



## Board Report

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Agenda Number: 28.

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**SYSTEM SAFETY, SECURITY AND OPERATIONS COMMITTEE  
OCTOBER 20, 2016**

**SUBJECT: TITLE VI SERVICE MONITORING REPORT**

**ACTION: ADOPT FINDINGS**

**RECOMMENDATION**

ADOPT the findings of a **Title VI Triennial Review of FTA required service standards that found no disparate impact** in the attainment of service standards relative to minority and non-minority services operated by Metro. This review was conducted for Metro bus and rail service during the fourth quarter of fiscal year 2016:

- A. Finding that the Metro bus system conforms to the adopted Bus Passenger Loading Standards and results in no disparate impact on minorities. The Rail Passenger Loading Standards cannot accurately be determined, due to the Metro Rail ridership data collection methodology. It relies on a limited number of staff counting the boarding and alighting passengers while riding a limited number of rail cars. (Attachment A); and
- B. Finding that the Metro bus system and rail system conform to the adopted Headway Standards and result in no disparate impact. (Attachment B); and
- C. Finding that while Metro bus lines are not in conformance with the adopted In-Service On-Time Performance Standards (ISOTP) of 80%, there was no disparate impact. The system wide average bus ISOTP was 73.0% on weekdays, 71.6% on Saturdays, and 76.8% on Sundays. The percentage of bus lines meeting this standard were 43.5% of weekday, 42.4% on Saturday and 54.8% during Sunday. All rail lines meet the standard of 90% for light rail and 95% for heavy rail. The assessment of the current findings are contained in (Attachment C); and
- D. Finding that Metro and its fixed route operating partners are in conformance and no disparate impact with the adopted System Accessibility Standard. (Attachment D); and
- E. Finding that Metro bus and rail service passenger facilities are in conformance and no disparate impact with the adopted Passenger Amenities Standards. (Attachment E); and
- F. Finding that the Metro bus system is in conformance and no disparate impact with adopted Vehicle Assignment Standards. Conformity of the Metro rail system was reviewed in early May

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2016 and was impacted by the initial delivery of new light rail vehicles and the recent start of operation of the Metro Gold Line Foothill Extension. Only 15 of 235 new vehicles had been accepted at that time with most, of necessity, assigned to the Metro Gold Line. Metro rail system conformance should be reviewed at a later time after new vehicle deliveries are substantially complete. (Attachment F)

## **ISSUE**

Federal Transit Administration (FTA) requires a review of conformance with specified transit performance standards at least once every three years.

## **DISCUSSION**

Federal Transit Administration Circular 4702.1B provides requirements and guidelines for Title VI and Environmental Justice obligations of federal funds recipients. Page IV-9 of these guidelines requires “transit providers to monitor the performance of their transit system relative to their system-wide service standards and service policies (i.e. passenger load, vehicle type and age assignment, transit amenities, etc.) not less than every three years”. Per the guidelines, system-wide standards must be established and monitored, which are discussed in this report.

Operators are required to establish a threshold of significance for when the difference in attainment of minority and non-minority lines would constitute a disparate impact. Metro’s current standard establishes a disparate impact whenever the attainment of non-minority lines exceeds that of minority lines by more than 10%. In the event that a disparate impact is identified “the transit provider shall take corrective action to remedy the disparities to the greatest extent possible, and shall discuss in the Title VI program these disparate impacts and actions taken to remedy the disparities”.

## **Findings**

Approval of the findings for the service monitoring evaluations fulfills a Title VI obligation of Metro. There is no Environmental Justice requirement for service monitoring.

## **DETERMINATION OF SAFETY IMPACT**

There are no safety issues associated with completing Title VI evaluations.

## **FINANCIAL IMPACT**

Fulfilling Title VI obligations ensures continued eligibility for federal funding. Failure to do so could have an adverse impact on budgeted expenditures.

## **ALTERNATIVES CONSIDERED**

The FTA service monitoring requirement must be fulfilled to maintain federal funding eligibility. There are no practical alternatives to the performance of these analyses and the adoption of their findings.

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**NEXT STEPS**

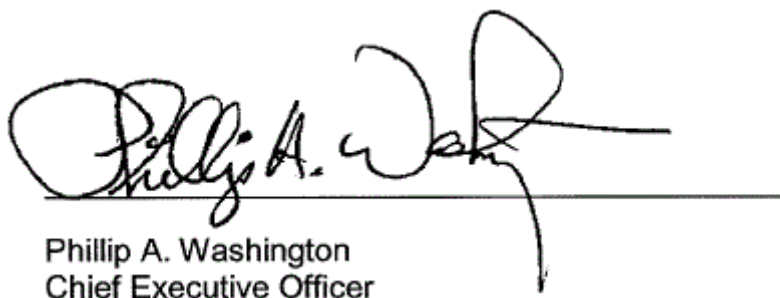
Approval of the findings of the service monitoring evaluations will be submitted to FTA along with the supporting evaluations.

**ATTACHMENTS**

- Attachment A - Passenger Loading Standards
- Attachment B - Headway Standards
- Attachment C - On-Time Performance Standards
- Attachment D - Accessibility Standards
- Attachment E - Passenger Amenities Standards
- Attachment F - Vehicle Assignment Standards

Prepared by: Jon Hillmer, Senior EO, Svc. Development, Scheduling & Analysis  
(213) 418-3232  
Scott Page, Senior Director, Service Performance & Analysis  
(213) 418-3400  
Dana Woodbury, Manager, Transportation Planning  
(213) 922-4207

Reviewed by: Dan Levy, Chief, Civil Rights Programs Name, Title,  
(213) 922-8891  
James T. Gallagher, Chief Operations Officer,  
(213) 922-4424



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Phillip A. Washington  
Chief Executive Officer