

Grand Valley Transit

Title VI Equity Analysis

Site Selection for a Transit Fleet Maintenance Facility

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1.0 Background and Project Purpose/Description

Grand Valley Transit (GVT) provides public transportation service in Western Colorado across four member governments, including: Grand Junction, Fruita, Palisade, and Unincorporated Mesa County. The population of the Grand Valley is approximately 141,500 and is continuing to grow. GVT has also significantly grown since it was established. In 2019, GVT provided 725,540 fixed-route trips and 35,248 paratransit trips. These GVT trips connect people to employment, medical appointments, shopping, entertainment, and more.

GVT assets are owned by Mesa County and operated by a contractor, which is currently Transdev. GVT currently maintains a fleet of 29 vehicles to provide fixed-route (11 routes) and paratransit services. Service is primarily operated Monday through Saturday from 5:00 a.m. to 8:30 p.m.

Currently, all 29 GVT vehicles are fueled by Compressed Natural Gas (CNG) and maintained by City of Grand Junction Fleet and one gasoline contingency vehicle is maintained in Whitewater by Mesa County. CNG buses are maintained by the City of Grand Junction as the Mesa County facility is not equipped to repair CNG buses. There will be three additional CNG buses (fleet

expansions) that are currently on order and should be delivered by the end of 2023. Recently GVT was awarded two additional expansion buses which will eventually bring the total fleet size to 34 with three contingency buses.

The Grand Junction Fleet Facility is centrally located in the middle of the transit system and co-located with the CNG Fueling Facility that is shared by the City of Grand Junction and Mesa County. This arrangement started in 2012 as GVT converted to CNG and Mesa County was not equipped to maintain the buses at the Whitewater Fleet Facility.

The City of Grand Junction Fleet has 17 bays and 13 mechanics. Of these, GVT buses currently use at least three bays and often times additional bays. Per the memorandum of understanding (MOU) between Mesa County and the City of Grand Junction, three full-time mechanics are assigned to GVT buses.

Grand Junction Fleet has recently updated their Maintenance Repair Unit calculations and found that 5 personnel are needed for the GVT fleet. However, there is not space in their facility to increase staff as additional bays do not exist. Without sufficient personnel, it has been difficult to maintain on-time preventative maintenance requirements and at times, additional mechanics are pulled from city vehicles to the GVT fleet when service comes close to being canceled due to a lack of buses.

Further, in February 2020, the 2045 Coordinated Transit & Human Services Transportation Plan was completed and identified a new transit fleet maintenance facility as a high priority as fleet maintenance has been an on-going problem for many years. Additionally, the plan also identified service expansion to 30 min frequency on select corridors as a high priority. The ability to expand service is directly correlated to the ability to maintain additional fleet. This is not possible in the current facility but would be possible with an independent fleet facility.

2.0 Study Purpose

The purpose of this Title VI Equity Analysis is to analyze potential sites for a new transit maintenance facility and to discuss the balance of factors that went into site selection to ensure the preferred location would be selected without regard to race, color, or national origin. As per FTA C 4702.1B Title VI equity analyses, the location of facilities must occur in the planning stage before a preferred site has been selected.

3.0 Title VI Compliance

GVT is committed to ensuring that no person is excluded from participation in, or denied the benefits of its transit services on the basis of race, color, or national origin, as protected by Title VI in Federal Transit Administration (FTA) Circular 4702.1.B.

Title 49 CFR Section 21.9(b)(3) states, "In determining the site of location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part." Title 9 CFR part 21, Appendix C, Section (3)(iv) provides, "The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin."

GVT is required to conduct a Title VI equity analysis to ensure the location is selected without regard to race, color, or national origin. Per guidance in the circular, this analysis must:

- Include outreach to persons potentially impacted by the siting of the facility;
- Compare impacts of various siting alternatives;
- Determine if cumulative adverse impacts might result due to the presence of other facilities with similar impacts in the area; and
- Occur before the selection of the preferred site.

If disparate impacts are identified, the least discriminatory alternative must be implemented.

4.0 Site Selection and Identification Process

The site selection process started with operational requirements and identifying space needs based on projected fleet expansion. The criteria developed for this analysis was as follows:

- General geographic area: located near existing GVT offices, CNG fueling facility and routes.

- Site size and configuration: Consider maintenance facility needs and the possibility of future expansion.
- Access requirements: located near easily accessible corridors such as an arterial roadway or highway.
- Cost: consideration of the design and construction costs as well as the operation and maintenance costs.
- Land ownership: consideration given to the cost of land and land ownership. Evaluation of whether the site would encourage a potential partnership with Mesa County or other municipalities.
- Environmental requirements: the site would not have adverse effects on the environment, is not located within a flood plain, and has adequate infrastructure/utilities.

4.1 Site Location Maps

Based on the criteria mentioned above there are two available sites which are shown below:

1. 333 West Avenue, Grand Junction, CO 81501 (Grand Junction Fleet Facility)



2. 971 Coffman Road #A, Whitewater, CO 81527 (Whitewater Fleet Facility)



5.0 Community Outreach and Input Received

On August 4, 2022 the MPO and GVT hosted a Transportation Open House where a draft of maintenance facility equity analysis was presented. Information about this event was mailed on a postcard in both English and Spanish to 359 addresses. At the event, there were 24 attendees and two public comments were made about the maintenance facility. Comment details can be found in Appendix A. Of the comments received, support was centralized around 333 West Avenue, Grand Junction, CO 81501 (Grand Junction Fleet Facility) primarily due to its proximity to existing GVT routes and the current CNG Fueling Facility. However, having nearby housing for employees and understanding of their housing was identified as an important consideration.

6.0 Benefits and Burdens Analysis

GVT reviewed the benefits and burdens of each site to determine any community impacts of a new transit fleet maintenance facility. Neither potential site requires the displacement of residences or businesses.

Site	Benefits/Positive Impacts	Burdens/Adverse Impacts
333 West Avenue, Grand Junction, CO 81501 Grand Junction Fleet Facility	<ul style="list-style-type: none"> • Good access to existing GVT routes • Co-located with the CNG Fueling Facility • Compatible land use: located next to other industrial and commercial uses • No change of use on parcel and surrounding parcels • Currently owned by the City of Grand Junction 	<ul style="list-style-type: none"> • Future fleet expansion will result in increase in buses and employees entering/leaving facility • Additional noise and traffic during construction
971 Coffman Road #A, Whitewater, CO 81527 Whitewater Fleet Facility	<ul style="list-style-type: none"> • Compatible land use: located next to other industrial, commercial, and government uses • No change of use on parcel and surrounding parcels • Currently owned by Mesa County 	<ul style="list-style-type: none"> • 7 miles from the nearest GVT transfer facility • No CNG fueling infrastructure • Increased time, emissions and cost from buses driving or being towed to the facility • Additional noise and traffic during construction as site is upgraded to a CNG facility • No nearby workforce housing

7.0 Alternatives Equity and Cumulative Impacts Analysis

Mesa County has a 13.0% countywide population living under the poverty line, a minority rate of 17.8%, and a limited English proficiency (LEP) rate of 0.9% (see the table below). Both sites would have minimal localized impacts and are near or below countywide averages in these categories. This demographic analysis ensures that site selection would have no disparate

impact due to race, color, or national origin. It is important to note that the block groups in which the two sites are located are relatively large in comparison to nearby block groups. Their size may skew the data found in the table below (please see the “2020 Block Groups in Central Mesa County” map). There is one residential neighborhood south of the 333 West Ave site known as the Riverside neighborhood. The closest residential neighborhood to the 971 Coffman Road site is over 1 mile away. The Riverside Neighborhood is separated from the facility by US-340 as well as several parcels of City of Grand Junction facilities which have a similar use and impacts. The only impact to this neighborhood may be a slight increase in traffic in the area around the facility as the fleet increases in size and additional buses are stored, fueled and maintained at the facility. The impact will be minimal as the roadways have the capacity to absorb the additional vehicles.

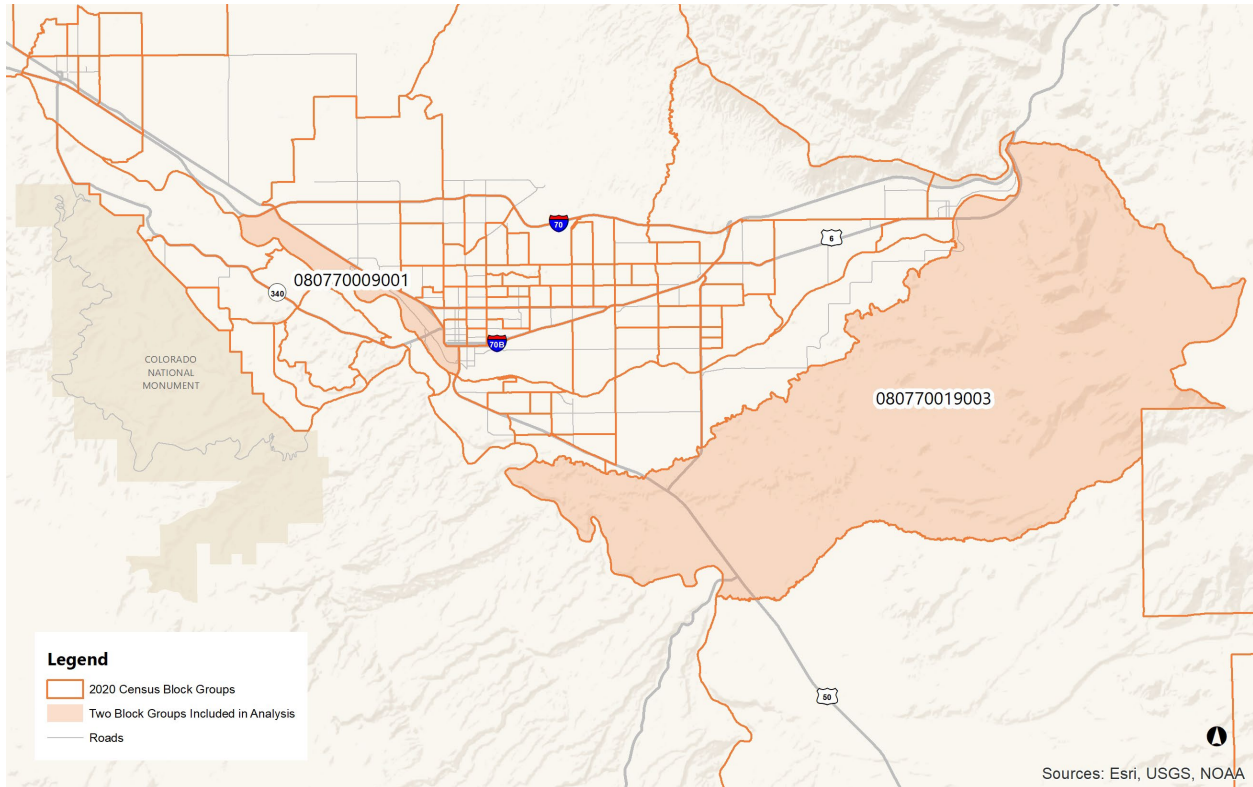
	333 West Avenue Block Group 080770009001	971 Coffman Road #A Block Group 080770019003	Mesa County Colorado
Total 2020 Population ¹	1,089	1,766	155,703
Estimated 2020 Population ²	843	2,066	149,401
White ¹	777	1,468	127,970
Non-White ¹	312	298	27,733
Non-White % ¹	28.7%	16.9%	17.8%
Population Under the Poverty Line ²	166	122	19,425
Population Under the Poverty Line % ²	19.7%	5.9%	13.0%
Median Income (Household) ²	\$48,247	\$84,107	\$51,157
LEP Population ^{2*}	11	2	1,335
LEP % ^{2*}	1.3%	0.1%	0.9%

¹ Source: U.S. Census Bureau, 2020 Census Redistricting Data (Public Law 94-171)

² Source: U.S. Census Bureau, 2016-2020 American Community Survey 5-Year Estimates

* Limited English Proficiency (LEP) was identified from the census category of the population aged 5 and up who “Speak English less than well”

2020 Block Groups in Central Mesa County



8.0 Conclusion

The two sites evaluated for consideration of a new transit fleet maintenance facility were selected without regard to race, color, or national origin. An evaluation of the poverty rate, minority population rate, and LEP rate show no disparate impact would occur. The conclusion from this Title VI Equity Analysis is that there is no apparent disparate impact and the results of this analysis were confirmed through public and stakeholder engagement.

However, the 333 West Avenue, Grand Junction, CO 81501 (Grand Junction Fleet Facility) site should be considered as the top candidate as this site showed no adverse impacts and is closest to the existing GVT fixed-route system and CNG Fueling Facility.

Appendix A: Public Comments

August 4, 2022 Open House

General Comments

Where do the maintenance workers live?
 Where can they afford to live?
 What if housing for these workers could be built nearby as an incentive to attract workers e.g. whitewater

333 West Avenue is best due to:

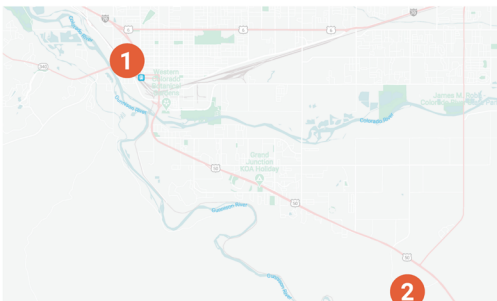
- proximity to worker residence
- CNG filling site
- Parkway proximity will help distribute truck traffic around downtown core

Open House Boards

Maintenance Facility: Site Options

The 2045 Coordinated Transit & Human Services Transportation Plan identified a new transit fleet maintenance facility as a high priority as fleet maintenance has been an on-going problem for many years. Additionally, the plan identified service expansion to 30 min frequency on select corridors as a high priority. The ability to expand service is directly correlated to the ability to maintain additional fleet. This is not possible in the current facility but will be possible with an independent fleet facility.

2 parcels are being considered for the maintenance facility site.



333 West Avenue
Grand Junction Fleet Facility



Benefits/Positive Impacts +	Burdens/Adverse Impacts -
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- Good access to existing GVT routes
- Co-located with the CNG Fueling Facility and current fleet services
- Compatible land use: located next to other industrial and commercial uses
- No change of use on parcel and surrounding parcels
- Currently owned by the City of Grand Junction
- Future fleet expansion will result in increase in buses and employees entering/leaving facility
- Additional noise and traffic during construction

Others? _____

971 Coffman Road #A
Whitewater Fleet Facility



Benefits/Positive Impacts +	Burdens/Adverse Impacts -
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- Compatible land use: located next to other industrial, commercial, and government uses
- No change of use on parcel and surrounding parcels
- Currently owned by Mesa County
- 7 miles from the nearest GVT transfer facility
- No CNG fueling infrastructure
- Increased emissions from buses driving or being towed to the facility
- Additional noise and traffic during construction as site is upgraded to a CNG facility

Others? _____

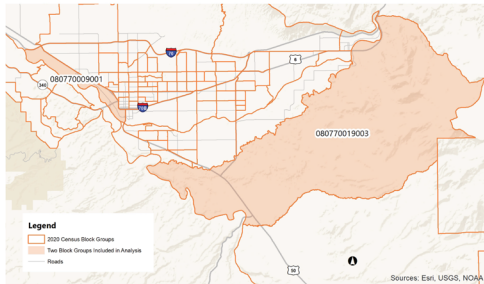
Use a pen to write in any impacts that are missing.

Maintenance Facility: Equity Analysis

Both sites would have minimal localized impacts. Please note that the block groups (BG) in which the two sites are located are relatively large in size which may skew the data found in the table to the right.

Additionally, neither potential site would displace residences or businesses. For the 333 West Avenue site, there are neighborhoods nearby but they are separated by highway or railroad. For the 971 Coffman Road #A site, the closest residential neighborhood is over 1 mile away.

This demographic analysis ensures that site selection would have no disparate impact due to race, color, or national origin.



	333 West Avenue Grand Junction Fleet Facility BG: 080770009001	971 Coffman Road #A Whitewater Fleet Facility BG: 080770019003	Mesa County Colorado
Total Population ¹	1,089	1,766	155,703
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