

R2022-05-04

**Resolution Approving the Title VI Program
for Submission to the Federal Transit
Administration**



2022 Title VI Program



Andrew Gray, Civil Rights Compliance Officer
May 25, 2022



Objectives:

- Review Title VI
- Highlight UTA's Title VI Program
- Review Components of Program
 - Title VI Policy
 - Limited English Proficiency (LEP) Plan
 - System Monitoring
 - System Maps & Demographics
- Approve Monitoring and Program



Civil Rights Act of 1964

Title VI: Prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance



*Title VI requirements are
an intentional process designed to
prevent unintentional discrimination*



Title VI Program

- Overarching document setting standards and showing efforts to ensure non-discrimination
- Specific parameters are outlined by Federal Transit Administration
- Revised and submitted every three years
- Comprised of several components related to Low-Income and Minority populations



Components of Program

Title VI Program

- Interactions with the Community
 - Title VI Notice & Participation
 - Complaint Procedures
- Title VI Policy
- Limited English Proficiency (LEP) Plan
- Service and Fare Equity Analyses
- System-wide service monitoring
 - 6 Standards
- System and ridership demographic report



Title VI Policy

- Major Service Change
 - The Addition of Service;
 - A proposed service level reduction in miles, hours, or trips of thirty three percent (33%) or more of any route
 - The elimination of all set-vice during a time period (peak, midday, evening, Saturday, or Sunday)
 - A proposed twenty-five (25%) or greater change in route alignment
 - A proposed fare change
- Disparate Impact
- Disproportionate Burden
- Public engagement is required for policies



Limited English Proficiency (LEP)

- Proficiency in English is protected under National Origin
- Four Factor Analysis
 - Significant Spanish speaking population
- Implementation Plan to provide meaningful access
- Maps of LEP dense areas

Point to your language

(Arabic) العربية	한국어 (Korean)
Bosanski (Bosnian)	ພາສາລາວ (Lao)
Português do Brasil (Brazilian Portuguese)	國語 (Mandarin)
ខ្មែរ (Cambodian)	Polski (Polish)
廣東話 (Cantonese)	ਪੰਜਾਬੀ (Punjabi)
(Farsi) فارسی	Română (Romanian)
Français (French)	Русский (Russian)
Deutsch (German)	Soomaali (Somali)
Kreyòl Ayisyen (Haitian Creole)	Español (Spanish)



Vehicle Loads

Purpose: Ensure adequate capacity on vehicles

- The first quarter of 2021 had 320k trips with 70 of them being over capacity.

	Minority Routes	Non-minority Route
Number of Trips above capacity	16	54
Percent of trips above capacity	22.9%	77.1%

- The majority of the trips exceeding UTA's vehicle load standard did not impact minority routes



Vehicle Headway

Purpose: Ensure frequency of service is distributed equitably

- In reviewing the current average number of minutes between the arrival of one vehicle to another, UTA compared minority routes and non-minority routes

	Minority Routes	Non-minority Route	System Average
Bus Headway	34.6	39.9	37.3
Rail Headway	14.8	16	15.7

- On average, minority routes have more frequent service than non-minority routes



On-Time Performance

Purpose: Ensure reliability of service is equitable

- UTA reviewed how often services were on time during the period of 2021 and compared minority vs non-minority routes

	Minority Routes	Non-minority Route	System Average
Bus Reliability	91.5%	90.1%	90.9%
TRAX Reliability	92.8%	90.8%	92.1%
FrontRunner Reliability	N/A	90.9%	90.9%

- On average, minority routes are on-time more often than non-minority routes



Service Availability

Purpose: Ensure distribution of service is equitable

- UTA reviewed the demographics of its service area and compared it to the demographics of those with reasonable access to transit

	Total Population	Low-Income Population	Percent of Low-Income
Service Area Population	2,464,647	371,559	15.3%
Population With Walk Access	1,182,293	232,769	20.1%
Percent of Population With Walk Access	48%	62.6%	

	Total Population	Minority Population	Percent Minority
Service Area Population	2,464,647	585,217	23.7%
Population With Walk Access	1,182,293	353,259	29.9%
Percent of Population With Walk Access	48%	60.4%	

- A higher percent of minority populations have access to transit services than the service area



Distribution of Amenities

Purpose: Ensure distribution of amenities is equitable

- UTA currently has 6,058 bus stops, 41.4% of which are on minority routes

	Percent of Stops on Minority Lines with this amenity	Percent of all stops with this amenity
ADA concrete pad	39.9%	34.5%
Seating	60.2%	62.9%
Shelter	33.9%	32.3%
Trash Receptacle	45.5%	41.8%

- UTA reviewed the percent of amenities on minority routes and found no disparity



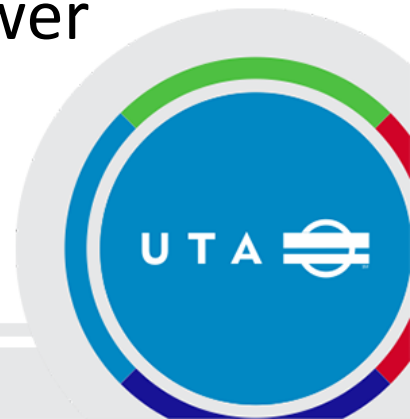
Vehicle Assignment

Purpose: Ensure equitable distribution of quality vehicles

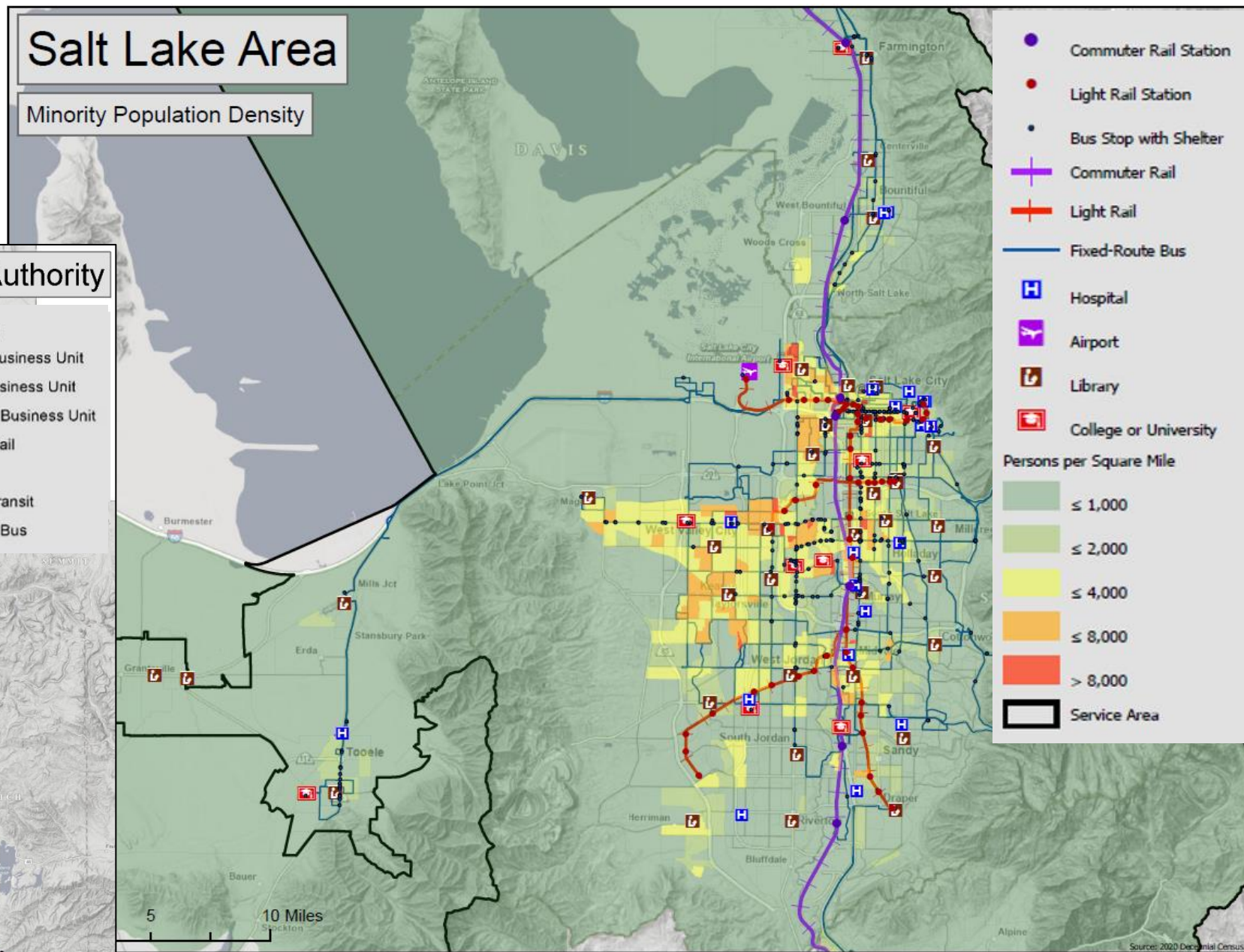
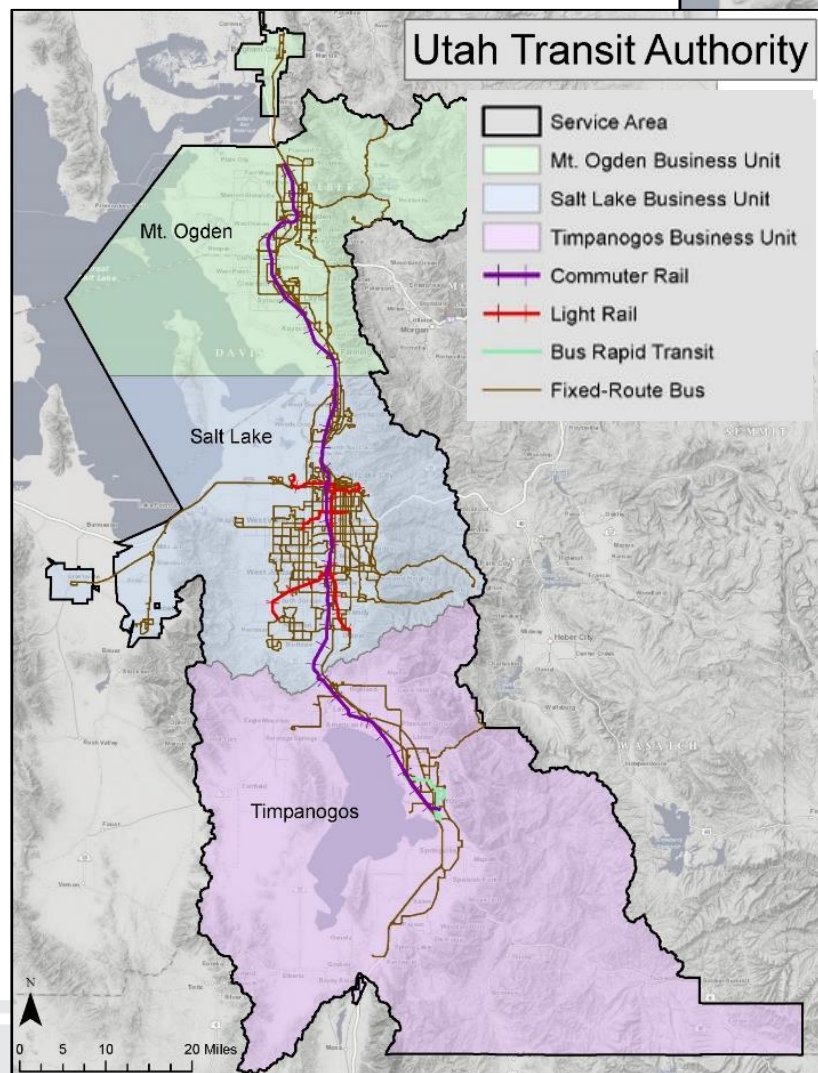
- UTA reviewed the average age in years of the vehicles assigned to minority vs non-minority routes

	Route Type	
	Non-Minority	Minority
Average Age in Years	10.1	9.6

- The average age of vehicles assigned to minority routes are newer than those assigned to non-minority areas

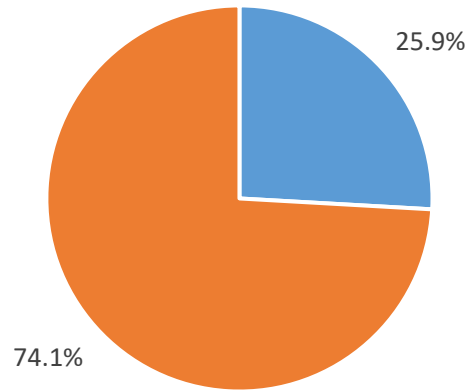


System Maps



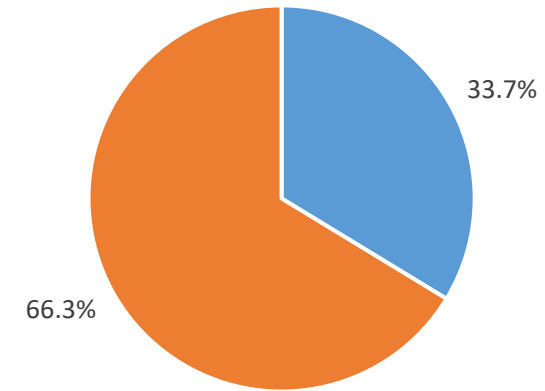
Rider Demographics

RACE/ETHNICITY OF RIDERS



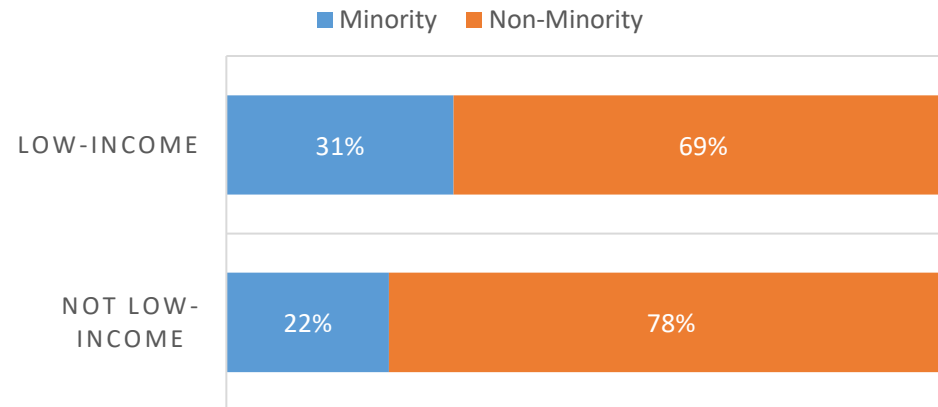
■ Minority ■ Non-Minority

INCOME OF RIDERS



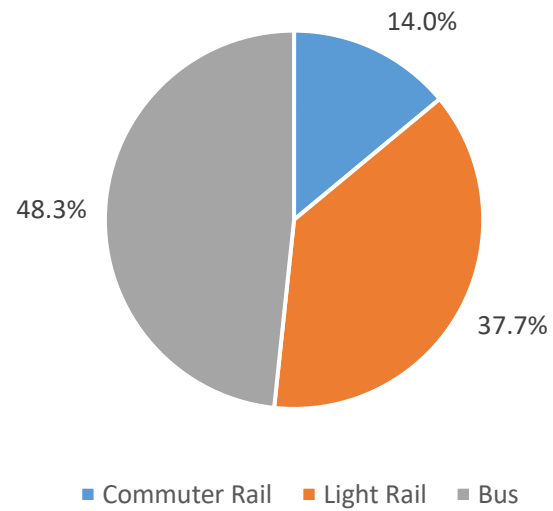
■ Low-Income ■ Not Low-income

INCOME AND RACE/ETHNICITY

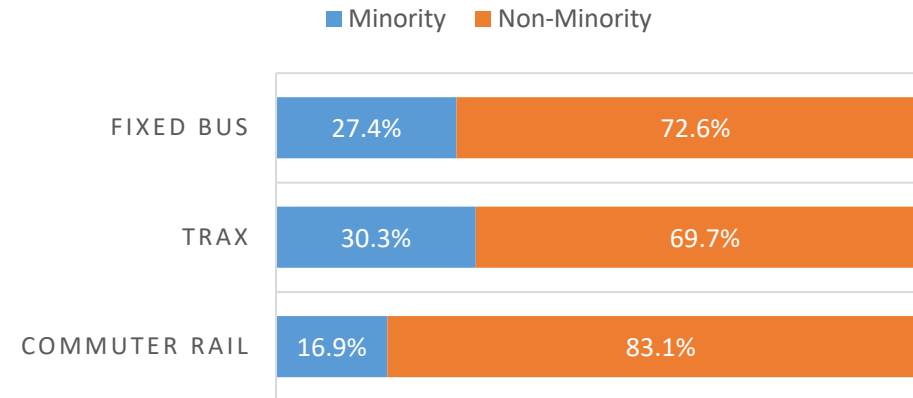


Rider Demographics

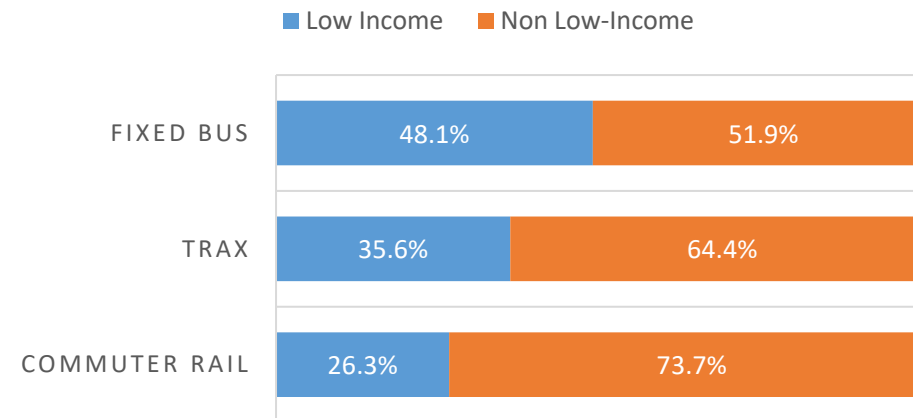
OVERALL SURVEYED BY MODE



RACE/ETHNICITY BY MODE

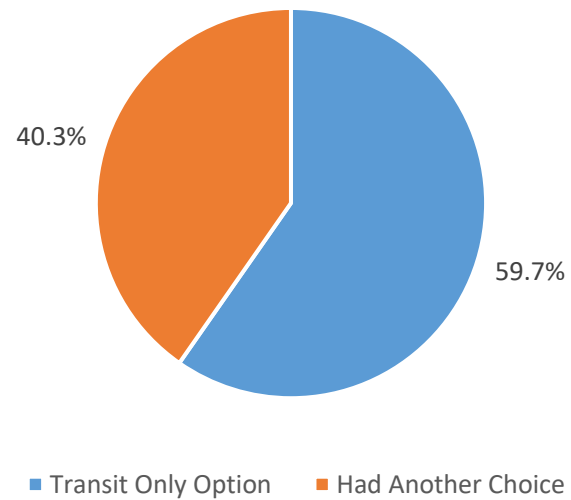


INCOME LEVEL BY MODE

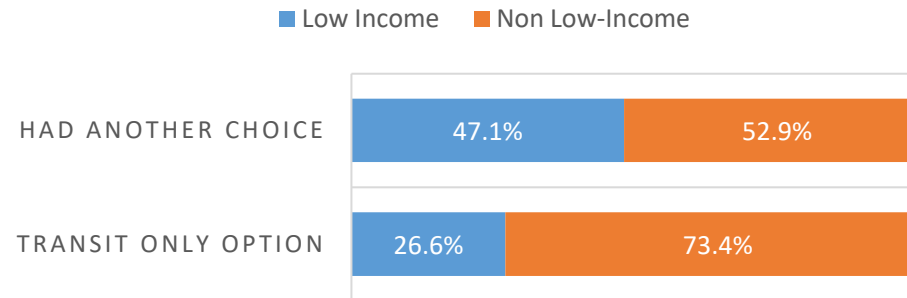


Rider Demographics

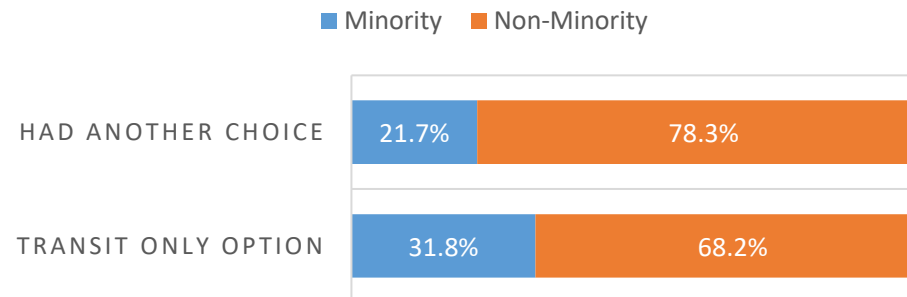
OVERALL CHOICE VS CAPTIVE



CHOICE VS CAPTIVE BY INCOME



CHOICE VS CAPTIVE BY RACE/ETHNICITY



Conclusion

- Overall, UTA performed well in all areas when it came to providing transit service to minority and low-income riders.
- There was no disparate impact found in any area of the Title VI Program.



Recommended Action

(by roll call)

Motion to approve R2022-05-04
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