



Proposed Service Change Title VI Compliance Review

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Submitted by:



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1. Purpose

The Federal Transit Administration (FTA) Office of Civil Rights conducts periodic reviews of sub recipients, such as Niagara Frontier Transportation Authority (NFTA), to determine whether they are honoring their commitment to Title VI of the Civil Rights Act (49 USC 5332).

Title VI of the Civil Rights Act of 1964 ensures that “no person in the United States shall, on the basis 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.” NFTA Metro, as a sub recipient has committed to the FTA’s Title VI objectives set forth in Circular 4702.1B ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color or national origin.

This analysis was conducted in compliance with 49 CFR Section 21.5 (b) (7) Appendix C to 49 CFR Part 21 and Chapter Five of the FTA’s Circular 4702.1B that was issued on October 1, 2012. As required by these FTA requirements, NFTA Metro evaluated its proposed service changes to comply with Title VI requirements and to receive financial assistance from the FTA.

2. Background

NFTA Metro operates bus and rail service on Local, School, Metrolink, and Express routes which predominantly serve the City of Buffalo, as well as the surrounding suburban ring cities and towns in Erie and Niagara Counties. The NFTA Metro Rail system consists of one 6-mile long line with 15 stations, linking University at Buffalo, South Campus to downtown Buffalo.

The NFTA Metro network has evolved through many incremental changes over the last 50 years, including a combination of new suburban coverage inherited from private transit systems and historic urban transit corridors. Each year NFTA Metro conducts an assessment of existing transit service and completes an in-depth review of performance metrics identified in the Board-approved NFTA Metro *Service Delivery and Evaluation Guidelines*. A review of the NFTA Metro fixed route service using performance measure tools identified two routes (Route 27 and 57) that were underperforming.

3. Definition of Title VI and Environmental Justice Impact Policies

3.1 Major Service Change

Title VI policies require review of any service reductions or additions considered by the agency to be a “major service change.” NFTA Metro defines a major service change as the substantial reduction of the amount of service on a bus route, representing more than 25 percent of the route service hours. Any changes in transit fares or fare structure are also considered a major change requiring review.

3.2 Title VI Disparate Impact Policy

A “disparate impact” refers to a neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where NFTA’s policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same legitimate objectives but with less disproportionate effect on the basis of race, color, or national origin.

NFTA Metro defines the threshold for a “disparate impact” as any major service change that results in a percentage difference above twenty percent (20%) between the minority population affected by the service change and the minority population of the overall service area.

3.3 Environmental Justice Disproportionate Burden Policy

A “disproportionate burden” refers to a neutral policy or practice that adversely affects low-income populations more than non-low-income populations¹.

NFTA Metro defines the threshold for a “disproportionate burden” as any major service change that results in a percentage difference above twenty percent (20%) between the low-income population affected by the service change and the low-income population of the overall service area.

4. Process and Methodology

This *Title VI Proposed Service Change Compliance Review* followed several steps to evaluate the proposed service changes to comply with Title VI requirements:

- **Step 1:** Review proposed service changes to identify route changes classified as a “major service change.”
- **Step 2:** Group “major service changes” by day type (weekday, Saturday, or Sunday) and by service change type (i.e. route discontinuation).
- **Step 3:** Analyze 2010 U.S. Census demographic and 2010 On-Board Survey data by day type and by service change type.
- **Step 4:** Evaluate (by service change type and day type) effects of the “major service changes” on minority and low-income populations and riders. If the percentage difference is above twenty percent (20%) between the minority population affected by the service change and the minority population of the overall service area a “disparate impact” exists. If the percentage difference is above twenty percent (20%) between the low-income population affected by the service change and the low-income population of the overall service area a “disproportionate burden” exists.
- **Step 5:** If a “disparate impact” or “disproportionate burden” exists, identify service alternatives to avoid, minimize, or mitigate the potential impact.

¹ For purposes of this Environmental Justice analysis, “low-income population” is defined as follows: a low-income population is any readily identifiable group of households who live in geographic proximity and whose median household income is at or below the Department of Health and Human Services Poverty Guidelines.

5. Proposed Service Changes

NFTA Metro conducted an assessment of existing transit service using the Board-approved NFTA Metro *Service Delivery and Evaluation Guidelines*. The assessment identified two routes (Route 27 and 57) as underperforming. NFTA Metro has tried several strategies to improve performance on these routes; however ridership and productivity continued to drop. As a result, NFTA Metro proposes eliminating the service. Based on NFTA Metro's definition of a "Major Service Change" as a reduction in 25 percent or more of the vehicle revenue hours, Route 27 and 57 were assessed for possible Title VI impacts.

5.1 Effects of the Major Service Changes on Minority and Low-Income Populations and Riders

U.S. Census Demographic Analysis

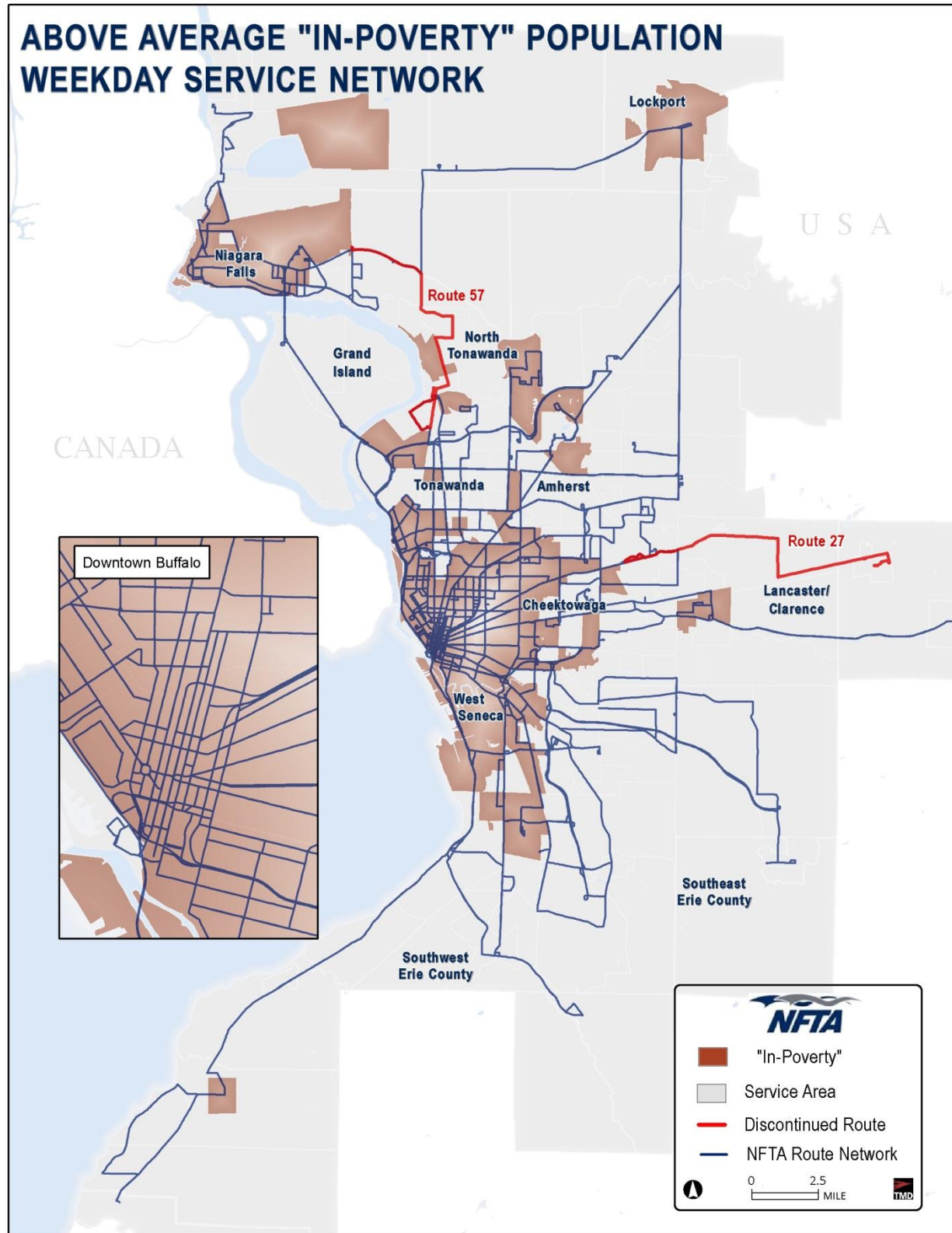
The objective of this assessment is to identify any major service changes that may disproportionately affect the minority and low-income Title VI populations and riders. In order to determine any potential disproportionate effects, the minority and low-income percentages were calculated for routes crossing the defined "major service change" threshold. The most recent U.S. Census demographic data² was used to determine route level proportions of minority and "in poverty" populations within a half-mile catchment around the routes.

The following maps depict the current weekday network with recommended route changes, highlighting any areas where service was discontinued. The maps also provide a geographic comparison on a system level of service changes in relation to areas with higher than the service area average of Title VI and Environmental Justice (EJ) populations. The service area demographic characteristics have been expanded to the census tract level and indicate where either the total minority or "in poverty"³ populations in the service area are greater than the network average. Saturday and Sunday service area maps are located in the appendix.

Table 1 and Table 2 below indicate any disparate impacts or disproportionate burdens on Title VI and Environmental Justice populations as a result of the implemented service reductions. Any major service change route with a higher than average minority or "in-poverty" population warrants additional review to determine possible alternatives. The proposed discontinuation of Route 27 and 57 will not have a disparate impact to Title VI populations.

² 2010 U.S. Census data was used to determine both minority and low-income populations.

³ U.S. Census defines low-income populations as "in poverty." For the definition of NFTA's service area (Erie and Niagara Counties) low-income is defined as 100% or below the poverty threshold (\$25,000 household income)



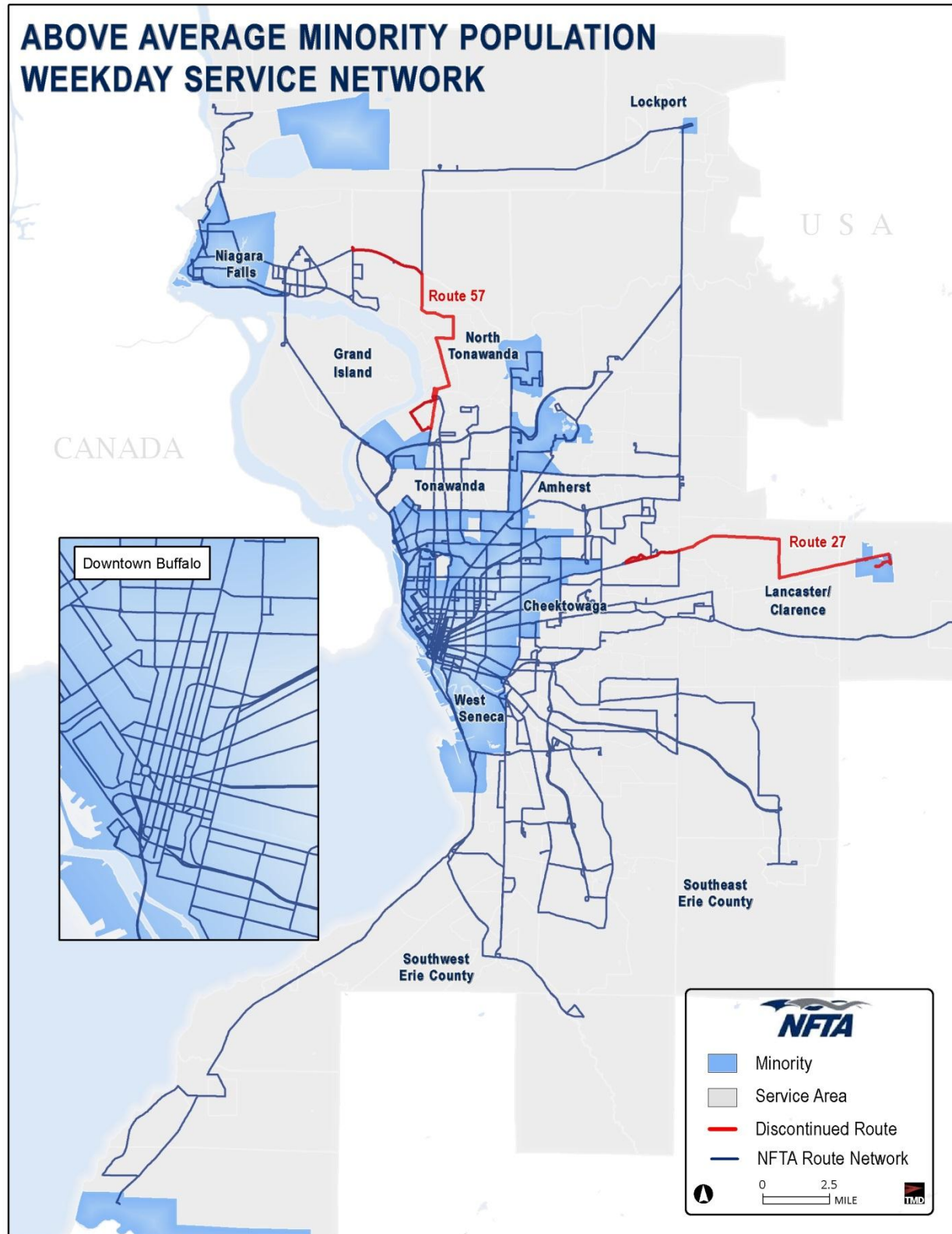


Table 1: 2010 U.S. Census Minority Populations by Route and Service Change Type for Weekday, Saturday, & Sunday

Weekday								
MINORITY POPULATION								
Service Change	Route	Day	NETWORK SERVICE AREA TOTAL POPULATION	NETWORK SERVICE AREA MINORITY POPULATION	NETWORK SERVICE AREA Minority Population (% of total population)	ROUTE SERVICE AREA TOTAL POPULATION	ROUTE SERVICE AREA MINORITY POPULATION	ROUTE SERVICE AREA Minority Population (% of total population)
Route Discontinued	27	WEEKDAY	1,078,248	248,711	23.1%	55,546	4,967	8.9%
	57	WEEKDAY	1,078,248	248,711	23.1%	92,065	6,397	6.9%
Sub-Total Routes Discontinued			1,078,248	248,711	23.1%	147,611	11,364	7.7%
Saturday								
MINORITY POPULATION								
Service Change	Route	Day	NETWORK SERVICE AREA TOTAL POPULATION	NETWORK SERVICE AREA MINORITY POPULATION	NETWORK SERVICE AREA Minority Population (% of total population)	ROUTE SERVICE AREA TOTAL POPULATION	ROUTE SERVICE AREA MINORITY POPULATION	ROUTE SERVICE AREA Minority Population (% of total population)
Route Discontinued	27	SATURDAY	758,681	225,501	29.7%	49,147	3,953	8.0%
Sunday								
MINORITY POPULATION								
Service Change	Route	Day	NETWORK SERVICE AREA TOTAL POPULATION	NETWORK SERVICE AREA MINORITY POPULATION	NETWORK SERVICE AREA Minority Population (% of total population)	ROUTE SERVICE AREA TOTAL POPULATION	ROUTE SERVICE AREA MINORITY POPULATION	ROUTE SERVICE AREA Minority Population (% of total population)
Route Discontinued	27	SUNDAY	741,749	224,675	30.3%	49,147	3,953	8.0%

Table 2: 2010 U.S. Census "In-Poverty" Populations by Route and Service Change Type for Weekday, Saturday, & Sunday

Weekday								
POPULATION "IN POVERTY"								
Service Change	Route	Day	NETWORK SERVICE AREA TOTAL POPULATION	NETWORK SERVICE AREA "IN POVERTY" POPULATION	NETWORK SERVICE AREA "In Poverty" Population (% of total population)	ROUTE SERVICE AREA TOTAL POPULATION	ROUTE SERVICE AREA "IN POVERTY" POPULATION	ROUTE SERVICE AREA "In Poverty" Population (% of total population)
Route Discontinued	27	WEEKDAY	1,078,248	144,147	13.4%	51,664	3,102	6.0%
	57	WEEKDAY	1,078,248	144,147	13.4%	88,626	8,601	9.7%
Sub-Total Routes Discontinued			1,078,248	144,147	13.4%	140,290	11,703	8.3%
Saturday								
POPULATION "IN POVERTY"								
Service Change	Route	Day	NETWORK SERVICE AREA TOTAL POPULATION	NETWORK SERVICE AREA "IN POVERTY" POPULATION	NETWORK SERVICE AREA "In Poverty" Population (% of total population)	ROUTE SERVICE AREA TOTAL POPULATION	ROUTE SERVICE AREA "IN POVERTY" POPULATION	ROUTE SERVICE AREA "In Poverty" Population (% of total population)
Route Discontinued	27	SATURDAY	758,681	123,853	16.3%	45,705	2,590	5.7%
Sunday								
POPULATION "IN POVERTY"								
Service Change	Route	Day	NETWORK SERVICE AREA TOTAL POPULATION	NETWORK SERVICE AREA "IN POVERTY" POPULATION	NETWORK SERVICE AREA "In Poverty" Population (% of total population)	ROUTE SERVICE AREA TOTAL POPULATION	ROUTE SERVICE AREA "IN POVERTY" POPULATION	ROUTE SERVICE AREA "In Poverty" Population (% of total population)
Route Discontinued	27	SUNDAY	741,749	122,843	16.6%	45,705	2,590	5.7%

Rider Level Analysis

While the U.S. Census data provides information for the service area population, the demographic breakdown of existing NFTA Metro riders can differ significantly. The most recent NFTA Metro On-Board Passenger Survey (2012) provides the demographic characteristics of current weekday NFTA Metro riders.⁴ Based on the poverty guidelines established by the U.S. Department of Health and Human Services (HHS), the poverty level in 2012 was set to \$23,050 for a family of four. The survey identifies household incomes of riders below \$25,000, the most comparable to the HHS 2012 threshold. Table 3 illustrates by route minority and low-income riders based on the 2012 NFTA Metro On-Board Passenger survey data.

Table 3: Weekday Rider Analysis by Route (2012 On-Board Survey)⁵

Service Change	Route Number	Total Ons	Minority Riders	Percent Minority	System Minority Average	"In-Poverty" Riders	Percent "In-Poverty"	System "In-Poverty" Average
Route Discontinued	27	88	77	87%	58%	24	27%	54%
	57	101	37	37%	58%	39	39%	54%
Service Change Total		189	114	60%	58%	63	33%	54%
All Routes		100,837	57,987	58%		54,264	54%	

On-board survey data indicates that overall NFTA Metro ridership is significantly different than the demographic breakdown of the overall service area population.

Route 27 has an above average Title VI population compared to the system average for local routes; however the total the service changes, including the discontinuation of Route 57 does not create a disparate impact to Title VI populations.

5.2 Alternatives Available to Riders Impacted by the Service Changes

Based on the findings of the U.S. Census and On-Board Survey analysis the proposed changes do not result in any disparate impact therefore do not require an alternatives analysis to be performed.

⁴ The 2012 On-Board Survey was conducted during the weekday only and is not representative of weekend service.

⁵ Route Service Area populations highlighted in **RED** indicate route populations comprised of 20 percent or more of the systemwide average minority or low-income populations.

6. Transit Service Analysis Public Outreach Activities

NFTA Metro determined that a major outreach effort was necessary in order to fully educate and inform NFTA Metro operators, stakeholders, and Buffalo residents, particularly current transit users and to take comment and feedback. The purpose of the outreach effort was twofold; NFTA Metro needed to share upcoming service changes and also wanted to provide a forum for public comment and feedback.

NFTA Metro will host two (2) outreach meetings each in both Erie and Niagara Counties to provide a convenient forum for public discourse. The following is a summary of the planned outreach efforts:

- June: NFTA Board Meeting will address changes to current network
- June 25/26: Public Meetings/Open Houses in Erie/Niagara Counties
- June 26 – July 24: Public hearing comment period
- July: NFTA Board Meeting will address comments and feedback
- July 26 – August 31: Full implementation notice of September service changes
- September: Service changes implemented

7. Conclusion

In order to develop a more efficient and effective transit network, NFTA Metro evaluates existing transit service using the Board-approved NFTA Metro *Service Delivery and Evaluation Guidelines*. The assessment identified two routes (Route 27 and 57) as underperforming. NFTA has tried several strategies to improve performance on these routes; however ridership and productivity continued to drop. As a result, NFTA proposes eliminating Route 27 and Route 57. Based on the findings of the U.S. Census and On-Board Survey analysis the proposed changes to Route 27 and Route 57 do not result in any disparate impact.

Appendix: 2010 Title VI Data by Census Tracts (Erie/Niagara Counties)

Census Tract	Total Population	"In Poverty"	Percentage "In Poverty"	"Minority Population"	Percentage "Minority"
Service Area Total	1,078,248	144,147	13.4%	248,711	23.1%
36029000100	3,202	738	23%	888	28%
36029000200	4,653	1020	22%	1,168	25%
36029000500	2,273	593	26%	598	26%
36029000600	4,969	922	19%	577	12%
36029000700	3,880	119	3%	269	7%
36029000800	5,053	1040	21%	733	15%
36029000900	2,495	466	19%	298	12%
36029001000	6,185	1540	25%	1,180	19%
36029001100	3,365	617	18%	508	15%
36029001400	3,389	1717	51%	3,251	96%
36029001500	1,548	537	35%	1,437	93%
36029001600	2,369	1106	47%	1,724	73%
36029001700	1,867	594	32%	566	30%
36029001900	3,218	305	9%	321	10%
36029002300	3,541	778	22%	619	17%
36029002400	4,523	1304	29%	1,180	26%
36029002500	2,306	503	22%	2,102	91%
36029002700	2,467	1290	52%	2,038	83%
36029002800	2,439	998	41%	1,795	74%
36029002900	2,069	1008	49%	1,865	90%
36029003000	2,832	941	33%	2,282	81%
36029003100	2,352	1159	49%	2,240	95%
36029003300	3,631	1115	31%	3,411	94%
36029003300	3,631	1041	29%	3,411	94%
36029003400	2,815	878	31%	2,740	97%
36029003500	3,405	985	29%	3,304	97%
36029003600	2,709	861	32%	2,543	94%
36029003700	4,592	1597	35%	4,100	89%
36029003800	3,213	1213	38%	2,724	85%
36029003900	1,168	219	19%	1,101	94%
36029004000	4,142	1468	35%	3,764	91%
36029004100	4,612	1506	33%	4,322	94%
36029004200	3,607	1100	30%	3,473	96%
36029004300	6,176	1553	25%	5,254	85%
36029004400	4,257	616	14%	3,958	93%
36029004400	4,257	1353	32%	3,958	93%

Census Tract	Total Population	"In Poverty"	Percentage "In Poverty"	"Minority Population"	Percentage "Minority"
36029004500	5,722	514	9%	2,064	36%
36029004600	3,654	997	27%	1,624	44%
36029004600	3,654	0	0%	1,624	44%
36029004700	7,010	2838	40%	5,244	75%
36029004800	4,017	176	4%	742	18%
36029004900	6,383	1085	17%	1,788	28%
36029005000	2,604	747	29%	866	33%
36029005100	4,780	272	6%	1,667	35%
36029005200	3,158	463	15%	939	30%
36029005200	3,158	631	20%	939	30%
36029005300	1,502	154	10%	465	31%
36029005400	4,048	380	9%	940	23%
36029005500	4,691	1659	35%	2,176	46%
36029005600	5,157	1402	27%	2,886	56%
36029005700	3,714	1043	28%	1,822	49%
36029005800	6,013	1027	17%	2,918	49%
36029005800	6,013	1033	17%	2,918	49%
36029005900	4,758	1228	26%	2,275	48%
36029006100	6,498	2046	31%	4,344	67%
36029006200	1,748	0	0%	914	52%
36029006300	5,143	1242	24%	1,533	30%
36029006300	5,143	143	3%	1,533	30%
36029006500	3,220	715	22%	1,134	35%
36029006600	2,918	809	28%	1,373	47%
36029006600	2,918	366	13%	1,373	47%
36029006700	3,737	797	21%	1,464	39%
36029006700	3,737	628	17%	1,464	39%
36029006800	3,744	921	25%	1,187	32%
36029006900	4,918	1640	33%	2,783	57%
36029006900	4,918	1846	38%	2,783	57%
36029007000	4,409	1441	33%	2,976	67%
36029007100	5,812	2483	43%	4,451	77%
36029007100	5,812	1614	28%	4,451	77%
36029007200	2,071	163	8%	1,056	51%
36029007300	8,067	405	5%	563	7%
36029007300	8,067	413	5%	563	7%
36029007300	8,067	116	1%	563	7%
36029007600	2,992	273	9%	108	4%
36029007700	4,823	314	7%	283	6%
36029007800	5,328	529	10%	313	6%

Census Tract	Total Population	"In Poverty"	Percentage "In Poverty"	"Minority Population"	Percentage "Minority"
36029007900	2,988	218	7%	288	10%
36029007900	2,988	386	13%	288	10%
36029007900	2,988	297	10%	288	10%
36029007900	2,988	273	9%	288	10%
36029007900	2,988	195	7%	288	10%
36029008000	5,897	645	11%	768	13%
36029008000	5,897	244	4%	768	13%
36029008000	5,897	492	8%	768	13%
36029008100	6,112	266	4%	401	7%
36029008100	6,112	356	6%	401	7%
36029008200	2,651	167	6%	186	7%
36029008200	2,651	488	18%	186	7%
36029008300	2,801	1394	50%	723	26%
36029008400	2,489	283	11%	273	11%
36029008500	2,699	164	6%	332	12%
36029008600	4,938	396	8%	452	9%
36029008700	4,839	327	7%	473	10%
36029008800	3,465	489	14%	373	11%
36029008900	4,285	268	6%	269	6%
36029009000	3,536	39	1%	410	12%
36029009000	3,536	223	6%	410	12%
36029009000	3,536	159	4%	410	12%
36029009000	3,536	33	1%	410	12%
36029009000	3,536	196	6%	410	12%
36029009000	3,536	287	8%	410	12%
36029009100	4,222	34	1%	448	11%
36029009100	4,222	356	8%	448	11%
36029009100	4,222	774	18%	448	11%
36029009100	4,222	457	11%	448	11%
36029009100	4,222	0	0%	448	11%
36029009100	4,222	561	13%	448	11%
36029009100	4,222	141	3%	448	11%
36029009100	4,222	192	5%	448	11%
36029009100	4,222	1184	28%	448	11%
36029009100	4,222	853	20%	448	11%
36029009200	4,409	451	10%	1,136	26%
36029009300	5,487	1315	24%	2,348	43%
36029009300	5,487	157	3%	2,348	43%
36029009400	5,957	506	8%	1,027	17%
36029009400	5,957	76	1%	1,027	17%

Census Tract	Total Population	"In Poverty"	Percentage "In Poverty"	"Minority Population"	Percentage "Minority"
36029009500	5,235	263	5%	726	14%
36029009500	5,235	328	6%	726	14%
36029009600	6,399	512	8%	1,014	16%
36029009700	3,186	108	3%	181	6%
36029009700	3,186	156	5%	181	6%
36029009800	1,770	196	11%	67	4%
36029009900	3,737	622	17%	229	6%
36029010000	2,941	91	3%	222	8%
36029010000	2,941	393	13%	222	8%
36029010000	2,941	597	20%	222	8%
36029010100	4,763	247	5%	494	10%
36029010100	4,763	234	5%	494	10%
36029010100	4,763	514	11%	494	10%
36029010200	3,560	700	20%	2,105	59%
36029010200	3,560	201	6%	2,105	59%
36029010300	1,392	216	16%	755	54%
36029010400	2,397	158	7%	980	41%
36029010500	2,418	470	19%	744	31%
36029010600	2,652	248	9%	270	10%
36029010700	2,761	220	8%	355	13%
36029010800	2,081	91	4%	105	5%
36029010800	2,081	198	10%	105	5%
36029010800	2,081	184	9%	105	5%
36029010800	2,081	298	14%	105	5%
36029010800	2,081	243	12%	105	5%
36029010800	2,081	61	3%	105	5%
36029010900	2,419	303	13%	124	5%
36029010900	2,419	775	32%	124	5%
36029011000	1,860	271	15%	125	7%
36029011100	2,166	100	5%	106	5%
36029011200	6,834	563	8%	207	3%
36029011300	4,854	322	7%	291	6%
36029011400	2,335	510	22%	231	10%
36029011500	1,526	126	8%	73	5%
36029011600	1,987	109	5%	111	6%
36029011700	4,208	289	7%	203	5%
36029011800	3,786	122	3%	133	4%
36029012000	4,907	283	6%	149	3%
36029012000	4,907	66	1%	149	3%
36029012000	4,907	44	1%	149	3%

Census Tract	Total Population	"In Poverty"	Percentage "In Poverty"	"Minority Population"	Percentage "Minority"
36029012300	3,672	647	18%	776	21%
36029012400	2,276	216	9%	280	12%
36029012500	4,787	631	13%	476	10%
36029012500	4,787	362	8%	476	10%
36029012800	2,648	346	13%	206	8%
36029012900	6,972	951	14%	514	7%
36029012900	6,972	137	2%	514	7%
36029013000	3,149	220	7%	158	5%
36029013000	3,149	385	12%	158	5%
36029013100	8,484	223	3%	330	4%
36029013100	8,484	310	4%	330	4%
36029013200	6,034	320	5%	286	5%
36029013200	6,034	62	1%	286	5%
36029013300	3,587	165	5%	114	3%
36029013400	6,358	392	6%	210	3%
36029013500	6,968	225	3%	347	5%
36029013500	6,968	382	5%	347	5%
36029013600	3,127	136	4%	164	5%
36029013700	6,386	225	4%	244	4%
36029013700	6,386	147	2%	244	4%
36029013800	7,899	265	3%	232	3%
36029013900	2,241	81	4%	67	3%
36029014000	3,785	70	2%	126	3%
36029014100	6,226	271	4%	114	2%
36029014100	6,226	312	5%	114	2%
36029014200	4,006	224	6%	146	4%
36029014200	4,006	260	6%	146	4%
36029014200	4,006	254	6%	146	4%
36029014200	4,006	276	7%	146	4%
36029014200	4,006	207	5%	146	4%
36029014300	6,231	268	4%	235	4%
36029014400	4,271	608	14%	184	4%
36029014500	3,598	145	4%	128	4%
36029014500	3,598	679	19%	128	4%
36029014600	4,978	108	2%	386	8%
36029014600	4,978	129	3%	386	8%
36029014600	4,978	133	3%	386	8%
36029014700	5,661	315	6%	213	4%
36029014700	5,661	535	9%	213	4%
36029014800	2,604	299	11%	136	5%

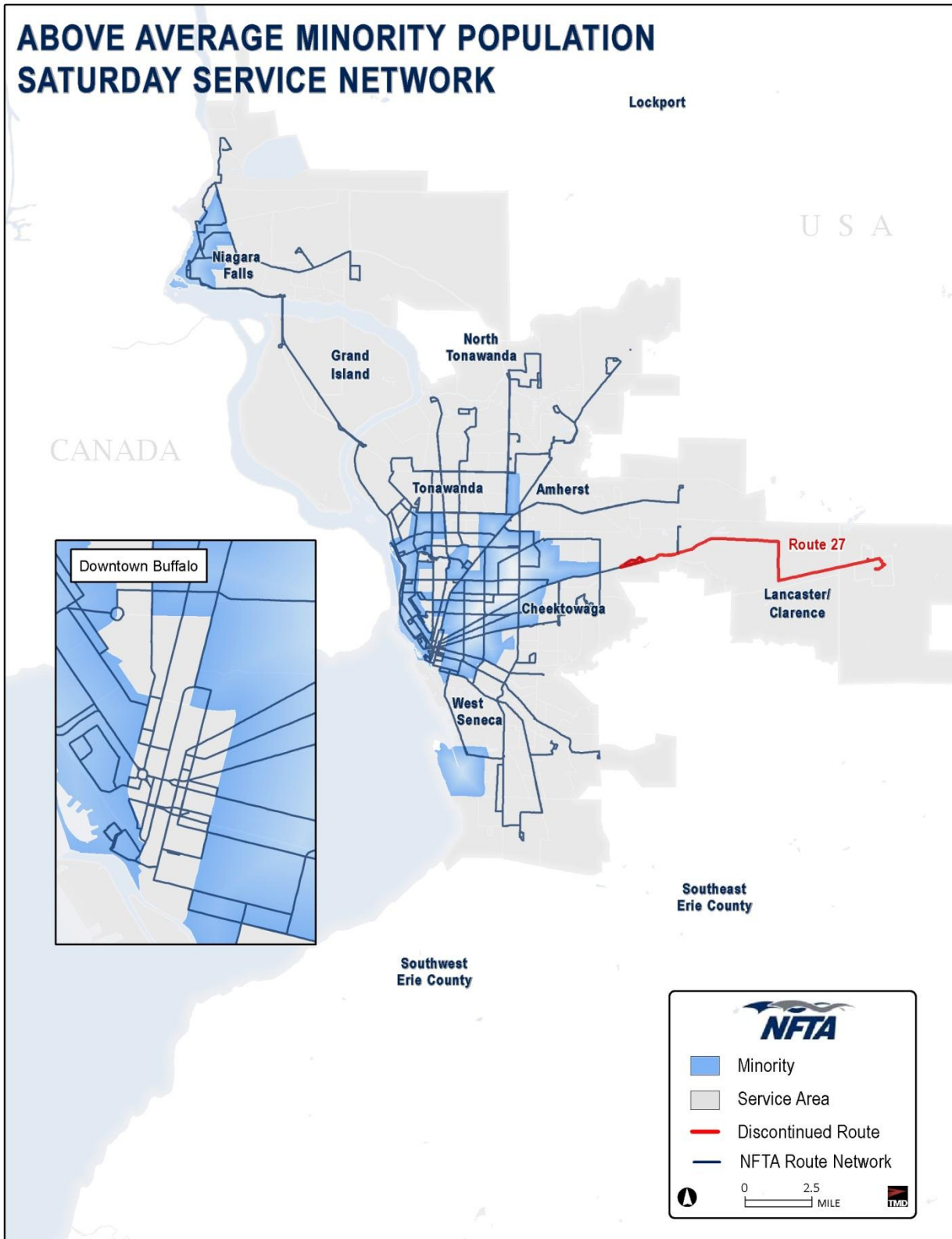
Census Tract	Total Population	"In Poverty"	Percentage "In Poverty"	"Minority Population"	Percentage "Minority"
36029014800	2,604	429	16%	136	5%
36029014900	5,914	301	5%	113	2%
36029014900	5,914	0	0%	113	2%
36029014900	5,914	197	3%	113	2%
36029015000	5,360	140	3%	108	2%
36029015000	5,360	332	6%	108	2%
36029015000	5,360	358	7%	108	2%
36029015100	3,282	206	6%	62	2%
36029015100	3,282	236	7%	62	2%
36029015200	3,113	83	3%	69	2%
36029015200	3,113	380	12%	69	2%
36029015300	4,982	85	2%	148	3%
36029015300	4,982	149	3%	148	3%
36029015400	5,152	309	6%	204	4%
36029015400	5,152	172	3%	204	4%
36029015500	2,190	324	15%	170	8%
36029015500	2,190	139	6%	170	8%
36029015500	2,190	315	14%	170	8%
36029015600	2,122	145	7%	207	10%
36029015700	3,605	428	12%	207	6%
36029015800	4,250	324	8%	110	3%
36029015900	4,395	447	10%	267	6%
36029016100	3,059	0	0%	1,705	56%
36029016200	2,478	220	9%	304	12%
36029016300	2,734	510	19%	742	27%
36029016400	3,662	1435	39%	2,427	66%
36029016500	2,010	237	12%	1,010	50%
36029016600	2,511	1219	49%	2,393	95%
36029016700	2,552	490	19%	331	13%
36029016800	3,883	998	26%	3,603	93%
36029016900	3,867	673	17%	1,552	40%
36029017000	3,146	508	16%	2,980	95%
36029017100	5,779	2414	42%	3,707	64%
36029017200	2,297	610	27%	117	5%
36029017300	7,300	382	5%	321	4%
36029017400	4,276	1702	40%	2,251	53%
36029017500	1,551	192	12%	202	13%
36029017500	1,551	66	4%	202	13%
36029940000	1,901	239	13%	1,751	92%
36029940100	34	19	56%	34	100%

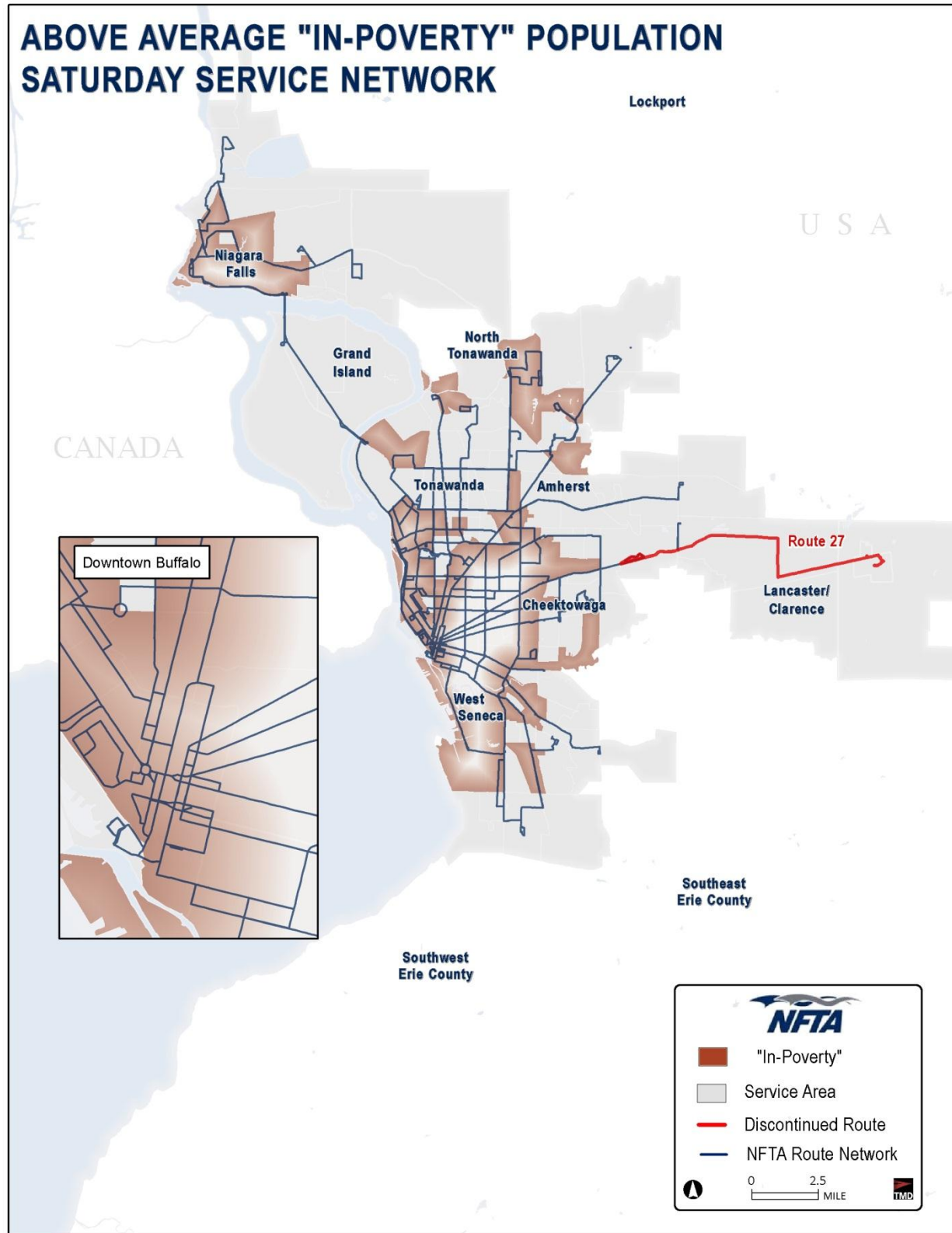
Census Tract	Total Population	"In Poverty"	Percentage "In Poverty"	"Minority Population"	Percentage "Minority"
36029990000	-	0	0%	-	0%
36063020100	3,686	447	12%	489	13%
36063020200	2,336	974	42%	2,051	88%
36063020300	2,283	504	22%	571	25%
36063020400	1,619	328	20%	976	60%
36063020500	2,367	887	37%	1,103	47%
36063020600	1,512	757	50%	991	66%
36063020700	2,874	286	10%	1,298	45%
36063020900	2,563	959	37%	1,282	50%
36063021000	2,903	478	16%	796	27%
36063021100	1,670	520	31%	825	49%
36063021200	2,588	570	22%	1,251	48%
36063021300	2,180	762	35%	893	41%
36063021400	2,055	284	14%	527	26%
36063021700	3,613	700	19%	1,316	36%
36063022000	3,567	869	24%	474	13%
36063022100	2,521	417	17%	276	11%
36063022200	3,878	457	12%	359	9%
36063022300	2,567	256	10%	268	10%
36063022400	1,922	166	9%	157	8%
36063022500	2,997	379	13%	404	13%
36063022600	2,367	226	10%	199	8%
36063022600	2,367	820	35%	199	8%
36063022700	9,998	489	5%	589	6%
36063022700	9,998	343	3%	589	6%
36063022700	9,998	255	3%	589	6%
36063022800	3,316	174	5%	144	4%
36063022800	3,316	101	3%	144	4%
36063022900	3,162	253	8%	116	4%
36063022900	3,162	272	9%	116	4%
36063023000	2,257	439	19%	118	5%
36063023100	2,439	319	13%	162	7%
36063023200	2,906	376	13%	218	8%
36063023300	7,123	758	11%	473	7%
36063023400	7,663	769	10%	1,041	14%
36063023400	7,663	573	7%	1,041	14%
36063023400	7,663	333	4%	1,041	14%
36063023400	7,663	243	3%	1,041	14%
36063023500	2,737	741	27%	560	20%
36063023600	4,014	866	22%	768	19%

Census Tract	Total Population	"In Poverty"	Percentage "In Poverty"	"Minority Population"	Percentage "Minority"
36063023700	2,152	759	35%	584	27%
36063023800	3,480	762	22%	526	15%
36063023900	5,431	394	7%	513	9%
36063023900	5,431	534	10%	513	9%
36063024000	1,887	210	11%	140	7%
36063024000	1,887	413	22%	140	7%
36063024100	2,748	446	16%	163	6%
36063024100	2,748	498	18%	163	6%
36063024200	2,952	420	14%	195	7%
36063024200	2,952	717	24%	195	7%
36063024300	4,793	452	9%	231	5%
36063024300	4,793	251	5%	231	5%
36063024300	4,793	191	4%	231	5%
36063024400	3,513	101	3%	325	9%
36063024400	3,513	174	5%	325	9%
36063024400	3,513	376	11%	325	9%
36063024400	3,513	83	2%	325	9%
36063024500	2,824	111	4%	112	4%
36063024500	2,824	363	13%	112	4%
36063024600	4,819	209	4%	179	4%
36063940000	1,193	181	15%	473	40%
36063940100	-	0	0%	-	0%

Saturday and Sunday Service Network Maps

The following maps provide Saturday and Sunday "Above Average Minority and 'In-Poverty'" populations in relation to routes that triggered a major service change.





ABOVE AVERAGE MINORITY POPULATION SUNDAY SERVICE NETWORK

