

September 29, 2021

Regional Transit Authority

Title VI Service Equity Analysis
New Links Proposed Changes

Virtual Meeting





Overview

The New Orleans Regional Transit Authority (RTA) is responsible for operating transit services connecting commuters to their jobs, healthcare, students to their schools, and communities to entertainment, shopping, and restaurants. The RTA system currently includes:

- five streetcar lines
- 34 bus routes
- two ferry routes
- para-transit services.

Our passengers take more than 19 million rides throughout our system every year.



New Leadership, New Direction

The RTA has placed an intense and deliberate focus on improving the transit experience for Greater New Orleans residents, including:

- Improving mobility for all users with an emphasis on transit dependent communities.
- Establishing transit options that better serve workforce with non-traditional hours.
- Improving ferry service quality
- Establishing a downtown transit hub to provide better connectivity for routes throughout the system
- Investing in the local economy by providing opportunity for small and minority business.



Agency 2021 Priorities

- World-Class Rider Experience
- Innovation
- Regional Connections
- Equity
- Workforce Development



Outline

- New Links Summary
- Overview of Proposed Changes
- RTA Title VI and Environmental Justice Policy
 - Major Service Change
 - Disparate Impact
 - Disproportionate Burden
- Analysis and Results

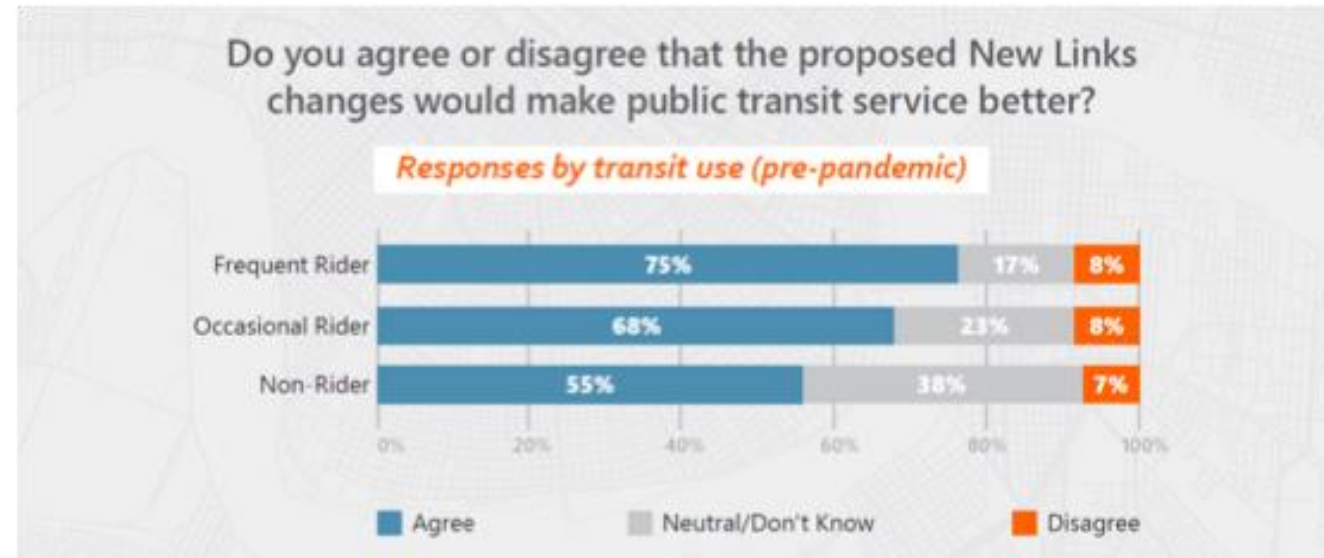


About New Links

- Two-year, collaborative project between the RTA, the Regional Planning Commission (RPC) and Jefferson Transit (JET) to re-imagine how public transit connects the region
- Two components:
 - **Comprehensive Operations Analysis (COA):** How well does the existing public transit system serve the community?
 - **Network Redesign:** What changes can the transit agencies (RTA and JET) make in a short period of time with our existing resources (budget, vehicles, etc.) to better serve the region?
- After extensive outreach and planning, the plan was finalized in February 2021
- Where are we now?
 - The RTA Board has approved the New Links Network
 - Title VI Analysis in process
 - RTA staff is preparing to implement the changes in the coming months

Key Features of New Links Network

- Equity based decision process
 - Extensive public outreach (100+ meetings, rider surveys, stakeholder outreach)
 - Improve service for those who need it
 - Right-size streetcar service to pay for bus improvements
- More frequent service on major routes and corridors
 - Reduce redundancy and overlap
 - Restructure low ridership routes
- Increased cross-parish connections
- Restructured neighborhood service
 - New regional transfer hubs
 - Increased neighborhood / local service.
- Increased overnight service.





Existing Network

Spring 2019 service frequency, weekdays at noon



SERVICE FREQUENCY

- 5-15 MINS
- 16-20 MINS
- 25-30 MINS
- 35-60 MINS
- 61+ MINS

- ★ TRANSFER POINT
- T REGIONAL HUB

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Routes like 114 split into a & b branches

Bus & Streetcar lines can join together for more frequent service on certain corridors

RTA **STL** **MTA**



Recommended Network

Recommended service frequency, weekdays at noon



SERVICE FREQUENCY

- 5-15 MINS
- 16-20 MINS
- 25-30 MINS
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114a

114b

114c

ROUTES LIKE 114 SPLIT INTO a & b BRANCHES

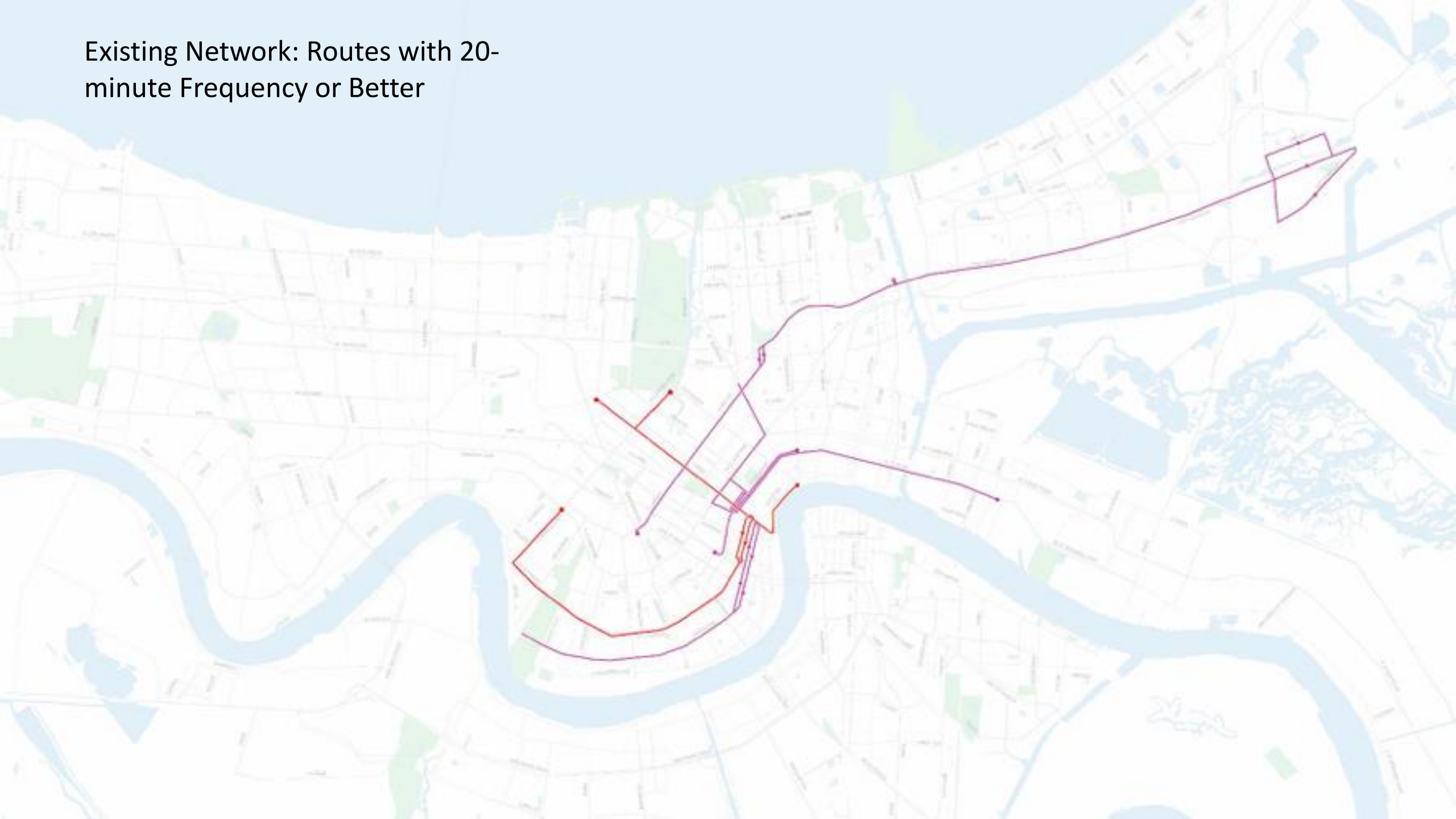
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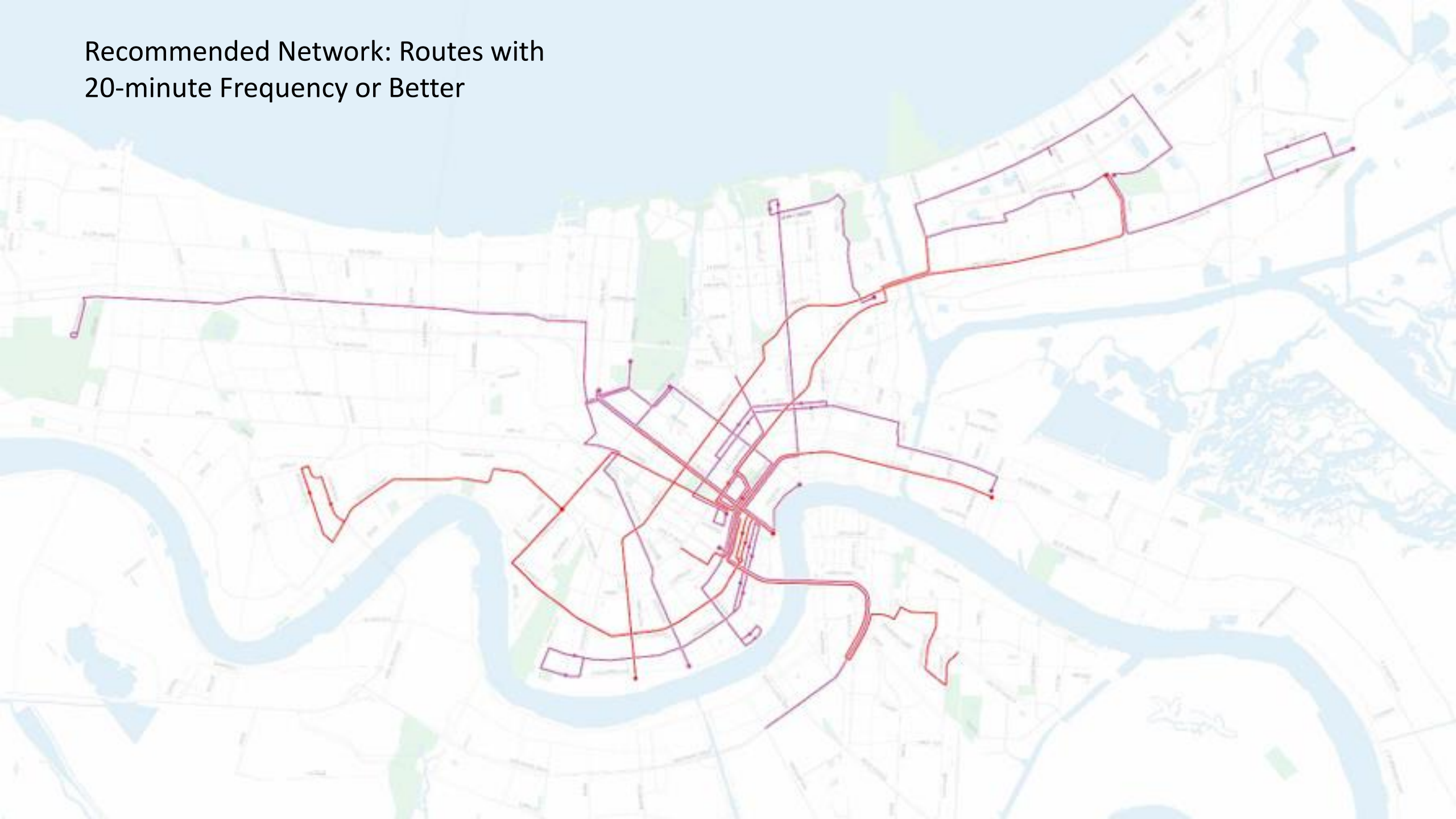
BUS & STREETCAR LINES CAN JOIN TOGETHER FOR MORE FREQUENT SERVICE ON CERTAIN CORRIDORS



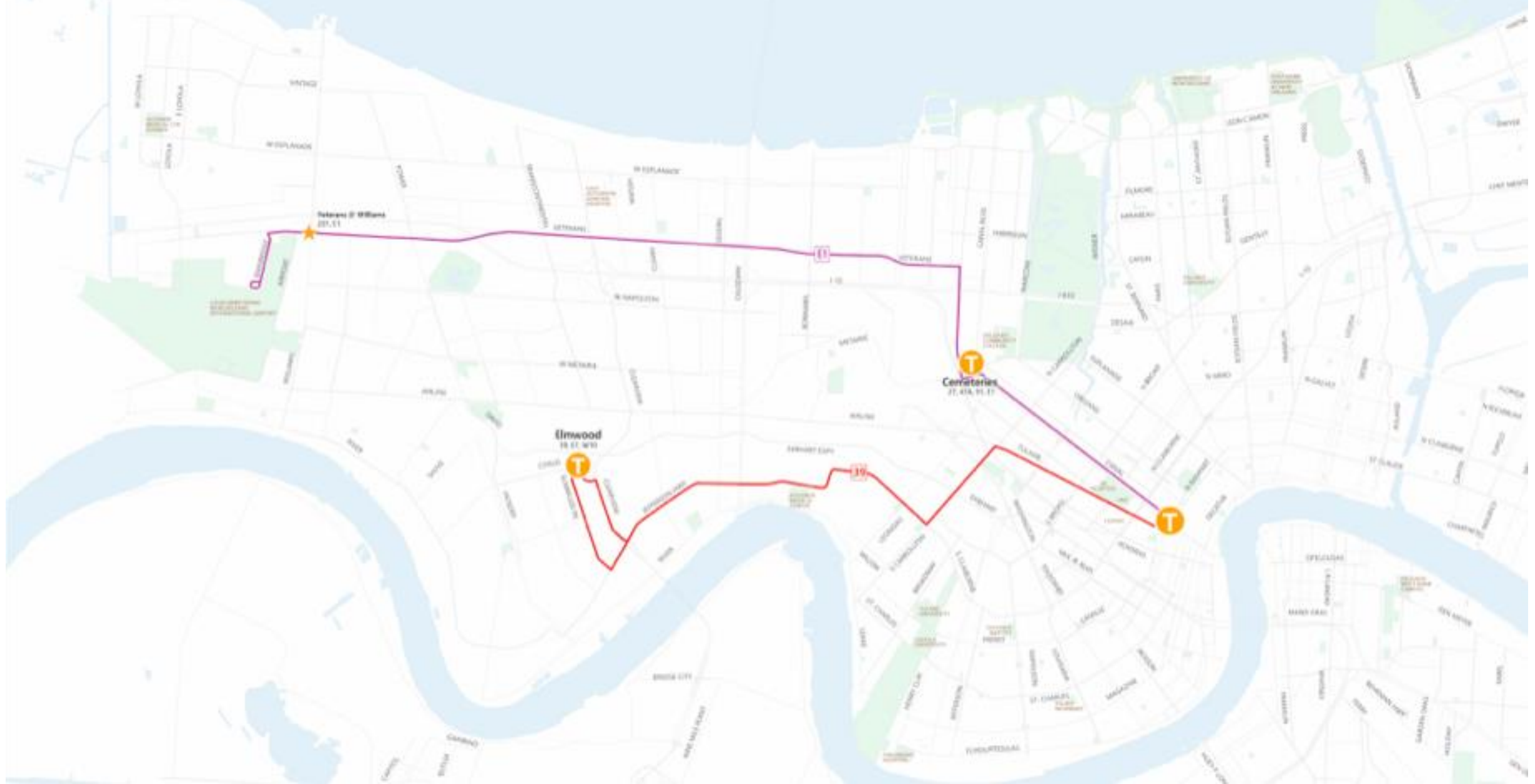
Existing Network: Routes with 20-minute Frequency or Better



Recommended Network: Routes with
20-minute Frequency or Better



Recommended Network: Regional Connections



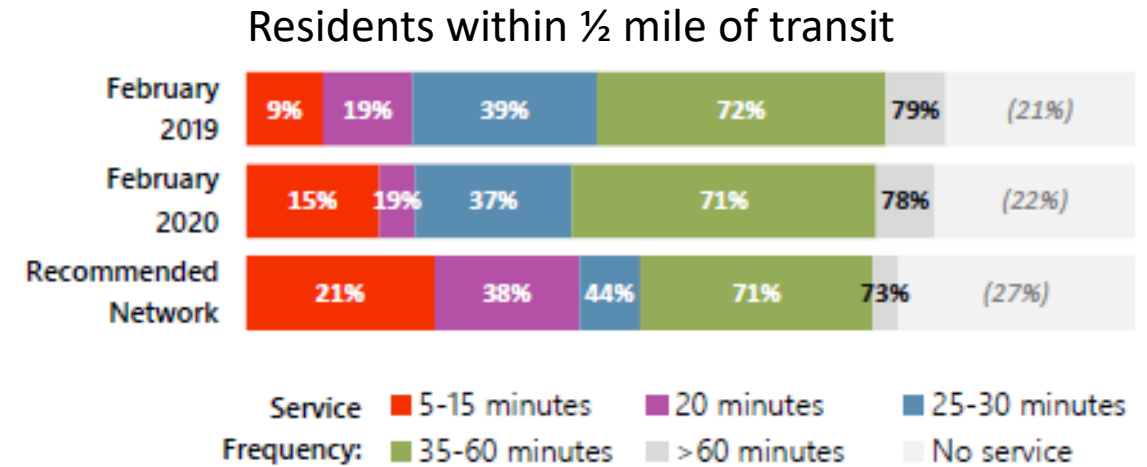
Access Metrics for New Links vs Existing system: Overall

Increased share of **residents** are within ½ mile walk of **frequent transit** coming every 20 minutes or less

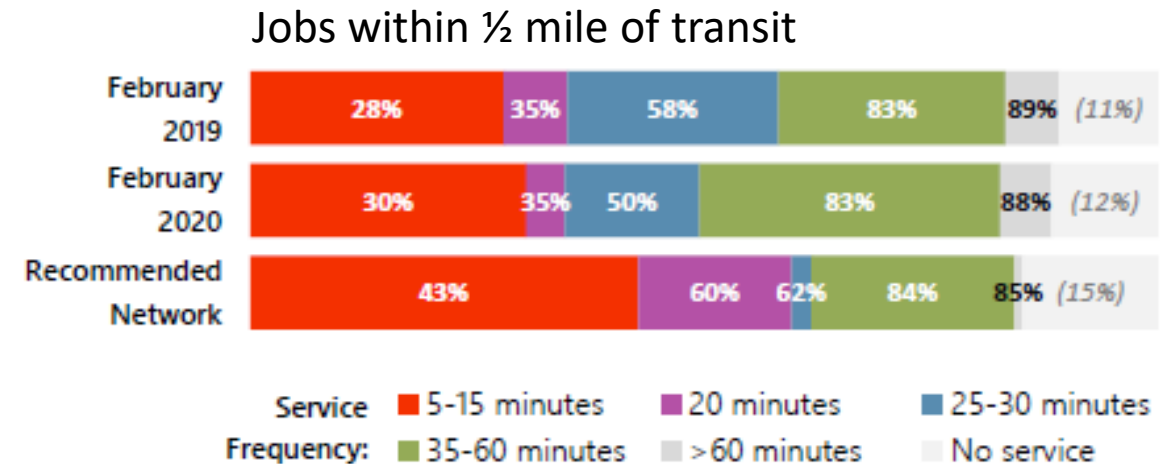
- 19% in February 2020
- 38% in New Links network

Increased share of **regional jobs** are within ½ mile of **frequent transit** coming every 20 minutes or less

- 35% in February 2020
- 60% in New Links Network



SOURCE: CENSUS BUREAU, ACS 2014–2018

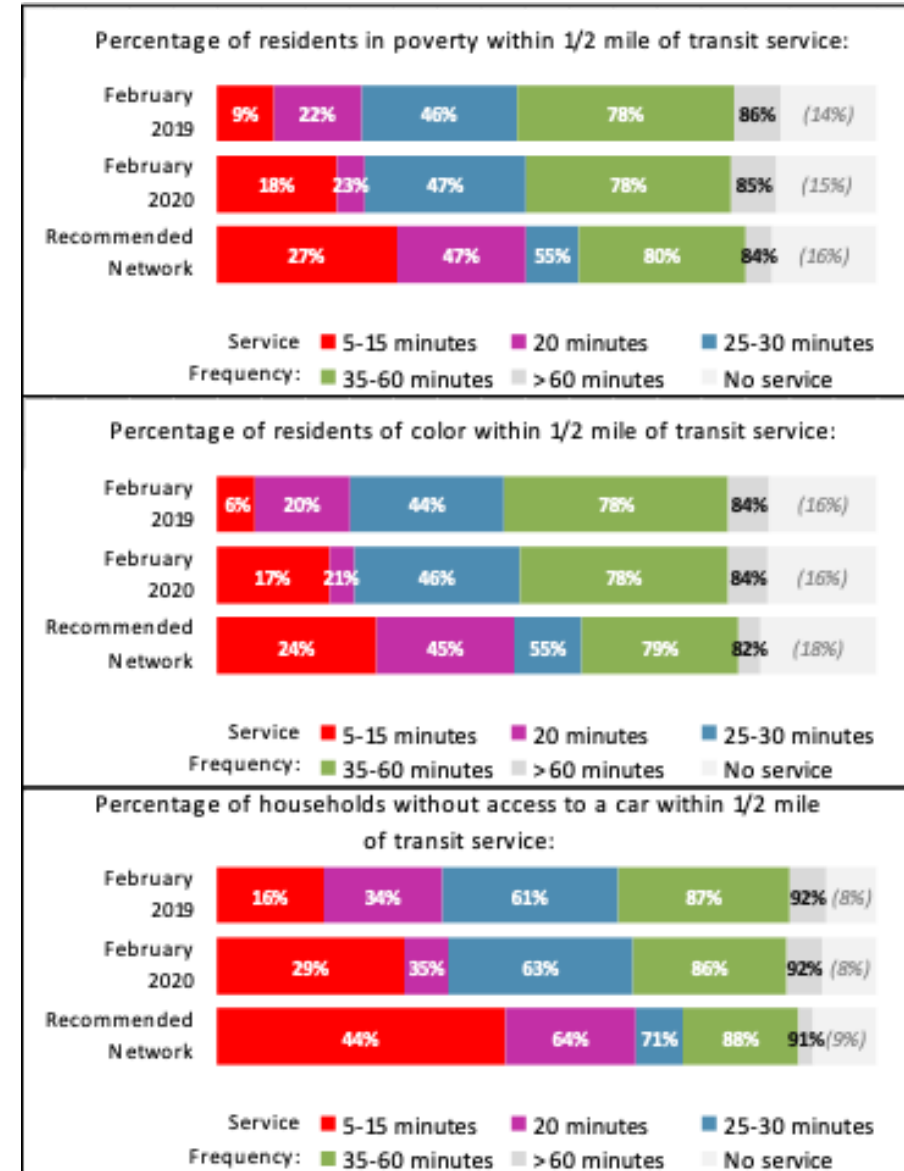


SOURCE: CENSUS BUREAU, LEHD 2017; NORPC 2020, LDOE 2020

Access Metrics for New Links vs Existing system: Title VI groups

Increased share of low-income residents, households without access to a car, and residents of color with access to a bus or streetcar coming every 20 minutes or less:

- **65% of households** without access to a car would have access to frequent transit
 - Existing: 35%
- **45% of residents of color** would have access to frequent transit
 - Existing: 21%
- **47% of residents in poverty** would have access to frequent transit
 - Existing: 23%



RTA Title VI and Environmental Justice Policy



TITLE VI AND ENVIRONMENTAL JUSTICE

Policy Manual

Revised October 15, 2020

Regional Transit Authority
2817 Canal Street
New Orleans, Louisiana
www.norta.com

- Policy document required by FTA and updated every three years
- Contains Service and Fare Equity Analysis Policy:
 - Ensures that Major Service Changes do not intentionally or unintentionally discriminate against minority or low-income populations
- For Major Service Changes, RTA will
 - 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.



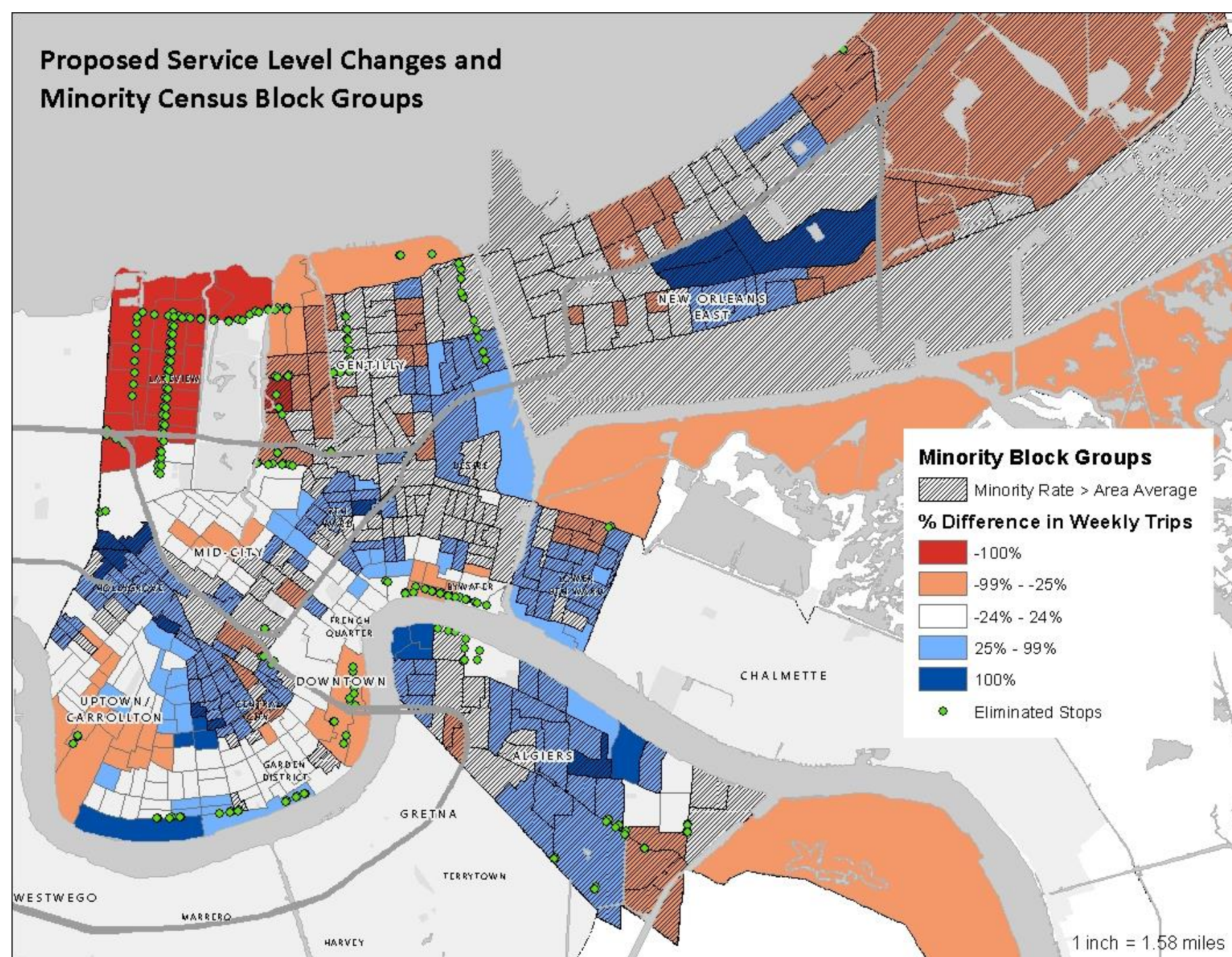


RTA Title VI and Environmental Justice Policy

- Major Service Change (Triggers analysis)
 - Any change of more than 25% of the revenue hours or route miles on a given transit route
 - Any change to the span of service on a given transit route (bus or streetcar) of 2 hours or more
 - The introduction of any new transit route
 - The discontinuation of a route or portion of a route with no alternative service within ¼ mile.
- Disparate Impact (applies to minority populations)
 - If the population bearing an adverse effect has a higher minority percentage than the service area as a whole, then the change will be deemed to have a disparate impact.
- Disproportionate Burden (applies to low-income populations)
 - If the population bearing an adverse effect has 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.

Mapping Analysis Results:

Disparate Impact on Minority Residents

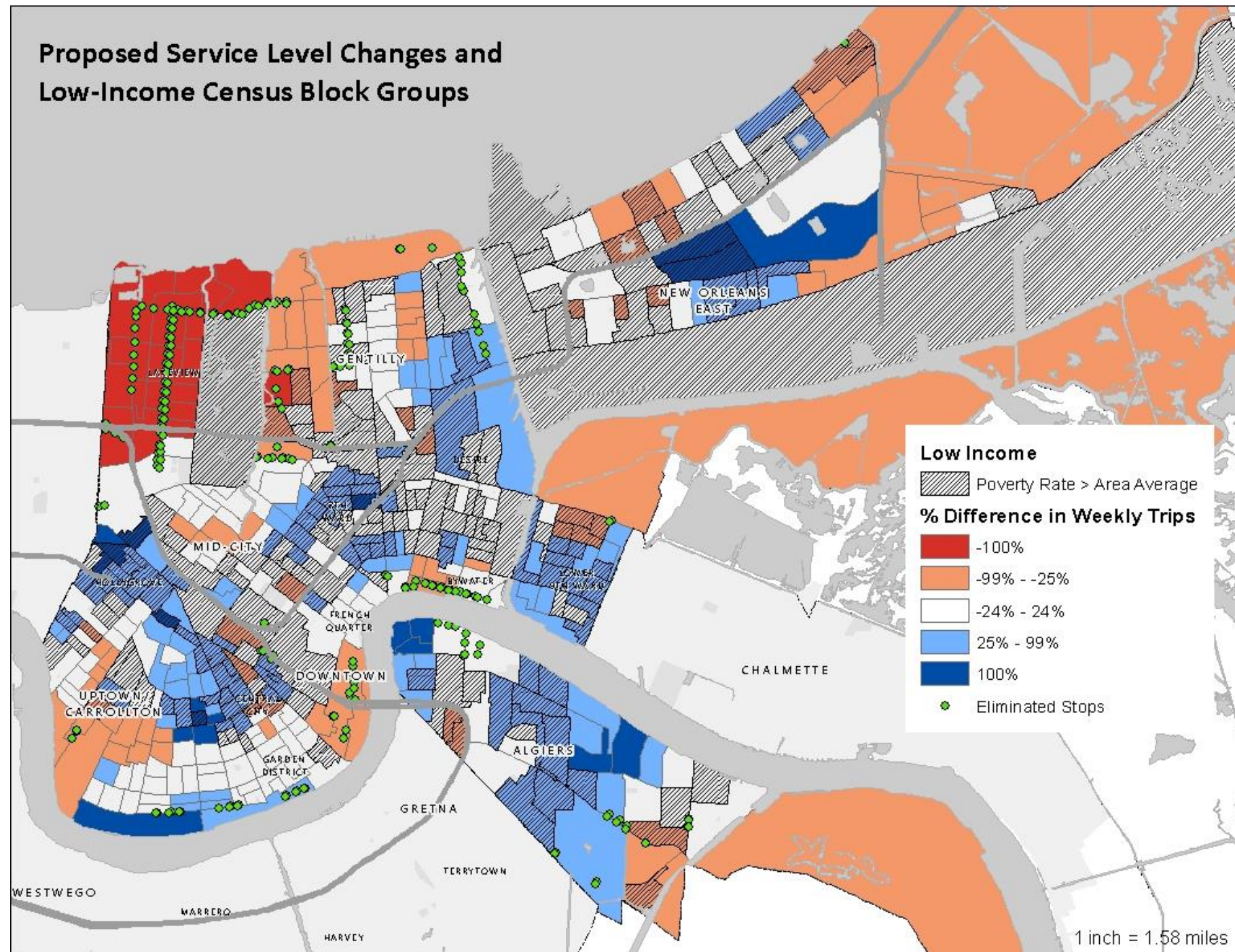


Analysis Results: Disparate Impact on Minority Residents

Service Area	Service Change Description	Total Population Affected by Change	% of Area Population Affected	Minority Population Affected	Minority Population (% of affected)	Area Minority %
Orleans Parish	Major decrease (> 25%)	93,312	24%	57,259	61%	69%
	<i>Eliminated</i>	18,975	5%	3,920	21%	
	Major increase (< -25%)	121,703	31%	94,444	78%	
	Minor/ no change (-25% < Δ > +25%)	175,830	45%	119,276	68%	

Impacts **were not** found to have a disparate negative impact on minority populations. Areas with decreased service have a lower portion of minority residents than the service area as a whole.

Mapping Analysis Results: Disproportionate Burden on Low-Income Residents



Analysis Results: Disproportionate Burden on Low-Income Residents

Service Area	Service Change Description	Total Population Affected by Change	% of Area Population Affected	Population in Poverty Affected	Population in Poverty (% of Affected)	Area Poverty %
Orleans Parish	Major decrease (> 25%)	93,312	24%	16,303	18%	24%
	<i>Eliminated</i>	18,975	5%	1,032	5%	
	Major increase (< -25%)	121,703	31%	30,459	26%	
	Minor/ no change (-25% < Δ >+25%)	175,830	45%	42,578	25%	

Impacts **were not** found to place a disproportionate burden on low-income populations. Areas with decreased service have a lower portion of residents living in poverty than the service area as a whole.



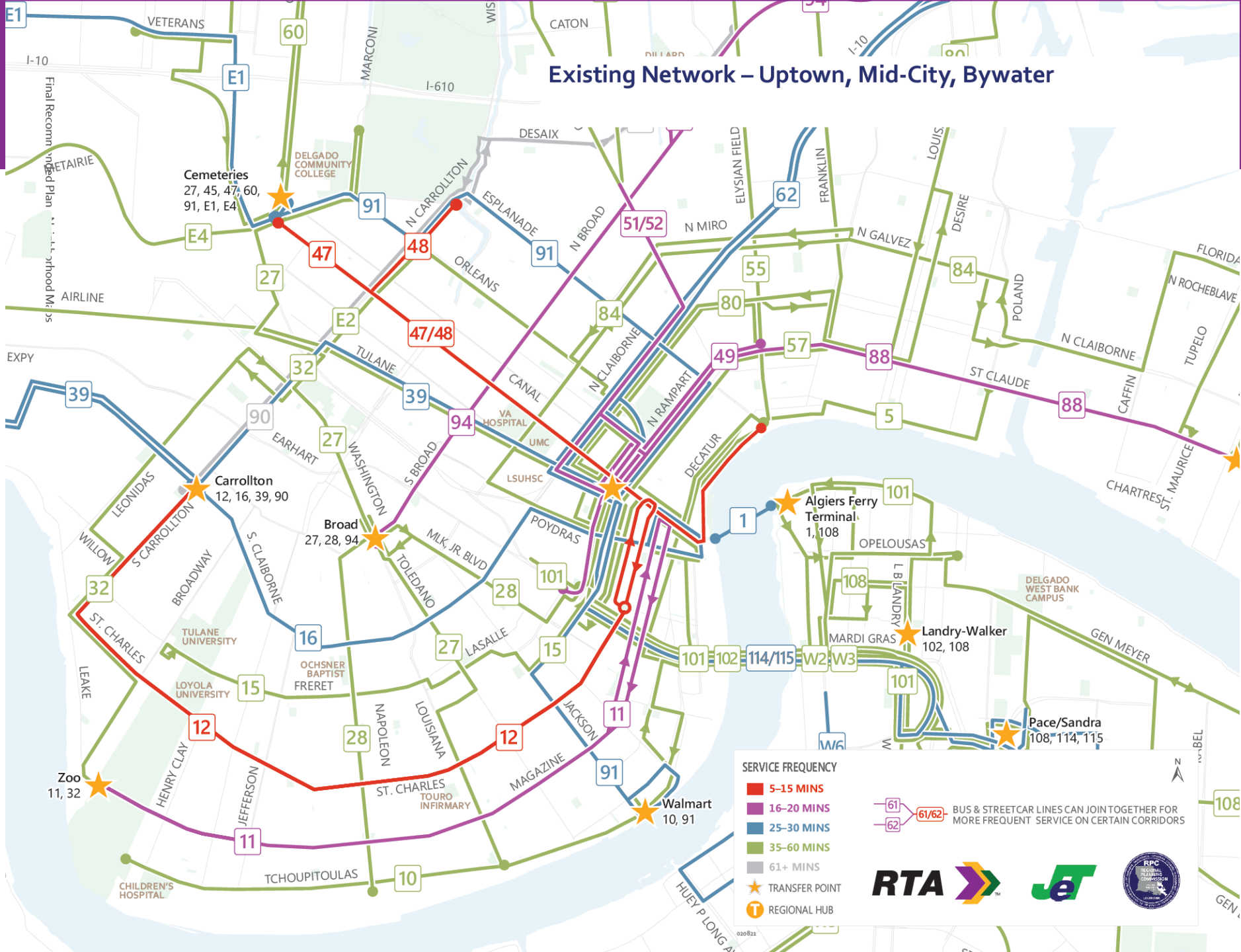
We want to hear from you!

We still would like to hear from you. To provide feedback regarding the proposed RTA plan, visit:

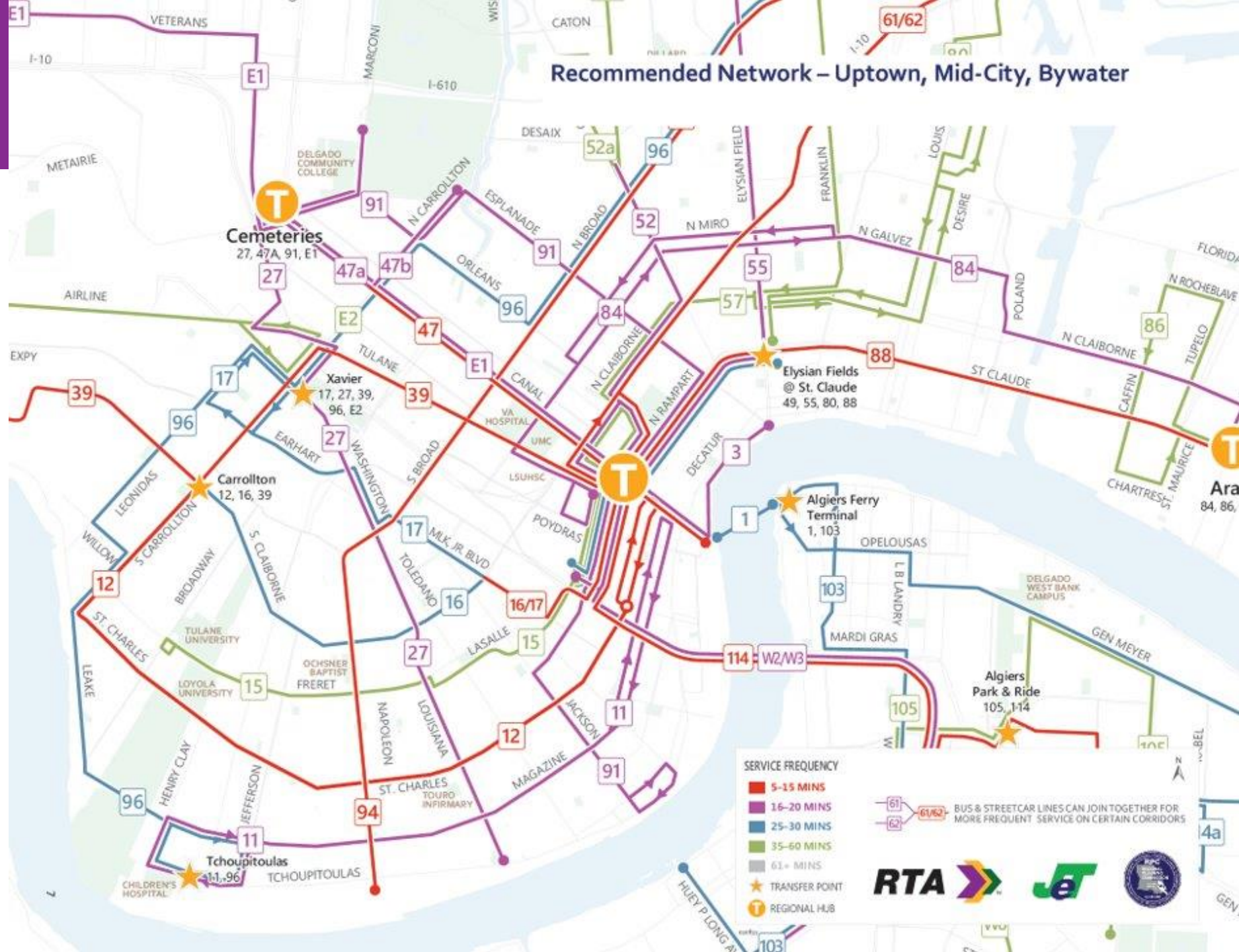
[https://www.norta.com/About/New-Links-\(1\)](https://www.norta.com/About/New-Links-(1))

Thank you!

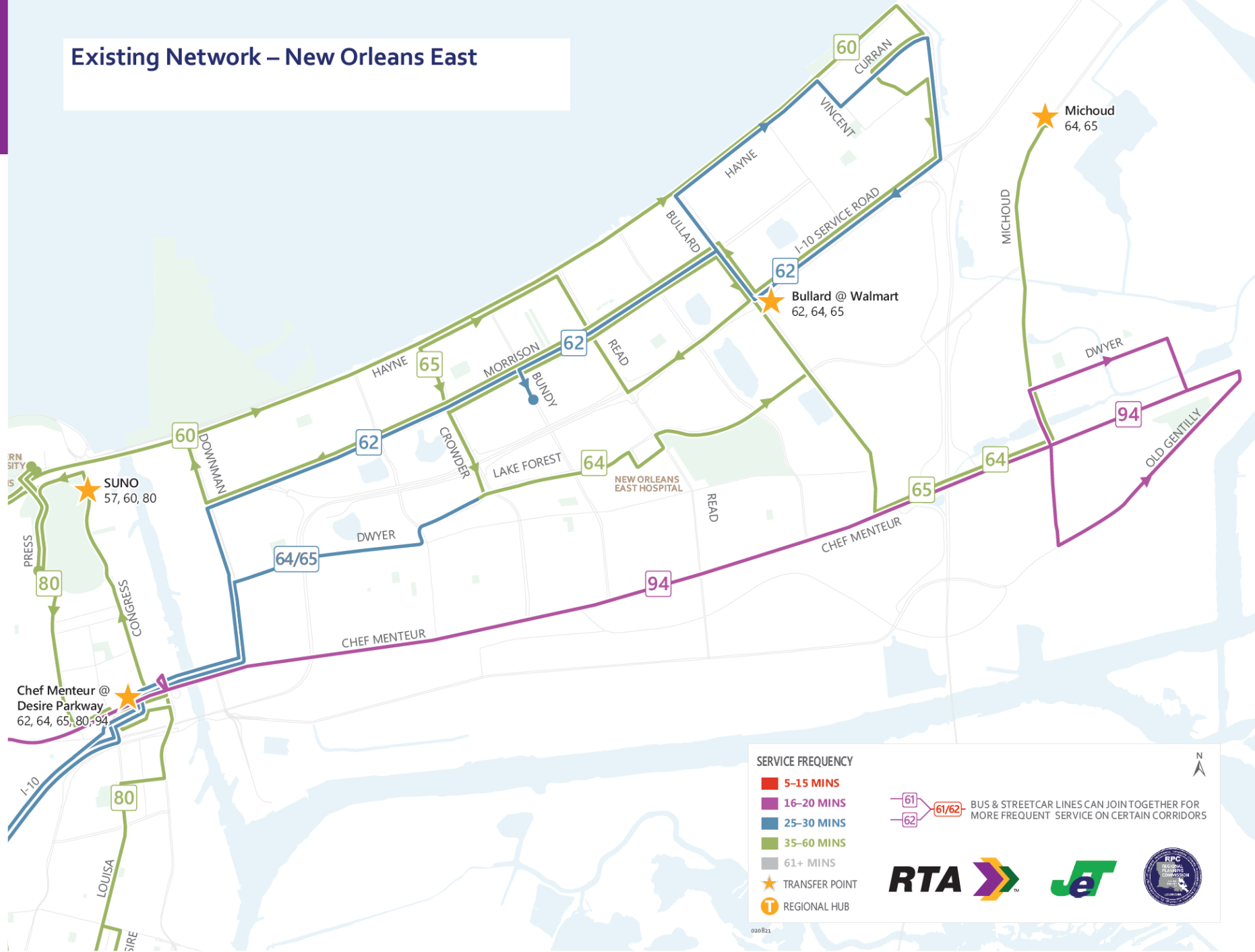
Existing Network – Uptown, Mid-City, Bywater



Recommended Network – Uptown, Mid-City, Bywater



Existing Network – New Orleans East



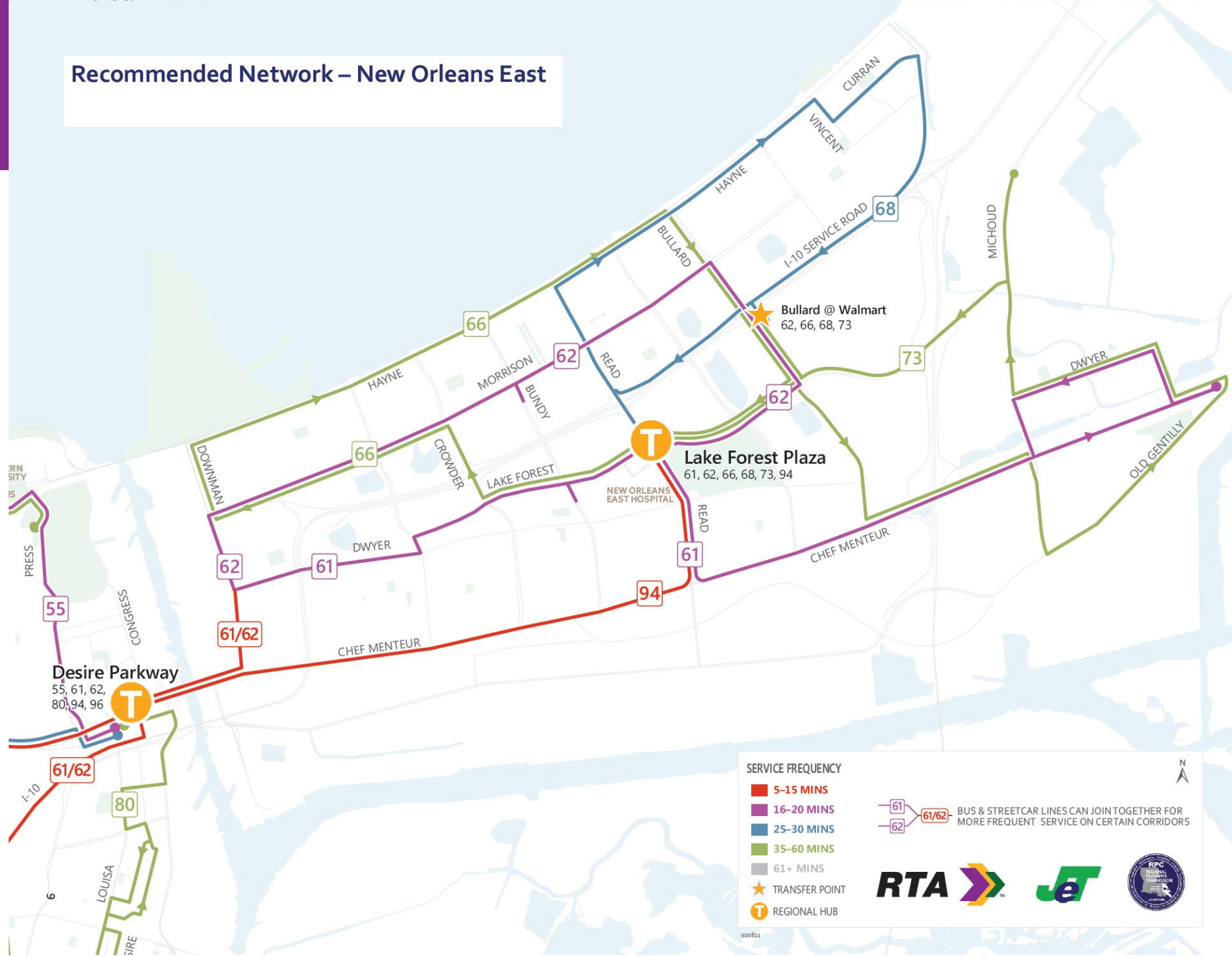
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Recommended Network – New Orleans East



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61 62 61/62

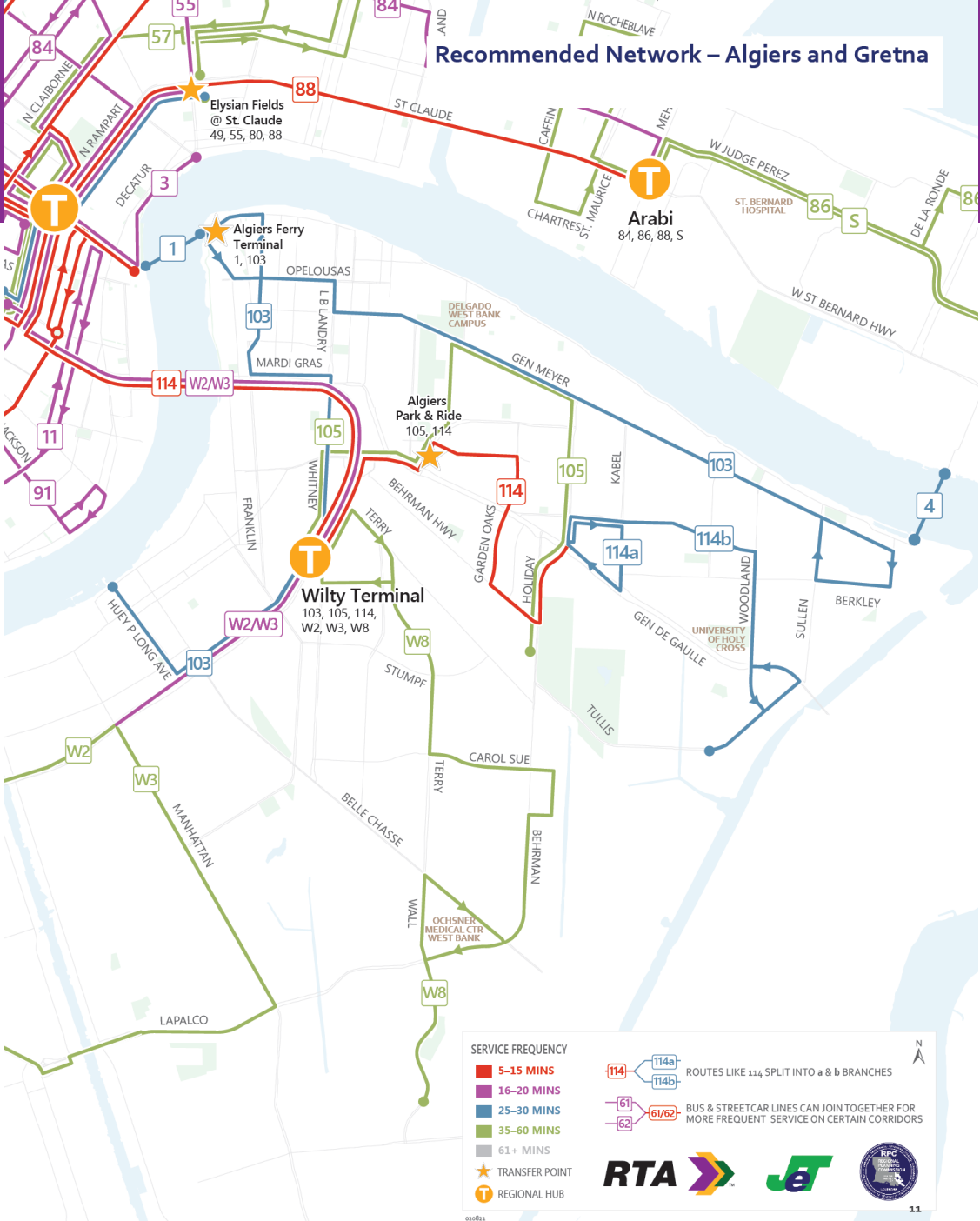
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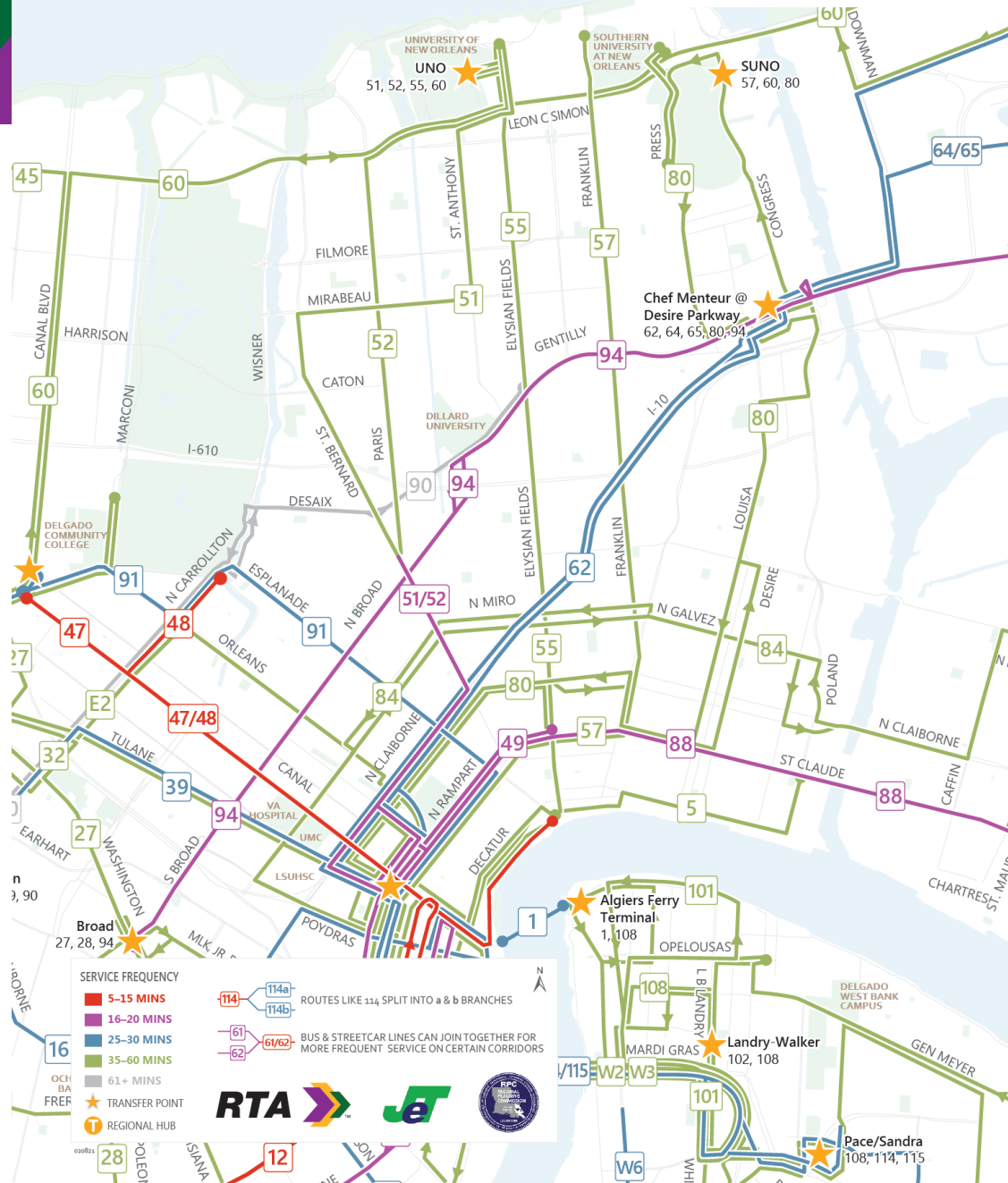
Existing Network – Algiers and Gretna



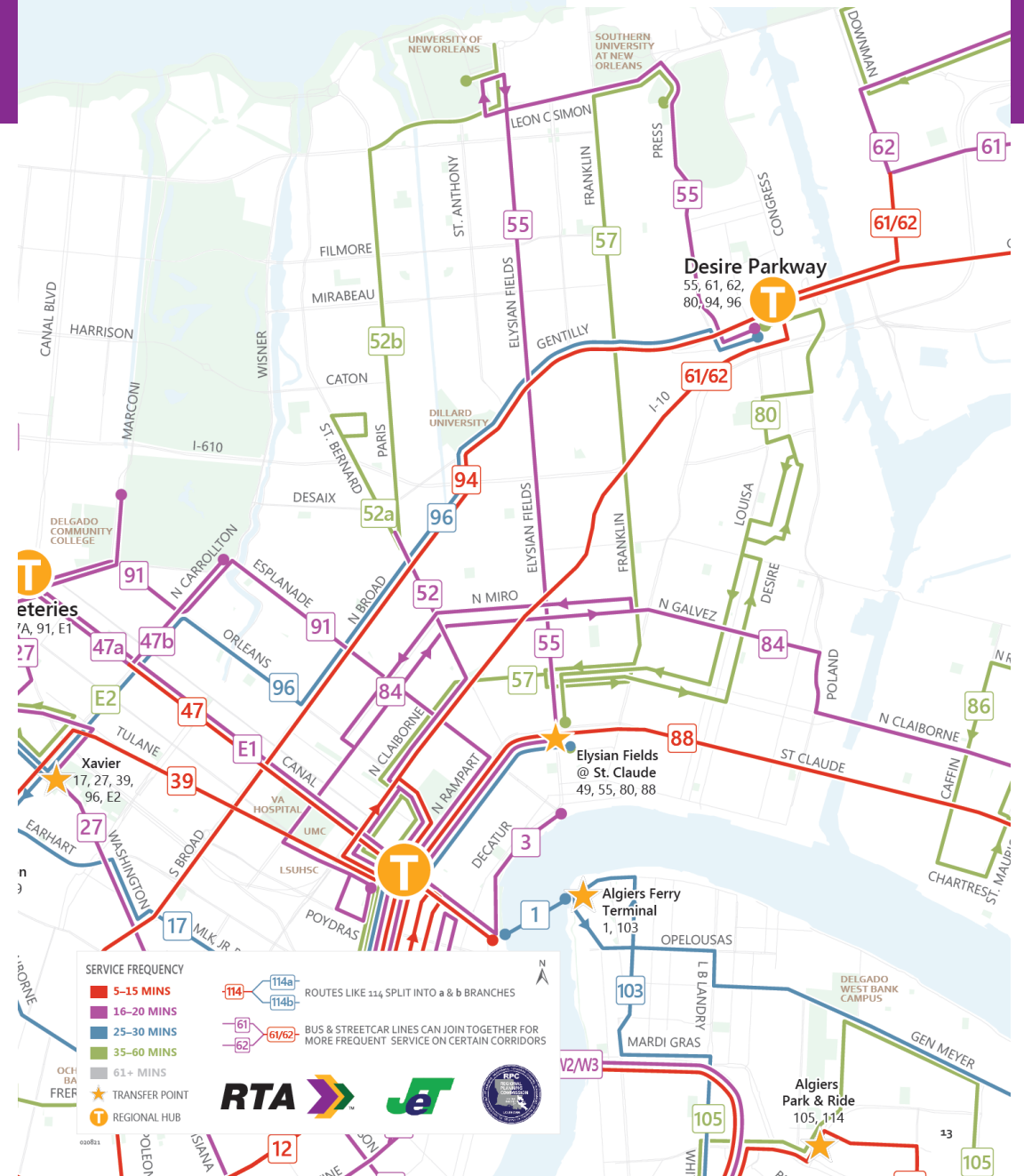
Recommended Network – Algiers and Gretna



Existing Network – Gentilly



Recommended Network – Gentilly



Recommended Network – 9th Ward, Chalmette

