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?

Evaluate Possible Impacts
- Disparate impact? (minority)
- Disproportionate burden? (low income)

Evaluate Alternatives
- Yes
- No

- Yes
  - Change course or address it
- No
  - No further action required

No action required
Major Service Change Threshold Met

Line 19 – Woodstock/Glisan ✓
Line 20 – Burnside/Stark ✓
Line 22 – Parkrose ✓
Line 23 – San Rafael ✓
Line 25 – Glisan/Rockwood ✓
Line 30 – Estacada ✓
Line 32 – Oatfield Rd. ✓
Line 70 – 12th/NE 33rd Ave ✓
Line 74 – 162nd Avenue ✓
Line 76 – Beaverton/Tualatin ✓
Line 78 – Beaverton/Lake Oswego ✓

9 out of the 11 proposed lines required additional analysis
TriMet’s Disparate Impact and Disproportionate Burden policies have established thresholds to Evaluate Possible Impacts.
Different analysis for each type of Major Service Change

- Major Service Increases
- Major Service Reduction
- Other Major Service Changes
Line Level Analysis

Analysis includes:
• Comparing service impacts for minorities and low income populations for each line
• Access considerations (jobs, education, healthcare, and grocery stores)

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

Measure impacts of all Major Service Changes combined to determine how equitable the impacts would be across racial/ethnic and economic lines.

A potential Disparate Impact would exist if minority populations benefitted substantially less than non-minority populations.
System Level

Disparate Impact Analysis (Minority Population)

**Figure 6: System-level Impacts of Proposed FY20 Major Service Improvements**
Minority and Non-minority Populations

- **Minority Pop**
  - Impacted (Positively): 21.6%
  - Not Impacted: 78.4%

- **Non-Minority Pop**
  - Impacted (Positively): 17.3%
  - Not Impacted: 82.7%

Greater share of minority population benefits than non-minority population = No Disparate Impact
System Level

Disproportionate Burden Analysis (Low-income Population)

**Figure 8: System-level Impacts of Proposed FY20 Major Service Increases**

Low-income and Higher Income Populations

- **Low-Income Pop**
  - 23.9% Impacted (Positively)
  - 76.1% Not Impacted

- **Higher Income Pop**
  - 17.0% Impacted (Positively)
  - 83.0% Not Impacted

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. The vast majority of improvements are on lines with average-or-above minority populations in their service areas.

3. All 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 minority & low-income populations stand to benefit as compared to non-minority & higher income populations.
Next Steps

• **March 27**: First TriMet Board Reading and Public Hearing

• **April 24**: Second Board Reading

• **May 2019, September 2019 & March 2020**: Service Changes Take Effect