

FEDERAL TRANSIT ADMINISTRATION

TITLE VI UPDATE

**PINELLAS SUNCOAST TRANSIT AUTHORITY
3201 SCHERER DRIVE
ST. PETERSBURG, FLORIDA 33716**

January 2018

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INTRODUCTION

The Pinellas Suncoast Transit Authority (PSTA), as the public transit provider in Pinellas County, is required to submit to the Federal Transit Administration (FTA) a Title VI update that documents the level and quality of transit service provided for minority and low-income areas, pursuant to Title VI of the Civil Rights Act of 1964, as amended. This report is submitted every three years and is intended to demonstrate compliance with Title VI requirements that preclude discrimination in the provision of transit service and transit-related amenities.

The purpose of this plan is to assure that no persons, on the grounds of race, color, or national origin, is excluded from participating in, denied the benefits of, or subjected to discrimination under any program or activity receiving Federal financial assistance from FTA. This report will provide a level of service analysis for PSTA comparing minority and non-minority Census tract samples and low income and non-low income Census tract samples in order to assess PSTA's conformance with Title VI.

Although challenges have been encountered due to current economic conditions, funding constraints, and other externalities, PSTA's vision remains to continue to provide efficient transit service throughout the county in concert with the community vision.

Policy Statement

As a major provider of public transportation whose employees have extensive daily contact with the public, PSTA recognizes its responsibility to the community it serves and is committed to a policy of nondiscrimination. PSTA works to ensure non-discriminatory transportation in support of its mission to provide effective, coordinated, and integrated multimodal transportation solutions to enhance the social and economic quality of life for all Pinellas County citizens.

In compliance with Title VI of the Civil Rights Act of 1964, PSTA prohibits discrimination on the basis of race, color, or national origin in its programs and activities receiving Federal financial assistance. Specifically, Title VI provides that *"no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance"* (42 U.S.C. § 2000d).

FTA issues additional guidance and instruction for complying with the Title VI regulations in circular FTA C 4702.1B. This circular states the purposes of the Title VI program to be:

- a) *Ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner;*
- b) *Promote full and fair participation in public transportation decision-making without regard to race, color, or national origin;*
- c) *Ensure meaningful access to transit-related programs and activities by persons with limited English proficiency.*

The Environmental Justice component of Title VI guarantees fair treatment for all people and requires PSTA to identify and address, as appropriate, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations, such as undertaking reasonable steps to ensure that Limited English Proficiency (LEP) persons have meaningful access to the programs, services, and information that PSTA provides. Environmental Justice principles require PSTA:

- a) *To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.*
- b) *To ensure the full and fair participation by all potentially affected communities in transportation decision-making process.*
- c) *To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.*

Larry Longnecker, Director of Human Resources and EEO officer, has been designated as PSTA's Civil Rights Officer, responsible for civil rights compliance and monitoring to ensure the non-discriminatory provision of transit services and programs. In addition, Jacob Labutka, Transit Planner, is responsible for implementing all aspects of the Title VI Program. However, along with the Chief Executive Officer, all directors, managers, and their staffs share in the responsibility for making PSTA's Title VI Program a success. Implementation of the Title VI Program is accorded the same priority as compliance with all other legal obligations incurred by PSTA in its financial assistance agreements with the U.S. Department of Transportation (DOT).

TITLE VI PROGRAM CHECKLIST

The following checklists identify the Title VI Program reporting requirements, as described in FTA Circular 4702.1B with the associated page numbers from this report that address those requirements. The first checklist applies to all recipients of Federal funding assistance, while the second checklist refers to all fixed-route transit providers operating 50 or more fixed-route vehicles in peak service and located in an urbanized area of 200,000 or more in population.

Checklist for all Recipients:

1. Title VI Notice to the Public

Requirement: Submit a copy of the Title VI Notice to the Public, including a list of locations where the notice is posted.

Title VI Plan: Page 6

2. Title VI Complaint Procedures

Requirement: Submit a copy of the Pinellas Suncoast Transit Authority procedures for filing a Title VI complaint.

Title VI Plan: Page 8

3. Title VI Complaint Form

Requirement: Submit a copy of the Pinellas Suncoast Transit Authority form for filing a Title VI complaint.

Title VI Plan: Page 8

4. Record of Transit-Related Title VI Investigations, Complaints, and Lawsuits

Requirement: Submit a list of any Title VI investigations, complaints, or lawsuits filed with the agency since the time of the last submittal.

Title VI Plan: Page 8

5. Public Participation Plan

Requirement: Submit information about outreach methods to engage minority and Limited English Proficiency (LEP) populations and a summary of outreach efforts made since the time of the last submittal.

Title VI Plan: Page 8

6. Language Assistance Plan

Requirement: Submit a copy of the agency's plan for providing language assistance to LEP persons, which is based on the Department of Transportation LEP guidance.

Title VI Plan: Page 11

7. Minority Board Representation

Requirement: Submit a table depicting the membership of non-elected committees and councils broken down by race and a description of the process the agency uses to encourage the participation of minorities on such committees.

Title VI Plan: Page 17

8. Subrecipient Compliance with Title VI

Requirement: Submit a description of how the agency monitors its subrecipients for compliance with Title VI and a schedule of subrecipient Title VI program submissions.

Title VI Plan: Page 18

9. Title VI Equity Analysis for Facilities

Requirement: Submit a Title VI Equity Analysis if the recipient has constructed a facility (vehicle storage facility, maintenance facility, operation center, etc.) since the time of the last submittal.

Title VI Plan: Page 18

10. Board Approval of Title VI Documentation

Requirement: Submit a copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or officials responsible for policy decisions reviewed and approved the Title VI Program.

Title VI Plan: Page 19

Checklist for Transit Providers Operating 50 or More Fixed-Route Vehicles in Peak Service and Located in an Urbanized Area of 200,000 or More in Population:**1. Service Standards**

Requirement: Submit the agency's system-wide service standards by mode for vehicle load, vehicle headway, on-time performance, and service availability.

Title VI Plan: Page 20

2. Service Policies

Requirement: Submit the agency's system-wide policies by mode for distribution of transit amenities and vehicle assignment.

Title VI Plan: Page 20

3. Demographic Analysis

Requirement: Submit a demographic analysis of the transit provider's service area, including demographic maps and charts.

Title VI Plan: Page 20

4. Customer Demographics and Travel Patterns

Requirement: Submit passenger demographic data and travel patterns collected from passenger surveys.

Title VI Plan: Page 26

5. Monitoring Program

Requirement: Submit the results of the monitoring program of service standards and policies and any action taken to verify Board approval of the monitoring results.

Title VI Plan: Page 27

6. Major Service Policy

Requirement: Submit a description of the public engagement process for setting the “major service change policy” and disparate impact policy, with verification of Board approval of those policies.

Title VI Plan: Page 33

7. Equity Analysis

Requirement: Submit the results of any equity analysis for any major service changes and/or fare changes implemented since the last Title VI Program submission, with verification of Board approval of the equity analysis for any service or fare changes.

Title VI Plan: Page 34

SECTION 1 – GENERAL REPORTING REQUIREMENTS

The following information addresses Title VI general reporting requirements as described in FTA Circular 4702.1B.

Title VI Notice to the Public

Requirement: Submit a copy of the Title VI Notice to the Public, including a list of locations where the notice is posted.

PSTA's Notice to the Public (see text below) informing them of their rights under Title VI of the Civil Rights act is posted in English and Spanish on all buses throughout the fleet. It is also posted in the PSTA lobby. A copy of the notification is available on our website, www.psta.net/title6.php.

PINELLAS SUNCOAST TRANSIT AUTHORITY OBJECTIVES/POLICY STATEMENTS (42 U.S.C. 2000d) TITLE VI OF THE CIVIL RIGHTS ACT TO ALL PSTA EMPLOYEES AND THE SERVICE COMMUNITY

As a major provider of public transportation whose employees have extensive daily contact with the public, the Pinellas Suncoast Transit Authority (PSTA) recognizes its responsibility to the community it serves and is committed to a policy of nondiscrimination. PSTA works to ensure nondiscriminatory transportation in support of our mission to provide effective, coordinated and integrated multimodal transportation solutions to enhance the social and economic quality of life for all Pinellas County citizens.

In compliance with Title VI of the Civil Rights Act of 1964, PSTA prohibits discrimination on the basis of race, color, age, or national origin in programs and activities receiving Federal financial assistance. Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." (42 U.S.C. Section 2000d)

The Environmental Justice component of Title VI guarantees fair treatment for all people and provides for PSTA to identify and address, as appropriate, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations, such as undertaking reasonable steps to ensure that Limited English Proficiency (LEP) persons have meaningful access to the programs, services, and information PSTA provides.

Environmental Justice Principles are:

- a) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations;
- b) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process;
- c) To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations

Larry Longnecker, Director of Human Resources and EEO officer, has been designated as PSTA's Civil Rights Officer, responsible for civil rights compliance and monitoring to ensure non-discriminatory provision of transit services and programs. In addition, Jacob Labutka, Transit Planner, is responsible for implementing all aspects of the Title VI Program. However, along with the Chief Executive Officer, all Directors, Managers, and their Staff share in the responsibility for making PSTA's Title VI Program a success. Implementation of the Title VI Program is accorded the same priority as compliance with all other legal obligations incurred by PSTA in its financial assistance agreement with DOT.

To request a copy of this agency's Title VI program contact PSTA. Any person who believes they have been discriminated against under Title VI has the right to file a formal complaint within 180 days of the alleged discrimination. Individuals and organizations may file a complaint with Pinellas Suncoast Transit Authority by contacting PSTA or obtaining the complaint form from:

www.psta.net/PDF/titlevi_complaintform.pdf.

The form should be completed, signed, and sent to:

Planning Department
Pinellas Suncoast Transit Authority
3201 Scherer Drive
St. Petersburg, FL 33716
Email: Title6Coordinator@psta.net
Phone: (727) 540-1800

Individuals or organizations with questions, comments, or for more information may contact PSTA at the above address.

Persons may also file a complaint with the Federal Transit Administrator's Office of Civil Rights by obtaining the complaint form from:

http://www.fta.dot.gov/civilrights/12328_5104.html.

Title VI Complaint Procedures

Requirement: Submit a copy of the Pinellas Suncoast Transit Authority procedures for filing a Title VI complaint.

In ensuring that no person is excluded from participation in, or denied the benefits of, its transit program, policy or activity on the basis of race, color or national origin, PSTA has developed procedures for investigating and tracking Title VI complaints, as shown in Appendix E. The complaint procedures provide instructions on how persons may file a Title VI complaint in the event they have been discriminated against.

Any person who believes that they have been discriminated against under Title VI has the right to file a formal complaint within 180 days of the alleged discrimination. Individuals and organizations may file a complaint with PSTA by obtaining the complaint form from PSTA (see Appendix E).

Title VI Complaint Form

Requirement: Submit a copy of the Pinellas Suncoast Transit Authority form for filing a Title VI complaint.

A copy of PSTA's Title VI complaint form is provided in Appendix E. Copies of the form may be obtained from PSTA.

1-4. Record of Title VI Investigations, Complaints, and Lawsuits

Requirement: Submit a list of any Title VI investigations, complaints, or lawsuits filed with the agency since the time of the last submittal.

There are no lawsuits or complaints alleging that PSTA discriminates on the basis of race, color, or national origin with respect to service or other transit benefits.

1-5. Public Participation Plan

Requirement: Submit information about outreach methods to engage minority and Limited English Proficiency (LEP) populations and a summary of outreach efforts made since the time of the last submittal.

PSTA has an ongoing outreach program that it implements on an annual basis. Ongoing outreach is augmented by recurring public outreach activities in support of specific projects. Since the last Title VI plan, PSTA has had three major service adjustments and launched several mobility on demand programs including Direct Connect (a first/last mile program) and Late Shift (an after-hours program providing 100% subsidized Uber and taxi rides to or from work).

- **Ongoing Outreach**

- **Community Presentations and Local Public Involvement Programs:** Planning/outreach staff provides special presentations to various groups in the community with respect to PSTA service and programs. Life skills presentations for bus travel are provided, particularly for supported employment and rehabilitation programs.
- **Universal & Corporate Pass Program:** Beginning in 2014, PSTA began working with various partners in the implementation of the Universal Pass Program. In this program, PSTA charges an employer or institution a negotiated rate for the entire year allowing employees or students to use an ID badge as their transit pass.
- **Speakers Bureau “Show Me” Service:** The PSTA Public Engagement staff offers presentations to community groups regarding the role of PSTA as a transportation provider, route and schedule information, and fare options. With the Show Me program, new riders are escorted on a complete round-trip that includes route schedules, fare information, and travel tips.
- **Travel Training/Travel Aids Program:** Travel training is offered by PSTA to persons with disabilities so they can gain the skills, knowledge, and confidence necessary for independent travel. PSTA staff serves in the capacity as travel trainer and works with individuals as they learn to navigate the regular bus system. New communication systems are also available for low vision, blind, and deaf-blind passengers to assist with identifying bus routes. Using the Bus Identifier Kit, passengers can prepare a hand-held sign with the number of the bus route on which they want to travel. Use of this kit alerts the bus operator as to the specific bus route the waiting passenger wishes to board. Development of this program included assistance from local disability groups and organizations. These organizations also refer passengers to PSTA for travel training.
- **Transit Riders Advisory Committee (TRAC):** The TRAC is composed of transit riders, defined as using transit at least two days per week. The TRAC helps PSTA improve transit services and programs by advising PSTA's transit staff, Board of Directors, and the Board's Planning Committee. The committee's role is to provide suggestions regarding issues relating to the quantity and quality of fixed-route and paratransit services.

- **Metropolitan Planning Organization (MPO) Committee Outreach Cooperation:** Staff regularly attends the monthly meeting of the MPO and the following MPO sub-committees to provide updates on PSTA plans and activities:
 - Bicycle Pedestrian Advisory Committee (BPAC),
 - Local Coordinating Board (LCB),
 - Planners Advisory Committee (PAC),
 - Citizens Advisory Committee, and
 - Technical Coordinating Committee (TCC).
- **PSTA Web Page:** PSTA.net handles more than 2,084,000 hits per year. The site is regularly updated with passenger information, minutes of the monthly Board meeting, special events, employment opportunities, planning documents, and financial reports. Surveys also have been provided where the public can provide feedback on proposed service modifications and route performance. Trip planning is also now available 24 hours a day, 7 days a week through the PSTA website or by using Google Transit or Transit app, and PSTA has extended web access to its services via a number of social networking websites including Facebook, Twitter, Instagram, YouTube, Blogs, and LinkedIn.
- **Social Media:** PSTA engages with passengers and other members of the public via social media on Twitter, Facebook, Instagram, YouTube, Blogs, and LinkedIn. At the end of November 2017, PSTA had 2,736 Twitter followers, 9,295 Facebook Fans, 268 Instagram followers, 199 YouTube followers, and 835 LinkedIn Followers. PSTA has an outreach program through Twitter (@pstaalerts) designed to provide quick alerts, detours, and updates on PSTA's bus services system-wide.
- **Service Requests and Programmed Service Improvements:** The PSTA website is designed to accept requests for new and improved transit services from passengers. Each request is reviewed by staff and a written or verbal response is provided to the passenger. Requests can also be made via Customer Service during business hours or by regular mail.
- **Public Comment Opportunities:** Each PSTA Board meeting includes an open forum where comments are received with respect to discussion topics not on the Board Agenda. Before the Board votes on any action item, public input is also solicited. A public hearing requires 15 days public notice. The timing and number of public hearings required for particular actions is detailed in PSTA's Rules and Regulations found in Appendix F. Actions that require public hearings include fare changes, system-wide service changes, budget approvals, and non-system-wide service changes that affect more than 25 percent of the transit route miles, revenue vehicle miles, or ridership.
- **Schedule Outlets:** The PSTA Marketing Department serves 193 locations by providing route schedules and system maps through the mail, and another 90 locations are directly served by Marketing staff. These locations include hotels, motels, restaurants, governmental offices, private corporations, and tourist attractions.

- **Bus Information:** Each bus has interior advertising cards that address topics such as passenger seating and assistance, fares, the Employer’s Choice Program, the Emergency Ride Home Program, service improvements, and PSTA Board meetings.
- **Customer Service:** The PSTA information line receives more than 1,300 calls per day Monday through Saturday, and more than 600 calls on Sundays and Holidays. Customer service personnel staff offices at Park Street Terminal, Grand Central Station, and Williams Park where bus passes are sold, route and schedule information is available, and assistance is provided for passenger questions and concerns. Customer service representatives can assist customers in English or Spanish.



Figure 1: PSTA Customer Service Representatives

- **Community Programs:** Staff participates in education programs, including new rider assistance for supported employment and social service programs.
- **Bus Operations:** Each bus operator receives customer service training and uses a form known as “From the Driver Seat.” This form provides an opportunity to document passengers’ complaints, concerns, or requests, as well as issues that arise during daily service provision (e.g., proposed passenger amenities, damaged bus stops, additional areas of concern, etc.). Supervisors review these forms with an opportunity for further review, investigation, and action.
- **Surveys:** PSTA uses surveys as a tool to collect and analyze commuter behavior, comments and suggestions about services and programs provided by PSTA.
- **Direct Connect**
 - **Outreach Presentations:** Staff presents using Power Point presentations to introduce expansion of Direct Connect program. Outreach for the program is ongoing in order to promote create awareness and usage.
 - **Outreach Exhibits:** Exhibits are vendor table/booth which allows staff to engage with interested citizens in a one-on-one environment. Staff share information about the program, answer questions, distribute promotional giveaways, and encourage training sessions.
 - **Marketing Materials:** PSTA has a number of marketing materials such as brochures, schedules, factsheets, palm cards, and promotional giveaways to promote programs.
 - **Media Outreach:** PSTA routinely communicated with members of the media regarding the Direct Connect program.

- **Staff Events:** PSTA front-line employees such as bus operators and customer service representatives learn about Direct Connect so that they were able to speak about it.

Title VI Program Update Public Notice

For the Title VI Program Update required every three years by FTA, PSTA will include the document on the agenda of a regularly scheduled public meeting and publicize the meeting in its normal fashion. PSTA will also seek approval from its Board of Directors during a regularly scheduled meeting that was publicized in its normal fashion.

Major Service Change Public Notice

PSTA's policy requires that any time a Major Service Change or fare change is undertaken, a public hearing is required. Prior to the public hearing, PSTA will make its equity analysis available to the public. Notice for the public hearing will be provided in accordance with Section 2.10B of PSTA's Rules and Regulations (provided in Appendix F).

1-6. Language Assistance Plan

Requirement: Submit a copy of the agency's plan for providing language assistance to LEP persons, which is based on the Department of Transportation LEP guidance.

LANGUAGE ASSISTANCE PLAN

PSTA has completed the following language assistance assessment and gathered data to gain an understanding of the public transportation of LEP persons in Pinellas County.

- **Factor 1:** The number and proportion of LEP persons served or encountered in the eligible service population.
- **Factor 2:** The frequency with which LEP individuals come into contact with the transit agency's programs, activities, and services.
- **Factor 3:** The importance to LEP persons of the transit agency's programs, activities, and services.
- **Factor 4:** The resources available to the grant recipient and costs.

The following LEP implementation plan reflects the resulting needs assessment and LEP outreach tasks determined through the four-factor framework that was performed by PSTA.

Factor 1: The number and proportion of LEP persons served or encountered in the eligible service population.

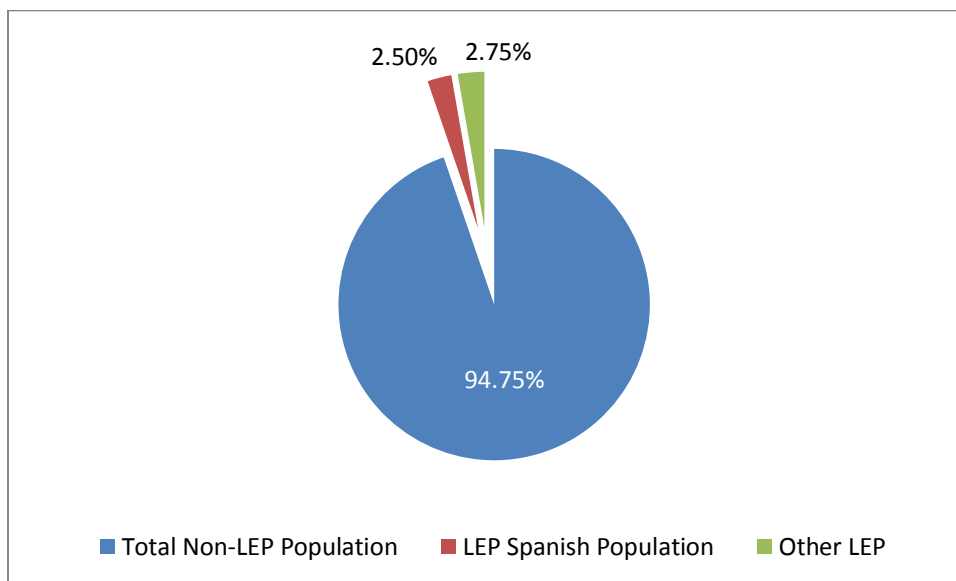
The number and proportion of LEP persons within the PSTA service area was assessed using the 2009-2013 American Community Survey (ACS) estimates. The 2009-2013 ACS data was reviewed to determine the number of people who speak English “very well” and “less than very well” for each Block Group within the PSTA service area. Figure 2 provides a breakdown of LEP persons¹ in Pinellas County. As seen in Table 1 and Figure 2, 5.25 percent of the total population above five years old within PSTA’s service area is LEP, with 2.5 percent of the total population above five years old being Spanish LEP.

Table 1: Summary of LEP Persons within the PSTA Service Area

LEP Category	Population	% of Total Population
Spanish	21,981	2.50%
Other	24,133	2.75%
Total LEP	46,114	5.25%
Total Block Groups	877,606	100.00%

Source: 2009-2013 American Community Survey Five-Year Estimates

Figure 2: Distribution of LEP Persons within the PSTA Service Area



Source: 2009-2013 American Community Survey Five-Year Estimates

¹ The LEP counts include only the population 5 years of age and over.

The geographic boundaries of the PSTA service area and the existing routes, transit hubs, major transfer centers, and regional malls are presented in Map 1. All Block Groups with an LEP population percentage above the Pinellas County average (5.25%) are depicted in green. Appendix C, Table C-1 provides additional details about the LEP distribution by block group.

Table 2 presents a list of community organizations that serve LEP persons within the PSTA service area. These organizations have the ability to confirm the statistical analysis completed using Census data and also provide information that may not have been collected by the U.S. Census Bureau.

Map 1: Pinellas County LEP Block Groups

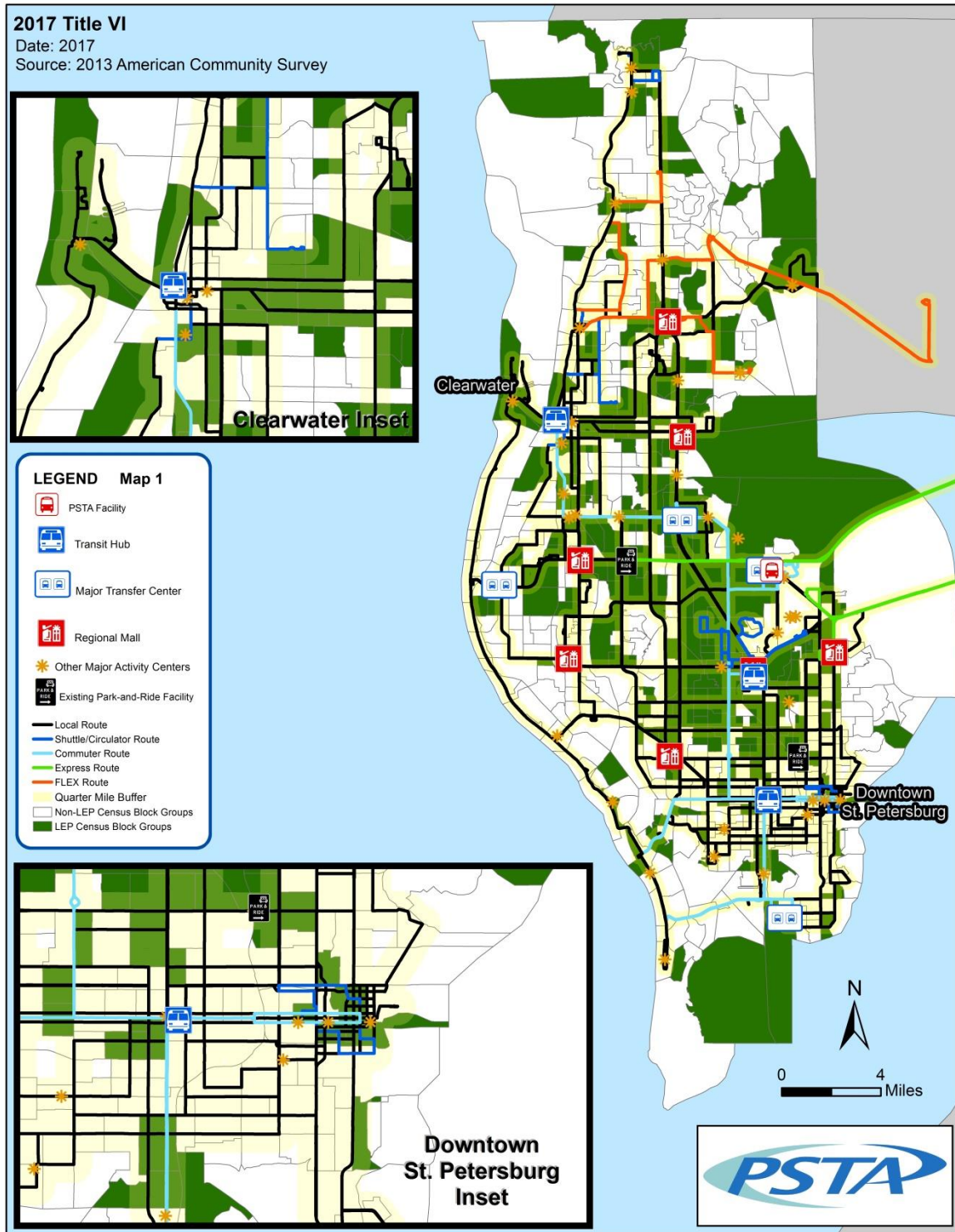


Table 2: Community Organizations Serving LEP Persons

LEP Category
Pinellas County Schools
Rotary
Kiwanis
Council of Neighborhood Associations
Various veterans groups
Various retirement/senior communities
Community Centers (such as Enoch Davis)
Libraries
Senior Centers
County and Municipal Governments
Community Groups such as the Greater Ridgecrest
Area Youth Development Initiative
Hispanic Outreach Center
The Salvation Army
Goodwill Industries
Advocacy organizations for the handicapped (such as AFIRE and PAR)
The Urban League
Employment agencies such as Worknet Pinellas
Tampa & St. Petersburg Downtown Partnerships
Convention & Visitors Bureau
Law Enforcement, Fire and Emergency Response organizations
Juvenile Welfare Board
Environmental Advocacy Groups
Cycling Advocacy organizations
Local Planning organizations
Hospitals
Hospice
Medical Facilities
Educational institutions of all levels

Source: Manual de Recursos for all Spanish organizations

In addition to Census data and community organizations, an effort will continue to be made to gather statistics from Pinellas County Schools regarding the total number of students enrolled in English for Speakers of Other Languages (ESOL) classes. During the 2014-15 school year, 7.3 percent of Pinellas County students were considered LEP students. See Table 3.

Table 3: Percentage of Limited English Proficiency Students within Pinellas County Schools

Total PCS Student Population	Total LEP Student Population	Percentage of LEP Students
101,337	7,400	7.3%

Source: Pinellas County School Board, 2014

Factor 2: The frequency with which LEP individuals come into contact with the transit agency's programs, activities, and services.

In order to understand the frequency with which LEP individuals come into contact with transit agency services, PSTA reviewed the number of surveys returned in Spanish during their last on-board survey in 2012. Of the 11,010 surveys returned, 340 surveys or 3.1 percent were returned in Spanish. See Table 4. This gives a rough idea of the number of LEP individuals using PSTA services, at least those who speak Spanish.

Table 4: Percentage of On-Board Spanish Version Surveys Returned

Total On-Board Respondents	Spanish Surveys Returned	Percentage of Spanish-Version Surveys Returned
11,010	340	3.1%

Source: PSTA 2012 On-Board Survey

Factor 3: The importance to LEP persons of the transit agency's programs, activities, and services.

PSTA recognizes the importance of providing public transportation to LEP persons and the consequences associated with language barriers. PSTA understands that barriers limiting a LEP person's ability to effectively use public transportation can limit his or her ability to obtain healthcare, education, or employment, and has determined that providing meaningful LEP services is crucial.

Of the 340 Spanish-language surveys submitted in the last on-board survey, 172 respondents (51%) indicated they live in a zero-vehicle household. For these individuals, transit services are a very important lifeline to activities such as employment, medical services, etc.

Factor 4: The resources available to the grant recipient and costs.

Given PSTA's understanding of the importance of language assistance to those who need it, PSTA has undertaken several activities to assist LEP individuals. Due to the predominance of the LEP population being Spanish speaking, PSTA has put more resources into Spanish-language resources than other languages.

Language assistance measures identified through the application of the four-factor framework include the following:

- **Printed Materials:** Due to dominance in the number of Spanish-speaking residents, the website, system maps, fare brochures, on-board surveys, and public notices are translated into Spanish.
- **Google Translate:** Currently, the PSTA website provides all direct website information in 80 different languages through the use of the Google Translator plugin.
- **Customer Service Representatives:** PSTA currently provides bilingual Customer Service (both call center and transit center booths) and front desk reception to accommodate the high number of Spanish LEP customers and residents in Pinellas County.
- **Show Me Program:** PSTA continues to participate in the “Show Me” program, which partners with organizations that cater to non-English speaking residents. The “Show Me” program coordinates a translator for residents needing a translator for less commonly spoken languages.

PSTA cannot precisely calculate the cost of these activities due to the integrated nature of these services. Because of the demand for Spanish language services, PSTA does not outsource them, but rather meets the demand with in-house staff. PSTA has made efforts to ensure that it has bilingual staff in order to serve the needs of its customers.

1-7. Minority Board Representation

Requirement: Submit a table depicting the membership of non-elected committees and councils broken down by race and a description of the process the agency uses to encourage the participation of minorities on such committees.

PSTA’s Board of Directors is composed of elected and/or appointed officials. The selection process by which a member comes to serve on the Board is not under the control of PSTA and therefore the races of those members are not reported here.

PSTA’s Transit Riders Advisory Committee consists of a cross section of riders who live throughout the County. The purpose of the Committee is to provide insight and recommendations to the PSTA Board of Directors and its committees (as appropriate) on operational and transit service issues. The Committee is comprised of members from the public representing diversity of race and geographic location in Pinellas County based on the most recent United States Census Data.

Committee members will:

1. Provide knowledge of the transit system and related overall community needs and values
2. Express overall citizen values and responses for capital and operating projects
3. Promote better public dissemination of general information about PSTA
4. Provide insight on various planning efforts (such as the PSTA Transit Development Plan and new programs such as Direct Connect).

The representation consists of 13 transit users (defined by at least two (2) trips per week) selected to reflect the diversity and geographic distribution of county residents:

- Two representatives from North County, three from Mid-County, three from South County and one from the Beach Communities
- One DART user
- One student
- One professional in the field of engineering, architecture, planning, legal business, finance, environmental, marketing or public relations, or similar.

The racial composition of this committee is shown in Table 5. PSTA will continue to recruit new members so the committee better reflects the racial composition of Pinellas County.

Table 5: Transit Riders Advisory Committee (TRAC) Racial Composition²

	WHITE	AFRICAN AMERICAN	HISPANIC	OTHER
Population of Pinellas County	76.4%	10.32%	8.2%	6.2%
Transit Riders Advisory Committee	16 (94%)	1 (6%)	0 (0%)	0 (0%)

Source: 2009-2013 American Community Survey Five-Year Estimates, PSTA 2017

1-8. Subrecipient Compliance with Title VI

Requirement: Submit a description of how the agency monitors its subrecipients for compliance with Title VI and a schedule of subrecipient Title VI program submissions.

PSTA is currently not responsible for any subrecipient reporting.

² PSTA received a limited number of applications for the TRAC committee in 2017. The agency will seek to increase the racial diversity of the committee in future recruitment cycles.

1-9. Facility Construction Equity Analysis

Requirement: Submit a Title VI Equity Analysis if the recipient has constructed a facility (vehicle storage facility, maintenance facility, operation center, etc.) since the time of the last submittal.

PSTA has not constructed any “facilities,” such as a vehicle storage facility, maintenance facility, or operations center that would qualify as a “facility” for the purposes of Title VI of the Civil Rights Act of 1964, since the last program submission.

1-10. Board Approval

Requirement: Submit a copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or officials responsible for policy decisions reviewed and approved the Title VI Program.

The PSTA Board of Directors approved its Title VI report at its January 29, 2018 meeting. The agenda and minutes are attached in Appendix G.

SECTION 2 – TRANSIT AGENCY REQUIREMENTS

Chapter IV of FTA Circular 4702.1B provides program-specific guidance for recipients that operate 50 or more fixed-route vehicles in peak service and are located in an Urbanized Area of 200,000 or more in population. These program-specific requirements should be followed in addition to the general reporting requirements outlined previously. The following information addresses Title VI program-specific requirements as described in FTA Circular 4702.1B.

2-1 System-wide Service Standards

Requirement: Submit the agency's system-wide service standards by mode for vehicle load, vehicle headway, on-time performance, and service availability.

PSTA's service standards related to vehicle load, vehicle headway, on-time performance, and service availability are provided in Appendix A.

2-2 System-wide Service Policies

Requirement: Submit the agency's system-wide policies by mode for distribution of transit amenities and vehicle assignment.

PSTA's service policies related to the distribution of transit amenities and vehicle assignment are provided in Appendix A.

2-3 Demographic Analysis

Requirement: Submit a demographic analysis of the transit provider's service area, including demographic maps and charts.

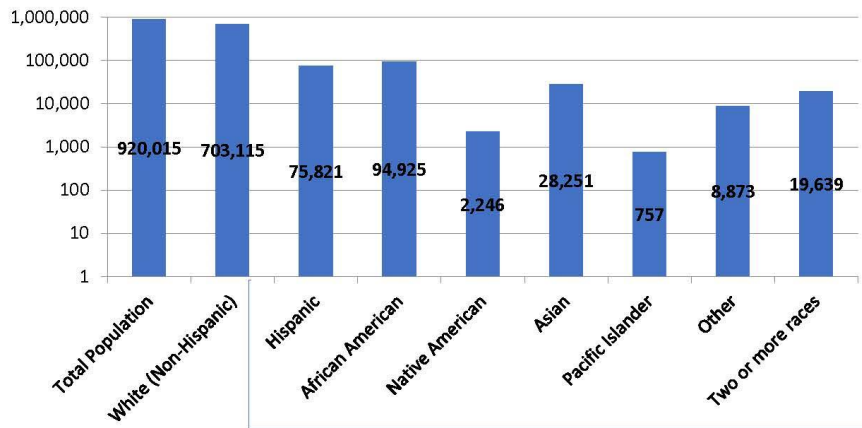
Transit providers in metropolitan areas that receive FTA capital, operating, or planning assistance are required to prepare specific demographic and service profile maps and charts. This information is to be updated at least every three years based upon the most recent U.S. Census data. The 2009-2013 ACS was used to map the minority and low-income³ populations throughout the PSTA service area.

³ Low-income is defined as the population below the poverty level as estimated in the 2009-2013 American Community Survey.

MINORITY POPULATIONS

According to the 2009-2013 ACS five-year estimates, the total population of Pinellas County is 920,015. Approximately 76 percent of the population is Caucasian, 10 percent is African-American, eight percent Hispanic, and the remaining six percent represents other minority groups, see Figure 3 and Table 6 below.

Figure 3: Pinellas County Population - Racial Distribution



Minority Groups (23.6% of Total Population)

Source: 2009-2013 American Community Survey Five-Year Estimates

Table 6: Pinellas County Population - Racial Distribution

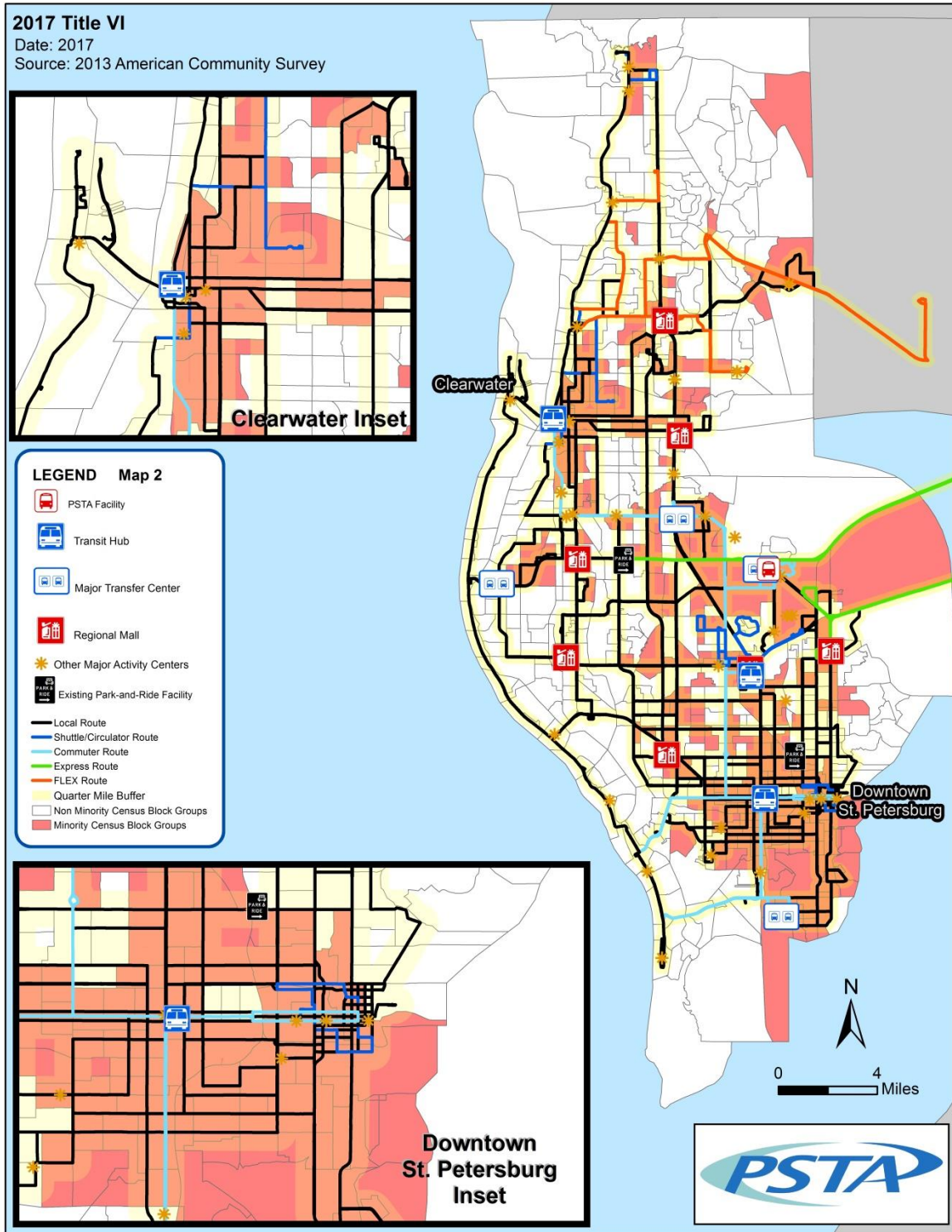
Race	Population	Percent of Total Population
White	703,115	76.42%
Hispanic	75,821	8.24%
African American	94,925	10.32%
Native American	2,246	0.24%
Asian	28,251	3.07%
Pacific Islander	757	0.08%
Other	8,873	0.96%
Two or More Races	19,639	1.13%
Total Minority	216,900	23.6%
Total Population	920,015	100.00%

Source: 2009-2013 American Community Survey Five-Year Estimates

Map 2 identifies Census block groups in Pinellas County, as well as existing transit routes, transit facilities, and major activity centers. Map 2 shows minority designations at the Census block group level using 2009-2013 ACS data from the US Census Bureau. A block group is identified as a minority block group when the percentage of minority people living in that block group exceeds the average minority population for the county (23.6%).

There are 249 minority Census block groups in Pinellas County. Collectively, these minority Census block groups comprise 35 percent of the 719 total Census block groups in Pinellas County. A detailed list of all Pinellas County minority Census block groups can be found in Appendix D, Table D-1.

Map 2: Pinellas County Minority Census Block Groups



LOW-INCOME POPULATIONS

A similar analysis was conducted for low-income populations. Table 7 provides a summary of the low-income population (persons) in Pinellas County while Map 3 displays them. Block groups in Pinellas County were identified as low income if they had a percent of low-income people above the County average of 14.1 percent. Appendix B, Table B-5 and Figure B-1, present household income distribution based on PSTA's 2012 On-Board Survey data.

Using this methodology, 289 low-income Census block groups can be identified in Pinellas County. Collectively, these low-income Census block groups comprise 40 percent of the 719 total Census block groups in Pinellas County.

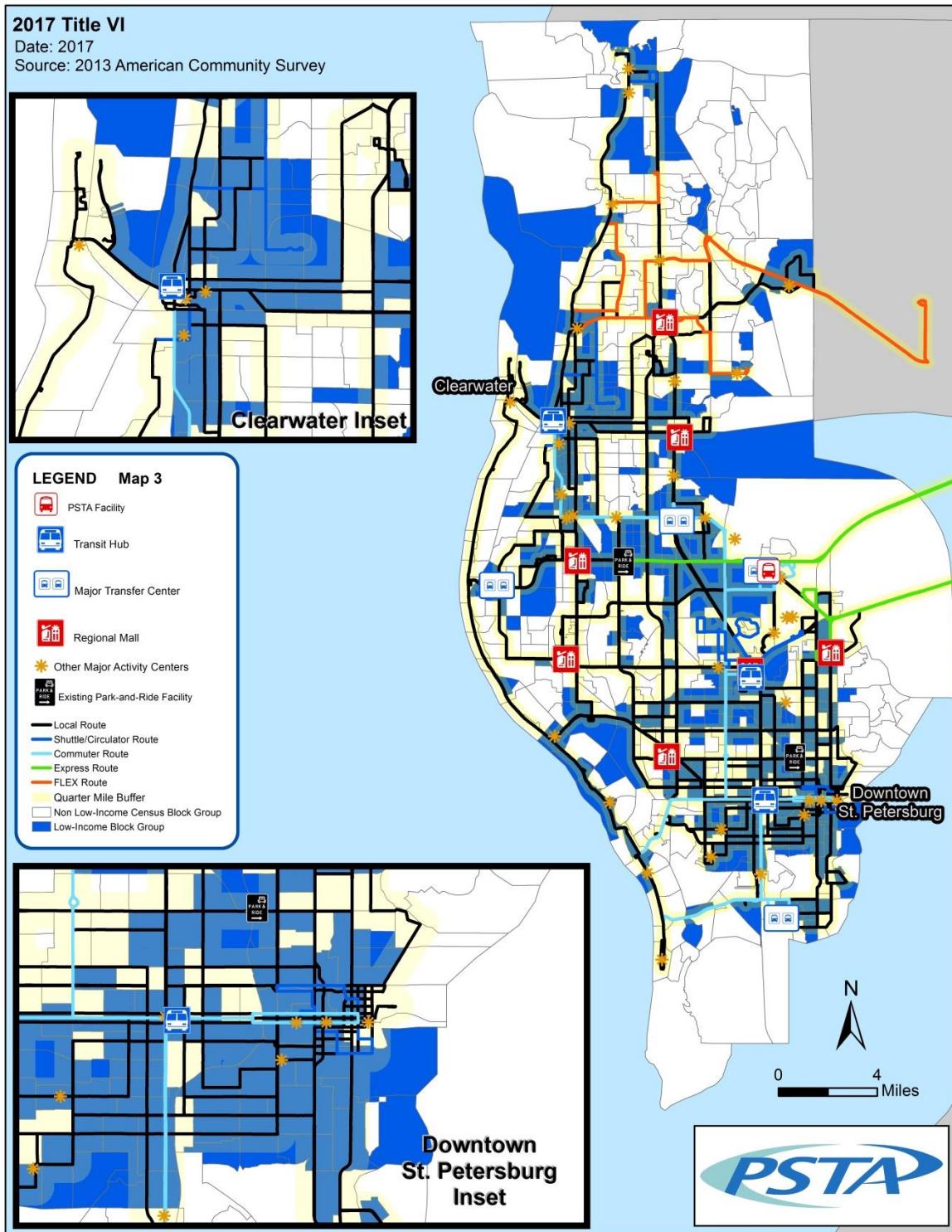
Table 7: Low Income Population in Pinellas County

	Pinellas County
Total Population ⁴	904,792
Low-Income Population	127,141
Percent of Low-Income Population	14.1%

Source: 2009-2013 American Community Survey Five-year Estimates

⁴ Note that the total population for income data from the 2009-2013 ACS is different than the total population in Pinellas County.

Map 3: Pinellas County Low-Income Census Block Groups



2-4 Customer Demographics and Travel Patterns

Requirement: Submit passenger demographic data and travel patterns collected from passenger surveys.

In addition to gathering demographic data, PSTA also reviewed data from recent surveys. In September 2012, an on-board survey was conducted on PSTA buses as a part of a comprehensive transit market assessment and consumer research study to provide recommendations associated with the PSTA Community Bus Plan. A summary of demographic data, especially data related to race and income, is provided below.

- The majority of sampled riders are Caucasian (45%), 35 percent are African-American, and 13 percent are Hispanic.
- Of respondents, 24.7 percent earn less than \$10,000 per year, 41.2 percent earn between \$10,000 and \$50,000, and 5.2 percent earn over \$50,000 per year. Over 28 percent skipped the income question.
- Of respondents, 70 percent ride the bus at least 5 days a week.
- Approximately 60 percent of respondents have zero working vehicles at home.
- The majority of sampled riders are employed (68%), and 21 percent of passengers are students
- Of those surveyed, males made up 46 percent of respondents and females 54 percent.
- Without transit, 28 percent of passengers would not make their trip at all.
- Just over 45 percent of respondents prefer to receive information about PSTA services and programs through the PSTA website. Approximately 33 percent prefer to get information through printed schedules.
- The majority of sampled riders live in Pinellas County between 6 and 12 months out of the year (87%). The remaining percentage of riders residing in Pinellas County from 1 to 6 months and less than 1 month out of the years is 8 percent and 5 percent respectively.
- 38 percent of riders surveyed pay by cash fare, followed by 31-Day and all-day passes at 25 percent and 20 percent respectively.

- In measuring weekday Trip Purpose, 46 percent of respondents were shown to be traveling from Home to Work and 25 percent from Work to Home. The home to work and work to home connections made up nearly three-quarters of weekday trips.

2-5 Monitoring Program

Requirement: Submit the results of the monitoring program of service standards and policies and any action taken to verify Board approval of the monitoring results.

VEHICLE HEADWAY ANALYSIS

Table 8 examines weekday service frequencies for minority and non-minority routes. Routes were identified as Minority Routes if greater than one-third of the route's directional miles directly serve (through or adjacent) minority block groups. Minority block groups are defined as block groups with greater than the Pinellas County average of minority population. Full details on the Minority Route, including directional route miles, and percent minority can be found in Appendix B, Table B-1.

As Table 8 shows, PSTA provides the majority of its service on Minority Routes, with 73 percent of its routes considered to serve minority areas. The Minority Routes receive a slightly higher number of high-frequency transit routes (i.e., 30-minutes or under), but the system is fairly balanced as a whole. This analysis confirms that both areas receive equitable service in terms of vehicle headway.

Table 9 provides an overview of the distribution of PSTA service throughout the week. Details on PSTA's routes, including type, headways, service span, revenue miles, and ridership can be found on Appendix B, Table B-2 and B-4. Minority Routes receive more service on weekdays and weekends than non-Minority Routes so it was determined that the two types of routes were equitable.

Table 8: Weekday Service Frequency – Minority vs. Non-Minority Routes

	Headway	Headway	Headway	Headway
	<30 Min.	31-60 Min.	>60 Min.	Total
Minority Routes	17	14	2	33
Non-Minority Routes	1	8	0	9
Minority Percent of Total	40.5%	33.3%	4.8%	78.6%
Non-minority Percent of Total	2.4%	19.0%	0.0%	21.4%

Source: PSTA, June – September 2017 Service Period

Table 9: Distribution of PSTA Service

	Weekday Service	Saturday Service	Sunday Service
Minority Routes	31	27	22
Non-Minority Routes	12	8	4

Source: PSTA, June – September 2017 Service Period

ON-TIME PERFORMANCE ANALYSIS

On-time performance is the time deviation of actual operating time from the published schedule. PSTA buses are considered on-time if the scheduled time is no more than 59 seconds before actual departure and no more than 4 minutes and 59 seconds (the on-time window) past the scheduled time of departure. PSTA's system wide on-time performance standard for its bus service is 75 percent.

Table 10 examines the weekday on-time performance percentages for all PSTA routes. The analysis in Table 10 is presented as Minority vs. Non-Minority Route on-time performance. As indicated, all of the Non-Minority Routes met PSTA's on-time performance standard, while 86.7 percent of the Minority Routes met the agency's on-time performance standard.

More detailed information regarding on-time performance, including Saturday and Sunday on-time performance, can be found in Appendix D, Table D-4.

Table 10: On-Time Performance Analysis⁵

	Above or At Standard	Below Standard	Total	% of Routes Attaining On-time Standard (75%)
Minority Routes	24	9	33	72.7%
Non-Minority Routes	7	5	12	58.3%
System	31	14	45	68.9%

Source: PSTA, June – September 2017 Service Period

Minority Routes, as a whole, have a higher on-time performance attainment than the Non-Minority Routes. When compared to the system average on-time performance, Minority Routes deviate by 3.8 percent. As discussed in Section 2-6, PSTA's disparate impact policy finds a disparate impact when minority service deviates by more than 15 percent from system service and impacts minority populations in a negative fashion. Given a positive deviation of 3.88 percent, no disparate impacts were

⁵ There are two more routes counted here than in the system count (Table 9) because two routes (the Suncoast Beach Trolley and Central Avenue Trolley) are each split into two routes for internal scheduling purposes.

found in this instance. Despite having no disparate impacts, PSTA will still review the on-time performance of these routes to see if these can be improved to meet PSTA's service standard.

DISTRIBUTION OF TRANSIT AMENITIES ANALYSIS

Table 11 provides the distribution of PSTA's transit amenities throughout its service area. As shown in Table 11, the minority, low-income, and LEP block groups all contain more than 40 percent of the total benches and shelters. Maps C-1 and C-2, D-1 through D-4 in Appendices C and D, provide additional details on the distribution of amenities by block group within PSTA's service area. In addition, Table D-2 provides additional information on the distribution of amenities by block group. PSTA's distribution of transit amenities was determined to be equitable.

Table 11: Distribution of Amenities in PSTA Service Area

Area	Shelters	% of Total	Benches	% of Total	Benches and Shelters	% of Total
Minority Block Groups	323	50.4%	894	45.2%	1,217	46.5%
Non-Minority Block Groups	318	49.6%	1082	54.8%	1,400	53.5%
Low Income Block Groups	343	53.5%	1,021	51.7%	1,364	52.1%
Non-Low Income Block Groups	298	46.5%	955	48.3%	1,253	47.9%
LEP Block Groups	267	66.4%	838	42.4%	1,105	42.2%
Non-LEP Block Groups	374	33.6%	1,138	57.6%	1,512	57.7%
Total	641	100.0%	1,976	100.0%	2,617	100.0%

Source: PSTA, June – September 2017 Service Period

SERVICE AVAILABILITY ANALYSIS

A good approximation of transit access is the percentage of total population within a quarter-mile of a transit route. Tables 12 through 14, present LEP, minority, and low-income population levels that are within a quarter-mile of PSTA's fixed routes. Populations within the quarter-mile of a transit route were calculated by determining the proportion of the block group area that is within a quarter-mile and using the same proportion to determine the population within a quarter-mile. As all LEP, minority, and low-income populations have greater proximity to transit service than the general population, it was determined that service is equitable.

In addition, the three-quarter mile dimension is used for consistency with the service area definition for complementary paratransit, according to Americans with Disabilities Act (ADA) implementing regulations [49 CFR Part 37.131(a)]. As seen in Table 15, approximately 93 percent of Pinellas County's total population is within a three-quarter miles of PSTA's fixed routes.

Table 12: LEP Population in PSTA Service Area

	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Population within 1/4 Mile of PSTA Service Area	LEP Population within 1/4 Mile of PSTA Service Area as a % of Total Population	% of LEP Population within 1/4 Mile of PSTA Service Area
Pinellas County	877,606	46,114	5.25%	32,729	3.7%	71.0%

Source: 2009-2013 American Community Survey Five-Year Estimates

Table 13: Minority Population in PSTA Service Area

	Total Population	Minority Population	Percent Minority	Minority Population within 1/4 Mile of PSTA Service Area	Minority Population within 1/4 Mile of PSTA Service Area as a % of Total Population	% of Minority Population within 1/4 Mile of PSTA Service Area
Pinellas County	920,015	217,123	23.6%	150,716	16.4%	69.4%

Source: 2009-2013 American Community Survey Five-Year Estimates

Table 14: Low-Income Population in PSTA Service Area

	Total Population	Low-Income Population	Percent Low Income	Low-Income Population within 1/4 Mile of PSTA Service Area	Low-Income Population within 1/4 Mile of PSTA Service Area as a % of Total Population	% of Low-Income Population within 1/4 Mile of PSTA Service Area
Pinellas County	904,792 ⁶	128,480	14.1%	88,224	9.8%	68.7%

Source: 2009-2013 American Community Survey Five-Year Estimates

⁶ Note that the total population for income data from the 2009-2013 ACS is different than the total population in Pinellas County.

Table 15: Population within Three-Quarter Miles of PSTA Service Area

	Total Population	Total Population within 3/4-Mile of PSTA Service Area	% Total Population within 3/4-Mile of PSTA Service Area
Pinellas County	920,015	850,758	92.5%

Source: 2009-2013 American Community Survey Five-Year Estimates

VEHICLE ASSIGNMENT ANALYSIS

Currently, PSTA has 202 total buses in its fleet. Buses are rotated throughout the fleet based on those 80 buses equipped with Automatic Passenger Counters (APC), regular maintenance schedules, and four-month booking periods. Those buses installed with APCs include all of PSTA's new diesel-hybrid buses as well as an assortment of regular diesel buses manufactured later than 2005. Moving forward, PSTA's policy is to purchase diesel-hybrid buses with APCs already installed in them. These buses will be integrated into the regular rotation schedule for ridership sampling until all buses are equipped with APCs and a new rotation scheme is needed. This is projected to take another five to ten years to have all buses equipped with APCs.

Buses not equipped with APC devices are assigned to a specific run number during the booking period every four months at PSTA, and are then only rotated to different routes as the APC buses are rotated in and at the beginning of a new booking period. APC buses are rotated every week to ensure adequate sampling of all routes in the PSTA network throughout the four-month booking period. This rotation takes place on weekdays, Saturdays, and Sundays. Using this method of rotation allows for an equal distribution of buses across all routes including those that provide service to minority and low-income areas.

Table 16 shows the break of PSTA's current bus fleet that totals 202 buses.

Table 16: PSTA Bus Fleet

Number of Vehicles in Fleet	Fleet Numbers	Year Manufactured	Make	Seated Capacity	Standing Room	W/C Accessible?	A/C & Kneelers?
5	2101-2116	2001	Gillig	38	19	Yes	Yes
8	2201-2210	2002	Gillig	38	19	Yes	Yes
2	2232-2233	2002	Gillig	26	13	Yes	Yes
5	2530-2534	2005	Gillig	26	13	Yes	Yes
8	2501-2508	2005	Gillig	38	19	Yes	Yes
7	2510-2517	2005	Gillig	32	16	Yes	Yes
34	2601-2636	2006	Gillig	38	19	Yes	Yes
12	2650-2661	2006	Gillig	32	16	Yes	Yes
3	720-722	2007	Gillig	32	16	Yes	Yes
11	2701-2711	2007	Gillig	38	19	Yes	Yes
7	2712-2718	2007	Gillig	32	16	Yes	Yes
6	820-825	2008	Gillig	32	16	Yes	Yes
15	2801-2815	2008	Gillig	38	19	Yes	Yes
6	2830-2835	2008	Gillig	32	16	Yes	Yes
3	2901-2903	2009	Gillig	32	16	Yes	Yes
2	2910-2911	2009	Gillig	32	16	Yes	Yes
7	920-926	2009	Gillig	32	16	Yes	Yes
14	10101-10114	2010	Gillig	32	16	Yes	Yes
8	12101-12108	2012	Gillig	38	19	Yes	Yes
8	13101-13108	2013	Gillig	38	19	Yes	Yes
8	14101-14108	2014	Gillig	38	19	Yes	Yes
13	15101-15113	2015	Gillig	38	20	Yes	Yes
7	16101-16107	2016	Gillig	38	20	Yes	Yes
3	17101-17103	2017	Gillig	30	20	Yes	Yes

Source: PSTA

2-6 Major Service Policy

Requirement: Submit a description of the public engagement process for setting the “major service change policy” and disparate impact policy, with verification of Board approval of those policies.

Major Service Policy

PSTA conducts a Title VI analysis on all Major Service Changes. PSTA defines a Major Service Change as any modification that affects 25 percent or more of any individual route’s revenue hours and/or miles. When any change exceeds the established threshold, PSTA proceeds with posting the appropriate public notices and conducting public hearings in compliance with the Public Participation Plan detailed previously in this Title VI Program Update.

The adverse effect is measured by the change between the existing and proposed service levels that would be deemed significant. Additions to service may also result in disparate impacts, if the addition is at the expense of reductions to other routes.

Disparate Impact Policy

Disparate impacts are examined both when a Major Service Change is undertaken and/or a fare change is implemented. PSTA defines a disparate impact as any time there is a difference in impacts between minority and total populations of plus or minus ten percent that negatively impacts the minority population. For example, if the minority population makes up 30 percent of the overall population, but would bear 45 percent of the adverse impacts, there may be a disparate impact since the minority group bears 15 percent more than its expected share. The Disparate Impact Policy is applied uniformly to all modes of service operated by PSTA.

Disproportionate Burden Policy

The Disproportionate Burden Policy applies to adverse effects on low-income populations as a result of Major Service Changes and all fare changes. PSTA defines a disproportionate burden as any time there is a difference in impacts between low-income and total populations of plus or minus ten percent that negatively impacts the low-income population. For example, if the low-income population makes up 30 percent of the overall population, but would bear 45 percent of the impacts, there may be a disproportionate impact since the low-income group bears 15 percent more than its expected share. The Disproportionate Burden Policy is applied uniformly to all modes of service operated by PSTA.

Pursuant to Title VI requirements, PSTA advertises for public comment on these three policies that are presented on and open for public comment a recent Transit Riders Advisory Committee. Notices are placed on all buses in the Fleet, at all terminals, and highlighted on the PSTA website. These documents remain on the website with a link for people to review and send comments ongoing.

2-7 Equity Analysis

Requirement: Submit the results of any equity analysis for any major service changes and/or fare changes implemented since the last Title VI Program submission, with verification of Board approval of the equity analysis for any service or fare changes.

In accordance with its Title VI policy, PSTA conducts equity analyses for all Major Service Changes and fare changes. During the three-year reporting period, three Major Service Changes were implemented. These changes occurred in October 2015, February 2016, and October 2016. A detailed equity analysis for these service changes is provided in Appendix H. In addition, PSTA's Fare Policy that was adopted by the PSTA Board of Directors in July of 2014 is provided in Appendix H as well.

Methodology

PSTA utilizes the transit planning software Remix to conduct Title VI analyses. Remix includes an analytic tool specifically designed for Title VI. The tool compares geographic and demographic coverage of a transit network between two booking periods. Below is the description Remix provides regarding their data sources and methodology:

1. Get the population near a route, including its low income and minority percentage.
 - For each route, build a shape that represents the area within quarter mile of any of its stops.
 - Intersect the catchment area with 2009-2013 ACS Census data. Get a list of block groups and the percentage overlap with each.
 - For each block group, take the percentage of overlap and multiply it by the block group's statistics.
 - Get the population, minority population, and low income population for each group and sum them together. This is the total population a route could serve.
2. Compare the number of people-trips, before and after.
 - Multiply the population near a route times the number of trips it makes (per year) to get "people-trips".
 - Repeat for low-income and minority populations to get "low income people-trips" and "minority people trips".
 - Compare these numbers between the before and after versions of the route, to get a set of people-trip differences. We match before and after using routes that have the same name.
3. Get the total difference in people-trips across the transit system.
 - Repeat the process above for every route in the transit system.
 - Sum together the difference in people trips. This will return three numbers: total difference in people-trips, total difference in low-income people-trips, and total difference in minority people trips.
4. Calculate the change borne by low-income and minority populations.

- Divide the total difference in low-income people trips by the total difference in people-trips to get the percentage of change borne by those with low incomes.
 - Repeat for minority people-trips.
5. Compare the percentage change to the average in the service area.
- Calculate the average percentage of low-income and minority populations across the entire service area.
 - Subtract from the change borne by those populations.
 - Get two final numbers: the delta between the impact this set of transit changes had on low income and minority populations compared to any average change.

The following is a list of data sources Remix utilizes to compute its figures:

- Census data is provided by the US American Community Survey, 2009-2013.
- Population is coded by table B03002, field B03002001.
- Low income status is set at 100% of the US poverty level. This is coded by the appropriate fields in table C17002.
- Minority status is coded by table B03002, by subtracting the white, non-Hispanic population (B03002003) from the total population (B03002001).
- Service area is a set of block groups determined by the shapefile PSTA provided to Remix.
- Map and routing data is provided OpenStreetMap, Mapbox, and Valhalla.

October '15 Service Change Equity Analysis

In the October 2015 service change, a total of 22 routes were altered from their previous configurations. Changes detected by Remix range from simple alterations such as the removal of a few stops and new deviations to significant route changes such as major alignment shifts and route removals. Table 1A (in Appendix H) displays the list of routes that were altered in the service change. The table identifies if a route's hours and/or miles were altered at or beyond the major service change threshold. If a route reaches the threshold, then the table also identifies if that route creates a disproportionate burden and/or disparate impact. Four routes exceeded the service change threshold, and none of these routes creates a disproportionate burden or disparate impact; Table 2A (in Appendix H) displays the service areas' low-income and minority resident population percentages as well as the change borne by these populations.

February '16 Service Change Equity Analysis

In the February 2016 service change, a total of 37 routes were altered from their previous configurations. Changes detected by Remix range from simple alterations such as the removal of a few stops and new deviations to significant route changes such as major alignment shifts and route removals. Table 1B (in Appendix H) displays the list of routes that were altered in the service change. The table identifies if a route's hours and/or miles were altered at or beyond the major service change threshold. If a route reaches the threshold, then the table also identifies if that route creates a disproportionate burden and/or disparate impact. One route exceeded the service change threshold,

which did not create a disproportionate impact but did create a disproportionate burden, but no adverse impact was experienced.

October '16 Service Change Equity Analysis

In the October 2016 service change, a total of 42 routes were altered from their previous configurations or added to the system. Changes detected by Remix range from simple alterations such as the removal of a few stops and new deviations to significant route changes such as major alignment shifts and route removals. Table 1C (in Appendix H) displays the list of routes that were altered in the service change. The table identifies if a route's hours and/or miles were altered at or beyond the major service change threshold. If a route reaches the threshold, then the table also identifies if that route creates a disproportionate burden and/or disparate impact. 12 routes exceeded the service change threshold, and none of these routes creates a disproportionate burden or disparate impact; Table 2C (in Appendix H) displays the service areas' low-income and minority resident population percentages as well as the change borne by these populations.

October '15 Fare Change Equity Analysis

The Pinellas Suncoast Transit Authority (PSTA) changed its fare pricing structure, which was implemented on October 11, 2015. At that time, PSTA projected long term budget shortfalls related to rising operational costs and consistently lower revenue from ad valorem taxes over the last several years.

Disparate Impact: The 2017 Title VI Analysis determined that the total minority population of Pinellas County makes up 23.6% of the County population. As show in Table 17, usage of all fare types for minority populations is within ten percent of the overall usage. Using the current adopted Disparate Impact Policy, PSTA has determined that a disparate impact does not exist in any of the fare payment categories. Usage data is from the 2012 on-board survey.

Disproportionate Impact: 2017 Title VI Analysis determined that the total low-income population of Pinellas County makes up 13.08% of the County population. As shown in Table 17, usage of all fare types for low income populations is within ten percent of the overall usage. Using the current adopted Disproportionate Burden Policy, PSTA has determined that a disproportionate burden does not exist in any of the fare payment categories. Usage data is from the 2012 on-board survey.

Public Participation: PSTA completed 8 Public Workshops between August 10, 2015 to September 8, 2015 throughout Pinellas County and a Public Hearing at PSTA Administration Offices on September 9, 2015 (shown in Table 18). All locations were accessible to the public by bus.

Table 17: 2015 Fare Change Analysis

Fare Type	Existing Price	Proposed Price	Absolute Change	Percentage Change	Low Income Usage	Low Income % Usage	Minority Usage	Minority % Usage	Overall Usage	Overall % Usage
Full Cash Fare	\$2.00	\$2.25	\$0.25	12.50%	737	36.87%	702	38.51%	1320	42.16%
Reduced Cash Fare	\$1.00	\$1.10	\$0.10	10.00%						
1 - Ride Ticket	\$2.00	\$2.25	\$0.25	12.50%						
Student Cash Fare	\$1.25	\$1.10	-\$0.15	-12.00%						
Route 100X/300X - Regular	\$3.00	\$3.00	\$0.00	0.00%	5	0.25%	5	0.27%	9	0.29%
1 - Day Unlimited Pass - Full Fare	\$4.50	\$5.00	\$0.50	11.11%	403	20.16%	326	17.88%	672	21.46%
1 - Day Unlimited Pass - Reduced Fare	\$2.25	\$2.50	\$0.25	11.11%						
7 Day Unlimited Pass	\$20.00	\$25.00	\$5.00	25.00%	252	12.61%	259	14.21%	388	12.39%
7 Day Unlimited Pass - Youth (Platinum Pass)	\$12.50	\$12.50	\$0.00	0.00%	19	0.95%	30	1.65%	45	1.44%
20 Ride Premium Pass		\$48.00			8	0.40%	9	0.49%	14	0.45%
31 Day Unlimited Pass	\$85.00	\$85.00	\$0.00	0.00%	558	27.91%	474	26.00%	852	27.21%
31 - Day Unlimited Pass - Passport	\$85.00	\$85.00	\$0.00	0.00%	17	0.85%	18	0.99%	30	0.96%

Other	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	125	3.99%
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Table 18: Fare Change Public Workshop Locations and Dates

LOCATION	DATE	AGENDA SUBJECT
East Lake Library	August 10, 2015	Route Redesign and Fare Structure
Seminole Library	August 11, 2015	Route Redesign and Fare Structure
Pinellas Park Library	August 17, 2015	Route Redesign and Fare Structure
PSTA Administration Office	August 18, 2015	Route Redesign and Fare Structure
Gladden Park Rec Center	August 20, 2015	Route Redesign and Fare Structure
Tarpon Springs Rec Center	August 24, 2015	Fare Structure
Clearwater Public Library	August 25, 2015	Fare Structure
PTEC	September 8, 2015	Fare Structure
PSTA Administration Office	September 9, 2015	Public Hearing Fare Structure

Fare Change Justification: Today, PSTA is projecting long term budget shortfalls related to rising costs, slow growth in traditional revenues and needed bus replacements. In line with the Board approved Path Forward Strategic Plan to use reserves to purchase bus replacements while minimizing service

cuts, PSTA is required to maximize revenue sources already available to the agency in the context of the FY 2016 Budget and beyond.

Passenger fares are a primary revenue stream that must grow consistently over the long-term for PSTA to maintain quality and equitable service for its customers. Previous to this proposal, fare increases occurred in 2010. During the time since the last fare increase, PSTA has seen significant escalations in operational costs and decreased ad valorem revenues. While passenger fares are a primary revenue stream, PSTA has made strategic decisions to help minimize the amount of fare increases considered in the five-year balanced budget through administrative cuts, outsourcing advertising, evaluating the feasibility of maximizing ad valorem revenue, and service redesign options. Failure to increase fare changes would result in the need to make significant service cuts, leaving many customers with no transit options throughout Pinellas County.

To better accommodate the needs of Pinellas County's low income and minority population, PSTA has a Transportation Disadvantaged program that provides affordable fares for individuals with incomes at 150% federal poverty level and below. As shown in Attachment I, the 10-Day TD bus pass price did not increase after the fare change and remains at \$5. The 31-Day TD pass did increase from \$8.25 to \$11, but this price is still significantly less than a regular 31 day unlimited pass, which costs \$70. In addition, PSTA recently added another program under TD referred to as Late Shift. This program provides up to 25 rides a month to or from a place of employment when buses are not operating between the hours of 10pm and 6am. This program only costs participants an additional \$9/month after the monthly TD bus pass is purchased. Many Late Shift users are now able to access job opportunities they were previously unable to because of this program. Although fares did increase for these individuals, the level of service offered to TD program participants also increased.

**APPENDIX A:
Title VI Service Standards, Policies, and Assurances**

TITLE VI PROGRAM POLICIES**Section 1: Title VI Program Objectives**

Pinellas Suncoast Transit Authority's Title VI Program goals, objectives, and service policies are:

GOAL

To provide safe, convenient, economical public transportation service, and amenities which are distributed without regard to race, color, income status, or national origin.

OBJECTIVE 1

To achieve an increase in system usage and customer satisfaction by constantly improving safety, courtesy, comfort, and reliability to all passengers without regard to income or racial characteristics.

OBJECTIVE 2

To achieve and sustain industry-wide recognition as a first-class transit system in the overall provision of transportation services to its customers without regard to income or racial characteristics.

OBJECTIVE 3

To develop and maintain short and long-term plans which reflect customer and service needs.

OBJECTIVE 4

To utilize Disadvantaged Business Enterprise Businesses to the maximum extent possible in PSTA contracts.

RESPONSIBILITY**PLANNING DEPARTMENT**

The responsibility of the Title VI monitoring is delegated to the Planning Department, working in cooperation with the Transportation and Maintenance Departments. Title VI monitoring will include the development of system-wide service policies, standards and procedures relative to transit service considerations in conformance with Federal Transit Administration Circular 4702.1B.

Chief Executive Officer

Date

Section 2: Vehicle Headway, Service Availability, and On-Time Performance Policies and Procedures**PURPOSE**

To provide policies and procedures on implementing service frequency (i.e., headway) improvements and modifications.

POLICIES

1. PSTA will establish transit routes that adhere to a fixed schedule for improved customer service.
2. Routes and schedules will be monitored to improve system connectivity and timed transfers.
3. PSTA will adopt a system-wide goal for on-time performance each fiscal year.

PROCEDURES

1. Each month the Transportation Department will follow up and evaluate customer complaints, and any ridecheck reports which pertain to on-time performance.
2. The Transportation Department will evaluate on-time performance. In this way, staff can determine the cause for delays and recommend changes in scheduling or routing when necessary.
3. The Planning Department and the Transportation Department will evaluate on-time performance system wide. This evaluation will be used to develop a system-wide goal for improved, on-time performance each fiscal year.
4. The Planning and Transportation Departments will evaluate routes according to passenger productivity to determine the need for improved service frequency.

Chief Executive Officer

Date

Section 3: Vehicle Load/Assignment Policies and Procedures**PURPOSE**

To provide policies and procedures on assignment of buses to routes and how excess vehicle loads should be handled.

POLICIES

1. The largest vehicles will be assigned to those routes that carry the highest number of passengers per revenue hour.
2. A plug bus will be sent when the peak loads cannot be accommodated due to excess passenger demand.
3. Stating capacity is taken into account when new buses are assigned to routes.

PROCEDURES

1. The Maintenance Department will maintain a bus inventory which includes vehicle length, seating capacity, ancillary bus equipment, purchase date, and useful life of the vehicle.
2. The Planning and Transportation Departments will evaluate the maximum passenger loads for selected high-volume routes to ensure that the vehicle(s) assigned to these routes can accommodate peak passenger loads.
3. When a new bus has a smaller capacity than the bus it is to replace, passenger loads will be evaluated to ensure the new bus will accommodate the market demand.
4. The Planning Departments will monitor bus assignments and the distribution of equipment within the PSTA service area.

Chief Executive Officer

Date

Section 4: Transit Safety, Security, and Access Policies and Procedures**PURPOSE**

To provide policies and procedures to assure transit passengers have safe and reliable public transit service.

POLICIES

1. PSTA adopted a System Safety Program Plan (SSPP) which conforms with Rule Chapter 14-90 Florida Administrative Code. The SSPP is periodically updated when necessary.
2. PSTA will establish system-wide performance objectives for each fiscal year relative to accident rates and road failures and monitor achievements of these objectives.
3. PSTA adopted a Continuation of Operations Plan to provide a plan for handle disruptions of service that are more than minor incidents.
4. PSTA will utilize the Threat and Vulnerability Assessment (TVA) to identify potential security needs and program improvements.

PROCEDURES

1. Adopt an SSPP and submit annual Safety Certifications to the Florida Department of Transportation.
2. The Transportation and Maintenance Departments will investigate accidents and road failures to determine the cause and implement corrective actions when necessary.
3. The Maintenance Department will evaluate the relocation of existing bus stops or suitable locations for new bus stops whenever the Planning or Transportation Departments considers the placement of a bus stop to pose an operational hazard.
4. The Transportation and Maintenance Departments will recommend proactive changes to reduce the incidence of future accidents and road failures to the Chief Executive Officer.
5. Reserve one percent of FTA Section 5301 funding for transit security improvements and program this funding in the Program of Projects (POP) for each year.
6. PSTA will continue to have a multi-disciplined threat awareness safety team tasked to identify key safety/security issues and address them.

Chief Executive Officer

Date

Section 5: Transit Service Policies and Procedures

PURPOSE

To provide policies and procedures to ensure convenient access to public transit.

POLICIES

1. PSTA will maximize the general coverage of transit service in the PSTA service area, while following a market-driven implementation strategy. PSTA will continue to emphasize service enhancements for major urban roadway corridors serving major transit generations and attractors.
2. PSTA will support and promote land use designs which shorten the walking distance to bus stops.

PROCEDURES

1. Routes that are not meeting performance standards will be evaluated to determine the productivity of route segments that are duplicative. Any proposed realignment will then be evaluated based upon the number of transit generators and attractors within a quarter-mile of transit service.
2. Routes that are not meeting performance standards will be evaluated to determine segments where ridership exists and recommend those segments be combined with existing routes, if possible.
3. The Planning Department will evaluate routes that are recommended for elimination to determine the impact on minority users. Feeder service will be considered to provide continued service, if replacement fixed-route service is not implemented.
4. The Planning Department will request that city, county, and state governmental entities include PSTA in the development review process for pedestrian accessibility to transit stops. PSTA staff will recommend developments that are mixed use and include multiple points of direct and convenient pedestrian access to transit stops.
5. Land development designs that are conducive to pedestrian activity or transit service will be supported by the Planning Department and promoted for new developments and redevelopments.
6. The Maintenance Department will attend pre-construction meetings so that contractors are aware of accessibility needs with respect to sidewalk and roadway construction.
7. PSTA will continue to work cooperatively with state and local jurisdictions on passenger loading pads, pedestrian bridges (for swale crossings), and accessible connections from sidewalks to bus stops, whenever a roadway is constructed, re-constructed or re-surfaced. All accessibility improvements will conform to Americans with Disabilities Act (ADA) requirements.
8. PSTA will provide paratransit feeder service for those persons with disabilities who cannot access bus stops due to their disabilities and architectural barriers. This will allow persons with

disabilities to access and utilize the regular bus system. PSTA will provide free transfers to PSTA fixed routes in these circumstances.

9. PSTA will continue to conduct periodic market research to determine the distance most users must travel to gain access to transit service. Market research should be undertaken at minimum every five years.

Chief Executive Officer

Date

Section 6: Transit Shelters, Benches, and Bicycle Racks Policies and Procedures

PURPOSE

To provide policies and procedures relative to the provision of transit amenities.

POLICIES

1. Passenger shelters will be installed at high usage bus stops throughout the PSTA service area.
2. Passenger benches will be installed to provide seating at PSTA bus stops.
3. Bicycle racks will be installed at major transfer points and other bus stops when installation can be justified according to market demand.
4. All buses and trolley vehicles will be equipped with bike racks.
5. All passenger amenity installations will be constructed in accordance with Americans with Disabilities Act (ADA) implementation regulations.

PROCEDURES

Passenger Shelters

1. The Planning and Facility Maintenance Departments will work together to identify potential shelter locations through ridership data, passenger requests, and recommendations from bus drivers.
2. Public/private facilities such as libraries, hospitals, municipal buildings, shopping centers, educational, residential and employment centers will be identified as potential shelter locations and evaluated according to ridership data.
3. The Planning and Facilities and Equipment Services Department will investigate shelter locations when requests are received from passengers.
4. The Planning Department will include the location of shelters and their distribution within the PSTA service area in each Transit Development Plan (TDP) Update.
5. The Facility Maintenance Department will schedule cleaning of the shelters at regular intervals. Staff will periodically inspect the shelters and report any damage to the Superintendent of Facility Maintenance to enable timely repair.
6. The Planning Department will plan for scheduled replacement of shelters and shelter parts and include funding in FTA Section 5307 grants.

Passenger Benches

1. The Facilities and Equipment Department will place benches at locations that are requested by staff and/or passengers.
2. The Facilities and Equipment Services Department will request construction of bench pads to be part of roadway and sidewalk projects whenever feasible.

3. An inventory of benches will be maintained (by route) along with accessibility features. The Planning Department will monitor bench placements and the distribution of benches within the PSTA service area for Title VI considerations.
4. The Facilities and Equipment Services Department will schedule periodic bench maintenance and repair or replace benches when necessary.
5. The Planning Department will include the purchase of benches in FTA Section 5307 grants.

Bicycle Racks

1. The Facilities and Equipment Services Department will identify locations where bicycle racks should be installed and schedule installation.
2. The Facilities and Equipment Services Department will monitor the bicycle rack inventory and will notify the Planning Department when additional racks are needed.
3. The Facilities and Equipment Services Department will maintain an inventory of bike racks in the PSTA service area.
4. The Planning Department will include bike racks in FTA Section 5307 grant applications.
5. All buses and trolley vehicles will be equipped with bike racks.

Chief Executive Officer

Date

Section 7: Limited English Proficiency Program (LEPP) Policies and Procedures

PURPOSE

To provide policies and procedures relative to the implementation of the LEPP.

POLICIES

1. PSTA has targeted Spanish speakers as the predominant LEP population for PSTA assistance.
2. PSTA will develop a program that ensures that LEP persons are considered for effective participation in PSTA's programs, activities, and services.
3. PSTA will develop appropriate strategies for serving LEP individuals who come into contact with PSTA staff and services.
4. PSTA will monitor and update the LEPP to ensure effective services and communication for LEP persons.

PROCEDURES

1. PSTA will inventory and conduct outreach with the LEP community organizations to better understand their concerns and to effectively serve their clients.
2. PSTA will create bilingual text for future on-board surveys, utilize bilingual customer service representatives and staff to serve LEP clients, and provide Google translation capabilities on its website.
3. PSTA will continue to training incoming staff to ensure that those who regularly interact with passengers and the public understand how to interact with callers or those that requires in-person LEP assistance.
4. PSTA will undertake outreach that continues to meet the ongoing needs of our LEP customers. This includes but is not limited to: advertising new LEP services, providing Title VI forms and notices in Spanish and additional languages by request, and maintaining an open line of communication with community organizations throughout the service area.
5. Include with new bus operator and bus operator refresher training a section or module on assisting LEP customers.
6. Utilize community organizations and public meetings to obtain feedback on LEP assistance provided by PSTA. Utilize this feedback to improve assistance activities and services.
7. Continue to conduct internal monitoring of customer service assistance provided to LEP customers and make modifications when necessary.
8. Post signs at intake and entry points so that LEP persons know how to access language services at initial points of contact.

9. Include public notices in Spanish; post these notices on-board PSTA buses and at targeted community organizations.
10. Update automated telephone voice mail attendant and menu systems for Spanish speaking customers.

Chief Executive Officer

Date

DEPARTMENT OF TRANSPORTATION TITLE VI ASSURANCE

The Pinellas Suncoast Transit Authority (hereinafter referred to as the “Recipient”) HEREBY AGREES THAT as a condition to receiving any Federal assistance from the Department of Transportation, it will comply with Title VI of the Civil Rights Act of 1965, 78 Stat. 252, 42 U.S.C. 2000d-42 U.S.C. 2004d-4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations) and other pertinent directives to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, or natural origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the recipient receives federal assistance from the Department of Transportation, including Federal Transit Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This assurance is required by subsection 21.7(a) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances with respect to the Title VI Program.

1. That the Recipient agrees that each “program” and each “facility” as defined in subsection 21.12(e) and 21.23 (b) of the Regulations, will be (with regard to a “program”) conducted, or will be (with regard to a “facility”) operational in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations and made in connection with all Title VI Programs and, in adapted form in all proposals for negotiated agreements:

The Pinellas Suncoast Transit Authority, in accordance with the Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 U.S.C. 2000d to 2000d-4 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-Assisted Programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively insure that in any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, or national origin in consideration for an award.

3. That the Recipient shall insert the clauses of Appendix A of this assurance in every contract subject to this Act and the Regulations.

4. That the Recipient shall insert the clauses of Appendix B of the assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the assurance shall extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient receives Federal financial assistance in the form, or for the acquisition of real property or an interest in real property, the assurance shall extend to rights to space on, over, or under such property.
7. That the Recipient shall include the appropriate clauses set forth in Appendix C of this assurance, as a covenant running with the land in any future deeds, leases, permits, licenses, and similar agreements entered into by the Recipient with other parties (a) for the subsequent transfer of real property acquired or improved under Title VI Program; and (b) for the construction or use of or access to space on, over, or under real property acquired or improved under Title VI Program.
8. That this assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property or interest therein or structures or improvements thereon, in which case the assurance obligates the Recipient or any transferee for the longer of the following periods: (a) the period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or (b) the period during which the Recipient retains ownership or possession of the property.
9. The Recipient shall provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub grantees, contractors, subcontractors, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Act, the Regulations and this assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Act, the Regulations, and this assurance.

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all Federal grants, loans, contracts, property, discounts or other Federal financial assistance extended after the date hereof to the Recipient by the Department of Transportation under the Title VI Program and is binding on it, other recipients, sub grantees, contractors, transferees, successors in interest and other participants in the Title VI Program. The person or persons whose signatures appear below are authorized to sign this assurance on behalf of the Recipient.

DATED: _____

Brad Miller, Chief Executive Officer
Pinellas Suncoast Transit Authority
(Signature of Authorized Official)

FEDERAL TRANSPORTATION ADMINISTRATION CIVIL RIGHTS ASSURANCE

The Pinellas Suncoast Transit Authority, HEREBY CERTIFIES THAT, as a condition of receiving Federal financial assistance under the Civil Rights Act of 1964, as amended, it will ensure that:

1. No person on the basis of race, color, or national origin will be subjected to discrimination in the level and quality of transportation services and transit-related benefits.
2. The Pinellas Suncoast Transit Authority will compile, maintain and submit in timely manner Title VI information required by FTA Circular 4702.1B and in compliance with the Department of Transportation's Title VI regulation, Multilingual Part 21.9.
3. The Pinellas Suncoast Transit Authority will make it known to the public that those person or persons alleging discrimination on the basis of race, color, or national origin as it relates to the provision of transportation services and transit-related benefits may file a complaint with the Federal Transportation Administration and/or the U.S. Department of Transportation.

The person or persons whose signature appears below are authorized to sign this assurance on behalf of the grant applicant or recipient.

(Brad Miller, Chief Executive Officer)
(Signature of Authorized Officer)

Date



TITLE VI PROCEDURES FOR TRACKING AND INVESTIGATING COMPLAINTS

This section outlines the Title VI complaint procedures related to providing programs, services, and benefits. All complaints made to PSTA can also be made to the FTA, and the like, or seek private counsel for complaints alleging discrimination, intimidation or retaliation of any kind prohibited by law.

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs receiving federal financial assistance.

GENERAL

Any person who believes that he or she, individually, or as a member of any specific class of persons, has been subjected to discrimination on the basis of race, color, or national origin as noted below may file a written complaint with the PSTA Title VI Program, 3201 Scherer Drive, St. Petersburg, Florida, 33716. Complainants have the right to obtain the complaint directly to the appropriate federal agency. Every effort will be made to obtain early resolution of complaints. The option of informal meeting(s) between the affected parties and the Title VI Program Officer Program Officer may be utilized for resolutions. The Title VI Program Officer will notify the PSTA Chief Executive Officer of all Title VI related complaints as well as all resolutions.

PROCEDURE

- 1) The complaint must meet the following requirements:
 - a. Complaint shall be in writing and signed by the complainant(s). In cases where complainant is unable or incapable of providing a written statement, a verbal complaint may be made. The Title VI Program Officer will interview the complainant and assist the person in converting verbal complaints to writing. All complaints must, however, be signed by the complainant or his/her representative.
 - b. Include the date of the alleged act of discrimination date when the complainants became aware of the alleged act of discrimination; or the date on which that conduct was discontinued or the latest instance of conduct.
 - c. Present a detailed description of the issues, including names and job titles of those individuals perceived as parties in the complaint.
 - d. Federal and State law may require complaints to be filed within a certain period of time of the alleged incident

- 2) Upon receipt of the complaint, the Title VI Program Officer will determine its jurisdiction, acceptability, and need for additional information.
- 3) The complainant will be provided with a written acknowledgement that PSTA has either accepted or rejected the complaint.
- 4) A complaint must meet the following criteria for acceptance
 - a. The complaint must be filed within 180 days of the alleged occurrence;
 - b. The allegation must involve a covered basis such as race, color or national origin.
 - c. The allegation must involve a PSTA service of a Federal-aid recipient, sub-recipient or contractor.
- 5) A complaint may be dismissed for the following reasons:
 - a. The complainant requests the withdrawal of the complaint.
 - b. The complainant fails to respond to repeated requests for additional information needed to process the complaint.
 - c. The complainant cannot be located after reasonable attempts.
- 6) Once PSTA decides to accept the complaint for investigation, the complainant will be notified in writing of such determination. The complaint will receive a case number and will then be logged in a database identifying; complainant's name, basis, alleged harm, race, color, and national origin of the complainant.
- 7) In cases where PSTA's Human Resources Department decides to accept the complaint for investigation of the complaint, within 90 calendar days of the acceptance of the complaint, PSTA's Title VI Program Officer will prepare an investigative report for review by the Chief Executive Officer. The report shall include a narrative description of the incident, identification of persons interviewed, findings and recommendations for disposition.
- 8) The investigative report and its findings will be reviewed by the Human Resources Director, and in some cases the investigative report will be reviewed by PSTA's legal counsel.
- 9) The Human Resources Director, Chief Executive Officer, and the legal counsel will make a determination on the disposition of the complaint. Dispositions will be stated as follows;
 - a. In the event PSTA is in noncompliance with Title VI regulations, remedial actions will be listed.
- 10) Notice of Director's determination will be mailed to the complainant. Notice shall include information regarding appeal rights of complainant and instructions for initiating such an appeal. Notice of appeals are as follows;
 - a. PSTA will reconsider this determination, if new facts, come to light.

- b. If complainant is dissatisfied with the determination and/or resolution set forth by PSTA, the same complaint may be submitted to the FTA for investigation. Complainant will be advised to contact the Federal Transit Administration, Office of Civil Rights, 230 Peachtree Street, NW Atlanta, GA 30303
- 11) A copy of the complaint and PSTA's investigative report of finding and final remedial action plan, if appropriate will be issued to FTA within 120 days of the receipt of the complaint.
- 12) A summary of the complaint and its resolution will be included as part of the Title VI updates to the FTA.

TITLE VI ENVIRONMENTAL JUSTICE ACTIONS FOR NEPA PROJECTS

In order to integrate into community outreach activities, considerations expressed in the PSTA Environmental Justice Program will be addressed at the scoping stage in the NEPA process, which provides early identification of public and agency issues. Minority and low-income populations will be identified as early as possible and their concerns will be examined and addressed as required by NEPA and 23 U.S.C. 109(h), impacts on all communities including low-income communities must be routinely identified and addressed.

PSTA is committed to addressing these Environmental Justice principles:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
2. To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

At the start of the planning process, PSTA will determine whether Environmental Justice issues exist and use data and other information to: (1) determine benefits to and potential negative impacts on minority populations and low-income populations from proposed investments or actions; (2) quantify expected effects (total, positive and negative) and disproportionately high and adverse effects on minority populations and low-income populations; and (3) determine the appropriate course of action, whether avoidance, minimization, or mitigation.

PSTA will support Title VI and environmental justice principles to:

- Ensure that new investments and changes in transit facilities, services, maintenance, and vehicle replacement deliver equitable levels of service and benefits to minority and low-income populations.
- Avoid, minimize or mitigate disproportionately high and adverse effects on minority and low-income populations. Enhance public involvement activities to identify and address the needs of minority and low-income populations in making transportation decisions.

**APPENDIX B:
Detailed Support Information**

Table B-1: PSTA Minority Route Details

ROUTE	TOTAL MILES	MINORITY CENSUS BLOCK GROUP MILES	PERCENT MINORITY	MINORITY ROUTE
4	34.46	28.24	81.95%	YES
5	21.45	9.98	46.53%	YES
7	16.68	14.89	89.26%	YES
9	18.46	8.26	44.73%	YES
11	36.53	25.08	68.66%	YES
14	17.82	13.72	77.02%	YES
15	17.26	13.95	80.84%	YES
16	13.47	7.27	53.99%	YES
18	50.16	22.08	44.01%	YES
19	38.95	10.81	27.76%	NO
20	26.63	20.81	78.16%	YES
22	12.91	6.56	50.85%	YES
23	23.85	15.42	64.66%	YES
32	4.75	4.75	100.00%	YES
34	33.33	21.87	65.62%	YES
35/355	25.47	6.86	26.93%	YES
38	22.80	7.09	31.09%	NO
52	46.50	30.67	65.95%	YES
58	32.27	17.73	54.94%	YES
59	24.08	11.06	45.92%	YES
60	11.73	5.10	43.45%	YES
61	35.61	17.33	48.66%	YES
62	39.78	13.70	34.44%	YES
65	25.18	1.80	7.14%	NO
66L	33.41	12.23	36.59%	YES
67	27.93	12.82	45.91%	YES
68	15.58	3.15	20.19%	NO
73	31.42	8.19	26.06%	NO
74	25.43	13.36	52.52%	YES
75	22.98	10.20	44.36%	YES
76	20.12	9.34	46.42%	YES
78	15.60	7.48	47.93%	YES
79	47.20	29.68	62.88%	YES
90	34.22	12.36	36.11%	YES
97	34.94	23.71	67.86%	YES
98	29.40	18.87	64.17%	YES
444	18.91	8.46	44.75%	YES
777/888	20.56	0	0%	NO
812	36.37	6.64	18.25%	NO
813	29.38	3.67	12.49%	NO
814	14.24	2.76	19.38%	NO
300X	41.03	8.79	21.43%	NO
100X	36.07	8.86	24.56%	NO

Table B-2: PSTA Route Service Profile

Route	Route Type	Minority Route	Vehicle Headways <i>Weekday Peak</i>	Vehicle Headways <i>Weekday</i>	Vehicle Headways <i>Saturday</i>	Vehicle Headways <i>Sunday</i>	Service Span <i>Weekday Start</i>	Service Span <i>Weekday End</i>	Service Span <i>Saturday Start</i>	Service Span <i>Saturday End</i>	Service Span <i>Sunday Start</i>	Service Span <i>Sunday End</i>
4	Fixed	Yes	15	15	30	60	5:30 AM	11:30 PM	5:30 AM	10:45 PM	8:15 AM	6:45 PM
5	Fixed	Yes	30	60	60	60	6:00 AM	8:30 PM	6:30 AM	8:25 PM	8:00 AM	7:00 PM
7	Fixed	Yes	60	60	60	60	5:45 AM	9:45 PM	5:45 AM	8:00 PM	5:45 AM	8:00 PM
9	Fixed	Yes	30	30	60	60	5:15 AM	10:00 PM	5:45AM	10:00AM	5:45AM	7:15PM
11	Fixed	Yes	60	60	60	120	6:00 AM	7:25 PM	6:00 AM	6:10 PM	7:50 AM	6:05 PM
14	Fixed	Yes	30	30	30	60	5:40 AM	8:50 PM	5:40 AM	8:50 PM	6:45 AM	7:05 PM
15	Fixed	Yes	60	60	60	60	5:25 AM	8:10 PM	5:48 AM	7:50 PM	5:48 AM	7:50 PM
16	Fixed	Yes	60	60	60	60	6:15AM	7:45PM	6:15AM	7:15PM	8:15AM	7:00PM
18	Fixed	Yes	20	30	30	60	5:10 AM	11:30 PM	5:15 AM	10:30 PM	6:10 AM	7:50 PM
19	Fixed	No	30	45	45	60	5:15 AM	11:25 PM	5:10 AM	10:20 PM	6:20 AM	7:05 PM
20	Fixed	Yes	60	60	60	60	5:25 AM	7:10 PM	5:25 AM	7:10 PM	7:20 AM	6:10 PM
22	Fixed	Yes	60	60	60	Not in Service	7:15AM	9:30PM	7:15AM	9:30PM	Not in Service	Not in Service
23	Fixed	Yes	30	30	30	60	5:20 AM	8:30 PM	5:20 AM	8:30 PM	8:20 AM	5:30 PM
32	Circulator	Yes	35	35	35	Not In Service	8:55 AM	5:00 PM	8:55 AM	5:00 PM	Not In Service	Not In Service
34	Fixed	Yes	20	30	30	60	5:15AM	11:30PM	5:15AM	10:30PM	6:15AM	10:15PM
38	Fixed	No	60	60	60	60	5:35 AM	9:45 PM	6:00 AM	8:45 PM	7:35 AM	6:20 PM
52	Fixed	Yes	15/20	30	30	50	4:55 AM	11:55 PM	5:00 AM	9:45 AM	7:05 AM	7:53 PM
58	Fixed	Yes	60	60	Not In Service	Not In Service	5:35 AM	7:00 PM	Not In Service	Not In Service	Not In Service	Not In Service
59	Fixed	Yes	15	30	30	60	5:10 AM	9:38 PM	5:45 AM	10:00 PM	5:35 AM	9:10 PM
60	Fixed	Yes	20	20	30	30	5:10 AM	11:20 PM	5:00 AM	9:30 PM	7:25 AM	9:20 PM
61	Fixed	Yes	60	60	60	60	5:25 AM	8:15 PM	5:25 AM	8:15 PM	7:20 AM	6:35 PM
62	Fixed	Yes	60	60	60/120	Not In Service	5:05 AM	8:30 PM	6:40 AM	7:30 PM	Not In Service	Not In Service
65	Fixed	No	60	60	60	60	6:00AM	7:00PM	6:00AM	7:00PM	8:30AM	5:15PM
66L	Fixed	Yes	60	Not In Service	Not In Service	Not In Service	5:10 AM	7:50 PM	Not In Service	Not In Service	Not In Service	Not In Service
67	Fixed	Yes	60	60	60	Not In Service	6:00 AM	6:55 PM	6:00 AM	6:45 PM	Not In Service	Not In Service
68	Fixed	No	60	60	60	60	6:10 AM	9:40 PM	5:55 AM	10:45 PM	6:45 AM	9:50 PM
73	Fixed	No	60	70	120	Not In Service	5:50 AM	6:55 PM	5:45 AM	6:55 PM	Not In Service	Not In Service
74	Fixed	Yes	25	25	60	60	5:15 AM	8:47 PM	7:00 AM	7:50 PM	8:15 AM	6:45 PM

75	Fixed	Yes	60	60	60	60	5:15 AM	8:20 PM	7:00 AM	8:10 PM	7:00 AM	7:45 PM
76	Fixed	Yes	60	60	60	Not In Service	5:55 AM	6:50 PM	7:00 AM	6:45 PM	Not In Service	Not In Service
78	Fixed	Yes	30	45	30	35	5:30 AM	7:50 PM	6:25 AM	7:50 PM	7:50 AM	5:10 PM
79	Fixed	Yes	30	35	60	60	5:30 AM	8:25 PM	5:35 AM	8:14 PM	7:55 AM	7:08 PM
444	Fixed	Yes	120	120	Not In Service	Not In Service	9:00 AM	5:35 PM	Not In Service	Not In Service	Not In Service	Not In Service
90	Commuter	Yes	2 trips AM/PM	Not in Service	2 trips AM/PM	2 trips AM/PM	7:05 AM	5:10 PM	4:20 AM	5:30 PM	4:20 AM	5:30 PM
97	Commuter	Yes	30/60	Not In Service	Not In Service	Not In Service	5:00 AM	8:00 PM	Not In Service	Not In Service	Not In Service	Not In Service
98	Commuter	Yes	30	Not In Service	Not In Service	Not In Service	5:45 AM	9:45 PM	Not In Service	Not In Service	Not In Service	Not In Service
100X	Express	No	30	2 trips	Not In Service	Not In Service	5:20 AM	7:40 PM	Not In Service	Not In Service	Not In Service	Not In Service
300X	Express	No	30/45	2 trips	Not In Service	Not In Service	6:15 AM	7:55 PM	Not In Service	Not In Service	Not In Service	Not In Service
Central Avenue Trolley (35)	Trolley	Yes	20	20/30	30	30	5:50 AM	11:45 PM	5:50 AM	12:15 PM	5:50 AM	11:45 PM
Suncoast Beach Trolley (777/888)	Trolley	No	20/30	30	20/30	20/30	4:45 AM	11:30 PM	5:00 AM	1:00 PM	5:00 AM	11:30 PM
812	Flex	No	60	60	60	Not In Service	7:35 AM	6:25 PM	9:00 AM	7:20 PM	Not In Service	Not In Service
813	Flex	No	60	60	60	Not In Service	7:05 AM	7:10 PM	8:30 AM	5:30 PM	Not In Service	Not In Service
814	Flex	No	60	60	60	Not In Service	6:45AM	5:45PM	8:30AM	5:30PM	Not In Service	Not In Service

Table B-3: PSTA Route On-Time Performance

Route Name	Minority Route	Avg. Weekday Early or On-time Percentage	Avg. Weekday Late Percentage	Avg. Saturday Early or On-time Percentage	Avg. Saturday Late Percentage	Avg. Sunday Early or On-time Percentage	Avg. Sunday Late Percentage
4 - ROUTE 4	YES	93.47%	6.68%	90.46%	9.72%	94.87%	5.13%
5 - ROUTE 5	YES	86.14%	13.93%	96.08%	5.32%	95.25%	4.75%
7 - ROUTE 7	YES	66.94%	33.07%	74.14%	25.86%	73.99%	26.02%
9 - ROUTE 9	YES	88.47%	11.67%	91.87%	8.13%	92.35%	7.65%
11 - ROUTE 11	YES	91.68%	8.37%	86.09%	13.91%	70.53%	29.66%
14 - ROUTE 14	YES	54.61%	45.64%	75.57%	24.43%	48.72%	51.28%
15 - ROUTE 15	YES	51.44%	48.56%	61.44%	40.2%	67.44%	32.56%
16 - ROUTE 16	YES	90.79%	9.59%	94.6%	5.41%	81.58%	18.42%
18 - ROUTE 18	YES	78.48%	21.93%	68.85%	31.4%	79.45%	20.67%
19 - ROUTE 19	YES	89.54%	10.64%	91.68%	8.47%	97.77%	2.48%
20 - ROUTE 20	YES	49.21%	50.8%	73%	27%	80.36%	19.64%
22 - ROUTE 22	YES	86.77%	13.23%	96.76%	3.24%	Not in Service	Not in Service
23 - ROUTE 23	YES	78.39%	21.64%	86.54%	13.64%	78.93%	21.07%
32 - ROUTE 32	YES	95.08%	4.91%	88.17%	11.83%	Not in Service	Not in Service
34 - ROUTE 34	YES	77.53%	22.74%	87.45%	12.72%	84.77%	15.23%
35 - CENTRAL AVENUE TROLLEY	YES	79.13%	20.97%	73.29%	28.34%	80.21%	19.79%
38 - ROUTE 38	YES	72.59%	27.79%	68.77%	31.24%	71.53%	28.47%
52 - ROUTE 52	YES	81.48%	19.06%	86.32%	14.05%	87.08%	12.93%
58 - ROUTE 58	YES	71.63%	28.55%	Not in Service	Not in Service	Not in Service	Not in Service
59 - ROUTE 59	YES	93.61%	7.11%	98.6%	1.4%	98.6%	1.69%
60 - ROUTE 60	YES	91.67%	9.06%	86.77%	13.23%	89.74%	10.26%
61 - ROUTE 61	YES	74.9%	25.77%	78.25%	24.21%	69.07%	30.92%
62 - ROUTE 62	NO	75.3%	24.78%	92.4%	7.6%	Not in Service	Not in Service
65 - ROUTE 65	NO	92.75%	7.91%	99.42%	4.36%	97.53%	2.47%
66 - ROUTE 66L	NO	77.63%	22.37%	Not in Service	Not in Service	Not in Service	Not in Service
67 - ROUTE 67	YES	95.75%	4.38%	97.05%	2.95%	Not in Service	Not in Service
68 - ROUTE 68	NO	71.22%	28.77%	73.47%	26.53%	83.45%	16.55%
73 - ROUTE 73	NO	65.99%	35.34%	70.7%	29.3%	Not in Service	Not in Service
74 - ROUTE 74	NO	91.37%	8.73%	91.08%	9.55%	83.34%	16.67%
75 - ROUTE 75	YES	77.1%	23.8%	88.7%	11.3%	87.96%	12.05%

76 - ROUTE 76	YES	97.2%	3.03%	96.17%	3.83%	Not in Service	Not in Service
Route Name	Minority Route	Avg. Weekday Early or On-time Percentage	Avg. Weekday Late Percentage	Avg. Saturday Early or On-time Percentage	Avg. Saturday Late Percentage	Avg. Sunday Early or On-time Percentage	Avg. Sunday Late Percentage
78 - ROUTE 78	YES	90.8%	9.24%	71.05%	28.95%	99.16%	0.84%
79 - ROUTE 79	YES	80.5%	19.78%	81.76%	18.24%	61.51%	38.5%
90 - ROUTE 90	YES	84.01%	15.98%	84.38%	15.63%	87.8%	12.2%
97 - ROUTE 97	YES	76.82%	23.3%	Not in Service	Not in Service	Not in Service	Not in Service
98 - ROUTE_98	YES	68.41%	31.59%	Not in Service	Not in Service	Not in Service	Not in Service
355 - CENTRAL AVENUE TROLLEY	YES	92.95%	7.05%	83.26%	18.88%	96.34%	3.66%
444 - PINELLAS PARK SHUTTLE	YES	77.73%	22.28%	Not in Service	Not in Service	Not in Service	Not in Service
777 - SUNCOAST BEACH TROLLEY	NO	79.56%	21.09%	62.72%	39.43%	78.78%	21.91%
812 - OLDSMAR / TAMPA CONNECTOR	NO	69.98%	30.28%	77.42%	22.58%	Not in Service	Not in Service
813 - COUNTRYSIDE / DUNEDIN PALM HARBOR	NO	81.14%	18.86%	75.95%	24.05%	Not in Service	Not in Service
814 - SAFETY HARBOR CONNECTOR	NO	70.6%	29.4%	90.42%	9.58%	Not in Service	Not in Service
888 - SUNCOAST BEACH TROLLEY	NO	87.23%	13.28%	71.58%	31.33%	84.09%	17.05%
100X - ROUTE 100X	NO	73.03%	23.43%	Not in Service	Not in Service	Not in Service	Not in Service
300X - ROUTE 300X	YES	68.81%	33.33%	Not in Service	Not in Service	Not in Service	Not in Service
WEEKDAY SYSTEM AVERAGE		81.22%	18.78%	80.90%	19.10%	82.41%	17.59%

Table B-4: Fiscal Year 2017 PSTA Route Revenue Services and Ridership

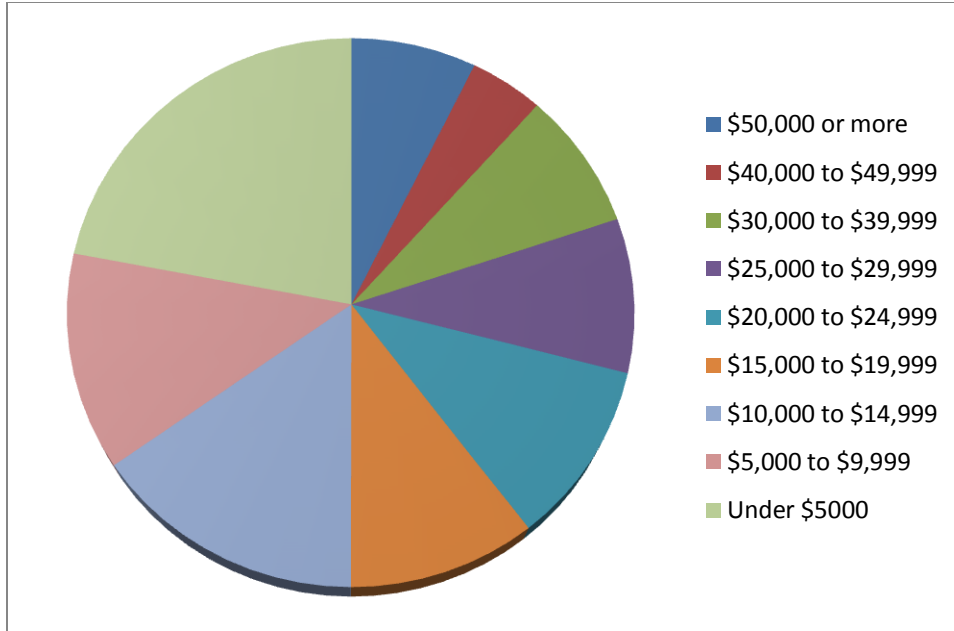
ROUTE	REVENUE HOURS	REVENUE MILES	Average Daily Ridership	Average Daily Ridership	Average Daily Ridership
			Weekday	Saturday	Sunday
4	53,249	649,334	3,039	1,712	704
5	12,449	154,240	650	373	255
7	9,245	111,700	483	394	182
9	15,162	197,158	912	493	300
11	12,466	177,254	800	426	224
14	16,916	232,718	1,337	938	406
15	6,959	100,988	464	335	222
16	4,674	59,824	224	105	79
18	54,539	689,998	3,732	2,371	1,104
19	26,605	382,538	2,286	1,755	1,218
20	9,346	138,480	446	312	235
22	4,591	60,092	98	65	Not in Service
23	16,803	226,099	549	453	372
32	2,488	20,419	136	91	Not In Service
34	37,000	461,665	3,143	2,057	650
38	9,496	142,786	400	299	167
52	46,952	647,875	3,967	2,273	1,344
58	5,120	88,984	156	Not In Service	Not In Service
59	24,688	322,321	1,424	760	446
60	14,063	138,968	1,453	948	683
61	17,586	209,009	594	428	233
62	12,097	190,056	578	188	Not In Service
65	8,795	136,585	316	178	95
66L	3,127	50,998	226	Not In Service	Not In Service
67	7,707	130,615	382	256	Not In Service
68	5,682	89,186	250	189	142
73	7,747	122,549	363	183	Not In Service
74	21,323	289,741	1,243	647	331
75	10,146	133,187	462	389	273
76	7,534	84,312	371	246	Not In Service
78	10,597	144,530	758	584	306
79	29,801	425,380	1,654	772	404
444	2,684	30,262	11	Not In Service	Not In Service
90	1,652	30,146	77	77	77
97	2,819	41,072	178	Not In Service	Not In Service
98	1,505	24,031	110	Not In Service	Not In Service
100X	5,772	116,638	193	Not In Service	Not In Service
300X	4,612	104,494	117	Not In Service	Not In Service
Central Avenue Trolley	35,981	417,122	3,034	1,732	1,352

Suncoast Beach TrolleySM	32,504	597,161	1,630	1,704	358
812	8,260	118,722	76	58	Not In Service
813	7,878	116,686	59	36	Not In Service
814	2,113	29,673	26	9	Not In Service

Table B-5: PSTA Rider's Household Income Distribution

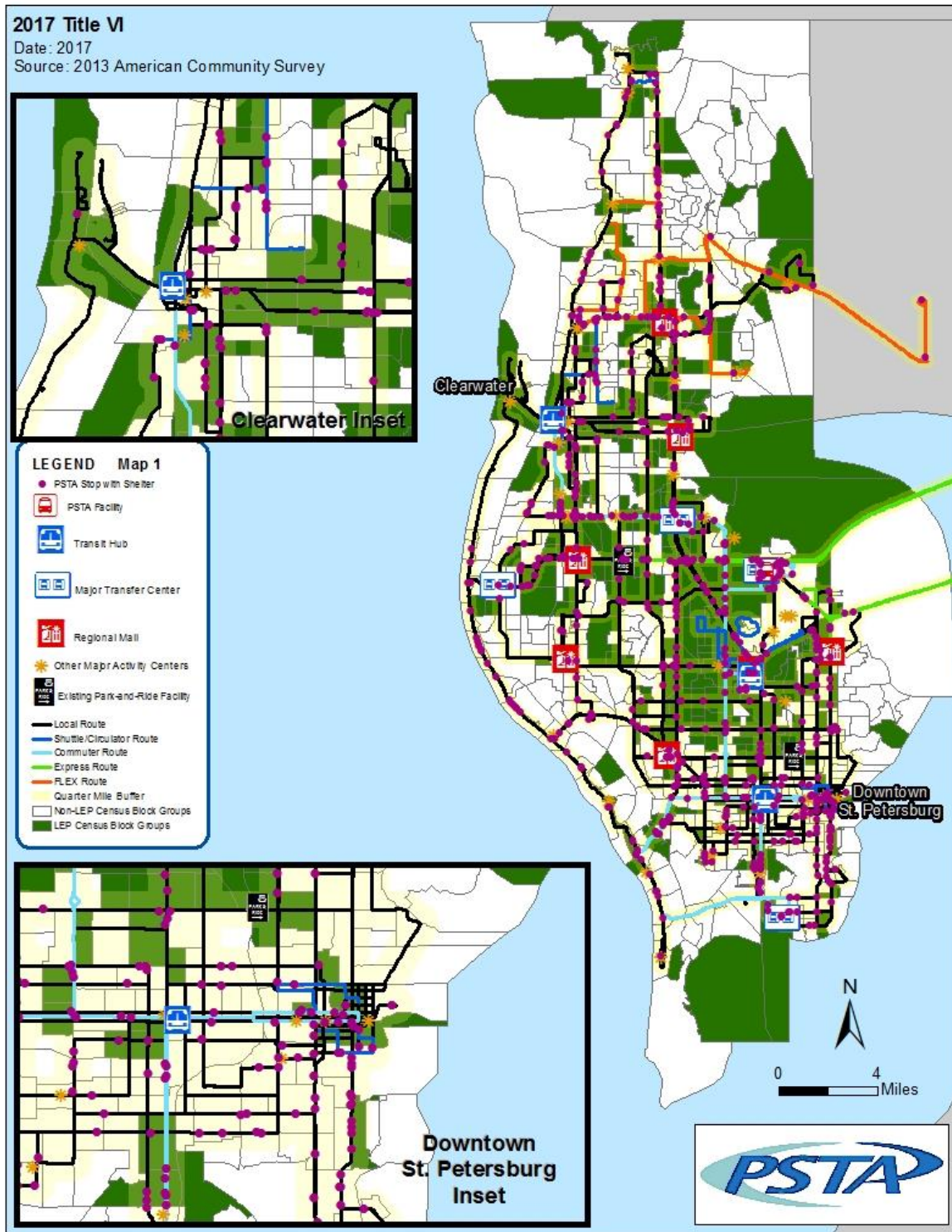
Household Income	Survey Responses	Percent
\$50,000 or more	576	7.4%
\$40,000 to \$49,999	340	4.3%
\$30,000 to \$39,999	645	8.2%
\$25,000 to \$29,999	711	9.1%
\$20,000 to \$24,999	832	10.6%
\$15,000 to \$19,999	816	10.4%
\$10,000 to \$14,999	1,194	15.2%
\$5,000 to \$9,999	996	12.7%
Under \$5000	1,725	22.0%
Total	7,835	100.0%

Figure B-1: PSTA Rider's Household Income Distribution



**APPENDIX C:
LEP Support Information**

Map C-1: PSTA Shelters Distribution – LEP Block Groups



Map C-2: PSTA Bench Distribution – LEP Block Groups

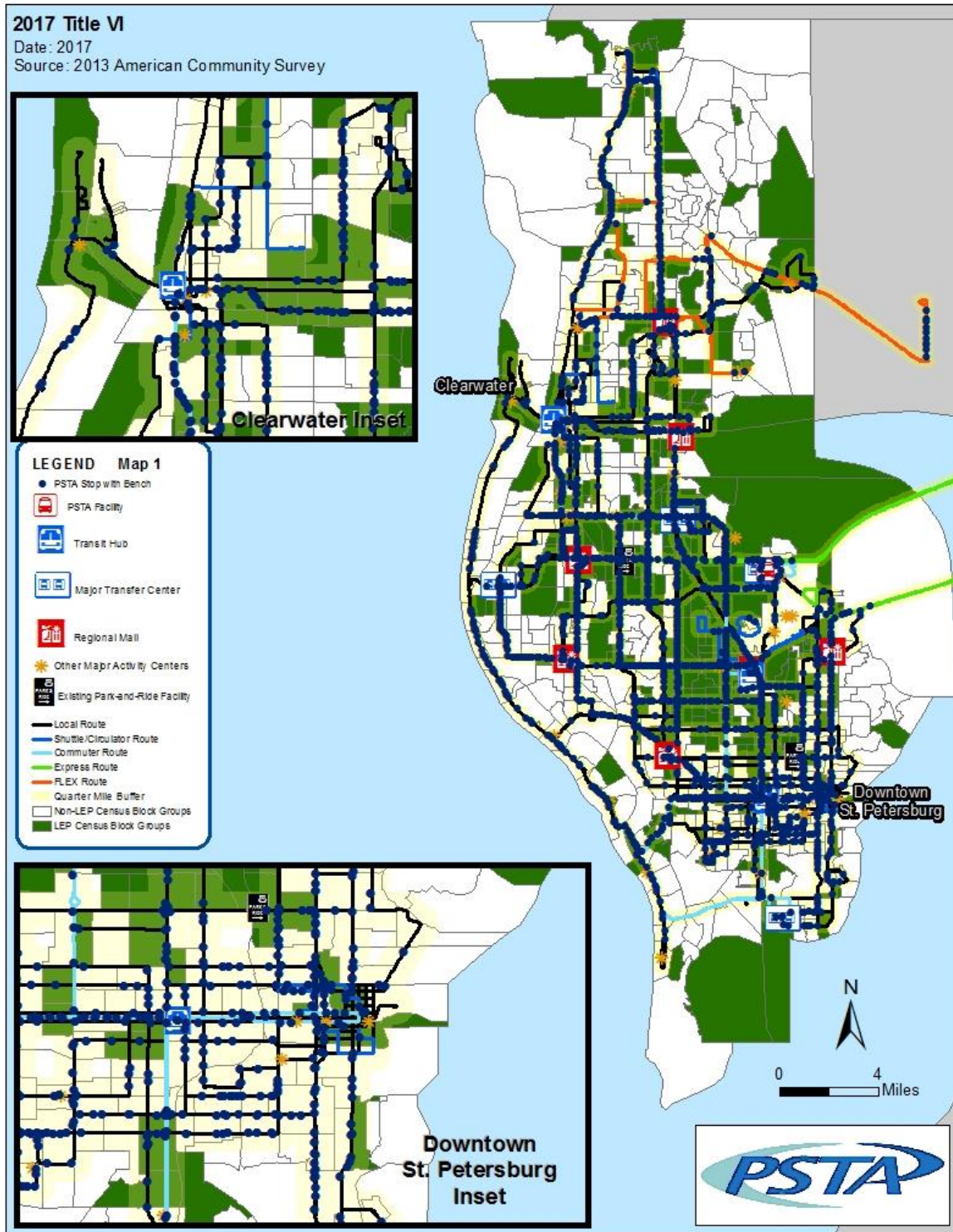


Table C-1: Pinellas County Percent of LEP Details by Census Block Group

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030201011	57	0	20	0	1103	77	6.98%	Yes
15000US121030201012	46	15	0	0	1085	84	7.74%	Yes
15000US121030201013	0	0	0	0	1800	0	0.00%	No
15000US121030201014	0	23	0	0	501	23	4.59%	No
15000US121030201051	20	9	0	0	1798	29	1.61%	No
15000US121030201052	43	0	0	0	1728	43	2.49%	No
15000US121030201053	19	8	0	0	1237	27	2.18%	No
15000US121030201061	0	22	0	0	316	22	6.96%	Yes
15000US121030201062	0	9	0	0	1511	39	2.58%	No
15000US121030201063	43	0	0	0	625	43	6.88%	Yes
15000US121030201064	0	6	0	0	667	6	0.90%	No
15000US121030201071	0	19	0	0	525	19	3.62%	No
15000US121030201072	0	0	0	0	875	5	0.57%	No
15000US121030201081	0	0	0	0	655	0	0.00%	No
15000US121030201082	0	0	0	0	580	0	0.00%	No
15000US121030201083	0	17	0	0	666	17	2.55%	No
15000US121030202011	10	35	16	0	1830	61	3.33%	No
15000US121030202012	68	8	0	0	1750	76	4.34%	No
15000US121030202013	10	35	24	0	1111	69	6.21%	Yes
15000US121030202021	18	0	0	0	779	18	2.31%	No
15000US121030202022	8	0	8	0	1297	16	1.23%	No
15000US121030202023	28	33	0	0	843	61	7.24%	Yes
15000US121030202061	33	90	54	0	1996	177	8.87%	Yes
15000US121030202062	0	50	0	0	1661	65	3.91%	No
15000US121030202071	14	67	0	0	1512	81	5.36%	Yes
15000US121030202072	18	22	0	0	910	40	4.40%	No
15000US121030202081	0	0	0	0	1037	5	0.48%	No
15000US121030202082	11	0	0	0	1071	11	1.03%	No
15000US121030202091	0	39	0	0	966	39	4.04%	No
15000US121030202092	30	0	2	0	1240	32	2.58%	No
15000US121030202093	0	0	0	0	1122	0	0.00%	No
15000US121030202094	0	0	0	0	518	0	0.00%	No
15000US121030203011	2	59	0	0	1184	61	5.15%	No
15000US121030203012	0	0	12	0	649	12	1.85%	No
15000US121030203013	55	0	0	0	853	55	6.45%	Yes
15000US121030203014	0	0	0	0	655	0	0.00%	No
15000US121030203021	0	12	0	0	804	12	1.49%	No
15000US121030203022	0	21	8	0	1727	29	1.68%	No
15000US121030203023	9	18	0	0	1092	27	2.47%	No
15000US121030204001	0	0	0	0	744	0	0.00%	No
15000US121030204002	0	0	0	0	782	0	0.00%	No
15000US121030204003	1	0	65	0	780	66	8.46%	Yes

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030205001	0	0	0	0	593	0	0.00%	No
15000US121030205002	0	0	0	0	998	0	0.00%	No
15000US121030205003	10	0	0	0	626	10	1.60%	No
15000US121030205004	15	0	0	0	923	15	1.63%	No
15000US121030206001	0	0	0	0	795	0	0.00%	No
15000US121030206002	0	0	0	0	1268	0	0.00%	No
15000US121030206003	0	7	0	0	953	7	0.73%	No
15000US121030206004	9	21	0	0	1014	30	2.96%	No
15000US121030207001	0	0	0	0	762	0	0.00%	No
15000US121030207002	0	0	0	0	918	0	0.00%	No
15000US121030207003	0	0	0	0	857	0	0.00%	No
15000US121030207004	0	9	0	0	1036	9	0.87%	No
15000US121030208001	9	0	0	0	386	9	2.33%	No
15000US121030208002	10	0	0	0	718	10	1.39%	No
15000US121030208003	0	0	0	0	684	0	0.00%	No
15000US121030208004	0	0	0	0	600	0	0.00%	No
15000US121030208005	0	0	0	0	890	0	0.00%	No
15000US121030208006	19	0	0	0	1060	19	1.79%	No
15000US121030212001	4	0	0	0	563	4	0.71%	No
15000US121030212002	0	0	0	0	641	0	0.00%	No
15000US121030212003	9	0	0	0	1391	9	0.65%	No
15000US121030212004	0	9	0	0	743	9	1.21%	No
15000US121030215001	42	16	0	0	1421	77	5.42%	Yes
15000US121030215002	0	0	0	0	320	0	0.00%	No
15000US121030215003	0	0	0	0	1303	0	0.00%	No
15000US121030216001	0	0	0	0	297	4	1.35%	No
15000US121030216002	128	0	0	0	707	128	18.10%	Yes
15000US121030216003	35	0	0	0	722	35	4.85%	No
15000US121030218001	0	0	0	0	685	0	0.00%	No
15000US121030218002	0	0	0	0	851	0	0.00%	No
15000US121030218003	16	0	0	0	443	16	3.61%	No
15000US121030218004	0	0	0	0	551	0	0.00%	No
15000US121030219001	37	0	0	0	644	37	5.75%	Yes
15000US121030219002	0	13	17	0	852	30	3.52%	No
15000US121030219003	0	10	0	0	357	10	2.80%	No
15000US121030219004	11	0	0	0	747	11	1.47%	No
15000US121030219005	0	0	0	0	453	0	0.00%	No
15000US121030220001	0	0	0	0	526	0	0.00%	No
15000US121030220002	0	0	0	0	388	0	0.00%	No
15000US121030220003	9	29	0	0	735	50	6.80%	Yes
15000US121030220004	289	0	0	0	1599	289	18.07%	Yes
15000US121030221001	0	0	0	0	793	0	0.00%	No
15000US121030221002	23	0	0	0	1614	23	1.43%	No
15000US121030221003	11	0	0	0	824	11	1.33%	No

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030221004	0	0	0	0	595	0	0.00%	No
15000US121030221005	0	0	0	0	779	0	0.00%	No
15000US121030222001	131	0	0	0	843	131	15.54%	Yes
15000US121030222002	21	0	0	0	1126	32	2.84%	No
15000US121030222003	54	6	12	0	1159	72	6.21%	Yes
15000US121030222004	8	0	0	0	673	8	1.19%	No
15000US121030223011	15	6	0	0	1215	21	1.73%	No
15000US121030223012	10	41	0	0	722	51	7.06%	Yes
15000US121030223013	11	3	0	0	698	14	2.01%	No
15000US121030223021	37	0	0	0	763	37	4.85%	No
15000US121030223022	11	29	0	0	1067	40	3.75%	No
15000US121030223023	42	14	0	0	1519	56	3.69%	No
15000US121030224011	0	0	7	0	679	7	1.03%	No
15000US121030224012	0	49	0	0	1759	49	2.79%	No
15000US121030224013	0	16	0	0	518	16	3.09%	No
15000US121030224014	0	0	0	0	517	0	0.00%	No
15000US121030224021	0	0	0	0	716	0	0.00%	No
15000US121030224022	0	23	0	0	1237	23	1.86%	No
15000US121030224023	28	0	0	0	1020	28	2.75%	No
15000US121030224024	44	0	0	0	527	44	8.35%	Yes
15000US121030224025	0	0	0	0	970	0	0.00%	No
15000US121030224026	0	0	0	0	474	0	0.00%	No
15000US121030225011	16	45	0	0	1333	68	5.10%	No
15000US121030225012	33	0	0	0	1284	33	2.57%	No
15000US121030225013	200	32	0	0	2628	232	8.83%	Yes
15000US121030225021	57	0	0	0	569	57	10.02%	Yes
15000US121030225022	57	43	0	0	1047	100	9.55%	Yes
15000US121030225023	65	10	51	0	1870	126	6.74%	Yes
15000US121030225031	17	62	93	0	1984	172	8.67%	Yes
15000US121030225032	23	0	28	0	1550	51	3.29%	No
15000US121030225033	25	0	0	0	1905	25	1.31%	No
15000US121030226011	0	12	6	0	887	18	2.03%	No
15000US121030226012	0	39	0	0	1045	39	3.73%	No
15000US121030226013	45	0	0	0	871	45	5.17%	No
15000US121030226021	54	113	31	0	1157	198	17.11%	Yes
15000US121030226022	21	0	41	0	1261	62	4.92%	No
15000US121030226023	34	8	61	0	1660	103	6.20%	Yes
15000US121030227001	7	21	99	0	1427	127	8.90%	Yes
15000US121030227002	8	13	36	0	1574	57	3.62%	No
15000US121030227003	38	0	0	0	806	46	5.71%	Yes
15000US121030228011	97	105	69	0	1462	271	18.54%	Yes
15000US121030228012	24	0	20	0	1275	44	3.45%	No
15000US121030228013	163	20	28	0	1613	219	13.58%	Yes
15000US121030228021	25	105	335	0	1407	465	33.05%	Yes

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030228022	52	18	51	0	1008	121	12.00%	Yes
15000US121030228023	0	0	0	0	792	0	0.00%	No
15000US121030229011	39	29	17	0	2102	85	4.04%	No
15000US121030229012	0	0	0	0	539	0	0.00%	No
15000US121030229021	212	0	59	0	1097	271	24.70%	Yes
15000US121030229022	0	10	45	0	656	55	8.38%	Yes
15000US121030229023	23	7	72	0	665	102	15.34%	Yes
15000US121030230001	13	86	74	0	1309	173	13.22%	Yes
15000US121030230002	7	0	158	0	1093	165	15.10%	Yes
15000US121030231001	26	0	104	0	1296	130	10.03%	Yes
15000US121030231002	13	33	43	0	1081	89	8.23%	Yes
15000US121030232001	0	0	0	0	1179	0	0.00%	No
15000US121030232002	0	0	0	0	752	0	0.00%	No
15000US121030232003	0	55	0	0	928	55	5.93%	Yes
15000US121030233001	62	0	26	0	1101	88	7.99%	Yes
15000US121030233002	0	0	31	0	369	31	8.40%	Yes
15000US121030233003	0	0	0	0	718	0	0.00%	No
15000US121030234001	0	0	0	0	706	0	0.00%	No
15000US121030234002	32	0	0	0	1063	32	3.01%	No
15000US121030235001	28	5	7	0	844	40	4.74%	No
15000US121030235002	0	0	0	0	741	0	0.00%	No
15000US121030235003	98	11	0	0	1298	109	8.40%	Yes
15000US121030236001	12	0	0	0	543	12	2.21%	No
15000US121030236002	0	0	0	0	1247	0	0.00%	No
15000US121030236003	0	22	0	0	1283	22	1.71%	No
15000US121030237001	0	0	0	0	901	0	0.00%	No
15000US121030237002	0	0	0	0	811	0	0.00%	No
15000US121030237003	0	13	0	0	908	13	1.43%	No
15000US121030238001	26	0	0	0	1146	26	2.27%	No
15000US121030238002	0	8	0	0	1394	8	0.57%	No
15000US121030239001	0	8	0	0	737	8	1.09%	No
15000US121030239002	0	25	17	0	900	42	4.67%	No
15000US121030240011	8	10	0	0	1336	18	1.35%	No
15000US121030240012	0	0	0	0	1925	0	0.00%	No
15000US121030240021	26	0	29	0	1864	55	2.95%	No
15000US121030240022	0	0	0	0	1251	0	0.00%	No
15000US121030240023	0	0	0	0	2261	0	0.00%	No
15000US121030240041	0	0	18	0	1722	18	1.05%	No
15000US121030240042	0	0	0	0	2051	0	0.00%	No
15000US121030240043	30	0	0	0	1159	30	2.59%	No
15000US121030240051	47	18	0	0	1686	65	3.86%	No
15000US121030240052	15	0	61	0	1045	76	7.27%	Yes
15000US121030241001	17	0	0	0	363	17	4.68%	No
15000US121030241002	0	97	0	0	1210	97	8.02%	Yes

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030241003	30	84	0	0	1356	114	8.41%	Yes
15000US121030241004	13	49	0	0	1183	62	5.24%	No
15000US121030242001	0	40	0	0	804	40	4.98%	No
15000US121030242002	31	8	10	0	1483	49	3.30%	No
15000US121030242003	13	0	0	0	729	25	3.43%	No
15000US121030242004	0	0	85	0	794	85	10.71%	Yes
15000US121030242005	0	0	0	0	932	0	0.00%	No
15000US121030243011	0	0	37	0	1408	37	2.63%	No
15000US121030243012	0	20	121	0	1291	141	10.92%	Yes
15000US121030243013	8	59	30	0	598	97	16.22%	Yes
15000US121030243014	0	9	0	0	427	9	2.11%	No
15000US121030243021	35	0	10	0	1364	45	3.30%	No
15000US121030243022	35	15	88	0	1746	138	7.90%	Yes
15000US121030243023	58	150	0	0	1803	208	11.54%	Yes
15000US121030244031	12	28	0	0	943	40	4.24%	No
15000US121030244032	34	187	239	0	1948	500	25.67%	Yes
15000US121030244033	12	45	0	0	1247	57	4.57%	No
15000US121030244061	46	0	185	0	1635	231	14.13%	Yes
15000US121030244062	3	23	5	0	1249	31	2.48%	No
15000US121030244063	0	86	0	0	1826	127	6.96%	Yes
15000US121030244081	43	0	0	0	1468	43	2.93%	No
15000US121030244082	35	17	27	0	1555	79	5.08%	No
15000US121030244083	0	44	13	0	1051	57	5.42%	Yes
15000US121030244091	51	25	0	0	1839	76	4.13%	No
15000US121030244092	14	0	20	0	1203	34	2.83%	No
15000US121030244101	63	86	0	0	1863	149	8.00%	Yes
15000US121030244102	300	31	0	0	1589	331	20.83%	Yes
15000US121030244111	0	0	0	0	335	0	0.00%	No
15000US121030244112	0	16	0	0	1707	16	0.94%	No
15000US121030244113	0	35	8	0	863	43	4.98%	No
15000US121030244114	0	0	0	0	696	0	0.00%	No
15000US121030244121	0	48	0	0	2343	48	2.05%	No
15000US121030244122	0	0	0	0	679	0	0.00%	No
15000US121030244131	0	70	34	0	863	104	12.05%	Yes
15000US121030244132	0	0	0	0	654	0	0.00%	No
15000US121030244133	20	67	0	0	1602	116	7.24%	Yes
15000US121030244134	0	76	82	0	1445	158	10.93%	Yes
15000US121030245051	0	38	0	0	648	38	5.86%	Yes
15000US121030245052	182	49	175	0	3014	406	13.47%	Yes
15000US121030245053	55	0	6	0	1005	61	6.07%	Yes
15000US121030245054	50	35	36	0	2265	121	5.34%	Yes
15000US121030245071	10	153	29	0	1954	192	9.83%	Yes
15000US121030245072	15	0	0	0	1182	15	1.27%	No
15000US121030245081	478	0	17	0	2853	498	17.46%	Yes

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15000US121030245082	29	43	11	0	2261	83	3.67%	No
15000US121030245091	30	16	58	0	1099	104	9.46%	Yes
15000US121030245092	0	14	18	0	1091	32	2.93%	No
15000US121030245093	19	0	0	0	931	19	2.04%	No
15000US121030245101	0	0	47	0	1212	47	3.88%	No
15000US121030245102	516	20	76	0	1761	612	34.75%	Yes
15000US121030245103	68	9	0	0	1925	77	4.00%	No
15000US121030245111	0	70	0	0	1146	70	6.11%	Yes
15000US121030245112	0	34	0	0	1019	34	3.34%	No
15000US121030245113	40	114	0	0	4764	174	3.65%	No
15000US121030245121	35	0	0	0	880	35	3.98%	No
15000US121030245122	27	45	54	0	1996	126	6.31%	Yes
15000US121030245131	116	0	0	0	1025	116	11.32%	Yes
15000US121030245132	22	0	0	0	443	22	4.97%	No
15000US121030245133	0	50	0	0	2009	50	2.49%	No
15000US121030245141	87	42	0	0	716	129	18.02%	Yes
15000US121030245142	313	26	0	0	2068	364	17.60%	Yes
15000US121030245143	30	13	33	0	1116	81	7.26%	Yes
15000US121030246011	15	13	167	0	1528	195	12.76%	Yes
15000US121030246012	7	32	0	0	599	39	6.51%	Yes
15000US121030246013	7	50	65	0	1346	122	9.06%	Yes
15000US121030246021	142	0	0	0	1454	142	9.77%	Yes
15000US121030246022	0	58	0	0	1209	58	4.80%	No
15000US121030246023	39	0	0	0	1075	39	3.63%	No
15000US121030246024	54	0	0	0	1027	54	5.26%	Yes
15000US121030247011	12	11	49	0	1837	72	3.92%	No
15000US121030247012	10	0	21	0	543	31	5.71%	Yes
15000US121030247013	28	19	33	0	780	80	10.26%	Yes
15000US121030247021	0	0	0	0	556	0	0.00%	No
15000US121030247022	21	0	134	0	754	155	20.56%	Yes
15000US121030247023	113	0	0	0	718	113	15.74%	Yes
15000US121030247031	12	0	160	0	1657	172	10.38%	Yes
15000US121030247032	19	0	0	0	644	19	2.95%	No
15000US121030247033	23	0	29	0	535	52	9.72%	Yes
15000US121030248011	33	63	69	0	2053	165	8.04%	Yes
15000US121030248012	69	83	66	0	2363	218	9.23%	Yes
15000US121030248031	84	0	51	0	824	135	16.38%	Yes
15000US121030248032	149	0	0	0	1649	149	9.04%	Yes
15000US121030248041	197	73	77	0	1975	347	17.57%	Yes
15000US121030248051	7	14	187	0	1427	208	14.58%	Yes
15000US121030248052	59	17	0	0	1059	76	7.18%	Yes
15000US121030249011	21	66	0	0	1143	87	7.61%	Yes
15000US121030249012	157	0	0	0	2105	157	7.46%	Yes
15000US121030249013	0	0	188	0	1712	188	10.98%	Yes

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15000US121030249021	159	0	0	0	1752	172	9.82%	Yes
15000US121030249022	0	0	145	0	821	145	17.66%	Yes
15000US121030249023	170	24	27	0	1580	221	13.99%	Yes
15000US121030249024	14	148	13	0	1508	175	11.60%	Yes
15000US121030249041	50	50	40	0	2290	140	6.11%	Yes
15000US121030249042	77	47	107	0	1457	231	15.85%	Yes
15000US121030249051	225	61	251	0	2509	537	21.40%	Yes
15000US121030249052	70	0	111	0	2735	181	6.62%	Yes
15000US121030249053	13	0	68	0	1131	81	7.16%	Yes
15000US121030249061	11	136	0	0	1886	147	7.79%	Yes
15000US121030249062	123	73	23	0	1003	219	21.83%	Yes
15000US121030249063	31	0	0	0	524	36	6.87%	Yes
15000US121030250041	1	2	34	0	854	37	4.33%	No
15000US121030250042	26	51	7	0	1971	84	4.26%	No
15000US121030250043	177	51	16	0	2502	244	9.75%	Yes
15000US121030250044	0	0	0	0	426	0	0.00%	No
15000US121030250071	31	0	0	0	1083	31	2.86%	No
15000US121030250072	19	64	29	0	1986	112	5.64%	Yes
15000US121030250073	17	2	5	0	1081	62	5.74%	Yes
15000US121030250091	65	30	47	0	1547	142	9.18%	Yes
15000US121030250092	28	11	63	0	2149	102	4.75%	No
15000US121030250101	87	36	0	0	1246	123	9.87%	Yes
15000US121030250102	0	0	0	0	664	0	0.00%	No
15000US121030250103	24	0	0	0	964	24	2.49%	No
15000US121030250104	37	0	90	0	2016	127	6.30%	Yes
15000US121030250111	120	19	20	0	2428	159	6.55%	Yes
15000US121030250112	0	0	170	0	1475	170	11.53%	Yes
15000US121030250113	0	0	10	0	1307	10	0.77%	No
15000US121030250121	0	0	0	0	1419	0	0.00%	No
15000US121030250122	0	50	0	0	1362	50	3.67%	No
15000US121030250123	9	9	0	0	2257	18	0.80%	No
15000US121030250131	16	10	44	0	1366	70	5.12%	No
15000US121030250132	0	8	0	0	986	8	0.81%	No
15000US121030250133	112	7	25	0	1598	144	9.01%	Yes
15000US121030250141	9	11	125	0	2164	145	6.70%	Yes
15000US121030250142	0	0	18	0	561	18	3.21%	No
15000US121030250143	20	15	44	0	1581	79	5.00%	No
15000US121030250151	37	8	8	0	1279	53	4.14%	No
15000US121030250152	28	19	24	0	1208	71	5.88%	Yes
15000US121030250161	0	13	20	0	1599	33	2.06%	No
15000US121030250171	127	0	0	0	1337	127	9.50%	Yes
15000US121030250172	17	22	0	0	1245	39	3.13%	No
15000US121030250181	0	0	88	0	632	88	13.92%	Yes
15000US121030250182	87	13	186	0	1262	287	22.74%	Yes

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15000US121030250183	38	6	6	0	856	50	5.84%	Yes
15000US121030250191	0	0	0	0	536	0	0.00%	No
15000US121030250192	0	13	0	0	1288	13	1.01%	No
15000US121030251061	0	39	0	0	924	39	4.22%	No
15000US121030251062	26	24	0	0	1484	50	3.37%	No
15000US121030251071	0	9	0	0	838	9	1.07%	No
15000US121030251072	32	0	0	0	1186	43	3.63%	No
15000US121030251073	0	66	0	0	1564	66	4.22%	No
15000US121030251081	0	0	13	0	968	13	1.34%	No
15000US121030251082	0	24	0	0	1002	24	2.40%	No
15000US121030251091	24	7	0	0	679	31	4.57%	No
15000US121030251092	2	16	5	0	1784	23	1.29%	No
15000US121030251093	0	12	0	0	1117	39	3.49%	No
15000US121030251101	47	0	0	0	1653	47	2.84%	No
15000US121030251102	124	0	0	0	1669	124	7.43%	Yes
15000US121030251103	0	13	0	0	802	13	1.62%	No
15000US121030251104	0	0	0	0	1766	0	0.00%	No
15000US121030251111	0	11	0	0	1063	11	1.03%	No
15000US121030251112	27	15	0	0	654	42	6.42%	Yes
15000US121030251113	0	8	0	0	909	8	0.88%	No
15000US121030251121	0	9	0	0	782	9	1.15%	No
15000US121030251122	2	13	0	0	1363	15	1.10%	No
15000US121030251123	12	0	11	0	1178	35	2.97%	No
15000US121030251131	29	0	0	0	834	29	3.48%	No
15000US121030251132	3	0	0	0	551	3	0.54%	No
15000US121030251133	49	12	0	0	1402	61	4.35%	No
15000US121030251141	41	77	0	0	1674	118	7.05%	Yes
15000US121030251142	7	21	0	0	1200	28	2.33%	No
15000US121030251151	64	7	7	0	2006	78	3.89%	No
15000US121030251152	19	0	0	0	1248	19	1.52%	No
15000US121030251161	7	0	0	0	837	7	0.84%	No
15000US121030251162	69	6	0	0	955	75	7.85%	Yes
15000US121030251191	28	79	23	0	2331	130	5.58%	Yes
15000US121030251192	0	36	0	0	1127	36	3.19%	No
15000US121030251193	16	13	0	0	2248	29	1.29%	No
15000US121030251201	12	9	0	0	1094	21	1.92%	No
15000US121030251202	0	0	0	0	676	0	0.00%	No
15000US121030251203	19	3	0	0	1635	22	1.35%	No
15000US121030251211	0	41	19	0	2414	60	2.49%	No
15000US121030251212	0	8	40	0	1927	48	2.49%	No
15000US121030251221	0	33	33	0	1470	66	4.49%	No
15000US121030251222	13	13	0	0	1604	26	1.62%	No
15000US121030251223	17	0	0	0	1834	17	0.93%	No
15000US121030251231	0	49	0	0	1329	49	3.69%	No

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030251232	0	32	0	0	673	32	4.75%	No
15000US121030252031	21	66	0	0	2509	87	3.47%	No
15000US121030252032	0	0	0	0	1603	0	0.00%	No
15000US121030252033	0	43	0	0	1308	43	3.29%	No
15000US121030252041	0	50	8	0	1895	58	3.06%	No
15000US121030252042	5	17	0	0	1088	22	2.02%	No
15000US121030252051	0	53	31	0	1263	84	6.65%	Yes
15000US121030252052	0	22	0	0	1672	22	1.32%	No
15000US121030252053	35	12	25	0	826	72	8.72%	Yes
15000US121030252071	0	34	16	0	1927	50	2.59%	No
15000US121030252072	20	115	0	0	2862	135	4.72%	No
15000US121030252073	67	41	0	0	1357	108	7.96%	Yes
15000US121030252081	0	5	0	0	568	5	0.88%	No
15000US121030252082	0	19	0	0	829	19	2.29%	No
15000US121030252091	0	0	0	0	1832	0	0.00%	No
15000US121030252092	139	0	0	0	1772	139	7.84%	Yes
15000US121030252093	0	12	0	0	811	12	1.48%	No
15000US121030253031	17	0	64	0	1011	81	8.01%	Yes
15000US121030253032	30	0	17	0	1943	47	2.42%	No
15000US121030253033	59	46	0	0	1249	105	8.41%	Yes
15000US121030253041	117	0	0	0	1072	117	10.91%	Yes
15000US121030253042	0	0	0	0	918	0	0.00%	No
15000US121030253043	0	0	0	0	1271	0	0.00%	No
15000US121030253051	0	9	0	0	1155	9	0.78%	No
15000US121030253052	122	0	0	0	1541	122	7.92%	Yes
15000US121030253061	82	0	0	0	1392	82	5.89%	Yes
15000US121030253071	11	8	0	0	1219	19	1.56%	No
15000US121030253072	108	201	0	0	2311	309	13.37%	Yes
15000US121030253073	3	33	0	0	631	36	5.71%	Yes
15000US121030253081	7	14	0	0	910	21	2.31%	No
15000US121030253082	13	0	0	0	1399	13	0.93%	No
15000US121030254011	9	15	0	0	1335	24	1.80%	No
15000US121030254012	0	0	0	0	855	0	0.00%	No
15000US121030254013	40	35	0	0	1453	75	5.16%	No
15000US121030254014	40	0	0	0	601	40	6.66%	Yes
15000US121030254051	8	0	31	0	660	39	5.91%	Yes
15000US121030254052	0	0	33	0	1390	33	2.37%	No
15000US121030254053	0	39	23	0	1949	84	4.31%	No
15000US121030254071	28	50	17	0	1554	95	6.11%	Yes
15000US121030254072	138	0	0	0	1385	138	9.96%	Yes
15000US121030254073	18	0	0	0	1569	18	1.15%	No
15000US121030254081	73	0	0	0	696	103	14.80%	Yes
15000US121030254082	0	112	21	0	1448	133	9.19%	Yes
15000US121030254083	95	0	16	0	4182	111	2.65%	No

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15000US121030254111	112	0	25	0	1681	137	8.15%	Yes
15000US121030254121	14	38	22	0	1289	74	5.74%	Yes
15000US121030254122	16	28	0	0	954	44	4.61%	No
15000US121030254123	20	0	0	0	779	20	2.57%	No
15000US121030254124	0	71	0	0	1029	71	6.90%	Yes
15000US121030254131	19	12	71	0	1046	102	9.75%	Yes
15000US121030254132	34	11	0	0	916	45	4.91%	No
15000US121030254133	83	55	0	0	1437	138	9.60%	Yes
15000US121030254141	36	0	46	0	1149	82	7.14%	Yes
15000US121030254142	108	28	31	0	1592	167	10.49%	Yes
15000US121030254151	36	12	0	0	1141	67	5.87%	Yes
15000US121030254152	165	20	30	0	2174	215	9.89%	Yes
15000US121030254161	0	108	18	0	1444	126	8.73%	Yes
15000US121030254162	79	0	45	0	1788	124	6.94%	Yes
15000US121030254171	9	0	0	0	948	9	0.95%	No
15000US121030254172	0	27	0	0	1618	27	1.67%	No
15000US121030255011	9	13	0	0	1339	22	1.64%	No
15000US121030255012	54	27	0	0	1969	81	4.11%	No
15000US121030255013	0	0	9	0	758	9	1.19%	No
15000US121030255031	10	24	0	0	1336	34	2.54%	No
15000US121030255032	24	9	0	0	1360	33	2.43%	No
15000US121030255033	58	0	0	0	1586	58	3.66%	No
15000US121030255051	496	0	16	0	1858	512	27.56%	Yes
15000US121030255061	7	0	0	0	520	7	1.35%	No
15000US121030255062	210	50	216	0	2664	476	17.87%	Yes
15000US121030255063	0	0	0	0	385	0	0.00%	No
15000US121030255064	41	62	0	0	1960	103	5.26%	Yes
15000US121030256021	33	0	0	0	817	33	4.04%	No
15000US121030256022	124	18	0	0	1335	142	10.64%	Yes
15000US121030256023	50	9	0	0	954	59	6.18%	Yes
15000US121030256031	0	0	0	0	808	0	0.00%	No
15000US121030256032	0	0	0	0	454	0	0.00%	No
15000US121030256033	53	9	0	0	1118	62	5.55%	Yes
15000US121030256041	0	34	0	0	1294	34	2.63%	No
15000US121030257001	0	10	0	0	686	10	1.46%	No
15000US121030257002	0	89	0	0	1061	99	9.33%	Yes
15000US121030257003	0	11	0	0	1054	11	1.04%	No
15000US121030257004	0	13	0	0	865	13	1.50%	No
15000US121030258001	42	0	9	0	1459	51	3.50%	No
15000US121030258002	46	17	0	0	1007	63	6.26%	Yes
15000US121030258003	27	10	0	0	1167	37	3.17%	No
15000US121030259001	0	37	0	0	1012	37	3.66%	No
15000US121030259002	18	0	0	0	355	18	5.07%	No
15000US121030254111	112	0	25	0	1681	137	8.15%	Yes

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030254121	14	38	22	0	1289	74	5.74%	Yes
15000US121030254122	16	28	0	0	954	44	4.61%	No
15000US121030254123	20	0	0	0	779	20	2.57%	No
15000US121030254124	0	71	0	0	1029	71	6.90%	Yes
15000US121030254131	19	12	71	0	1046	102	9.75%	Yes
15000US121030254132	34	11	0	0	916	45	4.91%	No
15000US121030254133	83	55	0	0	1437	138	9.60%	Yes
15000US121030254141	36	0	46	0	1149	82	7.14%	Yes
15000US121030254142	108	28	31	0	1592	167	10.49%	Yes
15000US121030254151	36	12	0	0	1141	67	5.87%	Yes
15000US121030254152	165	20	30	0	2174	215	9.89%	Yes
15000US121030254161	0	108	18	0	1444	126	8.73%	Yes
15000US121030254162	79	0	45	0	1788	124	6.94%	Yes
15000US121030254171	9	0	0	0	948	9	0.95%	No
15000US121030254172	0	27	0	0	1618	27	1.67%	No
15000US121030255011	9	13	0	0	1339	22	1.64%	No
15000US121030255012	54	27	0	0	1969	81	4.11%	No
15000US121030255013	0	0	9	0	758	9	1.19%	No
15000US121030255031	10	24	0	0	1336	34	2.54%	No
15000US121030255032	24	9	0	0	1360	33	2.43%	No
15000US121030255033	58	0	0	0	1586	58	3.66%	No
15000US121030255051	496	0	16	0	1858	512	27.56%	Yes
15000US121030255061	7	0	0	0	520	7	1.35%	No
15000US121030255062	210	50	216	0	2664	476	17.87%	Yes
15000US121030255063	0	0	0	0	385	0	0.00%	No
15000US121030255064	41	62	0	0	1960	103	5.26%	Yes
15000US121030256021	33	0	0	0	817	33	4.04%	No
15000US121030256022	124	18	0	0	1335	142	10.64%	Yes
15000US121030256023	50	9	0	0	954	59	6.18%	Yes
15000US121030256031	0	0	0	0	808	0	0.00%	No
15000US121030256032	0	0	0	0	454	0	0.00%	No
15000US121030256033	53	9	0	0	1118	62	5.55%	Yes
15000US121030256041	0	34	0	0	1294	34	2.63%	No
15000US121030257001	0	10	0	0	686	10	1.46%	No
15000US121030257002	0	89	0	0	1061	99	9.33%	Yes
15000US121030257003	0	11	0	0	1054	11	1.04%	No
15000US121030257004	0	13	0	0	865	13	1.50%	No
15000US121030258001	42	0	9	0	1459	51	3.50%	No
15000US121030258002	46	17	0	0	1007	63	6.26%	Yes
15000US121030258003	27	10	0	0	1167	37	3.17%	No
15000US121030259001	0	37	0	0	1012	37	3.66%	No
15000US121030259002	18	0	0	0	355	18	5.07%	No
15000US121030259003	0	0	162	0	636	162	25.47%	Yes
15000US121030259004	147	0	0	0	1590	147	9.25%	Yes

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15000US121030259005	0	0	0	0	235	0	0.00%	No
15000US121030259006	6	0	4	0	503	10	1.99%	No
15000US121030260011	17	16	0	0	1268	33	2.60%	No
15000US121030260012	0	16	0	0	970	16	1.65%	No
15000US121030260013	0	57	0	0	878	57	6.49%	Yes
15000US121030260021	93	24	0	0	1331	117	8.79%	Yes
15000US121030260022	0	44	12	0	598	56	9.36%	Yes
15000US121030260023	0	104	0	0	858	104	12.12%	Yes
15000US121030261011	18	116	0	0	1026	155	15.11%	Yes
15000US121030261012	0	13	0	0	310	13	4.19%	No
15000US121030261013	81	20	5	0	911	106	11.64%	Yes
15000US121030261021	0	6	0	0	785	6	0.76%	No
15000US121030261022	7	1	0	0	467	8	1.71%	No
15000US121030262001	5	0	0	0	1132	5	0.44%	No
15000US121030262002	0	0	0	0	610	0	0.00%	No
15000US121030263001	0	0	21	0	1515	21	1.39%	No
15000US121030263002	153	15	0	0	982	168	17.11%	Yes
15000US121030263003	32	0	0	0	1070	32	2.99%	No
15000US121030263004	0	0	0	0	981	0	0.00%	No
15000US121030263005	0	0	0	0	1296	0	0.00%	No
15000US121030263006	0	0	0	0	155	0	0.00%	No
15000US121030264001	199	8	0	0	1112	207	18.62%	Yes
15000US121030264002	396	5	0	0	1545	401	25.95%	Yes
15000US121030264003	193	0	20	0	910	213	23.41%	Yes
15000US121030264004	0	8	39	0	1218	47	3.86%	No
15000US121030264005	154	16	0	0	1389	170	12.24%	Yes
15000US121030265001	0	0	15	0	462	15	3.25%	No
15000US121030265002	14	0	21	0	1624	35	2.16%	No
15000US121030265003	136	14	70	0	1375	220	16.00%	Yes
15000US121030265004	0	51	0	0	738	51	6.91%	Yes
15000US121030265005	24	0	23	0	575	47	8.17%	Yes
15000US121030265006	71	0	0	0	1786	71	3.98%	No
15000US121030266011	0	33	0	0	599	33	5.51%	Yes
15000US121030266012	1	26	0	0	231	27	11.69%	Yes
15000US121030266013	190	34	0	0	1200	224	18.67%	Yes
15000US121030266014	13	13	0	0	946	34	3.59%	No
15000US121030266021	143	15	40	0	1757	198	11.27%	Yes
15000US121030266022	251	38	0	0	1628	289	17.75%	Yes
15000US121030267011	0	31	26	0	1781	57	3.20%	No
15000US121030267012	0	0	0	0	747	0	0.00%	No
15000US121030267013	0	0	0	0	957	0	0.00%	No
15000US121030267014	40	0	0	0	783	40	5.11%	No
15000US121030267021	133	36	0	0	1392	169	12.14%	Yes
15000US121030267022	23	0	0	0	1738	41	2.36%	No

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15000US121030267023	0	13	0	0	709	16	2.26%	No
15000US121030267024	48	17	13	0	959	78	8.13%	Yes
15000US121030267025	37	77	19	0	1287	133	10.33%	Yes
15000US121030267026	22	0	28	0	515	50	9.71%	Yes
15000US121030267031	39	16	0	0	703	55	7.82%	Yes
15000US121030267032	10	0	0	0	1371	10	0.73%	No
15000US121030267033	18	0	0	0	1044	18	1.72%	No
15000US121030267034	22	0	0	0	890	22	2.47%	No
15000US121030267035	210	211	0	0	1738	421	24.22%	Yes
15000US121030268041	24	25	33	0	1889	96	5.08%	No
15000US121030268042	80	15	0	0	1274	95	7.46%	Yes
15000US121030268043	459	27	24	0	1893	510	26.94%	Yes
15000US121030268091	37	49	0	0	1395	86	6.16%	Yes
15000US121030268092	21	5	17	0	1786	43	2.41%	No
15000US121030268111	0	0	0	0	810	0	0.00%	No
15000US121030268112	56	129	18	0	2771	203	7.33%	Yes
15000US121030268113	22	0	0	0	1912	22	1.15%	No
15000US121030268114	0	0	0	0	703	0	0.00%	No
15000US121030268121	0	31	0	0	2375	76	3.20%	No
15000US121030268122	0	65	121	0	1846	186	10.08%	Yes
15000US121030268131	14	10	0	0	1835	24	1.31%	No
15000US121030268132	462	0	0	0	1758	462	26.28%	Yes
15000US121030268141	65	0	0	0	2363	65	2.75%	No
15000US121030268151	15	9	57	0	2057	81	3.94%	No
15000US121030268152	35	8	7	0	1216	65	5.35%	Yes
15000US121030268153	0	10	27	0	1605	37	2.31%	No
15000US121030268161	0	12	0	0	1013	12	1.18%	No
15000US121030268162	36	0	0	0	675	36	5.33%	Yes
15000US121030268163	0	12	0	0	509	12	2.36%	No
15000US121030268164	0	12	0	0	1362	12	0.88%	No
15000US121030268165	57	0	0	0	1553	57	3.67%	No
15000US121030268171	0	124	40	0	1793	164	9.15%	Yes
15000US121030268172	15	32	0	0	1540	47	3.05%	No
15000US121030268173	10	19	0	0	1318	29	2.20%	No
15000US121030268181	56	20	43	0	1592	126	7.91%	Yes
15000US121030268182	241	0	28	0	1346	269	19.99%	Yes
15000US121030268183	0	0	0	0	459	0	0.00%	No
15000US121030268191	34	0	0	0	726	34	4.68%	No
15000US121030268192	40	0	18	0	833	58	6.96%	Yes
15000US121030268201	20	66	0	0	1058	86	8.13%	Yes
15000US121030268202	0	0	0	0	1049	0	0.00%	No
15000US121030268203	36	26	26	0	1945	88	4.52%	No
15000US121030268211	84	81	0	0	2839	165	5.81%	Yes
15000US121030269041	65	47	0	0	1965	112	5.70%	Yes

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15000US121030269042	193	0	0	0	1464	206	14.07%	Yes
15000US121030269043	0	0	0	0	1506	50	3.32%	No
15000US121030269071	33	0	0	0	1248	33	2.64%	No
15000US121030269072	38	14	0	0	2628	52	1.98%	No
15000US121030269073	24	41	0	0	1921	65	3.38%	No
15000US121030269081	0	0	0	0	838	0	0.00%	No
15000US121030269082	0	0	11	0	1007	11	1.09%	No
15000US121030269083	0	0	8	0	1125	8	0.71%	No
15000US121030269084	14	0	0	0	1002	14	1.40%	No
15000US121030269091	12	0	0	0	1163	12	1.03%	No
15000US121030269092	0	31	0	0	1623	31	1.91%	No
15000US121030269093	43	3	0	0	2137	46	2.15%	No
15000US121030269101	36	16	0	0	770	52	6.75%	Yes
15000US121030269102	35	111	62	0	1916	208	10.86%	Yes
15000US121030269103	2	39	0	0	1220	51	4.18%	No
15000US121030269104	19	14	0	0	803	33	4.11%	No
15000US121030269111	16	0	53	0	1837	69	3.76%	No
15000US121030269112	0	0	11	0	611	11	1.80%	No
15000US121030269113	0	52	0	0	1218	52	4.27%	No
15000US121030269121	0	14	0	0	444	14	3.15%	No
15000US121030269122	0	0	0	0	1061	0	0.00%	No
15000US121030269123	18	19	80	0	1295	117	9.03%	Yes
15000US121030269124	180	66	37	0	703	283	40.26%	Yes
15000US121030269131	2	50	0	0	828	52	6.28%	Yes
15000US121030269132	0	0	0	0	469	49	10.45%	Yes
15000US121030269133	10	0	0	0	571	10	1.75%	No
15000US121030269134	25	14	0	0	1103	39	3.54%	No
15000US121030270001	94	0	3	0	1604	97	6.05%	Yes
15000US121030270002	0	0	0	0	826	0	0.00%	No
15000US121030270003	0	0	0	0	534	0	0.00%	No
15000US121030270004	77	0	0	0	1316	77	5.85%	Yes
15000US121030271011	17	0	0	0	1150	17	1.48%	No
15000US121030271012	24	0	0	0	1579	24	1.52%	No
15000US121030271013	0	0	0	0	585	0	0.00%	No
15000US121030271051	15	10	0	0	1587	25	1.58%	No
15000US121030271052	24	15	18	0	1766	70	3.96%	No
15000US121030271061	1	52	0	0	1722	53	3.08%	No
15000US121030271062	8	7	0	0	786	15	1.91%	No
15000US121030271063	16	0	0	0	923	16	1.73%	No
15000US121030271064	0	0	0	0	378	0	0.00%	No
15000US121030272021	2	0	0	0	1637	2	0.12%	No
15000US121030272022	0	0	0	0	721	0	0.00%	No
15000US121030272023	0	48	0	0	1748	48	2.75%	No
15000US121030272024	0	74	0	0	951	74	7.78%	Yes

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030272025	0	16	0	0	788	16	2.03%	No
15000US121030272041	0	22	0	0	1091	75	6.87%	Yes
15000US121030272042	9	0	0	0	707	9	1.27%	No
15000US121030272043	70	71	0	0	2095	141	6.73%	Yes
15000US121030272051	88	17	0	0	2472	105	4.25%	No
15000US121030272052	0	0	0	0	950	0	0.00%	No
15000US121030272053	0	67	0	0	1695	67	3.95%	No
15000US121030272054	0	0	0	0	1289	0	0.00%	No
15000US121030272061	27	31	13	0	1784	71	3.98%	No
15000US121030272062	0	20	0	0	1873	20	1.07%	No
15000US121030272063	17	0	0	0	2743	17	0.62%	No
15000US121030272071	16	36	0	0	2823	52	1.84%	No
15000US121030272072	0	60	0	0	723	60	8.30%	Yes
15000US121030272073	34	0	7	0	517	41	7.93%	Yes
15000US121030272074	29	0	0	0	569	29	5.10%	No
15000US121030272081	0	0	16	0	819	16	1.95%	No
15000US121030272082	0	0	0	0	1841	0	0.00%	No
15000US121030272083	118	67	16	0	1909	201	10.53%	Yes
15000US121030272084	38	16	0	0	1697	54	3.18%	No
15000US121030272091	10	10	0	0	353	20	5.67%	Yes
15000US121030272092	17	0	0	0	662	17	2.57%	No
15000US121030272101	0	0	0	0	834	0	0.00%	No
15000US121030272102	0	90	48	0	1469	138	9.39%	Yes
15000US121030272103	0	0	0	0	1073	0	0.00%	No
15000US121030272104	0	52	0	0	654	52	7.95%	Yes
15000US121030272105	0	0	0	0	345	0	0.00%	No
15000US121030273081	0	10	12	0	1094	22	2.01%	No
15000US121030273082	47	86	11	0	2608	161	6.17%	Yes
15000US121030273091	13	8	0	0	1853	21	1.13%	No
15000US121030273101	0	23	0	0	1934	23	1.19%	No
15000US121030273102	57	11	9	0	1944	77	3.96%	No
15000US121030273103	0	0	0	0	2307	0	0.00%	No
15000US121030273104	16	0	0	0	2483	16	0.64%	No
15000US121030273141	18	0	2	0	1652	39	2.36%	No
15000US121030273142	14	48	10	0	1771	72	4.07%	No
15000US121030273151	0	0	0	0	1639	0	0.00%	No
15000US121030273152	0	16	0	0	1382	16	1.16%	No
15000US121030273153	0	0	0	0	771	0	0.00%	No
15000US121030273154	0	1	0	0	1139	1	0.09%	No
15000US121030273161	0	15	0	0	985	15	1.52%	No
15000US121030273162	8	9	0	0	2247	17	0.76%	No
15000US121030273163	0	0	0	0	721	8	1.11%	No
15000US121030273171	18	0	0	0	1081	18	1.67%	No
15000US121030273172	7	0	0	0	1814	7	0.39%	No

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030273173	0	19	4	0	1995	23	1.15%	No
15000US121030273181	27	0	3	0	1734	68	3.92%	No
15000US121030273182	0	45	34	0	2345	96	4.09%	No
15000US121030273191	61	0	0	0	1496	61	4.08%	No
15000US121030273192	28	28	0	0	1227	56	4.56%	No
15000US121030273193	0	41	0	0	1967	67	3.41%	No
15000US121030273201	40	5	0	0	795	45	5.66%	Yes
15000US121030273202	30	0	0	0	2225	51	2.29%	No
15000US121030273203	240	0	0	0	932	240	25.75%	Yes
15000US121030273211	24	22	11	0	1553	57	3.67%	No
15000US121030273221	0	44	7	0	2372	51	2.15%	No
15000US121030273222	14	0	0	0	1083	70	6.46%	Yes
15000US121030273223	10	0	0	0	667	10	1.50%	No
15000US121030273224	16	0	0	0	2043	16	0.78%	No
15000US121030273231	0	0	0	0	599	0	0.00%	No
15000US121030273232	57	0	0	0	1810	57	3.15%	No
15000US121030273241	0	0	0	0	860	0	0.00%	No
15000US121030273242	0	110	0	0	1916	129	6.73%	Yes
15000US121030273243	0	62	0	0	1314	62	4.72%	No
15000US121030273251	0	56	0	0	2035	56	2.75%	No
15000US121030273252	0	41	0	0	1681	48	2.86%	No
15000US121030273261	8	24	0	0	1780	32	1.80%	No
15000US121030273262	19	28	0	0	1254	47	3.75%	No
15000US121030273271	27	20	43	0	2040	90	4.41%	No
15000US121030273272	114	27	27	0	2440	176	7.21%	Yes
15000US121030274011	20	50	20	0	1602	90	5.62%	Yes
15000US121030274012	8	31	0	0	1079	39	3.61%	No
15000US121030274021	0	0	0	0	837	0	0.00%	No
15000US121030274022	0	48	0	0	856	48	5.61%	Yes
15000US121030274023	81	24	13	0	1734	118	6.81%	Yes
15000US121030274024	0	13	13	0	1186	26	2.19%	No
15000US121030274025	28	0	0	0	898	28	3.12%	No
15000US121030274031	29	6	6	0	1634	41	2.51%	No
15000US121030275011	0	89	0	0	3244	89	2.74%	No
15000US121030275012	0	2	2	0	577	4	0.69%	No
15000US121030275013	0	0	0	0	391	0	0.00%	No
15000US121030275014	0	86	0	0	1469	86	5.85%	Yes
15000US121030275021	0	0	4	0	1094	4	0.37%	No
15000US121030275022	44	85	22	0	2945	151	5.13%	No
15000US121030275023	7	88	0	0	1800	95	5.28%	Yes
15000US121030276031	34	9	0	0	1323	43	3.25%	No
15000US121030276032	14	0	0	0	713	14	1.96%	No
15000US121030276033	0	0	0	0	396	0	0.00%	No
15000US121030276041	0	35	9	0	1931	73	3.78%	No

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030277012	12	11	0	0	689	23	3.34%	No
15000US121030277031	0	0	0	0	495	0	0.00%	No
15000US121030277032	0	22	5	0	608	27	4.44%	No
15000US121030277041	0	0	0	0	273	0	0.00%	No
15000US121030277042	21	0	7	0	800	28	3.50%	No
15000US121030277043	0	0	10	0	379	10	2.64%	No
15000US121030277044	6	0	0	0	759	6	0.79%	No
15000US121030278011	0	0	0	0	582	0	0.00%	No
15000US121030278012	0	5	0	0	765	5	0.65%	No
15000US121030278021	0	0	0	0	1195	0	0.00%	No
15000US121030278022	0	33	0	0	1571	33	2.10%	No
15000US121030279011	9	0	0	0	309	9	2.91%	No
15000US121030279012	58	17	0	0	832	75	9.01%	Yes
15000US121030279013	0	0	0	0	1026	0	0.00%	No
15000US121030279031	20	0	0	0	1330	20	1.50%	No
15000US121030279041	0	0	0	0	981	0	0.00%	No
15000US121030279042	0	15	0	0	1430	15	1.05%	No
15000US121030279043	6	55	0	0	729	61	8.37%	Yes
15000US121030280021	0	0	0	0	1560	0	0.00%	No
15000US121030280022	0	0	0	0	538	0	0.00%	No
15000US121030280023	0	0	0	0	563	0	0.00%	No
15000US121030280024	24	0	0	0	1423	24	1.69%	No
15000US121030280031	0	0	5	0	875	5	0.57%	No
15000US121030280032	13	9	0	0	678	22	3.24%	No
15000US121030280033	0	0	10	0	835	10	1.20%	No
15000US121030280034	16	34	0	0	796	50	6.28%	Yes
15000US121030280041	0	0	0	0	750	11	1.47%	No
15000US121030280042	0	69	0	0	1153	69	5.98%	Yes
15000US121030281021	9	0	0	0	657	9	1.37%	No
15000US121030281022	11	0	0	0	809	11	1.36%	No
15000US121030281023	12	16	37	0	1781	65	3.65%	No
15000US121030281031	39	11	0	0	632	50	7.91%	Yes
15000US121030281032	28	0	0	0	1067	28	2.62%	No
15000US121030281041	0	16	0	0	416	16	3.85%	No
15000US121030281042	17	66	1	0	1127	84	7.45%	Yes
15000US121030281043	0	50	0	0	877	50	5.70%	Yes
15000US121030281044	0	29	0	0	666	29	4.35%	No
15000US121030282001	0	27	2	0	1065	29	2.72%	No
15000US121030282002	31	0	0	0	684	31	4.53%	No
15000US121030282003	73	17	0	0	662	90	13.60%	Yes
15000US121030283001	17	10	0	0	962	27	2.81%	No
15000US121030283002	0	13	0	0	874	13	1.49%	No
15000US121030283003	0	9	0	0	736	9	1.22%	No
15000US121030283004	0	0	0	0	599	0	0.00%	No

Block Group ID	Total LEP Spanish Population	Total LEP Indo-European Population	Total LEP Asian Pacific Population	Total LEP All Other Population	Total Population (>5 years old)	Total LEP Population (>5 years old)	Percent LEP Population	LEP Block Group
15000US121030284011	0	33	0	0	575	33	5.74%	Yes
15000US121030284012	0	68	0	0	836	68	8.13%	Yes
15000US121030284021	0	0	0	0	554	0	0.00%	No
15000US121030284022	0	8	0	0	575	8	1.39%	No
15000US121030285001	0	0	16	0	1139	16	1.40%	No
15000US121030285002	0	0	0	0	805	0	0.00%	No
15000US121030286001	0	0	48	0	1036	48	4.63%	No
15000US121030286002	24	60	0	0	858	84	9.79%	Yes
15000US121030286003	131	9	10	0	1362	150	11.01%	Yes
15000US121030287001	0	0	0	0	1264	0	0.00%	No
15000US121030287002	0	0	0	0	1044	0	0.00%	No

**APPENDIX D:
Detailed Census Block Group - Demographic Details**

Table D-1: Pinellas County Minority Population Details by Census Block Group

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030201011	1050	92.00%	1141	Yes
15000US121030201012	869	72.80%	1194	Yes
15000US121030201013	1759	90.00%	1954	Yes
15000US121030201014	210	41.90%	501	Yes
15000US121030201051	355	19.20%	1849	No
15000US121030201052	302	17.50%	1728	No
15000US121030201053	236	18.30%	1292	No
15000US121030201061	0	0.00%	316	No
15000US121030201062	98	6.30%	1562	No
15000US121030201063	58	9.00%	646	No
15000US121030201064	13	1.90%	695	No
15000US121030201071	89	15.70%	566	No
15000US121030201072	23	2.60%	875	No
15000US121030201081	59	9.00%	655	No
15000US121030201082	50	8.60%	580	No
15000US121030201083	56	8.40%	666	No
15000US121030202011	1460	75.40%	1936	Yes
15000US121030202012	1138	64.00%	1778	Yes
15000US121030202013	986	83.10%	1187	Yes
15000US121030202021	56	6.30%	886	No
15000US121030202022	1146	83.20%	1377	Yes
15000US121030202023	401	47.10%	852	Yes
15000US121030202061	1508	74.90%	2013	Yes
15000US121030202062	1611	84.60%	1904	Yes
15000US121030202071	383	25.10%	1524	Yes
15000US121030202072	845	80.60%	1049	Yes
15000US121030202081	899	85.70%	1049	Yes
15000US121030202082	928	76.70%	1210	Yes
15000US121030202091	454	45.70%	994	Yes
15000US121030202092	785	56.80%	1382	Yes
15000US121030202093	1172	93.50%	1253	Yes
15000US121030202094	429	80.60%	532	Yes
15000US121030203011	961	71.10%	1352	Yes
15000US121030203012	449	64.00%	702	Yes
15000US121030203013	736	83.80%	878	Yes
15000US121030203014	537	77.70%	691	Yes
15000US121030203021	317	38.30%	827	Yes
15000US121030203022	933	51.30%	1818	Yes

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030203023	722	63.20%	1143	Yes
15000US121030204001	290	37.50%	774	Yes
15000US121030204002	308	38.20%	807	Yes
15000US121030204003	568	62.30%	911	Yes
15000US121030205001	316	51.20%	617	Yes
15000US121030205002	1070	96.60%	1108	Yes
15000US121030205003	694	91.80%	756	Yes
15000US121030205004	952	94.80%	1004	Yes
15000US121030206001	871	98.50%	884	Yes
15000US121030206002	1329	93.30%	1424	Yes
15000US121030206003	945	95.60%	988	Yes
15000US121030206004	1036	96.20%	1077	Yes
15000US121030207001	787	99.10%	794	Yes
15000US121030207002	979	95.80%	1022	Yes
15000US121030207003	909	98.70%	921	Yes
15000US121030207004	1007	96.50%	1044	Yes
15000US121030208001	262	64.40%	407	Yes
15000US121030208002	706	91.30%	773	Yes
15000US121030208003	627	87.10%	720	Yes
15000US121030208004	656	98.10%	669	Yes
15000US121030208005	846	92.40%	916	Yes
15000US121030208006	1128	96.30%	1171	Yes
15000US121030212001	707	100.00%	707	Yes
15000US121030212002	738	100.00%	738	Yes
15000US121030212003	1411	94.90%	1487	Yes
15000US121030212004	690	87.30%	790	Yes
15000US121030215001	425	29.60%	1437	Yes
15000US121030215002	183	57.20%	320	Yes
15000US121030215003	27	2.10%	1303	No
15000US121030216001	82	27.10%	303	Yes
15000US121030216002	358	50.60%	707	Yes
15000US121030216003	464	64.30%	722	Yes
15000US121030218001	52	7.40%	706	No
15000US121030218002	898	94.90%	946	Yes
15000US121030218003	57	12.30%	462	No
15000US121030218004	89	15.50%	575	No
15000US121030219001	238	36.30%	656	Yes
15000US121030219002	258	29.50%	876	Yes
15000US121030219003	212	54.10%	392	Yes

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030219004	737	92.90%	793	Yes
15000US121030219005	463	100.00%	463	Yes
15000US121030220001	447	78.00%	573	Yes
15000US121030220002	358	86.50%	414	Yes
15000US121030220003	777	94.40%	823	Yes
15000US121030220004	1401	87.00%	1610	Yes
15000US121030221001	110	13.10%	837	No
15000US121030221002	958	56.20%	1704	Yes
15000US121030221003	438	53.20%	824	Yes
15000US121030221004	285	41.20%	692	Yes
15000US121030221005	430	49.80%	864	Yes
15000US121030222001	266	30.40%	874	Yes
15000US121030222002	334	29.70%	1126	Yes
15000US121030222003	898	69.30%	1296	Yes
15000US121030222004	330	47.20%	699	Yes
15000US121030223011	387	29.70%	1302	Yes
15000US121030223012	89	11.90%	748	No
15000US121030223013	82	11.50%	712	No
15000US121030223021	112	14.20%	790	No
15000US121030223022	88	8.10%	1092	No
15000US121030223023	211	13.30%	1584	No
15000US121030224011	51	6.90%	743	No
15000US121030224012	107	5.90%	1821	No
15000US121030224013	65	11.80%	550	No
15000US121030224014	58	11.20%	517	No
15000US121030224021	54	7.20%	749	No
15000US121030224022	198	15.70%	1259	No
15000US121030224023	96	9.20%	1043	No
15000US121030224024	217	38.30%	567	Yes
15000US121030224025	11	1.10%	1015	No
15000US121030224026	0	0.00%	474	No
15000US121030225011	61	4.40%	1381	No
15000US121030225012	346	24.10%	1436	Yes
15000US121030225013	992	36.80%	2695	Yes
15000US121030225021	198	34.80%	569	Yes
15000US121030225022	165	13.80%	1196	No
15000US121030225023	562	29.00%	1937	Yes
15000US121030225031	670	33.30%	2012	Yes
15000US121030225032	127	7.40%	1712	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030225033	271	14.00%	1939	No
15000US121030226011	148	16.00%	923	No
15000US121030226012	130	11.40%	1140	No
15000US121030226013	118	13.10%	903	No
15000US121030226021	140	11.00%	1277	No
15000US121030226022	274	20.50%	1335	No
15000US121030226023	444	25.00%	1775	Yes
15000US121030227001	480	33.30%	1440	Yes
15000US121030227002	168	10.10%	1659	No
15000US121030227003	136	15.10%	900	No
15000US121030228011	353	23.50%	1501	No
15000US121030228012	613	45.60%	1345	Yes
15000US121030228013	666	37.60%	1772	Yes
15000US121030228021	715	49.80%	1435	Yes
15000US121030228022	225	20.80%	1084	No
15000US121030228023	250	30.00%	834	Yes
15000US121030229011	799	35.70%	2237	Yes
15000US121030229012	288	47.40%	608	Yes
15000US121030229021	673	58.30%	1154	Yes
15000US121030229022	313	47.10%	664	Yes
15000US121030229023	267	38.20%	699	Yes
15000US121030230001	316	22.90%	1378	No
15000US121030230002	315	28.10%	1122	Yes
15000US121030231001	219	15.80%	1386	No
15000US121030231002	261	23.30%	1121	No
15000US121030232001	153	12.50%	1226	No
15000US121030232002	95	11.90%	800	No
15000US121030232003	162	16.00%	1012	No
15000US121030233001	317	26.40%	1200	Yes
15000US121030233002	242	65.60%	369	Yes
15000US121030233003	198	26.30%	754	Yes
15000US121030234001	196	24.50%	801	Yes
15000US121030234002	267	23.90%	1119	Yes
15000US121030235001	256	28.30%	903	Yes
15000US121030235002	166	21.70%	764	No
15000US121030235003	364	26.10%	1395	Yes
15000US121030236001	17	3.10%	543	No
15000US121030236002	103	8.10%	1270	No
15000US121030236003	39	3.00%	1313	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030237001	53	5.80%	908	No
15000US121030237002	82	9.40%	871	No
15000US121030237003	242	23.40%	1033	No
15000US121030238001	117	9.60%	1217	No
15000US121030238002	199	13.60%	1463	No
15000US121030239001	125	16.30%	767	No
15000US121030239002	112	12.00%	934	No
15000US121030240011	82	5.70%	1446	No
15000US121030240012	82	4.10%	2002	No
15000US121030240021	352	17.70%	1988	No
15000US121030240022	57	4.40%	1306	No
15000US121030240023	585	25.50%	2294	Yes
15000US121030240041	187	10.10%	1854	No
15000US121030240042	86	3.90%	2215	No
15000US121030240043	152	12.70%	1195	No
15000US121030240051	262	14.20%	1842	No
15000US121030240052	196	17.40%	1126	No
15000US121030241001	142	37.30%	381	Yes
15000US121030241002	68	5.40%	1251	No
15000US121030241003	358	25.80%	1389	Yes
15000US121030241004	95	7.50%	1273	No
15000US121030242001	42	4.90%	853	No
15000US121030242002	340	22.10%	1537	No
15000US121030242003	122	16.70%	729	No
15000US121030242004	200	23.70%	843	Yes
15000US121030242005	100	9.60%	1042	No
15000US121030243011	158	10.40%	1524	No
15000US121030243012	381	27.70%	1377	Yes
15000US121030243013	139	22.70%	613	No
15000US121030243014	26	5.90%	443	No
15000US121030243021	348	24.60%	1416	Yes
15000US121030243022	326	17.80%	1832	No
15000US121030243023	411	22.40%	1836	No
15000US121030244031	79	8.10%	975	No
15000US121030244032	535	26.70%	2004	Yes
15000US121030244033	196	15.10%	1295	No
15000US121030244061	704	37.00%	1902	Yes
15000US121030244062	239	18.10%	1323	No
15000US121030244063	644	33.20%	1941	Yes

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030244081	392	26.40%	1486	Yes
15000US121030244082	823	47.00%	1751	Yes
15000US121030244083	318	28.90%	1102	Yes
15000US121030244091	133	7.20%	1853	No
15000US121030244092	179	13.80%	1296	No
15000US121030244101	597	30.10%	1984	Yes
15000US121030244102	569	35.10%	1620	Yes
15000US121030244111	55	13.30%	415	No
15000US121030244112	348	19.20%	1814	No
15000US121030244113	42	4.90%	863	No
15000US121030244114	200	25.10%	796	Yes
15000US121030244121	703	29.40%	2390	Yes
15000US121030244122	195	27.20%	716	Yes
15000US121030244131	207	22.70%	910	No
15000US121030244132	0	0.00%	654	No
15000US121030244133	232	13.80%	1678	No
15000US121030244134	288	19.90%	1445	No
15000US121030245051	48	7.40%	648	No
15000US121030245052	1247	38.20%	3264	Yes
15000US121030245053	165	15.90%	1037	No
15000US121030245054	273	11.50%	2370	No
15000US121030245071	460	21.70%	2120	No
15000US121030245072	63	5.10%	1233	No
15000US121030245081	1628	51.50%	3162	Yes
15000US121030245082	898	38.60%	2326	Yes
15000US121030245091	164	14.70%	1119	No
15000US121030245092	223	20.30%	1100	No
15000US121030245093	167	17.60%	947	No
15000US121030245101	425	35.10%	1212	Yes
15000US121030245102	1521	80.20%	1896	Yes
15000US121030245103	966	50.20%	1925	Yes
15000US121030245111	264	21.20%	1243	No
15000US121030245112	348	32.40%	1075	Yes
15000US121030245113	1734	34.00%	5101	Yes
15000US121030245121	113	12.80%	880	No
15000US121030245122	581	28.30%	2054	Yes
15000US121030245131	132	12.90%	1025	No
15000US121030245132	38	8.60%	443	No
15000US121030245133	228	11.00%	2077	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030245141	213	26.80%	794	Yes
15000US121030245142	910	40.00%	2276	Yes
15000US121030245143	307	25.40%	1210	Yes
15000US121030246011	586	34.80%	1683	Yes
15000US121030246012	97	15.60%	620	No
15000US121030246013	190	13.10%	1449	No
15000US121030246021	548	34.70%	1580	Yes
15000US121030246022	658	49.10%	1341	Yes
15000US121030246023	303	25.90%	1169	Yes
15000US121030246024	113	10.90%	1041	No
15000US121030247011	251	13.20%	1905	No
15000US121030247012	144	23.40%	615	No
15000US121030247013	218	27.90%	780	Yes
15000US121030247021	51	8.80%	581	No
15000US121030247022	425	49.80%	853	Yes
15000US121030247023	230	30.50%	753	Yes
15000US121030247031	863	50.30%	1716	Yes
15000US121030247032	146	21.00%	694	No
15000US121030247033	88	14.60%	602	No
15000US121030248011	299	13.90%	2154	No
15000US121030248012	398	16.40%	2428	No
15000US121030248031	261	31.30%	833	Yes
15000US121030248032	387	23.10%	1674	No
15000US121030248041	650	32.10%	2026	Yes
15000US121030248051	585	36.60%	1598	Yes
15000US121030248052	318	27.70%	1149	Yes
15000US121030249011	279	23.50%	1186	No
15000US121030249012	405	18.90%	2144	No
15000US121030249013	496	26.40%	1877	Yes
15000US121030249021	402	22.40%	1793	No
15000US121030249022	393	43.20%	910	Yes
15000US121030249023	435	25.50%	1705	Yes
15000US121030249024	645	38.40%	1679	Yes
15000US121030249041	554	23.30%	2377	No
15000US121030249042	718	44.00%	1631	Yes
15000US121030249051	1028	40.00%	2570	Yes
15000US121030249052	652	22.10%	2950	No
15000US121030249053	350	25.00%	1398	Yes
15000US121030249061	291	14.80%	1965	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030249062	290	28.90%	1003	Yes
15000US121030249063	157	27.60%	568	Yes
15000US121030250041	71	8.30%	854	No
15000US121030250042	623	29.80%	2089	Yes
15000US121030250043	579	22.30%	2597	No
15000US121030250044	113	26.50%	426	Yes
15000US121030250071	228	19.20%	1190	No
15000US121030250072	191	9.40%	2037	No
15000US121030250073	181	16.10%	1122	No
15000US121030250091	409	23.90%	1712	Yes
15000US121030250092	552	24.20%	2283	Yes
15000US121030250101	294	22.90%	1282	No
15000US121030250102	194	27.60%	702	Yes
15000US121030250103	106	10.40%	1023	No
15000US121030250104	478	23.40%	2044	No
15000US121030250111	392	15.40%	2543	No
15000US121030250112	335	21.80%	1535	No
15000US121030250113	81	5.70%	1428	No
15000US121030250121	299	18.80%	1593	No
15000US121030250122	68	4.80%	1421	No
15000US121030250123	162	6.80%	2377	No
15000US121030250131	80	5.80%	1381	No
15000US121030250132	23	2.20%	1026	No
15000US121030250133	626	35.60%	1758	Yes
15000US121030250141	515	22.60%	2279	No
15000US121030250142	221	35.50%	622	Yes
15000US121030250143	224	13.50%	1659	No
15000US121030250151	55	4.30%	1279	No
15000US121030250152	148	12.00%	1232	No
15000US121030250161	337	19.80%	1703	No
15000US121030250171	287	21.50%	1337	No
15000US121030250172	137	10.90%	1257	No
15000US121030250181	157	24.60%	639	Yes
15000US121030250182	908	64.80%	1402	Yes
15000US121030250183	193	22.50%	856	No
15000US121030250191	30	5.20%	572	No
15000US121030250192	112	8.00%	1396	No
15000US121030251061	95	9.80%	974	No
15000US121030251062	145	9.70%	1494	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030251071	8	0.90%	880	No
15000US121030251072	100	8.30%	1203	No
15000US121030251073	128	8.10%	1576	No
15000US121030251081	81	8.30%	976	No
15000US121030251082	20	2.00%	1016	No
15000US121030251091	71	10.50%	679	No
15000US121030251092	152	8.50%	1784	No
15000US121030251093	57	5.00%	1149	No
15000US121030251101	269	15.50%	1738	No
15000US121030251102	268	14.40%	1863	No
15000US121030251103	134	16.70%	802	No
15000US121030251104	243	13.30%	1828	No
15000US121030251111	30	2.80%	1063	No
15000US121030251112	45	6.90%	654	No
15000US121030251113	34	3.70%	909	No
15000US121030251121	65	7.40%	873	No
15000US121030251122	115	8.00%	1433	No
15000US121030251123	242	19.40%	1249	No
15000US121030251131	123	14.70%	834	No
15000US121030251132	99	17.80%	555	No
15000US121030251133	105	7.40%	1424	No
15000US121030251141	228	12.80%	1779	No
15000US121030251142	14	1.10%	1233	No
15000US121030251151	511	23.80%	2147	Yes
15000US121030251152	126	9.70%	1301	No
15000US121030251161	196	22.00%	890	No
15000US121030251162	120	12.00%	1004	No
15000US121030251191	259	10.80%	2394	No
15000US121030251192	68	6.00%	1136	No
15000US121030251193	284	12.30%	2308	No
15000US121030251201	116	9.90%	1176	No
15000US121030251202	21	3.00%	702	No
15000US121030251203	142	8.10%	1749	No
15000US121030251211	287	11.20%	2561	No
15000US121030251212	295	14.70%	2004	No
15000US121030251221	233	15.30%	1521	No
15000US121030251222	111	6.80%	1626	No
15000US121030251223	408	21.70%	1880	No
15000US121030251231	32	2.40%	1340	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030251232	52	7.50%	689	No
15000US121030252031	248	9.90%	2509	No
15000US121030252032	0	0.00%	1687	No
15000US121030252033	27	1.90%	1396	No
15000US121030252041	244	12.40%	1969	No
15000US121030252042	52	4.60%	1121	No
15000US121030252051	123	9.50%	1297	No
15000US121030252052	53	3.10%	1716	No
15000US121030252053	151	16.90%	891	No
15000US121030252071	337	16.80%	2005	No
15000US121030252072	1513	45.70%	3311	Yes
15000US121030252073	382	27.20%	1404	Yes
15000US121030252081	106	17.50%	606	No
15000US121030252082	38	4.40%	855	No
15000US121030252091	500	24.70%	2023	Yes
15000US121030252092	297	16.40%	1813	No
15000US121030252093	58	6.90%	842	No
15000US121030253031	162	15.40%	1055	No
15000US121030253032	564	27.40%	2058	Yes
15000US121030253033	194	15.40%	1262	No
15000US121030253041	181	16.70%	1086	No
15000US121030253042	53	5.80%	918	No
15000US121030253043	127	10.00%	1271	No
15000US121030253051	33	2.90%	1155	No
15000US121030253052	471	29.20%	1612	Yes
15000US121030253061	250	17.40%	1437	No
15000US121030253071	178	14.40%	1233	No
15000US121030253072	1753	69.60%	2519	Yes
15000US121030253073	87	13.30%	655	No
15000US121030253081	167	17.40%	962	No
15000US121030253082	164	11.70%	1399	No
15000US121030254011	95	6.80%	1390	No
15000US121030254012	164	18.80%	874	No
15000US121030254013	261	17.80%	1469	No
15000US121030254014	52	8.70%	601	No
15000US121030254051	128	18.60%	690	No
15000US121030254052	214	15.10%	1420	No
15000US121030254053	289	13.60%	2124	No
15000US121030254071	330	19.80%	1666	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030254072	362	24.40%	1484	Yes
15000US121030254073	71	4.40%	1623	No
15000US121030254081	153	19.30%	794	No
15000US121030254082	49	3.40%	1448	No
15000US121030254083	1112	26.10%	4261	Yes
15000US121030254111	735	39.30%	1869	Yes
15000US121030254121	192	12.70%	1515	No
15000US121030254122	157	16.00%	982	No
15000US121030254123	252	31.40%	802	Yes
15000US121030254124	0	0.00%	1029	No
15000US121030254131	249	23.00%	1084	No
15000US121030254132	109	11.90%	916	No
15000US121030254133	212	14.50%	1465	No
15000US121030254141	151	13.10%	1149	No
15000US121030254142	694	38.90%	1783	Yes
15000US121030254151	139	11.70%	1190	No
15000US121030254152	706	30.80%	2293	Yes
15000US121030254161	239	15.40%	1549	No
15000US121030254162	519	28.20%	1841	Yes
15000US121030254171	7	0.70%	959	No
15000US121030254172	201	12.40%	1618	No
15000US121030255011	92	6.70%	1380	No
15000US121030255012	339	16.40%	2068	No
15000US121030255013	114	14.20%	801	No
15000US121030255031	124	9.20%	1348	No
15000US121030255032	264	19.20%	1373	No
15000US121030255033	270	16.70%	1614	No
15000US121030255051	1081	52.60%	2056	Yes
15000US121030255061	17	3.30%	520	No
15000US121030255062	724	26.50%	2733	Yes
15000US121030255063	193	44.90%	430	Yes
15000US121030255064	693	34.30%	2019	Yes
15000US121030256021	173	20.80%	833	No
15000US121030256022	326	22.60%	1441	No
15000US121030256023	110	11.50%	954	No
15000US121030256031	111	13.30%	837	No
15000US121030256032	32	6.90%	463	No
15000US121030256033	215	18.30%	1173	No
15000US121030256041	402	27.80%	1446	Yes

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030257001	30	4.20%	714	No
15000US121030257002	61	5.50%	1104	No
15000US121030257003	83	7.40%	1125	No
15000US121030257004	141	14.90%	946	No
15000US121030258001	371	24.80%	1495	Yes
15000US121030258002	755	74.80%	1010	Yes
15000US121030258003	620	48.80%	1270	Yes
15000US121030259001	409	36.10%	1133	Yes
15000US121030259002	36	10.10%	355	No
15000US121030259003	508	77.90%	652	Yes
15000US121030259004	607	37.70%	1609	Yes
15000US121030259005	115	41.20%	279	Yes
15000US121030259006	20	4.00%	503	No
15000US121030260011	30	2.40%	1268	No
15000US121030260012	30	3.10%	970	No
15000US121030260013	56	6.40%	878	No
15000US121030260021	305	22.80%	1337	No
15000US121030260022	149	22.80%	654	No
15000US121030260023	21	2.40%	858	No
15000US121030261011	236	22.00%	1074	No
15000US121030261012	146	44.60%	327	Yes
15000US121030261013	838	87.20%	961	Yes
15000US121030261021	68	8.50%	797	No
15000US121030261022	57	11.80%	482	No
15000US121030262001	1035	84.30%	1228	Yes
15000US121030262002	619	96.00%	645	Yes
15000US121030263001	965	54.70%	1765	Yes
15000US121030263002	608	54.30%	1120	Yes
15000US121030263003	489	45.70%	1070	Yes
15000US121030263004	531	52.40%	1013	Yes
15000US121030263005	439	32.70%	1343	Yes
15000US121030263006	68	38.90%	175	Yes
15000US121030264001	719	55.30%	1300	Yes
15000US121030264002	1350	77.70%	1737	Yes
15000US121030264003	416	44.90%	927	Yes
15000US121030264004	296	23.20%	1278	No
15000US121030264005	824	55.20%	1492	Yes
15000US121030265001	447	86.30%	518	Yes
15000US121030265002	450	26.30%	1712	Yes

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030265003	462	31.20%	1481	Yes
15000US121030265004	75	9.80%	762	No
15000US121030265005	67	11.10%	606	No
15000US121030265006	408	22.60%	1807	No
15000US121030266011	54	8.60%	630	No
15000US121030266012	72	31.20%	231	Yes
15000US121030266013	257	20.40%	1261	No
15000US121030266014	103	10.30%	998	No
15000US121030266021	636	34.60%	1838	Yes
15000US121030266022	681	39.20%	1737	Yes
15000US121030267011	643	33.60%	1914	Yes
15000US121030267012	29	3.80%	767	No
15000US121030267013	182	16.80%	1081	No
15000US121030267014	196	23.90%	819	Yes
15000US121030267021	451	31.80%	1418	Yes
15000US121030267022	165	9.50%	1738	No
15000US121030267023	94	12.60%	744	No
15000US121030267024	188	17.90%	1053	No
15000US121030267025	147	10.40%	1409	No
15000US121030267026	218	40.70%	536	Yes
15000US121030267031	63	9.00%	703	No
15000US121030267032	196	13.50%	1449	No
15000US121030267033	247	21.80%	1134	No
15000US121030267034	343	35.00%	981	Yes
15000US121030267035	1100	55.10%	1997	Yes
15000US121030268041	379	19.60%	1932	No
15000US121030268042	369	26.10%	1412	Yes
15000US121030268043	806	42.60%	1893	Yes
15000US121030268091	190	13.60%	1395	No
15000US121030268092	184	10.20%	1805	No
15000US121030268111	0	0.00%	810	No
15000US121030268112	205	6.80%	3019	No
15000US121030268113	88	4.60%	1912	No
15000US121030268114	74	10.10%	734	No
15000US121030268121	106	4.10%	2590	No
15000US121030268122	238	11.80%	2015	No
15000US121030268131	129	6.70%	1928	No
15000US121030268132	1033	53.60%	1928	Yes
15000US121030268141	263	10.60%	2481	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030268151	212	10.20%	2075	No
15000US121030268152	203	16.20%	1254	No
15000US121030268153	189	11.50%	1646	No
15000US121030268161	60	5.60%	1071	No
15000US121030268162	139	18.70%	743	No
15000US121030268163	48	9.40%	509	No
15000US121030268164	108	7.80%	1380	No
15000US121030268165	685	42.80%	1600	Yes
15000US121030268171	366	19.40%	1887	No
15000US121030268172	157	10.10%	1556	No
15000US121030268173	156	11.60%	1342	No
15000US121030268181	842	48.30%	1743	Yes
15000US121030268182	927	61.20%	1515	Yes
15000US121030268183	56	11.90%	470	No
15000US121030268191	98	13.20%	741	No
15000US121030268192	410	43.50%	942	Yes
15000US121030268201	274	25.20%	1087	Yes
15000US121030268202	297	26.50%	1120	Yes
15000US121030268203	208	10.60%	1965	No
15000US121030268211	468	15.60%	3000	No
15000US121030269041	238	11.10%	2147	No
15000US121030269042	477	29.50%	1618	Yes
15000US121030269043	93	5.30%	1754	No
15000US121030269071	145	11.50%	1265	No
15000US121030269072	344	12.30%	2796	No
15000US121030269073	248	12.20%	2030	No
15000US121030269081	29	3.40%	844	No
15000US121030269082	86	8.30%	1042	No
15000US121030269083	99	8.40%	1183	No
15000US121030269084	88	8.50%	1038	No
15000US121030269091	54	4.50%	1211	No
15000US121030269092	48	2.80%	1716	No
15000US121030269093	289	12.60%	2294	No
15000US121030269101	62	8.10%	770	No
15000US121030269102	592	30.60%	1936	Yes
15000US121030269103	225	17.00%	1321	No
15000US121030269104	295	33.30%	886	Yes
15000US121030269111	523	28.10%	1860	Yes
15000US121030269112	59	9.70%	611	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030269113	102	8.40%	1218	No
15000US121030269121	17	3.80%	444	No
15000US121030269122	53	5.00%	1061	No
15000US121030269123	452	34.00%	1328	Yes
15000US121030269124	516	58.00%	890	Yes
15000US121030269131	154	15.80%	977	No
15000US121030269132	166	31.40%	528	Yes
15000US121030269133	80	14.00%	571	No
15000US121030269134	44	4.00%	1103	No
15000US121030270001	442	25.90%	1708	Yes
15000US121030270002	8	1.00%	826	No
15000US121030270003	0	0.00%	534	No
15000US121030270004	429	31.50%	1361	Yes
15000US121030271011	269	20.30%	1326	No
15000US121030271012	152	9.40%	1614	No
15000US121030271013	146	23.50%	620	No
15000US121030271051	107	6.60%	1625	No
15000US121030271052	90	4.90%	1846	No
15000US121030271061	48	2.60%	1834	No
15000US121030271062	0	0.00%	786	No
15000US121030271063	84	8.50%	991	No
15000US121030271064	6	1.60%	378	No
15000US121030272021	224	13.30%	1685	No
15000US121030272022	76	9.90%	764	No
15000US121030272023	31	1.70%	1841	No
15000US121030272024	201	20.70%	969	No
15000US121030272025	0	0.00%	788	No
15000US121030272041	25	2.20%	1115	No
15000US121030272042	0	0.00%	707	No
15000US121030272043	162	7.50%	2156	No
15000US121030272051	532	20.40%	2608	No
15000US121030272052	48	5.10%	950	No
15000US121030272053	236	13.20%	1791	No
15000US121030272054	218	15.30%	1424	No
15000US121030272061	192	9.50%	2025	No
15000US121030272062	204	10.50%	1941	No
15000US121030272063	192	6.80%	2827	No
15000US121030272071	273	9.50%	2872	No
15000US121030272072	0	0.00%	756	No

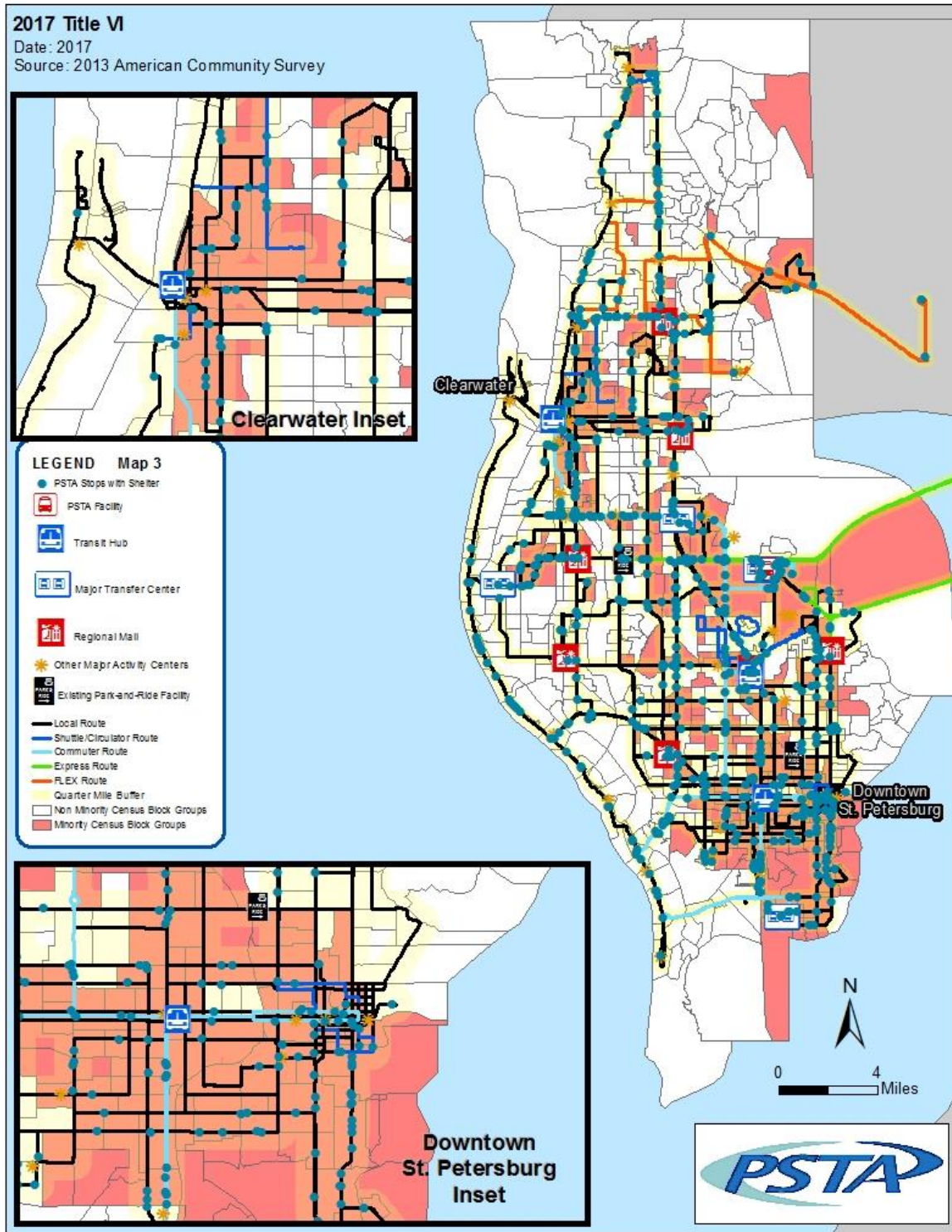
Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030272073	76	13.50%	565	No
15000US121030272074	88	14.80%	596	No
15000US121030272081	204	23.60%	864	Yes
15000US121030272082	183	9.50%	1930	No
15000US121030272083	287	14.50%	1982	No
15000US121030272084	160	8.90%	1803	No
15000US121030272091	29	8.20%	353	No
15000US121030272092	22	3.30%	662	No
15000US121030272101	10	1.20%	834	No
15000US121030272102	221	14.90%	1481	No
15000US121030272103	195	18.20%	1073	No
15000US121030272104	0	0.00%	654	No
15000US121030272105	0	0.00%	345	No
15000US121030273081	122	10.90%	1120	No
15000US121030273082	496	17.80%	2787	No
15000US121030273091	170	9.00%	1885	No
15000US121030273101	284	13.60%	2090	No
15000US121030273102	267	13.30%	2009	No
15000US121030273103	435	18.10%	2405	No
15000US121030273104	144	5.70%	2526	No
15000US121030273141	340	19.40%	1755	No
15000US121030273142	131	7.20%	1818	No
15000US121030273151	89	5.10%	1742	No
15000US121030273152	40	2.90%	1382	No
15000US121030273153	0	0.00%	771	No
15000US121030273154	88	7.40%	1190	No
15000US121030273161	9	0.90%	985	No
15000US121030273162	171	7.50%	2277	No
15000US121030273163	0	0.00%	795	No
15000US121030273171	153	13.80%	1111	No
15000US121030273172	260	13.70%	1897	No
15000US121030273173	172	8.60%	1995	No
15000US121030273181	308	17.10%	1800	No
15000US121030273182	350	14.70%	2383	No
15000US121030273191	680	41.50%	1639	Yes
15000US121030273192	134	10.20%	1317	No
15000US121030273193	416	20.70%	2010	No
15000US121030273201	281	33.10%	848	Yes
15000US121030273202	283	11.80%	2395	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030273203	688	63.60%	1082	Yes
15000US121030273211	196	12.40%	1579	No
15000US121030273221	230	9.00%	2550	No
15000US121030273222	23	2.10%	1119	No
15000US121030273223	282	39.80%	709	Yes
15000US121030273224	245	11.40%	2146	No
15000US121030273231	66	10.10%	656	No
15000US121030273232	624	32.50%	1919	Yes
15000US121030273241	153	16.70%	916	No
15000US121030273242	165	8.50%	1939	No
15000US121030273243	100	7.50%	1332	No
15000US121030273251	287	13.40%	2140	No
15000US121030273252	155	9.20%	1681	No
15000US121030273261	424	22.50%	1884	No
15000US121030273262	66	5.10%	1295	No
15000US121030273271	480	22.90%	2096	No
15000US121030273272	1072	41.30%	2596	Yes
15000US121030274011	418	25.70%	1627	Yes
15000US121030274012	102	9.20%	1109	No
15000US121030274021	836	96.30%	868	Yes
15000US121030274022	15	1.70%	870	No
15000US121030274023	489	26.70%	1830	Yes
15000US121030274024	101	8.10%	1252	No
15000US121030274025	196	21.30%	920	No
15000US121030274031	211	12.10%	1744	No
15000US121030275011	103	3.10%	3336	No
15000US121030275012	47	7.80%	602	No
15000US121030275013	38	8.40%	451	No
15000US121030275014	144	9.80%	1469	No
15000US121030275021	118	10.80%	1094	No
15000US121030275022	203	6.60%	3083	No
15000US121030275023	85	4.70%	1800	No
15000US121030276031	118	8.80%	1343	No
15000US121030276032	106	13.90%	762	No
15000US121030276033	50	12.50%	401	No
15000US121030276041	197	10.10%	1955	No
15000US121030276042	0	0.00%	785	No
15000US121030276051	75	4.90%	1538	No
15000US121030276061	34	8.00%	426	No

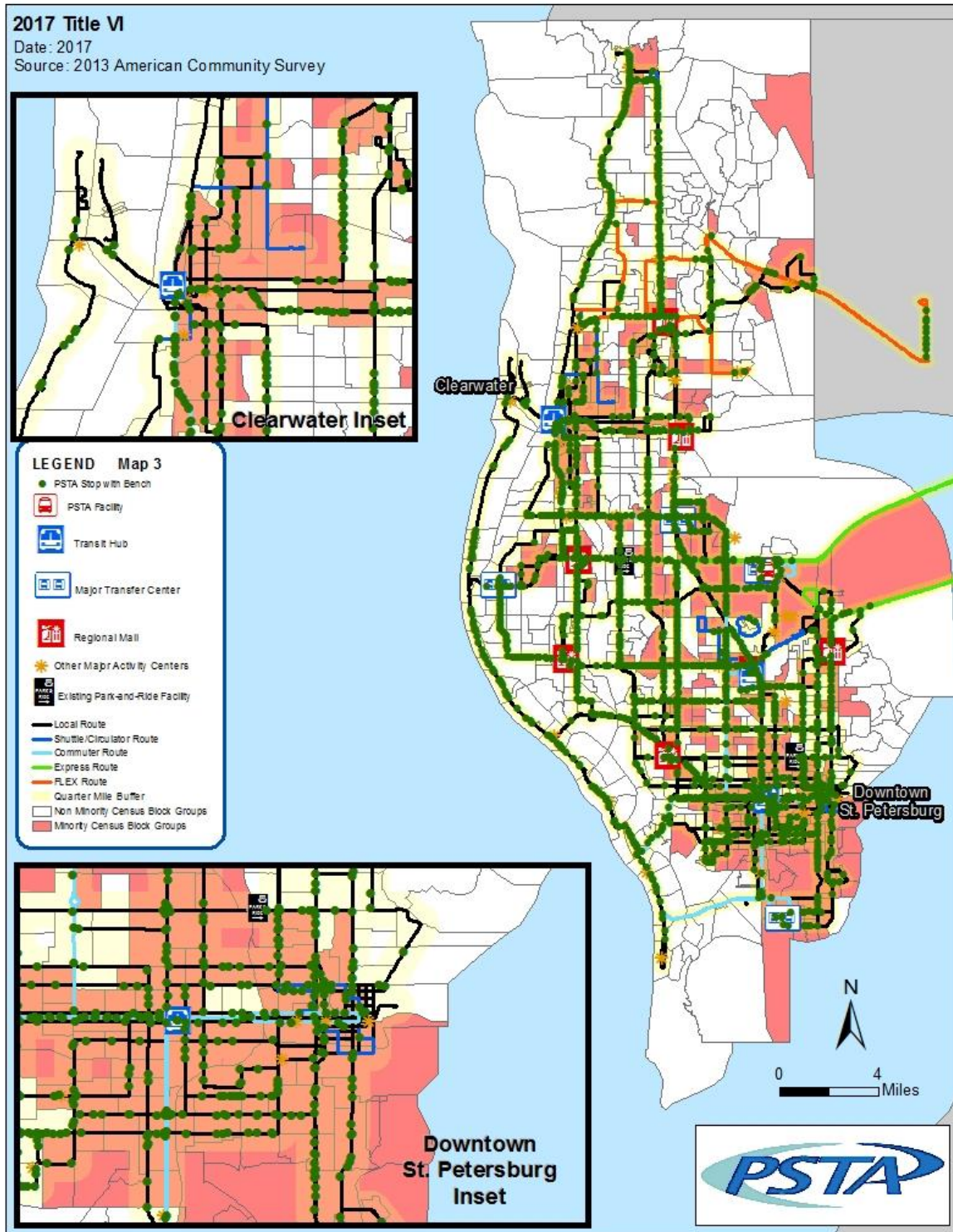
Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030276062	32	2.60%	1215	No
15000US121030277011	157	7.70%	2040	No
15000US121030277012	58	8.30%	697	No
15000US121030277031	17	3.40%	495	No
15000US121030277032	59	9.70%	610	No
15000US121030277041	36	11.30%	318	No
15000US121030277042	46	5.80%	800	No
15000US121030277043	44	11.50%	382	No
15000US121030277044	81	10.60%	765	No
15000US121030278011	55	9.50%	582	No
15000US121030278012	73	8.70%	843	No
15000US121030278021	0	0.00%	1195	No
15000US121030278022	152	9.70%	1571	No
15000US121030279011	47	14.60%	323	No
15000US121030279012	67	7.90%	850	No
15000US121030279013	122	11.80%	1038	No
15000US121030279031	67	5.00%	1342	No
15000US121030279041	21	2.10%	981	No
15000US121030279042	44	3.00%	1469	No
15000US121030279043	9	1.20%	738	No
15000US121030280021	98	6.30%	1560	No
15000US121030280022	29	5.40%	538	No
15000US121030280023	0	0.00%	624	No
15000US121030280024	69	4.70%	1463	No
15000US121030280031	46	5.20%	881	No
15000US121030280032	13	1.90%	678	No
15000US121030280033	33	4.00%	835	No
15000US121030280034	62	7.80%	796	No
15000US121030280041	47	6.30%	750	No
15000US121030280042	54	4.60%	1164	No
15000US121030281021	67	10.20%	657	No
15000US121030281022	36	4.40%	809	No
15000US121030281023	471	24.50%	1924	Yes
15000US121030281031	52	7.00%	741	No
15000US121030281032	53	5.00%	1067	No
15000US121030281041	0	0.00%	416	No
15000US121030281042	204	18.10%	1127	No
15000US121030281043	0	0.00%	877	No
15000US121030281044	47	7.10%	666	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030282001	138	12.10%	1141	No
15000US121030282002	157	22.40%	700	No
15000US121030282003	146	22.10%	662	No
15000US121030283001	540	51.40%	1050	Yes
15000US121030283002	269	28.60%	941	Yes
15000US121030283003	35	4.60%	754	No
15000US121030283004	40	6.70%	599	No
15000US121030284011	37	6.40%	575	No
15000US121030284012	30	3.60%	836	No
15000US121030284021	6	1.00%	603	No
15000US121030284022	33	5.70%	575	No
15000US121030285001	282	23.70%	1188	Yes
15000US121030285002	210	25.70%	817	Yes
15000US121030286001	341	32.80%	1040	Yes
15000US121030286002	364	36.80%	988	Yes
15000US121030286003	463	33.70%	1373	Yes
15000US121030287001	1335	97.80%	1365	Yes
15000US121030287002	999	94.10%	1062	Yes

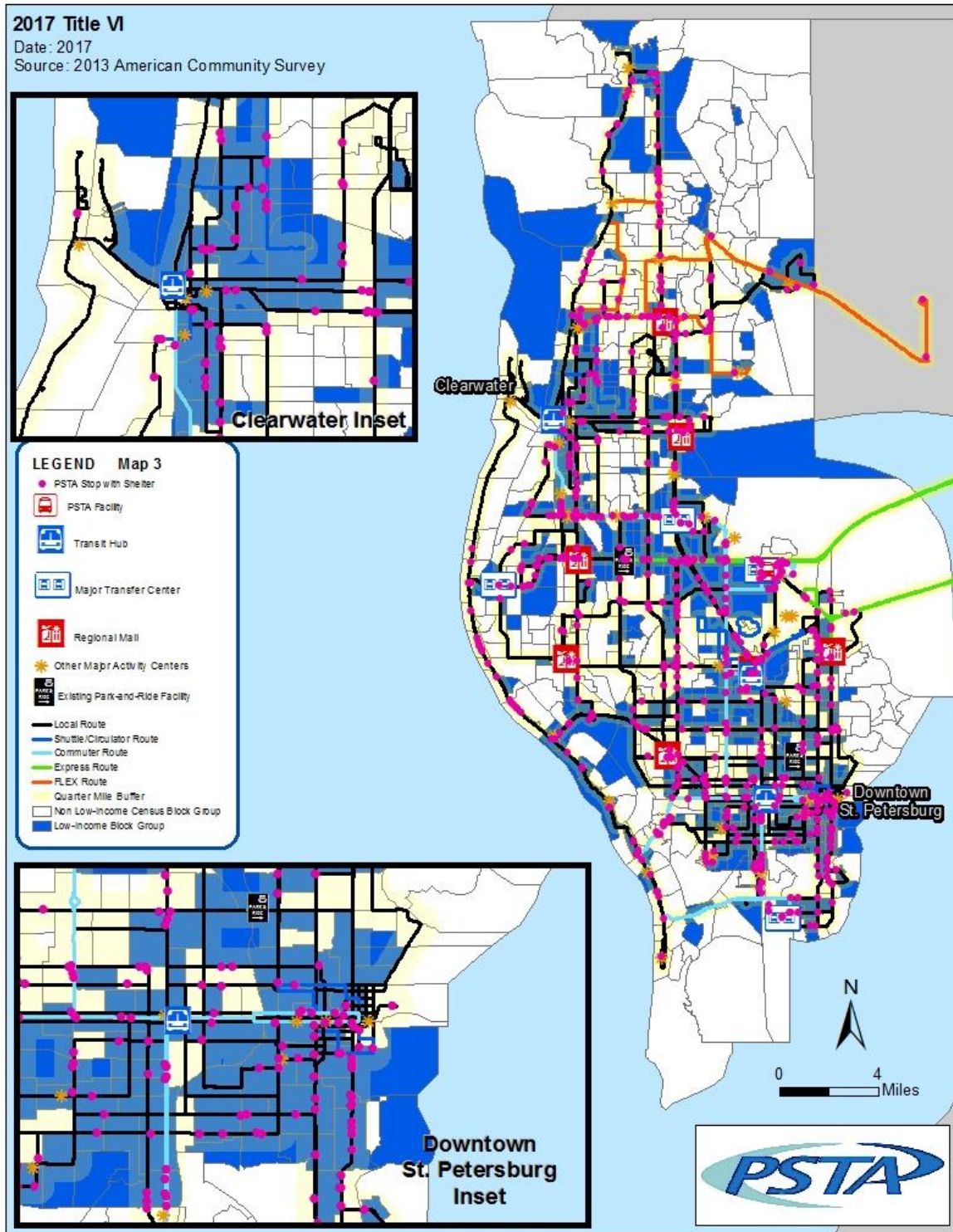
Map D-1: PSTA Shelter Distribution – Minority Block Groups



Map D-2: PSTA Bench Distribution – Minority Block Groups



Map D-3: PSTA Shelter Distribution – Low Income Block Groups



Map D-4: PSTA Benches Distribution – Low Income Block Groups

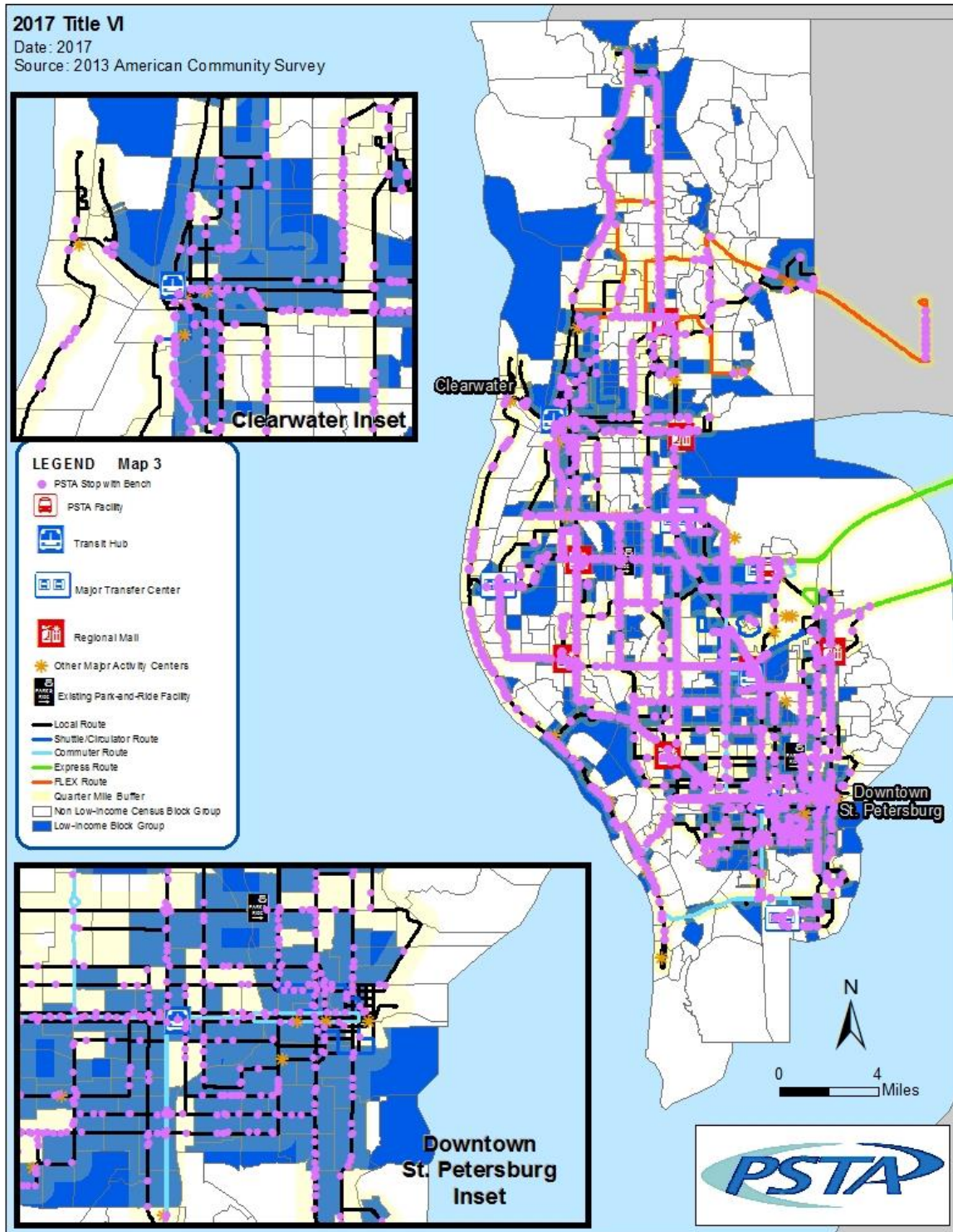


Table D-2: PSTA Shelter and Benches Distribution by Census Block Group

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030201011	1	5	Yes	Yes	Yes
15000US121030201012	5	1	Yes	Yes	Yes
15000US121030201013	1	3	Yes	Yes	No
15000US121030201014	1	1	Yes	Yes	No
15000US121030201051	0	0	No	No	No
15000US121030201052	0	1	No	Yes	No
15000US121030201053	4	2	No	No	No
15000US121030201061	0	0	No	No	Yes
15000US121030201062	0	0	No	No	No
15000US121030201063	0	0	No	No	Yes
15000US121030201064	0	0	No	No	No
15000US121030201071	0	0	No	No	No
15000US121030201072	0	0	No	No	No
15000US121030201081	0	0	No	No	No
15000US121030201082	0	0	No	Yes	No
15000US121030201083	0	0	No	Yes	No
15000US121030202011	1	3	Yes	No	No
15000US121030202012	0	0	Yes	No	No
15000US121030202013	0	0	Yes	No	Yes
15000US121030202021	1	0	No	No	No
15000US121030202022	1	3	Yes	Yes	No
15000US121030202023	0	1	Yes	No	Yes
15000US121030202061	1	2	Yes	No	Yes
15000US121030202062	0	0	Yes	Yes	No
15000US121030202071	0	2	Yes	No	Yes
15000US121030202072	1	2	Yes	Yes	No
15000US121030202081	2	1	Yes	Yes	No
15000US121030202082	2	1	Yes	Yes	No
15000US121030202091	0	0	Yes	No	No
15000US121030202092	0	4	Yes	Yes	No
15000US121030202093	0	1	Yes	Yes	No
15000US121030202094	0	3	Yes	Yes	No
15000US121030203011	2	4	Yes	Yes	No
15000US121030203012	3	3	Yes	No	No
15000US121030203013	1	1	Yes	No	Yes
15000US121030203014	0	0	Yes	No	No
15000US121030203021	0	1	Yes	Yes	No
15000US121030203022	0	1	Yes	No	No
15000US121030203023	0	1	Yes	Yes	No
15000US121030204001	0	0	Yes	Yes	No
15000US121030204002	0	0	Yes	No	No
15000US121030204003	3	3	Yes	Yes	Yes
15000US121030205001	3	0	Yes	Yes	No
15000US121030205002	2	1	Yes	Yes	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030205003	0	3	Yes	Yes	No
15000US121030205004	1	3	Yes	Yes	No
15000US121030206001	0	5	Yes	Yes	No
15000US121030206002	1	1	Yes	Yes	No
15000US121030206003	1	3	Yes	Yes	No
15000US121030206004	2	4	Yes	Yes	No
15000US121030207001	0	1	Yes	No	No
15000US121030207002	0	4	Yes	Yes	No
15000US121030207003	0	0	Yes	Yes	No
15000US121030207004	3	4	Yes	Yes	No
15000US121030208001	1	0	Yes	Yes	No
15000US121030208002	2	2	Yes	Yes	No
15000US121030208003	1	0	Yes	Yes	No
15000US121030208004	1	2	Yes	Yes	No
15000US121030208005	0	3	Yes	Yes	No
15000US121030208006	0	2	Yes	Yes	No
15000US121030212001	1	1	Yes	Yes	No
15000US121030212002	1	2	Yes	Yes	No
15000US121030212003	0	2	Yes	Yes	No
15000US121030212004	1	3	Yes	Yes	No
15000US121030215001	9	16	Yes	Yes	Yes
15000US121030215002	0	3	Yes	Yes	No
15000US121030215003	1	1	No	No	No
15000US121030216001	2	5	Yes	Yes	No
15000US121030216002	2	4	Yes	Yes	Yes
15000US121030216003	1	6	Yes	Yes	No
15000US121030218001	0	3	No	No	No
15000US121030218002	2	4	Yes	Yes	No
15000US121030218003	2	4	No	Yes	No
15000US121030218004	0	4	No	No	No
15000US121030219001	0	2	Yes	Yes	Yes
15000US121030219002	1	0	Yes	No	No
15000US121030219003	0	4	Yes	No	No
15000US121030219004	1	16	Yes	Yes	No
15000US121030219005	0	5	Yes	No	No
15000US121030220001	2	2	Yes	No	No
15000US121030220002	1	5	Yes	Yes	No
15000US121030220003	2	4	Yes	Yes	Yes
15000US121030220004	1	2	Yes	Yes	Yes
15000US121030221001	1	3	No	Yes	No
15000US121030221002	3	2	Yes	No	No
15000US121030221003	0	6	Yes	Yes	No
15000US121030221004	1	3	Yes	Yes	No
15000US121030221005	1	5	Yes	No	No
15000US121030222001	2	2	Yes	No	Yes
15000US121030222002	2	4	Yes	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030222003	0	4	Yes	Yes	Yes
15000US121030222004	2	5	Yes	Yes	No
15000US121030223011	1	3	Yes	No	No
15000US121030223012	0	1	No	No	Yes
15000US121030223013	0	3	No	No	No
15000US121030223021	3	2	No	Yes	No
15000US121030223022	1	2	No	No	No
15000US121030223023	2	9	No	Yes	No
15000US121030224011	0	0	No	No	No
15000US121030224012	0	0	No	No	No
15000US121030224013	0	0	No	No	No
15000US121030224014	0	0	No	No	No
15000US121030224021	1	7	No	No	No
15000US121030224022	0	1	No	No	No
15000US121030224023	0	0	No	No	No
15000US121030224024	1	1	Yes	No	Yes
15000US121030224025	0	5	No	Yes	No
15000US121030224026	0	1	No	No	No
15000US121030225011	1	1	No	Yes	No
15000US121030225012	5	8	Yes	Yes	No
15000US121030225013	0	3	Yes	Yes	Yes
15000US121030225021	2	0	Yes	No	Yes
15000US121030225022	0	0	No	No	Yes
15000US121030225023	8	9	Yes	No	Yes
15000US121030225031	0	3	Yes	Yes	Yes
15000US121030225032	0	1	No	No	No
15000US121030225033	2	2	No	No	No
15000US121030226011	1	1	No	No	No
15000US121030226012	0	0	No	No	No
15000US121030226013	0	1	No	No	No
15000US121030226021	0	1	No	No	Yes
15000US121030226022	0	2	No	No	No
15000US121030226023	2	0	Yes	No	Yes
15000US121030227001	3	2	Yes	Yes	Yes
15000US121030227002	0	0	No	No	No
15000US121030227003	0	2	No	No	Yes
15000US121030228011	1	6	No	Yes	Yes
15000US121030228012	2	2	Yes	Yes	No
15000US121030228013	1	3	Yes	Yes	Yes
15000US121030228021	1	3	Yes	No	Yes
15000US121030228022	0	0	No	No	Yes
15000US121030228023	0	0	Yes	No	No
15000US121030229011	5	6	Yes	Yes	No
15000US121030229012	0	4	Yes	No	No
15000US121030229021	0	2	Yes	No	Yes
15000US121030229022	0	2	Yes	Yes	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030229023	0	1	Yes	No	Yes
15000US121030230001	1	1	No	Yes	Yes
15000US121030230002	0	4	Yes	Yes	Yes
15000US121030231001	1	5	No	No	Yes
15000US121030231002	2	1	No	Yes	Yes
15000US121030232001	1	1	No	Yes	No
15000US121030232002	1	0	No	Yes	No
15000US121030232003	0	2	No	No	Yes
15000US121030233001	0	4	Yes	Yes	Yes
15000US121030233002	1	3	Yes	Yes	Yes
15000US121030233003	0	3	Yes	No	No
15000US121030234001	0	3	Yes	Yes	No
15000US121030234002	2	6	Yes	Yes	No
15000US121030235001	0	2	Yes	Yes	No
15000US121030235002	0	2	No	No	No
15000US121030235003	1	4	Yes	Yes	Yes
15000US121030236001	0	0	No	No	No
15000US121030236002	0	1	No	Yes	No
15000US121030236003	0	1	No	Yes	No
15000US121030237001	0	0	No	Yes	No
15000US121030237002	0	0	No	No	No
15000US121030237003	0	0	No	No	No
15000US121030238001	0	2	No	No	No
15000US121030238002	0	5	No	No	No
15000US121030239001	5	2	No	No	No
15000US121030239002	1	4	No	Yes	No
15000US121030240011	0	0	No	No	No
15000US121030240012	0	0	No	No	No
15000US121030240021	0	0	No	No	No
15000US121030240022	0	0	No	No	No
15000US121030240023	1	1	Yes	No	No
15000US121030240041	0	0	No	No	No
15000US121030240042	0	0	No	No	No
15000US121030240043	0	0	No	No	No
15000US121030240051	0	0	No	No	No
15000US121030240052	0	0	No	No	Yes
15000US121030241001	0	1	Yes	Yes	No
15000US121030241002	0	3	No	No	Yes
15000US121030241003	1	3	Yes	Yes	Yes
15000US121030241004	1	8	No	Yes	No
15000US121030242001	0	2	No	No	No
15000US121030242002	0	1	No	No	No
15000US121030242003	0	0	No	Yes	No
15000US121030242004	1	2	Yes	Yes	Yes
15000US121030242005	0	3	No	Yes	No
15000US121030243011	1	0	No	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030243012	2	0	Yes	Yes	Yes
15000US121030243013	1	1	No	Yes	Yes
15000US121030243014	1	0	No	No	No
15000US121030243021	0	0	Yes	No	No
15000US121030243022	0	0	No	No	Yes
15000US121030243023	2	2	No	No	Yes
15000US121030244031	1	3	No	No	No
15000US121030244032	2	4	Yes	Yes	Yes
15000US121030244033	1	3	No	Yes	No
15000US121030244061	2	1	Yes	Yes	Yes
15000US121030244062	1	0	No	No	No
15000US121030244063	0	0	Yes	No	Yes
15000US121030244081	0	0	Yes	Yes	No
15000US121030244082	2	2	Yes	Yes	No
15000US121030244083	0	7	Yes	No	Yes
15000US121030244091	2	1	No	No	No
15000US121030244092	0	0	No	No	No
15000US121030244101	3	5	Yes	Yes	Yes
15000US121030244102	1	4	Yes	Yes	Yes
15000US121030244111	0	0	No	No	No
15000US121030244112	1	2	No	No	No
15000US121030244113	0	0	No	No	No
15000US121030244114	0	0	Yes	No	No
15000US121030244121	11	0	Yes	No	No
15000US121030244122	3	0	Yes	No	No
15000US121030244131	0	1	No	No	Yes
15000US121030244132	0	0	No	No	No
15000US121030244133	4	0	No	No	Yes
15000US121030244134	1	2	No	Yes	Yes
15000US121030245051	5	3	No	Yes	Yes
15000US121030245052	2	1	Yes	Yes	Yes
15000US121030245053	1	0	No	No	Yes
15000US121030245054	2	1	No	No	Yes
15000US121030245071	1	3	No	Yes	Yes
15000US121030245072	1	1	No	No	No
15000US121030245081	1	2	Yes	Yes	Yes
15000US121030245082	2	0	Yes	No	No
15000US121030245091	4	0	No	No	Yes
15000US121030245092	0	0	No	No	No
15000US121030245093	0	0	No	No	No
15000US121030245101	2	2	Yes	Yes	No
15000US121030245102	0	2	Yes	Yes	Yes
15000US121030245103	1	1	Yes	No	No
15000US121030245111	0	0	No	No	Yes
15000US121030245112	0	0	Yes	No	No
15000US121030245113	1	0	Yes	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030245121	0	1	No	No	No
15000US121030245122	21	14	Yes	Yes	Yes
15000US121030245131	0	1	No	No	Yes
15000US121030245132	3	0	No	No	No
15000US121030245133	2	0	No	No	No
15000US121030245141	1	4	Yes	No	Yes
15000US121030245142	3	0	Yes	Yes	Yes
15000US121030245143	2	8	Yes	Yes	Yes
15000US121030246011	0	0	Yes	Yes	Yes
15000US121030246012	1	0	No	No	Yes
15000US121030246013	2	0	No	Yes	Yes
15000US121030246021	0	0	Yes	Yes	Yes
15000US121030246022	0	1	Yes	Yes	No
15000US121030246023	1	0	Yes	Yes	No
15000US121030246024	0	0	No	Yes	Yes
15000US121030247011	3	2	No	Yes	No
15000US121030247012	0	1	No	Yes	Yes
15000US121030247013	1	1	Yes	No	Yes
15000US121030247021	0	0	No	Yes	No
15000US121030247022	0	0	Yes	Yes	Yes
15000US121030247023	1	0	Yes	Yes	Yes
15000US121030247031	0	0	Yes	Yes	Yes
15000US121030247032	0	0	No	No	No
15000US121030247033	0	0	No	Yes	Yes
15000US121030248011	1	0	No	Yes	Yes
15000US121030248012	1	0	No	Yes	Yes
15000US121030248031	1	0	Yes	Yes	Yes
15000US121030248032	0	1	No	Yes	Yes
15000US121030248041	2	0	Yes	Yes	Yes
15000US121030248051	0	0	Yes	No	Yes
15000US121030248052	0	0	Yes	Yes	Yes
15000US121030249011	0	0	No	Yes	Yes
15000US121030249012	0	1	No	No	Yes
15000US121030249013	0	0	Yes	No	Yes
15000US121030249021	0	2	No	Yes	Yes
15000US121030249022	5	4	Yes	Yes	Yes
15000US121030249023	2	0	Yes	Yes	Yes
15000US121030249024	0	2	Yes	No	Yes
15000US121030249041	1	0	No	No	Yes
15000US121030249042	0	0	Yes	No	Yes
15000US121030249051	0	0	Yes	Yes	Yes
15000US121030249052	0	2	No	No	Yes
15000US121030249053	0	0	Yes	No	Yes
15000US121030249061	1	0	No	Yes	Yes
15000US121030249062	1	1	Yes	No	Yes
15000US121030249063	0	1	Yes	No	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030250041	1	1	No	Yes	No
15000US121030250042	0	0	Yes	No	No
15000US121030250043	2	0	No	No	Yes
15000US121030250044	3	0	Yes	Yes	No
15000US121030250071	0	0	No	Yes	No
15000US121030250072	0	0	No	No	Yes
15000US121030250073	0	0	No	No	Yes
15000US121030250091	1	0	Yes	No	Yes
15000US121030250092	4	0	Yes	Yes	No
15000US121030250101	0	1	No	Yes	Yes
15000US121030250102	0	0	Yes	Yes	No
15000US121030250103	2	0	No	Yes	No
15000US121030250104	3	1	No	Yes	Yes
15000US121030250111	0	0	No	No	Yes
15000US121030250112	5	1	No	No	Yes
15000US121030250113	0	0	No	No	No
15000US121030250121	0	0	No	Yes	No
15000US121030250122	1	1	No	No	No
15000US121030250123	0	0	No	Yes	No
15000US121030250131	0	0	No	No	No
15000US121030250132	0	0	No	No	No
15000US121030250133	0	0	Yes	Yes	Yes
15000US121030250141	4	2	No	No	Yes
15000US121030250142	1	0	Yes	No	No
15000US121030250143	1	0	No	No	No
15000US121030250151	0	0	No	No	No
15000US121030250152	0	1	No	No	Yes
15000US121030250161	0	0	No	No	No
15000US121030250171	0	0	No	No	Yes
15000US121030250172	0	1	No	Yes	No
15000US121030250181	0	0	Yes	No	Yes
15000US121030250182	0	1	Yes	Yes	Yes
15000US121030250183	0	0	No	No	Yes
15000US121030250191	0	1	No	Yes	No
15000US121030250192	0	0	No	Yes	No
15000US121030251061	1	1	No	Yes	No
15000US121030251062	0	1	No	No	No
15000US121030251071	1	0	No	No	No
15000US121030251072	1	0	No	No	No
15000US121030251073	0	0	No	No	No
15000US121030251081	1	1	No	No	No
15000US121030251082	0	0	No	Yes	No
15000US121030251091	0	0	No	No	No
15000US121030251092	0	0	No	No	No
15000US121030251093	0	0	No	Yes	No
15000US121030251101	0	0	No	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030251102	0	0	No	Yes	Yes
15000US121030251103	0	0	No	No	No
15000US121030251104	0	0	No	No	No
15000US121030251111	0	0	No	No	No
15000US121030251112	1	2	No	Yes	Yes
15000US121030251113	1	0	No	No	No
15000US121030251121	1	0	No	No	No
15000US121030251122	1	0	No	No	No
15000US121030251123	0	0	No	No	No
15000US121030251131	1	0	No	No	No
15000US121030251132	0	0	No	No	No
15000US121030251133	0	0	No	No	No
15000US121030251141	0	0	No	No	Yes
15000US121030251142	0	0	No	No	No
15000US121030251151	1	2	Yes	Yes	No
15000US121030251152	0	0	No	Yes	No
15000US121030251161	0	0	No	No	No
15000US121030251162	0	0	No	No	Yes
15000US121030251191	1	0	No	Yes	Yes
15000US121030251192	0	0	No	Yes	No
15000US121030251193	1	0	No	No	No
15000US121030251201	0	0	No	No	No
15000US121030251202	0	0	No	No	No
15000US121030251203	0	0	No	No	No
15000US121030251211	0	0	No	No	No
15000US121030251212	0	1	No	No	No
15000US121030251221	0	0	No	No	No
15000US121030251222	0	0	No	No	No
15000US121030251223	0	0	No	No	No
15000US121030251231	0	0	No	Yes	No
15000US121030251232	0	0	No	No	No
15000US121030252031	1	0	No	No	No
15000US121030252032	0	0	No	No	No
15000US121030252033	0	0	No	No	No
15000US121030252041	3	0	No	Yes	No
15000US121030252042	1	1	No	Yes	No
15000US121030252051	0	0	No	No	Yes
15000US121030252052	0	0	No	Yes	No
15000US121030252053	1	0	No	No	Yes
15000US121030252071	0	1	No	No	No
15000US121030252072	1	1	Yes	Yes	No
15000US121030252073	6	0	Yes	No	Yes
15000US121030252081	0	0	No	Yes	No
15000US121030252082	4	4	No	Yes	No
15000US121030252091	1	0	Yes	No	No
15000US121030252092	1	0	No	No	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030252093	0	0	No	No	No
15000US121030253031	2	0	No	Yes	Yes
15000US121030253032	0	1	Yes	No	No
15000US121030253033	1	0	No	No	Yes
15000US121030253041	0	0	No	No	Yes
15000US121030253042	2	0	No	No	No
15000US121030253043	1	2	No	No	No
15000US121030253051	1	0	No	Yes	No
15000US121030253052	0	0	Yes	Yes	Yes
15000US121030253061	0	3	No	No	Yes
15000US121030253071	2	0	No	No	No
15000US121030253072	4	2	Yes	Yes	Yes
15000US121030253073	0	0	No	No	Yes
15000US121030253081	1	0	No	No	No
15000US121030253082	0	0	No	No	No
15000US121030254011	0	0	No	No	No
15000US121030254012	0	0	No	Yes	No
15000US121030254013	0	0	No	No	No
15000US121030254014	0	0	No	No	Yes
15000US121030254051	2	1	No	Yes	Yes
15000US121030254052	0	0	No	No	No
15000US121030254053	4	1	No	Yes	No
15000US121030254071	1	1	No	No	Yes
15000US121030254072	2	1	Yes	Yes	Yes
15000US121030254073	0	0	No	No	No
15000US121030254081	1	0	No	Yes	Yes
15000US121030254082	0	0	No	No	Yes
15000US121030254083	3	1	Yes	Yes	No
15000US121030254111	3	0	Yes	Yes	Yes
15000US121030254121	1	0	No	Yes	Yes
15000US121030254122	1	0	No	No	No
15000US121030254123	1	0	Yes	No	No
15000US121030254124	0	0	No	No	Yes
15000US121030254131	0	0	No	No	Yes
15000US121030254132	2	0	No	Yes	No
15000US121030254133	1	0	No	Yes	Yes
15000US121030254141	2	5	No	Yes	Yes
15000US121030254142	0	4	Yes	Yes	Yes
15000US121030254151	0	1	No	No	Yes
15000US121030254152	2	1	Yes	No	Yes
15000US121030254161	0	1	No	Yes	Yes
15000US121030252093	0	0	No	No	No
15000US121030253031	2	0	No	Yes	Yes
15000US121030253032	0	1	Yes	No	No
15000US121030253033	1	0	No	No	Yes
15000US121030253041	0	0	No	No	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030253042	2	0	No	No	No
15000US121030253043	1	2	No	No	No
15000US121030253051	1	0	No	Yes	No
15000US121030253052	0	0	Yes	Yes	Yes
15000US121030253061	0	3	No	No	Yes
15000US121030253071	2	0	No	No	No
15000US121030253072	4	2	Yes	Yes	Yes
15000US121030253073	0	0	No	No	Yes
15000US121030253081	1	0	No	No	No
15000US121030253082	0	0	No	No	No
15000US121030254011	0	0	No	No	No
15000US121030254012	0	0	No	Yes	No
15000US121030254013	0	0	No	No	No
15000US121030254014	0	0	No	No	Yes
15000US121030254051	2	1	No	Yes	Yes
15000US121030254052	0	0	No	No	No
15000US121030254053	4	1	No	Yes	No
15000US121030254071	1	1	No	No	Yes
15000US121030254072	2	1	Yes	Yes	Yes
15000US121030254073	0	0	No	No	No
15000US121030254081	1	0	No	Yes	Yes
15000US121030254082	0	0	No	No	Yes
15000US121030254083	3	1	Yes	Yes	No
15000US121030254111	3	0	Yes	Yes	Yes
15000US121030254121	1	0	No	Yes	Yes
15000US121030254122	1	0	No	No	No
15000US121030254123	1	0	Yes	No	No
15000US121030254124	0	0	No	No	Yes
15000US121030254131	0	0	No	No	Yes
15000US121030254132	2	0	No	Yes	No
15000US121030254133	1	0	No	Yes	Yes
15000US121030254141	2	5	No	Yes	Yes
15000US121030254142	0	4	Yes	Yes	Yes
15000US121030254151	0	1	No	No	Yes
15000US121030254152	2	1	Yes	No	Yes
15000US121030254161	0	1	No	Yes	Yes
15000US121030254162	2	1	Yes	Yes	Yes
15000US121030254171	0	0	No	Yes	No
15000US121030254172	0	0	No	Yes	No
15000US121030255011	0	0	No	No	No
15000US121030255012	0	0	No	No	No
15000US121030255013	0	0	No	No	No
15000US121030255031	0	0	No	No	No
15000US121030255032	1	1	No	No	No
15000US121030255033	0	1	No	No	No
15000US121030255051	1	3	Yes	Yes	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030255061	1	0	No	Yes	No
15000US121030255062	0	0	Yes	No	Yes
15000US121030255063	0	0	Yes	No	No
15000US121030255064	0	0	Yes	Yes	Yes
15000US121030256021	1	5	No	No	No
15000US121030256022	0	5	No	Yes	Yes
15000US121030256023	1	2	No	Yes	Yes
15000US121030256031	0	1	No	No	No
15000US121030256032	0	1	No	Yes	No
15000US121030256033	0	0	No	Yes	Yes
15000US121030256041	1	1	Yes	Yes	No
15000US121030257001	0	0	No	No	No
15000US121030257002	0	0	No	No	Yes
15000US121030257003	0	0	No	No	No
15000US121030257004	0	2	No	No	No
15000US121030258001	0	0	Yes	No	No
15000US121030258002	2	1	Yes	Yes	Yes
15000US121030258003	2	1	Yes	Yes	No
15000US121030259001	3	3	Yes	Yes	No
15000US121030259002	3	2	No	No	No
15000US121030259003	1	1	Yes	Yes	Yes
15000US121030259004	3	0	Yes	Yes	Yes
15000US121030259005	0	5	Yes	Yes	No
15000US121030259006	0	8	No	No	No
15000US121030260011	0	0	No	No	No
15000US121030260012	0	1	No	Yes	No
15000US121030260013	0	2	No	No	Yes
15000US121030260021	0	0	No	No	Yes
15000US121030260022	1	2	No	No	Yes
15000US121030260023	0	1	No	No	Yes
15000US121030261011	0	4	No	Yes	Yes
15000US121030261012	0	1	Yes	Yes	No
15000US121030261013	0	5	Yes	No	Yes
15000US121030261021	0	0	No	Yes	No
15000US121030261022	0	3	No	Yes	No
15000US121030262001	4	3	Yes	Yes	No
15000US121030262002	2	1	Yes	Yes	No
15000US121030263001	2	1	Yes	Yes	No
15000US121030263002	2	1	Yes	Yes	Yes
15000US121030263003	1	0	Yes	Yes	No
15000US121030263004	3	6	Yes	Yes	No
15000US121030263005	0	0	Yes	Yes	No
15000US121030263006	0	0	Yes	No	No
15000US121030264001	0	3	Yes	Yes	Yes
15000US121030264002	2	3	Yes	Yes	Yes
15000US121030264003	0	0	Yes	Yes	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030264004	1	0	No	No	No
15000US121030264005	1	0	Yes	No	Yes
15000US121030265001	0	0	Yes	Yes	No
15000US121030265002	0	0	Yes	Yes	No
15000US121030265003	1	0	Yes	Yes	Yes
15000US121030265004	0	0	No	Yes	Yes
15000US121030265005	0	0	No	No	Yes
15000US121030265006	1	0	No	No	No
15000US121030266011	0	0	No	No	Yes
15000US121030266012	2	0	Yes	No	Yes
15000US121030266013	0	0	No	No	Yes
15000US121030266014	0	0	No	No	No
15000US121030266021	2	0	Yes	Yes	Yes
15000US121030266022	0	0	Yes	Yes	Yes
15000US121030267011	1	0	Yes	Yes	No
15000US121030267012	0	0	No	Yes	No
15000US121030267013	0	0	No	Yes	No
15000US121030267014	2	0	Yes	Yes	No
15000US121030267021	0	0	Yes	No	Yes
15000US121030267022	2	0	No	No	No
15000US121030267023	0	0	No	No	No
15000US121030267024	0	1	No	No	Yes
15000US121030267025	2	1	No	No	Yes
15000US121030267026	0	0	Yes	Yes	Yes
15000US121030267031	0	0	No	No	Yes
15000US121030267032	1	1	No	Yes	No
15000US121030267033	0	1	No	No	No
15000US121030267034	5	0	Yes	No	No
15000US121030267035	1	2	Yes	Yes	Yes
15000US121030268041	0	1	No	No	No
15000US121030268042	0	0	Yes	Yes	Yes
15000US121030268043	0	0	Yes	No	Yes
15000US121030268091	0	0	No	No	Yes
15000US121030268092	0	0	No	No	No
15000US121030268111	0	0	No	No	No
15000US121030268112	0	0	No	No	Yes
15000US121030268113	3	0	No	No	No
15000US121030268114	0	0	No	No	No
15000US121030268121	5	3	No	No	No
15000US121030268122	3	0	No	No	Yes
15000US121030268131	3	0	No	No	No
15000US121030268132	0	1	Yes	Yes	Yes
15000US121030268141	1	1	No	No	No
15000US121030268151	0	0	No	No	No
15000US121030268152	1	0	No	No	Yes
15000US121030268153	0	0	No	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030268161	1	0	No	No	No
15000US121030268162	0	0	No	Yes	Yes
15000US121030268163	1	0	No	No	No
15000US121030268164	0	0	No	Yes	No
15000US121030268165	0	0	Yes	No	No
15000US121030268171	0	0	No	No	Yes
15000US121030268172	0	0	No	No	No
15000US121030268173	1	0	No	Yes	No
15000US121030268181	0	1	Yes	Yes	Yes
15000US121030268182	1	0	Yes	Yes	Yes
15000US121030268183	0	0	No	No	No
15000US121030268191	1	0	No	No	No
15000US121030268192	2	1	Yes	No	Yes
15000US121030268201	1	0	Yes	No	Yes
15000US121030268202	1	0	Yes	No	No
15000US121030268203	1	0	No	Yes	No
15000US121030268211	0	0	No	No	Yes
15000US121030269041	0	0	No	No	Yes
15000US121030269042	0	0	Yes	Yes	Yes
15000US121030269043	2	0	No	No	No
15000US121030269071	2	1	No	No	No
15000US121030269072	0	0	No	No	No
15000US121030269073	4	1	No	No	No
15000US121030269081	0	0	No	No	No
15000US121030269082	0	0	No	No	No
15000US121030269083	0	0	No	No	No
15000US121030269084	0	0	No	No	No
15000US121030269091	1	0	No	No	No
15000US121030269092	1	0	No	No	No
15000US121030269093	1	0	No	No	No
15000US121030269101	4	0	No	No	Yes
15000US121030269102	1	0	Yes	No	Yes
15000US121030269103	0	0	No	No	No
15000US121030269104	0	0	Yes	No	No
15000US121030269111	1	0	Yes	No	No
15000US121030269112	0	0	No	No	No
15000US121030269113	0	0	No	No	No
15000US121030269121	0	0	No	No	No
15000US121030269122	0	0	No	No	No
15000US121030269123	0	0	Yes	Yes	Yes
15000US121030269124	1	2	Yes	Yes	Yes
15000US121030269131	0	0	No	No	Yes
15000US121030269132	0	0	Yes	Yes	Yes
15000US121030269133	0	0	No	No	No
15000US121030269134	0	0	No	No	No
15000US121030270001	0	1	Yes	Yes	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030270002	0	0	No	No	No
15000US121030270003	1	0	No	No	No
15000US121030270004	3	3	Yes	Yes	Yes
15000US121030271011	3	6	No	Yes	No
15000US121030271012	1	6	No	Yes	No
15000US121030271013	1	0	No	Yes	No
15000US121030271051	0	2	No	No	No
15000US121030271052	1	0	No	No	No
15000US121030271061	1	0	No	No	No
15000US121030271062	1	1	No	No	No
15000US121030271063	1	0	No	No	No
15000US121030271064	0	0	No	Yes	No
15000US121030272021	0	0	No	No	No
15000US121030272022	0	0	No	Yes	No
15000US121030272023	2	0	No	No	No
15000US121030272024	0	0	No	No	Yes
15000US121030272025	0	0	No	No	No
15000US121030272041	0	0	No	Yes	Yes
15000US121030272042	0	0	No	Yes	No
15000US121030272043	1	0	No	No	Yes
15000US121030272051	1	0	No	No	No
15000US121030272052	1	0	No	No	No
15000US121030272053	2	0	No	Yes	No
15000US121030272054	1	0	No	No	No
15000US121030272061	0	0	No	No	No
15000US121030272062	2	0	No	No	No
15000US121030272063	0	0	No	No	No
15000US121030272071	1	0	No	No	No
15000US121030272072	0	0	No	No	Yes
15000US121030272073	0	0	No	No	Yes
15000US121030272074	0	0	No	Yes	No
15000US121030272081	0	0	Yes	No	No
15000US121030272082	0	0	No	No	No
15000US121030272083	0	0	No	No	Yes
15000US121030272084	1	0	No	No	No
15000US121030272091	0	0	No	Yes	Yes
15000US121030272092	1	0	No	No	No
15000US121030272101	1	0	No	No	No
15000US121030272102	0	0	No	Yes	Yes
15000US121030272103	0	0	No	No	No
15000US121030272104	0	0	No	No	Yes
15000US121030272105	0	0	No	No	No
15000US121030273081	0	0	No	Yes	No
15000US121030273082	0	0	No	No	Yes
15000US121030273091	0	0	No	No	No
15000US121030273101	0	0	No	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030273102	0	0	No	No	No
15000US121030273103	0	0	No	No	No
15000US121030273104	0	0	No	No	No
15000US121030273141	0	0	No	Yes	No
15000US121030273142	0	0	No	Yes	No
15000US121030273151	0	0	No	No	No
15000US121030273152	1	0	No	No	No
15000US121030273153	0	0	No	No	No
15000US121030273154	1	0	No	No	No
15000US121030273161	1	0	No	No	No
15000US121030273162	2	0	No	No	No
15000US121030273163	0	0	No	No	No
15000US121030273171	0	0	No	No	No
15000US121030273172	0	0	No	No	No
15000US121030273173	0	0	No	No	No
15000US121030273181	0	0	No	No	No
15000US121030273182	0	0	No	No	No
15000US121030273191	0	0	Yes	No	No
15000US121030273192	0	0	No	No	No
15000US121030273193	0	0	No	No	No
15000US121030273201	1	2	Yes	Yes	Yes
15000US121030273202	0	0	No	No	No
15000US121030273203	0	0	Yes	Yes	Yes
15000US121030273211	0	0	No	No	No
15000US121030273221	0	0	No	No	No
15000US121030273222	0	0	No	Yes	Yes
15000US121030273223	0	0	Yes	No	No
15000US121030273224	0	0	No	No	No
15000US121030273231	0	0	No	No	No
15000US121030273232	1	0	Yes	No	No
15000US121030273241	0	0	No	No	No
15000US121030273242	0	0	No	No	Yes
15000US121030273243	0	0	No	No	No
15000US121030273251	0	0	No	No	No
15000US121030273252	0	0	No	No	No
15000US121030273261	0	0	No	No	No
15000US121030273262	0	0	No	No	No
15000US121030273271	0	0	No	No	No
15000US121030273272	1	0	Yes	Yes	Yes
15000US121030274011	0	0	Yes	Yes	Yes
15000US121030274012	0	0	No	No	No
15000US121030274021	0	0	Yes	Yes	No
15000US121030274022	1	0	No	Yes	Yes
15000US121030274023	1	1	Yes	No	Yes
15000US121030274024	0	0	No	No	No
15000US121030274025	4	1	No	Yes	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030274031	2	0	No	Yes	No
15000US121030275011	0	0	No	No	No
15000US121030275012	0	0	No	No	No
15000US121030275013	0	0	No	No	No
15000US121030275014	0	0	No	No	Yes
15000US121030275021	0	0	No	No	No
15000US121030275022	1	0	No	Yes	No
15000US121030275023	0	0	No	No	Yes
15000US121030276031	0	0	No	No	No
15000US121030276032	0	0	No	No	No
15000US121030276033	0	2	No	No	No
15000US121030276041	0	0	No	No	No
15000US121030276042	0	4	No	No	No
15000US121030276051	0	0	No	No	No
15000US121030276061	1	0	No	No	No
15000US121030276062	0	0	No	No	No
15000US121030277011	0	0	No	No	No
15000US121030277012	0	0	No	No	No
15000US121030277031	6	3	No	No	No
15000US121030277032	1	7	No	No	No
15000US121030277041	1	0	No	No	No
15000US121030277042	0	0	No	Yes	No
15000US121030277043	0	0	No	No	No
15000US121030277044	1	0	No	No	No
15000US121030278011	1	2	No	Yes	No
15000US121030278012	2	3	No	Yes	No
15000US121030278021	1	4	No	Yes	No
15000US121030278022	1	1	No	No	No
15000US121030279011	0	0	No	Yes	No
15000US121030279012	1	0	No	Yes	Yes
15000US121030279013	0	0	No	No	No
15000US121030279031	0	0	No	No	No
15000US121030279041	0	0	No	No	No
15000US121030279042	0	0	No	No	No
15000US121030279043	0	0	No	Yes	Yes
15000US121030280021	1	0	No	No	No
15000US121030280022	2	2	No	No	No
15000US121030280023	0	0	No	No	No
15000US121030280024	0	1	No	No	No
15000US121030280031	1	2	No	No	No
15000US121030280032	0	0	No	No	No
15000US121030280033	1	0	No	Yes	No
15000US121030280034	0	3	No	No	Yes
15000US121030280041	2	0	No	No	No
15000US121030280042	1	0	No	Yes	Yes
15000US121030281021	0	0	No	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030281022	1	0	No	Yes	No
15000US121030281023	0	0	Yes	No	No
15000US121030281031	0	1	No	No	Yes
15000US121030281032	6	2	No	No	No
15000US121030281041	1	4	No	No	No
15000US121030281042	1	0	No	No	Yes
15000US121030281043	0	0	No	No	Yes
15000US121030281044	0	0	No	No	No
15000US121030282001	0	1	No	Yes	No
15000US121030282002	0	0	No	No	No
15000US121030282003	0	0	No	No	Yes
15000US121030283001	1	1	Yes	Yes	No
15000US121030283002	1	4	Yes	Yes	No
15000US121030283003	0	2	No	No	No
15000US121030283004	0	0	No	Yes	No
15000US121030284011	0	1	No	Yes	Yes
15000US121030284012	0	0	No	No	Yes
15000US121030284021	1	5	No	No	No
15000US121030284022	2	4	No	Yes	No
15000US121030285001	0	2	Yes	Yes	No
15000US121030285002	0	1	Yes	Yes	No
15000US121030286001	5	8	Yes	Yes	No
15000US121030286002	2	6	Yes	Yes	Yes
15000US121030286003	1	2	Yes	No	Yes
15000US121030287001	2	6	Yes	Yes	No
15000US121030287002	4	3	Yes	Yes	No

**APPENDIX E:
TITLE VI COMPLAINT PROCEDURES AND FORM**

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**APPENDIX F:
PSTA Rules and Regulations**

**APPENDIX G:
PSTA Board Approval**

APPENDIX H: Service Equity Analysis

Table 1A: Route Change Impact

Route	Service Change Threshold	Creates a Disproportionate Burden?	Creates a Disparate Impact?
1	Yes	No	No
5	No		
11	No		
18	No		
19	No		
20	No		
22	Yes	No	No
23	No		
30	Yes	No	No
38	No		
59	No		
61	No		
62	No		
67	No		
68	No		
73	No		
74	No		
75	No		
76	No		
79	No		
ELC	Yes	No	No
SBT (North Beach)	No		

segment on 4th St N.

Route 30 was entirely removed from service. No other route replaced service coverage along 30th Ave N. The nearest parallel routes are Route 22, which runs along 22nd Ave N, and Route 38, which runs along 38th Ave N.

The **East Lake Connector** was entirely removed from service. No other route replaced service coverage in this area. ELC operated infrequently with approximately 3,100 revenue hours per year within a low

October '15 Service Change

In the October 2015 service change, a total of 22 routes were altered from their previous configurations. Changes detected by Remix range from simple alterations such as the removal of a few stops and new deviations to significant route changes such as major alignment shifts and route removals. Table 1A displays the list of routes that were altered in the service change. The table identifies if a route's hours and/or miles were altered at or beyond the major service change threshold. If a route reaches the threshold, then the table also identifies if that route creates a disproportionate burden and/or disparate impact. Four routes exceeded the service change threshold, and none of these routes creates a disproportionate burden or disparate impact; Table 2A displays the service areas' low-income and minority resident population percentages as well as the change borne by these populations.

Route 1 was entirely removed from service, and the former segment of Route 1 along 22nd Ave N was replaced by Route 22. No route replaced the removed service on 1st St N. The nearby Route 4 runs parallel to this

Table 2A: Low Income/Minority Population by routes exceeding service density

Route	Low Income	Minority
1	14.90%	23.80%
22	13.60%	23.10%
30	12.50%	25.10%
ELC	14.70%	15.60%

suburban area of Pinellas County. A pilot zone of PSTA's first mile/last mile program Direct Connect replaced bus service in this area.

Route	22
-------	----

Table 3A: Aggregate Service Change Impact

As shown by Table 2A, the proportion of low income and minority populations near routes removed from service is within a ten percent margin to that of the countywide low income and minority population shown in Table 3A. Given that the **system wide impact felt by minority and low income**

	Low Income	Minority
Change Borne By	14.10%	25.69%
Area Average	14.05%	23.58%
Delta	0.05%	2.12%

residents was less than ten percent (Table 3A), the changes implemented did not create an aggregate disproportionate burden or disparate impact. Therefore, the October 2015 Service Change did not have an adverse effect

on low income and minority populations in Pinellas County.

February '16 Service Change

In the February 2016 service change, a total of 37 routes were altered from their previous configurations. Changes detected by Remix range from simple alterations such as the removal of a few stops and new deviations to significant route changes such as major alignment shifts and route removals. Table 1B displays the list of routes that were altered in the service change. The table identifies if a route's hours and/or miles were altered at or beyond the major service change threshold. If a route reaches the threshold, then the table also identifies if that route creates a disproportionate burden and/or disparate impact. One route exceeded the service change threshold, which did not create a disproportionate impact but did create a disproportionate burden.

As shown by Table 2B, changes borne by low income residents is within ten percent of the entire low income population within Route 22's service area, **indicating that no disproportionate burden was created**. Minorities did bare changes proportionally that were more than ten percent from the entire minority population within Route 22's service area, **indicating that a disparate impact was created**. However, **no adverse effect was created** since the change borne by minorities was 10.6%, which is less than the 23.8% minority population within this route's service area.

Table 1B: Route Change Impact
(left table)

Route	Service Change Threshold	Creates a Disproportionate Burden?	Creates a Disparate Impact?
4	No		
5	No		
7	No		
11	No		
14	No		
15	No		
18	No		
19	No		
20	No		
22	Yes	No	Yes
23	No		
32	No		
38	No		
52	No		
58	No		
59	No		
60	No		
61	No		
62	No		
66	No		
67	No		
68	No		
73	No		
74	No		
75	No		
76	No		
78	No		
79	No		
90	No		
97	No		
98	No		
100X	No		
300X	No		
CAT	No		
DPC	No		
OTC	No		
SBT	No		

Low Income	14.9%
Change Borne By Low Income	15%
Minority	23.8%
Change Borne By Minorities	10.6%

Table 2B: Low Income/
population exceeding s
change threshold (right)

October '16 Service Change

In the October 2016 service change, a total of 42 routes were altered from their previous configurations or added to the system. Changes detected by Remix range from simple alterations such as the removal of a few stops and new deviations to

significant route changes such as major alignment shifts and route removals. Table 1C displays the list of routes that were altered in the service change. The table identifies if a route’s hours and/or miles were altered at or beyond the major service change threshold. If a route reaches the threshold, then the table also identifies if that route creates a disproportionate burden and/or disparate impact. 12 routes exceeded the service change threshold, and none of these routes creates a disproportionate burden or disparate impact; Table 2C displays the service areas’ low-income and minority resident population percentages as well as the change borne by these populations.

Routes 4 & 59 were reconfigured primarily through the creation of Route 9. Route 59 was split in half, with the northern half (#59) traveling along Ulmerton Rd and the southern half (#9) terminating at Gateway Mall. Route 9 took over the northern loop serving 116th Ave and Goodwill that Route 4 once served while Route 4 now connects Gateway Mall to the PSTA Layby (formerly done by Route 59). The only impact or burden experienced with this modification is the disproportionate burden of Route 4, which is both less than the proportion of minorities served in the Route 4 service area (as shown in Table 2) and offset by the fact that no populations lost service in this reconfiguration. As shown by Tables 2C and 3C, there are no adverse effects within the ten percent margin for Route 9 and Route 59.

Route 34 was split into a southern Route 34 and a northern **Route 19** that meet at Largo Transit Center. The alteration of Route 19 did not produce any significant impact or burden (as shown by Table 2C). A disproportionate burden was produced by the creation of Route 34 (as shown in Table 3C), but this was experienced due to increasing the frequencies to meet the higher ridership demand in southern Pinellas County on this minority route. As a result, this route splitting produced no adverse effects.

Route 74 was split into a southern **Route 16** and northern Route 74 that meet at Gateway Mall. As shown in Tables 2C & 3C, the reconfiguration of Route 74 and the creation of Route 16 did not produce any adverse effects within the ten percent margin.

Route 61 was extended to Countryside Mall and a small section of the route along Main St in Dunedin was removed. As shown in Table 2C, the reconfiguration of Route 61 did not produce any adverse effects within the ten percent margin.

Route 62 now utilizes Belcher Rd to reach Countryside Mall while service to Safety Harbor was removed. As shown in Table 2C, the reconfiguration of route 62 did not produce any adverse effects within the ten percent margin.

Route 66 was split into two routes: a limited stop route (#66L) that extends to Tarpon Springs from Jeffords St in Clearwater and Route 65, which travels along the southern half of the former Route 66 from Park Street Terminal and now extends to Seminole Mall. As shown in Tables 2C & 3C, the reconfiguration of route 66 did not produce any adverse effects within the ten percent margin.

Table 1C: Route Change Impact

Route	Service Change Threshold	Route Change	Creates a Disproportionate Burden?	Creates a Disparate Impact?
-------	--------------------------	--------------	------------------------------------	-----------------------------

4	Yes	Modified	No	Yes
5	No			
7	No			
9	Yes	New Route	No	No
11	No			
14	No			
15	No			
16	Yes	New Route	No	No
18	No			
19	Yes	Modified	No	No
20	No			
22	No			
23	No			
32	No			
34	Yes	New Route	No	Yes
38	No			
52	No			
58	No			
59	Yes	Modified		
60	No			
61	Yes	Modified	No	No
62	Yes	Modified	No	No
65	Yes	New Route	No	No
66	Yes	Eliminated & Replaced	No	No
66L	Yes	New Route	No	No
67	No			
68	No			
73	No			
74	Yes	Modified	No	No
75	No			
76	No			
78	No			
79	No			
90	No			
98	No			
100X	No			
300X	No			
CAT	No			
DPC	No			
OTC	No			
PPS	No			
SBT	No			

Table 2C: Low Income/Minority Population by modified routes exceeding service change threshold

Route	Low Income	Change Borne By Low Income	Minority	Change Borne By Minorities
4	20.1%	15.4%	40.1%	16.2%
19	15.8%	17.0%	29.4%	36.0%
59	19.0%	20.1%	24.0%	24.2%
61	19.6%	12.6%	30.4%	25.1%
62	12.9%	14.1%	21.4%	26.1%
74	16.4%	16.9%	20.9%	18.7%

Table 3C: Low Income/Minority Population by new/eliminated routes

Route	Low Income	Minority
9	19.5%	24.5%
16	21.7%	23.6%
34	19.3%	42.3%
65	12.4%	14.6%
66	17.7%	21.4%
66L	21.4%	26.3%
County Average	14.1%	23.6%

Fare Policy

July 11, 2014

PSTA FARE POLICY

FARE POLICY GUIDELINES

The goal of this Fare Policy is to support PSTA's mission of providing high-quality public transportation services for the benefit of the individuals and communities that it serves.

FARE POLICY PURPOSE

The purpose of the Fare Policy is to establish guidelines for setting or restructuring PSTA fares. PSTA staff, Transit Riders Advisory Committee, and Board of Directors will refer to this policy when making decisions regarding PSTA's fare pricing and products. Such decisions will also be made in accordance with Federal Transit Administration (FTA), Americans with Disabilities Act (ADA), and State of Florida requirements in addition to PSTA's enabling legislation, which directs PSTA to adopt a fare policy that addresses:

- a fare structure, including fare media and passes;
- pricing levels, including discounts;
- a system for free or substantially price-reduced fares, and;
- fare equity.

PSTA will review its fare policy and pricing annually, with the expectation that fares may need to be adjusted more frequently due to increased Authority costs, changing market conditions, or other situations that will impact the Fare Policy Objectives.

FARE POLICY OBJECTIVES

PSTA's fare policy objectives reflect the complexity of developing a fare structure which balances the desire to keep fares affordable for PSTA customers with the need to maximize fare revenue to help maintain and expand transit operations. When changes to the fare structure are considered, strategies for meeting the below objectives will be developed and evaluated. Any new fare structure will encompass the mix of strategies that are determined to best meet the Fare Policy Objectives, as described below, in the context of the conditions and needs at that time:

1. Promote Transit Utilization and Occupancy

Because PSTA exists to provide transit services for the benefit of the public, the degree to which PSTA increases ridership is a direct indication of how successfully PSTA is achieving its mission. However, when an increase in ridership creates the need to add service, the resulting additional fare revenue is offset by new operating costs. It is therefore important to adopt fare strategies that will increase ridership on services that have underutilized passenger capacity. It is also important to adopt fare strategies that promote usage and make PSTA services attractive, simple, and convenient to use.

2. Establish Equitable Fares (Title VI)

To be equitable, fares must take into account the needs of various populations of users and types of services. The fare structure should, therefore, support the travel patterns and requirements of transit riders throughout the service area and should reflect the level and quality of the service provided. The fare structure should be clear and equitable. PSTA

recognizes the need to ensure that for any fare increase, the share of the burden placed on Title VI communities is not disproportionately greater than that borne by the system as a whole.

3. Optimize Fare Revenue Stream

Because fare revenue is a critical component of PSTA's operating budget, any increase to, or restructuring of fares should ensure that the total fare revenue stream is maintained at an appropriate and predictable level within changing economic conditions. To accomplish this, PSTA will assess all transit services periodically.

Fares will also be reviewed annually considering inflation. Fare decisions will also be based on PSTA's Financial Plan assumptions, Board rules and regulations, and Board determination.

PSTA increased fares in October 2015. The fare changes are detailed in Attachment I.

PSTA will also stay abreast of the latest developments in fare collection technologies to maximize and improve revenue collection as appropriate and feasible, including the elimination of fraudulent transactions.

4. Improve Customer Satisfaction, Mobility & Access

The fare structure should enhance the ability of riders to access the system and move through it with ease. Fare options should be convenient, easy to understand, and reward frequent usage.

The fare structure should promote a unified system by simplifying fares across modes.

5. Improve Operations

PSTA's fare policy should strive to improve system performance. This will be accomplished by making fare payment simpler, easier, and faster, resulting in reduced boarding times.

6. Respect Customer Privacy

As PSTA strives to implement fare collection technologies that are easy and convenient to use, the Authority recognizes the need to respect customers' privacy and ensure the security of personal information.

FARE POLICY CHANGES

PSTA'S fare policy will be changed and amended as needed due to future developments in fare collection.

PUBLIC ENGAGEMENT

PSTA will ensure numerous public engagement opportunities in the decision-making process for fare policy changes and development

Rules and Regulations-Pinellas Suncoast Transit Authority with Regards to Fare Increases

Public Hearings:

Fare increases shall require at least three public hearings: one in north county, one in mid-county, and one in south county. The locations for the hearings should be easily accessible by bus and include adequate parking at a time that maximizes public attendance.

Notices:

When a public hearing is scheduled, at least fifteen (15) days' notice shall be provided, unless a different requirement is established by applicable state or federal law or regulation. The following notices may be provided: 1. Interior signs on all PSTA buses; 2. Posters at Williams Park Transit Center, Park Street Transit Center, Grand Central Plaza Transit Center, Pinellas Park Transit Center, and PSTA's Headquarters; 3. On PSTA's website; 4. Paid newspaper advertisement; and 5. Social Media.

FUTURE STRATEGIES

PSTA is presently working on a regional upgrade for fare collection. In partnership with HART, PSTA launched a mobile ticketing app, Flamingo. In the near year, PSTA will implement smart card technology on its entire fleet.

Advancements in fare collection systems may encourage the consolidation of fare products, while providing an adequate range of fare products.

PSTA FARE PROGRAMS

See the following attachments for PSTA fare programs:

- Attachment A: Passenger Fare Summary
- Attachment B: Senior/Disabled Bus Fares
- Attachment C: East Lake Service
- Attachment D: Demand Response Program
- Attachment E: Transportation Disadvantaged Program
- Attachment F: Medicaid Program
- Attachment G: Bulk Ticket Sales
- Attachment H: Universal Pass Program (UPASS) (Contracted)
- Attachment I: October 2015 Fare Change Tables

ATTACHMENT A: PASSENGER FARE SUMMARY

FARE CATEGORIES	Fares
REGULAR ROUTES (Includes North County Connector service, PSTA Trolley services, and Jolley Trolley. Excludes the Looper Trolley*.)	
Child (5 years and younger)	Free
Full Cash Fare (one trip)	\$2.25
Special Citizen Reduced Cash Fare	\$1.10
Student Reduced Cash Fare	\$1.10
One Trip Ticket (1 each one-way trip)	\$2.25
Daily Full Fare Unlimited Ride GO Card	\$5.00
Daily Reduced Fare Unlimited Ride GO Card	\$2.50
3-Day Unlimited GO Card & Flamingo Fare	\$10.00
3-Day Unlimited Reduced GO Card	\$5.00
7-Day Unlimited Ride GO Card & Flamingo Fare	\$25.00
7-Day Youth Unlimited Ride GO Card (Platinum Pass)	\$12.50
31-Day Unlimited Ride GO Card	\$70.00
31-Day Reduced Fare Unlimited Ride GO Card	\$35.00
Passport (unlimited rides during specified month-valid on all PSTA /HART routes)	\$85.00
Haul Pass (unlimited rides from May 15 th – August 31 st) (Youth Pass)	\$35.00
10-Day Transportation Disadvantaged Pass**	\$5.00
31-Day Transportation Disadvantaged Pass**	\$11.00
5-Day Medicaid Pass**	\$0.00
10-Day Medicaid Pass**	\$0.00
31-Day Medicaid Pass**	\$0.00
UPASS**	\$0.00
PREMIUM/EXPRESS SERVICE EXPRESS ROUTES (100X AND 300X)	
Premium/Express Cash Fare	\$3.00
Special Citizen Reduced Premium/Express Cash Fare	\$1.50
20-Ride Premium/Express Fare GO Card	\$48.00
DEMAND RESPONSE SERVICE	
DART Cash Fare	\$4.50
DART 1-Ride Ticket	\$4.50
DART 10-Ride Punch Ticket	\$45.00
TD 1-Ride (Cash Only)	\$3.00
East Lake Shuttle (Cash Only, GO Cards not accepted)	\$2.25
BULK TICKET DISCOUNTS (501C3 Organizations)	
Purchase 100 -299	Save 5%
Purchase 300 or more	Save 10%

*Also called the St. Petersburg Downtown Trolley. Fares for this service are not set by PSTA.

** Passengers must meet eligibility requirements. PSTA receives payment for these passes from the Commission for Transportation Disadvantaged for TD passes, Managed Care companies for Medicaid passes, and local agencies and organizations who provide UPASS privileges to their employees/students.

A fare is required for each trip; exact change, no pennies please.

GO Cards activate at time of insertion into the farebox (with the exception of the Passport), and expire at 11:59pm on the last day/last ride. Proper ID must be shown prior to paying a reduced fare or using a reduced fare GO Card. Youth passes require proper ID except for elementary age school children.

Reduced Fare ID Requirements

ID must be presented before using a reduced fare GO Card or paying a reduced cash fare.

- Youth (18 and younger) Need: PSTA Youth Photo ID, or School Student ID, or Government-issued Photo ID showing age. Valid for: Youth cash fare, 7-Day Platinum Pass and Summer HAUL Pass.
- Seniors (65 and older) Need: PSTA Special Citizen Photo ID, or Government-issued Photo ID showing age. Valid for: Reduced Cash fare, Reduced Daily and 31-Day GO Cards.
- Adult Student (Currently enrolled in a Pinellas County college, university, or adult education facility). Need: PSTA Adult Student Photo ID. Valid for: Student cash fare.
- Disabled (Qualifying disability verified via application process). Need: PSTA Special Citizen Photo ID. Valid for: Reduced cash fare, Reduced Daily and 31-Day GO Cards.
- Medicare Cardholders (Card issued by Federal Government). Need: Original Red/White/Blue Medicare Card. Valid for: Reduced cash fare, Reduced Daily and 31-Day GO Cards.

ATTACHMENT B: SENIOR/DISABLED FARES

Senior Special Citizen Program

This program allows passengers to ride PSTA's regular bus routes for a reduced fare by presenting PSTA Special Citizen Photo ID, or Government-issued Photo ID showing age. PSTA also accepts Photo ID cards from HART (Hillsborough Transit Authority) and PCPT (Pasco County Public -Transportation).

Passengers may show an original red/white/blue Medicare Card to ride for a reduced fare.

Disabled Special Citizen Program

This program allows eligible individuals to ride PSTA's regular bus routes for a reduced fare by presenting a PSTA issued photo ID Card upon boarding. Passengers wishing to take advantage of this program must fill out an application and have a doctor certify the disability. PSTA also accepts Photo ID cards from HART (Hillsborough Transit Authority) and PCPT (Pasco County Public Transportation).

The Federal Transit Act (Title 49 USC, Chapter 53, Section 5302) defines those who qualify as individuals who because of permanent illness, injury, congenital malfunction, or other incapacity (including an individual who is a wheelchair user or has semi ambulatory capability), are unable to utilize mass transportation service or a mass transportation facility without special facilities, planning, or design. Such limitations must present difficulty when waiting, boarding, riding, or exiting a public transit vehicle.

Financial need is not considered for program eligibility.

Special Citizen Fares

Special Citizen Reduced Cash fare:	\$1.10
Special Citizen Reduced Daily GO Card:	\$2.50
Special Citizen Reduced Monthly GO Card:	\$35.00
Special Citizen Reduced Premium/Express Cash Fare:	\$1.50

ATTACHMENT C: EAST LAKE SHUTTLE

The East Lake Shuttle serves northern Pinellas between Tampa and Keystone Roads, and is designed to connect with the Rt. 62 at the Shoppes of Boot Ranch. Reservations are required by 5 pm the day before service is needed, since same day service is not provided. Call 727-540-1897 (voice/relay) for cab or 727-540-1960 for wheelchair van reservations, and ask for the East Lake Shuttle. Reservations can be made Monday through Friday, 8 am until 5 pm and Saturday, Sunday and holidays from 9 am until 5 pm. Although reservations can be made on the weekends and holidays, the East Lake Shuttle operates Monday through Saturday only.

The shuttle fare is the same as the regular PSTA cash fare; PSTA GO Cards are not accepted on the shuttle. Shuttle passengers will be required to pay the appropriate fare when boarding Rt. 62. The East Lake Shuttle is a shared ride service provided on a first come, first served basis. Trips are scheduled to coincide with all bus trips on the Rt. 62. Pick up times are negotiated to maximize multi-loading.

ATTACHMENT D: DEMAND RESPONSE TRANSPORTATION (DART)

The Pinellas Suncoast Transit Authority (PSTA) provides demand response transportation for people who, because of their disability, are unable to independently use the regular, accessible PSTA buses. Demand response service is a form of public transportation. Passengers will be required to share a ride whenever possible, as is done on the regular bus system. PSTA is not required to ensure that a passenger rides alone on a vehicle.

The Americans with Disabilities Act (ADA) makes it possible for people with disabilities to have better access to the community. Eligibility for DART service is based on how a person's disability under ADA affects daily life activities which would prevent the use of accessible fixed-route service.

Demand response transportation is provided wherever regular PSTA bus service is available. Areas not included: Belleair Beach, Belleair Shores, Kenneth City, Tierra Verde, Weedon Island and any area outside a three-quarter mile distance of a regular bus route. Service area is subject to change. Service is not available outside Pinellas County. Demand response transportation is available during the same days and hours as the regular bus service for any given trip request. Where architectural barriers such as lack of curb cuts or sidewalk are the only impediment to using accessible buses, an individual may be transported to a bus transfer point where an accessible bus can be boarded.

Fare Information:

- Reservations are required by 5 pm the day before service is needed, since same day service is not provided.
- Call 727-540-1897 (voice/TTYT) for cab or 727-540-1960 for wheelchair van reservations.
- The fare for demand response transportation is \$4.50 per one way trip, upon boarding the vehicle.
- Exact fare is encouraged; change will be made for a \$5.00 bill.
- No discounts are offered.
- Convenient frequent-rider tickets are available, but may need to be supplemented when a higher fare is necessary for a particular trip.
- Checks and credit cards are not accepted unless you are purchasing a multi-ride ticket either online or through PSTA's Tickets by Mail Program.

ATTACHMENT E: TRANSPORTATION DISADVANTAGED PROGRAM

The Pinellas County Transportation Disadvantaged (TD) Program is administered by the Pinellas Suncoast Transit Authority (PSTA). The TD program is a state-funded program that provides reduced cost transportation throughout the county to residents who qualify as "Transportation Disadvantaged."

In order to qualify for Transportation Disadvantaged services In Pinellas County, a person must:

- Live in Pinellas County
- Not be able to get a ride from household members or others for life-sustaining trips: medical, grocery, work, job-related training/education, and other vital services
- Have documented household income which does not exceed 150% of poverty (see chart below)

2017 Federal Poverty Guidelines (X 150%)		
Family Size	Gross Yearly Income	Gross Monthly Income
1	\$18,090	\$1,508
2	\$24,360	\$2,030
3	\$30,630	\$2,552
4	\$36,900	\$3,075
5	\$43,170	\$3,598
6	\$49,440	\$4,120
7	\$55,710	\$4,643
8	\$61,980	\$5,165
Over 8 add per child	+\$6,270	+\$523

Individuals able to access and ride a bus can qualify for either a 10 (non-consecutive) Day bus pass for \$5.00 per month, or a 31-Day unlimited ride bus pass for \$11 per month. The passes can be used for travel to any location served by the PSTA bus system, with the exception of the 100X and 300X express routes.

Individuals who DO NOT receive a bus pass will receive transportation via taxi or wheelchair van for \$3.00 per one-way trip. The fee is due in cash at the time of the ride. Reservations must be made 48 hours in advance.

If approved for a TD bus pass, the individual will need to bring a government-issued photo ID to a PSTA Customer Service Center once per month. In addition, the individual will need to bring cash or credit/debit to purchase their pass:

- **10-Day Pass:** \$5.00
- **31-Day Pass:** \$11.00

If approved for door-to-door service, the individual will need to make trip reservations directly with the sedan or wheelchair van contractor for eligible trip purposes approved within Pinellas County. Payment of \$3.00 cash for each one-way trip MUST be given to the driver at the time of pick-up.

Pass distribution may be limited based on available funding.

Sedan or wheelchair van transportation is only provided when it is determined to be the most appropriate mode. For example, if a person is unable to use the bus system due to a verifiable physical or mental disability.

TD is an equal opportunity program which complies with Title VI of the Civil Rights Act as amended.

ATTACHMENT F: MEDICAID PROGRAM

PSTA sells Medicaid bus passes to Medicaid transportation brokers, who provide them at no cost for eligible Medicaid beneficiaries to get to and from their eligible Medicaid appointments. PSTA sells Medicaid passes at regular far price.

ATTACHMENT G: BULK TICKET PURCHASES

501(C)(3) and Government Organization Purchases

PSTA offers a bulk ticket purchase program for 501(C)(3) or governmental organizations. This program grants a 10 % discount on ticket purchases of 200 or more of the same type of ticket, with the exception of Single Ride passes in which a purchase of 300 or more is needed to qualify for the discount. An organization is required to submit a Consumer Certificate of Exemption for discounts. If an agency is not a 501 (C) (3) or governmental agency, then there is no discount of any kind for the purchase of bulk tickets.

PSTA accepts checks, money orders or cash for bulk ticket purchases, and payment is due when the tickets are picked up. There are certain restrictions/criteria regarding certain passes; please call PSTA for further information.

For TD or Medicaid pass bulk purchases, please contact PSTA's Mobility Manager for requirements.

Third-Party Outlets

PSTA uses a number of merchants such as AMSCOT, CVS and a variety of others as third-party ticket outlets. Depending on the type of contract the merchant has with PSTA, it receives a commission or discount of 5% – 10% on orders. In general, outlets sell Unlimited Daily and Unlimited Daily Reduced GO Cards, 31 Day Unlimited and 31 Day Reduced GO Cards, 7 Day Unlimited GO Cards and the Youth Platinum Passes. Photo IDs are not required to purchase these passes; however, some passes are restricted and an official ID must be shown when boarding the bus.

ATTACHMENT H: UNIVERSAL PASS- (UPASS) (CONTRACTED)

PSTA provides a program whereby an organization can pay a lump-sum dollar amount for unlimited rides on the PSTA fixed route (bus) system for its employees or students. This includes the 100X and 300X express routes; the East Lake Shuttle is excluded. The Jolley Trolley and the St. Petersburg Trolley (Looper) are included in this program. Riders must show a valid participating organization ID upon boarding the bus or trolley.

For further information, please contact PSTA.

Note: DART Services are exempt from this program.