

Public Notice
February 21, 2023
Definition of Major Service Change and Disparate Impact/Burden
for the purposes of Title VI compliance

LANTA is currently preparing the 2023 triennial update of its *Title VI Assessment* in accordance with Federal Transit Administration Circular 4702.1B. The FTA Circular recommends that FTA grantees adopt a definitions for “major service change”, “disparate impact” and “disproportionate burden”. LANTA has developed a proposal for such definitions. A full description of the proposed definitions can be found at lantabus.com/public-notices/ or by calling 888-253-8333. Comments or questions regarding these proposed definitions can be submitted for consideration until Friday March 24, 2023. Comments can be submitted in writing by mail to LANTA, Title VI, 1060 Lehigh Street, Allentown, PA 18103 or by email at customerservice@lantabus-pa.gov. Comments can also be submitted by phone at 888-253-8333.

1. A **Fare Increase** is defined as an increase in the basic fare structure. Fare decreases are specifically excluded.
2. A **disparate impact of a fare increase** is defined as an impact which affects minorities at a rate of more than fifteen percent (15%) higher than non-minorities; a **disproportionate burden of a fare increase** is an impact that affects low-income individuals at a rate of more than fifteen percent (15%) higher than non-low income populations.
3. **Major Service Changes** are defined as changes in service that represent a net loss or gain of twenty-five (25%) percent of total revenue hours on a route.
4. **Route/Schedule Modifications** are defined as any changes to the routing alignment or schedule of a route which does not meet the threshold of a major service change.
5. A **disparate impact of a major service change** is defined as an impact which affects minorities at a rate of more than fifteen percent (15%) higher than non-minorities; a **disproportionate burden of a major service change** is an impact that affects low-income individuals at a rate of more than fifteen percent (15%) higher than non-low-income populations.