

**Anaheim Resort Transportation service of Anaheim
Transportation Network**

Service and Fare Change Policy





I. INTRODUCTION & POLICY STATEMENT

Title VI of the Civil Rights Act of 1964 provides 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 subject to discrimination under any program or activity receiving federal financial assistance.” To fulfill this basic civil rights mandate, each federal agency that provides financial assistance for any program is authorized and directed by the United States Department of Justice to apply provisions of Title VI to each program by issuing generally applicable rules, regulations, or requirements.

Disparate Impact And Disproportionate Burden Policy Statement

The Federal Transit Administration (FTA) Title VI Circular 4702.1B requires ATN to develop a Disparate Impact and Disproportionate Burden Policy for use in the assessment of proposed Major Service Changes or fare changes.

Statement of Policy:

The purpose of the Disparate Impact and Disproportionate Burden Policy is to establish a threshold that defines when impacts of a Major Service Change or a fare change result in disproportionate impacts on minority or low-income populations. A finding of disproportionate impacts would determine whether ATN may need to take additional steps, as defined in this Policy.

Definitions:

A Disparate Impact refers to a facially neutral policy or practice that disproportionately affects members of a group identified by race, color, or national origin. A Disproportionate Burden refers to a neutral policy or practice that disproportionately affects low-income populations. The thresholds, established by this Policy, will be used to assess impacts on protected populations or riders.

Disproportionate Impact:

The following definitions of disproportionate will apply to determine Disparate Impact and Disproportionate Burden on protected populations or riders.

For across the board and other fare changes, ATN will compare the changes in the average fare for protected riders and non-protected riders.

Finding a Disparate Impact:

Should ATN find that minority populations or riders experience disproportionate impacts from the proposed change, ATN may take steps to avoid, minimize, or mitigate disparate impacts. If the additional steps do not mitigate the potential disparate impacts on minority populations, pursuant to FTA Circular 4702.1B, ATN may proceed with the proposed major service or fare change if ATN can show that:

- A substantial legitimate justification for the proposed major service or fare change exists
- There are no alternatives serving the same legitimate objectives that would have a less



disproportionate impact on minority or low-income riders.

Finding a Disproportionate Burden:

Should ATN find that low-income populations or riders experience disproportionate impacts from proposed major service or fare changes, pursuant to FTA Circular 4702.1B, ATN may take steps to avoid, minimize, or mitigate impacts where practicable. ATN shall also describe alternatives available to low-income populations affected by service or fare changes.

II. PURPOSE

The purpose of the Service and Fare Change Policy is to establish processes as to how the Anaheim Transportation Network (ATN) evaluates major and fare changes for the Anaheim Resort Transportation (ART) service and to determine whether the proposed changes will have a discriminatory impact based on race, color, or national origin and whether the changes will have a disproportionately high and adverse impact on minority and/or low-income populations.

III. DEFINITIONS

1. DISPARATE IMPACT

A facially neutral policy or practice that has a disproportionately excluding or adverse effect on the minorities or low-income segments of the service area.

2. DISPARATE TREATMENT

An action that results in a circumstance in which minority persons are treated differently than others because of race, color, national original and/or low income status.

3. LOW-INCOME PERSONS & AREAS

Low-income persons have an income of 80 percent or less of the national per capita income. "Low-income areas" are residential land use areas within census tracts where the average per capita income is 80 percent or less of the national per capita income.

4. LOW-INCOME TRANSIT ROUTE

A route where at least twenty percent (20%) of the land within ½ mile of the route alignment is a "Low Income Area".

5. MINORITY PERSONS & AREA



Minority persons include American Indian and Alaska Native, Asian, Black or African American, Latino, and Native Hawaiian and Other Pacific Islander as defined in the FTA Title VI Circular. “Minority Areas” are residential land use areas within census tracts where the percentage of minority persons is higher than the City of Anaheim average.

6. MINORITY TRANSIT ROUTE

A route where at least twenty five percent (25%) of the land within ½ mile of the route alignment is a “Minority Area.”

7. SEASONAL SERVICE AND SPECIAL EVENTS

Changes to ART service levels, which occur due to the season ridership changes and special event activities served by dedicated temporary bus service on ART routes. Due to the nature of ART service, these changes could be system-wide.

8. TEMPORARY DETOURS & CLOSURES

A short-term change to a route caused by road construction, maintenance, road closures, emergency conditions, fiscal crisis, civil (labor) unrest, special events, and any other uncontrollable circumstances. The route will be returned to the prior state after the circumstance has been resolved.

IV. POLICY

1. MAJOR SERVICE CHANGE

A major change is defined as a numerical standard, as expressed by distribution of routes as measured against the existing level of service. The following is considered a Major Service Change:

a. ROUTE ALIGNMENT REDUCTION OR ELIMINATION

- Reducing an existing route by more than fifty percent of directional route miles; or
- Reducing an existing route by more than fifty percent of bus stops.

b. ROUTE ALIGNMENT EXTENSION OR NEW ROUTE

- Adding a new route or a route segment that increase directional route miles of an existing route by more than fifty percent and
- When more than fifty percent of the new service bus stops are along currently unserved street segments.

c. ROUTE SERVICE HOUR CHANGE



- Increase or decrease of the following levels of service on a route within 12-months:
 - Weekday service increase or decrease of twenty five percent (25%) of more annualized Vehicle Revenue Hours; or
 - Weekend service increase or decrease of twenty five percent (25%) of more annualized Vehicle Revenue Hours; or

d. SYSTEM-WIDE SERVICE HOUR CHANGE

- Increase or decrease of twenty-five percent of annualized Vehicles Revenue Hours for all routes within 12-months.

2. FARE CHANGE

All fare increases or reductions are considered a Fare Change unless otherwise noted in Section 3.e, below.

3. DISPARATE IMPACT THRESHOLD

When conducting a fare or service equity analysis, the following thresholds will be used to determine when a change would have a disparate impact:

- a. Route Alignment Reduction or Elimination
 - i. If the resulting alignment of a route alignment reduction serves a lower percentage of minority and/or low-income population than the existing route alignment service coverage; or
 - ii. If an identified low-income and/or minority route is eliminated
- b. Route Alignment Extension or New Route
 - i. If a new route alignments after the proposed alignment extension serves a lower percentage of minority and/or low-income population than the existing route alignment service coverage; or
 - ii. If a new route serves a lower percentage of minority and/or low-income population than the average minority and/or low-income population for the entire service area
- c. Route-Level Service Hour Change
 - i. If a proposed route-level headway for a minority and/or low-income route is longer that the average headway for non-minority and/or non-low-income routes for the same service type and time period; or
 - ii. If a proposed route-level headway for a non-minority and/or non-low-income route is shorter that the average headway for minority and/or low-income routes for the same service type and time period; or
- d. System-wide Service Hour Change



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- i. If the proposed average system-wide headways for minority and/or low-income routes is longer than the average system-wide headways for non-minority and/or non-low-income routes for the same service type and time period; or
 - ii. If the proposed average system-wide headways for non-minority and/or non-low-income routes is shorter than the average system-wide headways for minority and/or low-income routes for the same service type and time period.

e. FARE CHANGE

All fare increases and decreases are subject to equity analysis.

f. PUBLIC INVOLVEMENT

The public engagement in the development of the proposed Service and Fare Changes is documented in the ATN's Public Participation Plan.

ATN's Public Participation Plan also documents outreach activities required prior to a major service or fare change.

V. EXCEPTIONS

1. The following are exceptions to the Major Service Change Policy and do not require an equity analysis:
 - Seasonal Service Changes
 - Temporary Detours & Closures
 - Adjustment to ART Lines during their first three (3) years of service including elimination of service
 - Splitting or combining routes where the changes would not otherwise constitute a major service change
 - Special Event Service operating for a limited period of time
 - Routes designed to act as extensions of rail service, linked to specific rail schedules established by a rail operator
 - Service changes implemented in response to an emergency situation
2. The following are exceptions to the Fare Change Policy and do not require an equity analysis:



- Free-fare or reduced fare promotions of less than 90 days in duration
- Seasonal passes and fares
- Group passes and fares