

**JOHNSON CITY TRANSIT
FARE INCREASE and/or MAJOR SERVICE CHANGE
with DISPARATE IMPACT ASSESSMENT POLICY**

Public Participation Process

JCT will hold a public hearing prior to:

- 1) any fare increase; and/or
- 2) a major service change, defined as:
 - service reduction which directly affects thirty percent (30%) or more of the number of transit miles or operating hours of a route computed on a daily basis for the day(s) of the week for which the change is made;
 - the elimination of a transit route; or
 - the establishment of a new transit route.

A notice in both English and Spanish versions, announcing JCT's intent to hold the public hearing regarding a proposed fare increase and/or major service change, will be published in the *Johnson City Press Chronicle* (sole daily newspaper in the JCT service area) at least fifteen (15) days prior to the hearing. The notice will also be posted on the JCT website, on JCT revenue vehicles, and in the JCT transit center at least 15 days prior to the hearing. The notice will state:

- 1) the proposed service/fare change, will include the time/location of the hearing;
- 2) that written comments will be accepted until a specified date, for those unable to attend the hearing who wish to make a comment; and
- 3) that special services such as interpreters or translators will be made available to those requiring such service, upon advance request to JCT, with JCT contact information provided.

Comments received during the hearing or which are submitted to JCT by commenters in written form, as a result of the above-described public hearing process, will be fully evaluated by the JCT director and transit planners. Responses will be provided by JCT to commenter questions. The JCT director and/or transit planning staff may conduct further discussion with any commenter regarding proposed fare increase/major service change, to discuss options, provide additional explanation to the commenter, and/or to receive additional information from the commenter. Alterations to JCT's proposed fare increase/major service change, based on JCT consideration of comments received, will be made if determined to be feasible and/or appropriate. JCT will maintain written records for a period of 3 years from occurrence of the following: public hearing attendees, any comments received (oral or written), JCT response(s) and/or determination(s).

Exceptions to this public hearing policy include:

- 1) standard seasonal variations;
- 2) emergency situations, where JCT will immediately implement a service change, notify the FTA Regional Administrator concerning the change within five working days of its implementation, and hold a public hearing on the change within 60 days of its implementation (unless the change is to be for 90 days or less); or

3) experimental, temporary additions or changes of less than a one-year duration.

Potential Disparate Impact Assessment

JCT Disparate Impact Threshold – JCT will consider a disparate impact to exist if there is at least a twenty percent (20%) difference, plus or minus, between minority ridership and system ridership, or between minority population of the affected service area and the entire service area population which adversely impacts the minority population.

In addition to conducting the above-described public participation during the planning period for a fare change or a major service change, JCT will also take steps to ensure that the proposed fare/service change does not result in disparate impacts on the basis of race, color, or national origin.

A. Fare Change

Any JCT fare increase will be made so that it results in the most equivalent possible percentage increases across all JCT fare types (one-way base-fare, one-way half-fare senior, one-way half-fare disabled, one-way half-fare Medicare, one-way half fare student grades K-5, 25-multi-ride pass, and unlimited ride monthly pass).

During the fare increase planning period, JCT will conduct a comparison, between the proportion of the persons in the protected class (minority and/or low income population) who are adversely affected and the percentage of persons not in the protected class who are adversely affected. This comparison will be done by analyzing the data results of a current on-board ridership survey. The ridership survey will enable JCT to determine the current usage by group (minority, income, and overall) of all JCT fare types. The data obtained from this survey will be charted to assist with comparing fare payment patterns for minority riders and low-income riders versus non-minority and higher income riders. See Chart 1, on the following page (page 3), for an example of the chart type which will be used.

If there is a disparate impact based on JCT's Disparate Impact Threshold (as defined in paragraph 1, page 2, herein), JCT will either:

- Modify the fare increase proposal to remove or alleviate the disparate impact; or
- Clearly demonstrate that JCT has a legitimate justification for the proposed fare increase, and
- Analyze the alternatives to ensure that the proposed fare increase is the least discriminatory alternative, including timing and mitigation of the proposed fare increase.
 - Mitigation efforts: JCT will make available free (or discounted) one-way or monthly fixed route passes to non-profit, not-for-profit, and governmental agencies that assist low-income persons and families, under the JCT Community Pass Program. Qualifying

Chart 1

JCT Fare Increase
Disparate Impact Comparison (Ridership)

Count Fare Type	Cost		Change		Usage by Group – Number of Passengers			Usage by Group – Percentages		
	Existing	Proposed	Absolute	Percentage	Low- Income	Minority	Overall	Low- Income	Minority	Overall
Base (cash)	\$1.00									
Senior	\$.50									
Disabled	\$.50									
Medicare	\$.50									
Student (K-5)	\$.50									
25-Ride Pass	\$20.00									
Unlimited Rides Monthly Pass	\$25.00									
Age 5 and Under	Free									
Transfers	Free									
ETSU Current Students and Staff	Free									
Total										

agencies may provide passes received under this program to agency clients at no more than the free or discounted amount the agency was charged by JCT. JCT will also maintain records of discounted and/or free passes for three years after such passes are provided to non-profit, not-for-profit, and governmental agencies that assist low-income persons and families.

B. Major Service Change

1. Route revision or elimination

A proposed route elimination or route change which meets the above-defined threshold will be assessed by one of the two following methods:

- a. A comparison of current ridership survey data: Minority ridership of the affected route(s) will be compared with the ridership of the entire system will be performed. This comparison will be based on analyzing the data obtained from a recent on-board ridership survey(s). The data obtained from this survey will be charted to assist with comparing the impact of the route elimination/change for minority and low-income versus non-minority and higher income riders. See Chart 2, on the following page (page 5), for an example of the chart type which will be used.
- b. A comparison of current population data: U.S. Census blocks of the minority population along the route(s) in question will be compared with the average population in the service area of the route(s) in question. The most current available U.S. Census data will be obtained to provide the information required for this comparison, and the data will be charted. See Chart 3 (page 6), for an example of the chart type which will be used.

If the proposed major service change will result in a disparate impact, JCT will review alternatives to determine if the major service change can be minimized, avoided, or mitigated. If JCT determines that the major service change cannot be minimized or avoided, JCT will:

- a. analyze alternatives to determine whether the proposed service change is the least discriminatory alternative; and
- b. document legitimate justification for the proposed service change.

2. Addition of New Route

A proposed new route will be assessed by creating a map of the existing JCT routes, as well as the proposed new route, which is overlaid on a map of the entire JCT service area which includes the U.S. Census minority and low-income information. (Most current U.S. Census data available will be used.) A comparison of the area the proposed new route will serve with both the entire JCT service area and any areas unserved by JCT (in the JCT service area) will be made of the following two factors:

Chart 2

**JCT Route(s) Elimination or Major Change
Disparate Impact Comparison (using Ridership)**

Type of Service Change: _____

	Ridership of Affected Route			Ridership of System	
	Total Boardings	% Minority	% Low-Income	% Minority	% Low-Income
Service Span (reduction of entire trips)					

Chart 3

**JCT Route(s) Elimination or Major Change
Disparate Impact Comparison (using Population per U.S. Census Data)**

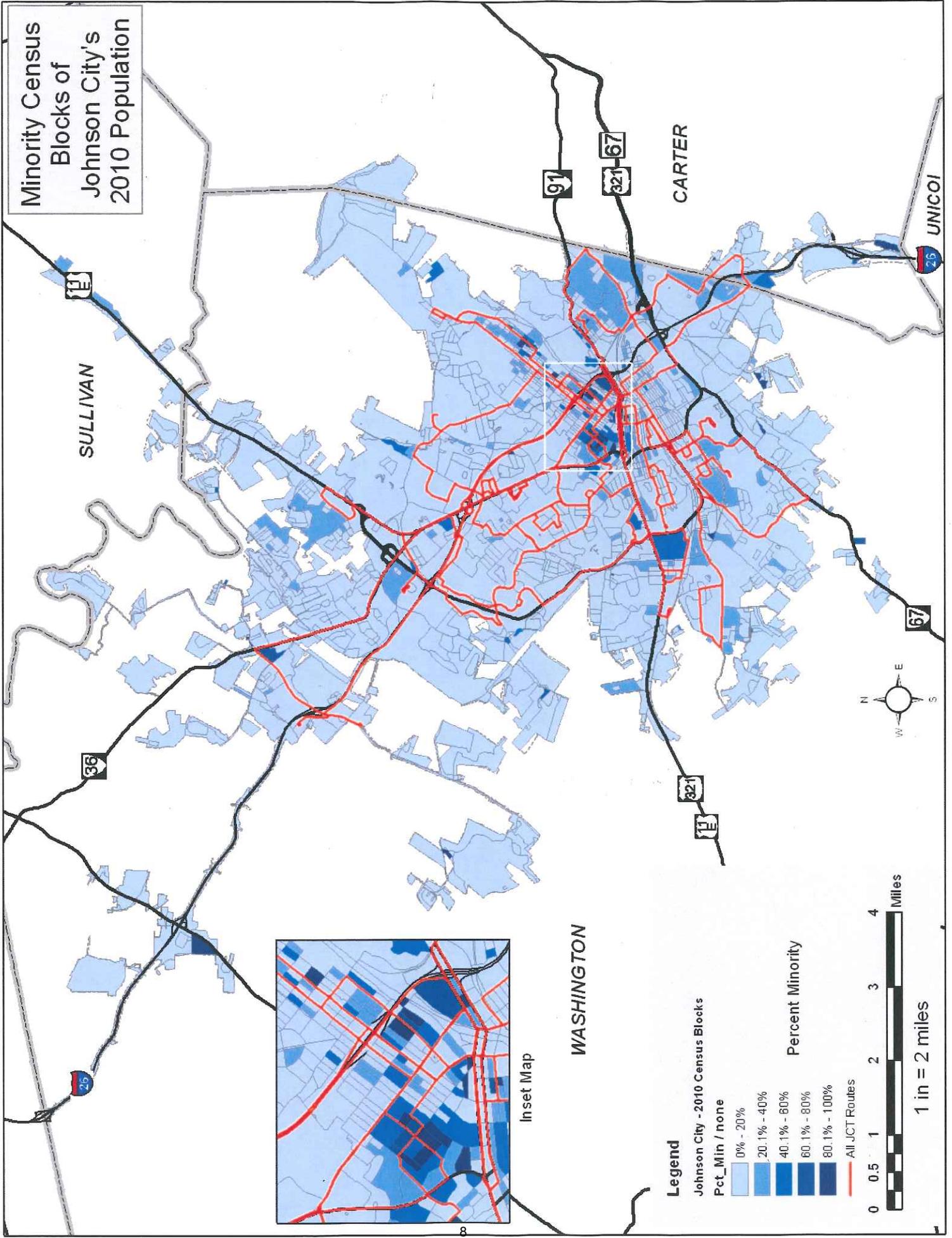
Type of Service Change: _____

	Minority Proportion of Population		Low-Income Proportion of Population	
	Census Blocks along Route(s)	Average Population in Service Area	Census Blocks along Route(s)	Average Population in Service Area
Changes in Route Headway (Frequency)				
Changes in Route Span of Service Hours				
Route Discontinuation				

- a. the population density in the proposed area of the new route versus the population density of both the entire service area and any areas unserved by JCT; and
- b. the percentage of minority and/or low-income population along the area where the new route is proposed versus the minority and/or low-income population of both the entire service area population and any areas unserved by JCT.

Exhibit 1 on the following page (page 8) provides an illustration of the map type which will be created for the assessment of a proposed new route (with proposed new route to be overlaid).

Minority Census
Blocks of
Johnson City's
2010 Population



WASHINGTON
CARTER
UNICOI

Inset Map

Legend

Johnson City - 2010 Census Blocks

Pct_Min / none

- 0% - 20%
- 20.1% - 40%
- 40.1% - 60%
- 60.1% - 80%
- 80.1% - 100%
- All JCT Routes

Percent Minority



1 in = 2 miles

