



NEW LINKS NETWORK REDESIGN

TITLE VI EQUITY ANALYSIS

NEW ORLEANS REGIONAL TRANSIT AUTHORITY

DRAFT - AUGUST 23, 2021



TABLE OF CONTENTS

EXECUTIVE SUMMARY	3
Introduction.....	3
Purpose	3
Major Findings	3
BACKGROUND	4
RTA Title VI Program	4
Policy Thresholds for Title VI and Environmental Justice Methodology	4
Major Service and Fare Change Policy.....	5
Disparate Impact Policy.....	6
Minority and Low-Income Thresholds.....	6
Summary of proposed service changes	7
PROPOSED SERVICE CHANGES	9
Methodology and Data Analysis of Proposed Service Changes.....	9
Identification of Service Changes.....	14
PUBLIC INVOLVEMENT	16
Schedule of Community Outreach.....	16
Community Feedback	18
COMMUNITY FEEDBACK	44
CONCLUSIONS	45
APPENDIX	46
APPENDIX A - Supporting Data.....	__
APPENDIX B - Service Enhancements Presentation.....	__
APPENDIX C - Public Hearing Collateral	__
APPENDIX D - Public Hearing Feedback	__

EXECUTIVE SUMMARY

Introduction

The New Orleans Regional Transit Authority (RTA) is the primary public transit operator in Orleans Parish and the City of Kenner. The agency operates 4 streetcar lines, 34 bus routes, and two ferries, and on-demand paratransit service. In 2019, the RTA, in partnership with the Regional Planning Commission (RPC), Jefferson Transit (JeT), and the City of New Orleans, began a 2-year process to assess and redesign the regional transit network. The project was branded early on as “New Links” and consists of a Comprehensive Operational Analysis of the existing transit system as well as a Network Redesign of the RTA and JeT systems. Extensive public outreach and a data-driven focus on equity informed the project from beginning to end. In April 2021, the RTA Board of Commissioners voted to approve the recommendations from New Links, pending final public hearings and a Title VI Equity Analysis.

Purpose

This analysis evaluates the Proposed network redesign for possible disparate impacts to minority populations protected under Title VI of the Civil Rights Act of 1964 to ensure that riders are not adversely affected or disproportionately served based on their race, ethnicity, or national origin. It also addresses possible disproportionate and adverse effects to low-income populations per the associated Environmental Justice obligations of federal agencies and their programs as required by the Federal Transit Authority (FTA).

Major Findings

This Title VI Equity Analysis finds that the proposed changes do not have a disparate impact on minority populations. Localized service increases would benefit minority populations to a greater degree than the population as a whole and decreases in service affect non-minority populations to a greater extent. This analysis also finds that low-income persons do not bear a disproportionate burden of service reductions and benefit more from service increases than the population as a whole. The New Orleans Regional Planning Commission prepared additional, demographic and service profile maps and charts with respect to the proposed New Links system. This analysis demonstrated that the proposed system redesign serves a higher proportion of low income, minority and Hispanic/Latino residents than make up the population as defined by the current service area.

BACKGROUND

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. Most routes in the system would be impacted in some way by the recommended changes being evaluated. This analysis examines potential impacts to minority and low-income communities by comparing the existing network to the redesigned ("New Links") network.

The Regional Transit Authority (RTA) has established a Title VI Program in accordance with Title VI of the Civil Rights Act of 1964; 49 CFR Part 21¹; 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
- Disproportionate Burden (despite no existing RTA policy)

Footnote

1.

BACKGROUND

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 the proposed 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 ²:

- Any change of more than 25% of the revenue hours or route miles on a given transit route (bus or streetcar) or route branch for an individual day (weekday, Saturday or Sunday) and is measured as happening at one time or within a single year.
- 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).
- 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.

Route Branch is defined as one of the two or more route segments served by a single route.

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.

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

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

Footnote

2.

BACKGROUND

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.

Minority and Low-Income Thresholds

Minority

According to the FTA Circular, “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. This means that either race or ethnicity can qualify a person as a minority person for the purposes of this analysis.

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, “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.

BACKGROUND

Local Thresholds

The RTA operates routes in Orleans Parish and the City of Kenner. Since the two are separate municipalities with separate transit routes and funding sources, the minority and low-income thresholds are different for the two different service areas. The population of Orleans Parish is 69% minority and twenty four percent 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 as a whole, then the change will be deemed to have a disparate impact. 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.

Summary of proposed service changes

The Recommended Network assigns significantly more resources to bus lines coming at least every 15 or 20 minutes than the current regional transit network. For more detailed descriptions and route-by-route maps of proposed changes, see Appendix [XX]. Major changes in the Recommended Network include:

- Four RTA bus lines (routes 39, 88, 94, and 114) along with the 47 Canal Streetcar and 12 St. Charles Streetcar, run at least every 15 minutes throughout the day on weekdays. Another nine bus lines (RTA routes 11, 27, 50, 55, 61, 62, 84, and 91, and the JET E1 bus line) run at least every 20 minutes throughout the day. Currently only three buses and two streetcars run 15-minute service at peak hours and only the two streetcars continue 15-minute service off-peak. Only four bus routes run 20-minute service throughout the day.
- Average stop spacing is increased on many routes to improve travel speeds and reliability. Stops would be 3 to 4 blocks apart on most bus lines with 20-minute frequency or better. Currently, stops are spaced 1-2 blocks apart in most areas.
- Service from New Orleans East to Downtown is consolidated into two bus lines, Routes 61 and 62, which run every 20 minutes throughout the day.
- Routes 106, 114 and 115 are consolidated into a single, high-frequency bus line (Route 114) with two branches (114A and 114B) serving different areas of lower Algiers.
- Routes 16/17 (in Central City), 61/62 (in New Orleans East), and W2/W3 (in Gretna) operate as two branches of one route, combining for higher frequency on the corridors they share.

BACKGROUND

- Route 96 is a new route replacing most of the former Routes 32 and 90. The 96 line runs as a rapid service (stopping only at major intersections) along the portion of N. Broad Street, Gentilly Boulevard, and Chef Menteur Boulevard it shares with the 94 Broad line.
- The 94-Broad line now continues down Napoleon Avenue, ending at Tchoupitoulas Street.
- The 39-Tulane bus is extended from its current terminus at Causeway Boulevard to serve Elmwood.
- Downtown streetcar service is rearranged to provide better circulation and connect the main bus hub near Canal Street and Basin Street to destinations closer to the Mississippi River, including the Algiers Ferry Terminal.
- Certain lines with either very low ridership or duplication with other routes are eliminated or restructured.
- Service Frequency and Span: Because ridership data shows that there is consistent demand for travel on many routes throughout the day, most bus and streetcar lines would run at the same frequency throughout the day (from about 6 AM to 9 PM) throughout the entire network. All of the RTA routes in the Recommended Network Plan that currently run overnight would continue to run 24 hours a day. Several other bus lines that do not currently have late night service, including the 11-Magazine and 91-Jackson-Esplanade would also run overnight.

PROPOSED SERVICE CHANGES

Existing Network frequency and span

		Weekday Peak	Weekday Base	Saturday	Sunday	Overnight
12	St. Charles Streetcar	10	10	10	10	35
	Canal Streetcar	10	10	10	10	15
47	Cemeteries	20	20	20	20	30
48	City Park	20	20	20	20	35
49	Rampart Streetcar	20	20	20	20	—
1	Algiers Ferry	30	30	30	30	—
4	Chalmette Ferry	30	30	30	30	—
5	Marigny-Bywater	50	40	50	50	—
10	Tchoupitoulas	40	40	40	40	—
11	Magazine	20	20	25	25	—
15	Freret	30	60	60	60	—
16	S. Claiborne	35	30	60	60	60
27	Louisiana	30	40	40	40	—
28	M.L.King	40	40	40	40	—
32	Leonidas-Treme	50	50	50	50	—
39	Tulane	15	30	30	30	60
45	Lakeview	40	40	40	40	—
	St. Bernard (Main)	20	20	20	25	60
51	St. Bernard-St. Anthony	40	40	40	40	—
52	St. Bernard-Paris	40	40	40	80	60
55	Elysian Fields	35	35	35	50	60
57	Franklin	30	35	40	40	—
60	Hayne	60	60	60	60	—
62	Morrison Express	30	30	40	40	—
63	New Orleans East Owl	—	—	—	—	60
64	Lake Forest Express	30	60	60	60	—
65	Read-Crowder Express	35	60	50	50	—
80	Desire-Louisa	55	60	60	60	—
84	Galvez	45	50	50	40	60
88	St. Claude	15	20	30	30	60
90	Carrollton	35	70	60	60	—
91	Jackson-Esplanade	30	30	60	60	—
94	Broad	15	20	20	20	60
100	Algiers Loop Owl	—	—	—	—	90
101	Algiers Point	70	60	60	60	—
102	General Meyer	45	40	45	40	—
106	Aurora	60	—	—	—	—
108	Algiers Local	55	50	120	—	—
	Gen. de Gaulle	25	25	20	25	60
114	Gen. de Gaulle-Sullen	55	45	50	45	60
115	Gen. de Gaulle-Tullis	50	50	40	50	—
201	Kenner Loop	50	45	40	70	—
202	Airport Express	65	—	—	240	—
E1	Veterans	25	30	30	40	—
E2	Airport	30	35	40	95	—
E3	Kenner	25	30	40	70	—
E4	Metairie Road	40	40	—	—	—
E5	Causeway	35	60	55	—	—
E8	Clearview	65	70	—	—	—
W1	Avondale	65	70	70	—	—
W2	Westbank Express	30	60	80	—	—
W3	Lapalco	45	45	60	—	—
W6	Gretna Local	30	30	—	—	—
W8	Terrytown	40	60	—	—	—
W10	Huey P. Long	70	80	60	—	—
WSL	Westbank Sunday Loop	—	—	—	60	—

PROPOSED SERVICE CHANGES

Recommended Network frequency and span

		Weekday Peak	Weekday Base	Saturday	Sunday	Overnigh
1	Algiers Point Ferry	30	30	30	30	—
3	Loyola-Riverfront Streetcar	20	20	30	30	60
12	St. Charles Streetcar	12	15	15	15	30
47	Canal Streetcar	10	10	15	15	20
47 A	Canal - Cemeteries	20	20	30	30	—
47 B	Canal - City Park	20	20	30	30	—
47 O	Canal - Owl Shuttle	—	—	—	—	20
49	Rampart	30	30	30	30	—
11	Magazine	20	20	30	30	60
15	Freret	40	40	40	40	—
16/17	Martin Luther King Jr	15	15	30	30	60
16	MLK - Claiborne	30	30	60	60	60
17	MLK - Hollygrove	30	30	60	60	—
27	Louisiana	20	20	30	30	60
39	Tulane	15	15	15	15	30
52	St Bernard	20	20	20	20	60
52 A	St. Bernard-Senate	40	40	40	40	—
52 B	St. Bernard-Paris	40	40	40	40	60
55	Elysian Fields	20	20	30	30	40
57	Franklin	40	40	40	40	—
61/62	New Orleans East Express	10	10	15	15	30
61	Lake Forest	20	20	30	30	60
62	Morrison	20	20	30	30	—
62 O	Morrison Owl	—	—	—	—	60
66	Hayne Loop	60	60	60	60	—
68	Little Woods	30	30	60	60	—
73	Michoud Loop	40	40	90	90	—
80	Desire-Louisa	60	60	60	60	—
84	Galvez	20	20	30	30	60
86	Barracks-Chalmette	60	60	60	60	—
88	St Claude	15	15	15	15	30
91	Jackson-Esplanade	20	20	30	30	40
94	Broad	15	15	15	15	30
96	Carrollton-Gentilly	30	30	60	60	—
103	Algiers-Gretna	30	30	30	30	—
103 O	Algiers Owl	—	—	—	—	40
105	Algiers Local	60	60	60	60	—
114	Garden Oaks	15	15	20	20	40
114 A	Garden Oaks-Kabel	30	30	40	40	—
114 B	Garden Oaks-Tullis	30	30	40	40	40
201	Kenner-Williams	40	40	80	80	—
E1	Veterans-Canal	20	20	40	40	—
E2	Airline	30	40	90	90	—
E6	Metairie Local	60	60	—	—	—
E7	Elmwood Local	30	60	120	120	—
W1	Avondale/Churchill	90	90	90	90	—
W10	Huey P Long-Walkertown	90	90	90	90	—
W2/W3	Westbank Exwy (Combined)	15	20	60	60	—
W2	Westbank Expressway	30	40	120	120	—
W3	Lapalco	30	40	120	120	—
W4	Marrero	60	60	—	—	—
W8	Terrytown	30	60	60	60	—
S	Arabi-St Bernard	60	60	—	—	—



Map 3A:
Existing Network
Spring 2019 service frequency, weekdays at noon





Map 3C: Recommended Network

Recommended 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

0 1MI N

114a 114b

114

61 62

61/62

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

RTA

JE

RPC REGIONAL PLANNING COMMISSION

PROPOSED SERVICE CHANGES

Assessment of Proposed Service Changes

This analysis involves two steps. First, it identifies where major service changes would occur based on the RTA's Title VI definition of Major Service Change. Second, it evaluates the service changes to determine whether there is a possibility that they could have a disparate impact on minorities or disproportionate burden on low-income people.

The network redesign involves a redistribution of existing resources, so every service reduction is paired with a service increase somewhere else. Oftentimes the reduced service is added to a route in the same neighborhood, so the same communities are provided a similar amount of service.

While some routes remain the same or see only minor changes, others are reconfigured or replaced by new services that are different enough to merit a new route name and number. Therefore, while a line-by-line description of changes is presented here, the equity analysis examines the changes to the network in its entirety, rather than looking at changes to each route separately. The equity analysis compares the current RTA network to the proposed New Links network (excluding the portions that would be operated by neighboring Jefferson Transit), to examine the impact to minority and low-income populations throughout the City of New Orleans.

Identification of Major Service Changes

RTA's Title VI and Environmental Justice Policy Manual states that 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.

This section analyzes the New Links network for Major Service Changes using the above criteria.

PROPOSED SERVICE CHANGES

Major Service Change: Revenue Hours

The Hard Rock collapse forced significant reductions in streetcar service starting in October 2019, while COVID-19 resulted in additional emergency service reductions system-wide. Full-service levels are expected to be restored in 2021, prior to the implementation of New Links. Since all subsequent changes to the network have been emergency service adjustments, this Title VI Equity Analysis uses September 2019 RTA revenue hours (prior to both the Hard Rock Collapse and COVID-19) as a baseline for revenue hours provided.

To determine whether a major service change occurred for each route, the 2019 revenue hours were compared to the recommended revenue hours in New Links. The absolute change, as well as percentage change was assessed for each route or corridor. While in some cases a line-by-line comparison is possible, in other cases it was necessary to combine totals from multiple lines to draw a direct comparison between the existing service and the service designed to replace it. Table X, below, summarizes changes to weekly revenue hours on RTA fixed-route services. Changes to bus service costs are grouped by mode and neighborhood. The tables following the neighborhood summary go into more detail to show line-by-line comparisons. See Appendix XX: Summary of Revenue Hour Costs and Vehicles for more detail on the redistribution of service hours and vehicles.

New Links Final Recommended Network

RTA Weekly Revenue Hours: Existing and Recommended		Existing (2019) Weekly Rev Hrs		Recommended Weekly Rev Hrs		Change
Route Group		Existing	% of Sys Total	Recommended	% of Sys Total	Change
All RTA Streetcar Lines		3983	29%	2530	19%	-1453
Eliminated Bus Routes (45, 202)		203	1%	0	0%	-203
Bywater / 9th Ward Bus Routes		1185	9%	1245	9%	60
Garden District Bus Routes		1022	8%	1101	8%	79
Gentilly Bus Routes		1055	8%	1207	9%	152
New Orleans East Bus Routes		1748	13%	1984	15%	236
Carrollton Area / Mid-City Bus Routes		1050	8%	1302	10%	252
Central City / Broadmoor Bus Routes		1974	15%	2344	17%	370
Algiers Bus Routes		1188	9%	1565	12%	377
Kenner Loop		179	1%	179	1%	0
Contingency for Implementation		0		130		130
TOTAL		13587		13587		0

PROPOSED SERVICE CHANGES

The Recommended Plan fully eliminates RTA Routes 45-Lakeview and 202-Airport Express due to low ridership, service productivity, and duplication with other routes. These lines currently duplicate service with JeT's E1 Veterans Bus: the 202-Airport Express and E1 provide duplicative connections between the Airport and CBD and the 45-Lakeview line duplicates E1 service to a portion of Veterans Blvd. The majority of boardings on the 45-Lakeview line are at stops also served by the E1, so only a small number of riders will lose coverage. Increased service on the E1 is intended to offset the elimination of these two routes where trip speeds will be improved by reducing wait times with higher frequency on the E1. Eliminating Routes 45-Lakeview and 202-Airport Express saves three (3) peak vehicles in revenue service. All stops currently served by the 202-Airport Express line will be served by other routes in the recommended network, so no riders will lose coverage.

Table #: Eliminated Routes

Existing Revenue Hours (Sept 2019)						Recommended Revenue Hours (New Links)						Change	
Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Line	Wk	Sat	Sun	Wk Total	Subgroup Total	Weekly change	%
45	14	14	12	98	98	-	-	-	-	-	-	-98	-100%
202	15	15	15	104	104	-	-	-	-	-	-	-104	-100%
TOTAL	29	29	27	203	203	TOTAL	0	0	0	0	0	-203	-100%

The Recommended Plan reduces streetcar revenue hours on the Canal and St. Charles lines by approximately 41%, (equivalent to 1,353 weekly revenue hours of service, or approximately 10% of the RTA's total fixed-route service budget). This reduction to streetcar hours provides the majority of operational savings which would be reinvested into improved bus service in the Recommended Plan. Most reductions in service costs are achieved by reducing / restructuring excess late night and overnight service. On Canal Street, overnight service on weekdays would be provided by shuttle buses, allowing the RTA to serve both the Canal and Carrollton branches of the line at 20-minute frequency with only 2 vehicles. Despite the large cut in revenue hours, most streetcar riders would experience minimal impacts from the proposed changes, as both the Canal and St. Charles lines would retain frequent service throughout the day.

PROPOSED SERVICE CHANGES

Headways on the main Canal Streetcar trunk would increase slightly from 7.5 minutes to 10 minutes at peak; St. Charles Streetcar headways would increase from 9 minutes to 12 minutes. Peak vehicles in revenue service on Canal Street would drop from 12 to 8, while peak revenue vehicles on St. Charles would drop from 12 to 10. Prior to the COVID-19 pandemic, the RTA operated service every 8 minutes on the main (trunk) portion of the Canal Streetcar for 20 hours a day, from 5am-1am. The Recommended Plan would maintain Canal Streetcar service every 10 minutes from 6am – 7pm, with frequency reduced to 15 minutes from 7pm – 9pm. The plan makes similar adjustments to evening and night service on the St. Charles Streetcar.

Service from the Canal Streetcar is used in part to improve frequency on the 39-Tulane line, from 30 minutes to 15 minutes off-peak. The 39-Tulane line provides a parallel connection to downtown for Mid-City residents and bus riders transfers from crosstown bus routes (e.g., the Carrollton, Broad and Galvez lines), and the project team expects a portion of Canal Streetcar ridership to shift to the Tulane line when frequency increases to the 39-Tulane are implemented.

Table #: Canal and St. Charles Streetcars

Existing Revenue Hours (Sept 2019)						Recommended Revenue Hours (New Links)						Change	
Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Weekly change	%
12	215	215	215	1505	1505	12	153	143	143	1051	1051	-454	-30%
47	130	130	130	911	1818	47a	61	49	49	403	919	-899	-49%
48	130	130	130	907		47b	61	49	49	403			
	-	-	-	-		47o	17	14	14	113			
TOTAL	475	475	475	3323	3323	TOTAL	292	255	255	1970	1970	-1353	-41%

PROPOSED SERVICE CHANGES

The Recommended Plan reduces service frequency on the 49-Rampart Streetcar line and replaces the existing Route 2 (Riverfront Streetcar) with Route 3, which would serve the French Quarter portion of the Riverfront Streetcar line and connect to UPT via Canal Street and Loyola Avenue. These changes save approximately 100 weekly platform hours, which are used to fund improvements to other service throughout the city. Frequency on the 49-Rampart Streetcar is reduced from 20 to 30 minutes due to frequency increases on other parallel routes such as the 91-Jackson-Esplanade line.

The conclusion found by the New Links project team is that there is insufficient demand for service on the Riverfront Streetcar stops south of Canal Street (at Poydras, Julia and John Churchill Chase) to justify retaining a separate streetcar line to service those three stops, given demand for service in other areas. However, capital assets are available to restore the #2 line in the future if another public or private entity (such as the Convention Center) wished to fund service on that line. Peak vehicles in revenue service would be unchanged at five (5) for this group of lines in the existing and recommended network.

Table #: Downtown Streetcars

Existing Revenue Hours (Sept 2019)						Recommended Revenue Hours (New Links)						Change	
Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Weekly change	%
2	40	40	40	277	660	3	54	40	40	350	560	-100	-15%
49	55	55	55	383		49	30	30	30	210			
TOTAL	94	94	94	660	660	TOTAL	84	70	70	560	560	-100	-15%

PROPOSED SERVICE CHANGES

The Recommended Plan eliminates the 5-Marigny-Bywater line due to both low ridership and overlap with the 88-St. Claude line, which runs parallel to route 5-Marigny-Bywater (only three blocks away between Elysian Fields and Poland Ave). 5-Marigny-Bywater is currently detoured to Chartres St. but typically operates on Royal and Dauphine in the Bywater. The plan also restructures 80-Desire-Louisa as a shorter neighborhood route terminating at St. Claude and Elysian Fields, providing circulation within the upper 9th Ward. Resource savings from 5-Marigny-Bywater and 80-Desire-Louisa are used to improve service on Routes 84-Galvez and 88-St. Claude/Jackson Barracks by improving frequency on those lines, and to introduce the new Route 86-Barracks-Chalmette (which provides local circulation to the Lower 9th Ward). As a result of eliminating Route 5-Marigny-Bywater and restructuring Route 80-Desire-Louisa, the overall change in weekly revenue hours for this group of routes is relatively small (an increase of 60 hours/week). Peak revenue vehicles in service would decrease by one from 11 in the current system to a recommended 10. Here, midday service would gain an additional vehicle with a recommended 10 vehicles versus the 9 in the current system.

Table #: Bywater/9th Ward Bus Lines

Existing Revenue Hours (Sept 2019)						Recommended Revenue Hours (New Links)						Change	
Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Weekly change	%
5	13	12	12	88	466	-	-	-	-	-	532	66	14%
88	61	37	37	378		88	76	76	76	532			
80	38	31	31	251	251	80	19	17	17	129	129	-122	-49%
84	67	66	66	468	468	84	69	55	55	455	584	116	25%
-	-	-	-	-		86	19	17	17	129			
TOTAL	178	147	147	1185	1185	TOTAL	164	148	148	1116	1245	60	5%

PROPOSED SERVICE CHANGES

The Recommended Plan eliminates the 10-Tchoupitoulas line due to low ridership and coverage overlap with Routes 11-Magazine and 91-Jackson-Esplanade. Savings from eliminating Route 10-Tchoupitoulas (220 hours) provide most of the resources to improve Routes 11-Magazine and 91-Jackson-Esplanade, with the remaining 79 hours/week of service reallocated from other parts of the system. Peak vehicles in revenue service would decrease by one during AM Peak from the 11 in the existing system to a recommended 10 and remain unchanged midday and at PM Peak.

Table #: Garden District Bus Lines

Existing Revenue Hours (Sept 2019)						Recommended Revenue Hours (New Links)						Change	
Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Weekly change	%
10	35	24	24	220	636	-	-	-	-	-	525	-111	-17%
11	66	43	43	416		11	83	55	55	525			
91	63	36	36	387	387	91	90	63	63	576	576	189	49%
TOTAL	164	102	102	1022	1022	TOTAL	173	118	118	1101	1101	79	8%

PROPOSED SERVICE CHANGES

The four lines serving Gentilly that run north-south would see a net increase of 152 weekly revenue hours in the Proposed Plan. Service would increase substantially on the 55-Elysian Fields line, which would run every 20 minutes and would be extended to serve Southern University at New Orleans (SUNO) where revenue hours would primarily come from savings in other parts of the RTA network. The recommended changes would add two (2) peak vehicles in revenue service to this group of lines from the 8 that run in the current system to a recommended 10.

Table #: Gentilly Bus Lines

Existing Revenue Hours (Sept 2019)						Recommended Revenue Hours (New Links)						Change	
Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Weekly change	%
10	35	24	24	220	636	-	-	-	-	-	525	-111	-17%
11	66	43	43	416		11	83	55	55	525			
91	63	36	36	387	387	91	90	63	63	576	576	189	49%
TOTAL	164	102	102	1022	1022	TOTAL	173	118	118	1101	1101	79	8%

PROPOSED SERVICE CHANGES

The recommended network adds approximately 236 net weekly revenue hours of service to lines serving New Orleans East. Service on Morrison and to Little Woods (currently provided by routes 62-Morrison Express/63-New Orleans East Owl) is restructured with a large increase in service (350 weekly revenue hours). A portion of the resources for those changes come from restructuring Route 60-Hayne into a new line (route 66-Hayne Loop), with the remainder coming from other parts of the system. The Recommended Plan would also restructure routes 64-Lake Forest Express and 65-Read-Crowder Express into two new lines (routes 61-Lake Forest and 73-Michoud Loop) with approximately the same weekly service budget as the existing system. Peak vehicles in revenue service would increase by three (3) on New Orleans East routes (18 recommended, vs. 15 in the current system).

Table #: New Orleans East Lines

Existing Revenue Hours (Sept 2019)						Recommended Revenue Hours (New Links)						Change	
Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Weekly change	%
60	33	30	30	225	225	66	18	17	17	124	124	-101	-45%
62	78	64	64	518	564	62	98	66	66	622	914	350	62%
-	-	-	-	-		68	32	17	17	194			
63	7	7	7	46		62o	14	14	14	98			
64	103	42	42	599	959	61	116	81	81	742	946	-13	-1%
65	58	34	34	360		73	34	17	17	204			
TOTAL	279	176	176	1748	1748	TOTAL	312	212	212	1984	1984	236	13%

PROPOSED SERVICE CHANGES

Currently, routes 32-Leonidas-Treme, 39-Tulane and 90-Carrollton provide redundant service along portions of Carrollton Ave between S. Claiborne and Gentilly. The Recommended Plan replaces routes 32-Leonidas-Treme and 90-Carrollton with a new service (route 96-Carrollton-Gentilly). The 96-Carrollton-Gentilly provides a more efficient service connecting the Carrollton area to Gentilly via the Leonidas/Hollygrove neighborhoods and Mid-City. Combining the services saves approximately 132 hours of weekly revenue service for the RTA. Those savings provide a portion of the revenue hours increase on the 39 Tulane line, with the remaining revenue hours coming from other sources. Peak vehicles in revenue service (11) would remain unchanged for this group of routes, with more midday and overnight vehicles in service.

Table #: Carrollton Area/Mid-City Bus Lines

Existing Revenue Hours (Sept 2019)						Recommended Revenue Hours (New Links)						Change	
Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Line	Wk	Sat	Sun	Wk Tot	Sub-group Total	Weekly change	%
39	83	58	58	531	531	39	131	130	130	915	915	384	72%
32	33	29	29	224	519	96	63	36	36	387	387	-132	-25%
90	52	17	17	295		-	-	-	-	-			
TOTAL	169	104	104	1050	1050	TOTAL	194	166	166	1302	1302	252	24%

PROPOSED SERVICE CHANGES

The Recommended Plan adds approximately 370 weekly revenue hours to bus lines serving Central City and Broadmoor. These changes are due to increased service levels on the 15-Freret line, 27-Louisiana line and 94-Broad line. These improvements are funded by shifting resources from other areas of the system. The plan maintains existing revenue hours on the 16-Claiborne line. The 28-Martin Luther King line has been restructured into a new line (Route 17-Martin Luther King-Hollygrove), with a small decrease in revenue hours. Peak vehicles in revenue service (20) remain unchanged for this group of routes in the existing and Recommended Plan, with more midday and overnight vehicles in service.

Table #: Central City/Broadmoor Bus Lines

Existing Revenue Hours (Sept 2019)						Recommended Revenue Hours (New Links)						Change	
Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Weekly change	%
15	24	16	16	151	151	15	36	36	36	252	252	101	67%
16	37	24	24	231	231	16	37	24	24	233	233	2	1%
27	44	34	34	290	290	27	69	56	56	457	457	167	58%
28	33	33	33	230	1302	17	32	19	19	198	1402	100	8%
94	168	116	116	1072		94	174	167	167	1204			
TOTAL	305	223	223	1974	1974	TOTAL	348	302	302	2344	2344	370	19%

PROPOSED SERVICE CHANGES

The Recommended Plan adds approximately 377 weekly revenue hours of service to the RTA's West Bank (100-numbered) lines. This change primarily comes from increased all-day frequency and overnight/weekend service on West Bank lines. Routes serving Algiers Point and General Meyer (101-Algiers Point, 102-General Meyer and 108-Algiers Local in the current system) are reorganized into two new lines (Routes 103-Algiers-Gretna and 105-Algiers Local). A key feature of Route 103-Algiers-Gretna is that it operates every 30 minutes with a timed transfer to the Algiers Point Ferry. Routes 106, 114-General DeGualle-Sullen and 115-General DeGaulle-Tullis are reorganized as a new, high-frequency line (route 114-Garden Oaks) with two branches (114a-Garden Oaks-Kabel and 114b-Garden Oaks-Tullis). The Recommended Plan would require two (2) fewer peak vehicles in revenue service (11 recommended, vs. 14 in the existing system), with more midday and overnight vehicles in service. Overnight, an owl version of this route (103O-Algiers Owl) would connect riders directly to downtown when Ferry service is not operating.

Table #: Algiers Bus Lines

Existing Revenue Hours (Sept 2019)						Recommended Revenue Hours (New Links)						Change	
Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Line	Wk	Sat	Sun	Wk Tot	Subgroup Total	Weekly change	%
Ferry	N/A	N/A	N/A	N/A	552	Ferry	N/A	N/A	N/A	N/A	745	193	35%
100	4	4	4	30		103o	23	24	24	163			
101	18	18	18	126		-	-	-	-	-			
102	36	36	36	255		103	66	64	64	458			
108	26	11	0	142		105	18	17	17	124			
106	11	-	-	55	636	-	-	-	-	-	820	184	29%
114	48	40	40	318		114a	48	32	32	304			
115	40	32	32	262		114b	78	63	63	516			
TOTAL	183	142	131	1188	1188	TOTAL	233	200	200	1565	1565	377	32%

PROPOSED SERVICE CHANGES

Based on this analysis, routes that will see a Major Service Change involving a 25% decrease in revenue hours include:

- 12 – St Charles Streetcar
- 47-48 -- Canal Streetcar
- 80 – Desire-Louisa
- 60 – Hayne
- The combination of the 32-Leonidas and 90-Carrollton (which would be replaced by the single route 96)

Routes that will see a Major Service Change involving a 25% increase in revenue hours include:

- 84 – Galvez (as a combination of the 84 and new 86.)
- 91 – Jackson-Esplanade
- 55 – Elysian Fields
- The combination of the 62 and 63 (reconfigured as the 62 and 68.)
- 39 – Tulane
- 15 – Freret
- 27 – Louisiana
- The combination of the West Bank Routes 100, 101, 102, and 108 (reconfigured as the 103 and 105)
- The combination of the 114-115, reconfigured as 114a and 114b

Major Service Change: Discontinued Routes or portions of routes with no service within ¼ mile:

Service on some corridors will be discontinued with New Links. However, most existing stops that will be unserved will still have service within a ¼ mile walk. Routes that are fully eliminated and most of their current service area not covered include the 45-Lakeview and the 202-Airport Express. Routes that are eliminated but have most of their service area covered include the 10-Tchoupitoulas (most area served by increased service on the 11-Magazine) and the 5-Marginy-Bywater (much of area served by increased service on the 88-St. Claude).

The following table summarizes the stops on each of those routes, as well as stops on restructured lines that would no longer be served within a ¼ mile walk in the New Links network. Note that the 202-Airport Express is eliminated but it because it is an express route from downtown New Orleans to the airport in Kenner, a small percentage of the stops are unserved. All the downtown stops are served by alternate routes, and very few stops exist between downtown and the airport.

[insert map of eliminated stops]

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PROPOSED SERVICE CHANGES

Table #: Major Service Change, Discontinued Routes

Route	Total Stops (existing)	Total Weekday Boardings	Unserviced Stops (New Links)	Unserviced Boardings	% Boardings Unserviced
45-Lakeview	46	204.4	34	86.9	43%
5-Marigny-Bywater	41	175.6	19	42.4	24%
101-Algiers Point	59	351.3	9	40.4	11%
60-Hayne	193	414.7	60	35.5	9%
10-Tchoupitoulas	86	519.3	23	42.6	8%
201-Kenner Loop	99	452.7	28	35.8	8%
102-General Meyer	95	813.4	5	60.8	7%
51/52-St. Bernard-St. Anthony/Paris	140	1702.5	23	121.5	7%
80-Desire-Louisa	111	622.7	12	38.1	6%
90-Carrollton	68	462.8	12	17.3	4%
57-Franklin	103	1243.4	4	43.6	4%
202-Airport Express	23	171.2	5	4.2	2%
114/115-General DeGaulle-Sullen/Tullis	117	2028.8	15	49.4	2%
55-Elysian Fields	78	1243.5	2	18.2	1%
32-Leonidas-Treme	114	568.4	4	8.2	1%
108-Algiers Local	156	325.5	4	2.0	1%
84-Galvez	110	913.8	3	2.5	0%
100-Algiers Loop Owl	93	63.3	5	0.0	0%

PROPOSED SERVICE CHANGES

Major Service Change: New Routes

Several routes would be entirely new or would undergo a substantial enough change in the New Links network to be renamed. In the table below, new routes are highlighted in blue, and discontinued routes are highlighted in orange. The corresponding map uses the same color scheme to represent new and discontinued service.

Table #: New and Discontinued Routes

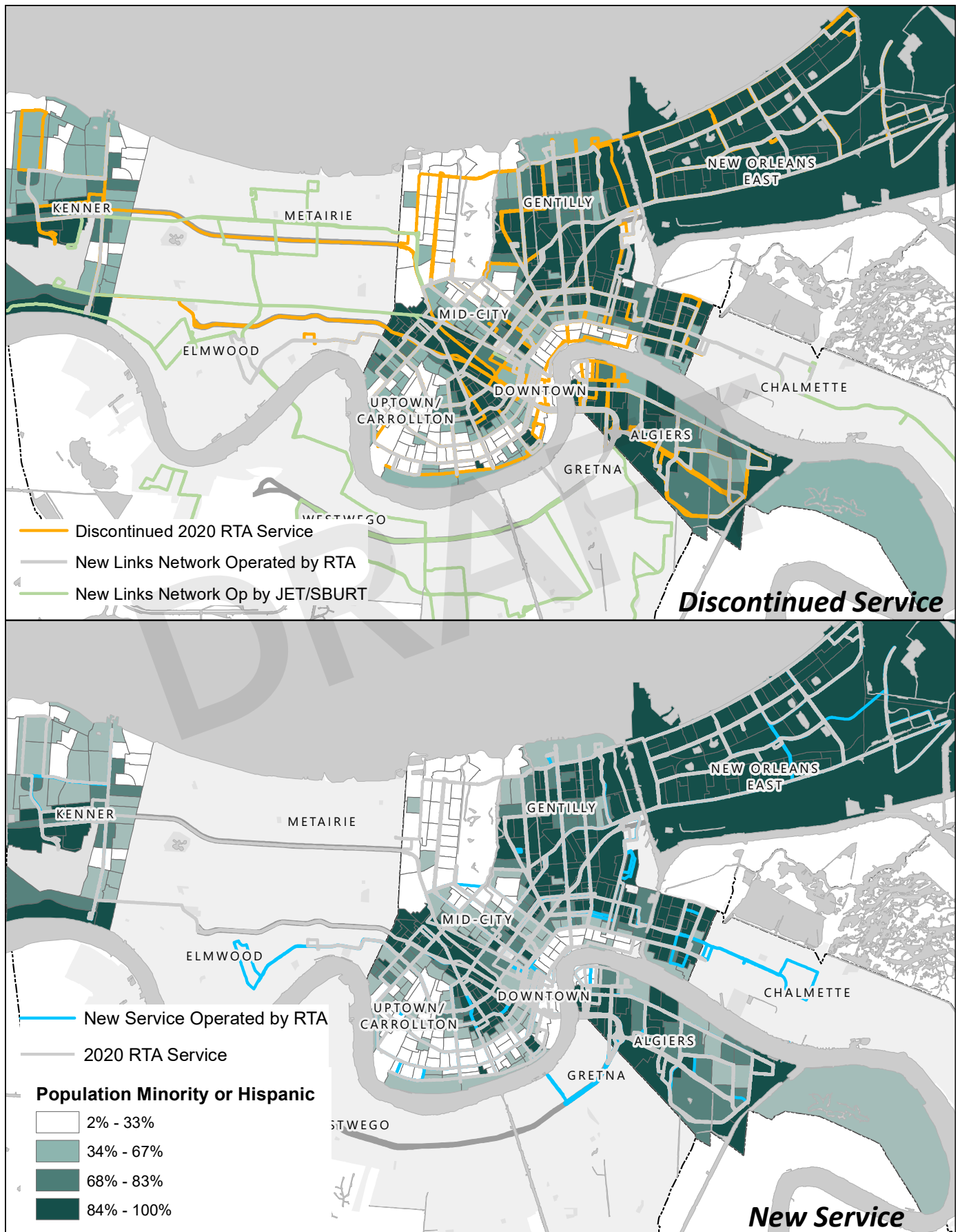
Existing Service	Proposed Service	Existing Service	Proposed Service
2 - Riverfront Streetcar	3 - UPT-French Market Streetcar	62 - Morrison	62 - Morrison
49 - Loyola-Rampart	49 - Loyola-Rampart	63 - New Orleans East Owl	62o - Morrison Owl
12 - St. Charles Streetcar	12 - St. Charles Streetcar		68 - Little Woods Loop
47 - Canal-Cemeteries	47a - Canal-Cemeteries	64 - Lake Forest	61 - Lake Forest-Expedition
	47b - Canal-City Park	65 - Read-Crowder	73 - Michoud Loop
48 - Canal-City Park	47o - Canal Owl Shuttle	80 - Desire-Louisa	80 - Desire
5 - Marigny-Bywater	Eliminated		84 - Galvez
10 - Tchoupitoulas	Eliminated	84 - Galvez	86 - Barracks-Chalmette
11 - Magazine	11 - Magazine	88 - St. Claude	88 - St. Claude
15 - Freret	15 - Freret	91 - Jackson-Esplanade	91 - Jackson-Esplanade
16 - S. Claiborne	16 - MLK-Claiborne	94 - Broad	94 - Broad
	17 - MLK-Hollygrove	100 - Algiers Owl	103 - Algiers-Gretna
28 - MLK-Napoleon	94 - Broad	101 - Algiers Point	
27 - Louisiana	27 - Louisiana	102 - Gen. Meyer	103o - Algiers-Gretna Owl
32 - Leonidas		106 - Aurora	114a - Garden Oaks-Kabel
90 - Carrollton	96 - Leonidas-Gentilly	114 - Gen. de Gaulle Sullen	
39 - Tulane	39 - Tulane-Jefferson	115 - Gen. de Gaulle Tullis	114b - Garden Oaks-Tullis
45 - Lakeview	Eliminated		103 - Algiers-Gretna
51 - St. Bernard-St. Anthony	52a - St. Bernard-Caton	108 - Algiers Local	105 - Landry-Holiday
52 - St. Bernard-Paris	52b - St. Bernard-Paris		114b - Garden Oaks-Tullis
55 - Elysian Fields	55 - Elysian Fields	201 - Kenner Loop	201 - Kenner-Williams
57 - Franklin	57 - Franklin	202 - Airport Express	Eliminated
60 - Hayne	66 - Hayne Loop		



Discontinued Route



Discontinued Route



PROPOSED SERVICE CHANGES

Major Service Change: Span changes of more than 2 hours

The New Links plan does not recommend reductions in service span on any corridors. However, some streetcar service would be replaced with bus service at night: A Canal Owl bus would serve the Canal Streetcar routes, and the 49-N. Rampart Streetcar corridor would be served by new overnight service on the 91-Jackson-Esplanade bus. Overnight service in New Orleans East is restructured so that the 64-Lake Forest runs 24 hours and a new Morrison Owl route would cover what is currently served by the Morrison and New Orleans East Owl routes. Similarly, overnight service on the West Bank is slightly restructured, with significantly more service being offered to the area overnight.

Analysis of Major Service Changes

Overview:

The previous section illustrates that major service changes would occur throughout the system. This disparate impact analysis examines the system as a whole, measuring the impact of reduced and eliminated service, as well as the impact of added service on other routes. In order to estimate the change in service for populations throughout the service area, the analysis measures the change in number of daily trips serving each block group and the populations residing there. Since the RTA defines a Major Service Change as more than a 25% change in service hours, the analysis distinguishes block groups where the number of trips on any service day would increase or decrease by more than 25%, taking into account trips from all routes that serve the block group. RTA acknowledges that an elimination of service has a greater impact than a service reduction, so the analysis also includes separate statistics for areas affected by eliminations.

Methodology:

The unit of analysis was the census block group. Data from the ACS 2019 5-year estimates were joined to the block group geographies. Variables from the Table B03002: Hispanic or Latino Origin by Race were used to determine minority population of each block group. Minority population for the purpose of this analysis included all persons classified as any race other than white, and all persons classified as having Hispanic or Latino origin, regardless of race.

PROPOSED SERVICE CHANGES

Low-income persons were defined as those living below the census defined poverty level. Variables from the table B17021: Poverty, were used the disproportionate burden analysis.

Description	Geography	Table	Year Published	Universe
ACS 2019 (2015 through 2019) 5 Year Estimate Poverty	Block Group (BG)	B17021	2021	persons
ACS 2019 (2015 through 2019) 5 Year Estimate Hispanic or Latino Origin by Race	Block Group (BG)	B03002	2021	persons

To determine whether a route served a block group, a ¼ mile “walkshed” buffer was drawn around the stops along each route, and all block groups that were partially covered by the walkshed were counted as being served. The walkshed is an estimation of the area that can be reached within a ¼ mile (5 minute) walk from the stop, using the pedestrian street grid. The walkshed was deemed preferable to a simple buffer around the route shape, since it more accurately estimates the number of people that can access a service. This is especially true in areas where stops are farther apart or the route runs in an area not accessible to pedestrians, such as on an elevated highway. Walksheds for the Title VI analysis were generated using ArcMap’s Network analyst extension and a network dataset from OpenStreetMap.

While the walkshed’s partial overlap with a block group is only an approximate measure of access, the ACS data that is available at that level is consistent with the data source used for the Agency’s Triennial Title VI Policy updates. Additionally, most block groups in the region are small enough (1/4-1/2 mile across) that most people in the block group can walk to a service on the edge of it within 5-10 minutes.

Data analysis was done in RStudio using the packages tidytransit and sf (a spatial analysis package). The number of trips scheduled on each route was calculated using the GTFS for the existing (pre-COVID) RTA System from February 2020, and the GTFS for the proposed New Links system (which was created in Remix). Fields were generated for number of trips on weekdays, Saturdays, and Sundays and weekly. These fields were then table joined to the walksheds for each system. A spatial join and summation were then executed for all block groups in the study area to count the number of Weekday, Saturday, and Sunday trips serving the block group with the 2020 system and the same for the New Links System. The difference in daily trips between the 2020 system and the new links system was then calculated as an absolute change and as a percent change in service for each block group.

PROPOSED SERVICE CHANGES

To determine the impacts and burdens of the changes, block groups that saw a 25% or greater decrease in the number of trips serving them were marked as having a “Major Decrease,” block groups that saw a 25% or greater increase were marked as “Major Increase,” and block groups where service stayed within 25% of the current level were marked as having “Minor/no change.” Block groups that saw a 100% decrease were given an additional label of “Service Eliminated.”

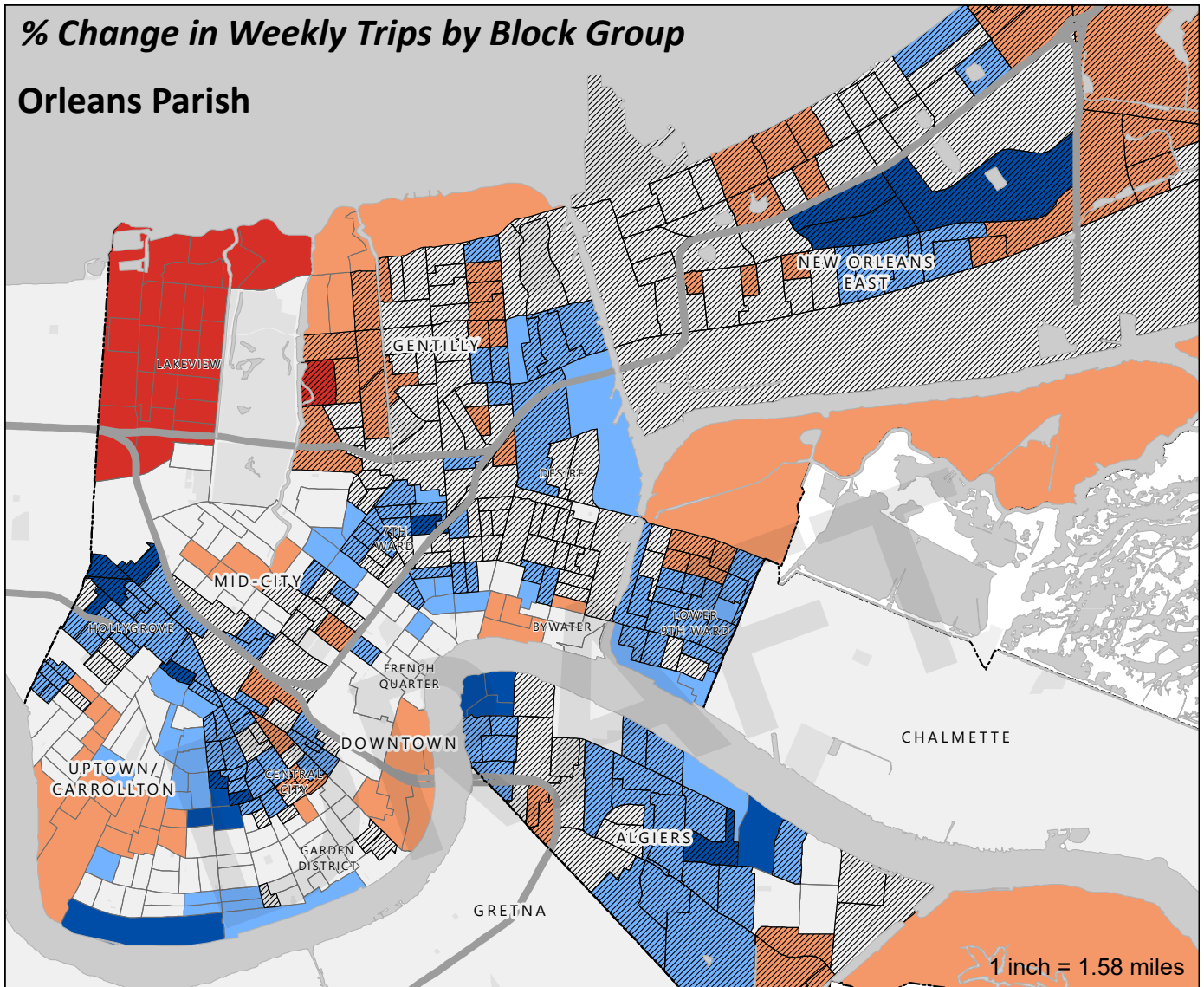
To determine possible disparate impact, the total population, as well as the total minority population were totaled for each service change group. The minority percentage of the affected block groups was then compared to the minority percentage for each service area (Kenner and Orleans Parish) to check for possible disparate impacts. Results were flagged in any case where the population that would be adversely affected has a higher proportion of minority population than the entire service area.

Disparate Impact Analysis Results:

The RTA operates routes in Orleans Parish and the City of Kenner. Since the two are separate municipalities with separate transit routes and funding sources, the minority and low-income thresholds are different for the two different service areas. The population of Orleans Parish is 69% minority while Kenner’s population is 47% minority. Map XX, below, displays block groups colored based on whether they would see a major increase, decrease, or elimination of service, with minority block groups are shaded with diagonal hatch marks.

% Change in Weekly Trips by Block Group

Orleans Parish



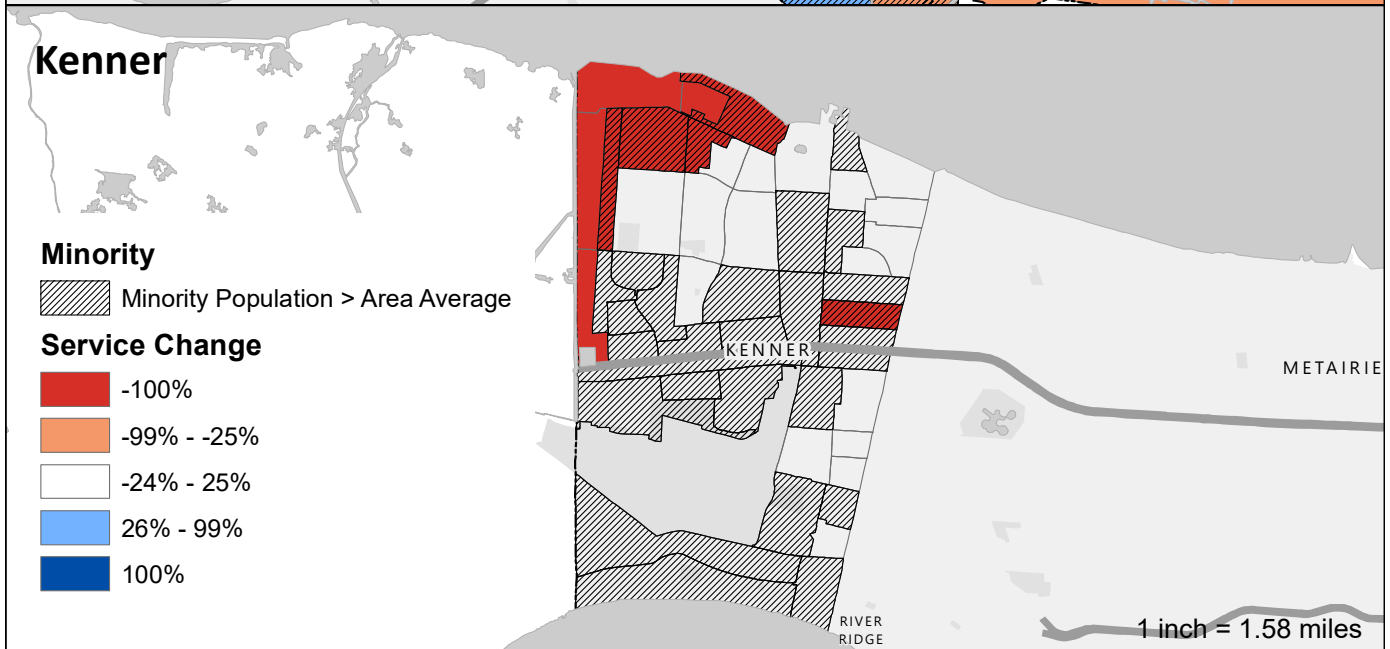
Kenner

Minority

Minority Population > Area Average

Service Change

-100%
 -99% - -25%
 -24% - 25%
 26% - 99%
 100%



PROPOSED SERVICE CHANGES

The analysis finds that overall, the redesigned system increases service to minority populations in Orleans Parish, and that the negative effects are not borne disproportionately by minorities on any service day or for total weekly service. The analysis was done for each service day, as well for the weekly total. When measuring weekly impacts in Orleans Parish, the 24% of the population that is affected by a major decrease is 61% minority, compared to 69% minority in the service area. The 5% of the population that is currently served but would no longer be served in the New Links system (mostly in Lakeview), is primarily wealthy and white, with just a 21% minority or Hispanic population. Among the 31% of the population who would see a major increase in service, 78% are minority, almost ten percent higher than the area average.

Total Weekly Impacts

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

Weekday Impacts

Service Area	Population Affected	Service Change Description	Total Population Affected	Minority Population	Minority Population (%)	Area Minority %
Orleans	24%	Major decrease	93,177	58,377	63%	69%
	5%	Eliminated	18,975	3,920	21%	
	28%	Major increase	109,765	87,427	80%	
	48%	Minor/ no change	187,903	125,175	67%	

PROPOSED SERVICE CHANGES

Saturday Impacts

Service Area	Population Affected	Service Change Description	Total Population Affected	Minority Population	Minority Population (%)	Area Minority %
Orleans	30%	Major decrease	115,584	74,484	64%	69%
	5%	Eliminated	18,975	3,920	21%	
	30%	Major increase	117,144	89,381	76%	
	40%	Minor/ no change	158,117	107,114	68%	

Sunday Impacts

Service Area	Population Affected	Service Change Description	Total Population Affected	Minority Population	Minority Population (%)	Area Minority %
Orleans	28%	Major decrease	109,376	70,939	65%	69%
	5%	Eliminated	18,975	3,920	21%	
	32%	Major increase	126,808	97,562	77%	
	40%	Minor/ no change	154,661	102,478	66%	

PROPOSED SERVICE CHANGES

Disproportionate Burden Analysis Results

A similar methodology as was used to examine the system for disparate impacts was also used to analyze the changes for their effect on low-income populations. The only difference was that the population measured was the population in poverty rather than minority population.

The percentage of low-income residents in areas affected by service changes was compared to the service area proportions, which is 24% for Orleans Parish. Low-income census block groups are shaded in Map XX, below. The analysis finds that overall, the redesigned system increases service to low-income populations in Orleans Parish, and that the negative effects are not borne disproportionately by people in poverty on any service day or for total weekly service.

The analysis was done for each service day, as well for the weekly total. In terms of weekly change in Orleans Parish, the 24% of the population that is affected by a major decrease is 18% low income, compared to 24% in the service area. The 5% of the population that is currently served but would no longer be served in the New Links system (mostly in Lakeview), is primarily wealthy and white, with just 5% of its population living below poverty. Service is not eliminated for any low-income block group in Orleans Parish. Among the 31% of the population who would see a major increase in service, 26% are low income.

Total Weekly Impacts

Service Area	Population Affected	Service Change Description	Total Population Affected	Population in Poverty	Population in Poverty (%)	Area Poverty %
Orleans	24%	Major decrease	90,959	16,303	18%	24%
	5%	Eliminated	18,970	1,032	5%	
	31%	Major increase	115,347	30,459	26%	
	45%	Minor/ no change	171,389	42,578	25%	

PROPOSED SERVICE CHANGES

Weekday Impacts

Service Area	Population Affected	Service Change Description	Total Population Affected	Minority Population	Minority Population (%)	Area Minority %
Orleans	30%	Major decrease	115,584	74,484	64%	69%
	5%	Eliminated	18,975	3,920	21%	
	30%	Major increase	117,144	89,381	76%	
	40%	Minor/ no change	158,117	107,114	68%	

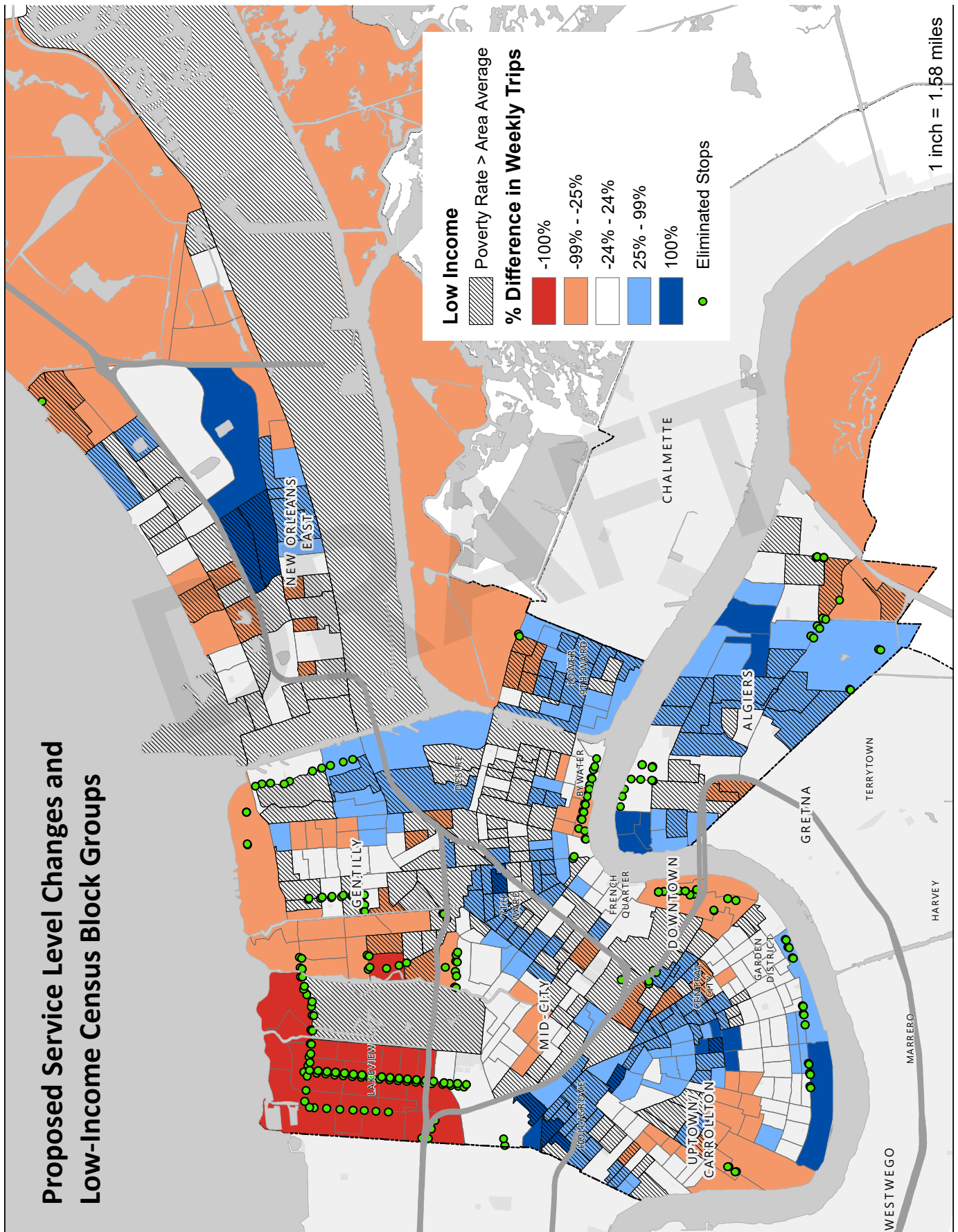
Saturday Impacts

Service Area	Population Affected	Service Change Description	Total Population Affected	Population in Poverty	Population in Poverty (%)	Area Poverty %
Orleans	30%	Major decrease	113,082	23,083	20%	24%
	5%	Eliminated	18,970	1,032	5%	
	30%	Major increase	109,790	27,263	25%	
	40%	Minor/ no change	154,823	38,994	25%	

Sunday Impacts

Service Area	Population Affected	Service Change Description	Total Population Affected	Population in Poverty	Population in Poverty (%)	Area Poverty %
Orleans	28%	Major decrease	106,878	22,471	21%	24%
	5%	Eliminated	18,970	1,032	5%	
	32%	Major increase	119,381	29,655	25%	
	40%	Minor/ no change	151,436	37,214	25%	

Proposed Service Level Changes and Low-Income Census Block Groups



Proposed Service Level Changes and Minority Census Block Groups

Minority Block Groups

Minority Rate > Area Average

% Difference in Weekly Trips

- 100%
- 99% - -25%
- 24% - 24%
- 25% - 99%
- 100%
- Eliminated Stops

NEARVIEW
GENTILEY
NEW ORLEANS EAST
FRENCH QUARTER
MID-CITY
HOLLYWOOD
UPTOWN/CARROLLTON
GARDEN DISTRICT
ALGERS
GREY
CHALMETTE
GREYNA
TERRYTOWN
HARVEY
MARRERO
WESTWEGO

1 inch = 1.58 miles

PROPOSED SERVICE CHANGES

Public Involvement

For Major Service and Fare Changes public hearings will be scheduled and advertised in such a manner as to inform the public of the proposed changes and provide an opportunity for public comment on those changes.

Community engagement for the New Links project was extensive and robust, three phases of outreach taking place over the course of a year and a half and reaching thousands of members of the public. The engagement process by far exceeded the intent described in RTA's Title VI Policy Manual. However, in addition to the engagement that was integrated into the planning process, the RTA also conducted a final set of public hearings which complied with the full procedural requirements of the agency's Title VI Policy.

Title VI Public hearings:

A set of final public hearings was conducted in the summer of 2021 to present the final plan to the public and receive feedback [insert dates TBD].

Public involvement during New Links

Schedule of Community Outreach

In addition to the official Title VI hearings and notice described above, the project team went much further with public outreach during the process of developing the New Links network.

During the Summer and Fall of 2019, the New Links Project team held 12 public meetings, 41 tabling events and 63 stakeholder meetings for the first phase of public engagement. They collected over 2000 surveys and engaged over 1000 people at events.

During the Winter and Spring of 2020, the project team held 6 in-person public meetings. After the COVID-19 pandemic made in-person engagement impossible, they pivoted to digital and held 18 virtual meetings and 21 stakeholder meetings as part of Phase II. They received 372 survey responses.

The proposed final network was presented to the public in October 2020. The team held over 60 digital meetings, received over 1800 social media engagements, and collected 613 surveys.

The purpose of the first two phases of engagement was to involve the public in the network planning process. The first phase was largely conceptual and about people's preferences around accessing and riding public transit. The second phase asked participants to comment on three hypothetical network "concepts" for what

PROPOSED SERVICE CHANGES

transit service could look like in New Orleans. The feedback from these phases informed the creation of the Proposed Network. The Proposed Network was then brought to the public for a final round of comment. Based on that feedback, some small changes were made, and the Final Network was created. This network recommendation was presented to the RTA Board of Commissioners along with the Final Network Report at the Board's monthly public meeting in March of 2021. The public was given an additional month after the first presentation to review the final network. During that month, the plan was also presented at the Operations Committee public meeting. The full Board voted to approve the recommendations of the New Links Final Network and Report at the April 2021 Board meeting, pending final Title VI hearings and review.

The planning and execution of each phase of outreach was a major undertaking and reaching riders and traditionally underrepresented groups was a major focus. More information on who was engaged in each phase and the feedback they gave can be found in Appendix XX: Public engagement reports. The team employed the help of RIDE NOLA, a local transit advocacy group that has strong existing relationships with local transit riders. Surveys and information were distributed through many channels, including materials printed in English, Spanish, and Vietnamese, announcements on vehicles and at bus stops, a website, public meetings, digital town halls, and smaller stakeholder meetings.

While all phases were integral to the development of the network, the third phase of engagement was where community members gave feedback on a concrete proposal for network changes. While the public hearing held on _____ fulfilled the requirements of RTA's Title VI policy, most feedback that informed the final recommendations was given in Phase III.

Results of Phase III outreach

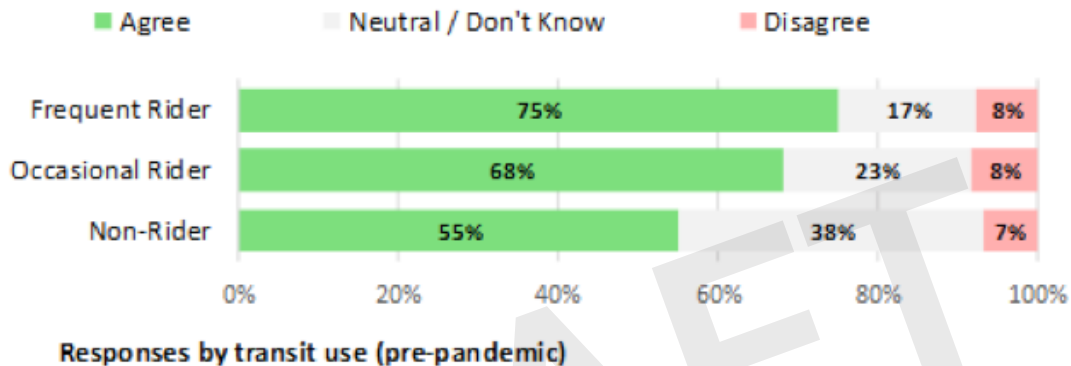
The team received a total of 613 surveys for Phase III, including 311 web surveys, 178 Rideline surveys, and 124 paper surveys. Of the 613 surveys, 418 were completed by frequent riders (rode transit multiple times per week before COVID), 132 by occasional riders (rode weekly or monthly), and 63 by infrequent riders (rarely or never rode transit). For respondents who reported their race, 275 identified as Black, 251 as white, and 40 as some other race. Most respondents (529) lived in Orleans Parish.

The majority of those surveyed think that the Proposed Network would make public transit service better. The positive response was greatest among frequent transit riders and residents of color, though all groups gave majority positive feedback. Infrequent riders were more likely to answer that they were neutral or did not know whether the proposed network was an improvement.

PROPOSED SERVICE CHANGES

Figure #: Survey results by frequency riding transit, New Links Final Recommended Network (February 2021)

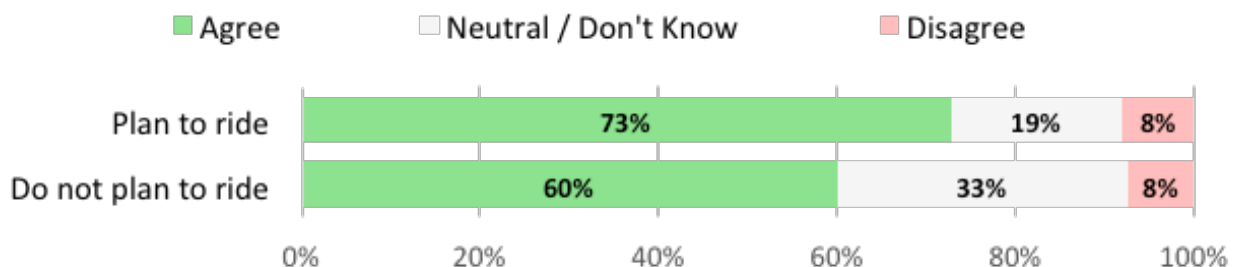
"Do you agree or disagree that the proposed New Links changes would make public transit service better?"



The survey also asked riders if COVID-19 had affected how often they used transit. The plan got similar levels of support from people who ride less often and people who are still riding transit the same amount (or more). However, support was higher among respondents who intend to ride transit more often post-COVID.

Figure #: Survey results by plans to ride transit after COVID, New Links Final Recommended Network (February 2021)

"Do you agree or disagree that the proposed New Links changes would make public transit service better?"



PROPOSED SERVICE CHANGES

Feelings on the plan varied slightly by neighborhood, with those living in zip codes representing the Bywater/ Lower 9th Ward, New Orleans East/Upper 9th Ward, and Garden District/ Central City/ Broadmoor, showing the most support. Support was lowest in Metairie. Negative Metairie comments mostly related to the E2 bus line and are being addressed by the project team.

Written and oral feedback from survey respondents, RTA operators, and other city offices such as the Department of Public Works and the Office of Transportation, were all taken into account to make a series of final changes to the proposed network. A summary of phase III outreach results can be found in Appendix [XX].

DRAFT

COMMUNITY FEEDBACK

Community Feedback

[focus on phase III feedback as well as future TITLE VI hearing feedback]

DRAFT

CONCLUSIONS

Conclusions

[TBD]

DRAFT

APPENDIX

APPENDIX C-Public Hearing Collateral

Public Hearing Legal Notice/ Notice of Public Hearing [TBD]

Summary of public engagement phases and comments. Probably directly from New Links.

Copies of Announcements and surveys in multiple languages.

- Public Hearing Notices (English)
- Public Hearing Notices (Vietnamese)
- Public Hearing Notices (Spanish)

APPENDIX D-Public Hearing Feedback

Public comments from meetings and surveys