Title VI Service Equity Analysis
FY 19 Annual Service Plan Proposal

TriMet Board of Directors

March 28th 2018

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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

Change?

- Fare Change
  - Major Service Change?
    - Yes
      - Disparate impact? (minority)
        - Yes
          - Change course or address it
        - No
          - Disproportionate burden? (low income)
            - Yes
              - No further action required
            - No
              - No action required
          - No
    - No
      - No action required

Evaluate Possible Impacts

Evaluate Alternatives
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 – 122nd Avenue ✓
Line 79 - Clackamas/Oregon City ✓
Line 81 – Kane/257th ✓
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
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.
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