

**Department of Transportation Services (DTS)
Public Transit Division Title VI Program
Service Equity Analysis Report
Route 1L School Street – Hawaii Kai Limited**

Introduction

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. DTS' 2019 Public Transit Title VI Program identifies the policies and procedures used to determine whether service change proposals are considered "major" and to evaluate the impact of major service changes on minority and low income populations.

The Route 1L service change proposes to transfer the local service School Street segment to a limited stop service on the King Street segment. Based on the "Eliminating Route Segments" criteria, the proposed change is considered a "major" service change and requires a Service Equity Analysis. The proposed change from local service to limited stop service is not a "major" service change.

"Eliminating routes segments when the affected ridership of the eliminated segment exceeds 10% of the route's total ridership."

Annual Ridership FY2020	
Route 1L:	662,075
Eliminated Segment:	204,180
Affected Ridership:	30.8%

"Changing service levels (ie: trips, service hours/miles, span of service, headways), for existing routes when ridership of the affected route exceeds 10% of system-wide ridership."

Annual Ridership FY2020	
System-wide:	49,143,649
Route 1L:	662,075
Affected Ridership:	1.3%

This service equity analysis was conducted in compliance with Federal Transit Administration (FTA) Circular 4702.1B, which requires any FTA recipient providing 50 or more fixed route vehicles in peak service located in an urbanized area (UZA) and serving a population of 200,000 or greater to evaluate any major service change at the planning stage to determine whether those changes have a disparate impact on minority populations and disproportionate burden on low-income populations.

Background

Route 1L (Kalihi/School Street – Hawaii Kai Limited) was created in 2007 to complement to Route 1 (Kalihi Transit Center/King Street – Hawaii Kai) and Route 2 (Kalihi Transit Center/School Street – Waikiki) during the weekday peak and base

periods. It was designed to: 1) augment the heavy ridership of Route 2 along the School Street corridor while also providing another routing option for riders with destinations east of the Central Business District (CBD); and 2) service the Route 1 segment between Kahala Mall and Hawaii Kai to mitigate schedule adherence issues attributable to the time and distance of the route. Route 1L provides limited stop service between Liliha Street and Kahala Mall and local service along the School Street and Hawaii Kai segments.

Proposed Changes:

Route 1L service change proposal includes the following.

- Transfer existing service from School Street to King Street.
- Extend route to the Kalihi Transit Center.
- Operate limited stop service between Kalihi Transit Center and Kahala Mall.

There are no changes to the amount of trips and frequencies; schedules will be revised to account for the new service areas.

The proposed Route 1L changes are being implemented in tandem with the proposed elimination of Route 2L due to the approximately 60% decrease in bus ridership caused by the ongoing COVID-19 pandemic. The Route 1L School Street segment is no longer needed to augment Route 2 since limited stop service from Route 2L will be converted into additional local service for Route 2 and is sufficient to accommodate the reduced ridership. The proposed route realignment from School Street to King Street and extension to the Kalihi Transit Center mirrors Route 1 and is more compatible than the current routing. In addition, operating limited stop service between Kalihi Transit Center and Kahala Mall will ensure the reliability of faster service.

Attachment 1 contains the existing and proposed route maps for Route 1L.

Public Engagement Process

Public information and participation are important components when planning service changes. Riders are encouraged to provide comments and suggestions via email, phone call, voicemail, and the website portal. Point of contact information is provided on all notifications to provide the public with various options to voice their comments. To elicit feedback on the proposed changes to Route 1L, the following outreach methods were utilized.

- Councilmembers (CM) and Neighborhood Boards (NB) affected by the changes were notified (presentations are made upon request).
- Notices were posted on TheBus website and linked to the DTS website.
- “Rider Alert” notices were posted at affected bus stops and distributed onboard the affected route.

Depending on the scope and extent of the service change, efforts to engage minority, low income, and Limited English Proficient (LEP) riders includes posting notices at bus

stops located in minority and low income Census block groups, posting car cards on buses, distributing notices (onboard, council member, neighborhood boards, and translation of notices into the languages identified in the 2019 Public Transit Title VI program (informational material on the website are available in a format to use the translation feature). Due to the minimal scope and impact of this change, translation will be provided on request.

All service change notices are provided to the City's service agency (Ho'opono) for the blind for distribution and in a format on the website to use low sight features.

Title VI Policies and Definitions

Major Service Change Policy: All "major" service changes require a Service Equity Analysis for Title VI purposes during the planning process and prior to implementation.

Disparate Impact Policy: DTS determines the occurrence of a disparate impact when adverse effects of a major service change disproportionately affect minority populations by more than 10% based on the difference between the proportion of the total minority and non-minority populations in the total service area and the proportion of the affected minority and non-minority populations within the affected service area, a ½ mile radius of the route.

Disproportionate Burden Policy: DTS determines the occurrence of a disproportionate burden when adverse effects of a major service change disproportionately affect low income populations by more than 10% based on the difference between the proportion of the total low income and non-low income populations in the total service area and the proportion of the affected low income and non-low income populations within the affected service area, a ½ mile radius of the route.

Analysis Framework

Methodology: Population data using Census block groups were used to determine:

- Minority/non-minority and low income/non-low income proportion of the total service area population in the Census block groups served by Route 1L.
- Minority/non-minority and low income/non-low income proportion of the affected service area population located within a ½ mile radius of Route 1L.

The differences between the minority proportions and low income proportions were calculated to determine disparate impact on minority populations and disproportionate burden on low income populations. Differences exceeding 10% indicate that the major service change affected minority populations disparately and low income populations disproportionately.

Data Tables:

Table 1: Census Block Group Minority Populations

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Minority Population	% Minority	Affected Population	Minority Population	% Minority		
1L	236,957	199,113	84%	105,015	89,447	85%	1%	No

Table 2: Census Block Group Low Income Populations

Route	Total Service Area			Affected Service Area			% Difference Total-Affected Service Areas	Disparate Impact >10%
	Affected Population	Low Income Population	% Low Income	Affected Population	Low Income Population	% Low Income		
1L	236,957	29,094	12%	105,015	13,181	13%	1%	No

Required Maps: (see Attachment 1)

Affected census block groups with minority and low income area block groups.

Assessing Impacts

Disparate Impact: The minority Census block group populations for the Routes' total service and affected service areas are shown in Table 1 above. The effects of the service changes do not exceed the disparate impact policy threshold of 10%. The minority population in the affected service area is 1% more than the minority population in the total service area.

Disproportionate Burden: The low income Census block group populations for the Routes' total service and affected service areas are shown in Table 2 above. The effects of the service changes do not exceed the disproportionate burden policy threshold of 10%. The low income population in the affected service area is 1% more than the low income population in the total service area.

Service Equity Analysis

Based on the thresholds established in the Major Service & Fare Change Policy and Disparate Impact & Disproportionate Burden Policies, the proposed service changes do not disproportionately affect minority and low income populations, and can be implemented as proposed to support Route 1 service with compatible and faster limited stop service, and improved weekday on-time performance, currently at 61%.

Alternate service along the eliminated School Street segment is provided Routes 2 (Waikiki – School – Middle), 13 (Liliha – Waikiki – University), and W3 (Kalihi via School Express).

Attachment 1

Route 1L Map

Route 1L Title VI & EJ Areas

- Route (No Change)
- ⋯⋯⋯ Route (Discontinued Segment-School St.)
- Route (New Segment-King St.)
- Minority & Low Income Block Groups
- Low Income Block Groups
- Minority Block Groups
- Non-Minority & Non-Low Income Block Groups

