



Date of Memo: January 12, 2023
Current Meeting: January 19, 2023
Board Meeting: January 26, 2023

BOARD MEMORANDUM

TO: Indianapolis Public Transportation Corporation (IPTC) Board of Directors
THROUGH: President/CEO Inez P. Evans
FROM: Manager of Special Projects and Regional Mobility Integration Ryan Wilhite
SUBJECT: Consideration and approval of 2027 Transit Network Service Equity Analysis

ACTION ITEM A – 4

RECOMMENDATION:

In accordance with FTA Requirements and IPTC board-adopted Title VI policies, IPTC staff is recommending approval of the analysis and its findings and subsequently finalize the adoption of IPTC’s new future service plan as illustrated by the 2027 Transit Network (map) as presented for approval on November 17, 2022.

BACKGROUND:

The 2027 Transit Network is the result of IPTC’s continuous planning efforts. These system-wide service changes are the next major milestone in the implementation of the Marion County Transit Plan (MCTP); the first changes are anticipated to occur in February 2023.¹ As part of the service changes, nearly all routes will be modified in some fashion; these changes are how we intend to complete the network redesign that began in 2016. The 2027 Transit Network is yet another iteration of the IPTC Forward plan. It was informed by public input sessions conducted by IPTC in 2022 and significant planning work conducted in 2021 and 2022 that considered travel patterns after the significant social/economic changes following the pandemic lockdown of March 2020, chief among them being an increase in relative number for those who can now work from home.

A service equity analysis is required when service changes trigger IPTC’s Major Service Change policy and last longer than 12 months; these system-wide service changes meet or exceed thresholds established by the Major Service Change policy. The 2027 Transit Network alters the future transit network that IPTC was building towards. The equity analysis, however, must compare the existing network (in this case October 2021) to the future network and will not compare future to future; that work was conducted, to some degree, as part of the planning work. Equity analyses are intended to evaluate the impacts of significant policy changes upon minority and low-income populations relative to non-minority and non-low-income populations pursuant to Title VI of the 1964 Civil Rights Act and federal guidance. Any changes that do not provide similar benefits to minority or low-income populations, as defined by IPTC’s established Title VI policy,² are considered a disparate impact (DI) or disproportionate burden (DB), respectively.³

¹ More information at <https://www.indygo.net/transitplan/>

² Available from <https://www.indygo.net/about-indygo/title-vi/>

³ A finding of a potential disparate impact and/or disproportionate burden requires transit agencies to modify the original proposal and re-analyze. If the modification does not resolve the DI/DB, then alternatives must be presented to the public for comment. The original proposal (or modification) can only be implemented if there is a substantial legitimate justification made and none of the proposed alternatives would have a less disparate impact, assuming all proposed alternatives can accomplish the program’s goals.

DISCUSSION:

The 2027 Transit Network service changes resulted in a finding of no DI/DB. This service equity analysis compared the existing transit network (as of October 2021) to the proposed 2027 network, evaluating the impacts of significant policy changes upon minority and low-income populations relative to non-minority and non-low-income populations pursuant to Title VI of the 1964 Civil Rights Act and federal guidance. Full implementation of IPTC's network redesign, as illustrated by the 2027 Transit Network map, will produce a 26 percent increase in the number of weekly transit trips provided to Marion County residents, allowing IPTC to increase the average number of trips to census blocks by nearly 45 percent. Additional information about the results of the analysis can be found in the analysis itself, which is attached to the agenda.

The 2027 Transit Network will continue IPTC's commitment to building out the MCTP. When the MCTP was originally approved by the IPTC Board of Directors, the initial analysis found no DI/DB. Almost the entire network was also analyzed through a service equity analysis prior to the launch of the Red Line; there was no finding of a DI/DB there, either.

ALTERNATIVES:

After reviewing, the Board of Directors could choose to not approve. Major service changes, however, cannot take effect until a service equity analysis has been reviewed and approved by the board. IPTC could continue to implement future service changes but only those as previously approved by the IPTC Board of Directors, specifically the System-wide Service Changes approved by the IPTC Board of Directors on April 23, 2020.

FISCAL IMPACT:

The current findings of the 2027 Transit Network Service Equity Analysis (SEA) require no additional IPTC financial resources beyond those already committed to the system-wide service changes.

DBE/XBE DECLARATION:

Not applicable.

STANDING COMMITTEE DISCUSSION/RECOMMENDATION:

This action will be reviewed by the Service Committee on January 19, 2023.