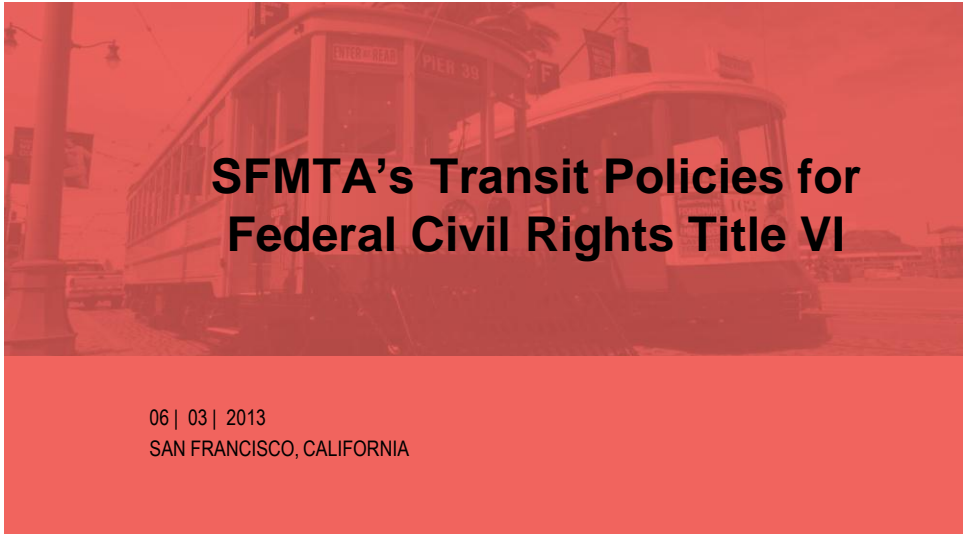




SFMTA
Municipal Transportation Agency



SFMTA's Transit Policies for Federal Civil Rights Title VI

06 | 03 | 2013
SAN FRANCISCO, CALIFORNIA



SFMTA
Municipal Transportation Agency

Presentation Overview

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



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

3



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

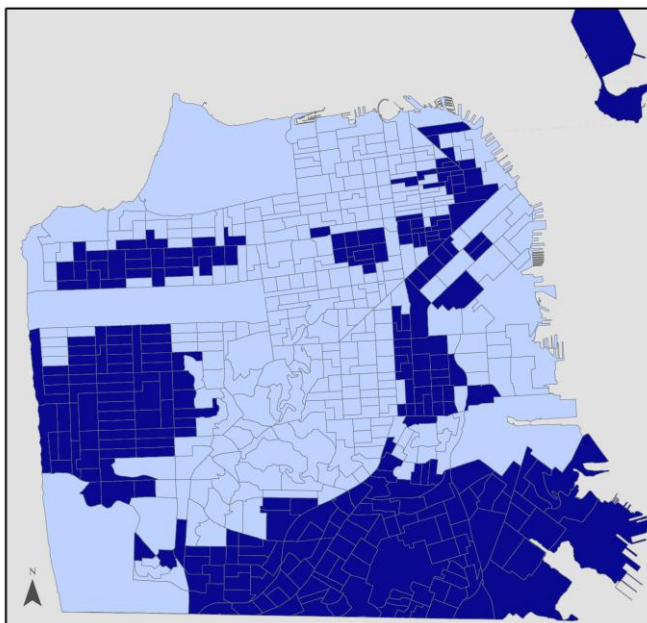
4



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 residents 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)**

5



Minority Census Block Groups in San Francisco

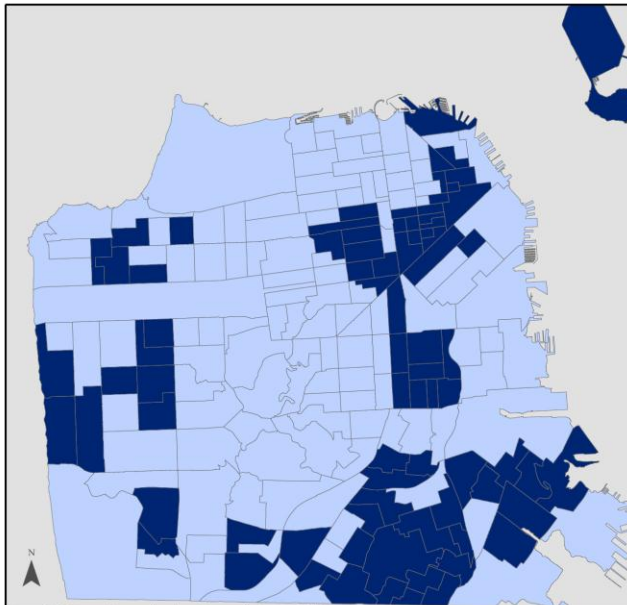
Based on census block groups whose percentage of persons of self-identified minority is greater than the service area average. The average in the Muni service area is 58%.

Defined Minority Block Groups

- Non-Defined
- Defined Blocks

Source: US Census Bureau American Community Survey 2011

3



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

Source: US Census Bureau American Community Survey 2011

7



FTA Title VI Circular New Requirements

Requires SFMTA Board of Directors to Adopt

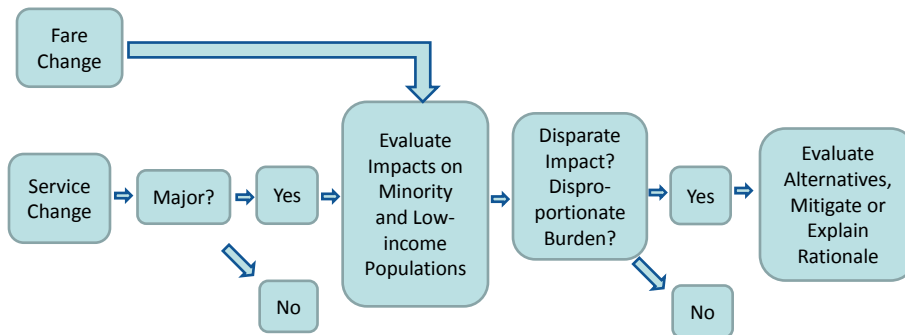
- **Major Service Change Policy** - determines when equity analysis for service changes is needed
- **Disparate Impact, Disproportionate Burden Policies** - determine thresholds when fare or service changes would have a disparate impact on race, color, national origin, or disproportionate burden on low-income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

8



Service and Fare Change Process

The chart below illustrates the Title VI Equity Analysis process:



9 9



SFMTA's Work To Date

- 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

10



Multilingual Public Outreach

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

11



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 a route is defined as having at least 5 days per week for 10 consecutive hours. On corridors served by multiple routes, the SFMTA will consider combined service for the purpose of estimating changes to 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.”

12



Draft Disparate Impact Policy

- Determines the point when adverse effects of a fare or service change are felt unfairly by minority populations
- Proposed recommendation: 15 percent cumulative threshold

13

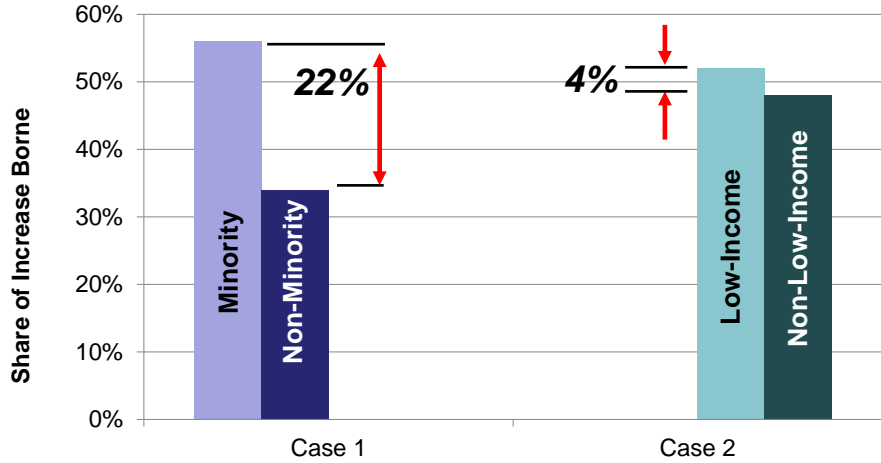


Draft Disproportionate Burden Policy

- Determines the point when adverse effects of a fare or service change are felt unfairly by low-income populations
- Proposed recommendation: 15 percent cumulative threshold

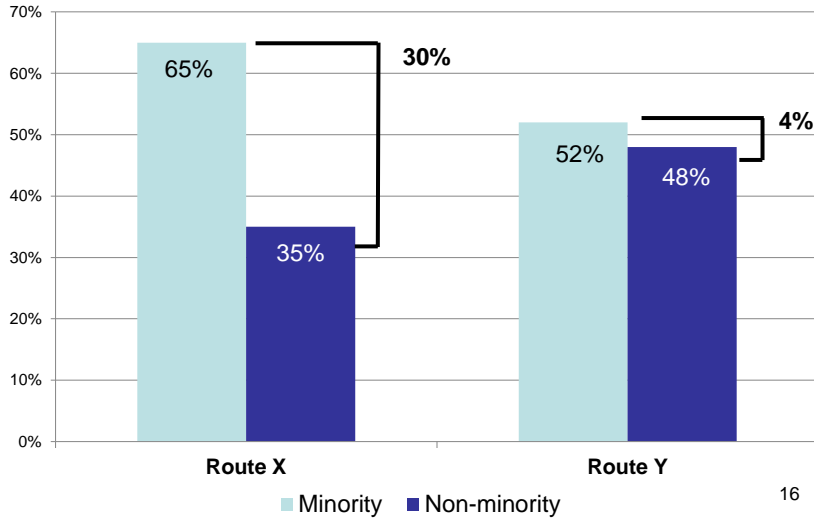
14

Example of Fare Change Analysis



15

Example of Service Change Analysis



16



Public Comment

- At the policy and community meetings
- E-mail: TitleVIcomments@sfmta.com
- SFMTA c/o Operations Planning
1 South Van Ness Avenue, 7th Floor
San Francisco, CA 94103
- Phone: 311 multilingual phone assistance

17



Questions?

18