

To: Community Transit Board of Directors

From: Sara Hayden, Transportation Service Planner

Date: April 2, 2020

Subject: Northgate Link Service Restructure Proposal - Title VI Analysis

BACKGROUND

In compliance with federal regulations, Community Transit evaluates service change proposals for disparate or disproportionate impacts to ethnic minorities and low-income populations. If disproportionate impacts exceed adopted thresholds, Title VI policy requires justification for the impacts, evaluation of lower impact alternatives, and/or mitigation. The analysis is subject to public review and becomes part of the record to be considered by decision makers in approving the proposed changes. Board policy (Resolution #04-12) requires this impact analysis for service changes that alter 25 percent or more of a route's geography or service hours, and for service changes that call for elimination of a route. Service changes that meet this threshold are considered "major service changes."

STATUS

Staff has conducted the standard analysis on the proposal to restructure service around Northgate Link light rail and has determined that the proposals for routes 810, 821, 855, and 871 qualify as major service changes. Since changes are proposed to all 800-series routes and they currently serve the same commuter market to University of Washington campus, routes 860 and 880 are also included in the Title VI analysis.

ANALYSIS RESULTS

The Northgate Link service restructure proposal shows changes in service levels for routes 810, 821, 860, 871 and 880, and the elimination of Route 855. This Title VI analysis evaluates the allocation of the service increases and decreases to ensure that Title VI populations are neither disproportionately burdened nor insufficiently benefited by the proposals.

Based on 2010 Census demographics and 2013-2017 American Community Survey Data, all 800-series routes in this proposal have been designated as Title VI low-income and minority routes. A summary of the service changes based on these route designations can be found in the table below.

SERVICE CHANGE SUMMARY

Category	Change in Hours (Annual)	Change in Trips (Annual)	Change in Route Length (%)
810	680.85	2,550	Net -27.6%
821	3,524.1	4,335	Net -13.9%
855	-3,141.6	-4,590	-100%
860	-331.5	2,040	Net -22.9%
871	-701.25	1,785	Net -32.9%
880	660.45	2,040	Net -21.3%
Total Title VI Minority Routes	691	8,160	
Other Routes	0	0	
Total Title VI Low- Income Routes	691	8,160	
Other Routes	0	0	

With the exception of Route 855, the same segment (from Northgate to University of Washington) is eliminated from each route (-5.73 miles per trip) and replaced with the pathway to the Northgate Station (+1.05 miles per trip), where the routes connect with Link light rail service. Although the distance is the same for all routes, it represents a different percentage change for each route, according to the route's overall length.

As shown in the table, the proposed service restructure to the 800-series routes provides overall significant benefits, adding 691 service hours and 8,160 trips annually to minority and low-income bus routes, while non-minority and non-low-income bus routes remain unchanged in this proposal.

The reductions in route miles do represent a loss to customers. These losses are mitigated as detailed below:

- Pathway between Northgate and the University of Washington (routes 810, 821, 860, 871, 880)**
 At over five miles in length, this pathway is entirely in King County, so the elimination results in no change to Snohomish County residents' access to transit. It is also among the most congested pathways in the Community Transit system. Under the proposal, this segment is replaced with service on Link light rail, which will provide a faster, more dependable trip. With trips every six minutes during the peak and every 10-15 minutes during the off-peak, Link light rail will provide service much more frequently and for a longer span than existing Community Transit bus routes.
- Route 855**
 Route 855 currently provides service from Lynnwood Transit Center to the University of Washington. Under the proposal, Route 855 is eliminated, but the service is replaced with significantly increased service on Route 821, which also stops at Lynnwood Transit Center. Sound Transit is also proposing a restructure to their service in the I-5 corridor, which would result in peak service from Lynnwood Transit Center to Northgate Station at six-minute headways and off-peak headways of 10-15 minutes. These service proposals represent a substantial improvement in service available to current 855 riders.

- Route 810: Stop at Lynnwood Transit Center

Route 810 currently provides off-peak service from multiple park & rides in Snohomish County to the University of Washington. Eliminating the stop at Lynnwood Transit Center will improve travel times for customers boarding at park & rides north of Lynnwood. Riders at Lynnwood Transit Center will have access to proposed Sound Transit service departing every six to fifteen minutes, a large improvement over the current 30-minute headways operated by Route 810.

Based on the above analysis, it was determined that the package of route change proposals would not create a disparate impact or a disproportionate burden to minority and low-income populations, and that any negative impacts are mitigated by the substantial improvements to service.

RECOMMENDATION

Information only. Title VI analysis is provided to Board of Directors per Community Transit's adopted policy as required background information for service change decisions.

TECHNICAL SUMMARY & MAPS

EVALUATION AND QUALIFICATION RESULTS

The following table summarizes the evaluation of proposed **Weekday** route changes:

Route	>= 25% Service Hr Change?	>= 25% Service Pathway Change?	Qualifies as "Major Service Change"?
810	Y (27%)	N (-27.6% net change*; -32.09% & +4.89%**)	Y
821	Y (147%)	N (-13.9% net change*; -17% & +3.1%**)	Y
855	Y (-100%)	Y (-100%)	Y
860	N (-6%)	N (-22.9% net change*; -28% & +5.12%**)	N
871	N (-14%)	Y (-32.9% net change*; -40% & +7.33%**)	Y
880	N (12%)	N (-21.3% net change*; -22.3% & +4.1%**)	N

*See table below for details

**See route maps for details

Route	Current Length	Proposed Length	Net % Eliminated	Current Rev Hrs.	Proposed Weekday Rev Hrs.	% Change	Meets Title VI?
810	23.03	16.67	27.6%	9.9	12.57	27%	Y
821	33.75	29.06	13.9%	9.43	23.25	147%	Y
855	13.61	0	100%	12.32	0	-100%	Y
860	20.4	15.72	22.9%	20.67	19.37	-6%	N
871	14.26	9.57	32.9%	20.15	17.40	-14%	Y
880	25.69	21	21.3%	21.23	23.82	12%	N

IMPACTS

Route	Change	Positive	Negative
810	Terminate at Northgate Station. Remove stop at Lynnwood Transit Center. Add 10 trips per day.	Faster trips for riders north of Lynnwood. Improved span and frequency. Access to new destinations.	Transfer to Link light rail to reach University of Washington.
821	Terminate at Northgate Station. Add 17 trips per day.	Improved span and frequency. Access to new destinations.	Transfer to Link light rail to reach University of Washington.

855	Eliminate route.	Improved service available on Route 821 and Sound Transit routes 511/512/513.	Transfer to Link light rail to reach University of Washington.
860	Terminate at Northgate Station. Add 8 trips per day.	Improved span and frequency. Access to new destinations.	Transfer to Link light rail to reach University of Washington.
871	Terminate at Northgate Station. Add 7 trips per day.	Improved span and frequency. Access to new destinations.	Transfer to Link light rail to reach University of Washington.
880	Terminate at Northgate Station. Add 8 trips per day.	Improved span and frequency. Access to new destinations.	Transfer to Link light rail to reach University of Washington.

TITLE VI DESIGNATIONS

Route designations can be found in Community Transit's 2019 Title VI Program Update Appendix B2, and are based on route geography versus ridership characteristics for the purposes of this analysis.

The FTA recent guidance (Feb. 27 & 28th, 2020 NTI training, Seattle WA) is that the status of each route as a Title VI affected route should be determined by the characteristics of each route's riders. This data is available from Community Transit's 2017 On-Board Survey, comparing the percentage of each route's minority and low-income riders to that of system riders. However, the sample size for each route from the survey is insufficient to be statistically representative.

As an alternative, the route designations from Community Transit's 2019 Title VI Program Update Appendix B2 were used. Based on route geography rather than ridership characteristics, all affected routes are both Title VI minority and low-income routes.

Route 810, Segment Modification

Low-Income Population



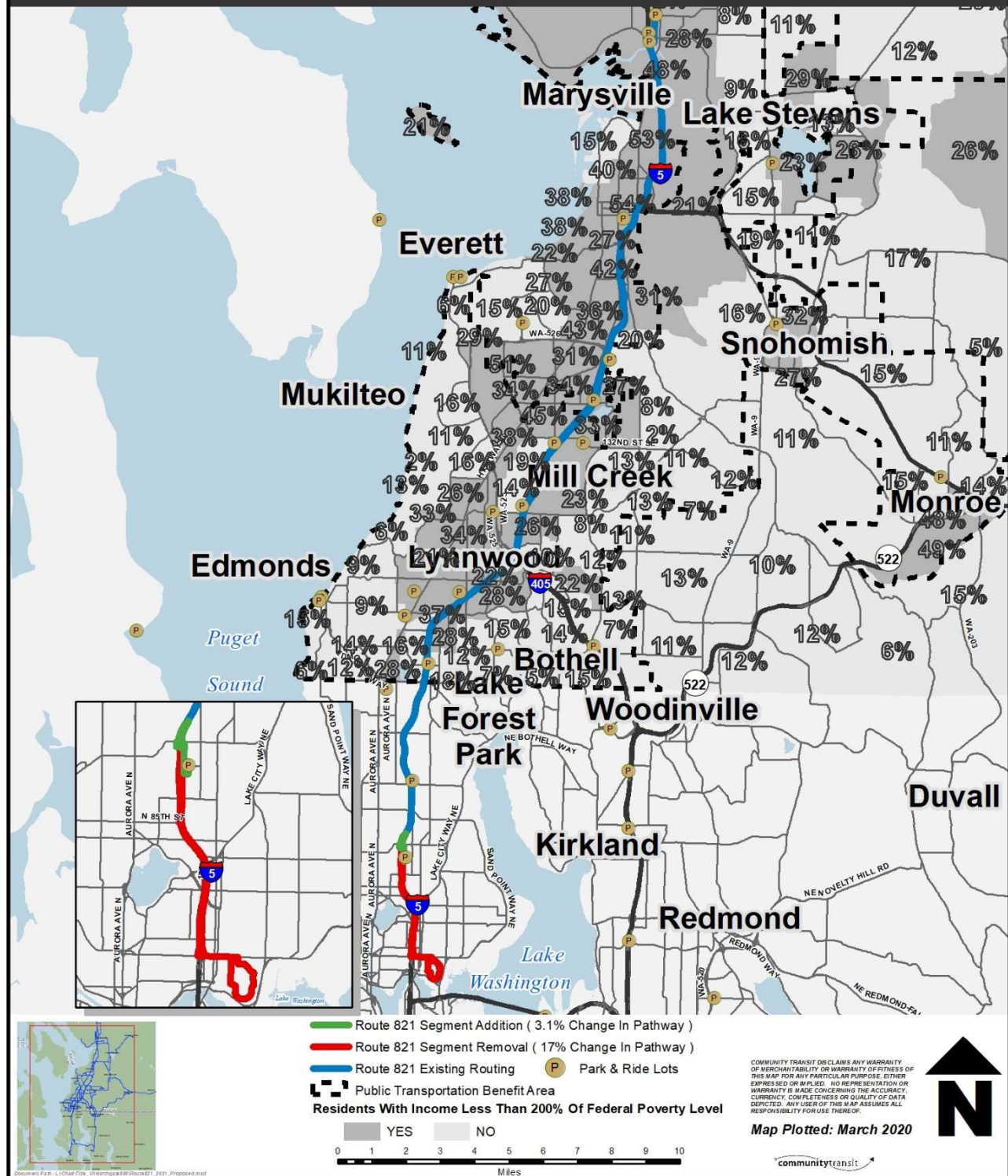
Route 810, Segment Modification

Minority Population



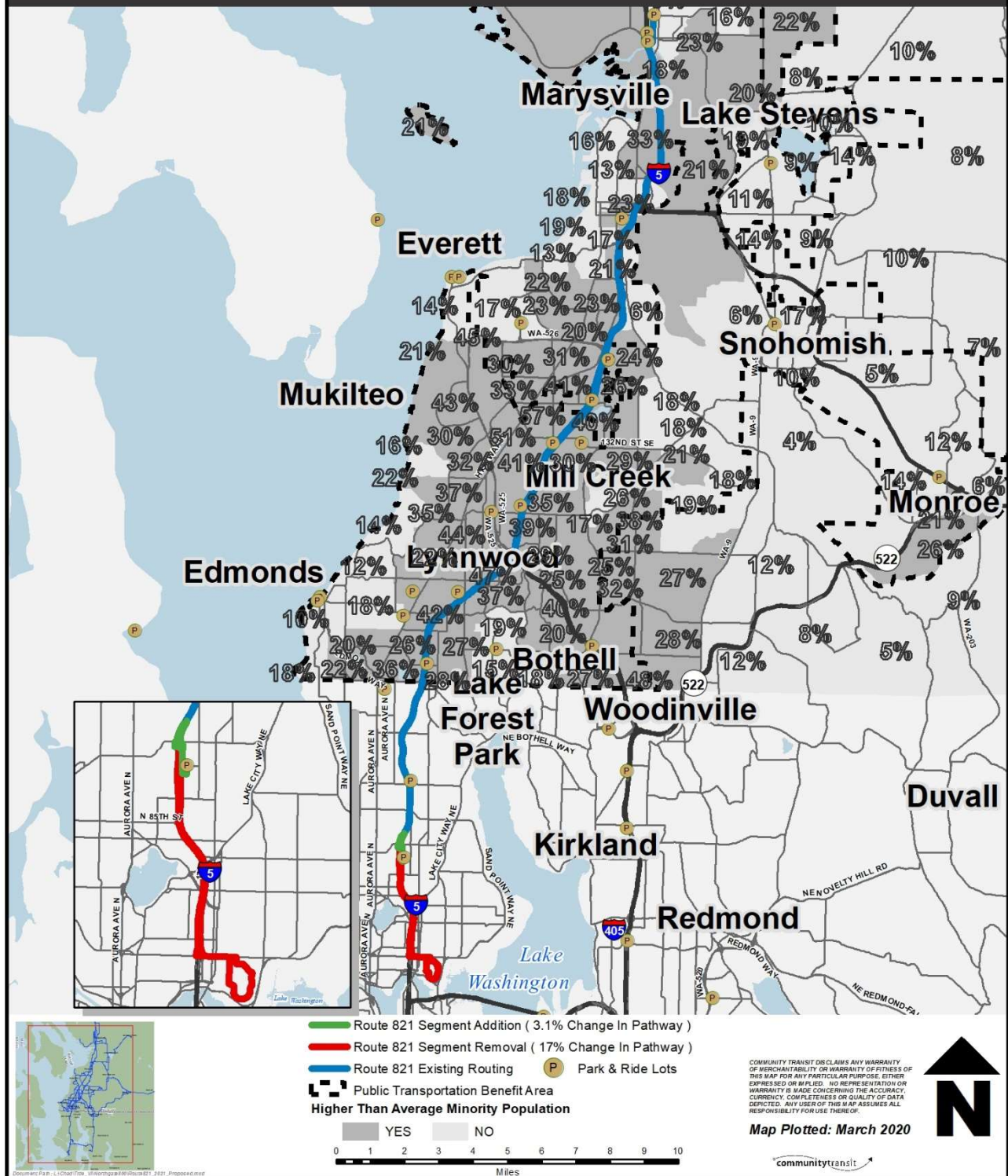
Route 821, Segment Modification

Low-Income Population



Route 821, Segment Modification

Minority Population



Route 855, Proposed for Elimination

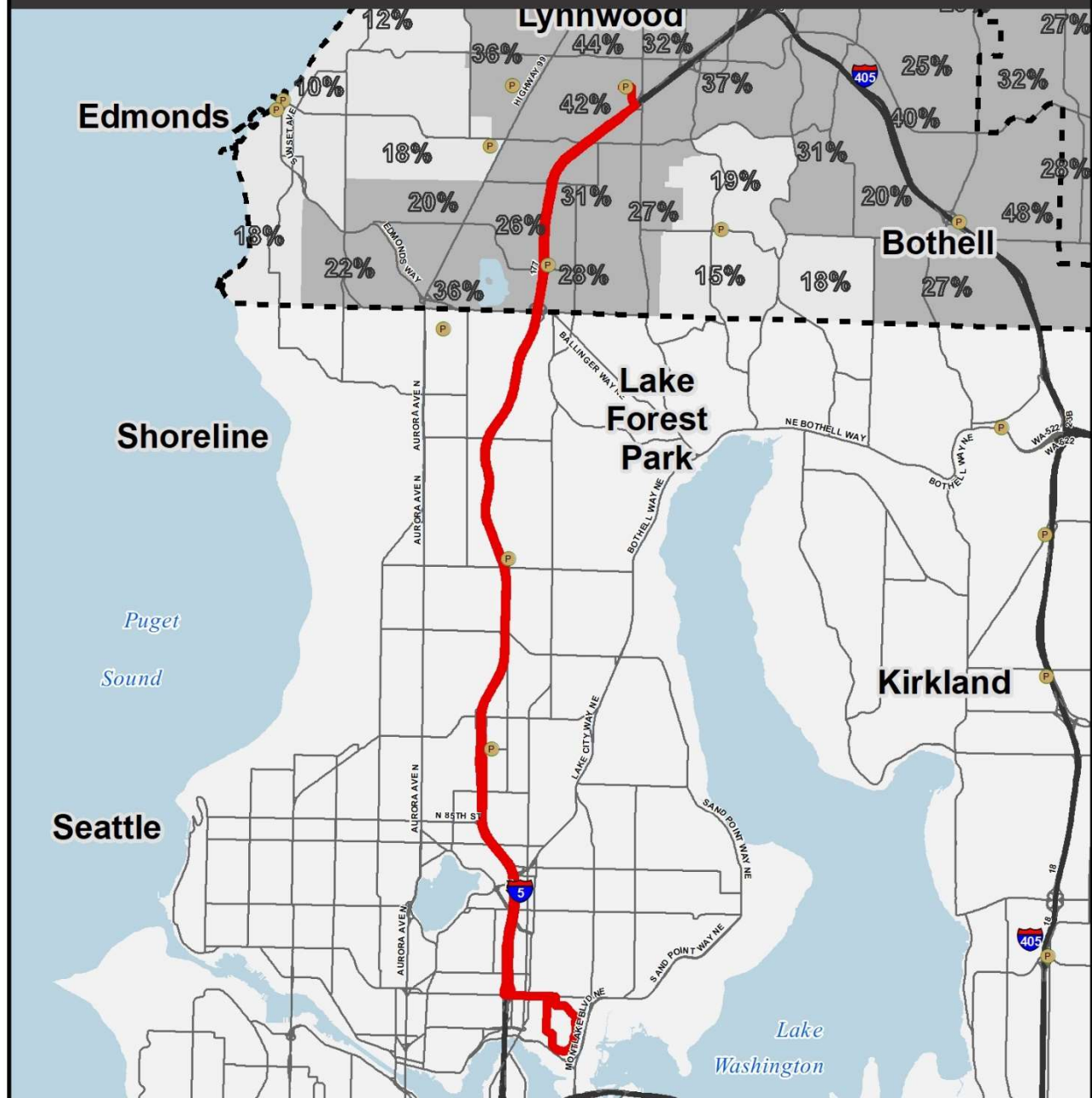
Low-Income Population



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Route 855, Proposed for Elimination

Minority Population



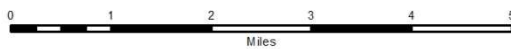
Route 855 Segment Removal (100% Change In Pathway)

P Park & Ride Lots

Public Transportation Benefit Area

Higher Than Average Minority Population

YES NO



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Map Plotted: March 2020



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Route 860 Proposed, Segment Modification

Low-Income Population



Route 860 Proposed, Segment Modification

Minority Population



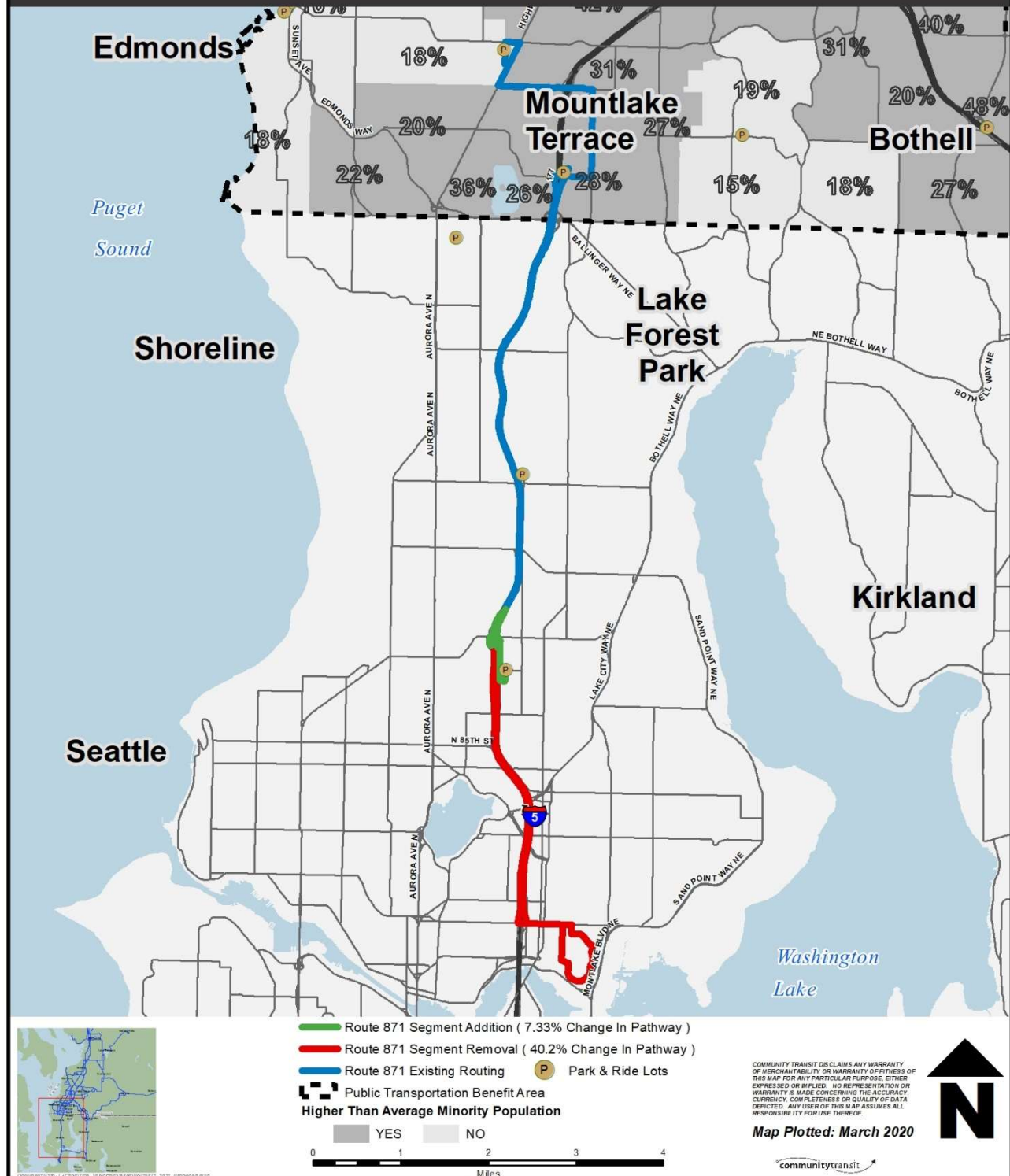
Route 871 Proposed, Segment Modification

Low-Income Population



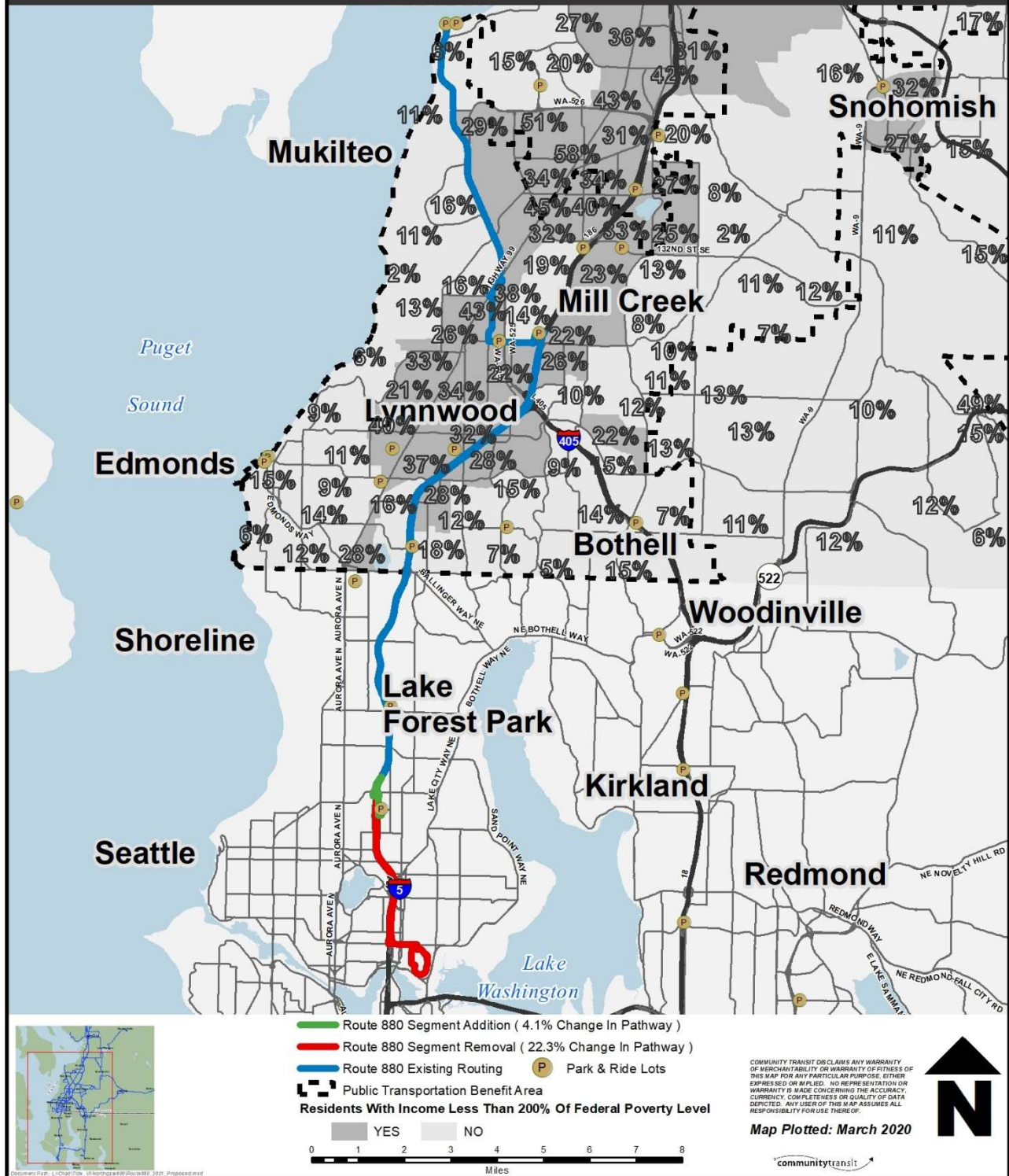
Route 871 Proposed, Segment Modification

Minority Population



Route 880 Proposal, Segment Modification

Low-Income Population



Route 880 Proposal, Segment Modification

Minority Population

