## 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





 October 2<sup>nd</sup> – Introduced the January 2025 service summary, set a public hearing for October 16<sup>th</sup>



### 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)
- Increased service on Route 67 (east Lacey)
- New Capitol Campus Route (downtown Olympia)



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  - Initiated a public comment period from Oct 7 25<sup>th</sup>



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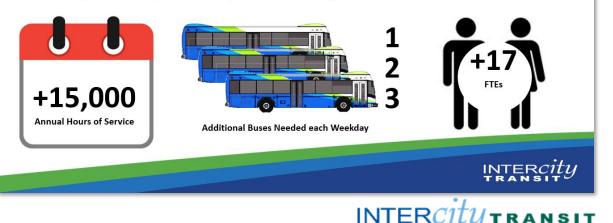
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### January 5, 2025

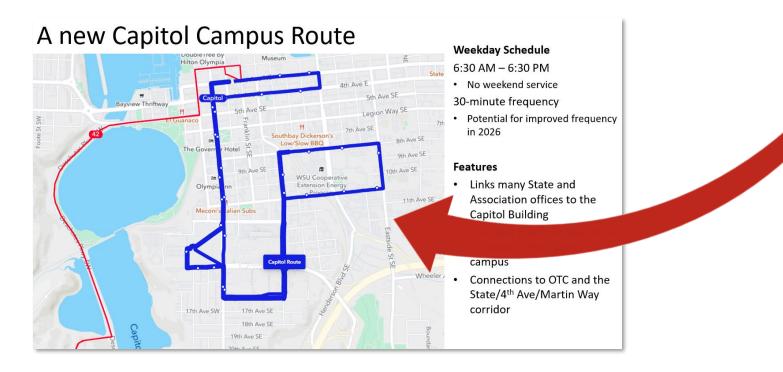
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  - Recommendation for the *Capitol Campus* route to **include the Olympia Farmer's Market**

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  - Recommendation for the *Capitol Campus* route to include the Olympia Farmer's Market
- 2. October 16<sup>th</sup> Public Hearing
  - Public testimony recommending the new route include the Olympia Farmer's Market



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  - Recommendation for the *Capitol Campus* route to include the Olympia Farmer's Market
- 2. October 16<sup>th</sup> Public Hearing
  - Public testimony recommending the new route include the Olympia Farmer's Market
- 3. October 21<sup>st</sup> 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



include the Olympia Farmer's Market

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## January 2025 – then...



#### Weekday Schedule

6:30 AM - 6:30 PM

- No weekend service
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#### Features

- Links many State and Association offices to the Capitol Building
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- Connections to OTC and the State/4<sup>th</sup> Ave/Martin Way corridor



## January 2025 – Now includes the Farmer's Market

#### Routing Maps & Bus Stops – Route 14 Capitol Campus

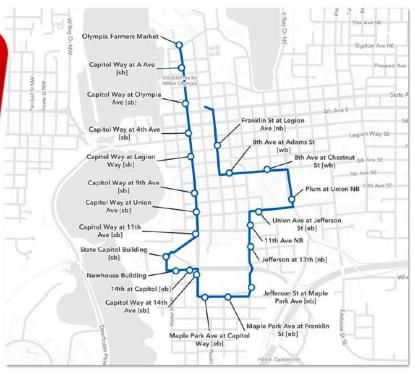
#### to Farmer's Market (Outbound)

From the Olympia Transit Center, south on Franklin St, east on 8<sup>th</sup> 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 Stranget Str

#### ast Bay Park Olympia Farmers Market Capitol Way at A Ave Capitol Way at State Ave [nb] Ath Ave I up Bos Bayview 5th Ave SE Capitol Way at 5th Ave ranklin St at Legion Ave [sb] 7th Ave SE 8th Ave at Chestnut Capitol Way at 7th Ave St[eb] at Frankli [eb Capitol Way at 9th Av 10th Ave SE [nb] Plum at Union SB Capitol Way at Unio Ave [nb] wantown Inn Bed Union Ave at Cherry and Breakfast Capitol Way at 11th St [wb] Ave [nb] 13th Ave St 11th Ave SB State Capitol Building Jefferson at 13th [sb] Newhouse Building 14th at Capitol [eb] Maple Park Ave at Jefferson St [wh] Capitol Way at Maple Park Ave [nb] Maple Park Ave at Capitol Way [wb]

#### 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 8<sup>th</sup> Ave, north on Franklin St. to the Olympia Transit Center.



#### include the Olympia Farmer's Market

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# January 5, 2025

### January 2025 – Now includes the Farmer's Market

#### Routing Maps & Bus Stops – Route 14 Capitol Campus

#### to Farmer's Market (Outbound)

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### OOOH...THIS CALLS FOR A SPREADSHEET

### **Draft:** Service Equity Analysis

January 5, 2025



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### updated Draft: Service Equity Analysis

January 5, 2025



## updated Findings – Minority Populations

### Service Equity Analysis

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The increases to Route 42 and the new Route 14 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		Disparate Benefit
РТВА	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
NEW Route 14	3,737	750	20.1%	Yes	Yes
Route 67	9,391	3,109	33.1%	No	No
Combined	16,287	4,703	28.970	No	No

## updated Findings – Low-income Populations

### Draft Service Equity Analysis

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

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		Disproportionate Benefit
РТВА	213,317	21,338	10.0%	<7.0%

OOOH ... THIS

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

## **Final Service Equity Analysis**

### 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

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Equi	ty Analysis – Findings	
Disparat	Findings	
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overlappi		
used to d	ng A service area population of 213,317 was distributed among income categories available within ca an aggregate low-income population of 21,338, or 110 measured disproportionate burden threshold of or 21,338, or 110 measured and a service area population of 21,338, or 110 measured area of the PTBA induced of the PTBA induc	
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Transit's di	efia envice 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 disproportionate burden threshold of 3% establishes that route populations greater than 7.0% do not contain a significant river populations greater than 7.0% do not contain a significant river populations with how income populations.	
distribution	st st disproportionate burden threshold of 3% establishes that route populations with the PTBA indicated 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 review considered low-income, but route populations with less thread to review population would indicate a dispropertionate burden to review population would indicate a dispropertionate burden to review population static thread to review the static term of	
populations	populations greater than 7 or 10.0%. Applying Interest	
minority pop	esponation of 21,338, or 10.0%. Applying lint the PTBA indicated populations greater than 7.0% do not contain a significant disproportionate burden threshold of 3% establishes that route populations with low-income considered low-income; but route populations with less than 7.0% low-income population population would indicate a disproportionate benefit to non-low-income population Population Low State Low State Low State Low State Low Populations population would indicate a disproportionate benefit to non-low-income populations	
1 00	population would indicate a direct populations with less monotonate burden to	
	Provide a second	1
PTBA	cow % Low income position to resident	I
Service Area	Service Area 213,317 21 232	I
	Service Area 21,338 10.0% C3 and	Ĺ
When measu	when measured, the low-income	
less than the	distribution of the Route	
distribution	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 Bornetting low % Low % Dow %	
residents.	Boundary of the Route 67 is 10.4%. Each of the new Route 14 is 13.5%, and the low-income  an above-average distribution of residents considered to be low-income.  Boundary Low % Low	
	Benefitting Low Low	
	Route 42 5 124 Income Income State Office Income	
Route 42	3,124 Income Disproportionated	
NEW	NEW 5 400	
Route 14	Noute 14 739 13 ray	
	Route 67 8,053 - No No	
Route 67	Combined 18 cm	
Combined	18.637 NO NO	
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Note: The fig	Conclusion No update required	
in the Route	- Sinclusion No UD data	
1	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-min a residents specific to Routes 42 and the new Route 14 are balance and the Route 67.	
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28.9% rac	does not refer to here a service on	
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oarate im	to residents considered to be low in the source of racial dimension that	
	is low-income, disparity or burden	
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Staff Recommendation

## **Final Service Equity Analysis**

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- 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**

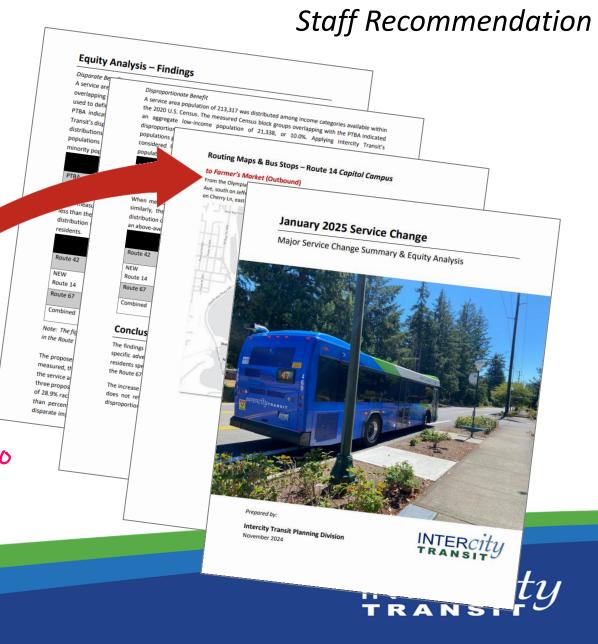
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  Includes an adjustment to

the new Route 14

### **Staff Recommendation**

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



## **Timeline and Process**

Final Service Equity Analysis





## Questions and Discussion

Rob LaFontaine, Planning Deputy Director

