

# January 5, 2025

## Major Service Change Summary & Draft Equity Analysis *Public Process*

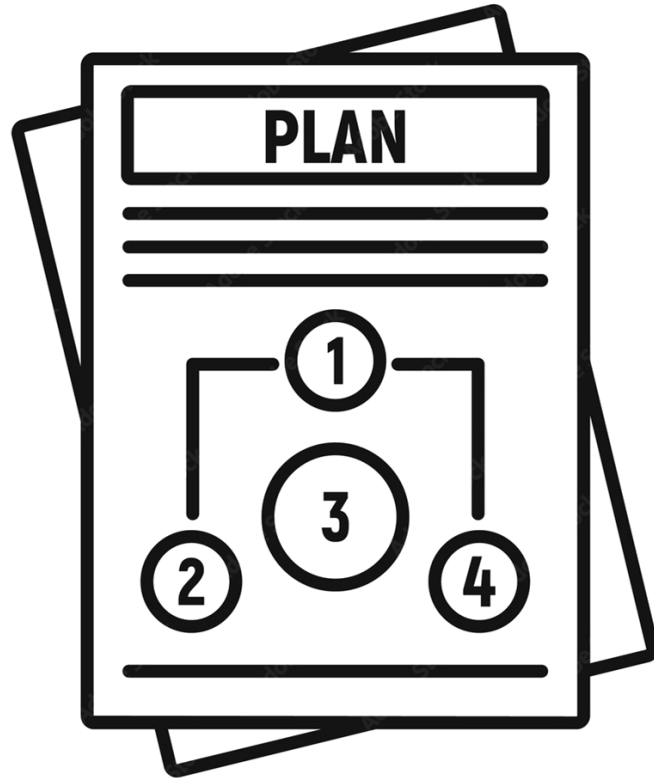
Rob LaFontaine

Planning Deputy Director

Presented to the Intercity Transit Authority Board on October 2, 2024

**INTERcity**  
TRANSIT

*In accordance with...*



## **Draft 2025 Annual Budget**

*Number of Operating FTEs*

## **2024 – 2029 Transit Development Plan**

*Planned Operating Changes*

## **2018 Long-Range Plan**

*Increased span & frequency*

# January 5, 2025

## *Fixed Route Schedule*

- Increased service on Route 42 (west Olympia)
- Increased service on Route 67 (east Lacey)
- **New** Capitol Campus Route (downtown Olympia)

# January 5, 2025

## Fixed Route Schedule

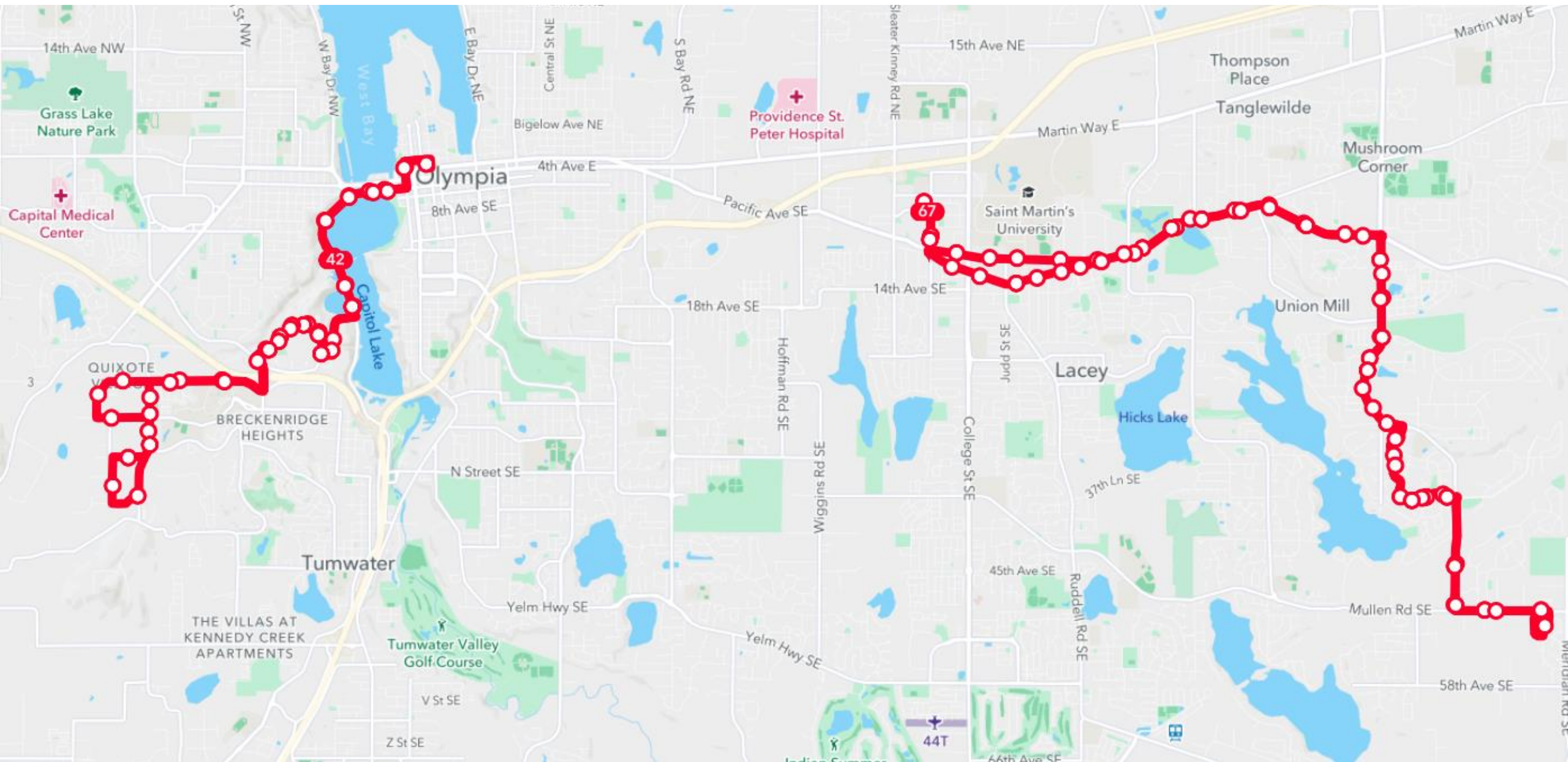
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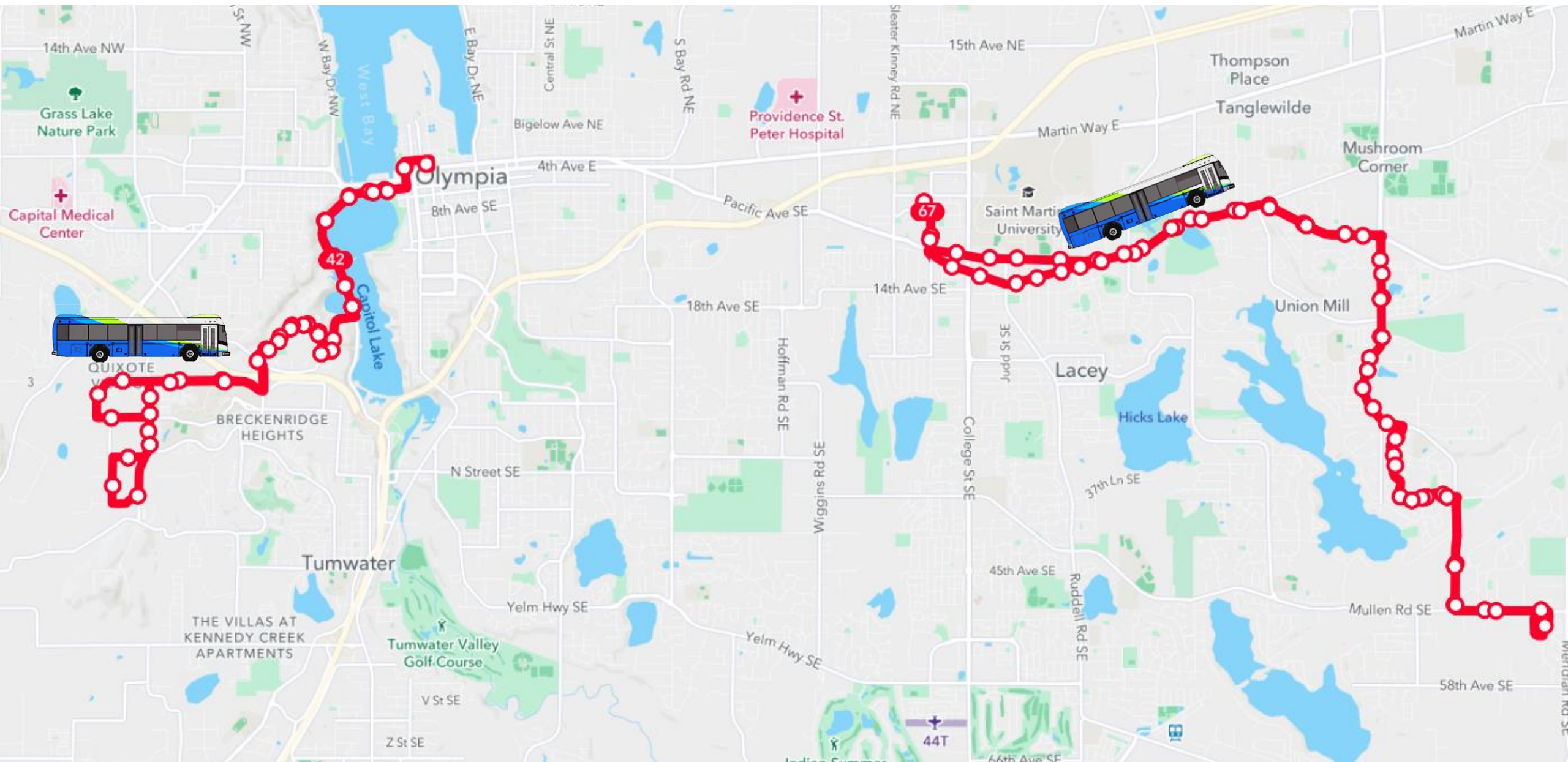
Additional Buses Needed each Weekday



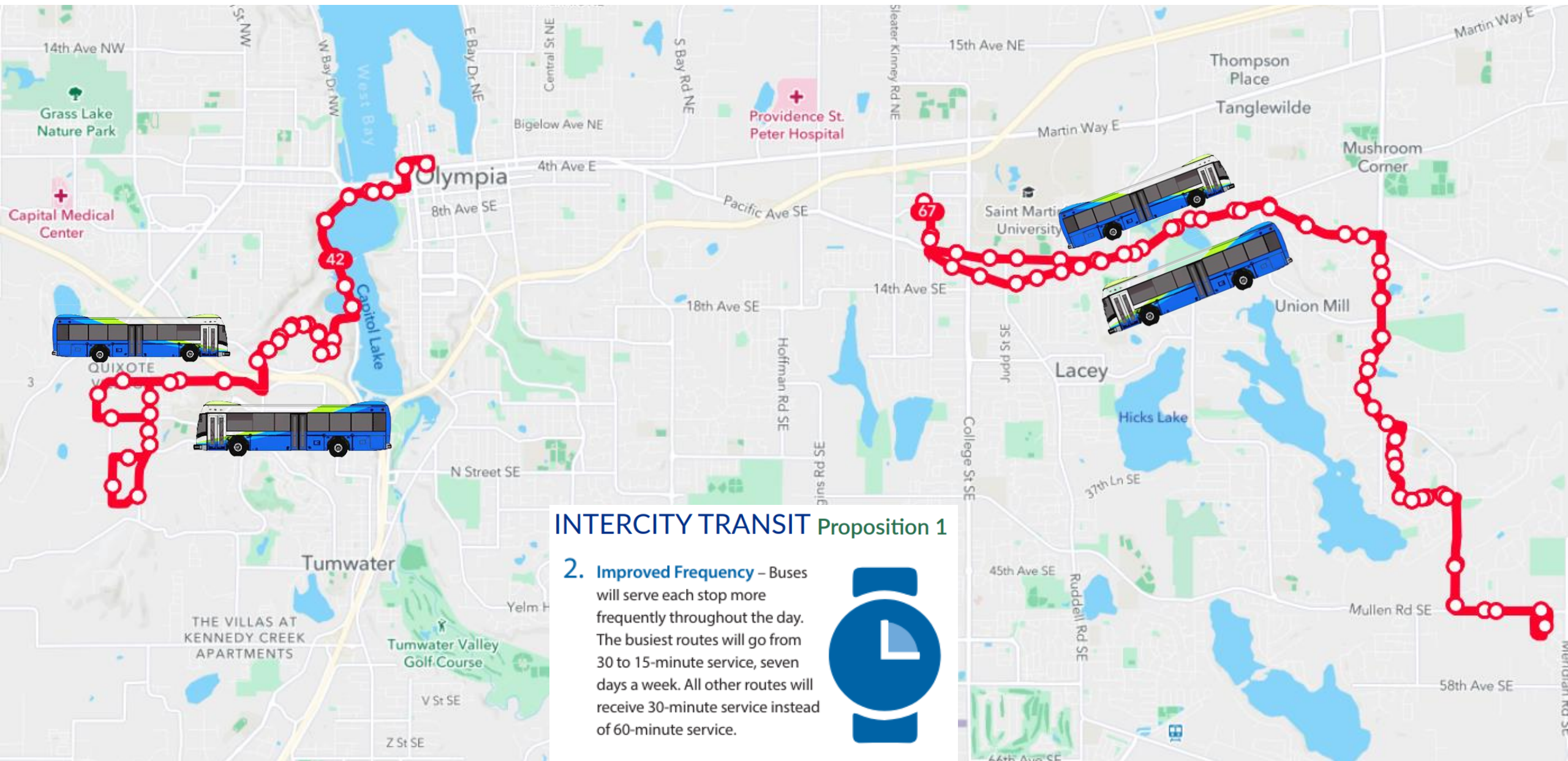
# Current Route 42 & 67



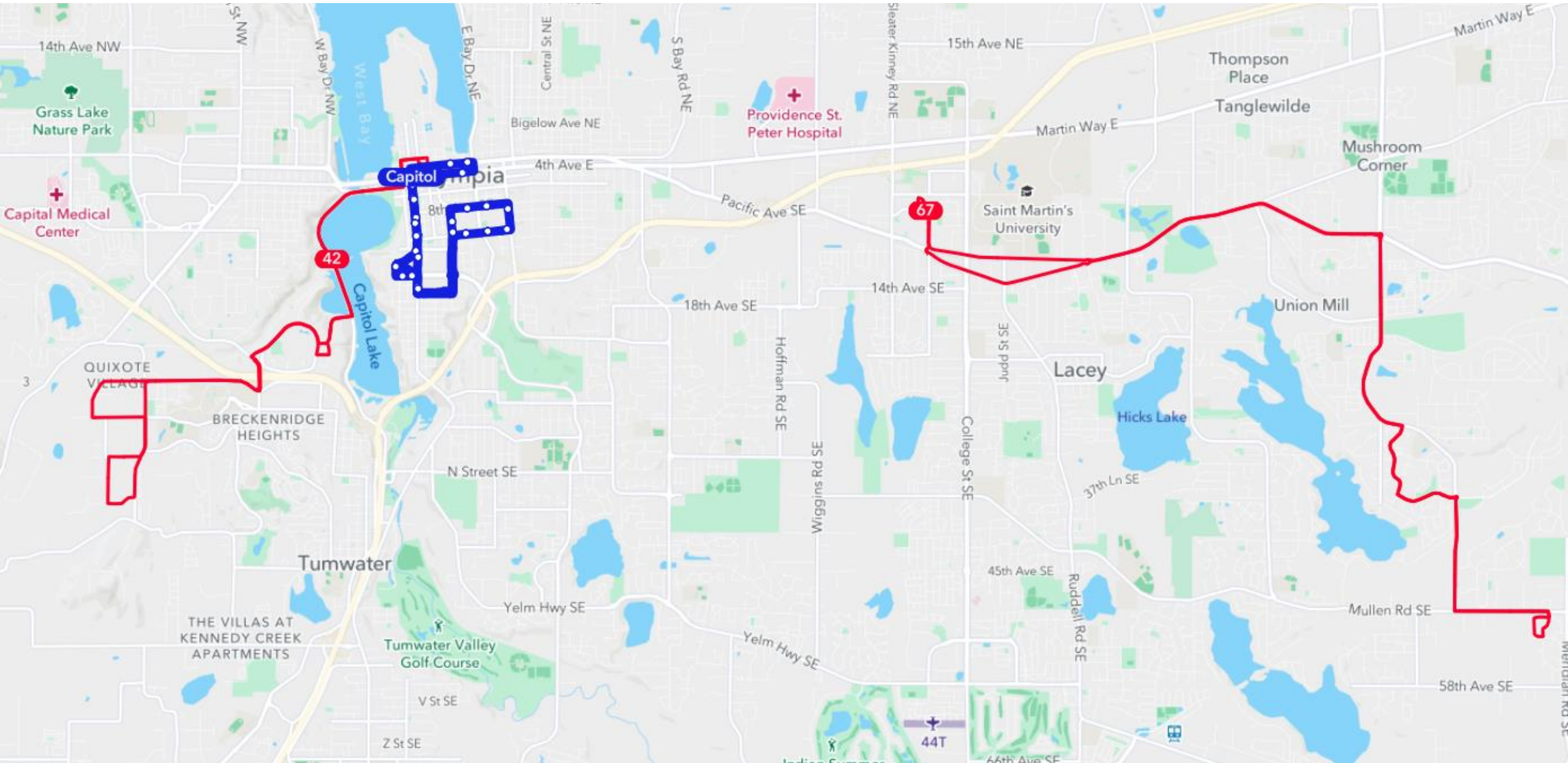
# Current Route 42 & 67



# January 2025, Routes 42 & 67

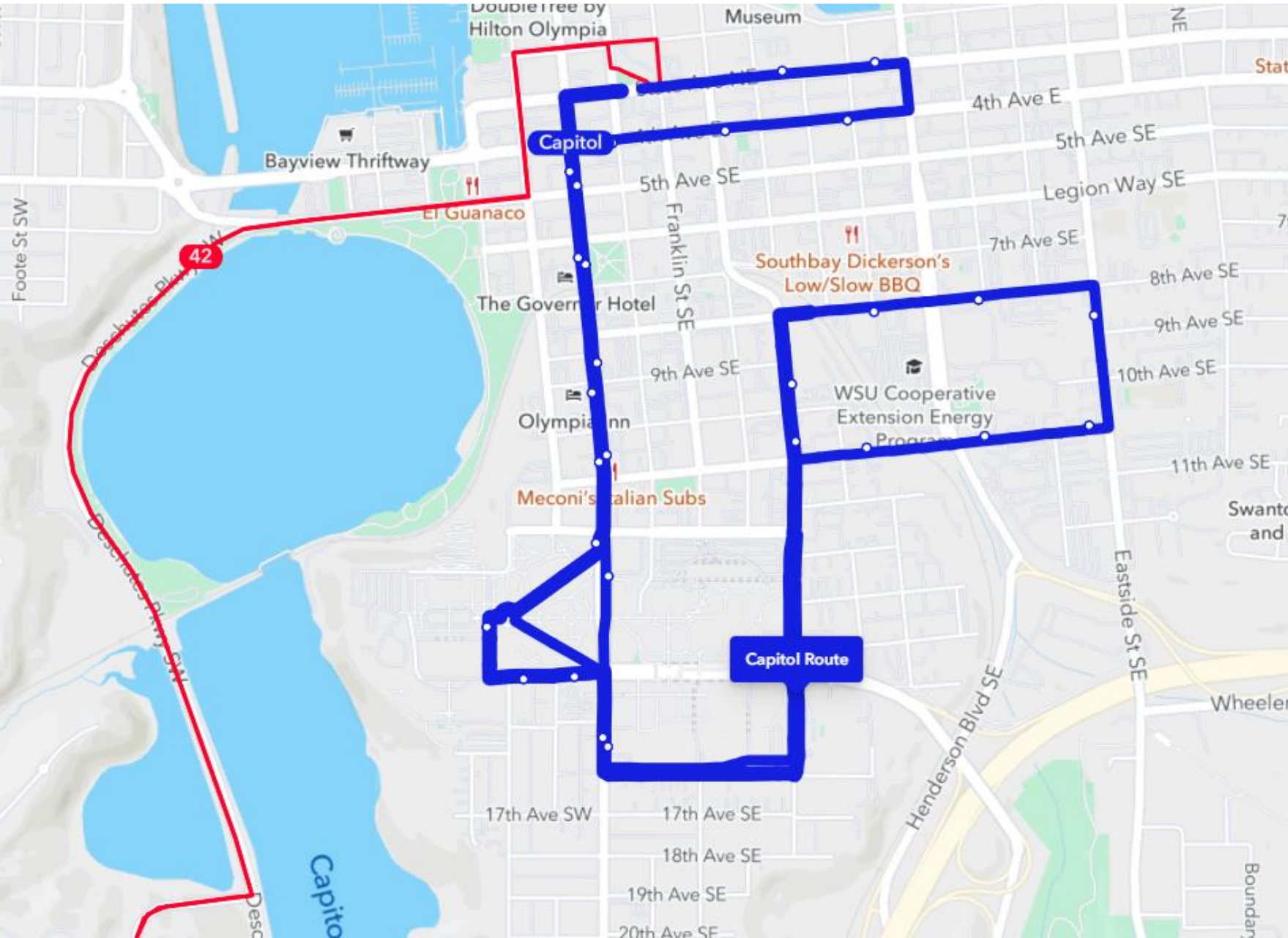


# A new Capitol Campus Route





# A new Capitol Campus Route



## Weekday Schedule

6:30 AM – 6:30 PM

- No weekend service

30-minute frequency

- Potential for improved frequency in 2026

## Features

- Links many State and Association offices to the Capitol Building
- One seat ride from Deschutes Parkway to the Capitol campus
- Connections to OTC and the State/4<sup>th</sup> Ave/Martin Way corridor

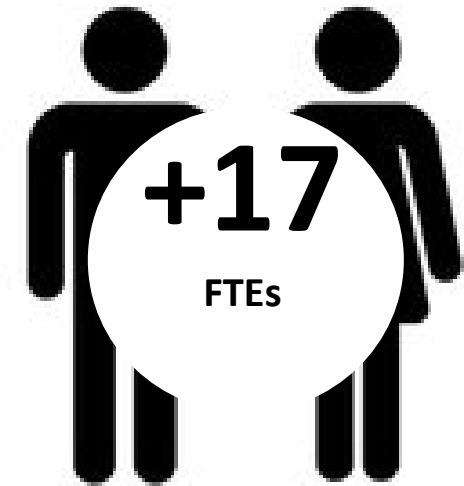
# January 5, 2025

## Fixed Route Schedule

- Increased service on Route 42 (west Olympia)
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Additional Buses Needed each Weekday



# In accordance with...

## 2024 – 2027 Title VI Program

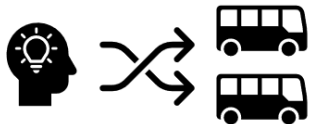
### Service Equity Analyses

#### Action Item: Service Equity Analysis IT's Systemwide Service Standards & Policies

##### Principal Title VI Purpose

A publicized evaluation to determine any adverse impact (i.e., a measurable action resulting altered access to transit) from a proposed Major change in service that disproportionately affects minority or low-income populations

What about this?



Is it a Major change?

OOOH...THIS  
CALLS FOR A

If yes, prepare a Service Equity  
Analysis for the CAC & Board



#### Action Item: Service Equity Analysis IT's Systemwide Service Standards & Policies

##### Principal Title VI Purpose

A publicized evaluation to determine any adverse impact (i.e., a measurable action resulting altered access to transit) from a proposed Major change in service that disproportionately affects minority or low-income populations

##### What is a Major change in service?

- A single change that reduces an individual route's revenue hours by 10% or more or increases revenue hours by 50% or more
- A single change that reduces the number of consecutive bus stops on an individual route by 3 or more; or increases the number of consecutive stops by 5 or more
- Removing or substantially relocating a single bus stop that is used by 50 or more passengers per day (combined boardings and alightings)
- Creation, or discontinuation of a fixed route in entirety

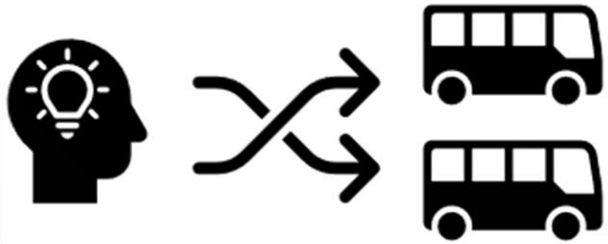
OOOH...THIS  
CALLS FOR A  
SPREADSHEET

##### What is significant Disparate/Disproportionate Impact?

The measured share of people in minority populations of race, color, national origin, or low-income are adversely impacted more than the measured share of people in the service area, plus 3%

# Let's Refresh: 2024 – 2027 Title VI Program

What about this?



Is it a Major change?

OOOH...THIS  
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SPREADSHEET

If yes, prepare a Service Equity  
Analysis for the CAC & Board



*Major* changes to service include:

- ✓ Increase of service on a single route by more than 50%
- ✓ Creation of a new fixed route

# Draft: Service Equity Analysis

*January 5, 2025*

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## Research Objective:

Identify any adverse impact resulting in significant disparity to populations that are a racial minority or low-income

## Disparity is present if:

- The proportionately adversely affected population impacts more minority or low-income residents by 3% or more, or
- The proportionately benefitting population favors fewer minority or low-income residents by 3% or less

# Draft: Service Equity Analysis

January 5, 2025

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## Research Objective:

Identify any adverse impact resulting in significant disparity to populations that are a racial minority or low-income

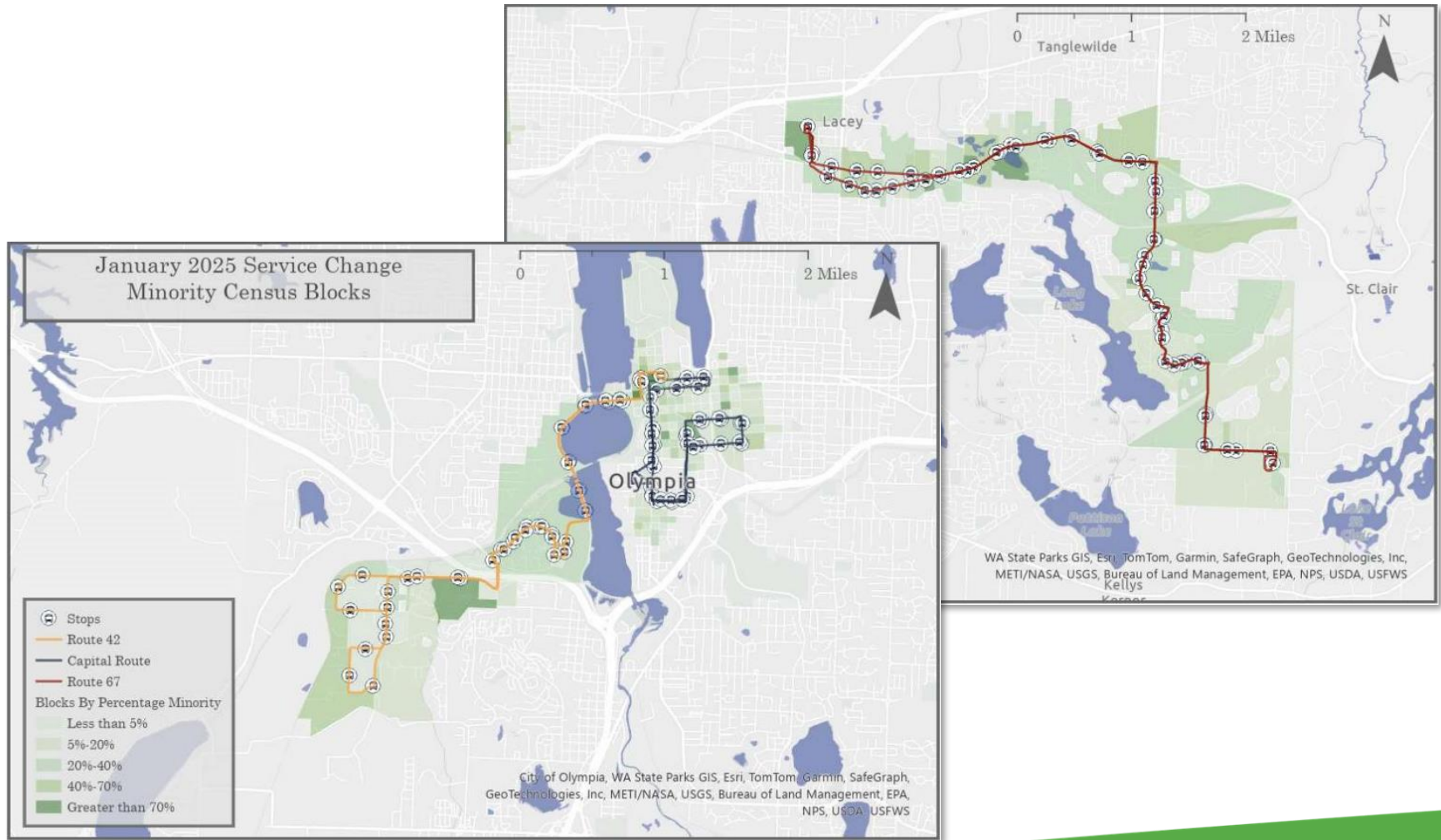
## Disparity is present if:

- ~~• The proportionately adversely affected population impacts more minority or low-income residents by 3% or more, or~~
- **The proportionately benefitting population favors fewer minority or low-income residents by 3% or less**

# Methodology

## Draft Service Equity Analysis

OOOH...THIS CALLS FOR A SPREADSHEET



Measure income and race of residents in Census blocks/block groups within ¼ mile of the three routes being considered for expansion of service; compare to the PTBA as a whole

# Findings – Minority Populations

## *Draft Service Equity Analysis*

OOOH...THIS CALLS FOR A SPREADSHEET

The increases to Route 42 and the new Capitol Route disproportionately benefit non-minority residents beyond the 3% allowance, thus resulting in disparity.

The increase to Route 67 does not reflect a disproportionate benefit to non-minority residents.

The combination of the benefitting populations does not reflect a negative or otherwise significant measure of disparity.

	Population	Minority	%Minority	Disparate Benefit
PTBA	213,317	64,912	30.4%	<27.4%

	Benefitting Population	Minority	%Minority	<27.4%	Is Disparity Present?
Route 42	3,159	844	26.7%	Yes	Yes
Capitol Route	2,996	650	21.7%	Yes	Yes
Route 67	9,391	3,109	33.1%	No	No
Combined	14,746	4,603	31.2%	No	No



# Findings – Low-income Populations

## *Draft Service Equity Analysis*

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The increases to Route 42, the new Capitol Route, and the Route 67 does not reflect a disproportionate benefit to residents not considered low-income.

The combination of the benefitting populations does not reflect a negative or otherwise significant measure of disproportionate burden to residents considered low-income

	Population	Low Income	% Low Income	Disproportionate Benefit
PTBA	213,317	21,338	10.0%	<7.0%

	Benefitting Population	Low Income	% Low Income	<7.0%	Disproportionate?
Route 42	5,124	686	13.4%	No	No
Capitol Route	3,131	438	14.0%	No	No
Route 67	8,053	841	10.4%	No	No
Combined	16,308	1,965	12.1%	No	No

# Staff Recommendation

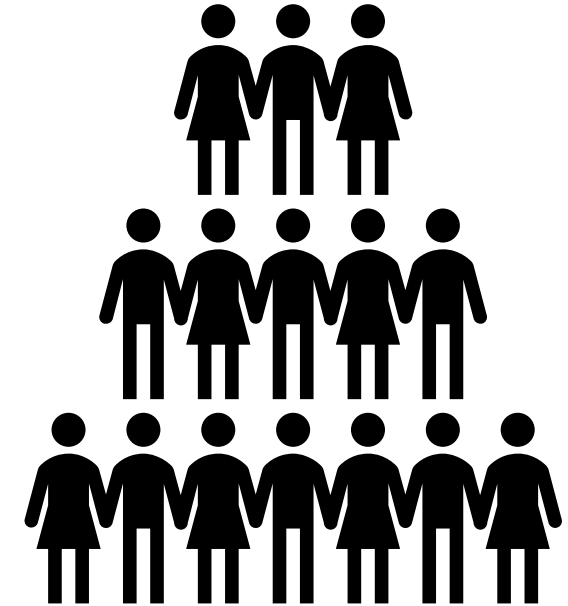
## *Draft Service Equity Analysis*

### Conclusion

- There are **no** reductions of service resulting in a specific **adverse impact**.
- The **measure of** disproportionate **benefit** to non-minority residents specific to Routes 42 and the new Capitol Route **are balanced** by the increase of service on the Route 67.
- The increase in service anticipated to begin January 5, 2025 **does not find** a significant measure of disparate or **disproportionate benefit** to non-minority residents or residents not considered low-income.

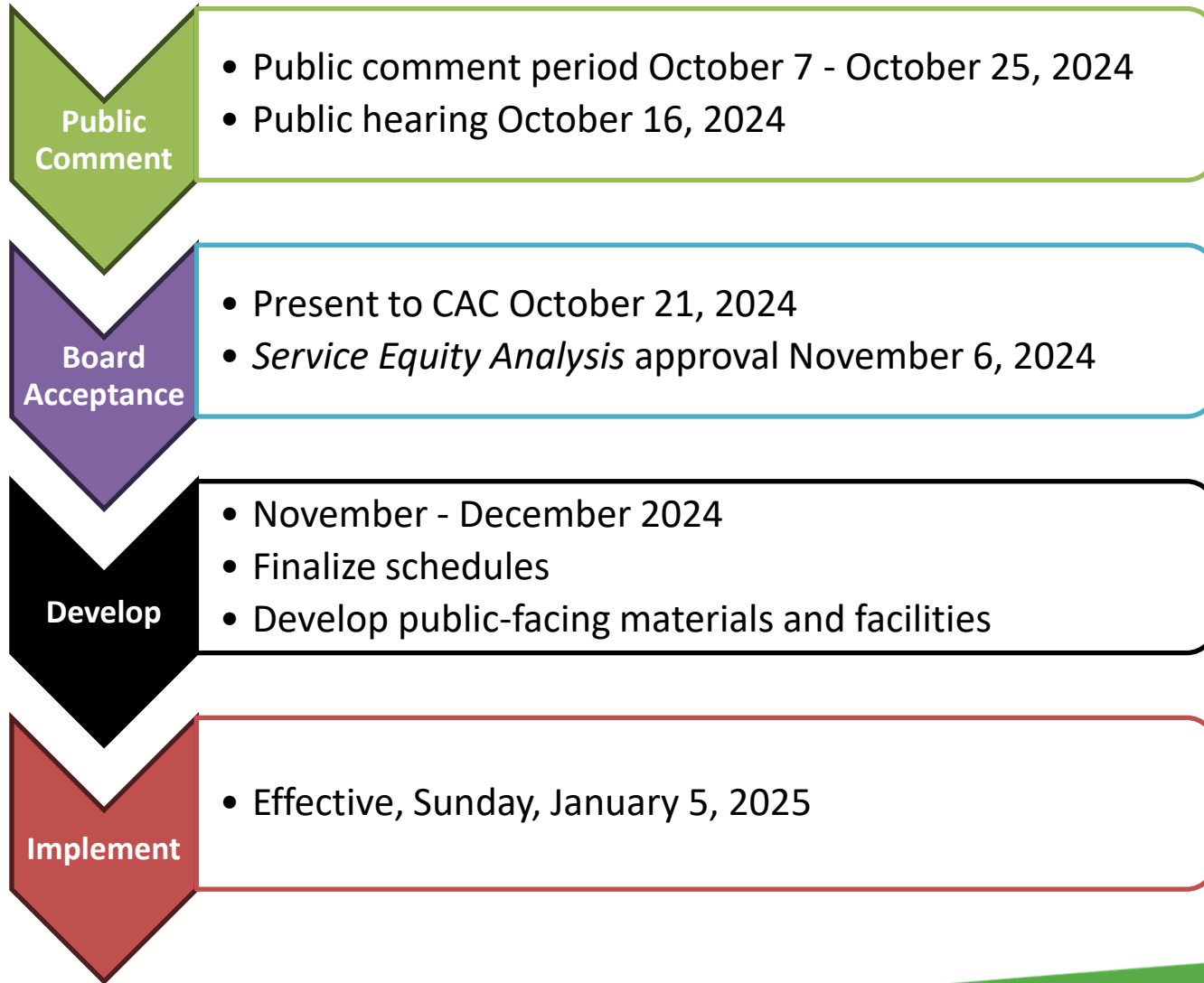
### Staff Recommendation

- Initiate a public comment period on the January 2025 summary of changes and Equity Analysis methods and findings.
- Announce a public hearing for Wednesday, October 16<sup>th</sup>



# Timeline and Process

## *Draft Service Equity Analysis*



# Questions and Discussion

*Rob LaFontaine, Planning Deputy Director*