

## Delaware Transit Corporation

December 2013

**Title VI Major Service Change Policy** as defined by Delaware Code Title 2, Chapter 13, Section 1309(28)(b)(1), “the Corporation will provide an opportunity for a public hearing or public meeting whenever it proposes either to increase the basic fare structure or a major reduction in service (defined herein as affecting 15 percent or more of the ridership within the county for which the reduction is proposed, or at least 15 percent of the service miles currently operating in the affected county, or at least 25 percent of the revenue service trips of any 1 route). The Corporation shall publish a legal notice in 2 newspapers of general circulation announcing the opportunity for a public hearing or public meeting at least 20 days prior to any such proposed public hearing or meeting, as well as post on-board passenger notices of the proposed changes, directing those interested to the location where the details of the proposals can be reviewed. A verbatim transcript will be made of all comments made for the record at any such public hearing or meeting. The Corporation must first review this transcript and all other received comments before it makes a final decision whether to approve such proposals, make an adjustment in such proposals to respond to received public comments, or reject such proposals.”

**Title VI Disparate Impact Policy** establishes the threshold for when the adverse effects of a major service change or fare increase is borne by minority populations.

For major service changes, the most recent and available census data will be used along with route level operating data to estimate the impacts on minority populations. In evaluating the major service change, DTC will estimate the ridership impacts and the population of minority persons impacted. A disparate impact will occur when the minority population adversely affected by a major service change is ten percent (10%) more than non-minority population adversely affected by the major service change.

For fare policy changes, ridership data by route along with results from the most recent on-board survey will be used to by DTC to estimate the ridership impacts and the number of minority riders affected. A disparate impact will occur when the minority riders adversely affected by a major service change is ten percent (10%) more than non-minority riders adversely affected by the major service change.

**Title VI Disproportionate Burden Policy** establishes the threshold for when the adverse effects of a major service change or fare increase is borne by low-income populations.

For major service changes, the most recent and available census data will be used along with route level operating data to estimate the impacts on low-income populations as defined by the U.S. Census. In evaluating the major service change, DTC will estimate the ridership impacts and the population of low income persons affected. A disproportionate burden will occur when the low-income population adversely affected by a major service change is ten percent (10%) more than non-low income population adversely affected by the major service change.

For fare policy changes, ridership data by route along with results from the most recent on-board survey will be used by DTC to estimate the ridership impacts and the number of low-income riders impacted. A disproportionate burden will occur when the low-income riders adversely affected by a major service change is ten percent (10%) more than non-low income riders adversely affected by the major service change.

