

Title VI Requirements

Large Urbanized Area (UZA)

Rob LaFontaine
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Presented jointly to the Intercity Transit Authority & Community Advisory Committee on September 20, 2023

Decisions, Decisions, Decisions

From the [updated] 2023 – 2028 Transit Development Plan:

- Restore pandemic-related service reductions
- Expand service according to the Long-Range Plan (Prop 1)

Where do decisions about bus service come from?

- Where do bus routes and bus stops go?
- Where are the best locations for higher intensity service?
- What does “restore” mean?
- Who gets to be involved?
- What is Title VI, and how does it influence transit planning?



Some Helpful Context

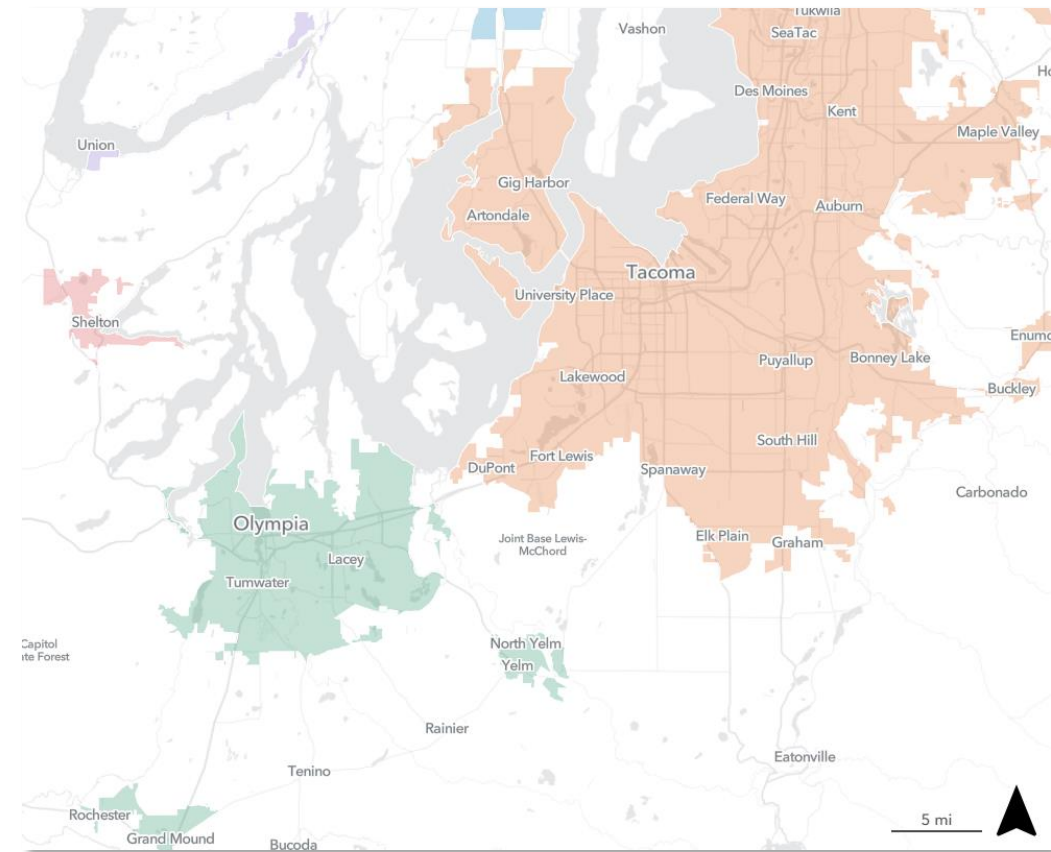
The U.S. Census Bureau refers to our community as:

- Urban Area #65242 (Olympia—Lacey)
- Urban Area #97642 (Yelm)

The 2020 Census measured the resident population of the **Olympia—Lacey Urban Area at 208,157**

- Yelm = 14,924
- Olympia—Lacey UA surpassed 200,000*

*Intercity Transit is now a “*transit provider that operates 50+ fixed route vehicles in peak service and is located in an urbanized area of 200,000 or more in population*”



*200,000 or more in population

FTA: Title VI Requirements & Guidelines



CIRCULAR

FTA C 4702.1B

October 1, 2012

Subject: **TITLE VI REQUIREMENTS AND GUIDELINES FOR FEDERAL TRANSIT ADMINISTRATION RECIPIENTS**

1. **PURPOSE.** The purpose of this Circular is to provide recipients of Federal Transit Administration (FTA) financial assistance with guidance and instructions necessary to carry out U.S. Department of Transportation ("DOT" or "the Department") Title VI regulations (49 CFR part 21) and to integrate into their programs and activities considerations expressed in the Department's Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient ("LEP") Persons (70 FR 74087, December 14, 2005).

2. **CANCELLATION.** This Circular supersedes FTA Circular 4702.1B, "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," dated October 1, 2012.

3. **AUTHORITY.**

- Title VI of the Civil Rights Act of 1964, 42 U.S.C. § 60101 et seq.
- Federal Transit Laws, Title 49, United States Code
- 49 CFR § 1.51.
- 49 CFR part 21.
- 28 CFR § 42.401 et seq.

4. **WAIVER.** FTA reserves the right to waive any requirement permitted by law.

5. **FEDERAL REGISTER NOTICE.** In conjunction with published a notice in the *Federal Register* on August 2, 2012, received during development of the Circular.

6. **AMENDMENTS TO THE CIRCULAR.** FTA reserves the right to reflect changes in other revised or new guidance and regulations, without further notice and comment on this Circular.

CHAPTER IV

REQUIREMENTS AND GUIDELINES FOR FIXED ROUTE TRANSIT PROVIDERS

1. **INTRODUCTION.** The requirements described in this chapter apply to all providers of route public transportation (also referred to as transit providers) that receive Federal financial assistance, inclusive of States, local and regional entities, and public and private entities. Transit providers that are subrecipients will submit the information required in this chapter to their primary recipient (the entity from whom they directly receive transit funds) every three years on a schedule determined by the primary recipient. Direct recipients will submit the information required in this chapter to FTA every three years. See Appendix L for clarification of reporting responsibilities by recipient category.

All transit providers—whether direct recipients, primary recipients or subrecipients—that receive financial assistance from FTA are also responsible for following the general requirements in Chapter III of this circular. The requirements in this chapter are scaled on the size of the fixed route transit provider.

Providers of public transportation that only operate demand response service are responsible only for the requirements in Chapter III. Demand response includes general public paratransit, Americans with Disabilities Act complementary paratransit, vanpools, and Section 5310 non-profits that serve only their own clientele (closed door service). Providers of public transportation that operate fixed route and demand response service, or only fixed route service, are responsible for the reporting requirements in this chapter, but these requirements only apply to fixed route service.

then Now!

Requirement	Transit Providers that operate fixed route service	Transit Providers that operate 50 or more fixed route vehicles in peak service and are located in a UZA of 200,000 or more in population
Set system-wide standards and policies	Required ✓	Required
Collect and report data	Not required	Required: ✓ <ul style="list-style-type: none"> Demographic and service profile maps and charts Survey data regarding customer demographic and travel patterns
Evaluate service and fare equity changes	Not required	Required ✓
Monitor transit service	Not required	Required ✓

Service Standards

Service Development Guideline	Service Development Standard
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INTEGRA COMMUN Intercity T and facilities their land coordinate land use a: accommod transporta

INTERCITY TRANSIT PUBLIC HEARING POLICY

July 18, 2005

Performance Guidelines and Standards

Intercity Transit initially adopted a list of eighteen (18) guidelines in 2001-2002 as part of a *Strategic Plan* to

2.3.3 New Route Ridership

assist that v have late 2 proce

ROUTE I Transit rc provide a alternativ regional t

Intercity Transit will have service revisions that affect boundary changes; change significant amendments Americans with Disabilities the annual Transit Development of capital facilities; and

New bus routes will be given bring their productivities urban routes should be monitored every six months to assess improvement. New service minimum of eighteen months conformance with standard time period, according to t

ROUTE DIRE Routes will get point of origin routing will be people will be

SERVICE CLASSES			Res /Employ	Bus Stop
Class	Type of Community Served	Orientation	Density	Spacing
Trunk	Urbanized	Regional, commercial		
Primary	Urbanized	Commercial, neighborhood		
Secondary	Suburban	Neighborhood		
Rural	Rural, suburban (outside UGA)	Neighborhood		
Commuter	Urban center, Park & ride	Commercial, employment		

SUMMARY OF SPAN AND FREQUENCY RECOMMENDATIONS

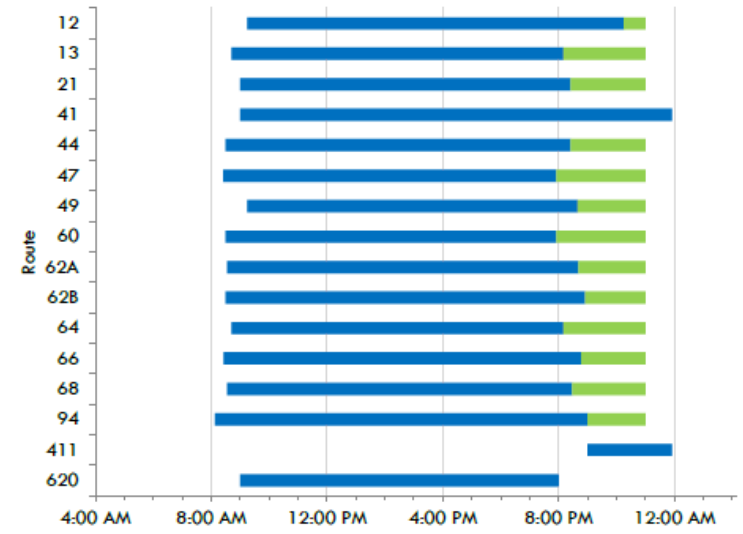
In the short-term recommendations, two routes have improved span and frequency. The short-term recommendations introduce 30-minute between 6 a.m. and 8 p.m. on the new Route 12 and 30-minute midday frequency on Route 68, as well as a slightly longer span of service until 9:00 PM on Route 68. Four routes have improved schedules. Recommended improvements to route frequency and/or span are shown in **bold** in the table below.

Figure 9-11 Proposed Weekday Span and Frequency Improvement

Route	Peak Frequency	Midday Frequency	Evening Frequency
12	30	30	30
13	15	15	30
21	30	60	60
41	15*	30*	30*
42	-	-	-
43	-	-	-
44	-	-	-
45	30	60	60
47	30	30	30
48	30	30	30
60	30	60	60
62A	30	30	60
62B	30	30	60
64	30	60	60
66	30	30	60
67	60	60	60
68	30	30	60
94	60	60	60
101	15	15	-
411**	-	-	-
603	-	-	-
605	-	-	-
612	-	-	-
Olympia Express	15-30	60-90	

*Frequency drops 50% during summer
**Does not operate Mon-Thurs

Figure 12-7 Proposed Sunday Span



New operating hours are illustrated in green and current hours are shown in blue.

KEEP BUSES ON TIME

In an environment of worsening traffic congestion, agencies must actively plan for increases in travel times, as increased travel times can require additional resources. A schedule maintenance budget means setting aside a specified percentage of the operating budget each year in anticipating of one or two schedule adjustments annually.



But first, what is *Title VI*???



LEGISLATIVE



EXECUTIVE



JUDICIAL

“Title VI” refers to Title #VI of the Civil Rights Act of 1964
US Law prohibiting discrimination in Federally funded programs

Language was transferred into the Code of Federal Regulations (CFR)
Title 49 Part 21 (US Secretary of Transportation)

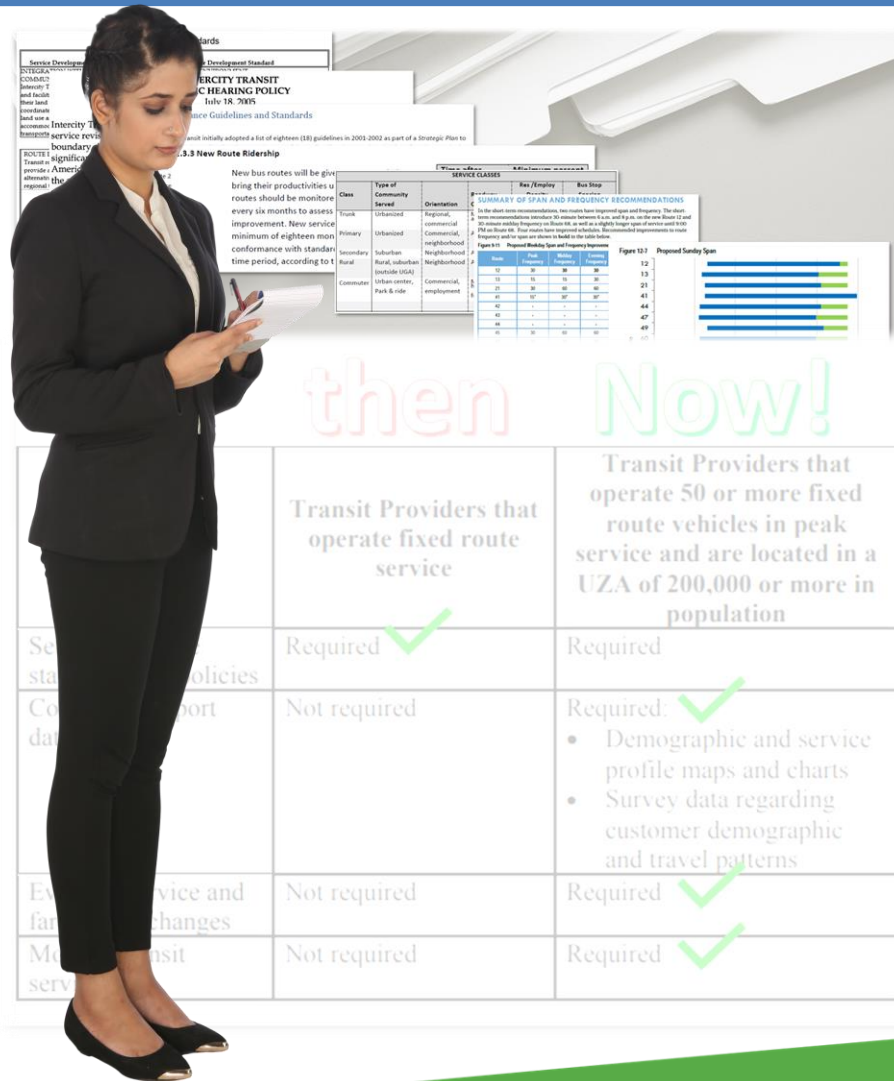
In 2012 USDOT & FTA issued updated guidance:

Circular 4702.1B: Title VI Requirements and Guidelines for Federal Transit Administration Recipients

Intercity Transit must demonstrate compliance with applicable Title VI requirements from the FTA

What's next for Intercity Transit?

Answer: Continued Compliance



Refresh our Policy Library

Collect and sort past actions

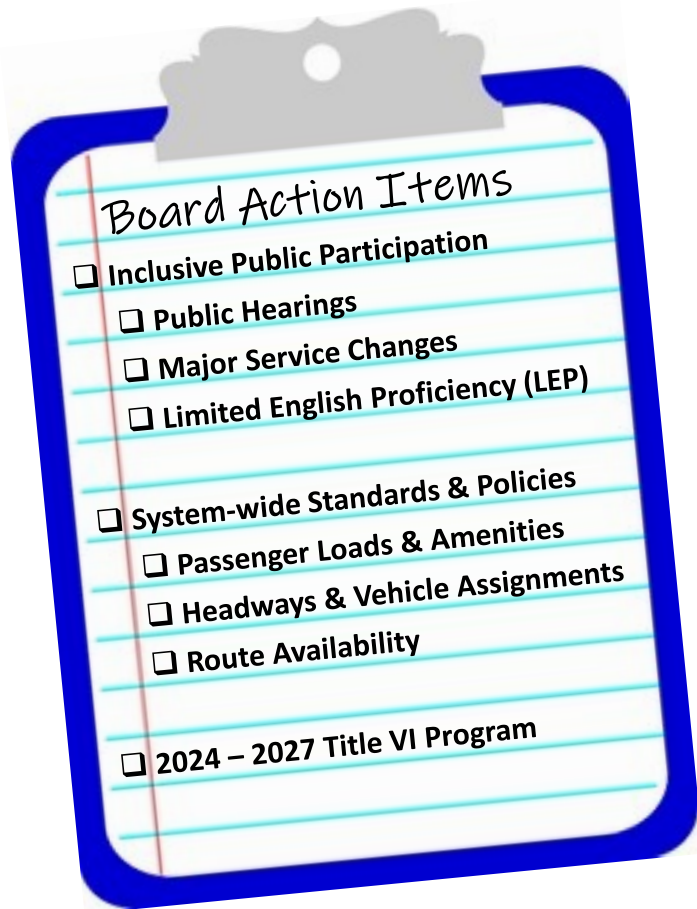
- Strategic Plans
- Previous Board Resolutions & Bylaws
- Current Title VI Plan (2021 – 2024)



Arrange and consolidate according to FTA guidance

Draft New Policies

Prepare **updated standards and policies** regarding the design, operation, monitoring, and evaluation of transit service

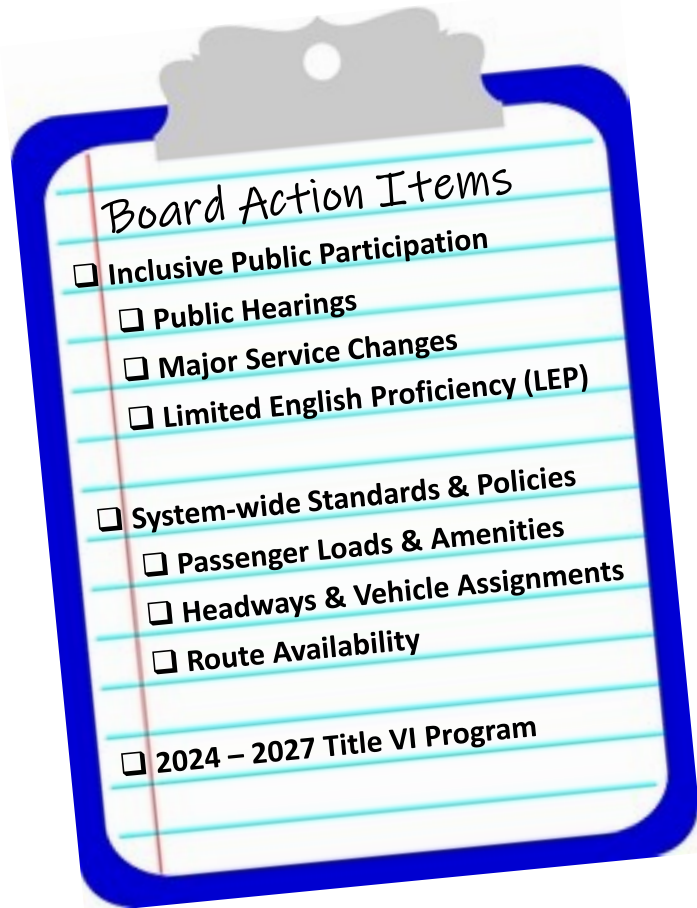


[Draft] Inclusive Public Participation Policy

1. List of required Public Hearings
 - ✓ Updated definition & process for a “**Major Service Change**”
2. Community Engagement
 - ✓ Four-Factor Analysis to determine language assistance (LEP)

[Draft] System-wide Standards and Policies

1. Definitions and categories of service
 - ✓ Route, Schedule and Bus Stop design principles
 - ✓ Monitoring and **Disparate Impact** evaluation of transit service
2. Performance measurements



Review upcoming drafts with Staff (*Possible work session*)

Hold Public Hearings for each proposed policy:

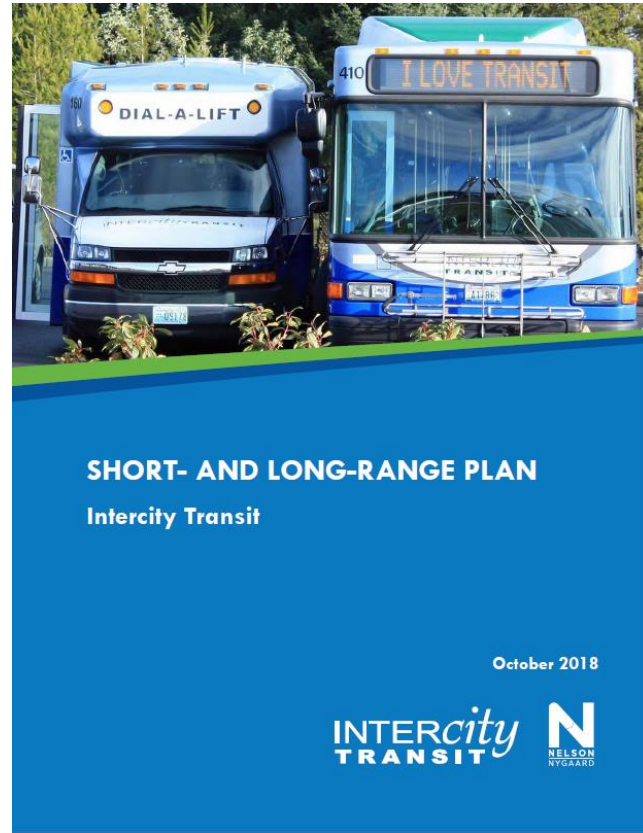
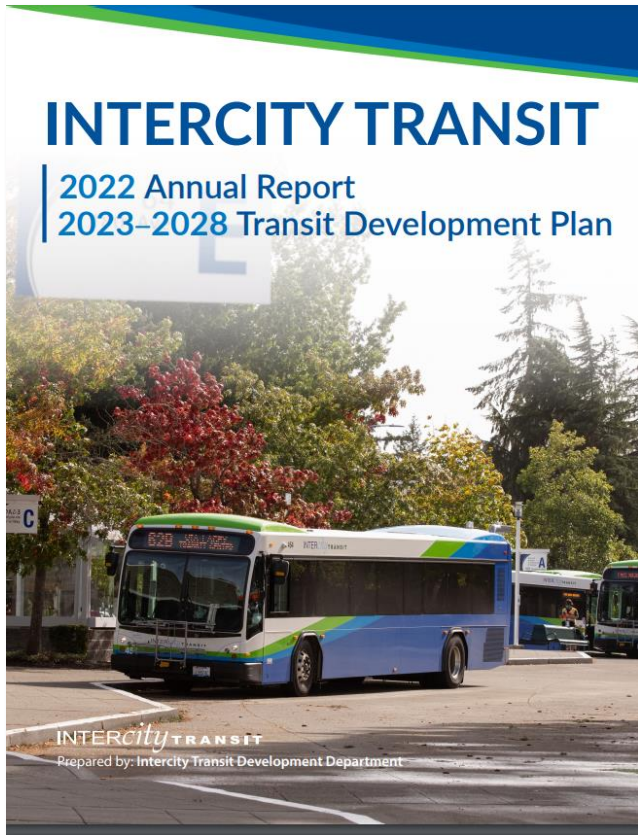
1. *Inclusive Public Participation*
2. *System-wide Standards & Policies*

Final Adoption by Resolution

As we move forward, consider the following:

- When *major* changes to the fixed route system are necessary, how can we ensure an inclusive and meaningful public process?
- What should be the key factors that influence the design of the fixed route network?

Decisions: Upcoming [Major?] Service Changes



Pre-pandemic Restoration

Service change proposals:

- Olympia Express routing & schedule
- Dash routing & schedule

Long-Range Plan (Prop 1)

Expansion proposals:

- *Bus Rapid Transit* (new mode)
- *Innovative Service Zones* (new mode)
- *Yelm Express*
- *Night Owl*



Questions?

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