



GORALEIGH 2026 SERVICE CHANGES TITLE VI SERVICE EQUITY ANALYSIS

PRESENTED FOR RTA APPROVAL AUGUST 14, 2025

Introduction

GoRaleigh is an independent subsidiary of the City of Raleigh and is responsible for providing public transit services in Raleigh, North Carolina.

In accordance with Title VI requirements of the Civil Rights Act of 1964, the Federal Transit Administration (FTA) Circular 4702.1B, and Executive Order 12898, transit providers are required to evaluate any proposed service changes to determine whether minority and low-income populations will be disproportionately burdened by the changes. This is referred to as a service equity analysis.

Methodology

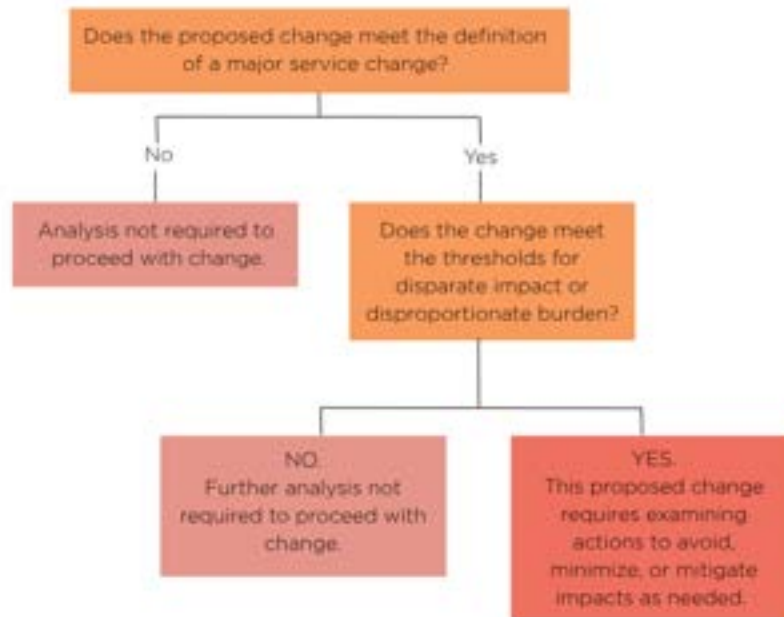
GoRaleigh's 2021 Title VI Plan defines a "major service change," which require a service equity analysis, as any of the following:

- The addition of a route
- The elimination of a route
- A 25 percent expansion or reduction in route-miles or revenue vehicle miles on any route
- A 25 percent expansion or reduction in the span of service or frequency of any route, as measured in revenue vehicle hours
- The expansion or reduction in regular days of service on any route
- A system-wide change concurrently affecting five percent or more of the total system revenue hours

Proposed changes determined to be major are then evaluated for disproportionate impacts to minority and low-income populations. Minority is both non-white and Hispanic or Latino origin (Table B03002 "Hispanic or Latino by Origin or Race") Low income is defined as at or below 150% of the poverty threshold (Table C17002 "Ratio of Income to Poverty Level in the Past 12 Months"). This evaluation is done by comparing the demographics of the impacted bus route to the overall system demographics. GoRaleigh calculates impacts by creating a 1/3-mile buffer around impacted bus routes, using the 2019-2023 US Census American Community Survey (ACS) 5-year estimates at the block group level, and calculating the average percentage of minority and low-income populations living within that buffered area.

In addition to defining major service changes, FTA requires that agencies establish thresholds for evaluating the impacts of proposed major service changes. A disparate impact policy will help determine if proposed service changes will disproportionately impact minority populations while a disproportionate burden policy will help determine if the adverse effects of service changes are borne disproportionately by low-income populations. For major service changes, a threshold of 5 percent is used by GoRaleigh to determine disparate impacts and a threshold of 2.5 percent for determining disproportionate impacts. Both thresholds are evaluated based on the population data from the US Census Bureau and apply to the difference in the minority or low-income population or ridership on the affected routes compared to the minority or low-income populations served by the system overall

Figure 1: Title VI Evaluation Process



Summary of Proposed Changes

Table 1 shows the proposed service changes and whether they qualify as major changes based on GoRaleigh's definitions.

Table 1: Major Proposed Changes

Route	Description of Proposed Change	Major or Minor Change
1 Capital	Increase frequency to every 10 minutes on weekdays, every 15 minutes on weekends, and every half hour in the late evenings. A minor change in alignment.	✓ Major
1 Capital	Alignment change from Wake Forest Rd to Capital Blvd.	X Minor
2 Falls of Neuse	Increase frequency to 15 minutes on weekdays and 30 minutes on weekends. A minor change in alignment.	✓ Major
2 Falls of Neuse	Alignment changes to make inbound and	X Minor

	outbound service bidirectional, including on Pace St and Whitaker Mill Rd.	
7 South Saunders	Continue 15 minute frequency later in the evening, increase to 15 minute frequency on weekends.	✓ Major
14 Atlantic	A new route	✓ Major
15 WakeMed	Continue 15 minute frequency later in the evening, increase to 15 minute frequency on weekends.	✓ Major
17 Rock Quarry	Increase to 30 minute frequency daily.	✓ Major
33L Knightdale	Increase weekday frequency from 60 minute to 45 minute, eliminating long layover.	X Minor
FRX	Discontinue service and replace with microtransit	✓ Major
Total System		X Overall change to system is less than 5% of revenue hours.

Frequency increases on Routes 1, 7, 15, bring these routes up to the minimum service frequency laid out in the Wake Transit Plan Service Guidelines and Performance Measures document adopted by Wake Transit Plan partners in January 2024. Those guidelines indicate that a frequent route that operates at 15 minute or better headways during the day should never have headways less than 30 minutes. Routes 1, 7, and 15 all have hourly service in the evenings or weekends.

Route 17 is considered an over-performing route, while the FRX is consistently under-performing. The Performance Standards recommend that transit agencies identify these routes annually and consider adjusting route classification according to performance, advancing level of service for over-performing routes and reducing it for under-performing routes.

The frequency increase to Route 2 and the implementation of Route 14 are identified to occur in Fiscal Year 2026 in the Wake Bus Plan and GoRaleigh's Short Range Transit Plan.

Evaluation of Impacts

The GoRaleigh service area is defined as a 1/3-mile buffer around GoRaleigh's non-contract routes. The percent of the population that is a minority in the service area of the current system is 49.5%. Therefore, the allowable threshold for disparate impact is +/- 5%, or between 44.5% and 54.5%. The percent minority in the service area of the proposed system is also 49.5%.

The percent of people in the current service area with an income below 150% of the federal poverty definition is 22.5%. It is also 22.5% for the proposed system. The allowable threshold before disproportionate burden is +/- 2.5%, or from 20% to 25%.

Table 2: Impacts of Proposed Major Service Changes

Route #	Route Name	Existing minority %	Proposed minority %	Existing low income %	Proposed low income %
1	Capital	53.2	54.8	22.9	23.3
2	Falls of Neuse	34.9	33	13.6	14
7	South Saunders	52	No Change	27.7	No Change
15	WakeMed	56.9	No Change	27.7	No Change
17	Rock Quarry	77.2	No Change	22.7	No Change
14	Atlantic	N/A	53.8	N/A	26
FRX/MicroLink	Fuquay-Varina-Raleigh Express/Fuquay-Varina MicroLink	44.4	34	20.8	16
	GoRaleigh System	49.5	49.5	22.5	22.5

Green indicates over allowable threshold, yellow indicates below.

Examination of mitigation is required for all the proposed major changes.

Route 1 Capital Blvd

Figure 3: Minority Populations by Block Group with Route 1

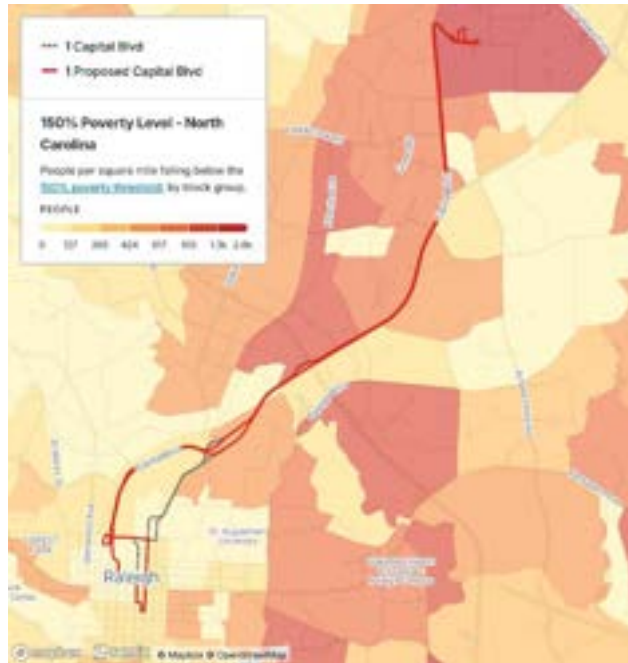


Figure 4: Low-Income Populations by Block Group with Route 1

Route 1 has the highest ridership in the GoRaleigh system, well exceeding service standards for a 15 minute frequency route for several years. Particularly on weekends, which currently have hourly service in the early morning and evening, and half hour service throughout the day, Route 1 buses are full to capacity.

Increasing frequency will result in less crowded buses, shorter wait times, and service consistent with Wake Transit Plan service guidelines.

The proposed new alignment of Route 1 is a minor change. GoRaleigh has identified a complementary service implementation to mitigate the impact. This realignment will occur concurrently with the implementation of Route 14, which will replace the service otherwise lost on Wake Forest Rd. The proposed alignment of Route 1 to stay on Capital increases the speed of the route to the destinations of most riders.

Route 2 Falls of Neuse

Figure 5: Minority Populations by Block Group with Route 2

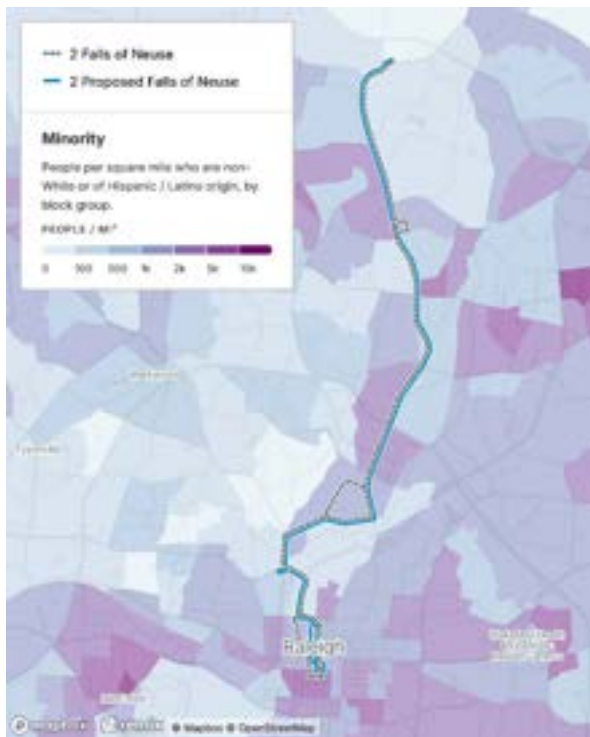
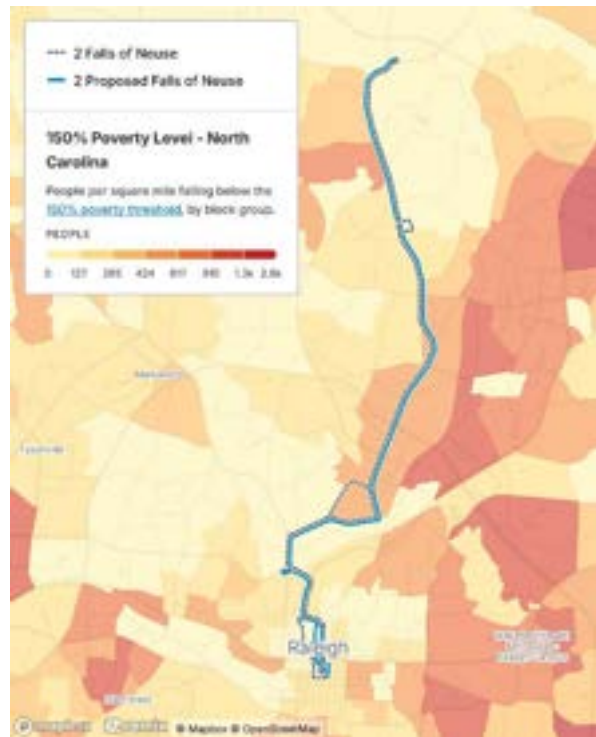


Figure 6: Low-Income Populations by Block Group with Route 2



Ridership is the primary driver of increased frequency in GoRaleigh's system. As of March 2025, Route 2 was performing above the minimum productivity for a local route, as outlined in the Wake Transit Plan Service Guidelines and Performance Measures. Additionally, all routes with higher riders per revenue hour in March 2025 than Route 2 have frequency increases either in FY25 or FY26, shown in in this analysis.

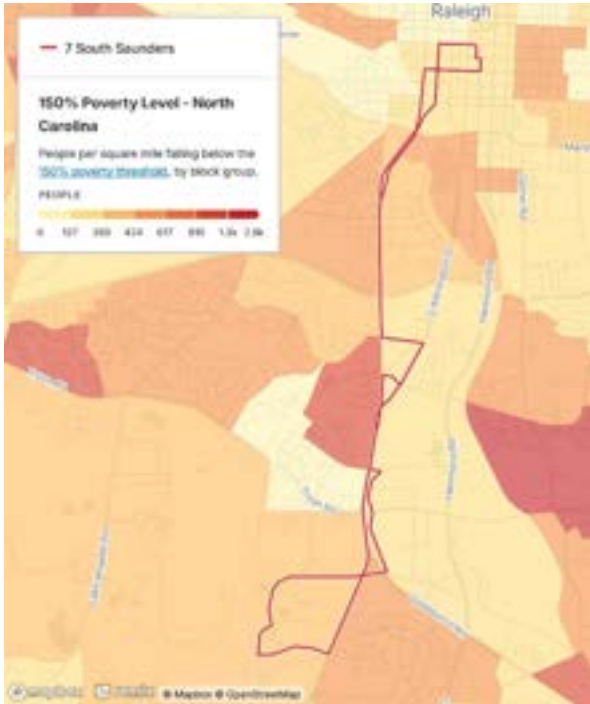
Increasing frequency will result in less crowded buses and shorter wait times for riders.

Route 7 South Saunders

Figure 7 : Minority Populations by Block Group with Route 7



Figure 8: Low-Income Populations by Block Group with Route 7



The proposed frequency increase on Route 7 will result in less crowded buses, shorter wait times, and service consistent with new Wake Transit standards.

Route 14 Atlantic

Figure 9: Minority Populations by Block Group with Route 14

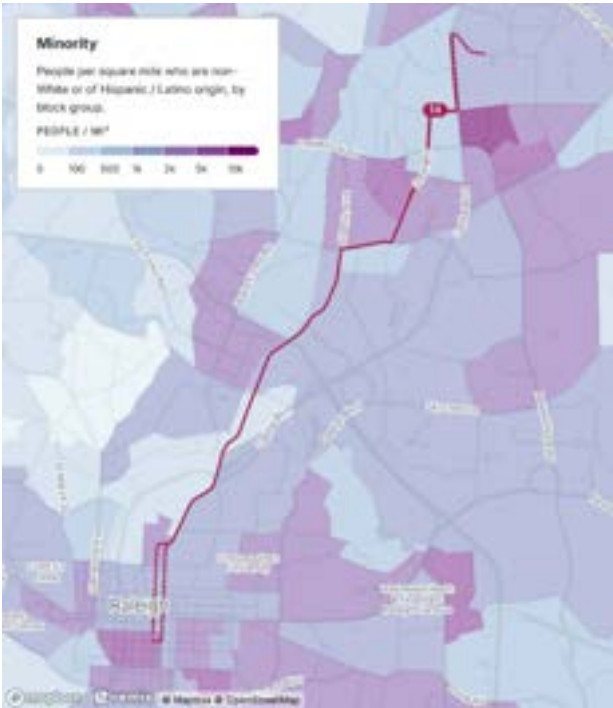
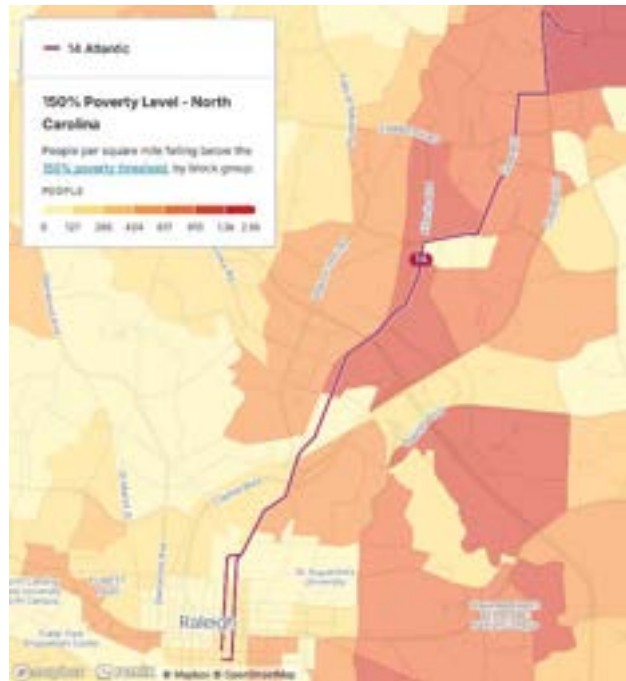


Figure 10: Low-Income Populations by Block Group with Route 14



This route introduces service to the Atlantic Avenue corridor, with destinations such as Ironworks and several apartment complexes. Further, the Wake Forest Rd alignment of Route 14 mitigates the minor realignment of Route 1. These proposed changes would be implemented together.

Route 15 WakeMed

Figure 11: Minority Populations by Block Group with Route 15

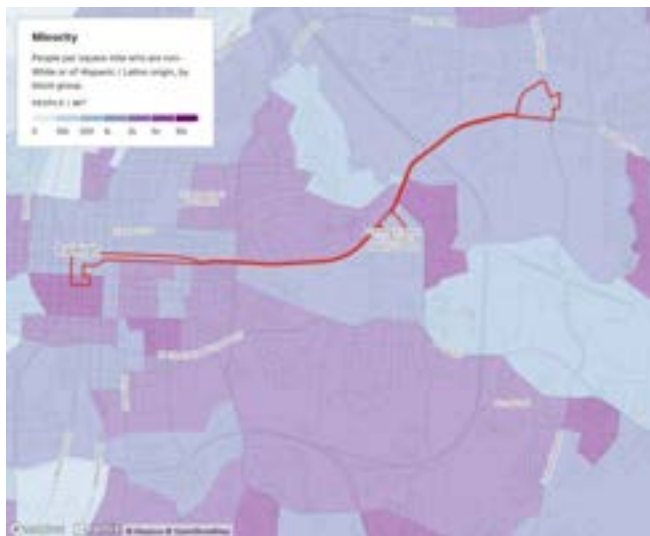
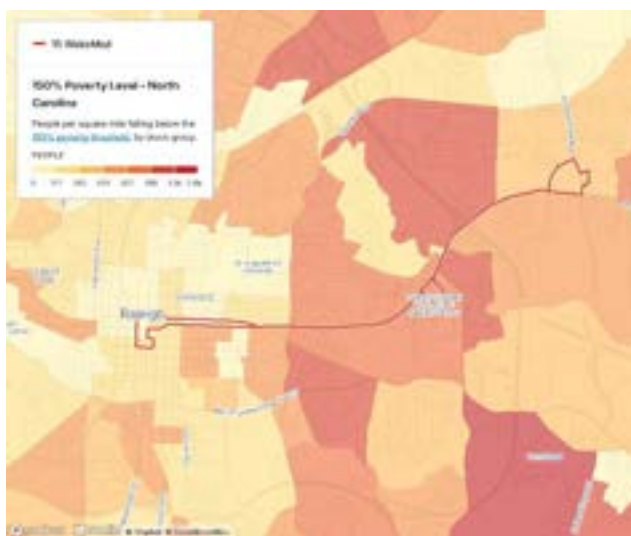


Figure 12: Low-Income Populations by Block Group with Route 15



The proposed frequency increase on Route 15 will result in less crowded buses, shorter wait times, and service consistent with new Wake Transit standards.

Route 17 Rock Quarry

Figure 13: Minority Populations by Block Group with Route 17

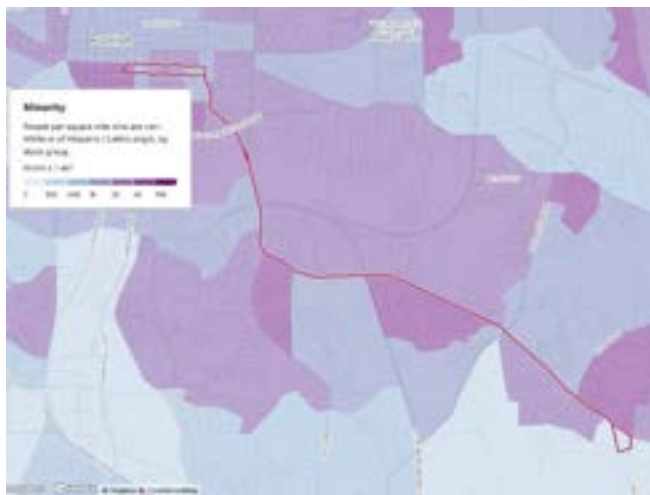
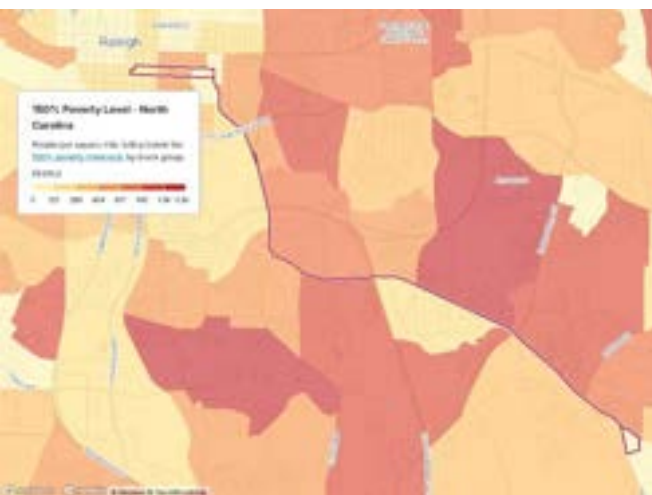


Figure 14: Low-Income Populations by Block Group with Route 17



The proposed frequency increase on Route 15 will result in less crowded buses, shorter wait times, and service consistent with new Wake Transit standards.

Fuquay-Varina-Raleigh Express

Figure 15: Minority Populations by Block Group with FRX



Figure 16: Low-Income Populations by Block Group with FRX



The Fuquay-Varina-Raleigh Express (FRX), is proposed to be discontinued and replaced with a microtransit zone, due to consistent under-performance. Currently, the FRX provides a direct connection from Fuquay-Varina to Downtown Raleigh, with one stop at Wake Tech in between. Discontinuation of the FRX will be mitigated by a planned demand-responsive microtransit zone in the Fuquay-Varina area.

The percentages of minority and low-income populations that are located within the proposed Fuquay-Varian microtransit zone were considered in this analysis. While both 34% minority and 16% low-income are below the system average for GoRaleigh, they are closer to the demographics of the town of Fuquay-Varian, which is 33% minority and 12% of people are within 150% of the poverty threshold. It should also be noted that demographic statistics for the existing FRX were calculated as a buffer along the full route, as GoRaleigh's policy dictates, which includes areas that the express bus does not stop in.

Figure 17: Minority Populations by Block Group with Fuquay-Varina Microtransit Zone



Figure 18: Low-Income Populations by Block Group with Fuquay-Varina Microtransit Zone



The proposed Fuquay-Varina MicroLink zone will have a node extending to Wake Tech to connect to GoRaleigh Route 40X, maintaining Fuquay-Varina's connection to Raleigh with a new transfer. Additionally, a node will extend to GoTriangle's Route 305 Holly Springs bus stop, creating a new transit connection from Fuquay-Varina to Holly Springs and Apex, as well as downtown Raleigh.

Both Route 40X and Route 305 offer more trips than the FRX currently does. The proposed MicroLink zone opens up several more destination locations within Fuquay-Varina, such as Walmart, grocers, schools, housing, parks, community centers and libraries. The performance of the zone will be regularly monitored to determine if it becomes suitable for fixed-route service again, either within Fuquay-Varina or express to Raleigh.

Mitigation

GoRaleigh staff identified Routes 1, 7, and 15, which are our longest implemented 15 minute routes, as in need of frequency increases to bring them in line with our other frequent network routes and the 2024 Wake Transit

Plan Service Guidelines and Performance Measures, which state that frequent routes operating at 15 minutes or better during the day should not operate below 30-minute frequency in the early morning, night, or weekends. Bringing GoRaleigh's older high frequency routes up to this level of service ensures the standard is being met on all 15 minute routes, in all parts of the city.

Both feedback from operators and the ridership metrics suggests these routes, particularly Route 1 Capital Blvd, are regularly reaching the physical capacity of a 40-foot bus. GoRaleigh staff identified Route 17 Rock Quarry as exceeding the ridership measures for an hourly route, as well as being the only route serving GoRaleigh Station that is hourly all day. Increased frequency means shorter wait times and less crowded buses.

More buses on the road could mean more greenhouse gas emissions in those neighborhoods, but more than 75% of GoRaleigh's fleet is low-no emissions. Additionally, bus assignments are changed weekly with a random draw to work assignments across routes to ensure fairness in the distribution of vehicle type.

Public Engagement

These service changes were identified in the Wake Transit Plan FY26 Work Plan. Public comment period for the draft plan was held in February 2025. Public Comment for the recommended plan was subsequently held in May. A public hearing for the recommended plan was held May 21. Comments that mentioned local routes were in favor of increased frequency, including extending frequent service later into the evening, which will be implemented on three routes with these changes.

GoRaleigh has heard from bus riders, operators, and our Continuum of Care partners that buses on routes 1, 7, and 15 are frequently crowded during weekend and evening service, when their frequency decreases from 15 minutes to half hour or hourly.