



GORALEIGH FY27 TITLE VI SERVICE EQUITY ANALYSIS

TO BE PRESENTED TO THE RALEIGH TRANSIT AUTHORITY SEPTEMBER 10, 2026

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

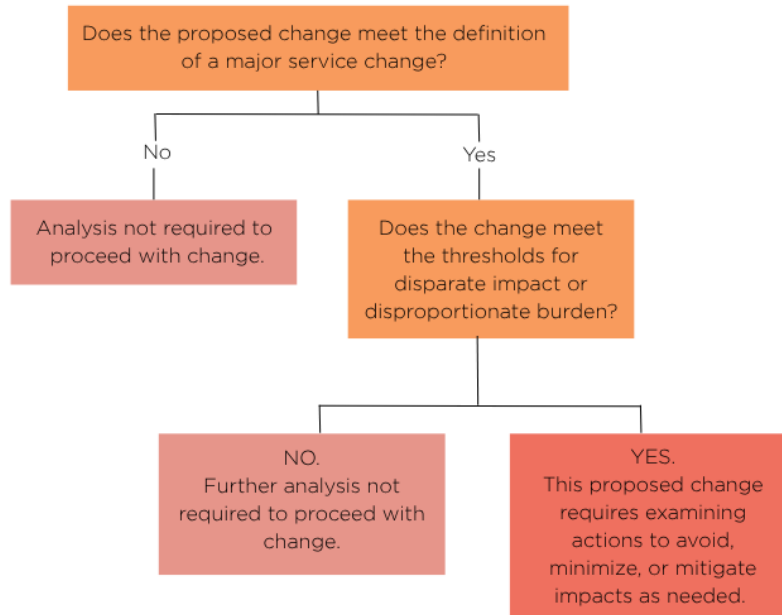
GoRaleigh's 2021 Title VI Plan defines a "major service change," which require a service equity analysis, as any of the following:

- 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 (Census tabulation B03002 "Hispanic or Latino by Origin or Race"). Low income is defined as at or below 150% of the poverty threshold (Census tabulation 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 2014-2018 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
10 Longview	A change in alignment, increase in midday and weekend frequency, and increase in span.	✓ Major
25L Durant	A change in alignment.	✓ Major
32L Lynn/Spring Forest	A new route	✓ Major
70L Brier Creek	Frequency Increase	✓ Major

Up to three major changes are planned for Fiscal Year 2027 (FY27) which spans July 2026-June 2027. Changes are planned for Route 10 that include an alignment change impacting more than 25% of route miles, connecting the route to other bus routes and an increase of more than 25% of vehicle revenue miles from increased midday and weekend frequency and an extended span.

Changes to Route 25L and the implementation of 32L are planned to be implemented together, as the Old Wake Forest package. The change in alignment to Route 25L impacts more than 25% of current route miles, truncating the route at Triangle Town Center. It also includes a change to serve a shopping center east of Louisburg Rd. Route 32L covers the area truncated in the Route 25L change, as well as providing a new cross-town connection

between Triangle Town Center and Townridge Shopping Center that connects with three high-frequency routes. Route 25L will also have a name change from Triangle Town Link to Durant, to reflect the new alignment.

Route 70L Brier Creek is planned to have an increase in frequency to every 30 minutes throughout the day, from current hourly service.

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 22.4%. It is also 22% for the proposed system. The allowable threshold before disproportionate burden is +/- 2.5%, or from 19.9% to 24.9%.

Table 2: Impacts of Proposed Major Service Changes

Route Name	Existing minority %	Proposed minority %	Existing low income %	Proposed low income %
10 Longview	50.5	53	20.8	22.2
25L Durant	47.9	46.2	19.8	19.4
32L Lynn/Spring Forest	N/A	41.5	N/A	18.6
70L Brier Creek	47	N/A	13.3	N/A
GoRaleigh System	49.5	47.1	22.4	22

Green indicates over allowable threshold, yellow indicates below allowable threshold.

All changes are either within the allowable threshold or below it, indicating the impacted areas have a smaller percentage of low-income and minority households than the overall GoRaleigh service area. Note that for all routes, the area of impact is a 1/3-mile buffer around the route, not the stops. Route 70L Brier Creek has sections without stops due to road speeds on Glenwood Ave.

The proposed changes result in a small decrease in minority and low-income percentages in the service area of the system, within the allowable threshold.

Mitigation options for the changes outside the allowable threshold are considered below.

Figure 5: Minority Populations by Block Group with Route 10

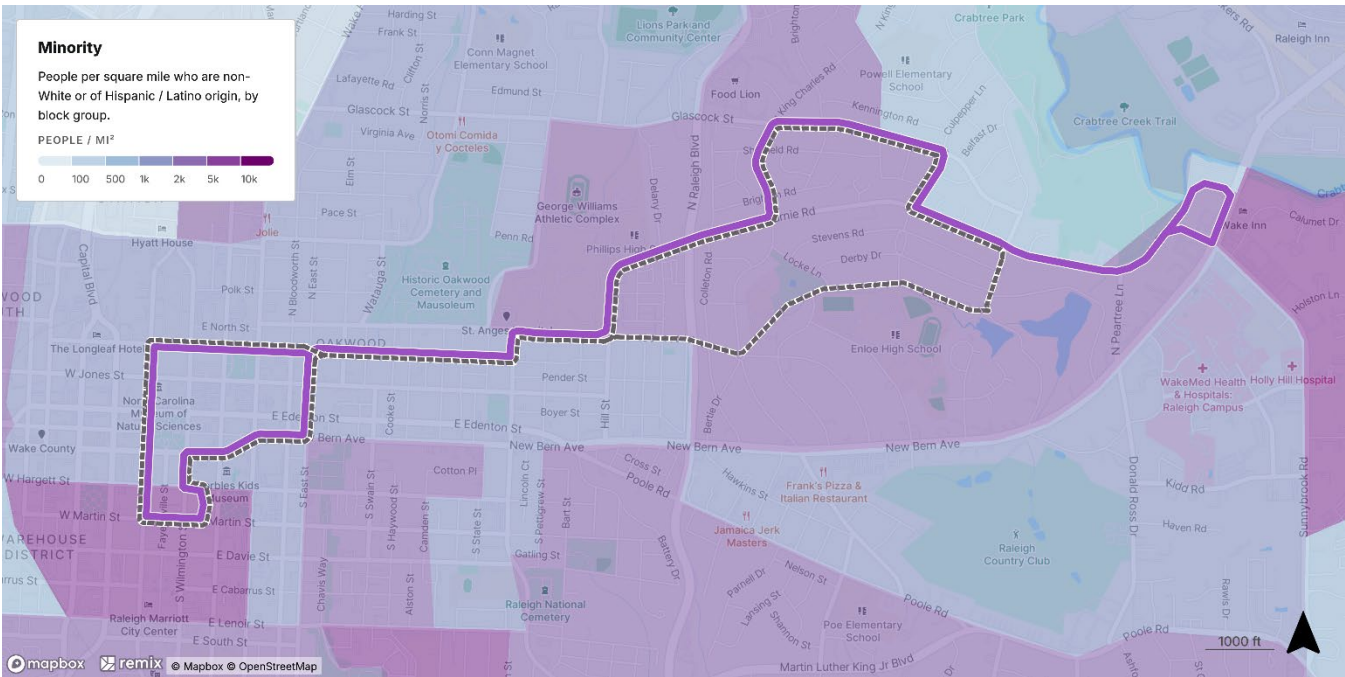


Figure 6: Low-Income Populations by Block Group with Route 10

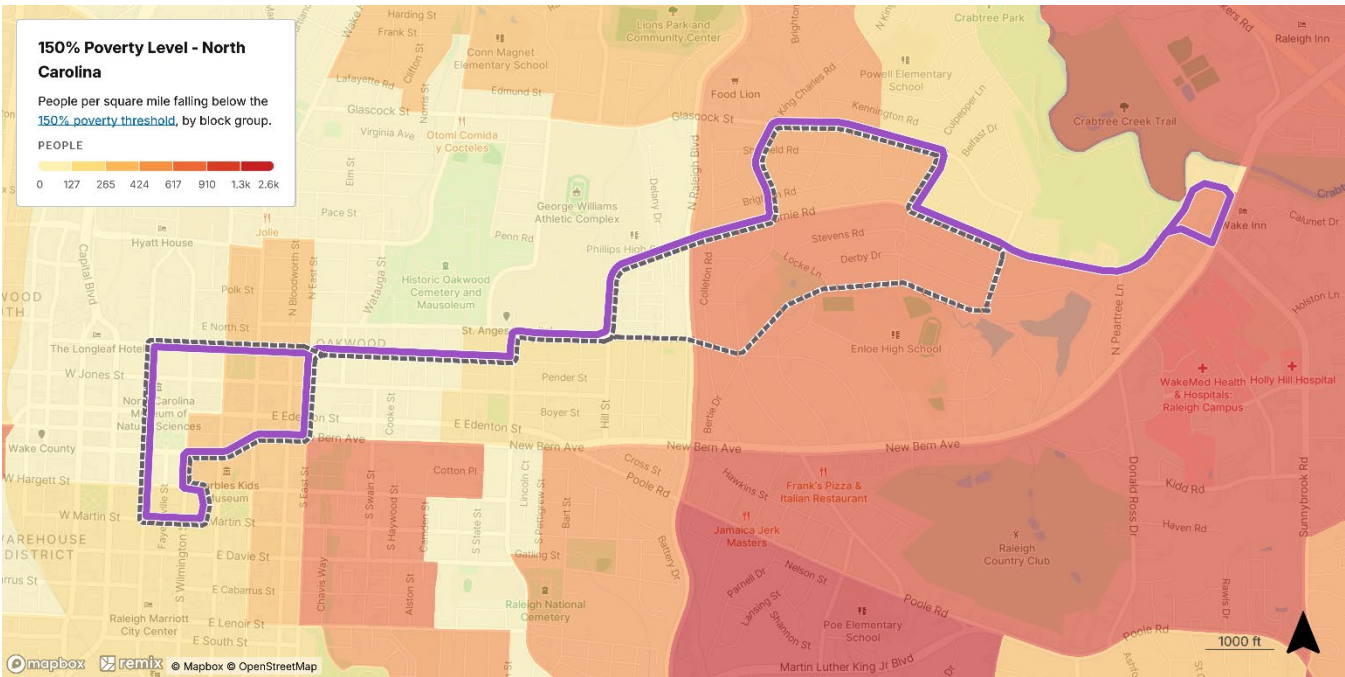


Figure 7: Minority Populations by Block Group with Old Wake Forest Package

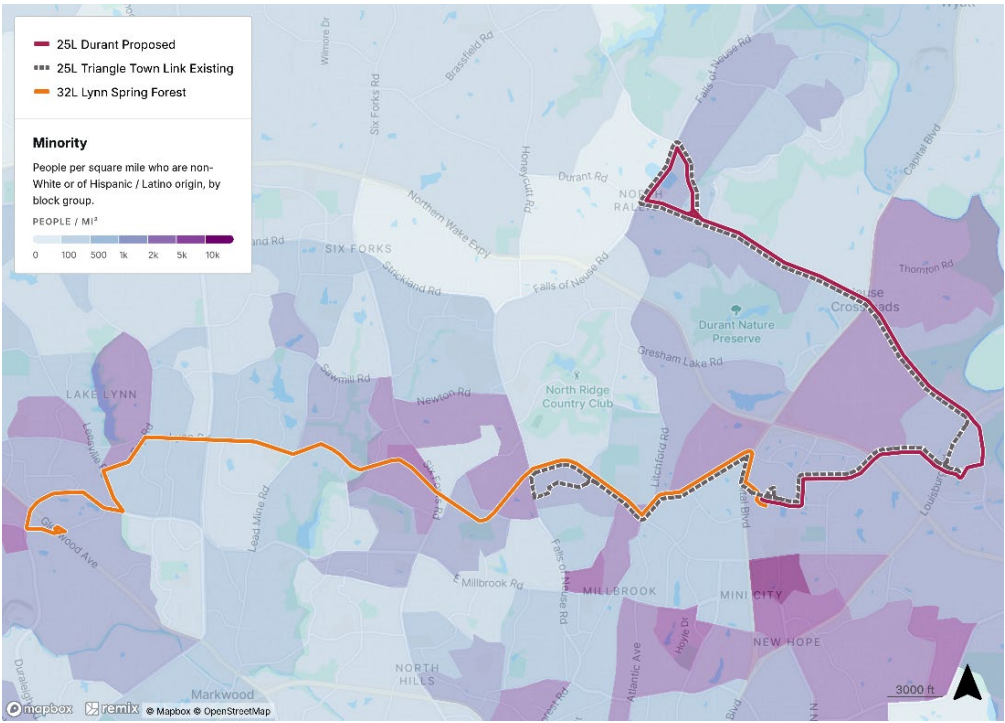


Figure 8: Low-Income Populations by Block Group with Old Wake Forest Package

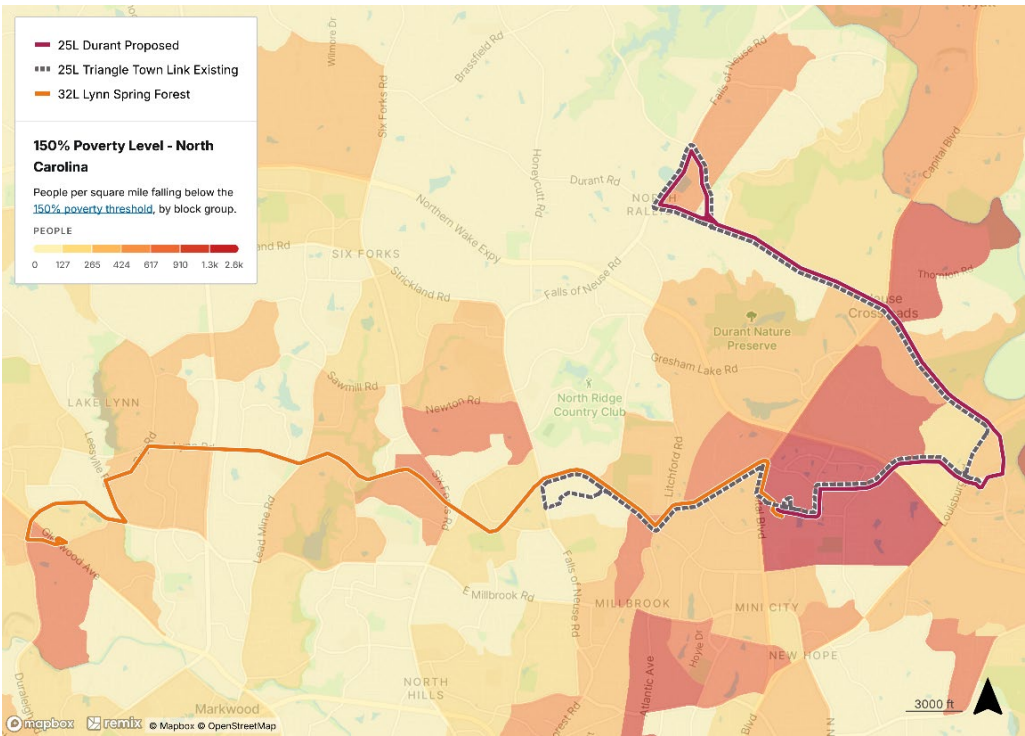


Figure 9 Minority Populations by Block Group with 70L Brier Creek

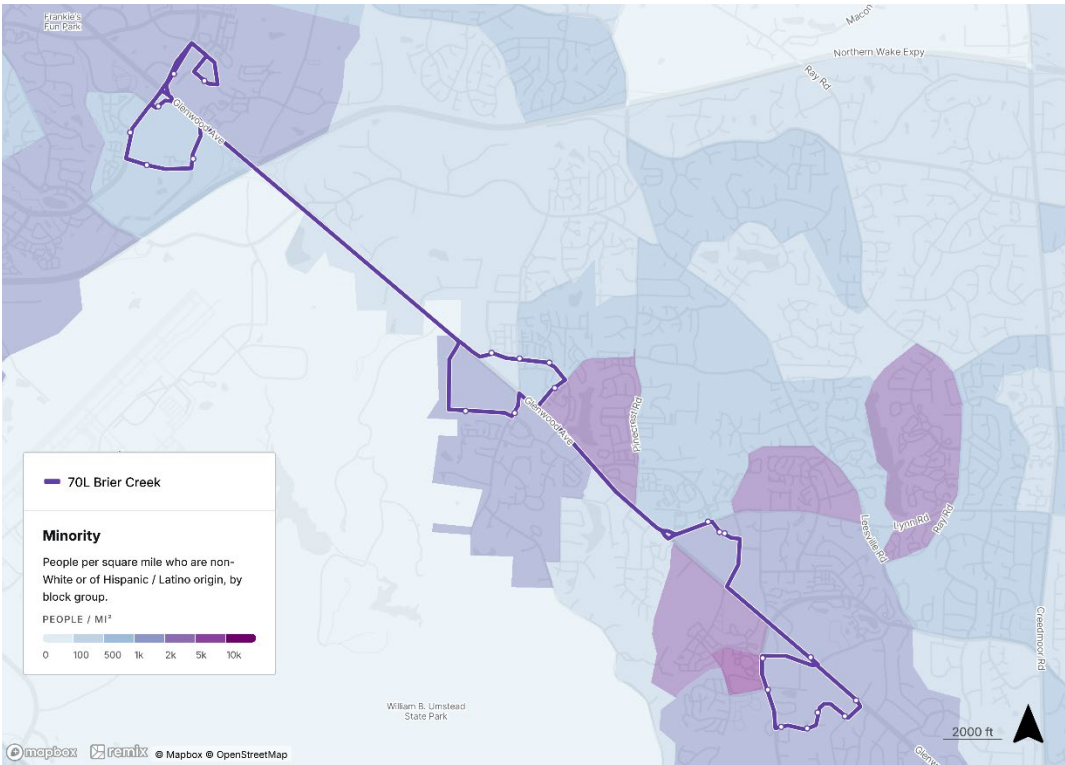
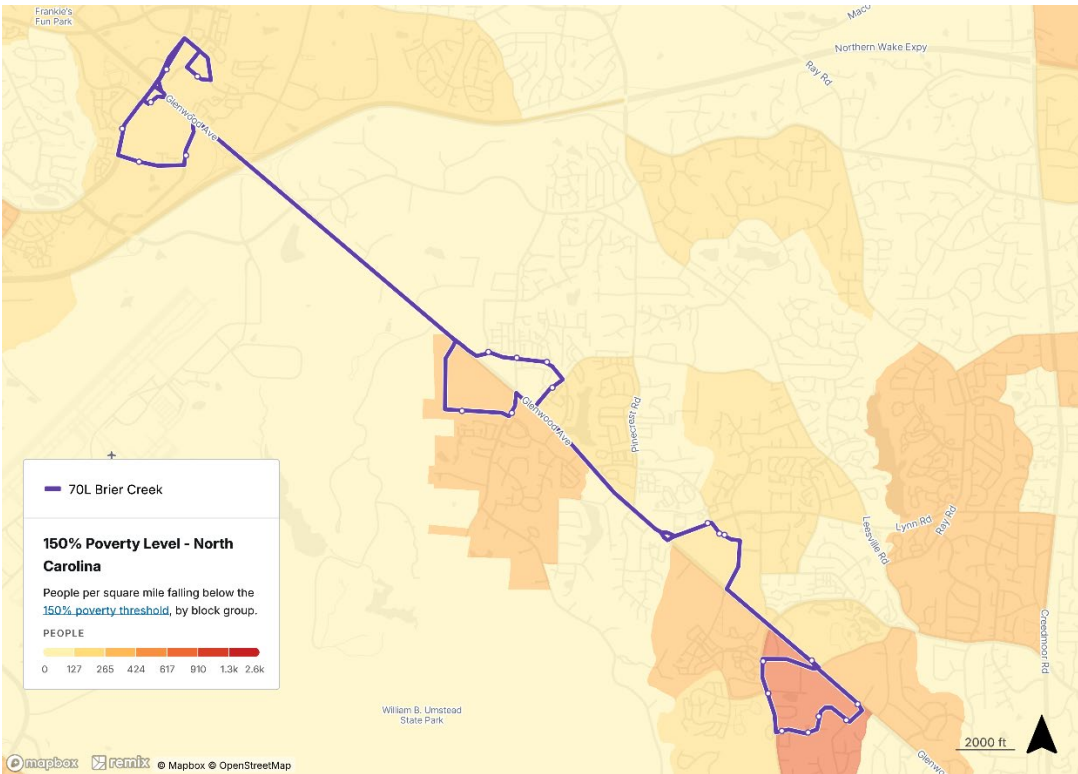


Figure 10 Low-Income Population by Block Group with 70L Brier Creek



Mitigation

These changes increase the level of service, either through increased frequency, span, or as fully new service. The provision of public transit is a positive impact for the areas it serves, providing mobility options for residents. None of the proposed changes have impact areas that are disproportionately low-income or minority in comparison with the full GoRaleigh system.

The proposed alignment change to Route 25L removes service from parts of Spring Forest Rd and Old Wake Forest Rd. These areas will be covered by the new Route 32L, which will launch the same day as the 25L is realigned, so there is no gap in coverage.

While FY27 brings changes to parts of the GoRaleigh service area, service changes in the past five years of the current Wake Transit Plan's investment have brought increased frequency, span, and new service across the city, including in areas with higher low-income and minority population shares than the system on average. When considered in the larger history of service improvements, the mitigation is built in to the short range plan.

Public Engagement

The proposed changes to Route 10 differ from what was programmed in the GoRaleigh Short Range Transit Plan, so a higher level of public engagement was conducted to ensure the proposed change met the needs of existing riders and the community.

A PublicInput survey was created including the proposed alignment, proposed stops to be added and removed, and proposed change in frequency and span. The survey was open in May 2026 and received 13 comments from 8 participants. All comments are included in the Appendix, including two replies from GoRaleigh staff.

To reach Route 10 riders and the community it serves, flyers were posted on every impacted bus stop, as well as nearby stops that would become connected to Route 10 under the proposed change. Door hangers with a link to the survey were placed on buildings fronting the proposed alignment change. The survey was also promoted as a banner in the Transit app for real-time bus tracking, geofenced to the area around Route 10.

In response to the feedback that the change would be improved by more direct connections between Routes 10, 15, 19, and ZWX, GoRaleigh looked at alternative ways to turn the bus around at New Bern Ave. Operational limitations including using only public roads and the distance a 40' bus needs to safely merge lanes means there are no options that provide overlapping stops for all four routes. The proposed alignment for Route 10 provides a direct connection with Route 19 via two shared stops, and a pedestrian connection that is as safe as possible for this area using marked crosswalks and sidewalks to the ZWX stop and future BRT stations.

The Old Wake Forest Package of Routes 25L and 32L are proposed to be implemented as programmed in the GoRaleigh Short Range Transit Plan, which had extensive outreach before it was adopted. GoRaleigh had received a request to bring bus service to the Food Lion at Louisburg Rd and Perry Creek Rd. This shopping center is within the buffer watershed of an existing 25L stop, but it requires crossing Louisburg Rd in both directions, which is not a pleasant pedestrian experience. The proposed 25L alignment makes this connection.

A comment had also been received about Route 25L that there should be a connection between WakedMed North and Route 2 Falls of Neuse, which currently terminates at Lafayette Village. While that extension is not possible with the funding available in FY27, it has been noted for future years.

This analysis will be reported to RTA on September 10, 2026. A public hearing will be scheduled and advertised in accordance with GoRaleigh's Title VI Plan.

Appendix

Route 10 Public Engagement

Project Engagement

VIEWS

695

PARTICIPANTS

9

RESPONSES

0

COMMENTS

15

Tell Us What You Think

How would these proposed changes to Route 10 impact you or your neighborhood?

This changes are great, but the improvement and impact would be even better if routes 10,15,19, ZWX use the bus stop New Bern Ave at Wake Med by the ER as a connection Hub

5/11/2026

④ 2 Agree

love it can transfer to the 19 and the 15 with the changes. 30 min headways are great later server to get people home late is great 11pm end time would be ideal

5/8/2026

④ 1 Agree

The changes seem good to me overall. Having more regular bus service that is earlier and later in the day would be a great improvement.

5/8/2026

④ 1 Agree

Letts stop with all the sleepy tired bus drivers so the city and state can grow with late night riders to 12 am with something to do and change

6/1/2026

And meeting people in making it more popular and safer while running the bus on operation timing at will.With trying too meet people

6/1/2026

And making more freaky women wear appropriate clothing and or being there self at all timing of the day for workers comp type of people too meet or mingle with freely while on bus operation time to shedule.. penpal stuff on the busline

6/1/2026

Letts just try one or two operations with the buses must alway ride to operate cordinatly too buse shedule timing and day with workers comp bus passes needed an way home after hours to 12 am and 7 days an week operations running too closing hours..

6/1/2026

What's your he ruling with stiffer rules about letting people ride the bus and or proper use of there headphone to listing music while bus is operating..So what's the issue for an newer routes about or too many disorderly is riding the buses home from and too new bern

6/1/2026

Have the 10 connect at wakemed so it can be transferred with 19,15, and ZWX as a transfer hub.

6/1/2026

Why change when the bus operation is fine but not... You know and stop trying nc to dictate people's work and release shedule and just drive your route to the according...route 11

6/1/2026

Is the 10 still going to stop at Go Raleigh station?Victor

5/18/2026

Yes, it will.

5/21/2026

Changes ok with question id will the bus be every hour our

5/18/2026

The bus will be every 30 minutes until about 7PM, then hourly until about 11PM. There will also be 30 minute frequency on weekends.

5/22/2026

Bus stops need more consistency and this proposal makes the most sense in the route and the flow is more consistent when compared to the current route

5/8/2026

Explore the Proposed Changes

View the map below to see the proposed Route 10 path

No data to display...