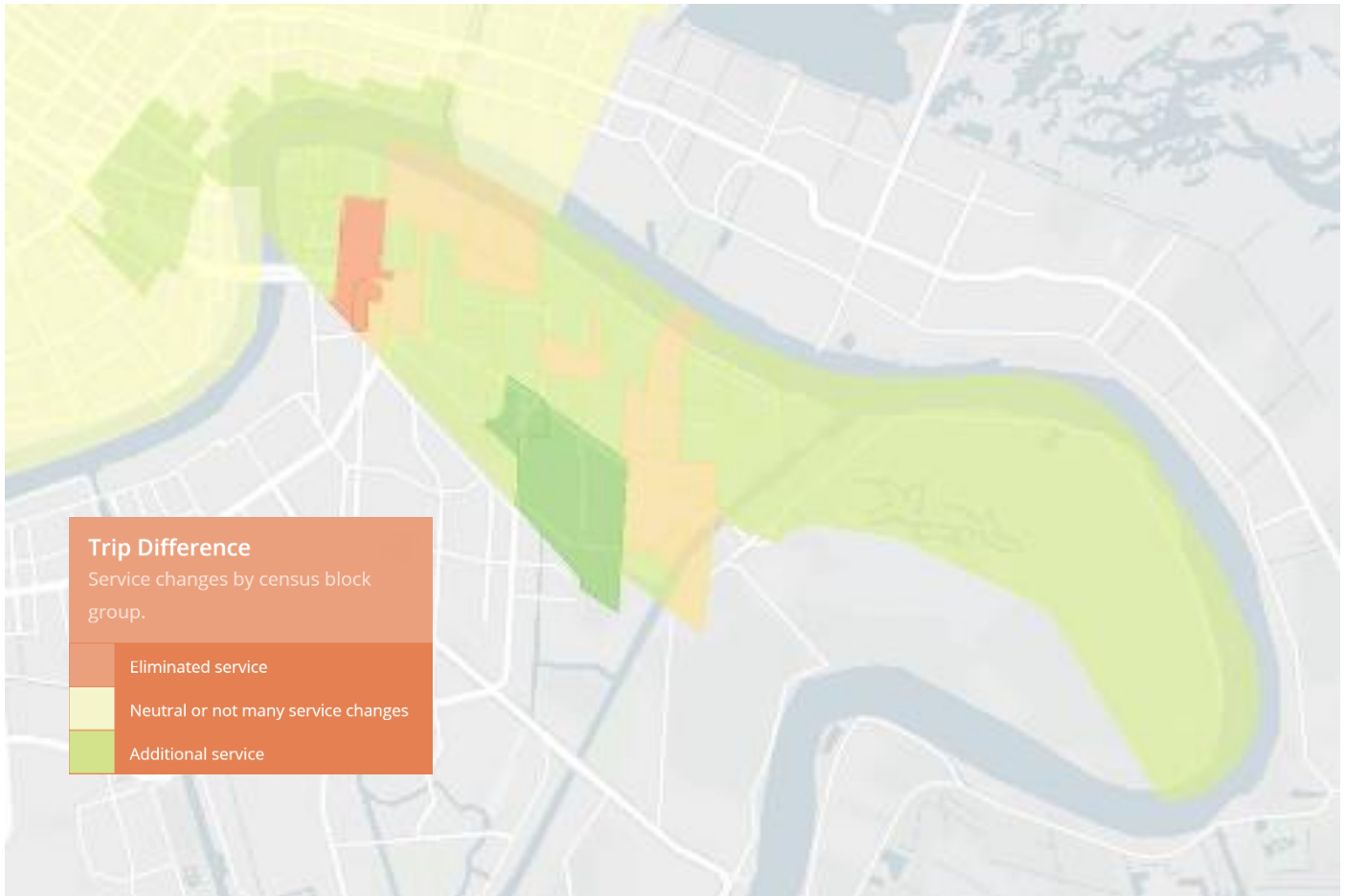
Table 9 shows the distribution of impacts on the population being affected by the changes. In order to not be a disparate impact or disproportionate burden, negative impacts should not be borne disproportionately by minorities or low-income people. This means that the **change borne** by these groups **should be less than the percentage** of the population these groups make up in the **service area as a whole** (Service Area Average).

Table 9: Distribution of Impact of Algiers Service Improvement Plan Changes

	Low-Income	Minority
Change Borne By	18.2%	46.4%
Service Area Average	22.6%	69.9%
Difference	-4.5%	-23.5%

The RTA found that the increased trips in Algiers benefit low-income and minority populations more than other populations. Therefore, there is no finding of disparate impact or disproportionate burden for minority groups or low-income communities.

Figure 5: Trip difference compared to existing service



The only area census block group with a considerable decrease in service is adjacent to Wilty Terminal. The map indicates a decrease in service because of the routes that are no longer servicing Wilty Terminal at some stops on the periphery, but the majority of the census block group is serviced by route 103 General Meyer. Route 103 General Meyer has improved frequency from every 40 minutes to every 30 minutes.

CONCLUSIONS

A Title VI equity analysis of the Recommended Network for the Algiers Service Improvement Plan (ASIP) resulted in a finding of **no disproportionate burden** or **disparate impact** for low-income and minority communities. The changes will result in more service minority and low-income populations. The changes will result in a projected 26 additional trips for Algiers residents because of increased frequencies on most Algiers routes.

In addition to more trips for Algiers transit riders, the RTA expects that transit trips to downtown will be approximately 10-15 minutes faster for about 70% of riders in Algiers. However, the RTA does not take lightly that this is a major disruption for a small group of riders at stops who will not have service. The RTA must reconcile this with the needs of the majority of riders in Algiers who will have increased service.

APPENDIX A: EQUITY ANALYSIS TABLE

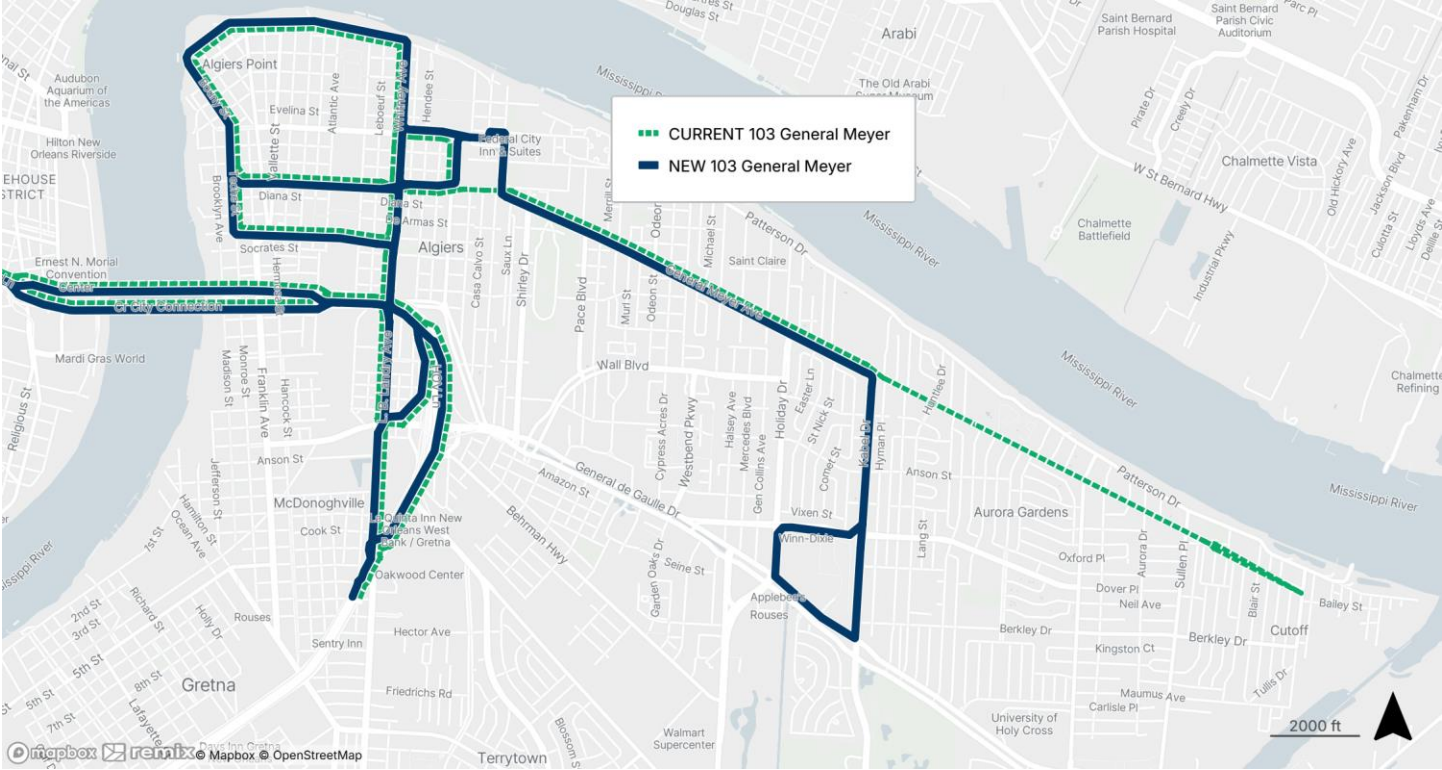
Route	Before (Outbound)				After (Inbound)				After (Outbound)				Difference			Borne By Low Income	Borne by Minorities
	Low Income	Minority	(Annual lg)	(within 1/4 mi)	Low Income	Minority	(Annual lg)	(within 1/4 mi)	Low Income	Minority	(Annual lg)	(Population * Trips)	People-Trips	Minority People-Trips			
1 Algiers Point Ferry	6.3%	26.3%	11,924	710	6.3%	26.3%	11,924	710	6.3%	26.3%	11,924	0	0	0	0.0%	0.0%	
3 Tulane - Elmwood (A)	28.3%	73.4%	15,470	16,386	29.5%	72.3%	15,105	16,258	28.9%	73.4%	15,470	0	0	0	0.0%	0.0%	
3 Tulane - Elmwood (B)	28.3%	73.4%	4,380	16,386	29.5%	72.3%	4,745	16,258	28.9%	73.4%	4,380	0	0	0	0.0%	0.0%	
4 Chalmette Ferry	22.7%	100.0%	10,950	335	22.7%	100.0%	10,950	335	22.7%	100.0%	10,950	0	0	0	0.0%	0.0%	
8 St. Claude - Arabi	26.5%	52.2%	23,645	14,162	26.9%	53.3%	23,645	14,579	26.5%	52.2%	23,645	0	0	0	0.0%	0.0%	
9 Broad - Napoleon	22.1%	72.6%	20,325	39,661	21.3%	72.3%	19,450	39,017	22.1%	72.6%	20,325	0	0	0	0.0%	0.0%	
11 Magazine	11.7%	36.7%	13,140	21,479	14.3%	40.4%	12,775	19,311	11.7%	36.7%	13,140	0	0	0	0.0%	0.0%	
12 St. Charles Streetcar (A)	13.8%	39.9%	32,485	27,747	13.3%	40.0%	31,755	27,684	13.8%	39.9%	32,485	0	0	0	0.0%	0.0%	
12 St. Charles Streetcar (B)			0	24,729	13.5%	39.2%	730	0			0	0	0	0	0.0%	0.0%	
27 Louisiana	26.8%	69.2%	10,655	23,314	26.4%	68.8%	10,510	21,552	26.8%	69.2%	10,655	0	0	0	0.0%	0.0%	
31 Leonidas - Gentilly	20.3%	59.4%	5,950	33,682	20.6%	59.3%	5,950	33,655	20.3%	59.4%	5,950	0	0	0	0.0%	0.0%	
32 Leonidas - Tremé	23.3%	54.7%	6,205	32,538	23.8%	55.5%	6,205	33,380	23.3%	54.7%	6,205	0	0	0	0.0%	0.0%	
45 Lakeview			0	13,514	7.1%	27.3%	8,030	0			0	0	0	0	0.0%	0.0%	
46 Rampart - Loyola Streetcar	30.4%	49.3%	13,505	7,390	30.3%	49.7%	13,505	8,014	30.4%	49.3%	13,505	0	0	0	0.0%	0.0%	
47 Canal Streetcar - Cemetery	25.0%	57.0%	20,075	12,039	25.0%	57.0%	20,805	12,025	25.0%	57.0%	20,075	0	0	0	0.0%	0.0%	
47 Canal Streetcar - Cemetery	33.9%	68.3%	1,460	6,115	34.0%	68.4%	730	6,147	33.9%	68.3%	1,460	0	0	0	0.0%	0.0%	
47 Canal Streetcar - Cemetery	10.5%	37.7%	730	0			0	3,861	10.5%	37.7%	730	0	0	0	0.0%	0.0%	
48 Canal Streetcar - City Park (A)	25.1%	55.0%	17,520	12,707	25.1%	55.0%	17,885	12,709	25.1%	55.0%	17,520	0	0	0	0.0%	0.0%	
48 Canal Streetcar - City Park (B)			0	4,616	13.3%	35.3%	365	0			0	0	0	0	0.0%	0.0%	
49 Riverfront Streetcar	10.7%	18.2%	16,905	2,467	10.7%	18.4%	16,905	2,484	10.7%	18.2%	16,905	0	0	0	0.0%	0.0%	
51 St. Bernard - Claiborne	31.8%	67.6%	11,790	30,968	31.6%	67.8%	11,535	31,548	31.8%	67.6%	11,790	0	0	0	0.0%	0.0%	
52 Paris - Broadmoor	32.7%	79.4%	9,235	33,377	32.1%	79.2%	9,490	31,464	32.7%	79.4%	9,235	0	0	0	0.0%	0.0%	
53-O Paris - Claiborne O/WL	29.3%	68.9%	1,095	36,667	29.2%	69.5%	730	36,780	29.3%	68.9%	1,095	0	0	0	0.0%	0.0%	
55 Ellysian Fields (A)	26.8%	72.9%	12,045	22,847	26.3%	73.2%	12,775	22,551	26.8%	72.9%	12,045	0	0	0	0.0%	0.0%	
55 Ellysian Fields (B)	26.2%	69.5%	2,555	18,387	26.8%	70.3%	2,555	19,102	26.2%	69.5%	2,555	0	0	0	0.0%	0.0%	
57 Franklin-Frere	29.1%	68.5%	10,950	43,182	29.4%	68.5%	10,950	41,468	29.1%	68.5%	10,950	0	0	0	0.0%	0.0%	
61 Lake Forest - Village de L'Es	29.3%	96.0%	15,365	16,403	27.3%	90.7%	16,240	19,558	29.3%	96.0%	15,365	0	0	0	0.0%	0.0%	
61 Lake Forest - Village de L'Es	28.7%	96.1%	255	0			0	19,985	28.7%	96.1%	255	0	0	0	0.0%	0.0%	
62 Morrison - Bullard	32.7%	96.0%	12,990	22,521	31.9%	92.9%	13,100	19,289	32.7%	96.0%	12,990	0	0	0	0.0%	0.0%	
62-O Morrison O/WL	33.4%	95.8%	2,920	22,497	31.9%	92.9%	2,920	27,384	33.4%	95.8%	2,920	0	0	0	0.0%	0.0%	
66 Hayne Loop	29.8%	96.4%	5,475	14,279	22.0%	95.0%	5,840	13,170	29.8%	96.4%	5,475	0	0	0	0.0%	0.0%	
67 Michoud Loop	29.4%	98.2%	6,205	7,437	26.7%	98.6%	6,205	5,015	29.4%	98.2%	6,205	0	0	0	0.0%	0.0%	
68 Little Woods Loop			0	16,896	29.4%	96.2%	15,695	0			0	0	0	0	0.0%	0.0%	
80 Desire - Louisa	31.5%	66.7%	10,950	10,305	31.3%	66.8%	11,315	10,061	31.5%	66.7%	10,950	0	0	0	0.0%	0.0%	
84 Galvez - L3	37.4%	82.6%	11,385	21,115	39.6%	83.5%	11,385	21,624	37.4%	82.6%	11,385	0	0	0	0.0%	0.0%	
86 St. Maurice - Chalmette	42.7%	95.0%	6,205	5,002	29.9%	90.6%	6,205	1,325	42.7%	95.0%	6,205	0	0	0	0.0%	0.0%	
91 Jackson - Esplanade	23.3%	52.0%	13,575	26,786	23.3%	51.6%	13,320	26,956	23.3%	52.0%	13,575	0	0	0	0.0%	0.0%	
103 General Meyer			0	16,174	20.6%	76.6%	12,775	18,769	22.8%	77.0%	12,775	446,396,825	97,311,682	342,714,825	21.8%	76.8%	
103 General Meyer Local (A)	22.8%	76.4%	5,075	0			0	0			0	-224,369,495	-51,325,705	-171,180,870	22.3%	76.3%	
103 General Meyer Local (B)	23.6%	76.5%	3,105	0			0	0			0	-55,213,110	-13,049,861	-42,240,420	23.6%	76.5%	
103 General Meyer Local (C)	22.7%	76.3%	1,020	0			0	0			0	-33,039,840	-7,437,871	-25,505,100	22.5%	77.2%	
103 General Meyer Local (D)	23.6%	76.5%	1,020	0			0	0			0	-30,695,880	-7,153,472	-23,448,780	23.3%	76.4%	
105 Algiers Local	25.3%	90.7%	6,640	16,178	24.7%	85.2%	6,130	16,082	24.1%	85.3%	6,130	-8,629,695	-3,767,739	-18,506,310	43.7%	214.4%	
114 Garden Oaks - Kabel			0	13,235	29.3%	80.3%	12,775	14,672	30.7%	81.0%	12,775	358,511,925	107,041,851	287,744,100	30.0%	80.7%	
114A Garden Oaks - Sullen (A)	30.7%	85.3%	6,680	0			0	0			0	-234,616,880	-71,628,175	-199,390,560	30.5%	85.0%	
114A Garden Oaks - Sullen (B)	31.3%	85.1%	5,000	0			0	0			0	-144,492,080	-44,670,076	-122,739,440	30.9%	84.9%	
114B Garden Oaks - Woodland	25.5%	82.0%	5,220	0			0	0			0	-267,115,230	-69,169,225	-219,325,500	25.9%	82.1%	
114B Garden Oaks - Woodland	26.3%	82.0%	5,000	0			0	0			0	-88,390,000	-23,235,077	-72,480,000	26.3%	82.0%	
115 Garden Oaks - Sullen			0	11,656	28.1%	83.0%	15,330	11,547	28.2%	84.5%	15,330	355,701,990	100,166,717	297,769,920	28.2%	83.7%	
202 Airport Express	33.2%	54.0%	6,935	2,016	18.1%	43.8%	7,300	3,161	33.2%	54.0%	6,935	0	0	0	0.0%	0.0%	
All Changes (both directions)				312,686	23.5%	69.7%	848,803					72,048,530	13,083,049	33,411,965	18.2%	46.4%	

APPENDIX B: MINORITY, HISPANIC/LATINO, AND LOW-INCOME ROUTE DESIGNATIONS

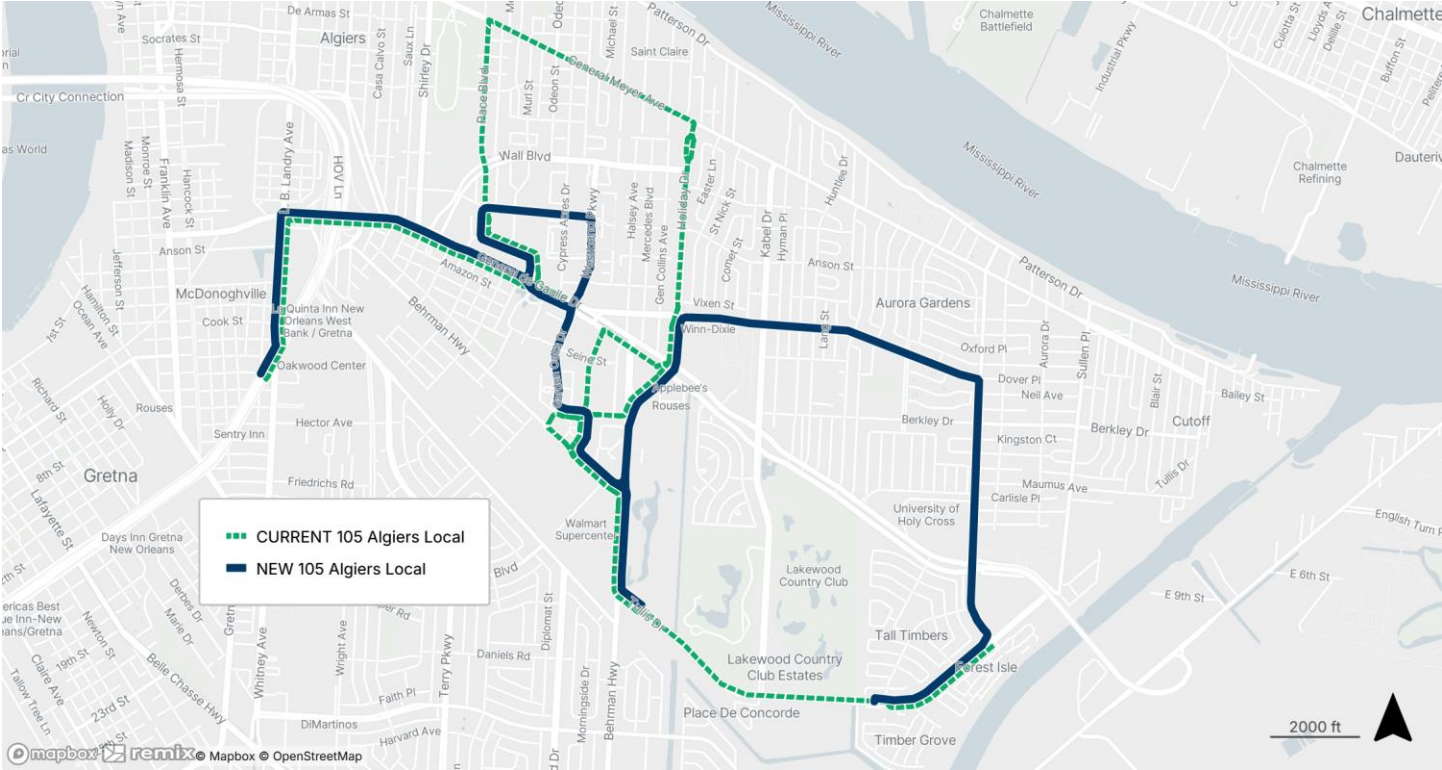
route_long_name	route_id	RtePerMin	RtePerHis	RtePerPov	RtePerPovH	FlagMin	FlagHisLa	FlagLowInc
Algiers Point Ferry	1	14.54%	11.76%	5.69%	7.75%		Orl Hisp/Lat Rte	
General Meyer Local	103	73.88%	4.92%	21.41%	20.29%	Orl Minority Rte		
Algiers OWL	103-O	67.38%	5.01%	23.11%	23.14%	Orl Minority Rte		
Algiers Local	105	86.18%	4.87%	24.60%	28.00%	Orl Minority Rte		Orl Low-Inc Rte
Magazine	11	31.51%	5.52%	13.88%	14.51%			
Garden Oaks - Sullen	114A	77.94%	4.92%	28.98%	29.33%	Orl Minority Rte		Orl Low-Inc Rte
Garden Oaks - Woodland	114B	75.30%	5.52%	27.09%	29.08%	Orl Minority Rte		Orl Low-Inc Rte
St. Charles Streetcar	12	34.08%	7.22%	15.25%	14.31%		Orl Hisp/Lat Rte	
Airport Express	202	68.21%	6.04%	30.68%	32.61%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Louisiana	27	65.26%	5.68%	25.14%	25.17%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Tulane - Elmwood	3	68.25%	6.97%	26.86%	28.89%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Leonidas - Gentilly	31	57.31%	5.21%	20.22%	20.75%			
Leonidas-Treme	32	49.63%	5.88%	22.49%	21.74%		Orl Hisp/Lat Rte	
Chalmette Ferry	4	99.84%	13.00%	9.07%	10.90%	Orl Minority Rte	Orl Hisp/Lat Rte	
Lakeview	45	19.19%	12.06%	6.87%	8.78%		Orl Hisp/Lat Rte	
Canal Streetcar - Cemeteries	47	48.21%	13.69%	27.33%	28.71%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Canal Streetcar - City Park/Muse	48	46.44%	12.35%	26.56%	27.65%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
UPT-Riverfront	49	54.38%	11.81%	34.54%	34.90%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
St. Bernard-Claiborne	51	64.03%	6.03%	31.06%	32.09%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Paris-Broadmoor	52	77.60%	5.06%	32.01%	34.43%	Orl Minority Rte		Orl Low-Inc Rte
Paris - Claiborne OWL	53-O	66.30%	6.09%	29.87%	32.02%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Elysian Fields	55	70.54%	6.26%	27.44%	25.74%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Franklin-Freret	57	65.81%	6.30%	29.54%	29.64%		Orl Hisp/Lat Rte	Orl Low-Inc Rte
Lake Forest - Village de L'Est	61	88.45%	6.87%	33.61%	34.24%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Morrison-Bullard	62	89.05%	3.43%	35.94%	35.60%	Orl Minority Rte		Orl Low-Inc Rte
Morrison OWL	62-O	89.98%	3.11%	36.23%	35.13%	Orl Minority Rte		Orl Low-Inc Rte
Hayne Loop	66	96.13%	1.68%	30.95%	33.24%	Orl Minority Rte		Orl Low-Inc Rte
Michoud Loop	67	98.63%	6.69%	24.22%	31.40%	Orl Minority Rte	Orl Hisp/Lat Rte	Orl Low-Inc Rte
Little Woods Loop	68	96.31%	1.26%	33.43%	33.76%	Orl Minority Rte		Orl Low-Inc Rte
St. Claude - Arabi	8	50.52%	5.50%	27.82%	25.73%			Orl Low-Inc Rte
Desire-Louisa	80	66.51%	4.39%	31.68%	25.67%			Orl Low-Inc Rte
Galvez-L9	84	81.51%	4.43%	39.17%	38.95%	Orl Minority Rte		Orl Low-Inc Rte
St. Maurice-Chalmette	86	89.94%	0.48%	30.15%	32.97%	Orl Minority Rte		Orl Low-Inc Rte
Broad - Napoleon	9	69.97%	4.86%	22.79%	23.34%	Orl Minority Rte		
Jackson-Esplanade	91	46.18%	7.46%	21.53%	21.27%		Orl Hisp/Lat Rte	
Kenner Loop	201	43.63%	27.74%	16.88%	17.19%	Ken Minority Rte	Ken Hisp/Lat Rte	Ken Low-Inc Rte
Airport Express	202	58.96%	41.90%	21.04%	22.47%	Ken Minority Rte	Ken Hisp/Lat Rte	Ken Low-Inc Rte

APPENDIX C: ROUTE-BY-ROUTE CHANGES

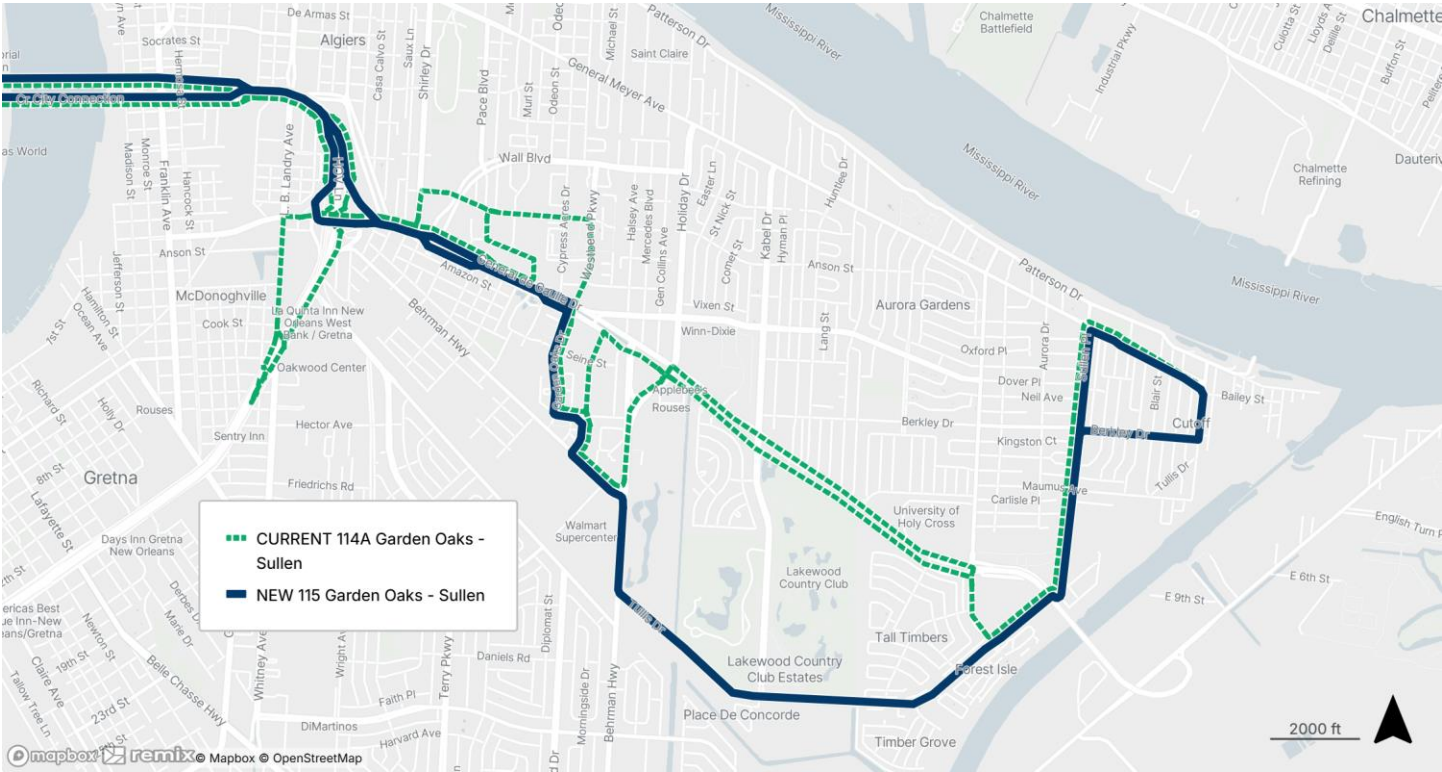
103 General Meyer



105 Algiers Local



114A Garden Oaks-Sullen -> 115 Garden Oaks-Sullen



114B Garden Oaks-Woodland -> 114 Garden Oaks-Kabel

