Title VI Service Equity Analysis
2016-2017 Service Changes

Jake Warr, Diversity & Transit Equity
Title VI of the Civil Rights Acts of 1964

“No person in the United States shall, on the ground 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?
- Major Service Change?
  - Yes
  - No
    - No action required

Evaluate Possible Impacts
- Disparate impact? (minority)
  - Yes
  - No
- Disproportionate burden? (low income)
  - Yes
  - No
  - No further action required

Evaluate Alternatives
- Change course or address it
# Major Service Changes

<table>
<thead>
<tr>
<th>Line</th>
<th>Type of Major Service Change</th>
</tr>
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<tbody>
<tr>
<td>20-Burnside/Stark</td>
<td>Service increase of over 25% (Sundays)</td>
</tr>
<tr>
<td>21-Sandy Blvd/223rd</td>
<td>Service increase of over 25% (Weekdays)</td>
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<tr>
<td>36-South Shore</td>
<td>Route change of over 25%</td>
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<tr>
<td>63-Wash Prk/Arlington Hts</td>
<td>New weekend service (replaces 83)</td>
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<tr>
<td>71-60th/122nd Ave</td>
<td>Split route</td>
</tr>
<tr>
<td>83-Washington Park Loop</td>
<td>Discontinue route (replaced by 63)</td>
</tr>
<tr>
<td>87-Airport Way/181st</td>
<td>Service increase of over 25% (Weekdays)</td>
</tr>
<tr>
<td>97-Tualatin-Sherwood Rd</td>
<td>New bus line</td>
</tr>
</tbody>
</table>
Minority Population Comparison
Proposed Line 71 Route Split & TriMet District

This portion will become the new Line 73 and receive increased frequency

Source: 2009-2013 American Community Survey, block group level
Low-income Population Comparison
Proposed Line 71 Route Split & TriMet District

Source: 2009-2013 American Community Survey, block group level

This portion will become the new Line 73 and receive increased frequency.
SERVICE REDUCTIONS
**Minority Population Comparison**

Lines with proposed Major Service Reductions & TriMet District

*Note: The free Explore Washington Park shuttle will serve the same route as the current Line 83, and the savings are proposed to be reinvested into year-round weekend service on the Line 63-Washington Park/Arlington Heights.*
**Low-income Population Comparison**

Lines with proposed Major Service **Reductions** & TriMet District

*Note: The free Explore Washington Park shuttle will serve the same route as the current Line 83, and the savings are proposed to be reinvested into year-round weekend service on the Line 63-Washington Park/Arlington Heights.*
SERVICE INCREASES
Minority Population Comparison
Lines with proposed Major Service Increases & TriMet District

Source: 2009-2013 American Community Survey, block group level
Low-income Population Comparison
Lines with proposed Major Service Increases & TriMet District

Source: 2009-2013 American Community Survey, block group level
SYSTEM-LEVEL ANALYSIS
System-level Disparate Impact Analysis

### Major Service Increases

- **Minority Population**
  - Impacted by Improvements: 14%
  - Not Impacted: 86%

- **Non-Minority Population**
  - Impacted by Improvements: 10%
  - Not Impacted: 90%

### Major Service Reductions

- **Minority Population**
  - Impacted by Reductions: 0.2%
  - Not Impacted: 99.8%

- **Non-Minority Population**
  - Impacted by Reductions: 0.4%
  - Not Impacted: 99.6%
System-level Disproportionate Burden Analysis

Major Service Increases

- Low-Income Population
  - Impacted by Improvements: 16%
  - Not Impacted: 84%

- Higher Income Population
  - Impacted by Improvements: 10%
  - Not Impacted: 90%

Major Service Reductions

- Low-Income Population
  - Impacted by Reductions: 0.2%
  - Not Impacted: 99.8%

- Higher Income Population
  - Impacted by Reductions: 0.4%
  - Not Impacted: 99.6%
Conclusions

➤ No Disparate Impact
  • Service improvements benefit minority populations as much or more than others
  • The few reductions do not disproportionately impact minority populations

➤ No Disproportionate Burden
  • Service improvements benefit low-income populations as much or more than others
  • The few reductions do not disproportionately impact low-income populations