

Kankakee Area Transportation Study

Title VI Non-Discrimination Program



June 24, 2020

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Introduction

The Federal Transit Authority (FTA) has set forth requirements in the FTA Circular C4702.1B, for compliance with Title VI provisions of the Civil Rights Act of 1964.

The purpose of FTA Circular C4702.1B is to provide recipients of Federal Transit Administration financial assistance with guidance and instructions necessary to carry out U.S. Department of Transportation (USDOT) Title VI regulations (49 CFR part 21) and to integrate into their programs and activities considerations expressed in the USDOT's Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient ("LEP") Persons (70FR 74087, December 14, 2005).

Title VI of the Civil Rights Act (42 U.S.C. 2000-1) states that "No person in the United States shall, on the grounds 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."

The Executive Order on Environmental Justice further amplifies Title VI by providing that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

Kankakee Area Transportation Study (KATS) is a recipient of FTA and Federal Highway Administration (FHWA) planning funds via the Illinois Department of Transportation (IDOT). These funds are used to complete the Metropolitan Planning Organization (MPO) related transportation planning elements. These elements include the Unified Work Program (UWP), the Transportation Improvement Program (TIP), and the Long-Range Transportation Plan (LRP).

General Requirements of the Title VI of the U.S. Civil Rights Act

According to FTA regulations, all applicants applying for assistance under the FTA activities must give a concise description of the following or lack thereof:

1. Any lawsuits or complaints alleging discrimination on the basis of race, color, or national origin filed against the applicant within the past year together with a statement of the status of outcome of each complaint or lawsuit.
 - a. There have been no lawsuits or complaints naming KATS that allege discrimination on the basis of race, color, national origin with respect to service or transit-related benefits.
 - b. There have been no Title VI complaints with KATS in the last three years.
 - c. There were no facility impact analyses for construction projects funded by the FTA within the past three years.
2. Any pending application by the applicant to any Federal agency other than FTA.
 - a. There are no pending applications to any Federal agency other than FTA.

3. Any civil rights compliance review performed or being performed on the applicant by any local, state, or Federal agency during the two-year period before the applicant together with a statement of the status or outcome of such reviews.
 - a. There have been no Civil Rights compliance reviews in the last three years.
4. The manner in which Title VI will be enforced by the grantee in regard to contractors. Each contract with KATS shall include the following (or similar) statement in the contract agreement:

“During the performance of the contract, the Contractor shall comply with the provision of Title VI of the Federal Civil Rights Act of 1964. A copy of said provisions is attached hereto, and by this reference, is made a part of this Contract. The Contractor shall insert a similar provision in all subcontracts for services covered by this Contract.”

In addition, should any complaints arise alleging noncompliance with Title VI, KATS will take the appropriate and required legal action.

Agency Background

In 1962, Congress approved the Federal-Aid Highway Act. This required that in urbanized areas, programs for Federal-Aid Highway projects approved after July 1, 1965, must be based on a “Continuing and comprehensive transportation planning process carried on cooperatively by states and local communities.” The authority for transportation planning in the Kankakee Metropolitan Area lies in the Metropolitan Planning Organization (MPO), which includes all local officials. The MPO consists of the local and state officials for the area, meeting on a regular basis, to discuss the performance of transportation planning for the area. By Federal law, when an urban area exceeds the 50,000 population level, a Metropolitan Planning Organization is required to exist for that area. This level of population was reached in the 1980 Census for the Kankakee Urbanized Area, and the Kankakee Area Transportation Study (KATS) was created in 1983 to meet the requirements of that law.

The current members of KATS are the City of Kankakee, the Villages of Aroma Park, Bourbonnais, Bradley, and Manteno, Kankakee County, the Illinois Department of Transportation, the Kankakee Valley Airport Authority, and the River Valley METRO Mass Transit District.

KATS Organizational Structure

KATS is governed by a Policy Committee of elected and appointed members and is advised by a Technical Advisory Committee which is made up of technical personnel from the nine-member

agencies. The MPO committees meet on a regular basis to discuss current progress and future needs in transportation planning.

KATS Policy Committee

The KATS Policy Committee consists of local elected and appointed officials of those agencies that have a primary interest in transportation. Each Member is expected to reflect the official position of his or her constituent agency and/or the public interests they represent. The Policy Committee members are:

- President, Village of Aroma Park (elected)
- President, Village of Bourbonnais (elected)
- President, Village of Bradley (elected)
- Regional Engineer, IDOT (appointed)
- Mayor, City of Kankakee (elected)
- Chairman, Kankakee County (elected)
- Chairman, Kankakee Valley Airport Authority (appointed)
- President, Village of Manteno (elected)
- Chairman, River Valley METRO Mass Transit District (appointed)

This committee assumes the decision-making authority for KATS and establishes policies that guide and form the transportation planning process. The committee has a variety of responsibilities, which range from approving the annual Transportation Improvement Program (TIP) to helping establish the metropolitan planning boundary of the study area.

KATS Technical Committee

The KATS Technical Committee consists of technical personnel from the nine local participating agencies. It makes recommendations concerning transportation-related issues to the Policy Committee for their approval. The Technical Committee members are:

- Village Engineer, Village of Aroma Park
- Village Engineer, Village of Bourbonnais
- Village Engineer, Village of Bradley
- Urban Planner, IDOT, District 3
- City Engineer, City of Kankakee
- County Engineer, Kankakee County
- Manager, Kankakee Valley Airport Authority
- Village Engineer, Village of Manteno
- Designee, River Valley METRO Mass Transit District

KATS Staff Structure

KATS staff performs the daily operations of the agency, with technical knowledge in transportation systems planning and other related areas. The staff, in conjunction with KATS member agencies, collect, analyze, and evaluate transportation data to determine the transportation system requirements of the MPO. They also prepare materials for the Technical and Policy Committee meetings, as well as any other meetings and subcommittees. KATS Staff participates in all KATS meetings and provide technical input as needed. They also represent their agency at other meetings of importance to the planning activities in the region. The KATS staff consists of:

- Executive Director
- Transportation & Development Division Manager
- Transportation Program Manager
- Transportation Planner
- Office Manager
- GIS Technician
- Office Assistant

Summary of KATS Title VI Compliance

KATS has collected demographic data on race, ethnicity, minority groups, income level, and language spoken at home or participants and beneficiaries of federally funded programs through Census data, public opinion surveys, and self-identification on questionnaires. KATS uses this in transportation planning for the following reasons:

- To determine any adverse impacts or benefits of potential projects on minority and low-income neighborhoods.
- To ensure equality in evaluating project applications submitted for inclusion in the Long-Range Transportation Plan and the Transportation Improvement Program.
- To develop public outreach strategies.

The data collected are reviewed to ensure that KATS continues to meet the requirements of the Title VI Program.

Public Involvement Plan

The intent of the Kankakee Area Transportation Study Public Participation Plan is to provide a process for meaningful public input into transportation decision-making. This process includes offering reasonable opportunities for the public to be informed and involved in the development of transportation plans and programs in the metropolitan area. Proactive outreach to educate and inform the public about transportation issues and options, and to elicit input from the public on transportation issues, is integral to the process.

KATS Public Participation Plan can be found at the KATS website: www.kats-mpo.org. Below are some of the key points of the Plan:

- Public notification will be provided for no fewer than 15 days nor more than 30 days in advance of consideration of action by the Policy Committee on proposed Long-Range Transportation Plan (LRP) updates and Transportation Improvement Program (TIP) amendments. Amendments to these planning documents will require a minimum of 7 days of public notification prior to approval.
- A meeting notice will be provided by e-mail to local news media one week in advance of each regular Technical Advisory meeting and Policy Committee meeting. Reasonable access to available information about MPO sponsored transportation studies in the metropolitan area will also be provided.
- Public information related to transportation plans, programs, and meeting notices of KATS will be provided electronically, online at www.kats-mpo.org, including draft and final versions of the Public Participation Plan. The website will also provide meeting agendas and minutes, information on the purpose, programs, and structure of KATS, information on MPO planning projects and studies, and contact information for MPO staff.
- Public meetings sponsored by KATS will be held at convenient locations and times. A citizen information period will be provided during each regular MPO meeting.
- Public input received during the development of the LRP and TIP documents will be given consideration by the MPO. Significant input will be reported to the Technical Advisory Committee and the Policy Committee.
- Outreach efforts seeking input on the LRP and TIP documents from low income and minority households traditionally underserved by existing transportation systems will be continued and documented. All public participation activities of KATS shall be conducted to permit involvement by persons with disabilities and by persons with limited English proficiency (by special arrangement).
- The KATS website, www.kats-mpo.org will be advertised in the local daily newspaper of greatest circulation at least one time per year, with instructions detailing how to use the website, and instructions on how to give a comment about the subjects open for public comment.
- The KATS process for public review, participation, and comment on the TIP serves as the public participation process for the River Valley METRO Mass Transit District Program of Projects.

Title VI Complaint Form

Title VI Non-Discrimination Complaint Form Kankakee Area Transportation Study

Kankakee Area Transportation Study (KATS) is committed to ensuring that no person is excluded from participation in or denied the benefits it's services on the basis of race, color, or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended. Title VI complaints must be filed within 180 days from the date of the alleged discrimination. To file a complaint this completed form must be returned to Kankakee Area Transportation Study, 189 E. Court Street, Kankakee, IL 60901. Faxed or e-mailed forms are not accepted. Hand delivery is recommended to ensure that the complaint is received and filed within the statutory deadline.

Section 1

Your Name: _____ Phone: _____

Street Address: _____

City, State, & Zip Code: _____

Section 2

Are you filing this complaint on your own behalf? ☐Yes ☐No

If you answered "No" to question 1, please describe your relationship to the person (complainant) for whom you are filing and why you are filing for a third party.

Have you obtained permission from the aggrieved party (complainant) to file this complaint on his or her behalf? ☐Yes ☐No

Section 3

Have you previously filed a Title VI complaint with Kankakee Area Transportation Study?

☐Yes ☐No

Have you filed this complaint with any other federal, state, or local agencies?

☐Yes ☐No

Agency: _____ Contact Name: _____

Street Address, City, State, Zip Code: _____

Agency: _____ Contact Name: _____

Street Address, City, State, Zip Code: _____

Title VI Non-Discrimination Complaint Form Kankakee Area Transportation Study
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Section 4

Which of the following best describes the reason for the alleged discrimination of this complaint?

☐ Race

Date of Incident: _____

☐ Color

☐ National Origin

Please describe the alleged incident and how you feel you were discriminated against, including how others may have been treated differently than you. Provide the names and titles of person(s) who allegedly discriminated against you. If you require additional space or have additional written material pertaining to your complaint, please attach to this form.

Section 5

I affirm that I have read the above charge and that it is true to the best of my knowledge, information, and belief.

Complainant's Signature: _____ Date: _____

Print or Type Name of Complainant: _____

For Office Use Only

Date Received: _____

Received by: _____

Population Characteristics

This section describes the characteristics of the Kankakee Urbanized Area as delineated by the U.S. Census Bureau. Below, Figure 1-A shows the distribution of race and ethnicity in the urbanized area. Figure 1-B shows the same type of data, but for the rest of Kankakee County, outside the urbanized area. Figure 1-C shows the data with the population totals for each group with the percentages inside and outside the urbanized area. Seventy-two percent of the total population of Kankakee County resides within the urbanized area.

Figure 1-A. Urbanized Area Population Distribution by Race/Ethnic Group

	Urbanized Area	% of Urbanized Area
Total Population	81,926	100%
Non-Hispanic or Latino	73,695	90%
Hispanic or Latino	8,231	10%
One Race	80,010	98%
White	61,096	75%
Black or African American	14,192	17%
Asian	884	1%
American Indian or Native Alaskan	204	0%
Hawaiian or Pacific Islander	21	0%
Other	3,613	4%
Two or More Races	1,916	2%

Source: 2010 Census, U.S. Census Bureau.

Figure 1-B. Outside the Urbanized Area Population Distribution by Race/Ethnic Group

	Kankakee County	% of Total
County Population (Outside MPO)	31,523	100%
Non-Hispanic or Latino	29,587	94%
Hispanic or Latino	1,936	6%
One Race	31,037	98%
White	26,890	85%
Black or African American	2,995	10%
Asian	168	1%
American Indian or Native Alaskan	82	0%
Hawaiian or Pacific Islander	13	0%
Other	889	3%
Two or More Races	486	2%

Source: 2010 Census, U.S. Census Bureau.

Figure 1-C. Kankakee County Population Distribution by Race/Ethnic Group

	Kankakee County Total	% Inside Urbanized Area	% Outside Urbanized Area	Total %
Total Population	113,449	72%	28%	100%
Non-Hispanic or Latino	103,282	71%	29%	100%
Hispanic or Latino	10,167	81%	19%	100%
One Race	111,047	72%	28%	100%
White	87,986	69%	31%	100%
Black or African American	17,187	83%	17%	100%
Asian	1,052	84%	16%	100%
American Indian or Native Alaskan	286	71%	29%	100%
Hawaiian or Pacific Islander	34	62%	38%	100%
Other	4,502	80%	20%	100%
Two or More Races	2,402	80%	20%	100%

Source: 2010 Census, U.S. Census Bureau.

Figure 2 shows the distribution of median household income for the urbanized area. The race and ethnicity for each group are based on the head of the household and not necessarily representative of all those within the household. Both American Indian or Native Alaskan and Native Hawaiian or Pacific Island have a very high margin of error associated with the estimated median income.

Figure 2. Median Household Income in the Past 12 Months (in 2017 Inflation-Adjusted Dollars) by Race/Ethnic Group

Race/Ethnicity of Householder	Median Income	Margin of Error
Total Population (Urbanized Area)	\$ 53,667.00	± \$ 1,754.00
White	\$ 59,652.00	± \$ 2,157.00
Black or African American	\$ 27,361.00	± \$ 5,088.00
American Indian and Alaska Native	-	**
Asian	\$ 74,091.00	± \$ 24,664.00
Native Hawaiian and Other Pacific Islander	-	**
Some other race	\$ 41,343.00	± \$ 12,344.00
Two or more races	\$ 33,472.00	± \$ 27,795.00
Hispanic or Latino origin (of any race)	\$ 46,766.00	± \$ 6,670.00
White alone, not Hispanic or Latino	\$ 60,834.00	± \$ 1,840.00

Source: U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates

Figure 3 shows the breakdown of languages spoken at home within the urbanized area. This data is based on persons age 5 and over. Over 90 percent of individuals only speak English and more than half of those who speak a language other than English at home, speak English “Very well.”

Figure 3. Limited English Proficiency in the Urbanized Area - Language Spoken at Home

Language Spoken at Home	Percent
Total Population	100%
Speak English "Very Well"	96.6%
Speak English Less Than "Very Well"	3.4%
Speak only English	89.6%
Speak a language other than English	10.4%
Speak Spanish	8.3%
Speak English "Very Well"	64.7%
Speak English Less Than "Very Well"	35.3%
Speak Other Indo-European Language	1.1%
Speak English "Very Well"	84.6%
Speak English Less Than "Very Well"	15.4%
Speak Asian and Pacific Languages	0.8%
Speak English "Very Well"	56.0%
Speak English Less Than "Very Well"	44.0%
Other	0.2%
Speak English "Very Well"	99.2%
Speak English Less Than "Very Well"	0.8%

Source: 2013-2017 American Community Survey 5-Year Estimates

The following maps show the distribution of population in the region with transit routes and transfer centers for River Valley METRO Mass Transit District (METRO). Map 1 on page 14 shows the density of total population by census block, normalized by acreage. The highest density of people is 54.13 people per acre. The lowest is less than 2.9 people per acre. The block boundaries and population counts are from the 2010 Census. This map shows a representation of where people in the area are living in relation to the METRO routes. The routes have provided good coverage in relation to where people are living.

The estimated median household income in 2017 for the entire urbanized area was \$53,667. There is a relatively high margin of error for two of the groups (Asian; and People of Two or more races). Map 2 on page 15 shows median household income by census tract. Areas that have a lower household median income are not underserved by METRO and METRO can provide transportation to areas where riders need to get to. The lowest income group (\$26,607 - \$27,999) is clustered in central and eastern Kankakee. The second lowest group (\$28,000 - \$42,999) is in western and southern Kankakee, extending into southeast Bradley and southern Bourbonnais.

According to the 2010 Census, the total number of non-white people in the urbanized area is 20,830. Map 3 on page 16 shows the percentage of minority population by census tract. The highest percentage range (67.1% - 84.3%) of minorities is in central Kankakee. This area is

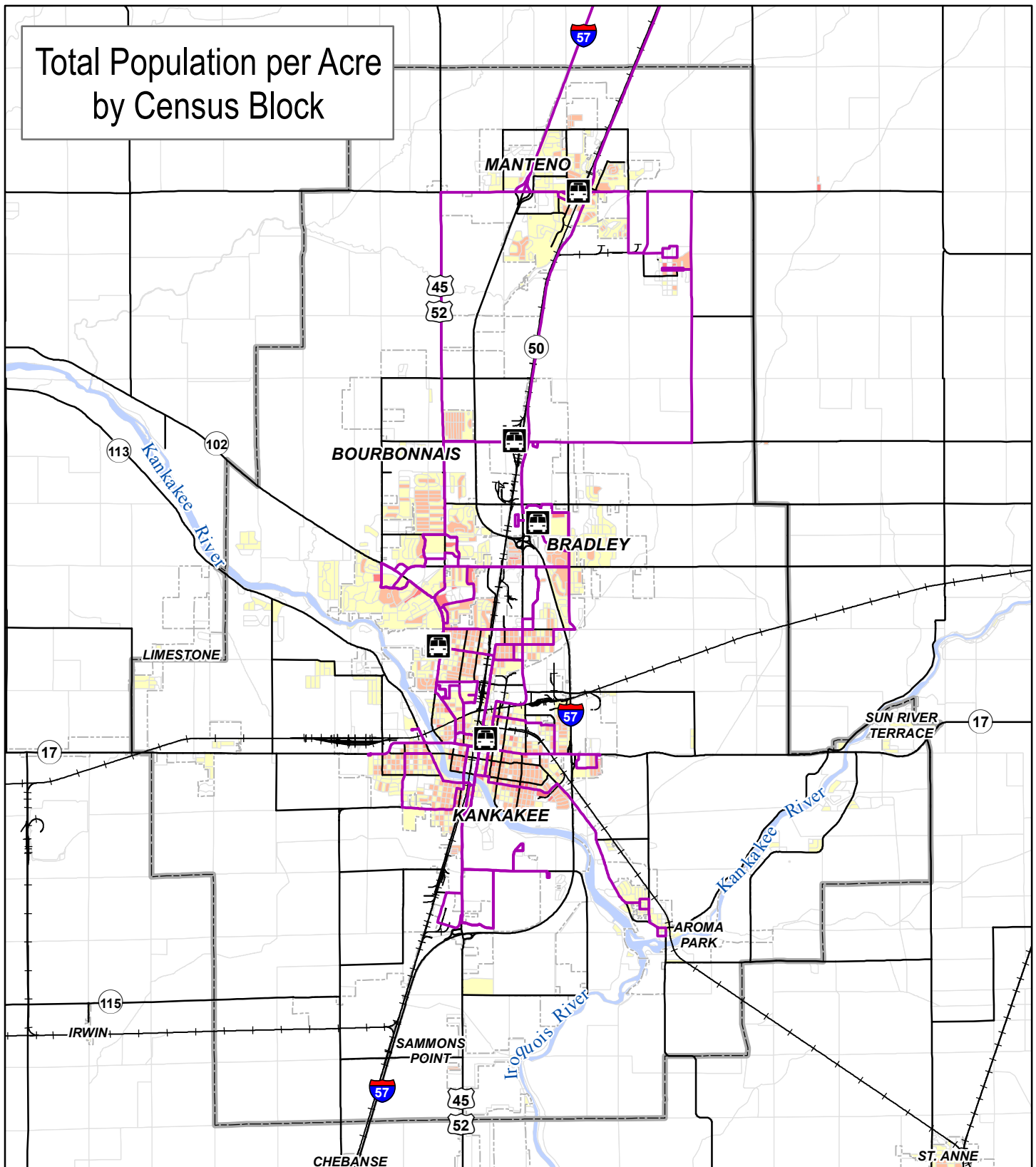
bordered on the east and west by the second highest percentage range (40.1% - 67%). Neither of these areas has a shortage of transit routes serving them.

Within the urbanized area, there are a total of 11,142 people of Hispanic ethnicity. Map 4 on page 17 shows the percentage of Hispanic persons by census tract. The highest percentage range (20% - 27.7%) of the Hispanic population is in central Kankakee. The area of the second highest percentage range (15% - 19.9%) is on the eastern edge of Kankakee and the urbanized area.

The total estimated percent of persons with Limited English Proficiency (LEP) in the urbanized area is 3.7 percent. Map 5 on page 18 shows the percentage of LEP persons by census tract. The highest percentage range (11.1% - 12.1%) of LEP persons is in central Kankakee and that area is neighbored to the west by the second highest percentage range (6.1% - 11%). Both areas have access to METRO transit routes; as do the lower percentage areas.

METRO Limited English Proficiency (LEP)


River Valley METRO MTD has taken advantage of advances in technology particularly, regarding translation apps and services. This includes how the public accesses METRO's website and route information. Additionally, online and smartphone mapping services have begun to offer transportation directions and travel plans that include a public transit option.



Legend

Population per Acre by Census Block

- 0 - 2.9
- 3 - 8.9
- 9 - 19.9
- 20 - 54.13
- Corporate Limits

-  Transfer Stations
- River Valley Metro Routes
- Major Roads
- Railroad
- MPO Boundary

Map Created by



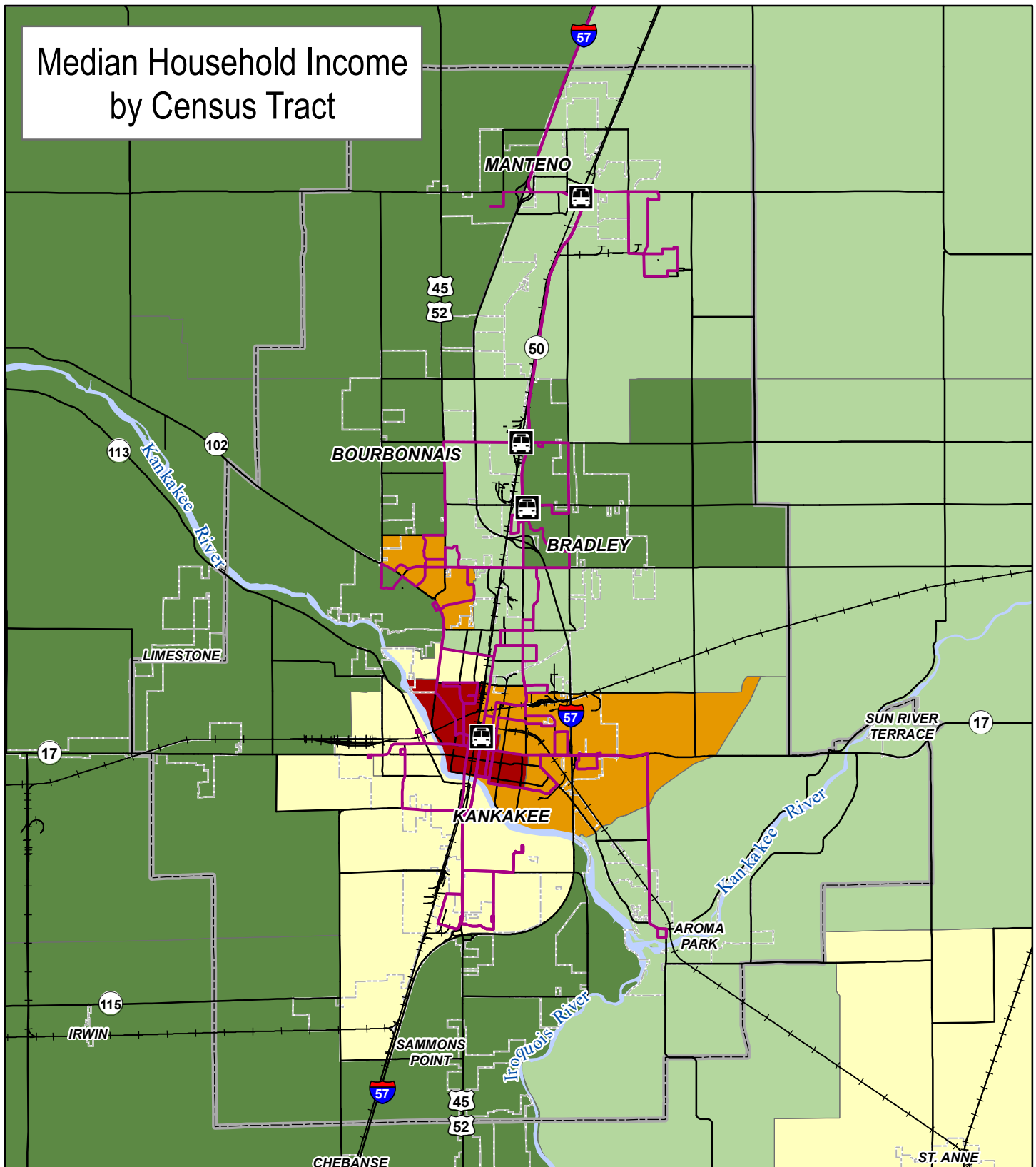
Planning Dept.
June 8, 2015



Disclaimer: This map is for reference only. Data provided are derived from multiple sources with varying level of accuracy. Kankakee Area Transportation Study (KATS) disclaims all responsibility for the accuracy of completeness of the data shown hereon.

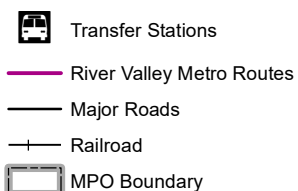
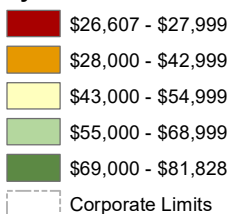
Data Sources: Total Population by Census Block - U.S. Census Bureau 2010 Census, Other data - ILDOT, U.S. Census Bureau, Kankakee County, River Valley METRO Mass Transit District

Median Household Income by Census Tract



Legend

Median Household Income by Census Tract

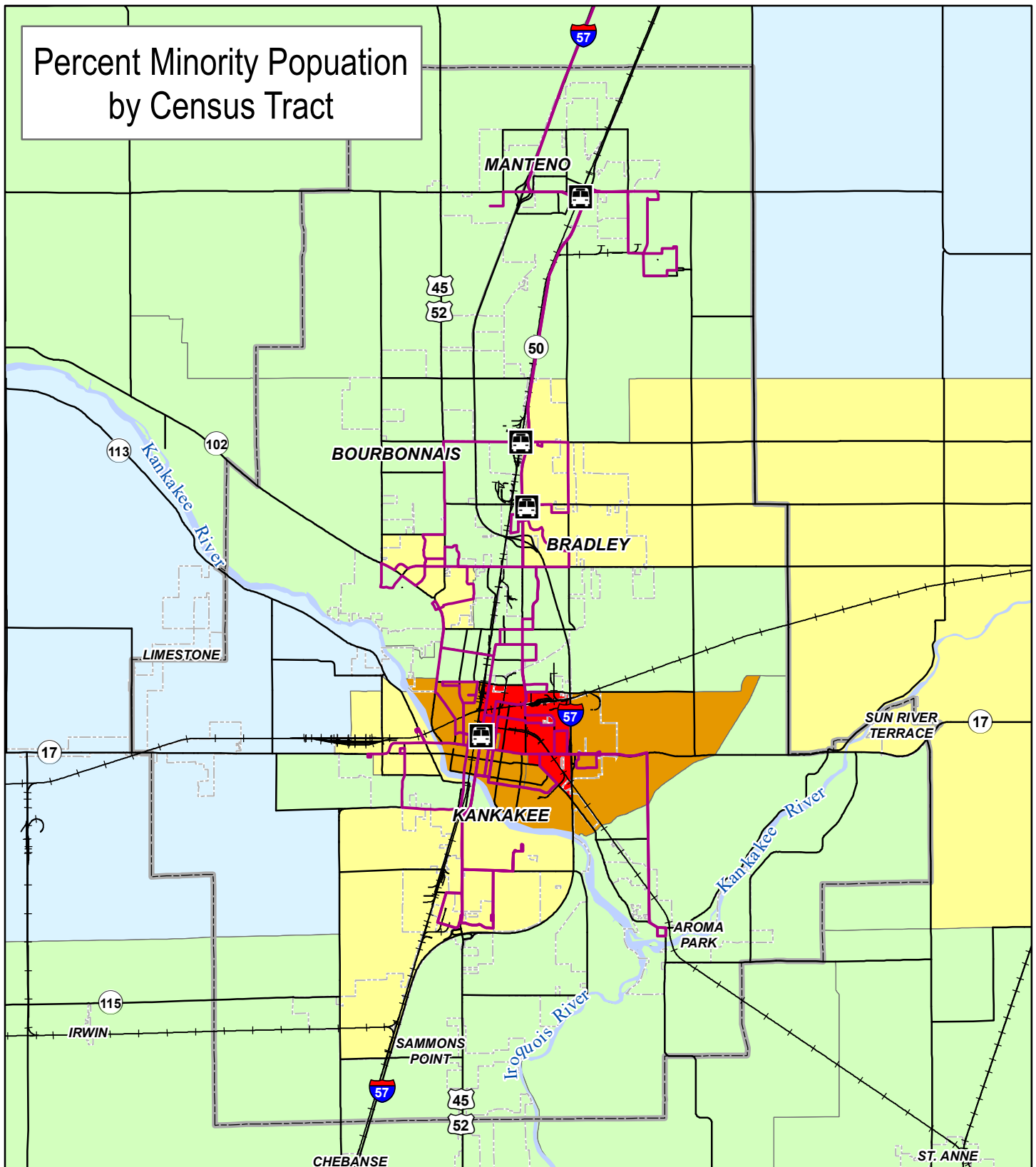


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Data Sources: Median Household Income by Census Tract - U.S. Census Bureau American Community Survey 5-year Estimates (2013-2017), 2017 inflation adjusted dollars
Other data - ILDOT, U.S. Census Bureau, Kankakee County, River Valley METRO Mass Transit District.



Legend

Percent Minority Population by Census Tract

- 0% - 5%
- 5.1% - 17%
- 17.1% - 40%
- 40.1% - 67%
- 67.1% - 84.3%
- Corporate Limits

- Transfer Stations
- River Valley Metro Routes
- Railroad
- Major Roads
- MPO Boundary

0 1 2 4 6 Miles

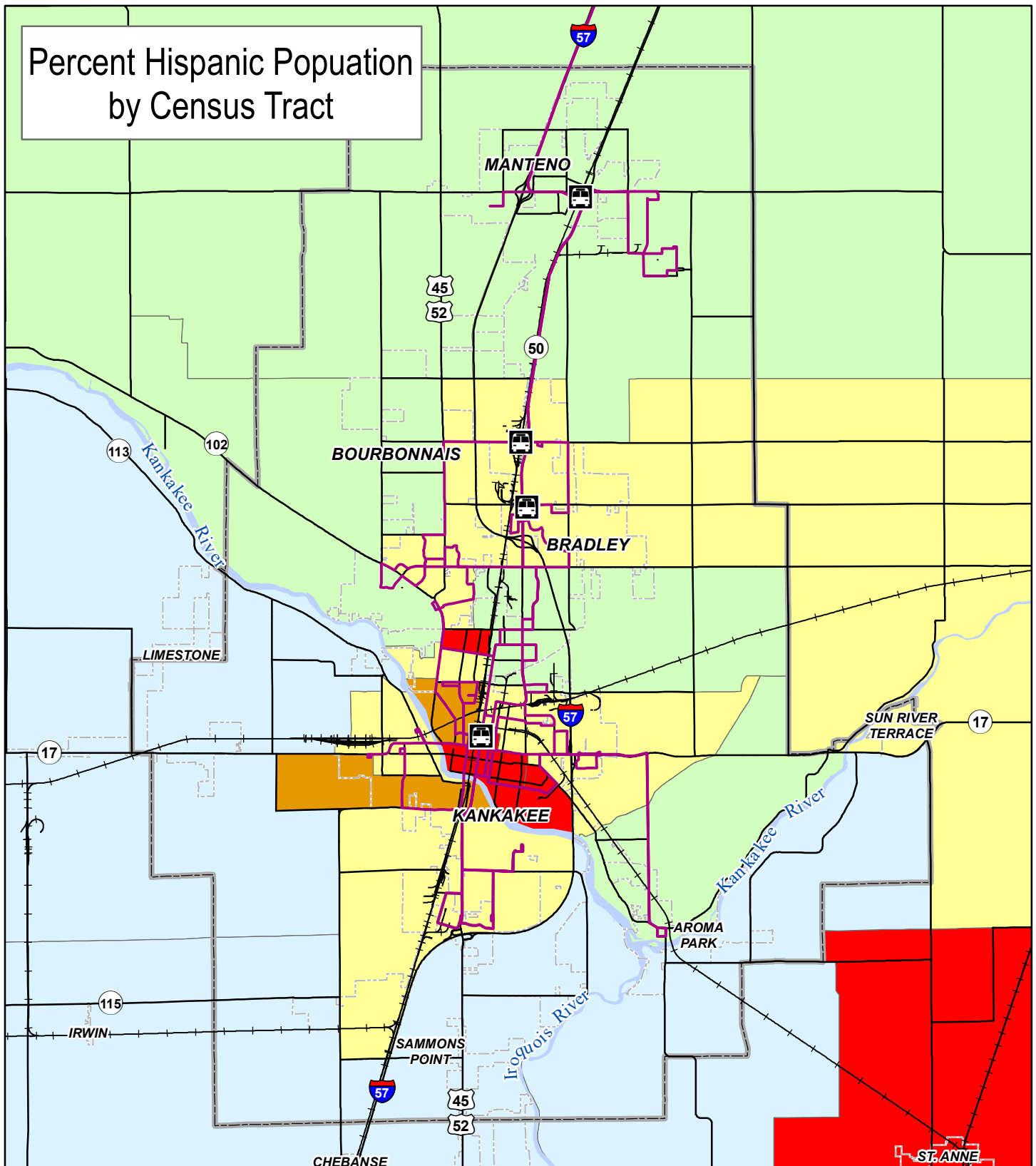
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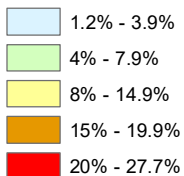
Data Sources: Percent Minority Population by Census Tract - U.S. Census Bureau 2017 American Community Survey, (2013-2017 Estimates) Other data - ILDOT, U.S. Census Bureau, Kankakee County, River Valley METRO Mass Transit District.

Percent Hispanic Population by Census Tract



Legend

Percent Hispanic Population by Census Tract



Transfer Stations



River Valley Metro Routes



Railroad



Major Roads



MPO Boundary

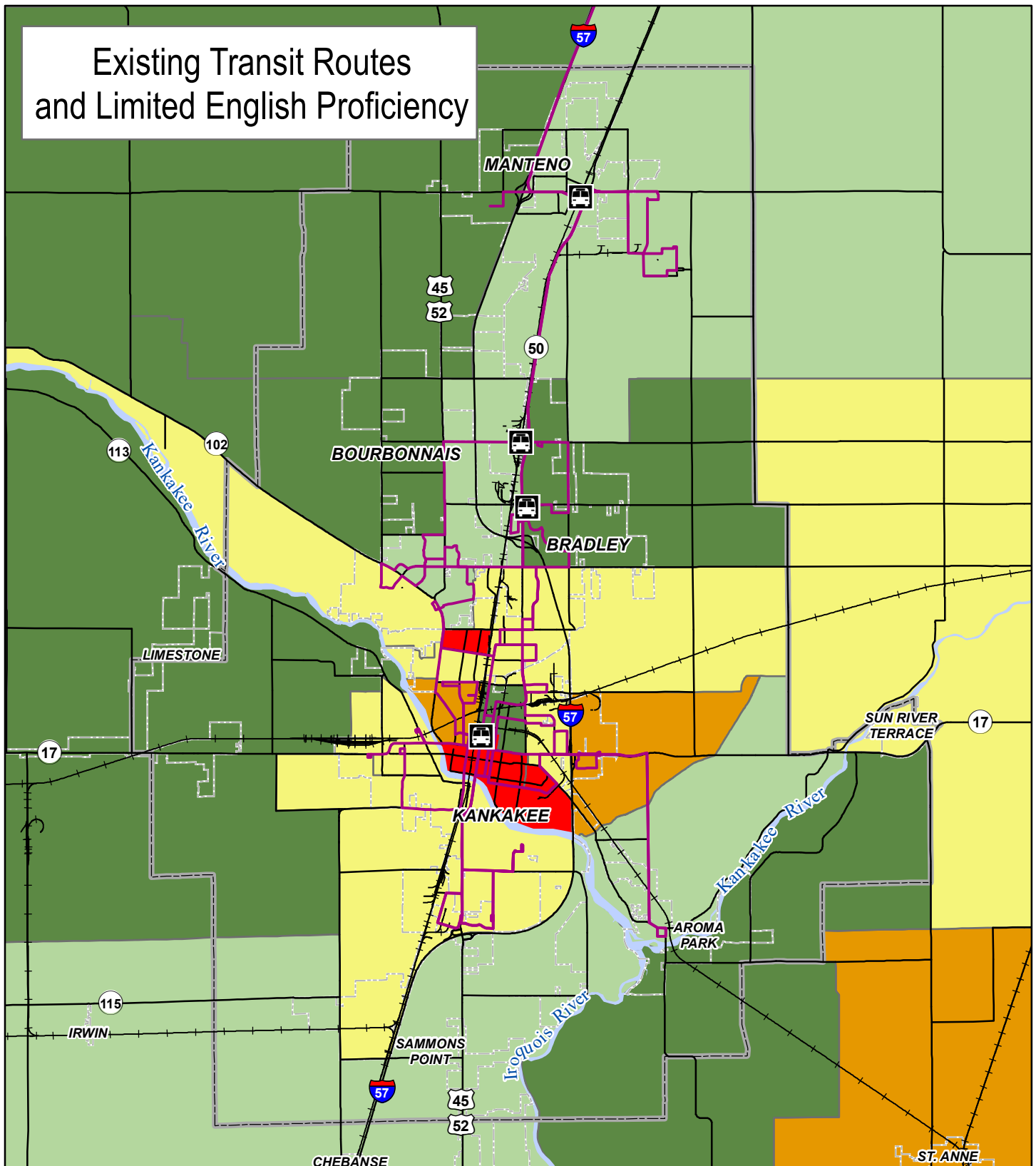
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Data Sources: Percent Hispanic Population by Census Tract - American Community Survey 2017, (2013-2017 Estimates), Other data - ILDOT, U.S. Census Bureau, Kankakee County, River Valley METRO Mass Transit District.

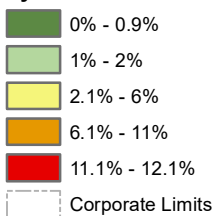
Existing Transit Routes and Limited English Proficiency



Legend

Percent language spoken other than English

by Census Tract



Transfer Stations



River Valley Metro Routes



Railroad



Major Roads



MPO Boundary



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May 1, 2019

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Data Sources: Persons with Limited English Proficiency - U.S. Census Bureau American Community Survey 5-year Estimates (2013-2017), Other data - ILDOT, U.S. Census Bureau, Kankakee County, River Valley METRO Mass Transit District.