

**Environmental Justice Evaluation
Proposed TheBus Service Modifications
(Routes E, 303, 87)**

**City and County of Honolulu
Department of Transportation Service
Public Transit Division**

March 2005

I. Introduction

Title VI and environmental justice are about fairness. Fairness means no group bears more than its share of negative environmental, social, or economic effects; and no group receives more than its share of benefits.

Environmental justice is not a new concept or program. It has its roots in Title VI of the Civil Rights Act of 1964 and bars intentional discrimination as well as disparate impact discrimination (i.e., a neutral policy or practice that has a disparate impact on protected groups). Title VI states, "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."

In 1994, President Bill Clinton issued Executive Order 12898, directing all Federal agencies to implement environmental justice. The Environmental Justice Order further amplifies Title VI by providing that each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations.

The U.S. Department of Transportation (USDOT) has identified environmental justice as an "undeniable mission of the agency" along with safety and mobility. USDOT stresses three principles of environmental justice:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

a. **Policy Statement**

[Insert policy statement used in the last Title VI report]

b. **Purpose**

The purpose of this review is to determine whether or not the service changes are distributed equally and are not discriminatory. This review is not intended to replace the periodic Title VI and Environmental Justice compliance review of the public transit system. This review attempts to discern whether or not the proposed TheBus service reductions are unfairly targeting EJ neighborhoods.

c. **TheBus Service**

The City and County of Honolulu currently provides public transit service for the entire Island of Oahu. *TheBus* is a regularly scheduled, fixed-route motor bus system. The City Administration, through the Department of Transportation Services (DTS), is responsible for the administration and operation of the *TheBus* service. DTS effectuated the formation of Oahu Transit Services, Inc. (OTS), a

private, non-profit corporation that is an instrumentality of the City. OTS furnishes management services for the day-to-day operation of the City bus system under policies and standards established by the City.

d. Title VI and Environmental Justice Populations

The City and County of Honolulu Department of Transportation Services concurs with the Title VI and Environmental Justice populations and/or neighborhoods outlined by the Oahu Metropolitan Planning Organization (OMPO), as detailed in the *Environmental Justice in the OMPO Planning Process* report. Refer to Chapter 2 of that report for more information. For the purposes of this report, these populations are referred to as Environmental Justice (EJ) populations and/or neighborhoods. The data are based on U.S. Census from the 2000 Census.

II. TheBus Service Proposed Service Changes Summer 2005

The operating budget for fiscal year 2005 did not include sufficient funding to continue operation of two of Routes E and 303. Additionally, another of our current routes consistently experiences extremely low ridership and is largely duplicated by a substantially better service, therefore should be eliminated.

Route E "TheTransit" (Waikiki - Aala Park)

In order to operate Route E, The City reduced service on Route 8. The City finds that the benefits of operating Route E cannot ameliorate conditions on Route 8, worsened by the reduction in service due to the addition of Route E. Therefore, Route 8 will be restored to pre-Route E service levels and Route E will be eliminated.

Route 303 Kaimuki - Kapahulu - Waikiki

Route 303's service performance has deteriorated since October 2004. Ridership has decreased from over 500 per day to 200 per day. Further, there are numerous public transportation alternatives available for individuals in these communities. Therefore Route 303 will be eliminated

Route 87 Aloha Stadium Express

Route 87 is an express route operating only two trips in the AM peak period from Aloha Stadium, and one trip in the PM peak period to Aloha Stadium. Route 87 carries an average of 34 passengers per day or 11 passengers per bus trip. The City finds that it cannot operate this service with an average daily ridership of 34 passengers per day when numerous near equal alternatives exist.

The proposed TheBus Service reductions are outlined in Table 1.0. The table reflects Monday thru Friday changes only. This table does NOT show weekends & holidays service reductions.

Table 1.0 – Proposed Service Changes

Route	Route Name	Daily Service Hour Change	Note
E	“TheTransit” Waikiki - Aala Park	160.5 reduction	Eliminates service
303	Kaimuki – Kapahulu - Waikiki	10.0 reduction	Eliminates service
87	Aloha Stadium Express	4.0 reduction	Eliminates service
8	Ala Moana Center - Waikiki		Restores to December 2004 levels

III. Performance measures

The following two performance measures were developed as part of this report. These are described below:

- Transit miles: This is the number of transit miles operated in a given area.
- Opportunity to Access Bus Transit: This is the total number of times a bus can stop at a bus stop.

IV. Transit Miles

Transit Miles is the total transit service miles for all routes and route variants. Transit Miles does not include deadhead miles. This measure accounts for total transit service in terms of service miles in a given area.

Scheduled bus service operated during the March 2004 signup period (March through May 2004) was used as a baseline.

Table 1.0 – Proposed Service Changes was used for the comparison.

Figure 1 - DTS Bus Transit Miles in EJ Neighborhoods – March shows how the EJ locations are distributed across the island and Transit Miles for the March signup period.

Figure 2 - DTS Bus Transit Miles in EJ Neighborhoods – Proposed shows how the EJ locations are distributed across the island and Transit Miles for the proposed service reductions.

Table 2.0 shows the overall impact for the proposed service reductions on Transit Miles.

Table 2.0 – Transit Miles

Transit Miles Analysis on a Daily Basis

EJ Block Groups

Non EJ Block Groups

	March Miles	June Miles
Total	12,366	12,222
Decrease		1.16%

	March Miles	June Miles
Total	70,900	69,272
Decrease		2.30%

Conclusion regarding Transit Miles

EJ areas incur a reduction in transit Miles by 1.16% and the Non-EJ areas incur a reduction in Transit Miles by 2.3%

There is no appreciable reduction in Transit Miles in EJ or in Non – EJ areas.

Legend

— Bus Routes - March 2005

Census Block Group Transit Miles

• EJ Block Groups

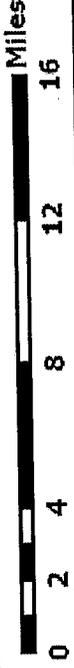
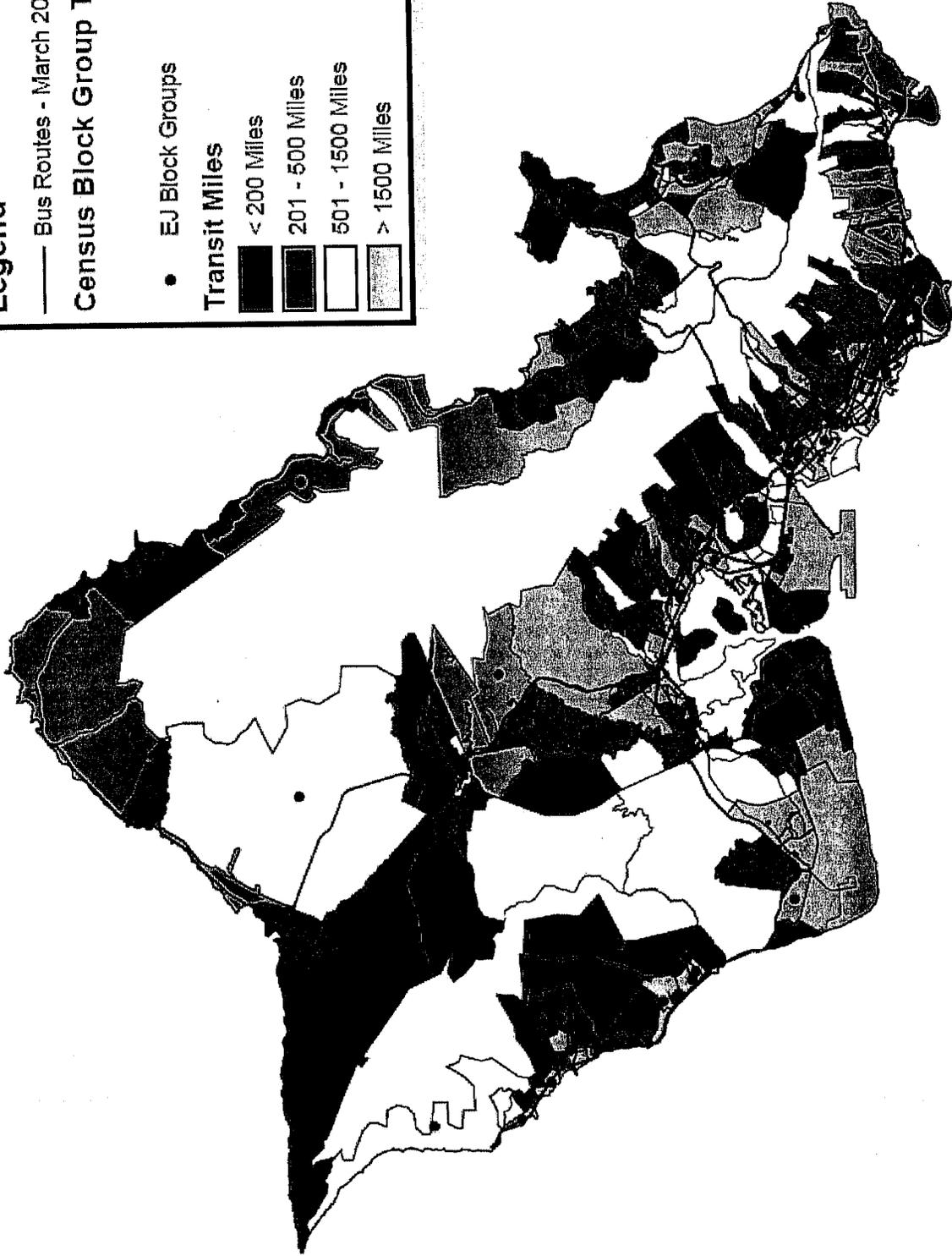
Transit Miles

■ < 200 Miles

■ 201 - 500 Miles

■ 501 - 1500 Miles

■ > 1500 Miles



**Bus Transit Miles by 2000 Census Block Group
March 2005**

Legend

— Bus Routes - June 2005

Census Block Group Transit Miles

• EJ Block Groups

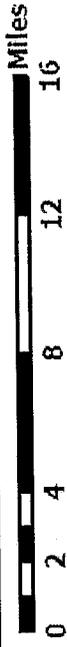
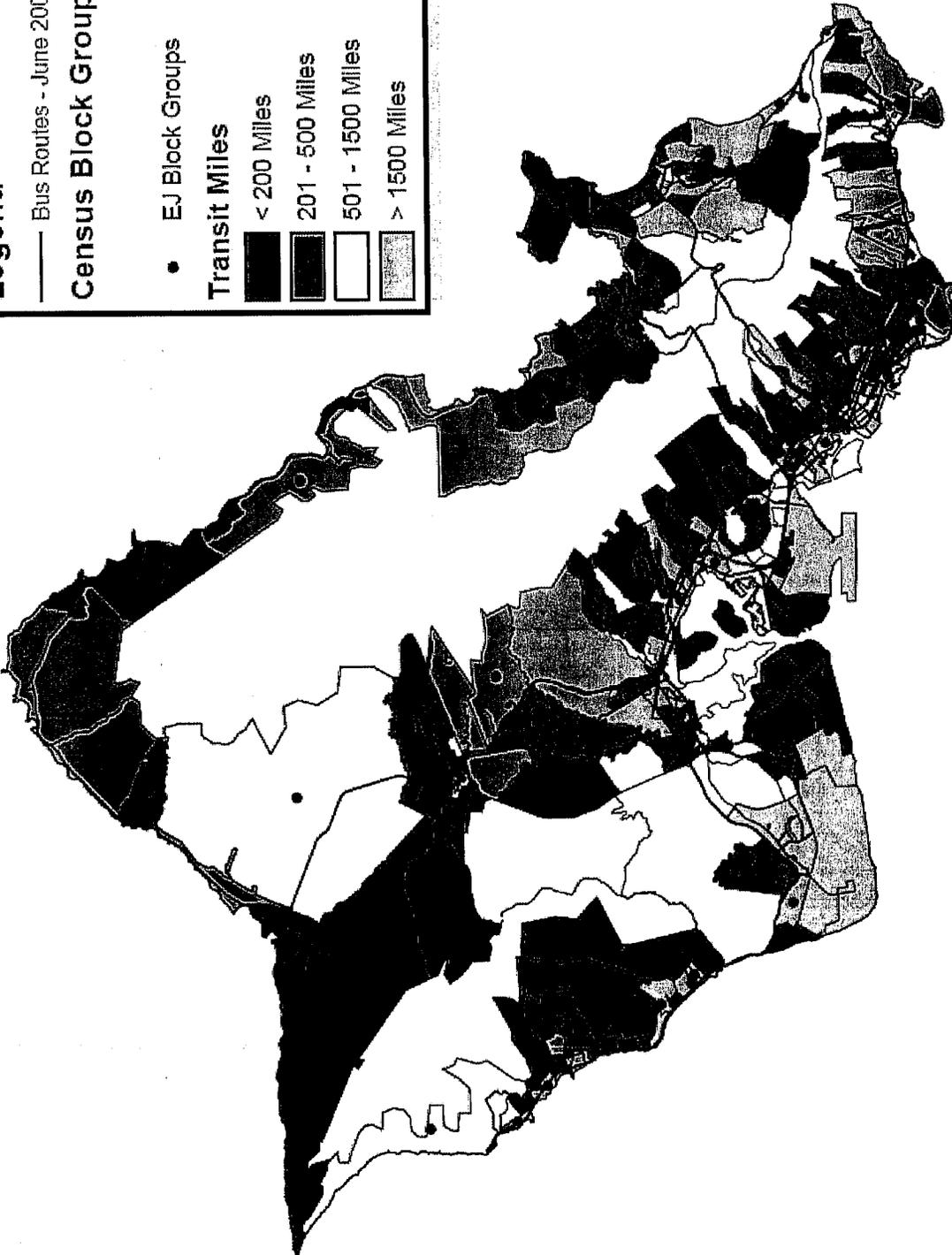
Transit Miles

< 200 Miles

201 - 500 Miles

501 - 1500 Miles

> 1500 Miles



**Bus Transit Miles by 2000 Census Block Group
June 2005**

V. Opportunity to Access Bus Transit

The opportunity to access bus transit is a count of the number of times a bus can stop at a given bus stop. This measure accounts for both the number of bus stops in a given area and the service available.

Scheduled bus service operated during the March 2003 signup period (March through May 2003) was used as a baseline.

Table 1.0 – Proposed Service Reductions was used for the comparison.

Figure 3 - DTS Opportunities to Access Bus Transit in EJ Neighborhoods – March shows how the EJ locations are distributed across the island and opportunities to access transit for the March signup period.

Figure 4 - DTS Opportunities to Access Bus Transit in EJ Neighborhoods – Proposed shows how the EJ locations are distributed across the island and opportunities to access transit for the proposed service reductions.

Table 3.0 shows the overall impact for the proposed service reductions on Opportunities to Access Bus Transit.

Table 3.0 – Overall Opportunities to Access Bus Transit

Opportunities to Access Transit on a Daily Basis

EJ Block Groups			Non EJ Block Groups		
	March Opps	June Opps		March Opps	June Opps
Total	664,464	664,017	Total	2,502,722	2,495,870
Decrease		0.07%	Decrease		0.27%

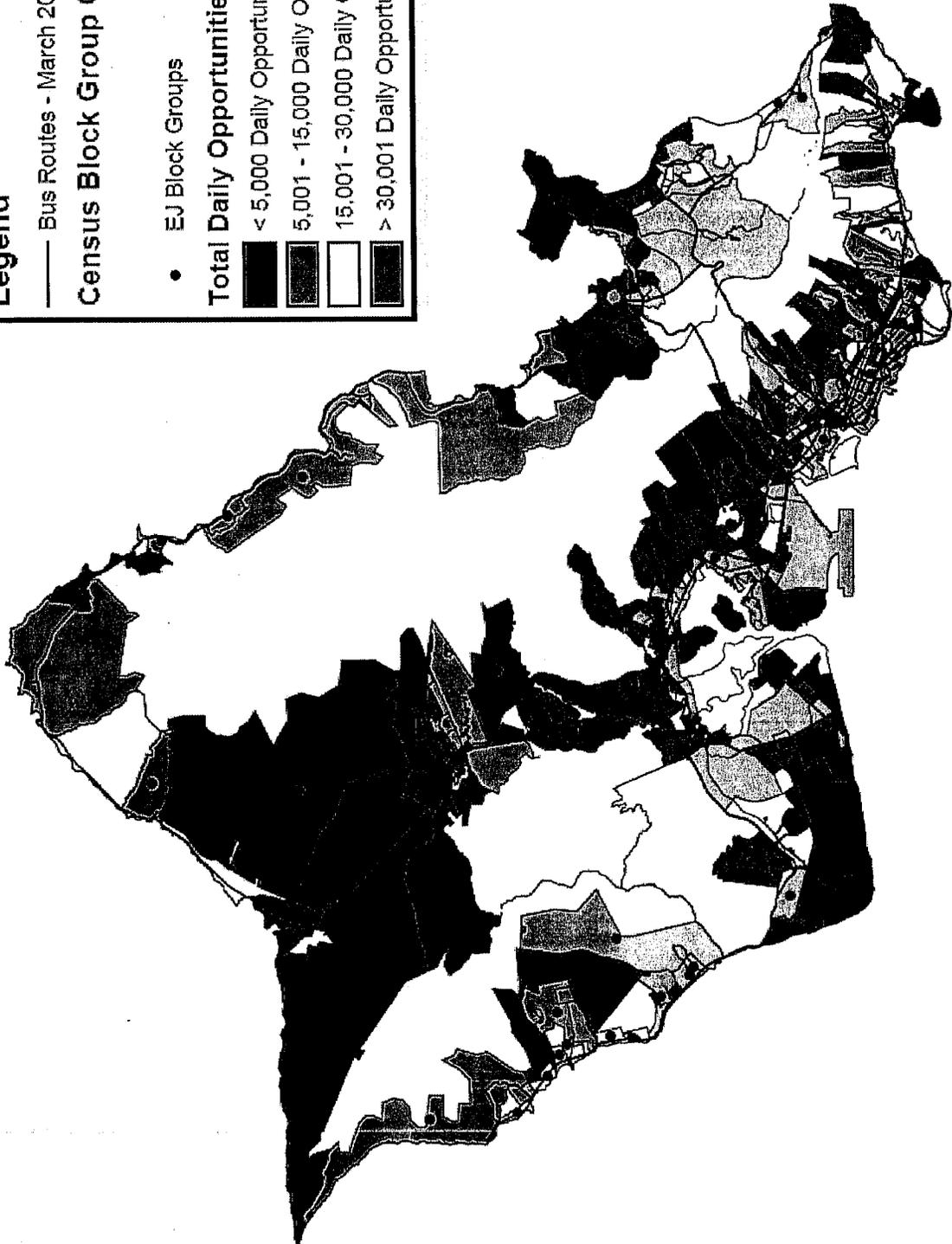
Conclusion regarding Opportunity to Access Bus Transit

EJ areas incur a reduction in Opportunities to Access Bus Transit by 0.07% and the Non-EJ areas incur a reduction in Opportunities to Access Bus Transit by 0.27%

There is no appreciable reduction in Opportunities to Access Bus Transit in EJ or Non – EJ areas.

Legend

- Bus Routes - March 2005
- Census Block Group Opportunities
- EJ Block Groups
- Total Daily Opportunities
 -  < 5,000 Daily Opportunities
 -  5,001 - 15,000 Daily Opportunities
 -  15,001 - 30,000 Daily Opportunities
 -  > 30,001 Daily Opportunities



Opportunities to Access Transit by 2000 Census Block Group -- March 2005