

January 5, 2025

Major Service Change Equity Analysis *Final Adoption*

Rob LaFontaine
Planning Deputy Director

Presented to the Intercity Transit Authority Board on November 20, 2024

INTERcity
TRANSIT

January 5, 2025

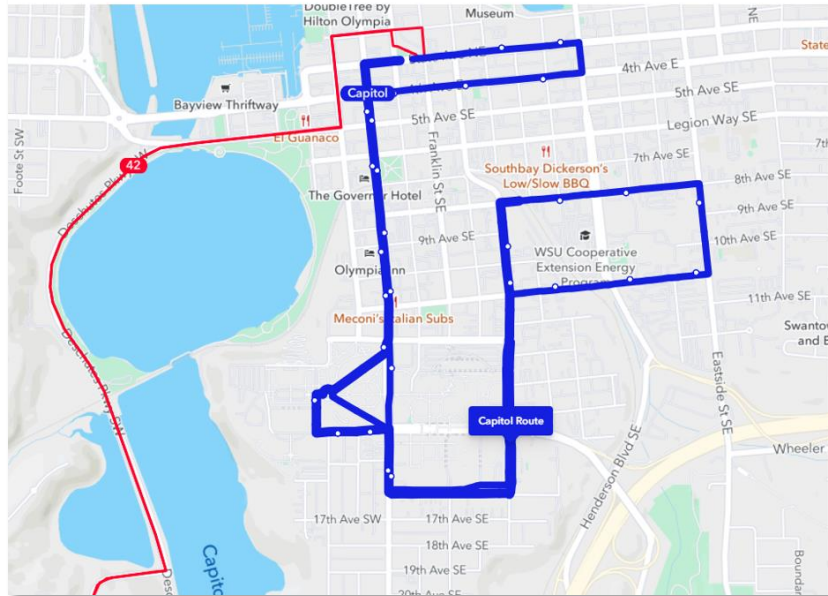
A quick recap would be helpful

January 5, 2025

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- 1. October 2nd** – Introduced the January 2025 service summary, set a public hearing for October 16th

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/4th Ave/Martin Way corridor

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)



INTERcity TRANSIT

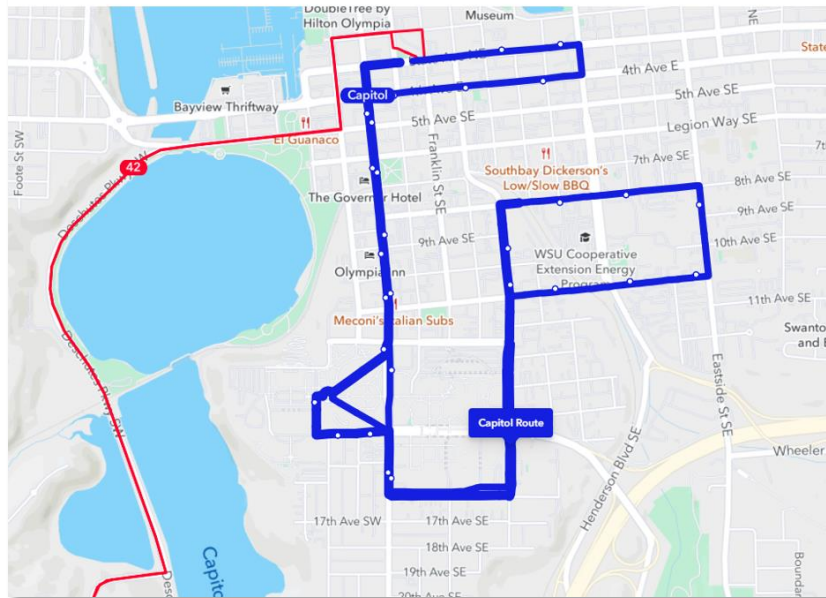
INTERcity TRANSIT

January 5, 2025

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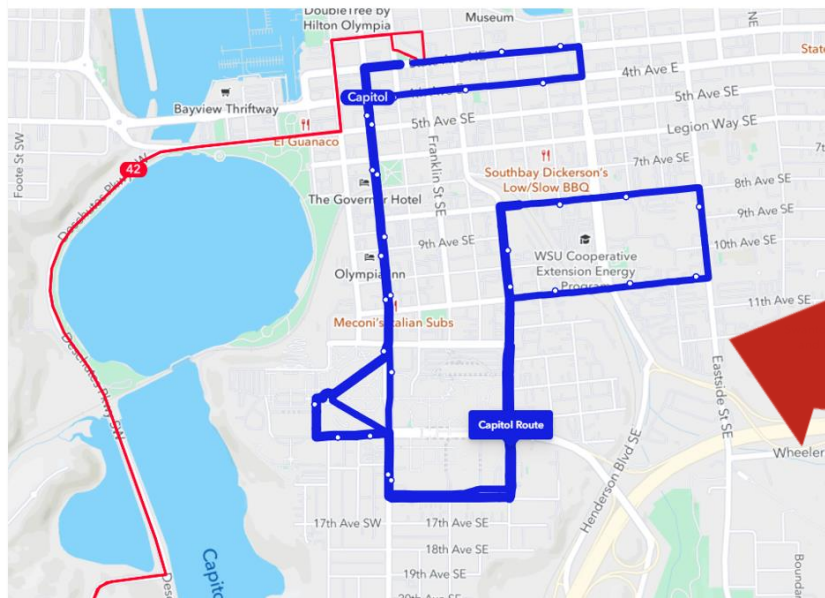
INTERcity
TRANSIT

January 5, 2025

A quick recap would be helpful

1. **October 2nd** – Introduced the January 2025 service summary, set a public hearing for October 16th
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 - Recommendation for the *Capitol Campus* route to **include the Olympia Farmer's Market**

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2. **October 16th** – Public Hearing
 - Public testimony recommending the new route **include the Olympia Farmer's Market**

January 5, 2025

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 - Initiated a public comment period from Oct 7 – 25th
 - Recommendation for the *Capitol Campus* route to **include the Olympia Farmer's Market**
2. **October 16th** – Public Hearing
 - Public testimony recommending the new route **include the Olympia Farmer's Market**
3. **October 21st** – Review with the CAC
 - New *Capitol Campus* line announced as Route 14
 - CAC indicated preference for the new Route 14 to **include the Olympia Farmer's Market**
 - Consensus to recommend ITA adoption of the Draft Equity Analysis

January 5, 2025

A quick recap would be helpful

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January 2025 – then...

A new Capitol Campus Route #14



Weekday Schedule

6:30 AM – 6:30 PM

- No weekend service

30-minute frequency

- Potential for improved frequency in 2026

Features

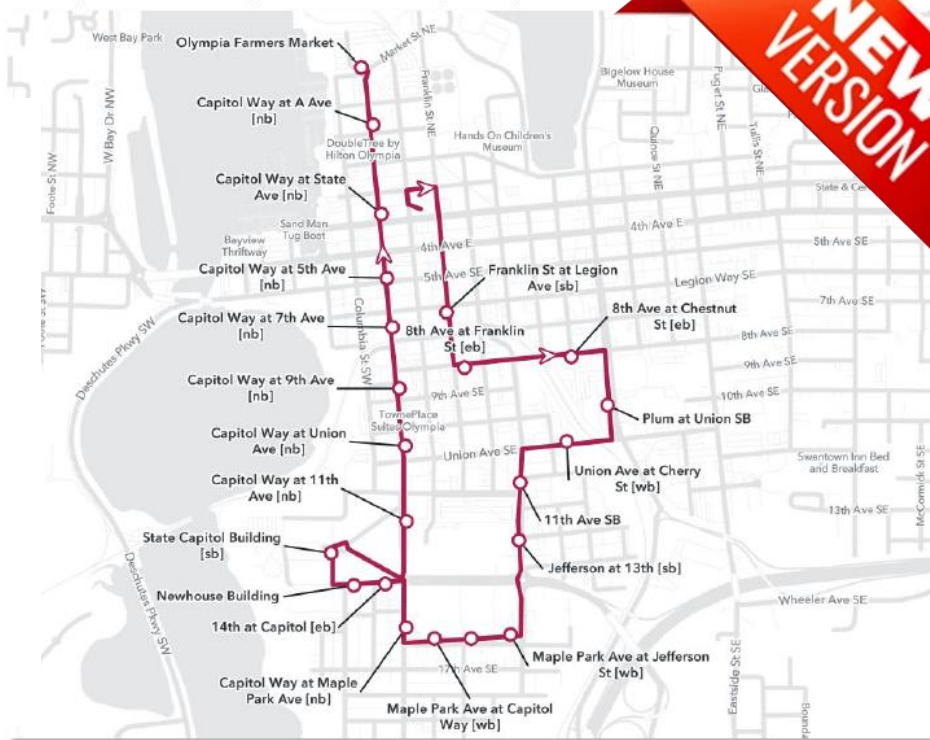
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January 2025 – Now includes the Farmer's Market

Routing Maps & Bus Stops – Route 14 Capitol Campus

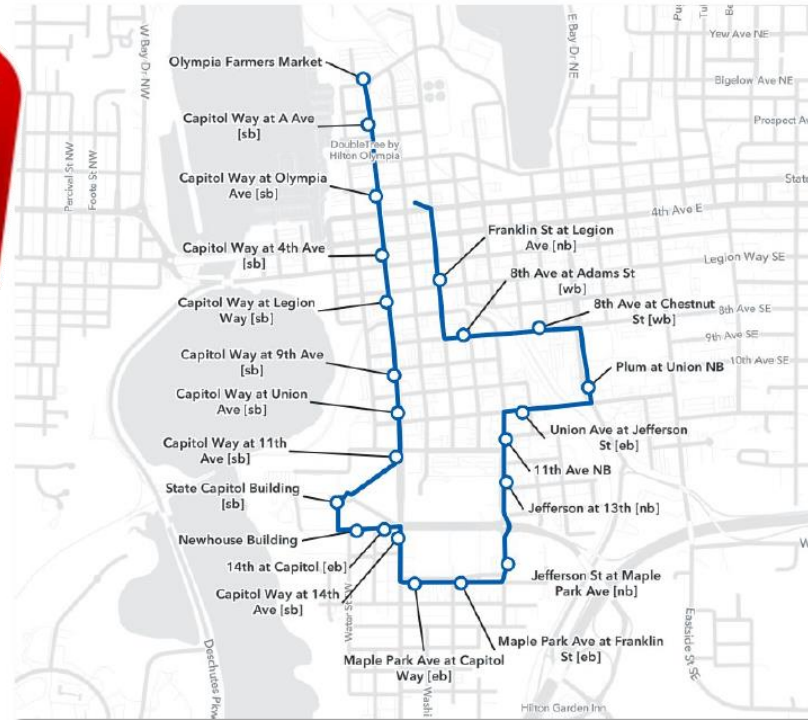
to Farmer's Market (Outbound)

From the Olympia Transit Center, south on Franklin St, east on 8th Ave, south on Plum St, west on Union Ave, south on Jefferson St, west on Maple Park Ave, north on Capitol Way, west on South Diagonal, south on Cherry Ln, east on Sid Snyder Ave, north on Capitol Way to Farmer's Market



to Olympia Transit Center (Inbound)

From the Olympia Farmer's Market, south on Capitol Way, west on North Diagonal, south on Cherry Ln, east on Sid Snyder Ave, south on Capitol Way, east on Maple Park Ave, north on Jefferson St, east on Union Ave, north on Plum St, west on 8th Ave, north on Franklin St. to the Olympia Transit Center.



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January 5, 2025 In Review

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- **New** Capitol Campus Route (downtown Olympia)

+15,000
Annual Hours of Service

**1
2
3**
Additional Buses Needed each Weekday

+17
FTEs



January 2025 – Now includes the Farmer's Market

Routing Maps & Bus Stops – Route 14 Capitol Campus

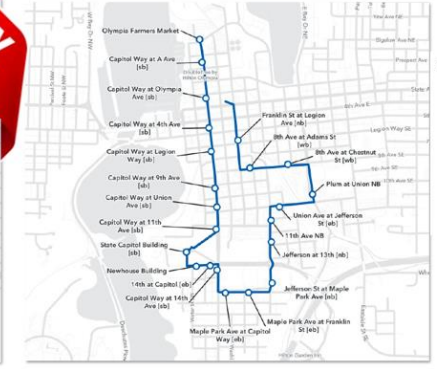
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OOOH...THIS
CALLS FOR A
SPREADSHEET

Draft: Service Equity Analysis

January 5, 2025



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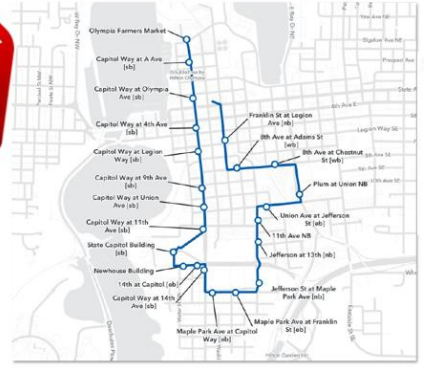


January 2025 – Now includes the Farmer's Market

Routing Maps & Bus Stops – Route 14 Capitol Campus

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OOOH...THIS
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updated
~~Draft~~: Service Equity Analysis
January 5, 2025



updated Findings – Minority Populations

Service Equity Analysis

OOOH...THIS CALLS FOR A SPREADSHEET

The increases to Route 42 and the new Route 14 disproportionately benefit non-minority residents beyond the 3% allowance, thus resulting in disparity.

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

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

	Benefitting Population	Minority	%Minority	<27.4%	Is Disparity Present?
Route 42	3,159	844	26.7%	Yes	Yes
<i>NEW Route 14</i>	<i>3,737</i>	<i>750</i>	<i>20.1%</i>	Yes	Yes
Route 67	9,391	3,109	33.1%	No	No
<i>Combined</i>	<i>16,287</i>	<i>4,703</i>	<i>28.9%</i>	No	No

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

updated 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
<i>NEW</i> <i>Route 14</i>	<i>5,460</i>	<i>739</i>	<i>13.5%</i>	No	No
Route 67	8,053	841	10.4%	No	No
<i>Combined</i>	<i>18,637</i>	<i>2,266</i>	<i>12.2%</i>	No	No

Final Service Equity Analysis

Staff Recommendation

Conclusion *No update required*

- 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 Route 14 **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.
- *We did not receive any public comment regarding the methodology or findings of the Equity Analysis research*

Equity Analysis – Findings

Disparate Benefit
A service area overlapping with the PTBA indicated that Transit's disproportionate burden to non-minority populations is less than the distribution of residents.

Disproportionate Benefit
A service area population of 213,317 was distributed among income categories available within the 2020 U.S. Census. The measured Census block groups overlapping with the PTBA indicated an aggregate low-income population of 21,338, or 10.0%. Applying intercity Transit's disproportionate burden threshold of 3% establishes that route populations with low-income populations greater than 7.0% do not contain a significant disproportionate burden to residents considered low-income; but route populations with less than 7.0% low-income resident population would indicate a disproportionate benefit to non-low-income populations.

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

When measured, the low-income distribution of the Route 42 resident population is 13.4%, similarly, the low-income distribution of the new Route 14 is 13.5%, and the low-income distribution of the Route 67 is 10.4%. Each of the three routes suggests a population containing an above-average distribution of residents considered to be low-income.

Benefiting	Disproportionate?			
	Population	Low Income	% Low Income	<7.0%
Route 42	5,124	686	13.4%	No
NEW Route 14	5,460	739	13.5%	No
Route 67	8,053	841	10.4%	No
Combined	18,637	2,266	12.2%	No

Conclusion *No update required*

The findings of the Equity Analysis conclude the absence of reductions of service resulting in a specific adverse impact. Moreover, the measure of disproportionate benefit to non-minority residents specific to Routes 42 and the new Route 14 are balanced by the increase of service on the Route 67.

The increase in service expected to begin January 5, 2025 results in a benefitting population that does not reflect a negative or otherwise significant measure of racial disparity or burden disproportionate to residents considered to be low-income.

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Final Service Equity Analysis

Staff Recommendation

Conclusion No update required

- 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 Route 14 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.
- We did not receive any public comment regarding the methodology or findings of the Equity Analysis research

Staff Recommendation

- Adopt the Final January 2025 Major Service Change Summary and Equity Analysis, as presented



Final Service Equity Analysis

Staff Recommendation

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- The **measure of disproportionate benefit** to non-minority residents specific to Routes 42 and the new Route 14 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.
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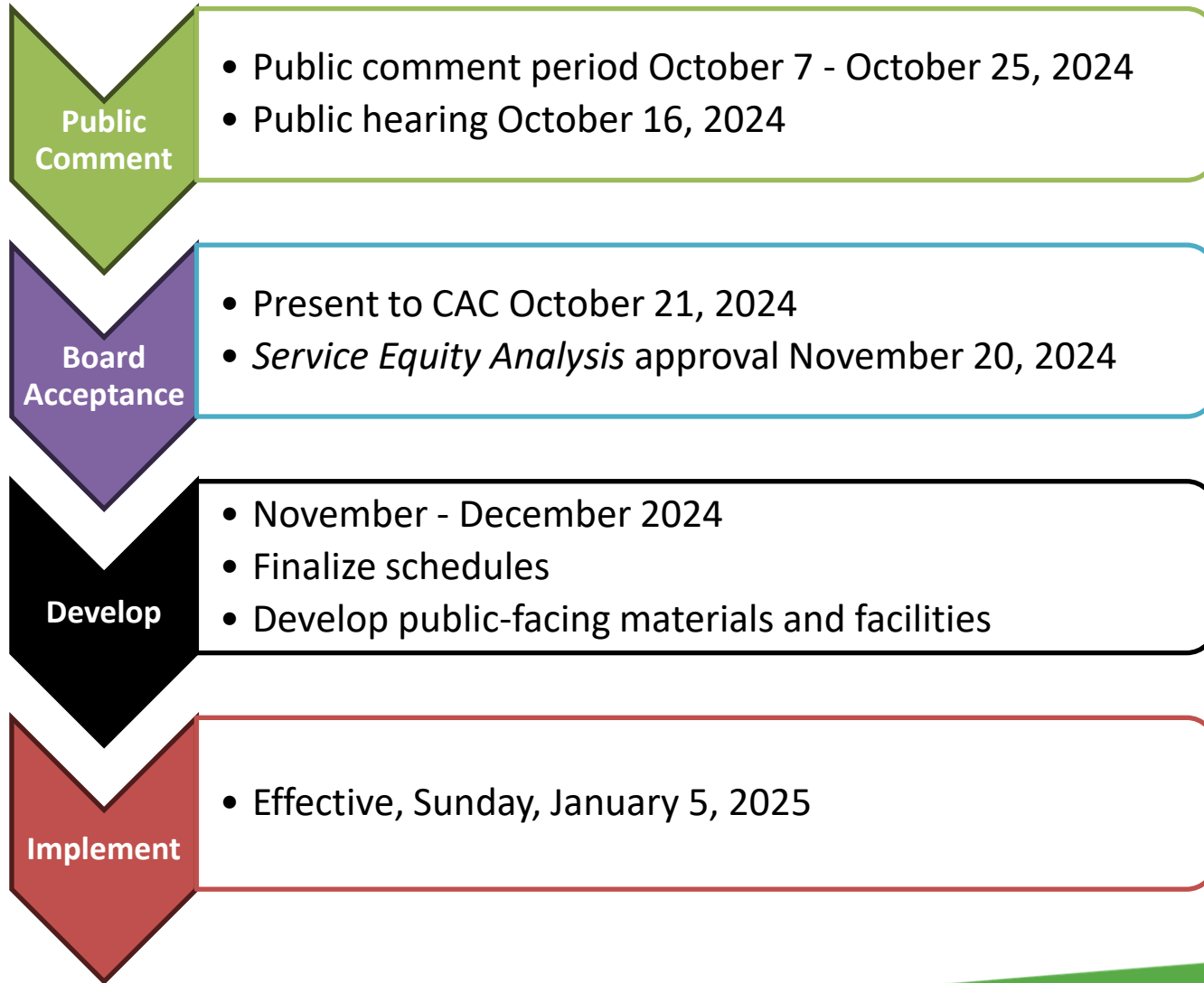
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Includes an adjustment to the new Route 14



Timeline and Process

Final Service Equity Analysis



Questions and Discussion

Rob LaFontaine, Planning Deputy Director