BFT operates its programs without regard to race, color and national origin. To receive additional information on BFT’s discrimination obligations including our complaint procedures please contact us at (509) 734-5107.
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Executive Summary

As required by Federal Transit Administration (FTA) Circular 4702.1B §4, Chap.4-10, Ben Franklin Transit (BFT) must prepare a Title VI service equity analyses, where applicable, of all major service and fare changes using current FTA guidance. This documentation will be submitted to FTA and kept on file at BFT. A Title VI service equity analysis evaluates proposed changes and their impacts on minority and low-income populations within the BFT service area, including discussion of outreach and public involvement strategies and activities used to involve and inform minority, low-income, and limited English proficiency (LEP) populations throughout the decision-making process.

At this time, BFT staff is proposing fixed route service changes that would create a Frequent Service Corridor (FSC) providing 15-minute or better service between transit centers and main commercial corridors with new routes 1 and 3 and a future route 2. The new routes are combinations of the current routes 120, 126, 150, and 160 (and future consolidation of routes 225 and 268). Implementation of the FSCs will also require modest changes to BFT’s local fixed route network to maintain service coverage and connectivity. BFT is proposing the implementation of routes 20 and 26, both of which are truncated versions of the current routes 120 and 126 to maintain coverage beyond the new route 1 alignment. BFT is also proposing implementation of a new route 40 to maintain service on a portion of the existing route 16 and add new service to some of the mostly densely populated moderate income areas of Kennewick.

Frequencies on routes 42 and 47’s frequencies will be increased from 60 minutes to 30 minutes on Saturdays from 7 AM to 8 PM. These changes, if approved, will be made in June 2021.

Additionally, BFT staff is proposing the implementation of fixed route and complementary ADA Dial-A-Ride services on Sundays. BFT currently does not provide any fixed route service on Sunday, and this proposal will result in a significant increase in service and administrative support. Sunday service will consist of the six routes operating every 30 minutes, supplemented by CONNECT, BFT’s on-demand, first-mile/last-mile service to maintain coverage throughout the Tri Cities portion of BFT’s service area. Routes 1, 3, 123 (shortened), 225, 42, and 64 will operate BFT’s Sunday network. Route 123 will not provide service to the Stevens Center employment center located at the northern terminus, since this is a weekday commuter destination. The Sunday network is proposed to operate from 8:00 a.m. to 6:30 p.m.

If approved, most of the proposed service changes outlined above will qualify as a major service change per BFT’s Major Service Change Policy. Saturday frequency improvements on routes 42 and 47 and the Route 110 daily schedule adjustment do not meet BFT’s definition of a major service change. BFT defines a major service change as “any change in service on any individual route that would add or eliminate more than 20% of the route revenue miles or route revenue hours.”

Upon further analysis it was concluded that implementation of FSC routes, the proposed local route changes, and the addition of fixed route service on Sundays would not result in a disparate impact (adverse effect on minority populations) or disproportionate burden (adverse effects on low-income populations). For additional clarification and detail as to how BFT operates its programs without regard to race, color, national origin please refer to BFT’s 2019 Title VI Program and Language Assistance Plan, which can be found at https://www.bft.org/civil-rights/.
BFT Major Service Change Policies
Title VI service and fare equity analyses will be conducted when proposed service changes constitute a major service and exceed the quantitative threshold outlined in BFT’s Major Service Change, Disproportionate Burden and Discriminatory Impact policies, which were adopted by BFT Board of Directors via Resolution 15-2013 (Appendix A). Additional changes to the Disproportionate Burden and Discriminatory Impact Policy were made via BFT Board of Directors’ adoption of Resolution 26-2014 (Appendix B). These policies are detailed below:

Major Service Change Policy
A major service change is defined as any change in service on any individual route that would add or eliminate more than 20% of the route revenue miles or route revenue hours. All major service changes will be subject to an equity analysis which includes an analysis of adverse effects. An adverse effect is defined as a geographical or time-based reduction in service which includes but is not limited to: span of service changes, frequency changes, route segment elimination, re-routing, or route elimination.

Disproportionate Burden Policy
The purpose of this policy is to establish a threshold which identifies when the adverse effects of a major service change or any fare change disproportionately affects low-income populations.

If the impact of a major service change proposal or any fare change proposal requires a low-income population to receive benefits 20% less or to bear adverse effects 20% more than those benefits or adverse effects received or borne by the non-minority population, that impact will be considered a disproportionate burden.

Disproportionate burden on routes with either span of service changes and/or frequency changes will be determined by analyzing all routes with such changes together. Disproportionate burden on routes with segment elimination, re-routing, or route elimination will be determined on a route by route basis.

Disparate Impact Policy
The purpose of this policy is to establish a threshold which identifies when adverse effects of a major service change or any fare change disproportionately affects members of a group identified by race, color, or national origin.

If the impact of a major service change proposal or any fare change proposal requires a minority population to receive benefits 20% less or to bear adverse effects 20% more than those benefits or adverse effects received or borne by the non-minority population, that impact will be considered a disparate impact.
Service Area Demographic Overview

BFT provides public transportation services across a 616-square mile Public Transit Benefit Area (PTBA) within Benton and Franklin counties, located in Washington State. The PTBA includes the municipalities of Kennewick, Pasco, Richland, West Richland, Benton City, Prosser and pockets of unincorporated areas in Benton and Franklin County. BFT’s operation is accounted for under a single enterprise fund, which uses the same accrual accounting method as private enterprise. BFT has no sub-recipients and does not pass FTA funds through to sub-recipients.

The estimated population of BFT’s PTBA is 260,587 as of 2018 (Washington State Office of Financial Management) while Benton and Franklin counties have a combined estimated population of BFT 271,122 (2012-2016 American Community Survey 5-Year Estimates). BFT’s PTBA and surrounding areas consist of a diverse population of which 37.6% identify as a minority and 14.7% of the population has household income at or below the federal poverty line (Figures 1 & 2).

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates
Map 1 - BFT PTBA Minority Population Percentage by Block Group

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates
Map 2 - BFT PTBA Low-Income Population Percentage by Block Group

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates
Map 3 - BFT PTBA Block Groups with Minority & Low-Income Populations Exceeding Area Average

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimate
Major Service Changes (June 2021)

Recommended Route 1 Service Change Profile

- FSC route
  - Combination of segments of routes 120,126,150, and 160
  - Established true 15-minute service between Knight St Transit Center and Three Rivers Transit Center and 22nd Ave Transit Center during the majority of weekday and Saturday service
  - Reduces layover time at mid-route transit centers (e.g., Three Rivers Transit Center)
  - 6 vehicles needed to operate
- Implementation planned for June 2021
- Reduced frequency Sunday service planned for August 2021
- Demographic Breakdown:

<table>
<thead>
<tr>
<th>Recommended Route 1</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
<td>18,795</td>
</tr>
<tr>
<td>Minority %:</td>
<td>46.8%</td>
</tr>
<tr>
<td>Low-Income%:</td>
<td>24.0%</td>
</tr>
</tbody>
</table>

Route 1 Recommended Frequency, Service Span, & Routing

**Table 1 - Route 1 Frequency**

<table>
<thead>
<tr>
<th></th>
<th>Weekdays</th>
<th>Saturdays</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6 AM – 8 PM</td>
<td>8 PM – 10 PM</td>
</tr>
<tr>
<td>Recommended Route 1</td>
<td>15</td>
<td>15</td>
</tr>
</tbody>
</table>

**Table 2 - Route 1 Service Span Changes (approximate time)**

<table>
<thead>
<tr>
<th></th>
<th>Weekday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommended Route 1</td>
<td>6:00 AM – 10:00 PM</td>
<td>7:00 AM – 10:00 PM</td>
</tr>
</tbody>
</table>
Recommended Route 3 Service Change Profile

- Route 3
  - FSC route
  - Adheres to same route alignment and schedule as current route 150 and 160 between 22nd Ave Transit Center and Dayton St Transfer Point
  - Established true 15-minute 22nd Ave Transit Center and Dayton St Transfer Point during the majority of weekday and Saturday service
  - 4 vehicles needed to operate
- Implementation planned for June 2021
- Reduced frequency Sunday service planned for August 2021
- Demographic Breakdown:

  **Recommended Route 3**
  
  Total: 12,366
  Minority %: 78.4%
  Low-Income%: 27.4%

**Route 3 Recommended Frequency, Service Span, & Routing**

**Table 3 - Route 3 Frequency**

<table>
<thead>
<tr>
<th></th>
<th>Weekdays</th>
<th>Saturdays</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6 AM – 8 PM</td>
<td>8 PM – 10 PM</td>
</tr>
<tr>
<td><strong>Recommended Route 3</strong></td>
<td>15</td>
<td>15</td>
</tr>
</tbody>
</table>

**Table 4 - Route 3 Service Span Changes (approximate time)**

<table>
<thead>
<tr>
<th></th>
<th>Weekday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Recommended Route 3</strong></td>
<td>6:00 AM – 10:00 PM</td>
<td>7:00 AM – 10:00 PM</td>
</tr>
</tbody>
</table>
Map 5- Route 3 Implementation Service Change Impacts
Recommended Route 20 Service Change Profile

- Route 20
  - New local route
  - Adheres to same route alignment as current route 120 between Knight St Transit Center and West Richland Transit Center
  - Potential schedule adjustments to accommodate better connection on transfer centers
  - 2 vehicles needed to operate
- Implementation planned for June 2021
- Demographic Breakdown:
  
<table>
<thead>
<tr>
<th>Recommended Route 20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
</tr>
<tr>
<td>7,112</td>
</tr>
<tr>
<td>Minority %:</td>
</tr>
<tr>
<td>22.3%</td>
</tr>
<tr>
<td>Low-Income%:</td>
</tr>
<tr>
<td>14.3%</td>
</tr>
</tbody>
</table>

**Route 20 Recommended Frequency, Service Span, & Routing**

*Table 5 - Route 20 Frequency*

<table>
<thead>
<tr>
<th></th>
<th>Weekdays</th>
<th>Saturdays</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6 AM – 8 PM</td>
<td>8 PM – 10 PM</td>
</tr>
<tr>
<td>Recommended Route 20</td>
<td>30</td>
<td>30</td>
</tr>
</tbody>
</table>

*Table 6 - Route 20 Service Span Changes (approximate time)*

<table>
<thead>
<tr>
<th></th>
<th>Weekday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommended Route 20</td>
<td>6:00 AM – 10:00 PM</td>
<td>7:00 AM – 10:00 PM</td>
</tr>
</tbody>
</table>
Map 6- Route 20 Implementation Service Change Impacts
Recommended Route 26 Service Change Profile

- Route 26
  - New local route
  - Adheres to same route alignment as the northern segment of current route 126 north of Knight St Transit Center
  - 20-minute frequency during the majority of weekdays and Saturdays
  - 30-minute frequencies from 8 PM to 10 PM
  - 2 vehicles needed to operate
- Implementation planned for June 2021
- Demographic Breakdown:

<table>
<thead>
<tr>
<th></th>
<th>Recommended Route 26</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>5,978</td>
</tr>
<tr>
<td>Minority %</td>
<td>31.6%</td>
</tr>
<tr>
<td>Low-Income %</td>
<td>17.4%</td>
</tr>
</tbody>
</table>

**Route 26 Recommended Frequency, Service Span, & Routing**

*Table 7 - Route 26 Frequency*

<table>
<thead>
<tr>
<th></th>
<th>Weekdays</th>
<th>Saturdays</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6 AM – 8 PM</td>
<td>8 PM – 10 PM</td>
</tr>
<tr>
<td>Recommended Route 26</td>
<td>20</td>
<td>30</td>
</tr>
</tbody>
</table>

*Table 8 - Route 26 Service Span Changes (approximate time)*

<table>
<thead>
<tr>
<th></th>
<th>Weekday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommended Route 26</td>
<td>6:00 AM – 10:00 PM</td>
<td>7:00 AM – 10:00 PM</td>
</tr>
</tbody>
</table>
Map 7 – Route 26 Implementation Service Change Impacts
Recommended Route 40 Service Change Profile

- Route 40
  - New local route
  - Provides increased service between Three Rivers Transit Center and Dayton St Transfer Point
  - Provides more direct trips between the Clearwater commercial corridor areas and the high density of low-income and minority populations living adjacent to Olympia St and 10th Ave intersection in Kennewick
  - Replaces service to some of the coverage area of eliminated Route 160
  - 30-minute frequency during the majority of weekdays and Saturdays
  - 2 vehicles needed to operate
- Implementation planned for June 2021
- Demographic Breakdown:

<table>
<thead>
<tr>
<th></th>
<th>Recommended Route 40</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
<td>18,955</td>
</tr>
<tr>
<td>Minority %:</td>
<td>53.5%</td>
</tr>
<tr>
<td>Low-Income%:</td>
<td>30.8%</td>
</tr>
</tbody>
</table>

Route 40 Recommended Frequency, Service Span, & Routing

Table 9 - Route 40 Frequency

<table>
<thead>
<tr>
<th></th>
<th>Weekdays</th>
<th>Saturdays</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>6 AM – 8 PM</td>
<td>8 PM – 10 PM</td>
</tr>
<tr>
<td></td>
<td>7 AM – 7 PM</td>
<td>7 PM – 10 PM</td>
</tr>
<tr>
<td>Recommended Route 40</td>
<td>30</td>
<td>-</td>
</tr>
</tbody>
</table>

Table 10 - Route 40 Service Span Changes (approximate time)

<table>
<thead>
<tr>
<th></th>
<th>Weekday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td>Recommended Route 40</td>
<td>6:00 AM – 8:00 PM</td>
<td>No service</td>
</tr>
</tbody>
</table>
Map 8 – Route 40 Implementation Service Change Impacts

Title VI Communities*

<table>
<thead>
<tr>
<th>Minority</th>
<th>Low-Income</th>
<th>Both</th>
</tr>
</thead>
</table>

Service Changes

- Route 40
- 1/4 Mile Buffer
- Fixed Route System

*US Census block groups in which the minority and/or low-income population exceeds the area average.
Recommended Minor Service Changes

- Route 42
  - Increase to 30-minute frequencies from 7 AM to 8 PM on Saturdays
- Route 47
  - Increase to 30-minute frequencies from 7 AM to 8 PM on Saturdays
- Route 110
  - Shift schedules 15 minutes back to allow for better connections where route intersects with other fixed routes
- Route 225
  - Redesignated as Route 2A
  - No expected reduction in service to coverage area
  - Implemented at a later date
- Route 268
  - Redesignated as Route 2B
  - No expected reduction in service to coverage area
  - Implemented at a later date

Recommended Route Elimination – Major Service Changes

- Route 120
  - Truncated and western segments redesignated as Route 20
  - Eastern segments covered by new Route 1
  - No expected reduction in service to coverage area other than highway segments with no stops
- Route 126
  - Truncated and northern segments redesignated as Route 26
  - Southern segments covered by new Route 1
  - No expected reduction in service to coverage area
- Route 150
  - Covered by new Route 1 between Three Rivers Transit Center and Dayton Transfer Point
  - Covered by new Route 3 between Dayton Transfer Point and 22nd Ave Transit Center
  - No expected reduction in service to coverage area other than highway segments with no stops
- Route 160
  - Covered by new Route 1 between Three Rivers Transit Center and Cleawater Ave & Yelm St
  - Covered by Route 40 on Kennewick Ave from Yelm St to Olympia St
  - Service eliminated on Kennewick Ave between Olympia St and Garfield St (4 stops total)
  - Covered by new Route 3 between Dayton Transfer Point and 22nd Ave Transit Center
Major Service Changes (August 2020 – Sunday Service)

Recommended Sunday Service Implementation Profile

- Base fixed route network that includes:
  - Route 1
  - Route 225
  - Route 3
  - Route 4
  - Route 6
  - Route 123

- 8:00 AM to 6:30 PM fixed route service
- Reduced frequencies on most routes
- Addition of approximately 8,000 revenue hours annually
- Addition of approximately 2,000 revenue miles annually
- Implementation planned for August 2021
- Demographic Breakdown:

  **Recommended Sunday Service**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
<td>68,335</td>
</tr>
<tr>
<td>Minority:</td>
<td>50.4%</td>
</tr>
<tr>
<td>Low-Income:</td>
<td>20.6%</td>
</tr>
</tbody>
</table>

Sunday Service Recommended Frequency, and Service Span

**Table 11 – Sunday Fixed Route Frequencies**

<table>
<thead>
<tr>
<th>Route</th>
<th>Frequency</th>
<th>Service Span</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>30</td>
<td>8:00 AM – 6:30 PM</td>
</tr>
<tr>
<td>225</td>
<td>30</td>
<td>8:00 AM – 6:30 PM</td>
</tr>
<tr>
<td>3</td>
<td>30</td>
<td>8:00 AM – 6:30 PM</td>
</tr>
<tr>
<td>42</td>
<td>30</td>
<td>8:00 AM – 6:30 PM</td>
</tr>
<tr>
<td>64</td>
<td>30</td>
<td>8:00 AM – 6:30 PM</td>
</tr>
<tr>
<td>123</td>
<td>30</td>
<td>8:00 AM – 6:30 PM</td>
</tr>
</tbody>
</table>
2021 Annual Service Plan Title VI Service Equity Analysis Results

This section details results from a service equity analysis conducted for the planned implementation of the FSC and local route adjustments that will be implemented in June 2021. Results for implementation of Sunday fixed route service, which will be implemented in August 2021, are also included. These recommended service changes will constitute as a major service change per BFT’s Major Service Change Policy if implemented, thus a service equity analysis is required.

BFT conducts service equity analyses in order to prevent adverse effects, disparate impact, disproportionate burdens and unfair treatment of minority and low-income populations in BFT’s service area. Specifically, BFT staff are required to “valuates significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact.” This service equity analysis was conducted by BFT staff to evaluate proposed service changes, which do not include any fare changes, in compliance with FTA Circular 4702.1B §4, Chap.4-10.

Given the fact that the proposed fixed route service changes have a widespread impact on a large percentage of the fixed route network, this service equity analysis was conducted on a system-wide basis. That said, service changes will result in a substantial increase in service and there are very few areas that will experience decreased frequencies or service elimination.

It should also be noted that route nomenclature (i.e., route naming and numbering) may be adjusted between service change approval and service implementation. That said, routing and levels of service will stay the same. Any changes to route nomenclature between service change approval and implementation will be identified and explained to both the BFT Board of Directors and the public.

Equity Analysis Methodology

BFT staff utilized Remix to conduct this service equity analysis. Remix has the capability to automatically generate a Title VI report (2012-2016 American Community Survey data) by comparing existing fixed routes to the proposed changes. Remix implements the following methodology to provide accurate service equity analysis data:

1. Calculate low-income and minority population within 1/4 mile of current and proposed fixed route
   - For each route, build a shape that represents the area within quarter mile of any of its route alignment
   - Intersect the catchment area with 2012-2016 ACS Census data. Get a list of block groups and the percentage overlap with each.
   - For each block group, take the percentage of overlap and multiply it by the block group’s statistics
2. Compare the number of people-trips, before and after
Multiply the population near a route times the number of trips it makes (per year) to get “people-trips”
Repeat for low-income and minority populations to get “low-income people-trips” and “minority people-trips”
Compare these numbers between the current and the proposed versions of the route, to get a set of people-trip differences. Remix compares current routes to proposed routes that have the same name.

3. Get the total difference in people-trips across the transit system
   - Repeat the process above for every route in the transit system
   - Sum the difference in people-trips. This will return three numbers: total difference in people-trips, total difference in low-income people-trips, and total difference in minority people-trips.

4. Calculate the change borne by low-income and minority populations
   - Divide the total difference in low-income people-trips by the total difference in people-trips to get the percentage of change borne by those with low-income
   - Repeat for minority people-trips

5. Compare the percentage change to the average in the service area
   - Calculate the average percentage of low-income and minority populations across the entire service area
   - Subtract from the change borne by those populations
   - Get two final numbers: the difference between the impact this set of transit changes had on low-income and minority populations compared to any average change

June 2021 Service Equity Analysis Results
Recommended implementation of routes 1 and 3, which will be designated as “Frequent Service Corridor” routes, will qualify as a major service change per BFT’s Major Service Change Policy due to the substantial change in the route’s coverage area, revenue hours, and revenue miles. Route 2A and 2B are just a reclassification of current route 225 and 268, and thus does not result in a major service change. Service change recommendations involving the local route system (i.e. routes 20, 26, 40) will also qualify as a major service change. As such, a service equity analysis was conducted to determine if the recommended change planned for 2021 will result in a disparate impact and/or disproportionate burden on the minority and low-income populations.

Disparate Impact Analysis
If the impact of a major service change proposal requires a minority population to receive benefits 20% less or to bear adverse effects 20% more than those benefits or adverse effects received or borne by the non-minority population, that impact will be considered a disparate impact per BFT’s Disparate Impact Policy.

Minority populations will experience 55.5% of the effects of the planned implementation FSC and local route service changes. This is 17.9% above the area average. Changes borne by minority populations will
not exceed the area average by more than 20% and no potential disparate impact is expected. Service changes will result in a substantial increase for minority populations.

Disproportionate Burden Analysis
If the impact of a major service change proposal or any fare change proposal requires a low-income population to receive benefits 20% less or to bear adverse effects 20% more than those benefits or adverse effects received or borne by the non-minority population, that impact will be considered a disproportionate burden.

Low-income populations will experience 26.9% of the effects of the planned implementation FSC and local route service changes. This is 12.2% above the area average. Changes borne by low-income populations will not exceed the area average by more than 20%, meaning there will be no potential disproportionate burden. Regardless, the planned changes will result in an increase of service to low-income populations.

Table 12 – FSC & Local Fixed Route Service Change Data (Increased Service)

<table>
<thead>
<tr>
<th>Population (1/4 mi)</th>
<th>Population (1/4 mi)</th>
<th>Additional People-Trips</th>
<th>Change Borne</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>Low-Income Minority Annual Trips</td>
<td>Total Low-Income Minority Annual Trips</td>
<td>Total Low-Income Minority</td>
</tr>
<tr>
<td>Baseline Fixed Route System</td>
<td>147,167 16.1% 42.9% 267,030</td>
<td>149,612 16.2% 43.0% 338,885</td>
<td>468,648,625 126,447,186</td>
</tr>
<tr>
<td>Proposed Service Change</td>
<td>260,545,025 26.9% 55.5%</td>
<td>Area Average 14.7% 37.6%</td>
<td>Delta 12.2% 17.9%</td>
</tr>
</tbody>
</table>
Map 9 - FSC & Local Fixed Route Service Change Implementation Impacts

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimate
August 2021 Service Equity Analysis Results

Recommended addition of fixed route service on Sundays will qualify as a major service change per BFT’s Major Service Change Policy due to the substantial change in the route’s coverage area, revenue hours, and revenue miles. As such, a service equity analysis was conducted to determine if the plan to incorporate current fixed route Sunday service will result in a disparate impact and/or disproportionate burden on the minority and low-income populations.

Disparate Impact Analysis

If the impact of a major service change proposal requires a minority population to receive benefits 20% less or to bear adverse effects 20% more than those benefits or adverse effects received or borne by the non-minority population, that impact will be considered a disparate impact per BFT’s Disparate Impact Policy.

Minority populations will experience 53.0% of the effects of the planned implementation of Sunday fixed route service. This is 15.4% above the area average. Changes borne by minority populations does exceed the area average by more than 20%, but no potential disparate impact is expected due to the fact that Route 268 will actually increase service to minority populations.

Disproportionate Burden Analysis

If the impact of a major service change proposal or any fare change proposal requires a low-income population to receive benefits 20% less or to bear adverse effects 20% more than those benefits or adverse effects received or borne by the non-minority population, that impact will be considered a disproportionate burden.

Low-income populations will experience 21.9% of the effects of the planned implementation of Sunday fixed route service. This is 7.2% above the area average. Changes borne by low-income populations will not exceed the area average by more than 20%, meaning there will be no potential disproportionate burden. Regardless, the planned changes will result in an increase of service to low-income populations.

Table 13 - Sunday Service Change Data (Increased Service)

<table>
<thead>
<tr>
<th>Population (1/4 mi)</th>
<th>Proposed Service Change</th>
<th>Service Change Impact Breakdown (People-Trips Difference)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>Low-Income Minority</td>
<td>Annual Trips</td>
</tr>
<tr>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

Area Average 14.7% 37.6% 
Delta 7.2% 15.4%
Map 10 - Sunday Service Implementation Impacts

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimate
Service Equity Analysis Summary

Based on the service equity analysis results pertaining to the implementation of FSC routes, local route changes, and Sunday fixed route service, BFT staff have concluded that there will be no disparate impact or disproportionate burden will occur if these planned service changes are implemented. This conclusion means that there will be no apparent adverse effects on minority or low-income populations will be caused with the planned service changes outlined in the 2021 Annual Service Plan. In fact, if implemented, these service changes will result in a significant net gain of service to low-income and minority populations and will benefit all those who utilize BFT’s fixed route system. Fixed route service changes planned for June 2021 are expected to increase revenue hours by approximately 5% annually. The addition of Sunday fixed route service in August 2021 is expected to account for an additional 5% in revenue hours annually.

The only population that could potentially be negatively impacted by the proposed service changes outlined in the 2021 Annual Service Plan would be those who live in the residential areas adjacent to Kennewick Ave, between Olympia St and Dayton St. Although four fixed route bus stops will be removed, those who reside in these areas will be within close walking distance of bus stops located along routes 40, 41 and 42. BFT’s on-demand CONNECT service will also be available to those who are unable to make the short walk. As such, adverse impacts on Title VI populations are not expected.

Table 14 - Disparate Impact & Disproportionate Burden Determination

<table>
<thead>
<tr>
<th>Service Changes</th>
<th>Date Effective</th>
<th>Major Service Change</th>
<th>Disparate Impact</th>
<th>Disproportionate Burden</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 1</td>
<td>6/14/21</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Route 2A</td>
<td>6/14/21</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Route 2B</td>
<td>6/14/21</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Route 3</td>
<td>6/14/21</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Route 20</td>
<td>6/14/21</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Route 26</td>
<td>6/14/21</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Route 40</td>
<td>6/14/21</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Route 42</td>
<td>6/14/21</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Route 47</td>
<td>6/14/21</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Route 110</td>
<td>6/14/21</td>
<td>No</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Sunday Service</td>
<td>8/30/21</td>
<td>Yes</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>
Public Outreach & Comments

ADDED AFTER PUBLIC COMMENT PERIOD