

FY2020 Major Service Changes Title VI Analysis

Planning Department
Port Authority of Allegheny County
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Purpose and Definitions of Title VI

Title VI is a Federal statute and provides that no person shall, on the grounds 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. The program mandates transit agencies to evaluate, prior to implementation, all service changes that exceed the transit provider’s major service change threshold, and to determine whether those changes will have a discriminatory impact based on race, color, or national origin. Even though low-income populations are not a protected class under Title VI, the Federal Transit Administration (FTA) also requires transit providers to evaluate proposed service changes to determine whether low-income populations will bear a disproportionate burden of the changes.

Minority persons include American Indian and Alaska Natives, Asian persons, Black or African Americans, Hispanic or Latino persons and Native Hawaiian or other Pacific Islanders. The minority race and ethnicity data used in the analysis is from the American Community Survey (ACS) 2018 dataset from the U.S. Census.

A low-income household is defined as a household whose median household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The data for persons under poverty used in the analysis is from the American Community Survey (ACS) 2018 dataset from the U.S. Census.

Major Service Changes – Service Impact Analyses

Disparate Impact Analyses for Major Service Changes FY2020

In March 2020, Port Authority of Allegheny County plans to implement five major service changes as defined by the Authority as affecting more than 30% of a route’s weekly trips, directional miles or service hours. They are listed in the table below.

Route	Type of Major Service Change	Change Category	Type of Change
Route 60	Addition of Saturday Service	Addition of service day	Major
Route 53	Addition of Sunday Service	Addition of service day	Major
Route 2	Addition of weekend Service	Addition of two service days	Major
Route 67	Extension of weekend route	+33% of service hours	Major
Route 68	Extension of weekend route	+34% of service hours	Major

Route 60 Saturday Service Added

Description

Port Authority plans to provide route 60 Walnut-Crawford Village with Saturday service, which will follow the same route as the weekday service. Addition of a service day qualifies as a major service change for the Authority.

Demographics of Population within Major Service Change Area

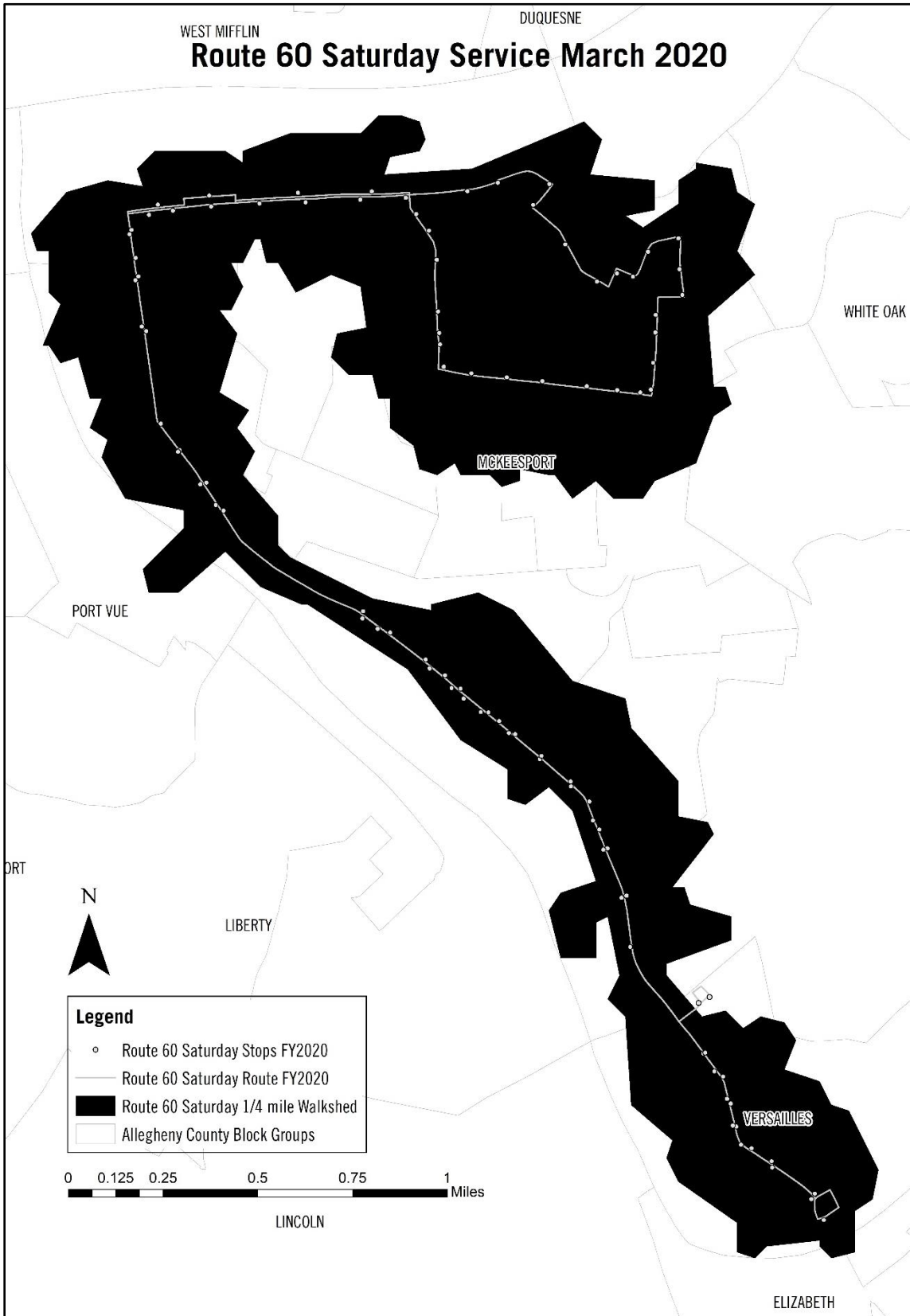
Walksheds were developed to be able to geographically constrain the service area before and after the change. The walkshed is defined as ¼ mile on street areas around each bus stop serving the route after the new service provision.

The map on page 3 shows the service area for route 60 Saturday service. The demographic analysis selects Census blocks of centroids within the walkshed and finds the percent of minority race and low-income populations within the new service area.

Route	Minority Population in Major Service Change Area Census Tracts	Allegheny County Minority Population	Percent Change from Service Area	Exceeds Disparate Impact Threshold of +20%	Low Income Population in Major Service Change Area Census Tracts	Allegheny County Low Income Population	Percent Change from Service Area	Exceeds Disproportionate Burden Threshold of +20%
60 Saturday	4,551/10,195 = 44.64%	21.20%	111%	Yes – No adverse effects; positive change	3,618/9,673 = 37.40%	12.10%	209%	Yes – No adverse effects; positive change

As seen in the chart, the block groups served by Route 60 have higher proportions of low income and minority race populations than the service area at large. However, this is a proposed service addition and a positive change, so no disparate impact or disproportionate burden would be borne by these populations.

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Route 60 Saturday Service March 2020



Route 53 Sunday Service Added

Description

Port Authority plans to provide route 53 Homestead Park with Sunday service, which will follow the same route as the Saturday service. Addition of a service day qualifies as a major service change for the Authority.

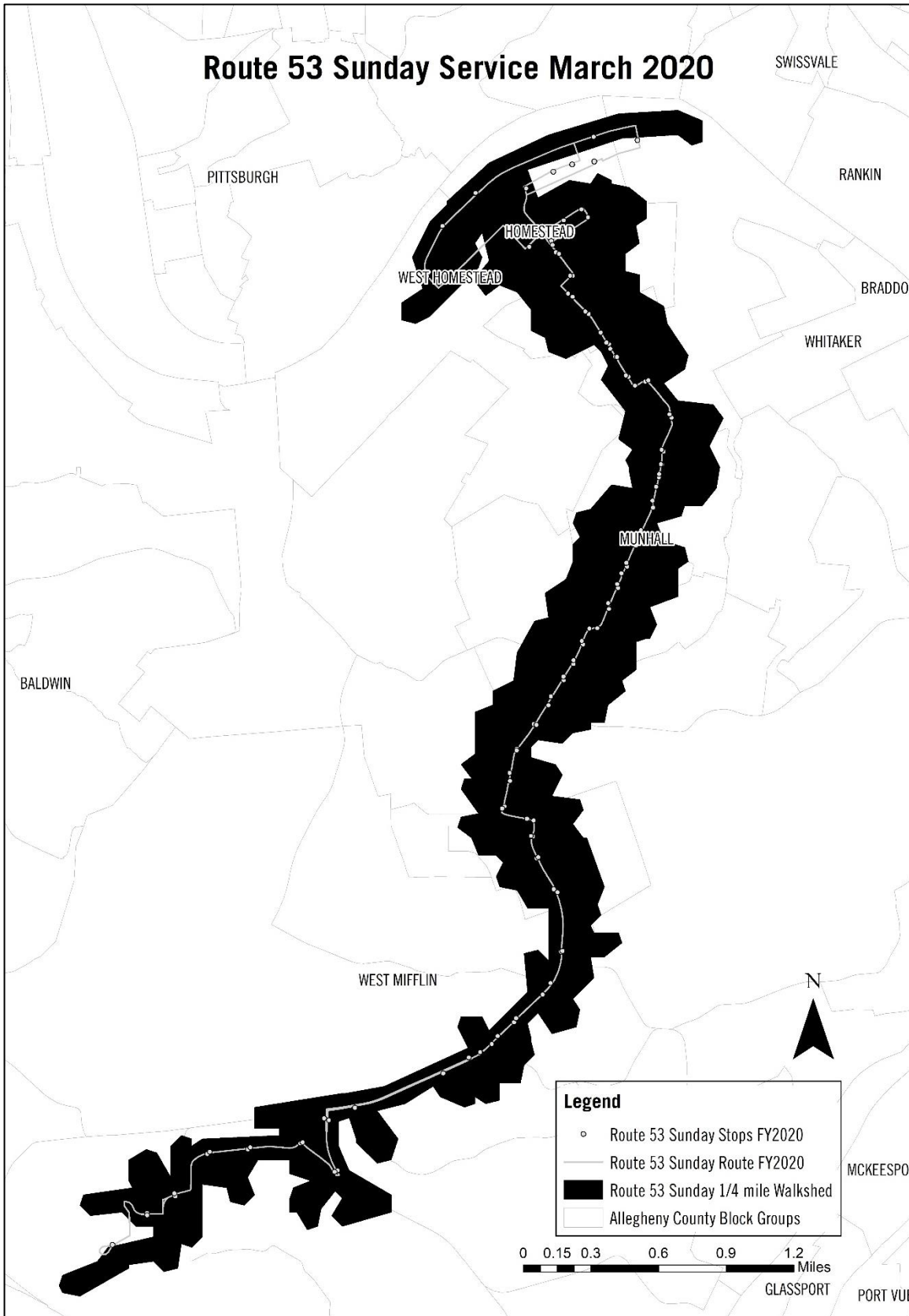
Demographics of Population within Major Service Change Area

Walksheds and selection of Census data were developed in the same manner as the Route 60 service change. The map on page 5 shows the service area for Route 53 Sunday service.

Route	Minority Population in Major Service Change Area Census Tracts	Allegheny County Minority Population	Percent Change from Service Area	Exceeds Disparate Impact Threshold of +20%	Low Income Population in Major Service Change Area Census Tracts	Allegheny County Low Income Population	Percent Change from Service Area	Exceeds Disproportionate Burden Threshold of +20%
53 Sunday	3,041/8,403 = 36.19%	21.20%	71%	Yes – No adverse effects; positive change	1,692/8,349 = 20.27%	12.10%	67%	Yes – No adverse effects; positive change

As seen in the chart, the block groups served by Route 53 have higher proportions of low income and minority race populations than the service area at large. However, this is a proposed service addition and a positive change, so no disparate impact or disproportionate burden would be borne by these populations.

Route 53 Sunday Service March 2020



Route 2 Weekend Service Added to Millvale through the Strip District

Description

Port Authority provided Route 2 Mount Royal with weekend service, which will be from Downtown Pittsburgh to Millvale loop via the Strip District neighborhood of the City of Pittsburgh. Addition of a service day qualifies as a major service change for the Authority.

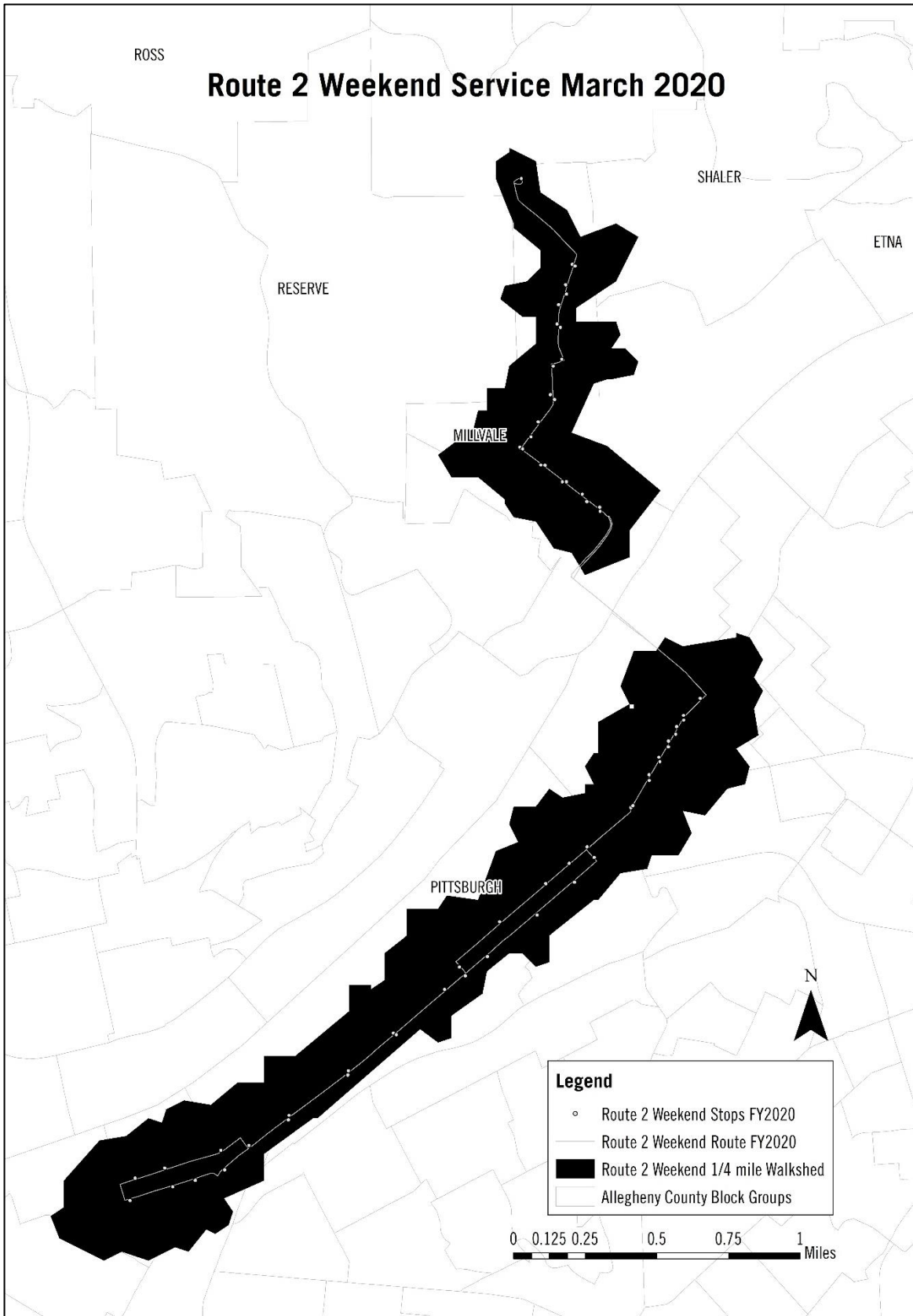
Demographics of Population within Major Service Change Area

Walksheds and selection of Census data were developed in the same manner as the Route 60 service change. The map on page 7 shows the service area for Route 2 weekend service.

Route	Minority Population in Major Service Change Area Census Tracts	Allegheny County Minority Population	Percent Change from Service Area	Exceeds Disparate Impact Threshold of +20%	Low Income Population in Major Service Change Area Census Tracts	Allegheny County Low Income Population	Percent Change from Service Area	Exceeds Disproportionate Burden Threshold of +20%
2 Weekend	$913/6,932 = 13.17\%$	21.20%	-38%	No	$675/6,932 = 9.47\%$	12.10%	-20%	No

As seen in the chart, the block groups served by Route 2 have lower proportions of low income and minority race populations than the service area at large. Therefore, no disparate impact or disproportionate burden would be borne by these populations.

Route 2 Weekend Service March 2020



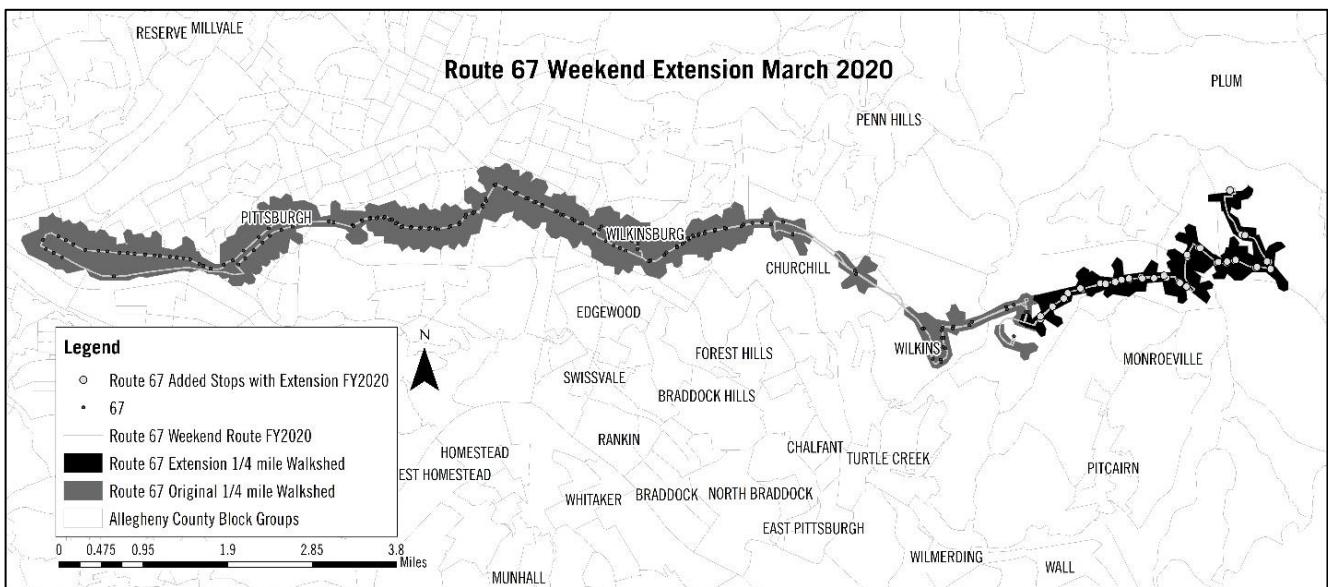
Route 67 Weekend Service Extension to CCAC Boyce Campus

Description

Port Authority plans to provide Route 67 Monroeville with a weekend service extension. Currently, the weekend service on this route ends at Monroeville Mall. New service added to extend this route to CCAC Boyce Campus is a 20-minute extension on a current 60-minute route in one direction. This is more than 30% change of the current weekend service hours, which qualifies as a major service change for the Authority.

Demographics of Population within Major Service Change Area

Walksheds and selection of Census data were developed in the same manner as the Route 60 service change, except that instead of using centroids of Census blocks, any portion of a Census block being within the walkshed was used (this is due to the extremely suburban nature of this area where walksheds are rather limited in geography due to the limited street grid). The map below shows the service area for Route 67 weekend service.



Route	Minority Population in Major Service Change Area Census Tracts	Allegheny County Minority Population	Percent Change from Service Area	Exceeds Disparate Impact Threshold of +20%	Low Income Population in Major Service Change Area Census Tracts	Allegheny County Low Income Population	Percent Change from Service Area	Exceeds Disproportionate Burden Threshold of +20%
67 Weekends	2432/9315 = 26.11%	21.20%	23%	Yes – No adverse effects; positive change	652/9059 = 7.20%	12.10%	-41%	No

As seen in the chart, the block groups served by Route 67 weekend extension have a higher proportion of minority race population than the service area at large. However, this is a proposed service addition and a positive change, so there would be no disparate impact on these populations. On the other hand, the block groups served by the route have lower proportions of low income than the service area. Therefore, no disproportionate burden would be borne by these populations.

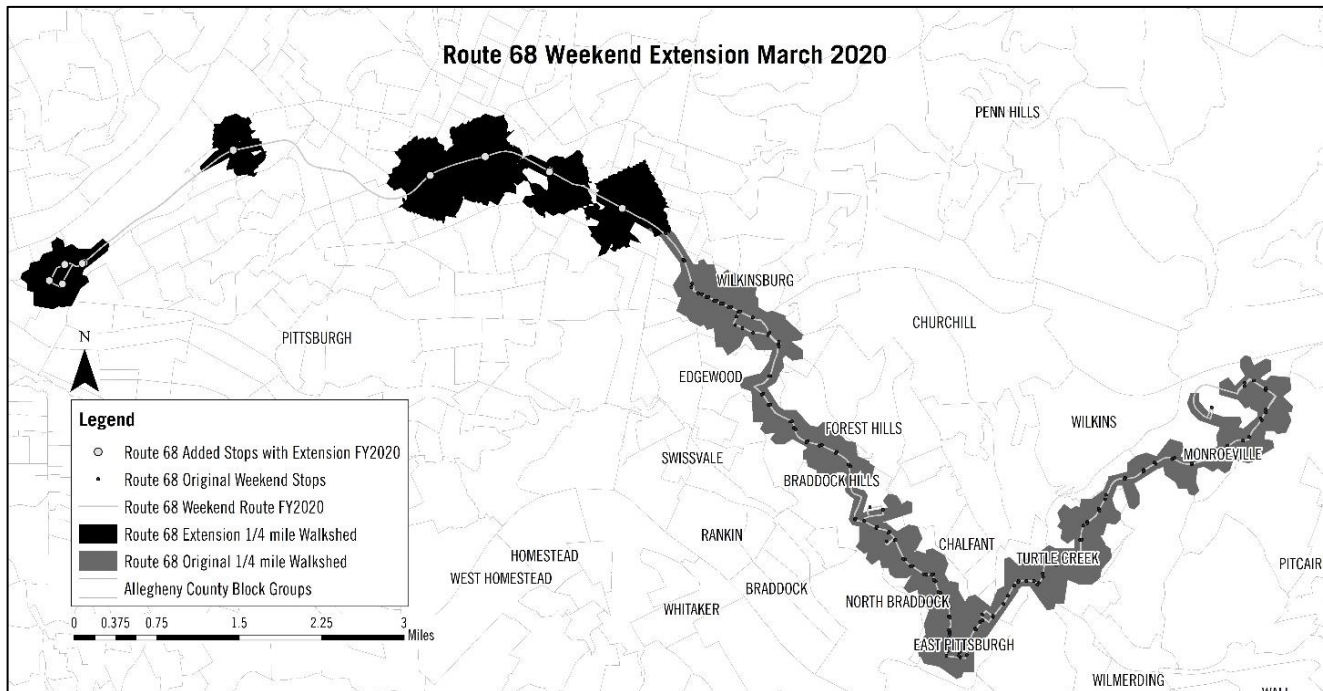
Route 68 Weekend Service Extended to Downtown

Description

Port Authority plans to provide Route 68 Braddock Hills with a weekend service extension. Currently, the weekend service on this route ends at Wilkinsburg Station. New service added to extend this route to Downtown is a 16-minute extension on a current 50-minute route in one direction. This is more than 30% change of the current weekend service hours, which qualifies as a major service change for the Authority.

Demographics of Population within Major Service Change Area

Walksheds and selection of Census data were developed in the same manner as the Route 60 service change. The map below shows the service area for Route 68 weekend service extension.



Route	Minority Population in Major Service Change Area Census Tracts	Allegheny County Minority Population	Percent Change from Service Area	Exceeds Disparate Impact Threshold of +20%	Low Income Population in Major Service Change Area Census Tracts	Allegheny County Low Income Population	Percent Change from Service Area	Exceeds Disproportionate Burden Threshold of +20%
68 Weekends	4,557/12,320 = 44.64%	21.20%	74%	Yes – No adverse effects; positive change	2,370/12,163 = 37.40%	12.10%	61%	Yes – No adverse effects; positive change

As seen in the chart, the block groups served by Route 68 have higher proportions of low income and minority race populations than the service area at large. However, this is a proposed service addition and a positive change, so no disparate impact or disproportionate burden would be borne by these populations.

Summarizing the Impact of Major Service Changes on Service Area

The demographic impact of changes for routes 2, 53, 60, and 68 is summarized in the table below (Route 67 is not included as the analysis did not use Centroids method and will not be an equivalent comparison to the others). From the analysis below, it can be seen that collectively, these route extensions and service additions serve higher proportions of low income and minority race populations than the overall service area of Allegheny County. Therefore, the addition of this service will provide an added benefit to these communities and shows the Authority's stress on equity in the development of its data-driven model for prioritizing new service in Allegheny County.

Route	Minority Population in Major Service Change Area Census Tracts	Allegheny County Minority Population	Percent Change from Service Area	Exceeds Disparate Impact Threshold of +20%	Low Income Population in Major Service Change Area Census Tracts	Allegheny County Low Income Population	Percent Change from Service Area	Exceeds Disproportionate Burden Threshold of +20%
Routes 2, 53, 60, 68	13,062 / 37,850 = 34.51%	21.20%	63%	Yes – No adverse effects; positive change	8,355 / 37,117 = 22.51%	12.10%	86%	Yes – No adverse effects; positive change