



SFMTA
Municipal Transportation Agency

A red-tinted photograph of a San Francisco cable car at Pier 39. The cable car is white with dark accents and has "PIER 39" and "ENTER AT REAR" signs. A person is visible on the steps of the cable car. The background shows a street scene with buildings and a car.

SFMTA's Transit Policies for Federal Civil Rights Title VI

06 | 21 | 2013

SAN FRANCISCO, CALIFORNIA



Presentation Overview

- Title VI Overview
- Service and Fare Change Process
- Draft Major Service Change Definition
- Draft Disparate Impact and Disproportionate Burden Policies
- Public Comment Opportunities



What is Title VI?

- **Title VI of the Civil Rights Act of 1964 addressed discrimination in most areas of public life in the U.S.**
- **Title VI states:**
 - “No person in the United States shall, on the ground 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.”
- **Federal Transit Administration (FTA)**
 - Monitors transit providers for Title VI compliance; new circular issued October 1, 2012 provides guidance for transit agencies receiving federal funds



Why is Title VI Important?

- Ensures that public services, including transportation, are provided in a nondiscriminatory manner
- Requires opportunities for public participation in decision-making without regard to race, color, or national origin, including populations with Limited English Proficiency (LEP)
- Provides access to public services by LEP populations
- Non-compliance with Title VI can cause federal funding to be conditioned or withheld



How Does the SFMTA Define...



- **Minority Population**
 - Census block group with minority residents at or above the Citywide average of 58%
- **Low Income Population**
 - Defined as 200% of the Federal poverty level (consistent with criteria for lifeline transit pass)
 - Census tract with low-income households at or above the Citywide average of 31%
- **On-board passenger survey underway to supplement geographic information (will not be available for 2013 Title VI program update)**

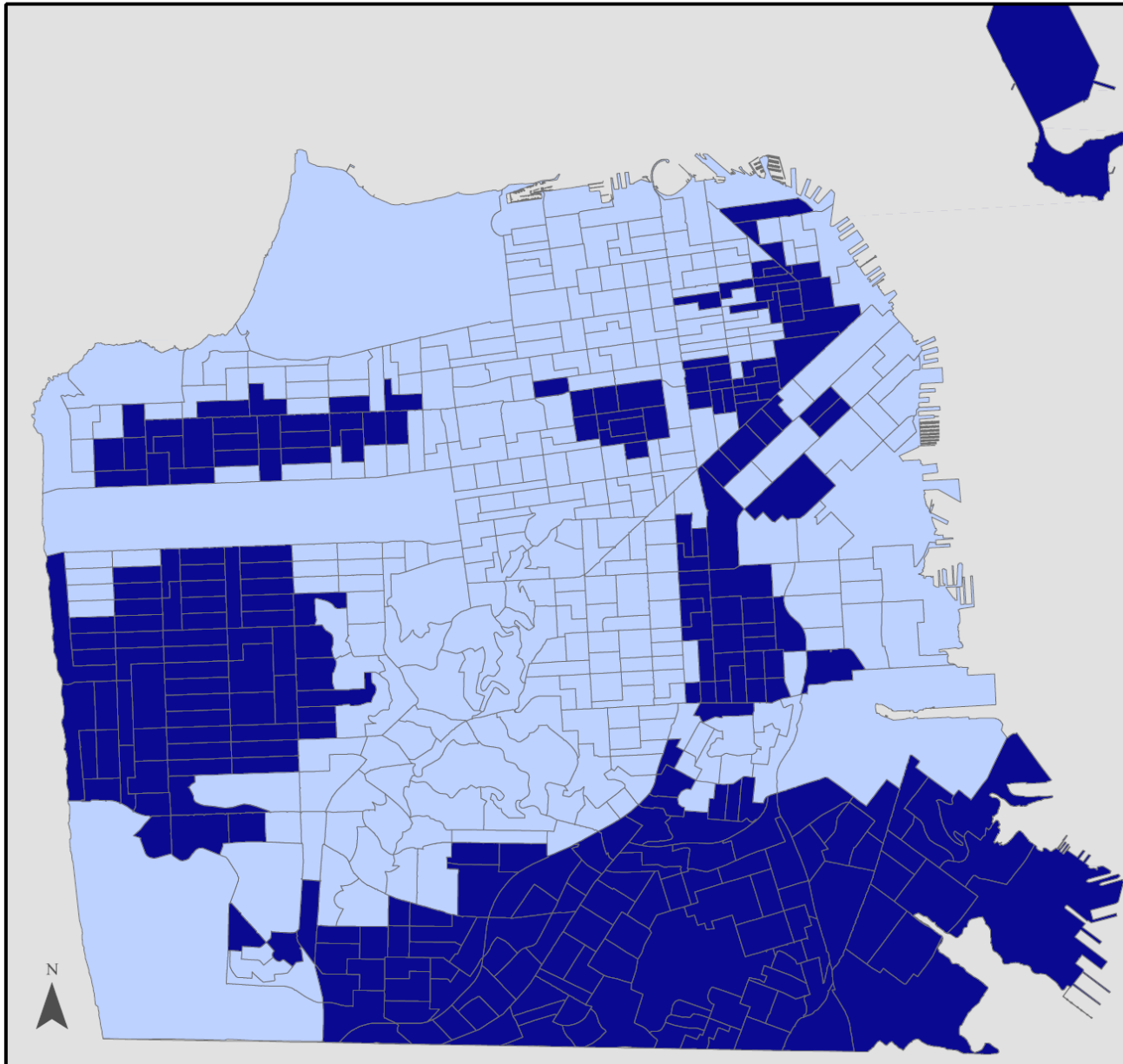


Minority Census Block Groups in San Francisco

Based on census block groups whose percentage of persons of self-identified minority is greater than the service area average. The average in the Muni service area is 58%.

Defined Minority Block Groups

-  Non-Defined
-  Defined Blocks





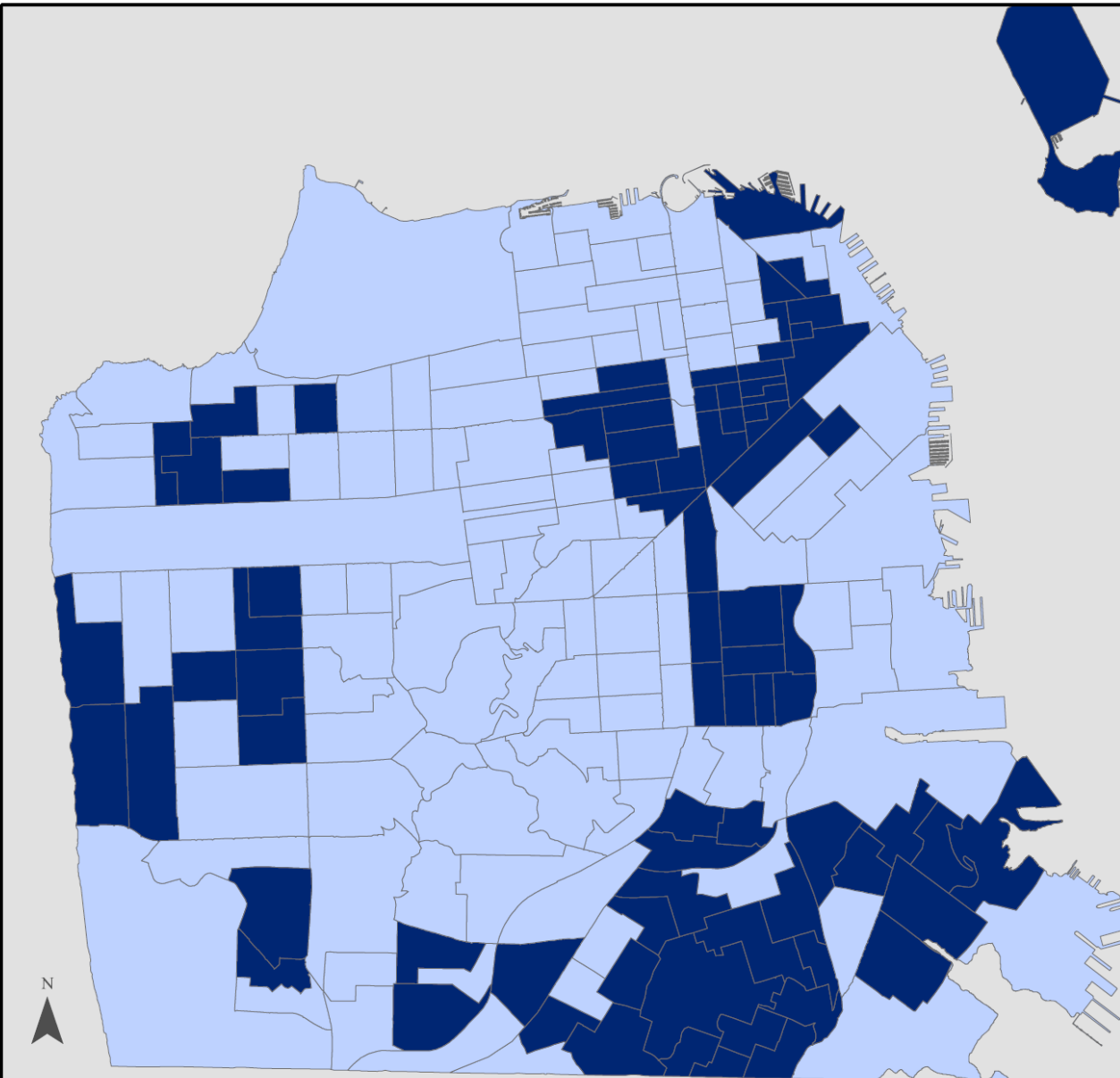
Low Income Census Tracts in San Francisco

Based on 200% of
the Federal poverty line

Based on census tracts whose percentage of households in poverty are at or above the service area average percentage. The average percentage of households in the Muni service area below 200% of the Federal poverty line as defined HHS is 31%.

Low Income Tracts

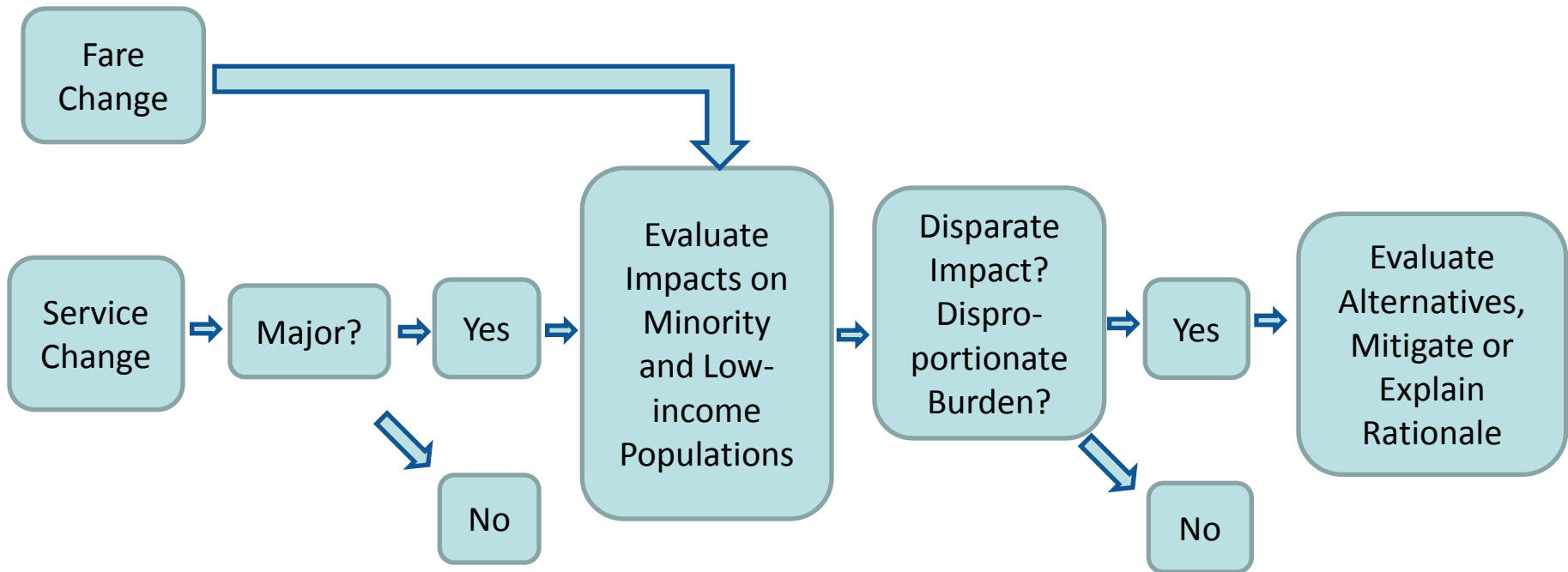
- Non Low Income Tract
- Low Income Tract





Service and Fare Change Process

The chart below illustrates the Title VI Equity Analysis process:





FTA Title VI Circular New Requirements

Requires SFMTA Board of Directors to Adopt

- **Major Service Change Policy** - determines when equity analysis for service changes is needed
- **Disparate Impact, Disproportionate Burden Policies** - determine thresholds when fare or service changes would have a disparate impact on race, color, national origin, or disproportionate burden on low-income populations



Policy Development Approach

- Reviewed draft and final Title VI Circular
 - Submitted comments on draft document
- Participated in Title VI webinars and Regional Workshop
- Arranged for phone interviews with Peer Agencies and reviewed Peer processes
- Conducting Multilingual Public Outreach on proposed policies



Multilingual Public Outreach

- Presentations
 - CAC (6/6), MAAC (6/20), PAG (6/21), CAC (7/11)
- Public Workshops
 - Saturday, June 22 10:30 am-noon
 - Tuesday, June 25 6:30-8:00 pm
- Outreach to Community Based Organizations
- Website/Email/Phone Input
 - www.sfmta.com/TitleVIcomments
 - TitleVIcomments@sfmta.com
 - 311 Multilingual Customer Information Line
- SFMTA Board of Directors – July 16



Types of Service Changes

- **Route Change** – changing the path of a route by adding and/or eliminating all or a segment of a route
- **Frequency Change** – modifying how often the bus arrives to pick up customers
- **Span of Service Change** – changing the hours of operation of a route



Draft Major Service Change Policy

The SFMTA considers a change in transit service to be a *Major Service Change* when it is in effect for more than a 12 month period and any of the following criteria are met:

- A schedule change resulting in a system wide change in annual revenue hours of five percent or more;
- A schedule change on a route resulting in:
 - Introduction or elimination of a route;
 - A change in annual revenue hours on the route of 25 percent or more;
 - A change in the daily span of service on the route of four hours or more; or
 - A change in route-miles on a route of 25 percent or more, where the route miles move more than a quarter mile.

Where 1) a route is defined as having at least 25 one-way trips per day and 2) on corridors served by multiple routes changes will be evaluated based on combined revenue hours, daily span of service, and/or route-miles.

- The implementation of a New Start, Small Start, or other new fixed guideway capital project, regardless of whether the proposed changes to existing service rise to the level of a “Major Service Change.”



Draft Disparate Impact Policy

- Determines the point when adverse effects of a fare or service change are borne disparately by minority populations
- Proposed recommendation:
8 percent cumulative threshold



Draft Disproportionate Burden Policy

- Determines the point when adverse effects of a fare or service change are borne disproportionately by low-income populations
- Proposed recommendation:
8 percent cumulative threshold

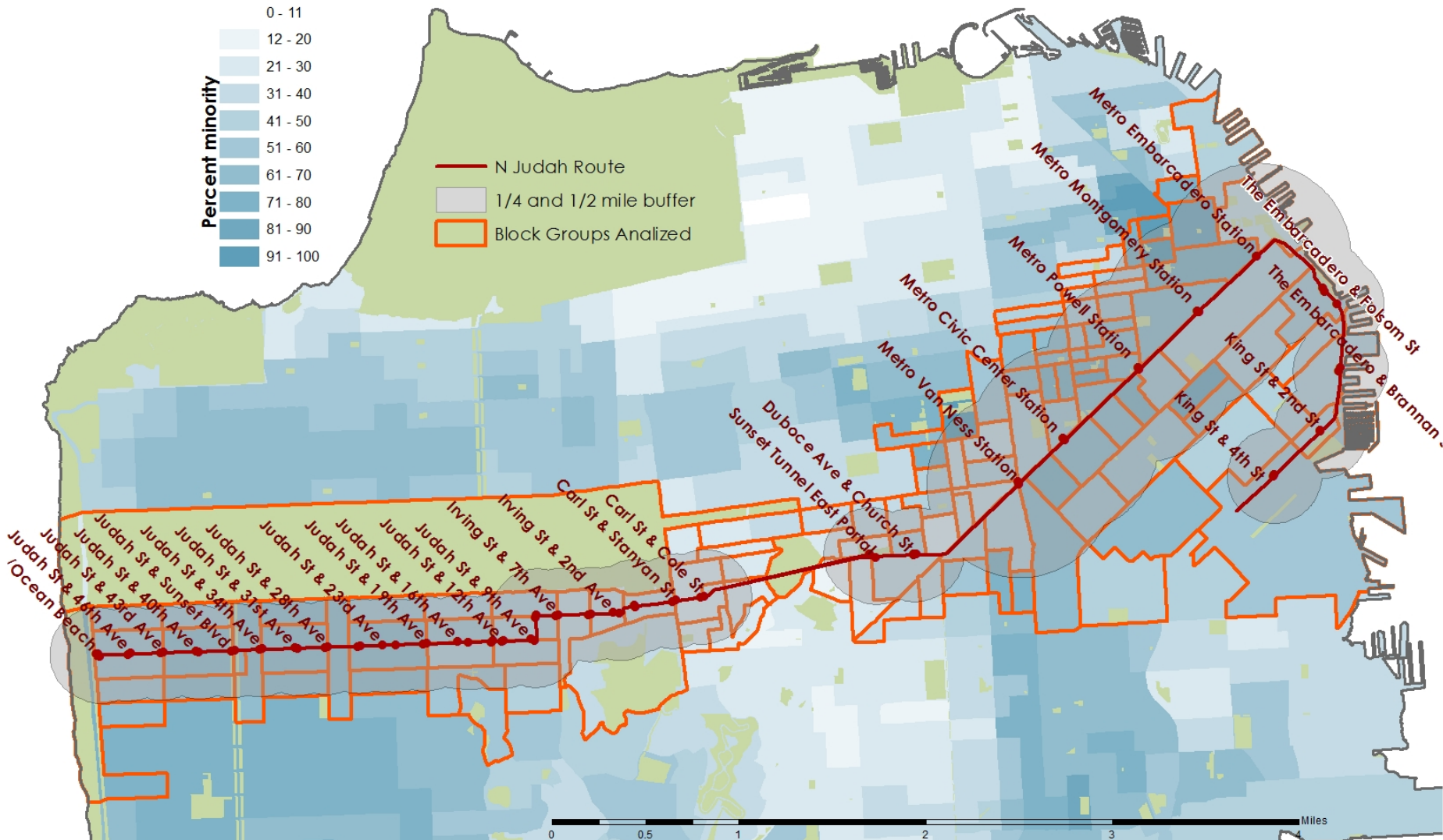


Threshold Development

- The threshold should be sensitive enough to distinguish between minor and significant differences in service and fare impacts on minority and non-minority populations
- SFMTA ran statistical analysis of the percentage of minorities and low income residents along each route
- SFMTA identified routes that based on our knowledge carry significant number of minorities or low-income riders
- Initially recommended 15% thresholds, but lowered to 8% based on further review of the technical data
- Compared to peer agencies as a second check

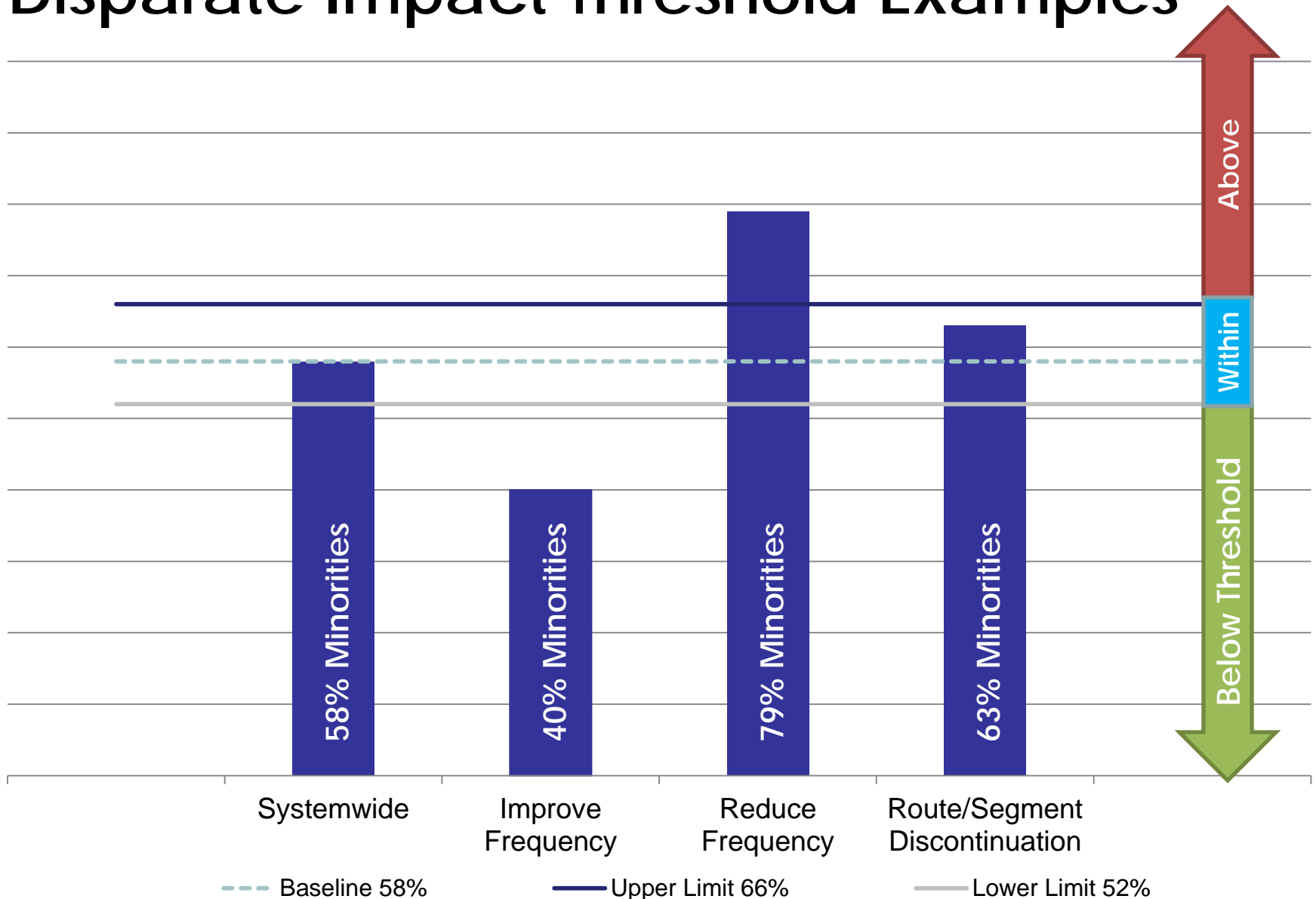


Methodology for selecting affected population



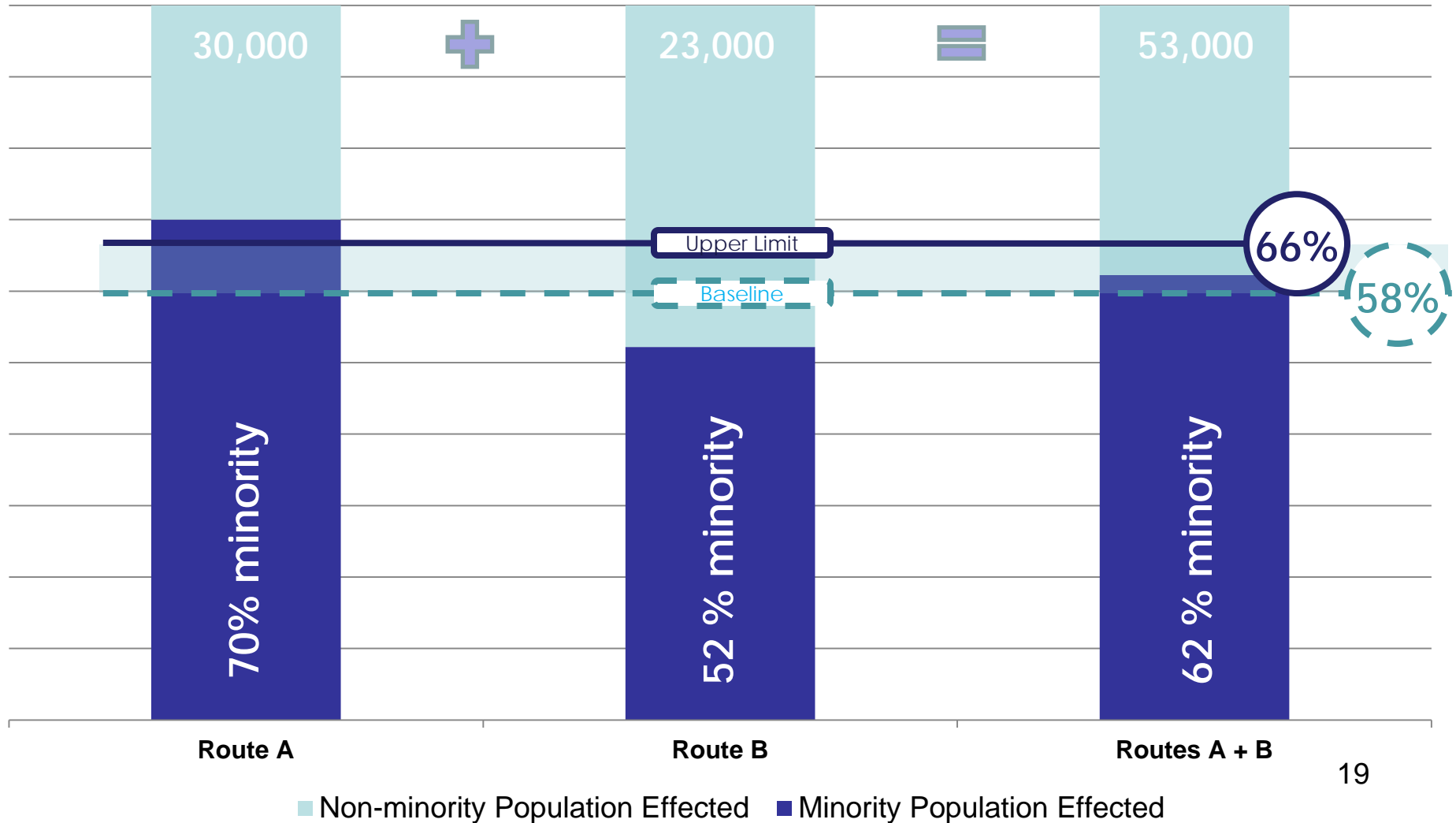


Disparate Impact Threshold Examples





Cumulative Service Change Example





Hypothetical Example of Fare Change Analysis

Disparate Impact

Fare Media Changed	Number of Total Users*	Number of Minority Users*	Percent Minorities	Systemwide Average**	Difference in Percentage	Threshold	Disparate Impact
Cash	250,650	160,000	63.8%	58.1%	5.7%	8.0%	no
M-Pass	120,000	65,000	54.2%	58.1%	3.9%	8.0%	no
A-Pass	140,000	95,000	67.9%	58.1%	9.8%	8.0%	yes
Senior Pass	50,000	40,000	80.0%	58.1%	21.9%	8.0%	yes
Youth Pass	80,000	50,000	62.5%	58.1%	4.4%	8.0%	no

* The data presented above is not actual SFMTA data, but example data used to illustrate how a fare equity analysis would be evaluated.

** Will change once ridership data is available

Disproportionate Burden

Fare Media Changed	Number of Total Users*	Number of Low Income Users*	Percent Low-income	Systemwide Average**	Difference in Percentage	Threshold	Disproportionate Burden
Cash	250,650	90,000	35.9%	31.0%	4.9%	8.0%	no
M-Pass	120,000	30,000	25.0%	31.0%	6.0%	8.0%	no
A-Pass	140,000	40,000	28.6%	31.0%	2.4%	8.0%	no
Senior Pass	50,000	24,000	48.0%	31.0%	17.0%	8.0%	yes
Youth Pass	80,000	34,000	42.5%	31.0%	11.5%	8.0%	yes

* The data presented above is not actual SFMTA data, but example data used to illustrate how a fare equity analysis would be evaluated.

** Will change once ridership data is available



Opportunities for Public Comment

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Questions?