



# MEMPHIS AREA TRANSIT AUTHORITY

One Commerce Square  
40 South Main Street · Memphis, TN 38103  
[www.matatransit.com](http://www.matatransit.com)  
Gary J. Rosenfeld  
Chief Executive Officer

## Board of Commissioners

Dr. Martin Lipinski, Chair  
Shelia Williams, Vice-Chair

Angus Blair  
Michael Fulton  
Edward Stephens, III  
Janice Holder

Sara Burnett  
Michelle McKissack  
Anton Mack

## Board of Commissioners

Regular Meeting AGENDA  
Tuesday, June 20, 2023  
3:30 PM

- I. Call to Order
- II. Board Roll Call

Martin Lipinski  
Gary Rosenfeld

Member	Arrived	Departed	Member	Arrived	Departed
Blair, Angus			Mack, Anton		
Burnett, Sara			McKissack, Michelle		
Fulton, Michael			Stephens, Edward		
Holder, Janice			Williams, Shelia		
Lipinski, Martin					

- III. Approval of Minutes
  - a. Regular Board Meeting – May 30, 2023

Commissioners

- The minutes of the May 30, 2023, Board meeting can be found beginning on page 6.

Item:	Approval of the May 30, 2023, Regular Board Meeting Minutes										
Motion by:						Second By:					
<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>		
Blair, Angus					Mack, Anton						
Burnett, Sara					McKissack, Michelle						
Fulton, Michael					Stephens, Edward						
Holder, Janice					Williams, Shelia						
Lipinski, Martin											

- IV. CEO (Chief Executive Officer) Report Gary Rosenfeld
- V. 2023 DBE Program Participation Status Report Anthony Amos
- VI. Consent Agenda Items
- VII. Procurement Item(s)
- VIII. Service and Development
  - a. Resolution to approve Summer Service Enhancements
    - Resolution 23-38
    - Memo 23-38

Item:	Resolution 23-38 to approve Summer Service Enhancements										
Motion by:						Second By:					
<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>	<b>Member</b>	<b>Aye</b>	<b>Nay</b>	<b>Abstain</b>	<b>Absent</b>		
Blair, Angus					Mack, Anton						
Burnett, Sara					McKissack, Michelle						
Fulton, Michael					Stephens, Edward						
Holder, Janice					Williams, Shelia						
Lipinski, Martin											

- IX. Finance Agenda Items
  - a. May 2023 Financials
- IX. Acknowledgement of Public Comment
- X. Old or New Business
- XI. Adjournment

The Next Regular Meeting of the  
MATA Board of Commissioners will Be:  
July 25, 2023  
**@ 3:30 PM**  
At  
Memphis Area Transit Authority  
One Commerce Square  
40 S. Main Street Memphis, TN 38103

**MEMPHIS AREA TRANSIT AUTHORITY**

Board of Commissioners  
Regular Meeting Minutes

Meeting Date: Tuesday, May 30, 2023, at 3:30pm

The regular meeting was called to by Chair Martin Lipinski at 3:30 p.m. Members present of the Commission are noted as are their departure times:

Member	Arrived	Departed	Member	Arrived	Departed
Blair, Angus	1530	1646	Mack, Anton	1530	1753
Burnett, Sara			McKissack, Michelle	1530	1703
Fulton, Michael	1530	1753	Stephens, Edward	1530	1753
Holder, Janice	1530	1753	Williams, Shelia		
Lipinski, Martin	1530	1753			

Approval of Minutes from April 18, 2023

Item:	Approval of the April 18, 2023, Regular Board Meeting Minutes									
Motion by:	McKissack				Second By:	Mack				
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent	
Blair, Angus	X				Mack, Anton	X				
Burnett, Sara				X	McKissack, Michelle	X				
Fulton, Michael	X				Stephens, Edward	X				
Holder, Janice			X		Williams, Shelia				X	
Lipinski, Martin			X							

Resolutions presented and voted upon:

Item:	Resolution 23-31 to approve change order #2 for the purchase of nine 2023 model year Ford Transit T-350 buses with Creative Bus Sales								
Motion by:	Fulton				Second By:	Stephens			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus				X	Mack, Anton	X			
Burnett, Sara				X	McKissack, Michelle	X			
Fulton, Michael	X				Stephens, Edward	X			
Holder, Janice	X				Williams, Shelia				X
Lipinski, Martin	X								

Item:	Resolution 23-32 to approve change order #1 for Zellner for East Madison Ave track pavement repair								
Motion by:	McKissack				Second By:	Holder			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus				X	Mack, Anton	X			
Burnett, Sara				X	McKissack, Michelle	X			
Fulton, Michael	X				Stephens, Edward	X			
Holder, Janice	X				Williams, Shelia				X
Lipinski, Martin	X								

Item:	Resolution 23-33 to award a contract to HFT Management, Inc., DBA Gateway Outdoor Advertising for transit advertising, sales, production, installation, and removal								
Motion by:	Holder				Second By:	Mack			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus				X	Mack, Anton	X			
Burnett, Sara				X	McKissack, Michelle	X			
Fulton, Michael	X				Stephens, Edward	X			
Holder, Janice	X				Williams, Shelia				X
Lipinski, Martin	X								

Item:	Resolution 23-34 to approve change order #1 to corporate partnership with the Memphis Grizzlies								
Motion by:	Mack				Second By:	Holder			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus				X	Mack, Anton	X			
Burnett, Sara				X	McKissack, Michelle	X			
Fulton, Michael	X				Stephens, Edward	X			
Holder, Janice	X				Williams, Shelia				X
Lipinski, Martin	X								

Item:	Resolution 23-35 to exercise option to extend term of contract for transit management services with RATP DEV USA, Inc								
Motion by:	McKissack				Second By:	Stephens			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus				X	Mack, Anton	X			
Burnett, Sara				X	McKissack, Michelle	X			
Fulton, Michael	X				Stephens, Edward	X			
Holder, Janice	X				Williams, Shelia				X
Lipinski, Martin	X								

Item:	Resolution 23-36 to provide funding for Year 3 of the Groove On-Demand Mobility program to provide additional transit service in downtown Memphis								
Motion by:	Holder				Second By:	Mack			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus				X	Mack, Anton	X			
Burnett, Sara				X	McKissack, Michelle	X			
Fulton, Michael	X				Stephens, Edward	X			
Holder, Janice	X				Williams, Shelia				X
Lipinski, Martin	X								

Item:	Resolution 23-37 Resolution to extend term of appointment of Gary Rosenfeld as President/General Manager								
Motion by:	Mack				Second By:	Holder			
Member	Aye	Nay	Abstain	Absent	Member	Aye	Nay	Abstain	Absent
Blair, Angus				X	Mack, Anton	X			
Burnett, Sara				X	McKissack, Michelle				X
Fulton, Michael			X		Stephens, Edward	X			
Holder, Janice	X				Williams, Shelia				X
Lipinski, Martin	X								

**MEMPHIS AREA TRANSIT AUTHORITY  
BOARD OF COMMISSIONERS**

**RESOLUTION NO. 23-38**

**RESOLUTION TO APPROVE AUGUST 2023 SERVICE IMPROVEMENTS**

**WHEREAS**, MATA makes service changes periodically to increase efficiency and effectiveness of service and to align service levels with available funding; and

**WHEREAS**, The proposed set of service changes and service redesign were made available for public comment by posting to MATA's social media channels, matatransit.com, at all three MATA Transit Centers, Omnilert (a customer communications tool which customers can subscribe to receive real-time information), the City of Memphis' Nextdoor App, City of Memphis LINChub service, and news media outlets, and

**WHEREAS**, a public meeting was held at Pilgrim Rest Baptist Church on Wednesday, June 14 from 6-7 PM. June 14 meeting was live streamed and recorded, with promo on social media prior to. Recorded video was sent via email list to provide citizens an opportunity to submit comments in addition to the normal public comment period; and

**WHEREAS**, Staff recommends that the change summarized in Appendix A be approved for fixed-route bus service; and

**WHEREAS**, Comments from riders and citizens in the community have been considered and are listed in Appendix B with responses; and

**WHEREAS**, The recommended changes are consistent with the goals and recommendations of the Transit Vision that was adopted by the MATA Board of Commissioners on January 29, 2019; and

**WHEREAS**, The proposed changes have been reviewed according to MATA's Title VI policies, adopted on March 25, 2013, and a service equity analysis was performed to determine whether the new service would have adverse effects, potential disparate impacts, or disproportionate burdens to minority or low-income populations; and

**WHEREAS**, It has been determined that there will be no adverse effects, potential disparate impacts, or disproportionate burdens to minority or low-income populations associated with these proposed service changes; and

**WHEREAS**, Staff recommends that said changes be effective on August 13, 2023.

**NOW, THEREFORE, BE IT RESOLVED BY THE MEMPHIS AREA TRANSIT AUTHORITY BOARD OF COMMISSIONERS**, That said service changes are approved to be effective August 13, 2023.



**MEMO 23-38**

**TO:** MATA Board of Commissioners

**FROM:** Gary Rosenfeld, Chief Executive Officer

**DATE:** June 20, 2023

**RE:** Title VI Service Equity Analysis for: Proposed August 2023 Route and Service Changes

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As required by Federal Transit Administration (FTA) circular 4702.1B, MATA staff has conducted a Title VI Service Equity Analysis for the proposed August 2023 route and service changes to determine the impact of the proposed service changes on minority and low-income populations. FTA requires recipients such as MATA to evaluate significant system-wide service changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact.

MATA's Board of Commissioners adopted a new Major Service Change Policy, Disparate Impact Policy, and Low-Income Burden Policy on March 25, 2013. The proposed route modifications and service changes proposed for the August 2013 route and service changes do not exceed the criteria set forth in the adopted Major Service Change Policy. The following Service Equity Analysis has been conducted to assess potential adverse impacts to populations protected by the provisions of Title VI.

**Definitions**

**Minority:** The FTA defines a minority person as one who self-identifies as American Indian/Alaska Native, Asian, Black, or African American, Hispanic, or Latino, and/or Native Hawaiian/Pacific Islander. The minority percentage for the MATA service area is 71.7% as illustrated in Table 1: Service Area Population Data for Proposed Changes.

**Low Income:** The FTA defines a low-income individual as one whose household income is at or below the poverty guidelines set by the Department of Health and Human Services (DHHS). DHHS poverty thresholds are based on household size and income and are nearly identical to the guidelines used to define poverty in the 2015-19 U.S. American Community Survey (ACS), which form the basis of this review. The low-income percentage for this analysis is listed in Table 1: Service Area Population Data for Proposed Changes.

**Disproportionate Burden:** The FTA defines "disproportionate burden" as a neutral policy or practice that disproportionately affects low-income populations more than non-low-income populations. A finding of disproportionate burden requires the recipient to evaluate alternatives and mitigate burdens where practicable.

This analysis uses quantitative assessments to determine whether disproportionate burdens exist. In this analysis, if the quantitative results indicate that the proposed service changes create adverse effects for low-income populations greater than 20 percent of those adverse effects borne by the non-low-income populations, that impact would be considered a disproportionate burden.

Disparate Impact: The FTA defines “disparate impact” as a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin, where the recipient’s policy or practice lacks a substantial legitimate justification and where there exists one or more alternatives that would serve the same 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.

This analysis uses quantitative assessments to determine whether disparate impacts exist. In this analysis, if the quantitative results indicate that the proposed service changes create adverse effects for a minority population greater than 20 percent of those adverse effects borne by the non-minority population, that impact would be considered a disparate impact.

### **Service Area Population**

The “MATA Service Area” population data, as shown in Table 1 on the following page, is the total population in the MATA service area as defined by populations living within ¾-miles of fixed-route service and geographical defined areas such as the City of Memphis that MATA is authorized to provide service within as derived from 2015-19 ACS data. All population figures have been calculated with the assistance of Remix, an interactive transit planning program. The minority and low-income population percentages for the “MATA Service Area” have been determined by subtracting the white, non-Hispanic population from the total population in the census block groups within the area. These percentages are used to create demographic maps to illustrate concentrations of minority and low-income populations and how they may be affected by the proposed service changes (please see three attached maps as an appendix to this memo).

Service Area	Total Population	Minority Population	Percent Minority	Low-Income Population	Percent Low-Income
MATA Service Area	773,788	554,800	71.7%	162,913	21.1%

### **Evaluation Methodology**

The impacts of the proposed service changes on residents in the bus service area have been determined based on the potential change in the number of people with access to transit multiplied by the number of trips the potential service makes in a year. This equation creates a statistic known as “people-trips” to measure changes in service. Access to transit is measured by the population living within ¼-mile of the fixed-route bus service’s path change in population served is assessed using a buffer of each route created using the Remix mapping and analysis software. The change in the service level for minority and low-income groups is calculated through the change in minority and low-income people-trips. These people-trips are estimated by the change in the percentage of population that is minority and/or low-income within the ¼-mile area around the bus line and the change in annual trips for each route.

The change in people-trips for minority and low-income population is compared with the change in people-trips for the entire population. These changes are tallied for all MATA's fixed-route bus network to determine if minority and low-income populations face a substantially greater change in people-trips than the population as a whole. The average percentage of low-income and minority populations were also calculated across the service area and the change in populations from the potential shifts in service area. The changes in service are then compared through the delta between the impact on the entire area and the impact created on low-income and minority populations.

### **Evaluation Results**

	Minority	Low-Income	Total Population
Change in People-Trips	183,973,965	71,196,144	211,526,755
% Change Borne By	87.0%	33.7%	100%

	Minority	Low-Income
% Change Borne By	87.0%	33.7%
% of MATA Service Area Pop.	71.7%	21.1%
Delta (Specific Impact)	15.3%	12.6%

The results of the Title VI analysis find that the estimated number of people-trips is expected to increase by over 211 million. Consequently, the number of people-trips by minority populations alone is expected to increase by over 183 million. Thus, 87 percent of the change is borne by the minority population. The number of people-trips by low-income populations is expected to increase by over seventy-one million., meaning that 33.7 percent of change is borne by the low-income population. The low-income population and minority population have a specific impact or delta of population with 15.3 and 12.6 percent for minority and low income, respectively. Neither of these results features an adverse or negative impact of greater than 20 percent. Thus, the service changes result in neither a disparate impact nor a disproportionate burden upon populations protected under Title VI of the Civil Rights Act of 1964.

MATA has reviewed this potential case of disparate impact and determined that it has a legitimate justification for the proposed service change.

## APPENDIX

## Title VI Results by Route

Route	Before (Inbound)				Before (Outbound)			
	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)
1 Union	12,681	20.1%	50.5%	8,860	17,191	22.0%	49.2%	8,860
2 Madison (A)	20,783	24.3%	54.2%	4,050	20,188	24.7%	54.2%	4,050
2 Madison (B)	35,129	23.4%	60.3%	3,810	34,707	22.9%	59.6%	3,810
4 Walker	15,690	40.3%	86.0%	4,670	15,956	40.9%	86.7%	4,670
7 Shelby & Holmes (A)	2,794	36.7%	94.7%	3,795	6,853	24.5%	94.2%	4,305
7 Shelby & Holmes (B)	23,456	27.6%	80.0%	510	0			0
8 Chelsea & Highland	22,061	32.3%	74.2%	11,180	21,988	32.4%	74.3%	10,925
11 Frayser	13,451	30.0%	90.5%	5,800	14,758	29.3%	89.4%	5,800
12 Mallory	14,385	28.7%	77.1%	3,845	14,801	29.4%	77.9%	3,845
13 Lauderdale	10,892	35.7%	79.0%	4,670	11,383	36.3%	82.4%	4,670
16 Southeast Circulator	16,835	32.0%	94.0%	2,390	16,934	32.0%	94.1%	2,390
19 Vollintine (A)	21,511	27.9%	77.7%	2,060	21,334	28.4%	79.2%	2,060
19 Vollintine (B)	30,750	24.6%	78.6%	2,115	30,131	25.1%	79.7%	1,805
28 Airport (A)	4,328	27.0%	93.8%	2,060	4,406	25.4%	92.8%	2,060
28 Airport (B)	1,365	30.8%	89.4%	275	1,657	30.3%	88.8%	275
30 Brooks (A)	14,822	24.8%	94.7%	2,535	13,019	23.8%	94.6%	2,790
30 Brooks (B)	13,020	20.6%	93.5%	2,535	12,269	19.4%	93.5%	2,790
30 Brooks (C)	1,828	44.9%	89.9%	510	0			0
32 Hollywood & Hawkins Mill	24,581	32.7%	86.8%	6,110	21,810	30.4%	85.6%	6,000
34 Central & Walnut Grove	22,304	14.2%	34.9%	2,060	22,126	13.3%	33.7%	2,060
36 Lamar (A)	37,477	28.3%	87.1%	6,200	36,678	28.6%	87.2%	6,455
36 Lamar (B)	35,075	28.0%	86.8%	6,145	34,588	28.3%	86.8%	6,400
37 Perkins	18,581	22.7%	59.3%	2,060	17,735	22.9%	59.4%	1,750
39 South Third (A)	13,934	33.7%	82.1%	5,290	16,760	34.4%	85.4%	5,290
39 South Third (B)	12,700	31.0%	80.5%	4,925	13,147	31.6%	81.5%	4,925
40 Stage	19,747	18.9%	71.2%	3,375	20,574	18.4%	70.1%	3,375
40 Stage and Lauderdale	0			0	0			0
42 Crosstown	25,085	31.8%	85.0%	9,515	24,822	31.7%	84.5%	9,515
50 Poplar	24,524	17.0%	40.3%	9,570	24,277	17.3%	40.8%	9,825
52 Jackson	16,800	23.5%	78.1%	9,625	17,884	23.9%	78.7%	9,625
53 Summer	18,290	24.7%	57.9%	4,595	22,074	24.3%	60.9%	4,595
57 Park	25,187	27.6%	68.3%	5,690	25,672	28.1%	68.8%	5,945
69 Winchester	23,318	33.8%	96.0%	3,810	25,437	34.4%	96.2%	3,810
100 Trolley Main Line	4,876	10.4%	47.4%	28,165	4,900	10.4%	47.5%	28,165
101 Trolley Riverfront Line	5,113	9.3%	44.2%	4,380	0			0
102 Trolley Madison Line	4,938	34.0%	60.6%	6,965	5,376	34.2%	60.7%	6,910
All Changes (both directions)	362,945	26.3%	76.3%	363,900				

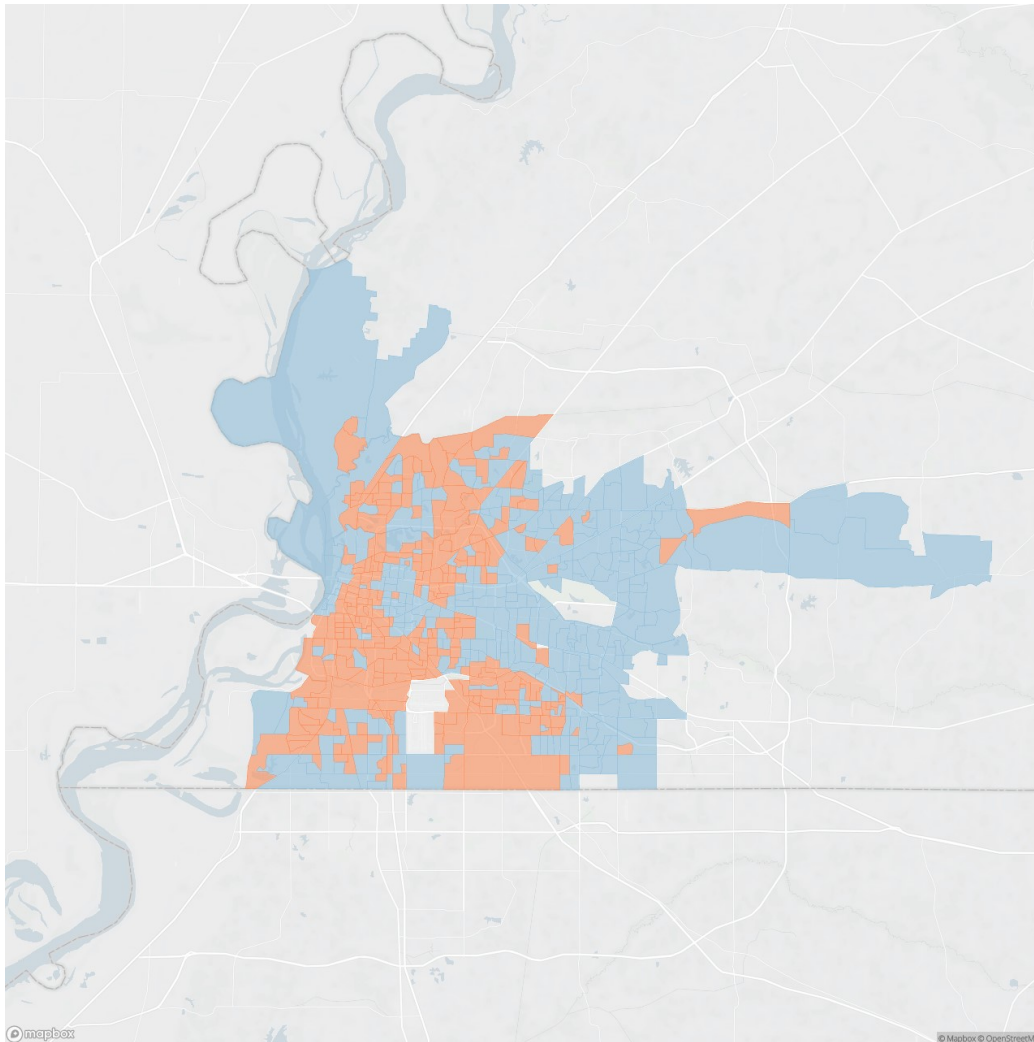
Route	After (Inbound)				After (Outbound)			
	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)	Population (within 1/4 mi)	Low Income	Minority	Trips (Annually)
1 Union	12,681	20.1%	50.5%	8,475	17,191	22.0%	49.2%	8,475
2 Madison (A)	20,783	24.3%	54.2%	4,050	20,188	24.7%	54.2%	4,050
2 Madison (B)	35,129	23.4%	60.3%	3,810	34,707	22.9%	59.6%	3,810
4 Walker	15,690	40.3%	86.0%	4,670	15,956	40.9%	86.7%	4,670
7 Shelby & Holmes (A)	2,794	36.7%	94.7%	3,795	6,853	24.5%	94.2%	4,305
7 Shelby & Holmes (B)	23,456	27.6%	80.0%	510	0			0
8 Chelsea & Highland	22,061	32.3%	74.2%	11,180	21,988	32.4%	74.3%	10,925
11 Frayser	13,451	30.0%	90.5%	5,800	14,758	29.3%	89.4%	5,800
12 Mallory	14,385	28.7%	77.1%	3,845	14,801	29.4%	77.9%	3,845
13 Lauderdale	0			0	0			0
16 Southeast Circulator	16,835	32.0%	94.0%	2,390	16,934	32.0%	94.1%	2,390
19 Vollintine (A)	21,511	27.9%	77.7%	2,060	21,334	28.4%	79.2%	2,060
19 Vollintine (B)	30,750	24.6%	78.6%	2,115	30,131	25.1%	79.7%	1,805
28 Airport (A)	4,328	27.0%	93.8%	2,390	4,406	25.4%	92.8%	2,390
28 Airport (B)	0			0	0			0
30 Brooks (A)	14,822	24.8%	94.7%	2,535	13,019	23.8%	94.6%	2,790
30 Brooks (B)	13,020	20.6%	93.5%	2,535	12,269	19.4%	93.5%	2,790
30 Brooks (C)	1,828	44.9%	89.9%	510	0			0
32 Hollywood & Hawkins Mill	24,581	32.7%	86.8%	6,110	21,810	30.4%	85.6%	6,000
34 Central & Walnut Grove	22,304	14.2%	34.9%	2,060	22,126	13.3%	33.7%	2,060
36 Lamar (A)	37,477	28.3%	87.1%	6,200	36,678	28.6%	87.2%	6,455
36 Lamar (B)	35,075	28.0%	86.8%	6,145	34,588	28.3%	86.8%	6,400
37 Perkins	18,581	22.7%	59.3%	2,060	17,735	22.9%	59.4%	1,750
39 South Third (A)	13,934	33.7%	82.1%	5,290	16,760	34.4%	85.4%	5,290
39 South Third (B)	12,700	31.0%	80.5%	4,925	13,147	31.6%	81.5%	4,925
40 Stage	0			0	0			0
40 Stage and Lauderdale	31,202	24.8%	74.7%	5,235	30,982	24.0%	72.8%	5,235
42 Crosstown	29,591	34.4%	86.0%	9,515	34,562	33.5%	87.6%	9,515
50 Poplar	24,524	17.0%	40.3%	9,570	24,277	17.3%	40.8%	9,825
52 Jackson	16,800	23.5%	78.1%	9,625	17,884	23.9%	78.7%	9,625
53 Summer	18,290	24.7%	57.9%	4,595	22,074	24.3%	60.9%	4,595
57 Park	25,187	27.6%	68.3%	5,690	25,672	28.1%	68.8%	5,945
69 Winchester	23,318	33.8%	96.0%	3,810	25,437	34.4%	96.2%	3,810
100 Trolley Main Line	4,876	10.4%	47.4%	28,165	4,900	10.4%	47.5%	28,165
101 Trolley Riverfront Line	5,113	9.3%	44.2%	4,380	0			0
102 Trolley Madison Line	4,938	34.0%	60.6%	6,965	5,376	34.2%	60.7%	6,910
All Changes (both directions)	362,981	26.3%	76.3%	357,620				

Route	Difference			Change Borne by Low Income	Change Borne by Minorities
	People-Trips (Population * Trips)	Low Income People-Trips	Minority People-Trips		
1 Union	-11,500,720	-2,438,017	-5,721,100	21.2%	49.7%
2 Madison (A)	0	0	0	0.0%	0.0%
2 Madison (B)	0	0	0	0.0%	0.0%
4 Walker	0	0	0	0.0%	0.0%
7 Shelby & Holmes (A)	0	0	0	0.0%	0.0%
7 Shelby & Holmes (B)	0	0	0	0.0%	0.0%
8 Chelsea & Highland	0	0	0	0.0%	0.0%
11 Frayser	0	0	0	0.0%	0.0%
12 Mallory	0	0	0	0.0%	0.0%
13 Lauderdale	-104,024,250	-37,448,763	-83,980,610	36.0%	80.7%
16 Southeast Circulator	0	0	0	0.0%	0.0%
19 Vollintine (A)	0	0	0	0.0%	0.0%
19 Vollintine (B)	0	0	0	0.0%	0.0%
28 Airport (A)	2,882,220	754,620	2,688,840	26.2%	93.3%
28 Airport (B)	-831,050	-253,770	-740,025	30.5%	89.0%
30 Brooks (A)	0	0	0	0.0%	0.0%
30 Brooks (B)	0	0	0	0.0%	0.0%
30 Brooks (C)	0	0	0	0.0%	0.0%
32 Hollywood & Hawkins Mill	0	0	0	0.0%	0.0%
34 Central & Walnut Grove	0	0	0	0.0%	0.0%
36 Lamar (A)	0	0	0	0.0%	0.0%
36 Lamar (B)	0	0	0	0.0%	0.0%
37 Perkins	0	0	0	0.0%	0.0%
39 South Third (A)	0	0	0	0.0%	0.0%
39 South Third (B)	0	0	0	0.0%	0.0%
40 Stage	-136,083,375	-25,364,583	-96,086,250	18.6%	70.6%
40 Stage and Lauderdale	325,533,240	79,375,972	240,045,690	24.4%	73.7%
42 Crosstown	135,550,690	56,570,685	127,767,420	41.7%	94.3%
50 Poplar	0	0	0	0.0%	0.0%
52 Jackson	0	0	0	0.0%	0.0%
53 Summer	0	0	0	0.0%	0.0%
57 Park	0	0	0	0.0%	0.0%
69 Winchester	0	0	0	0.0%	0.0%
100 Trolley Main Line	0	0	0	0.0%	0.0%
101 Trolley Riverfront Line	0	0	0	0.0%	0.0%
102 Trolley Madison Line	0	0	0	0.0%	0.0%
All Changes (both directions)	211,526,755	71,196,144	183,973,965	33.7%	87.0%

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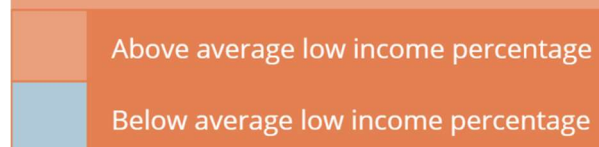
	Low Income	Minority
Change Borne By	33.7%	87.0%
Area Average	21.1%	71.7%
Delta	12.6%	15.3%

## Low Income Groups



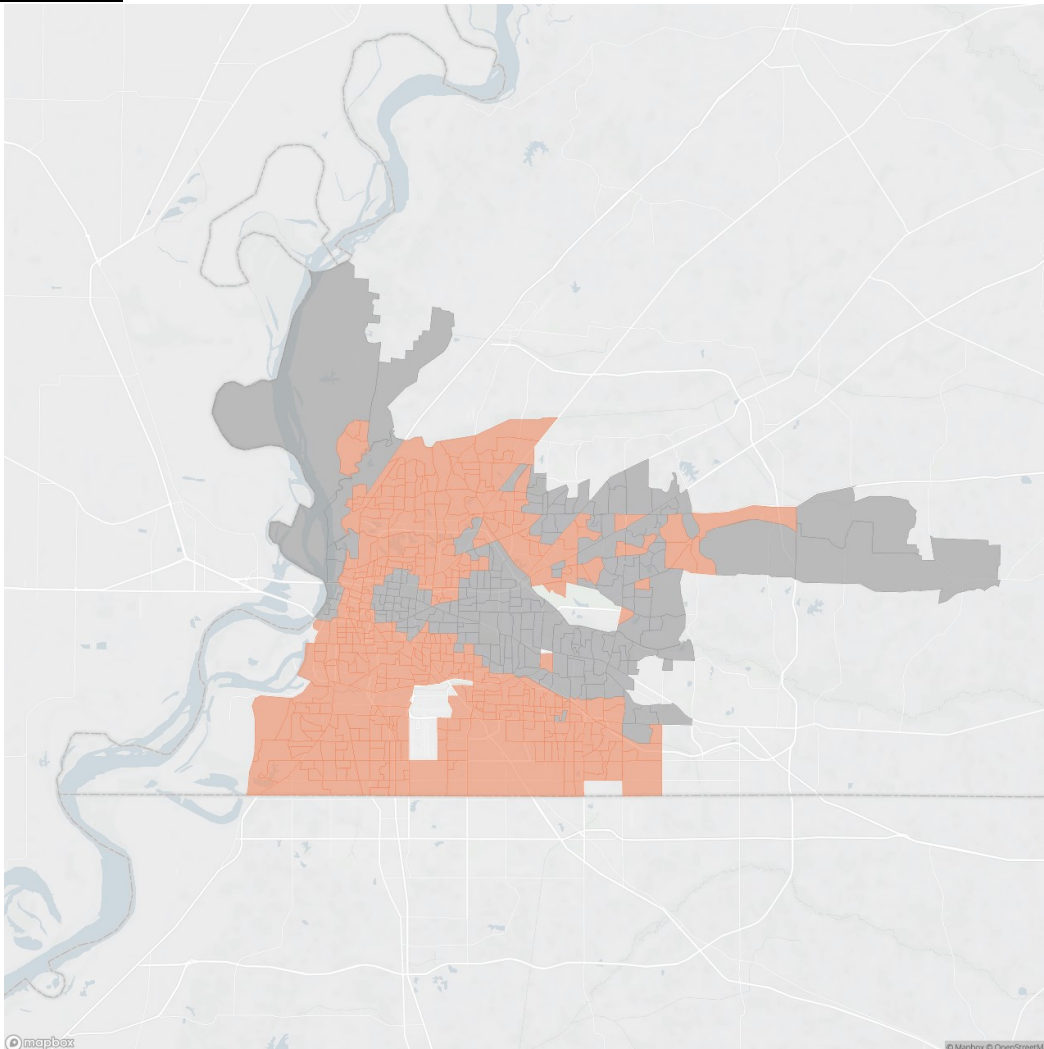
### Low Income

Average low income percentage for the service area by census block group.





## Minority Groups



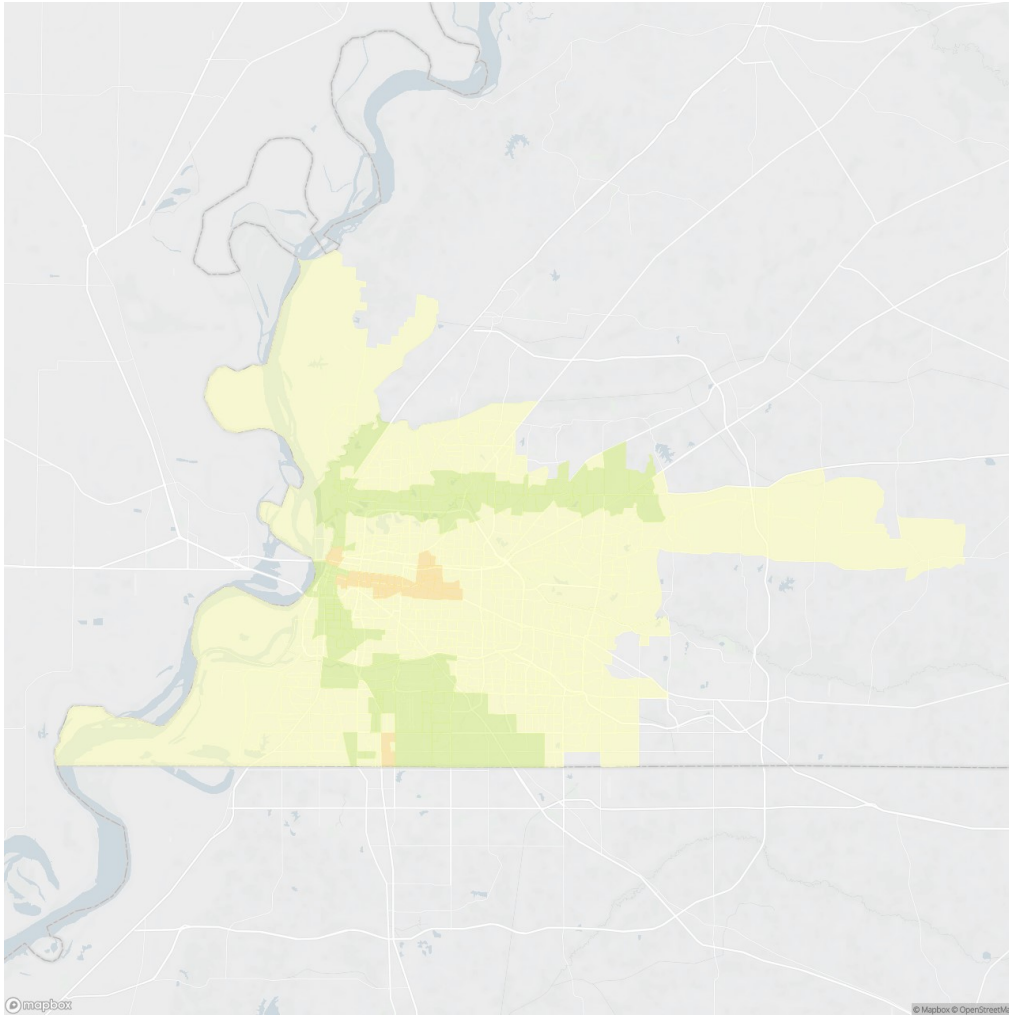
### Minority

Average minority percentage for the service area by census block group.

Above average minority percentage

Below average minority percentage

## Trip Difference



### Trip Difference

Service changes by census block group.

Dark Orange	Eliminated service
Light Yellow	Neutral or not many service changes
Green	Additional service