

2023 Equity Distribution Compliance Methodology

Background

Since 2014, the Metropolitan Council has measured regional equity by identifying Areas of Concentrated Poverty (ACPs) as census tracts where 40% or more of the residents have family or individual incomes that are less than 185% of the federal poverty threshold. To identify areas where people of color experience the most exposure to concentrated poverty, the Council further differentiated Areas of Concentrated Poverty where 50% or more of the residents are people of color as ACP50s. The 2020-2021 Scooter Program was based off the 2019 Met Council ACP50 census tracts within the City of Minneapolis.

2023 Changes to the Methodology

In the time since the scooter program equity requirements were set and based on the Met Council's ACP designation, significant changes in the city have occurred. 1) The Met Council phased out the ACP50 program and is planning to replace the ACP Program with a new, more inclusive [Equity Considerations dataset](#). 2) This year the City will substitute 2020 census data with the American Communities Survey (ACS) five-year rolling average data from 2017-2021. 3) The updated ACS data analysis has resulted in a third, non-contiguous Equity Distribution Area (EDA) instead of two EDAs in prior years. 4) The City will also be piloting a new strategy and dividing each EDA into subzones to test a more dispersed vehicle distribution strategy to ensure each EDA has sufficient vehicles throughout the zone. 5) Using a geospatial calculation, each EDA will receive an allotment of distributed vehicles related to each zone's population and density. 6) For the first time, a single zone around the University of Minnesota's East and West Banks has been created to simplify operations. As a result, Census Tract 1049.02 has been eliminated from the EDA calculations as it overlaps with the new University Zone.

The 2023 Equity Distribution Map is in the Minneapolis [Open Data Portal](#).

Future Evaluation of the Methodology

It is the City's intention to continue to evaluate the effectiveness of our equity distribution requirements and continue to gather community feedback and evaluate the data sets and metrics currently used to measure equity in the region. As part of a larger conversation across City departments, Public Works will determine which data sets will be used to establish shared bike and scooter equity requirements in the future.