

# Title VI Service Equity Analysis

## FY 19 Annual Service Plan Proposal



### TriMet Board of Directors

March 28<sup>th</sup> 2018

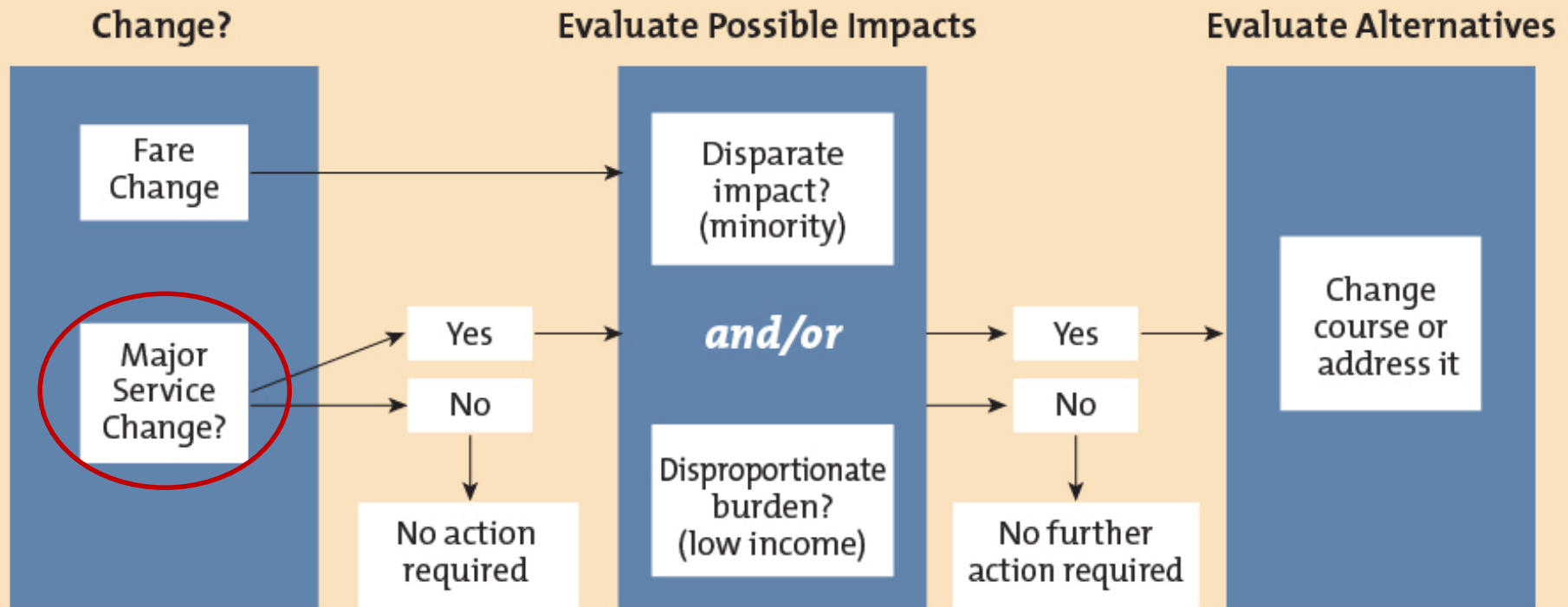
Carl D. Green Jr, Title VI and Equity Programs Administrator



## Title VI of the Civil Rights Acts of 1964

“No **person** in the United States shall, on the grounds 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.**”

# Overview of TriMet Equity Analysis



# Major Service Change Threshold Met

- Line 4 – Division/Fessenden ✓
- Line 20 – Burnside/Stark ✓
- Line 24 – Fremont ✓
- Line 31 – Webster ✓
- Line 57 – TV Hwy/Forest Grove ✓
- Line 61, 64, 66, and 68 (Marquam Hill) ✓
- Line 73 – 122<sup>nd</sup> Avenue ✓
- Line 79 - Clackamas/Oregon City ✓
- Line 81 – Kane/257<sup>th</sup> ✓
- Line 96 – Tualatin/I-5 ✓
- Line 272 – Airport Bus ✓

12 out of the 14 proposed lines required additional analysis



TriMet's Disparate Impact and  
Disproportionate Burden policies  
have established thresholds to  
Evaluate Possible Impacts.

# Different analysis for different types of Major Service Changes

Major Service Increases

Major Service Reduction

Other Major Service Changes

# Line Level Analysis

Analysis includes:

- Comparing impacts on minorities and low income populations
- Access considerations (jobs, education, healthcare, and food)

When flagged at the line-level, TriMet will seek out alternatives to minimize, mitigate, or avoid adverse impacts

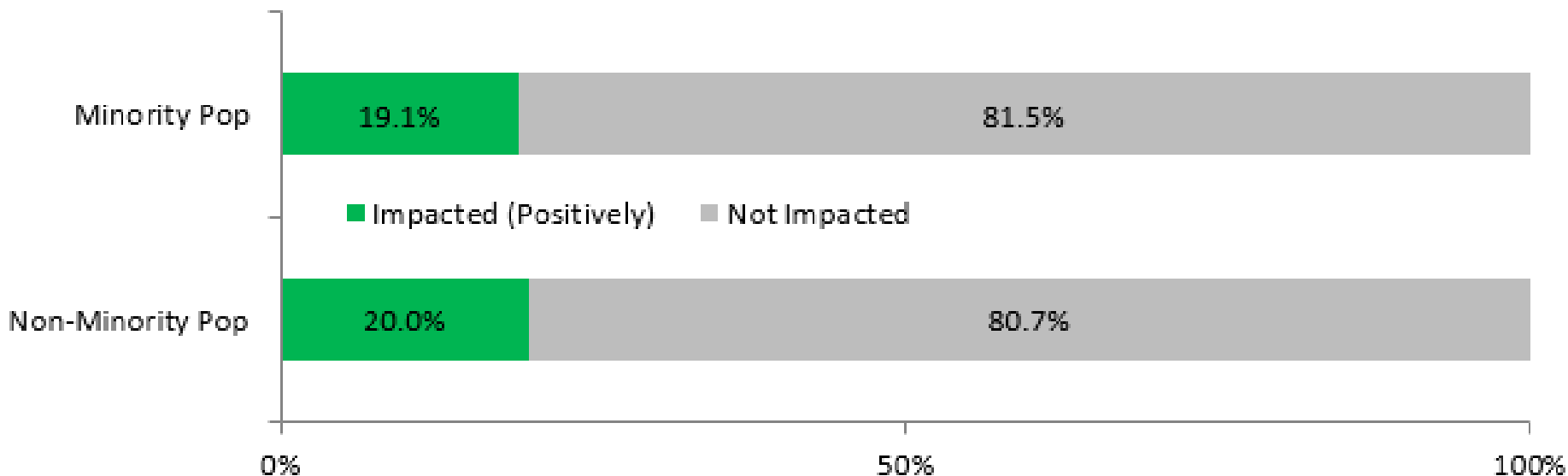
Service proposals are also reviewed at the System-level



# System Level

## Disparate Impact Analysis (Minority Population)

*A slightly greater percentage of the District's non-minority population stands to benefit by the proposed Major Service Increase compared to the minority population*



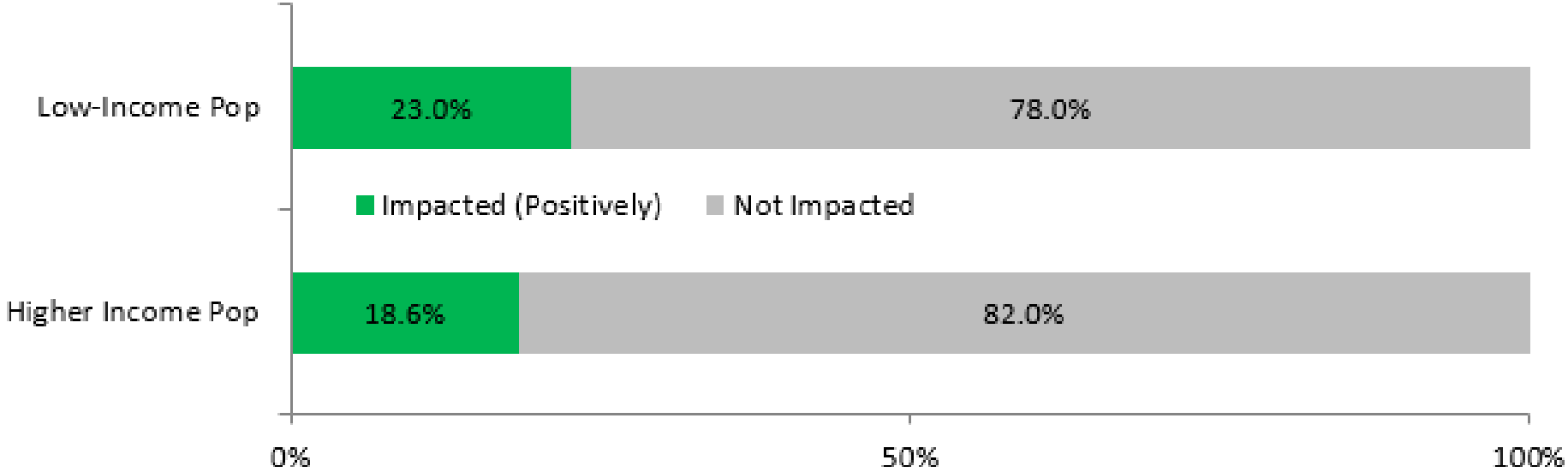
*However, the difference is within our acceptable threshold.  
Therefore, no **System-level Disparate Impact***



# System Level

## Disproportionate Burden Analysis (Low-income Population)

*Greater share of low-income population benefits than higher income population = No Disproportionate Burden*



# Equity Analysis Conclusions

1. No system level disparate impact or disproportionate burden.
2. A slightly greater percentage of the District's non-minority population stands to benefit from the proposed service improvements compared to the minority population (20% vs. 19.1%, respectively).
3. The vast majority of improvements are on lines with average-or-above low-income populations in their service areas. As a result, a greater share of the region's low-income populations stand to benefit as compared to higher income populations.
4. No disproportionate and adverse effects from the one major service reduction (Line 79). \*New Webster Line will continue service in this area.

# Next Steps

- **March 28:** First TriMet Board Reading and Public Hearing
- **April 25:** Second Board Reading
- **September 2018 & March 2019:** Service Changes