

Pinellas Suncoast Transit Authority
Title VI Program Update 2014-2016

November 2014



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FEDERAL TRANSIT ADMINISTRATION

TITLE VI UPDATE

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

November 2014

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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).

Since PSTA's previous Title VI Report in 2011, FTA has issued additional guidance and instruction for complying with the Title VI regulations in circular FTA C 4702.1B. This newest 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.*

Sangita Land, Chief Compliance 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, Chris Cochran, Senior Planner, is responsible for implementing all aspects of the Title VI Program. However, along with the Executive Director, 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 13

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 19

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 21

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 21

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 21

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 22

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 22

3. Demographic Analysis

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

Title VI Plan: Page 22

4. Customer Demographics and Travel Patterns

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

Title VI Plan: Page 28

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 29

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 35

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 35

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SECTION 1 – GENERAL REPORTING REQUIREMENTS

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

1-1. 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.

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

Sangita Land, Chief Compliance 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, Christopher Cochran is responsible for implementing all aspects of the Title VI Program. However, along with the Executive Director, 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 for from:

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

1-2. 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).

1-3. 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 its ongoing outreach program that it implements on an annual basis. Ongoing outreach is augmented by occasional increased public outreach activities in support of specific projects. Since the

last Title VI plan, PSTA has had two service adjustment and proposed expansion projects with substantial public outreach: the Community Bus Plan and Greenlight Pinellas (GLP) Plan.

- **Ongoing Outreach**
 - **CareerSource Pinellas:** Human Resources staff works closely with CareerSource Pinellas, St. Petersburg College, and the University of South Florida (USF) to provide information relevant to jobseekers and employers. PSTA continues to coordinate with CareerSource Pinellas staff in regard to improving the coordination of CareerSource needs and resources with PSTA services.
 - **Community Presentations and Local Public Involvement Programs:** Marketing 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.
 - **Employer's Choice Program:** The PSTA Marketing Department staff promotes this program whereby the employer can fully subsidize the cost of public transit commute benefits and purchase 31-day Unlimited Ride GO Cards. With this benefit, employees get a tax-free transit benefit and the employer receives a tax-reduction for the expense. Another option is for the employee to pay the full cost for the purchase of transit passes with pre-tax salary dollars. Finally, the employer and employees can share the cost of transit passes and share the tax benefit.
 - **Universal Pass Program:** Beginning in 2014, PSTA has been 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 Marketing Department 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. An independent contractor of PSTA 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 Advisory Committee (BAC),
 - Local Coordinating Board (LCB),
 - Pedestrian Transportation Advisory Committee (PTAC), and
 - Technical Coordinating Committee (TCC).
- **PSTA Web Page:** PSTA.net handles more than 2,000,000 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 and PSTA has extended web access to its services via a number of social networking websites including Facebook, Twitter, Instagram, YouTube, Blogs, and LinkedIn. In addition, PSTA developed and maintained a Greenlight Pinellas Plan website with pertinent information related to the recent November 4, 2014, sales tax referendum.
- **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 October 2014, PSTA had 1,465 Twitter followers, 7,025 Facebook Fans, 29 Instagram followers, 84 YouTube followers, 72 Blog followers, and 153 LinkedIn Followers. Most recently, PSTA has instituted 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.

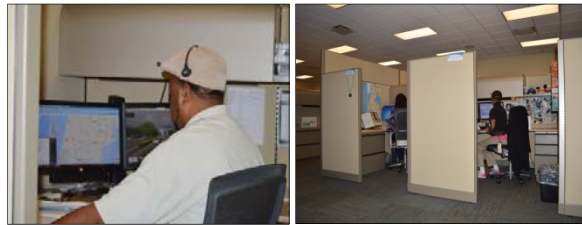


Figure 1: PSTA Customer Service Representatives

- **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.
- **Community Bus Plan**
 - **On-Board Survey:** In September 2012, PSTA performed an on-board survey of existing bus riders as part of the Community Bus Plan. The on-board survey is a tool used by transit agencies to gather feedback on various aspects of the transit agency’s operations and services directly from patrons. In addition, on-board surveys assist agencies in determining the demographic make-up and travel characteristics of their existing patrons. Over a two-week period, surveys were distributed to passengers aboard PSTA vehicles. A total of 11,010 completed surveys were collected. Surveys were distributed in English and Spanish.
 - **Stakeholder Interviews:** PSTA also interviewed nine stakeholders who represent the county at large. The stakeholders provided insight into the transportation needs of residents.

- **Speakers Bureau:** PSTA connected with approximately 3,300 people through 63 events as part of the Community Bus Plan development between the fall of 2012 and the spring of 2013. These events were conducted with neighborhood associations, chambers of commerce, hospitality industry associations, universities and colleges, and the general public.
- **Greenlight Plan Outreach**
 - **Comment Database:** The database includes comments received both at events and via the internet, and entries include a comment category, person who answered, the question/comment, and the answer/reply.
 - **Public Engagement Calendar:** PSTA continually published a list on the Greenlight Pinellas Plan website (greenlightpinellas.com) of all outreach activities that were coming up so that the public could attend.
 - **Outreach Presentations:** Staff presented using PowerPoint presentations to convey information about the Greenlight Pinellas Plan. PSTA hosted over 460 events reaching over 135,000 people.
 - **Outreach Exhibits:** Exhibits were typically a vendor table/booth setup which allowed staff to speak with interested citizens in a one-on-one environment. Staff shared information about the project, answered questions, and distributed pens and other items using a prize wheel game.
 - **Media Outreach:** PSTA routinely communicated with members of the media regarding the Greenlight Pinellas Plan.
 - **Traditional Advertising:** PSTA used a variety of traditional advertising methods to encourage Pinellas residents to visit the Greenlight Pinellas Plan website. Advertisements appeared on the exterior of buses, interior of buses, and through digital outlets such as the Tampa Bay Times, Tampa Tribune, Bay News 9, and the SaintPetersBlog.
 - **Staff Events:** PSTA educated all of its front-line employees such as bus operators and customer service representatives about the Greenlight Pinellas Plan so that they were able to speak about it.
 - **Marketing Materials:** PSTA produced a number of marketing materials such as brochures, postcards, fact sheets, pens, and free ride tickets to support Greenlight Pinellas Plan activities.
 - **Telephone Town Halls:** PSTA held several telephone Town Hall meetings to reach residents who could not attend traditional public meetings. This process allowed residents to call in and hear the discussion in the convenience of their home and to participate for as long as they were willing. This method was very effective in reaching large numbers of residents on transit-related issues.

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 2008-2012 American Community Survey (ACS) estimates. The 2008-2012 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, 5.36 percent of the total population above five years old within PSTA's service area is LEP, with 2.51 percent of the total population above five years old being Spanish LEP.

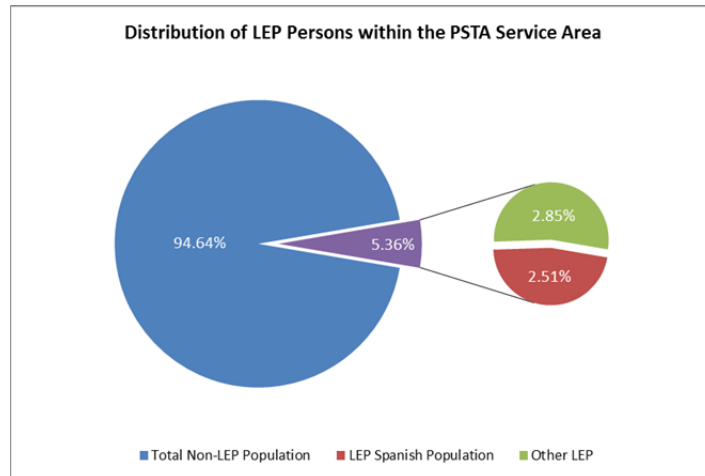
Table 1: Summary of LEP Persons within the PSTA Service Area

LEP Category	Population	% of Total Population
Spanish	21,964	2.51%
Other	24,963	2.85%
Total LEP	46,927	5.36%
Total Block Groups	874,982	100.00%

Source: 2008-2012 American Community Survey Five-Year Estimates

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

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



Source: 2008-2012 American Community Survey Five-Year Estimates

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 (5.36%) 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

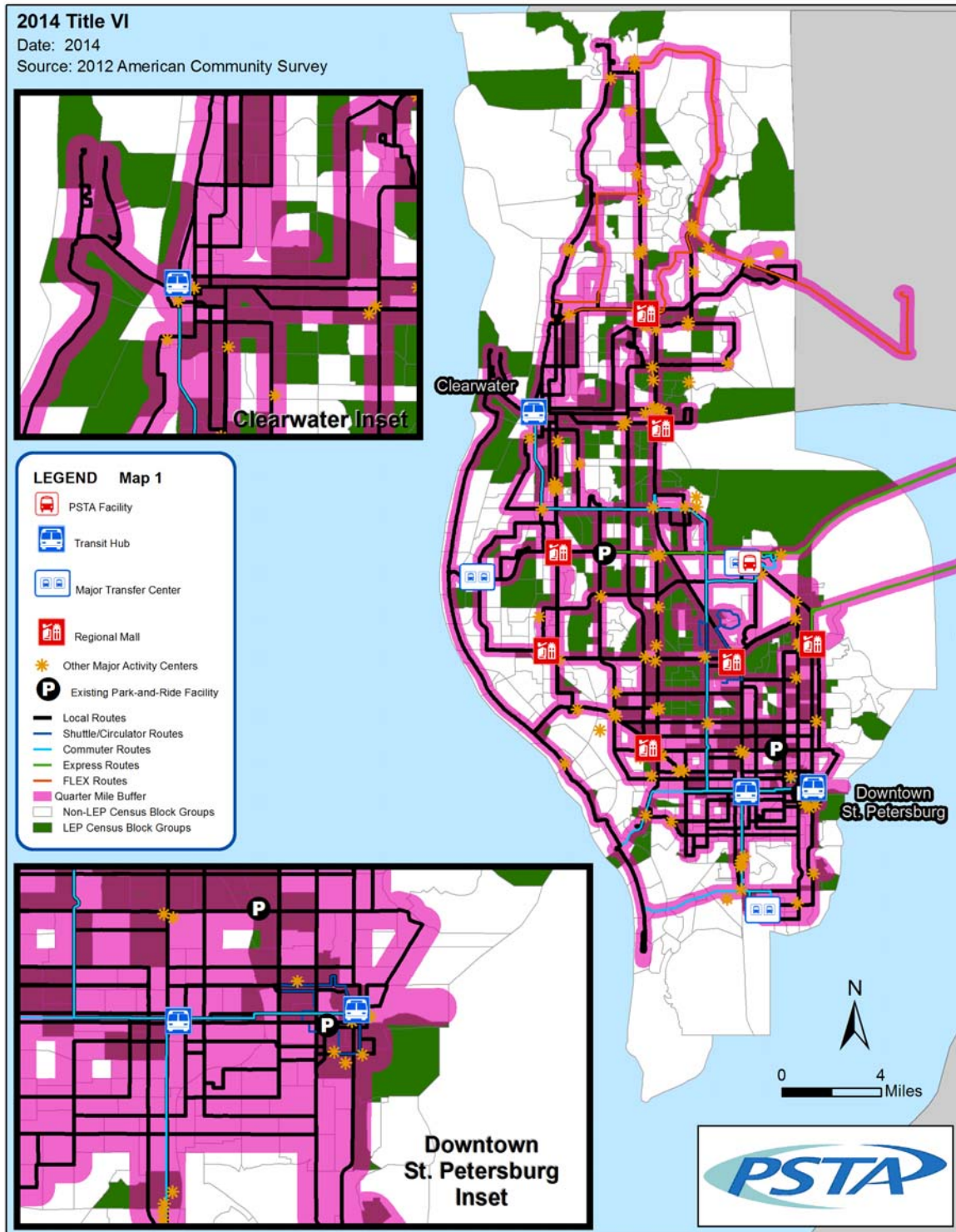


Table 2: Community Organizations Serving LEP Persons

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
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 & Visitor's 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

To augment this data, PSTA will re-institute its policy to track callers who need language assistance from the Customer Service Representatives. By tracking this figure, PSTA will have a better understanding of how many callers have requested language assistance and in what languages they needed assistance. PSTA currently employs several Customer Service and Marketing Staff to assist callers who need assistance in Spanish.

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.
- **Greenlight Pinellas Outreach:** Recent large-scale outreach efforts associated with PSTA's Greenlight Pinellas Plan have provided the opportunity to leverage public outreach strategies in reaching out to a much larger LEP audience that educates the public on PSTA's programs, activities, and services. Over 200 of these events were done by bilingual staff, and all events were presented with the opportunity to be offered in Spanish if requested.

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. Establish comprehension of the Greenlight Plan through the November 2014 vote
3. Express overall citizen values and responses for capital and operating projects
4. Promote better public dissemination of general information about PSTA
5. Provide insight on various planning efforts (such as the PSTA Transit Development Plan).

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.

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

	WHITE	AFRICAN AMERICAN	HISPANIC	OTHER
Population of Pinellas County	76.9%	10.3%	6.6%	6.2%
Transit Riders Advisory Committee	9 (75%)	2 (16.6%)	1 (8.3%)	1 (8.3%)

Source: 2008-2012 American Community Survey Five-Year Estimates, PSTA 2014

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.

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 October 22, 2014, 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.

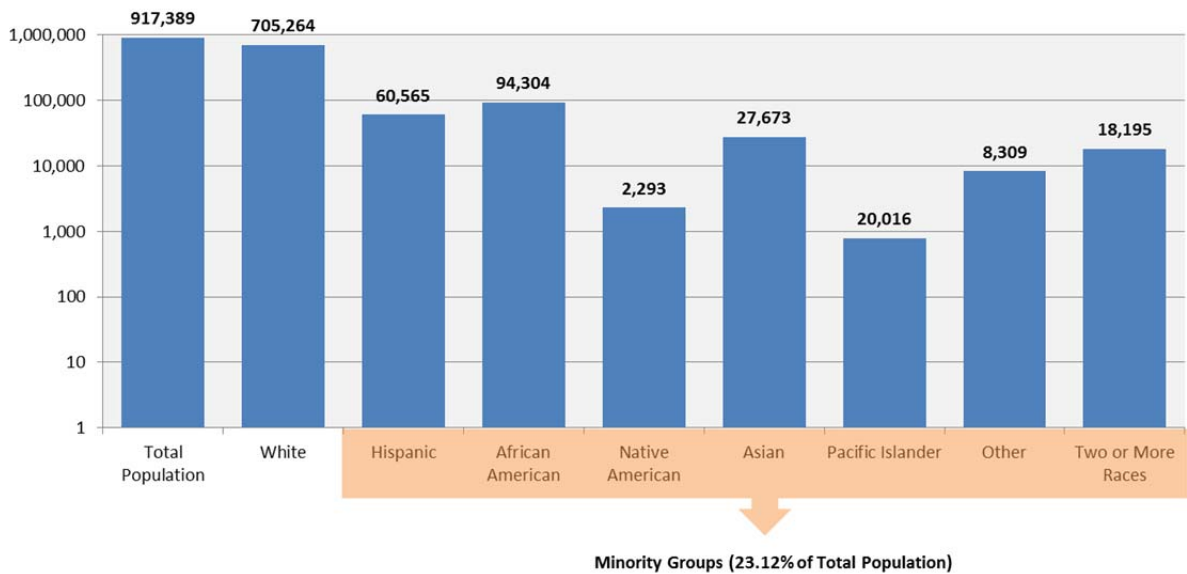
Transit providers in metropolitan areas that receive FTA capital, operating, or planning assistance are required to prepare specific demographic and service profile maps and charts. This information is to be updated at least every three years based upon the most recent U.S. Census data. The 2008-2012 ACS was used to map the minority and low-income² populations throughout the PSTA service area.

MINORITY POPULATIONS

According to the 2008-2012 ACS five-year estimates, the total population of Pinellas County is 917,389. Approximately 77 percent of the population is Caucasian, 10 percent is African-American, seven percent Hispanic, and the remaining six percent represents other minority groups, see Figure 3 and Table 6 below.

² Low-income is defined as the population below the poverty level as estimated in the 2008-2012 American Community Survey.

Figure 3: Pinellas County Population - Racial Distribution



Source: 2008-2012 American Community Survey Five-Year Estimates

Table 6: Pinellas County Population - Racial Distribution

Race	Population	Percent of Total Population
White	705,264	76.88%
Hispanic	60,565	6.60%
African American	94,304	10.28%
Native American	2,293	0.25%
Asian	27,673	3.02%
Pacific Islander	786	0.09%
Other	8,309	0.91%
Two or More Races	18,195	1.98%
Total Minority	212,125	23.12%
Total Population	917,389	100.00%

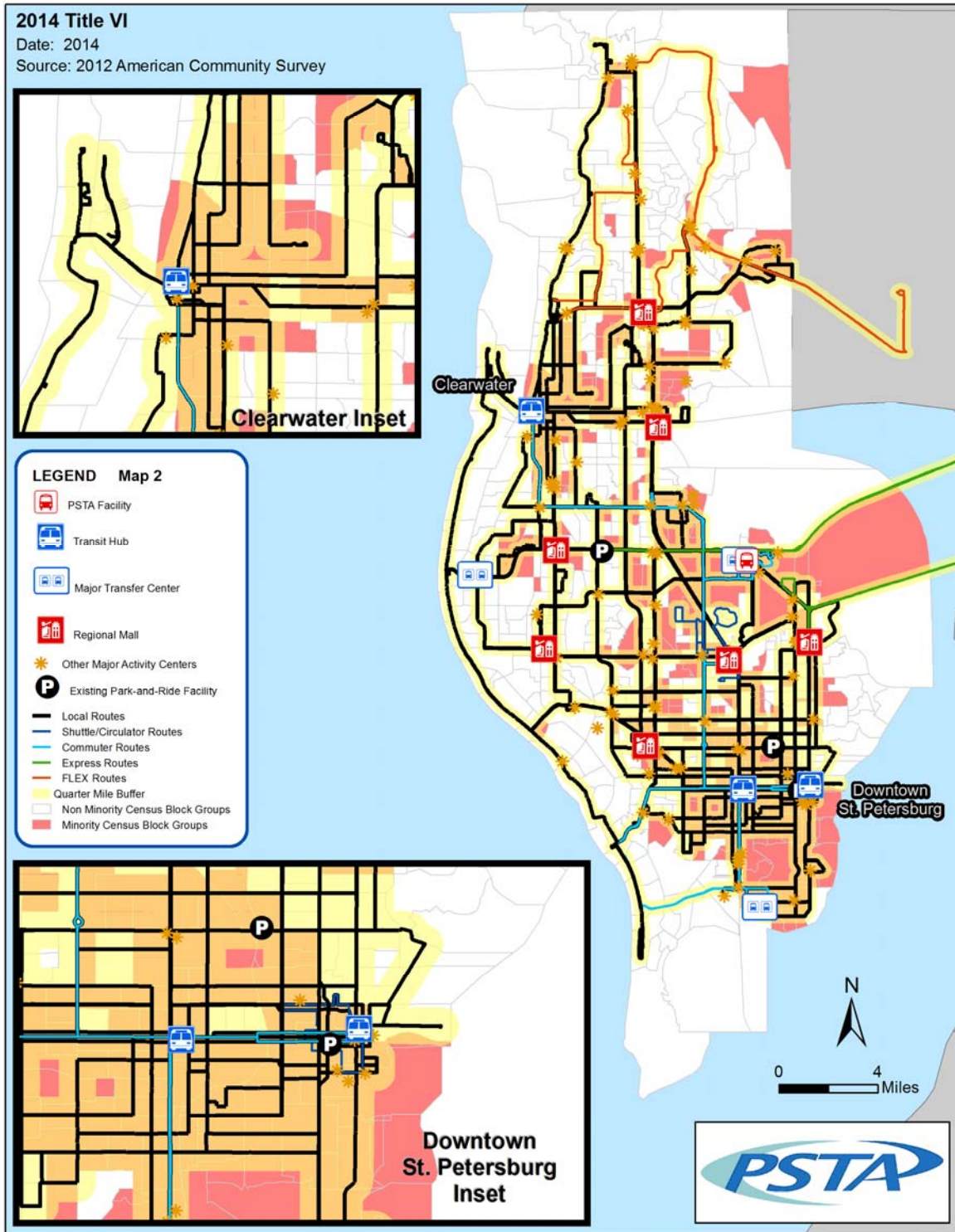
Source: 2008-2012 American Community Survey Five-Year Estimates

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 2008-2012 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 (23.12%).

PSTA has identified 256 minority Census block groups in Pinellas County. Collectively, these minority Census tracts comprise 36 percent of the 721 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 13.08 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, PSTA has identified 283 low-income Census block groups in Pinellas County. Collectively, these low-income Census block groups comprise 39 percent of the 721 total Census block groups in Pinellas County.

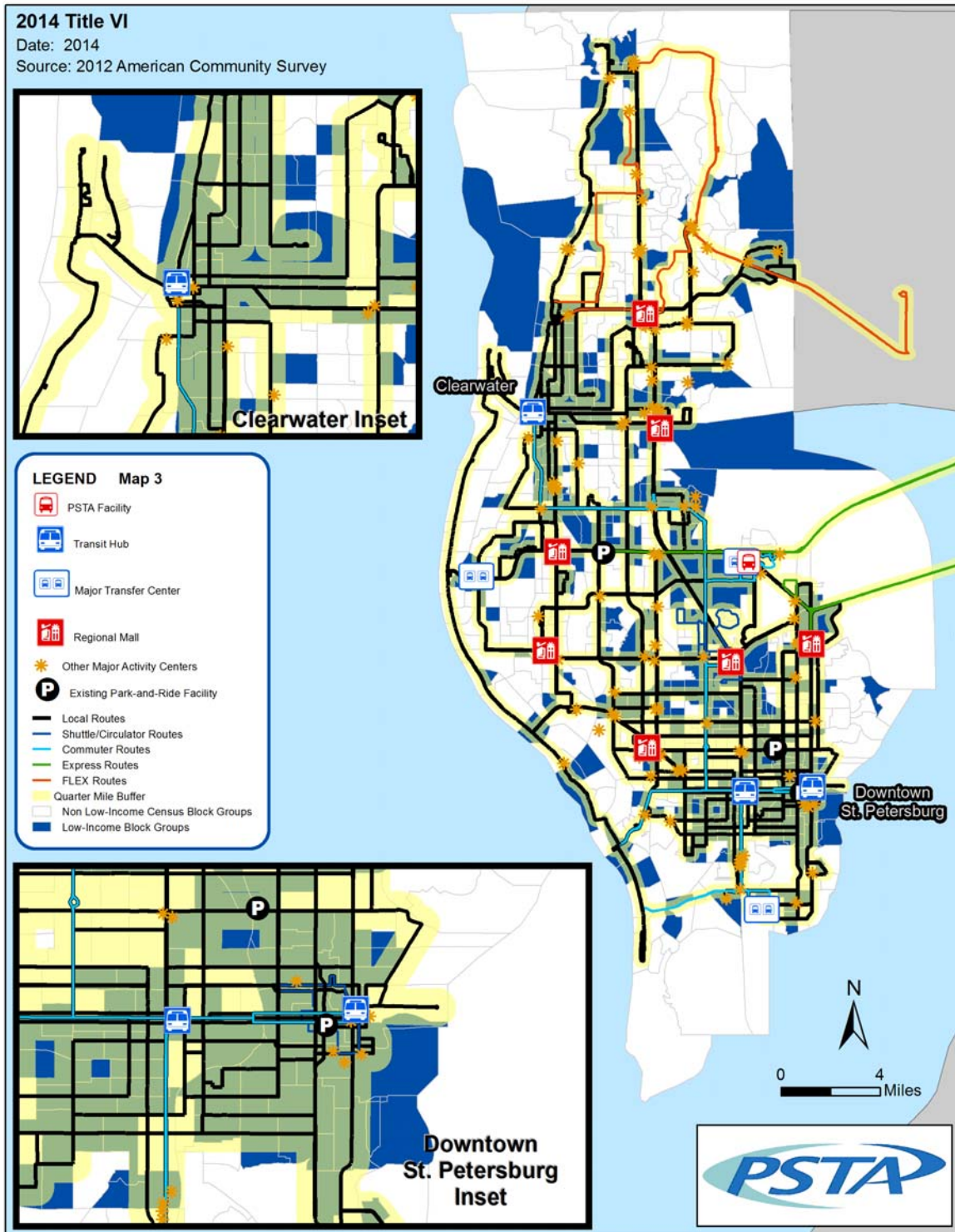
Table 7: Low Income Population in Pinellas County

	Pinellas County
Total Population ³	901,657
Low-Income Population	117,956
Percent of Low-Income Population	13.08%

Source: 2008-2012 American Community Survey Five-year Estimates

³ Note that the total population for income data from the 2008-2012 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

	Headways			
	<30 Min.	31-60 Min.	>60 Min.	Total
Minority Routes	16	13	1	30
Non-Minority Routes	4	7	0	11
Minority Percent of Total	39.0%	31.7%	2.3%	73%
Non-minority Percent of Total	9.8%	17.1%	0.0%	27%

Source: PSTA, June – September 2014 Service Period

Table 9: Distribution of PSTA Service

	Weekday Service	Saturday Service	Sunday Service
Minority Routes	30	25	16
Non-Minority Routes	11	9	5

Source: PSTA, June – September 2014 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 Analysis

	Routes			% of Routes Attaining On-time Standard (75%)
	Above or At Standard	Below Standard	Total	
Minority Routes	26	4	30	86.7%
Non-Minority Routes	11	0	11	100.0%
System	37	4	41	90.2%

Source: PSTA, June – September 2014 Service Period

As Minority Routes, as a whole, have a lower on-time performance attainment than the Non-Minority Routes, a disparate impact analysis was undertaken. When compared to the system average on-time performance, Minority Routes deviate by 3.88 percent. As discussed in Section 2-6, PSTA's disparate impact policy finds a disparate impact when minority service deviates by more than 10 percent from system service and impacts minority populations in a negative fashion. Given a deviation of 3.88 percent, no disparate impacts were 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 14 provides the distribution of PSTA's transit amenities throughout its service area. As shown in Table 14, the minority, low-income, and LEP block groups all contain more than 55 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	Amenities					
	Shelters	% of Total	Benches	% of Total	Benches and Shelters	% of Total
Minority Block Groups	308	53.7%	461	60.6%	769	57.6%
Non-Minority Block Groups	266	46.3%	300	39.4%	566	42.4%
Low Income Block Groups	296	51.6%	473	62.2%	769	57.6%
Non-Low Income Block Groups	278	48.4%	288	37.8%	566	42.4%
LEP Block Groups	381	66.4%	476	62.6%	857	64.2%
Non-LEP Block Groups	193	33.6%	285	37.5%	478	35.8%
Total	574	100.0%	761	100.0%	1,335	100.0%

Source: PSTA, June – September 2014 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	874,982	46,927	5.4%	32,729	3.7%	69.7%

Source: 2008-2012 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	917,389	212,125	23.1%	157,498	17.2%	74.2%

Source: 2008-2012 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	917,389	117,956	13.1%	87,583	9.6%	74.2%

Source: 2008-2012 American Community Survey Five-Year Estimates

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	917,389	850,758	92.7%

Source: 2008-2012 American Community Survey Five-Year Estimates

VEHICLE ASSIGNMENT ANALYSIS

Currently, PSTA has 207 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 207 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?
12	2101-2116	2001	Gillig	38	19	Yes	Yes
10	2201-2210	2002	Gillig	38	19	Yes	Yes
2	2232-2233	2002	Gillig	26	13	Yes	Yes
10	2301-2310	2003	MCI	49	0	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
35	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	1225-1232	2012	Ford	12	0	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

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 will proceed 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 will be 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 will be 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 will be 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 will be applied uniformly to all modes of service operated by PSTA.

Pursuant to Title VI requirements, PSTA advertised for public comment on these three policies that were presented on and open for public comment a recent Transit Riders Advisory Committee. Notices were placed on all buses in the Fleet, at all terminals, and highlighted on the PSTA website. There were no public comments made, however, 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, only one Major Service Change was implemented. This change was the implementation of the North County Connector. A smaller service change was completed with the implementation of a cost-sharing partnership funding the Safety Harbor Jolley Trolley between PSTA, The City of Safety Harbor, and The City of Dunedin. An equity analysis for both the North County Connector and Safety Harbor Jolley Trolley is provided in Appendix H. In addition to these service changes, PSTA has developed a new Fare Policy that was adopted by the PSTA Board of Directors in July of 2014, this is provided in Appendix H as well.

Safety Harbor Jolley Trolley Equity Analysis

The Safety Harbor Jolley Trolley is a joint partnership between the City of Dunedin, City of Safety Harbor, and PSTA. The cost of the new Jolley Trolley route is shared among these three entities. Primarily the Jolley Trolley serves a tourist customer base that connects the Upper Northeastern point of Tampa Bay at the Safety Harbor Spa and Resort to Main Street at the western Gulf Coast Intercostal community of Dunedin through the regional Westfield Countryside Mall in Clearwater.

The entire length of the Jolley Trolley runs along the boundary of more than 25 Census block groups, 5 of which are considered Minority Census block groups. Using GIS, it was determined that 40.88 percent of the total route miles run within and adjacent to these five Minority tracts. In the Demographic Analysis section, 36 percent of the block groups in Pinellas County were found to be Minority block groups. As this new service operates over 40 percent of its route in Minority block groups, no disparate impact was found for this new service.

The Jolley Trolley service provides 14 percent of its route miles in low-income Census block groups. In the Demographic Analysis section, 13 percent of the block groups in Pinellas County were found to be low-income block groups. As this new service operates over 14 percent of its route in low-income block groups, no disproportionate burden was found with this new service.

In addition, 21.79 percent of the stops along this route have shelters at the stop locations, while only 1.28 percent has benches. Moving forward, PSTA has determined that additional benches can be placed at stop locations along the route to better serve not only Minority communities, but all communities along the route. Ongoing analysis concurrent with PSTA's new disparate impact and updated service standard policies will be performed on this route to ensure these Minority populations are adequately served within the requirements of Title VI of the Civil Rights Act of 1964.

Fare Policy Equity Analysis

In 2014, PSTA developed a fare policy to guide future fare changes. Fare changes will be guided by six objectives:

- Promote transit utilization and occupancy
- Establish equitable fares (Title VI)
- Optimize fare revenue stream
- Improve customer satisfaction, mobility, and access
- Improve operations
- Respect customer privacy

As these objectives include a Title VI analysis, it was determined that it was equitable.

North County Connector Service Equity Analysis

In 2011, PSTA added a new service: The North County Connector Service (FLEX service). It offers passengers the option of calling for a pick-up on the route-deviated service or picking up the flex vehicle at one of its fixed bus stops. Currently the North County Connector Service is made up of three routes: East Lake, Palm Harbor, and Tarpon Springs. The routes travel within the flex zones, currently three-quarters of a mile, picking up and dropping passengers off within the zone and connecting them to fixed-route bus service at designated transfer centers for travel outside the zone.

The FLEX service runs along, adjacent, or through 136 census block groups, 20 of which are considered minority Census block groups. GIS analysis was used to determine that 16.27 percent of total route miles run within and adjacent to minority tracts.

Additional analysis shows that 7.75 percent of stops existing along the fixed-route portion of this service have benches and 18.30 percent have shelters. While this service is unique in that many of the riders originate from their homes and do not have to wait along the fixed-service routes, this analysis does show that more benches throughout the FLEX service area need to be considered. PSTA will do further analysis to determine where benches would best be served in minority and low-income areas based on ridership and accessibility. Ongoing analysis will be performed to ensure that this service continues to serve minority and low-income populations adequately.

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

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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

November 24, 2014

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, road supervisor reports, 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

November 24, 2014

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 tripper bus will be sent when the peak loads cannot be accommodated due to excess passenger demand.
3. New buses will be assigned to routes based upon factors such as seating capacity and system-wide wheelchair accessibility.

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

November 24, 2014

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 pro-active changes to reduce the incidence of future accidents and road failures to the Executive Director.
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

November 24, 2014

Date

Section 5: Transit Amenities 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 generators 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 three years.



Chief Executive Officer

November 24, 2014

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 Facilities and Equipment Services Department 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 Facilities and Equipment Services Department will schedule cleaning of the shelters at regular intervals. Staff will periodically inspect the shelters and report any damage to the Superintendent of Facilities and Equipment Services 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

November 24, 2014

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 continue to include language components to 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 requiring 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, on-board surveys, 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

November 24, 2014

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: November 24, 2014



Brad Miller, Chief Executive Officer
Pinellas Suncoast Transit Authority

By: _____
(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)

November 24, 2014

Date

(Signature of Authorized Officer)



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**

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Table B-1: PSTA Minority Route Details

ROUTE	TOTAL MILES	MINORITY CENSUS BLOCK GROUP MILES	PERCENT MINORITY	MINORITY ROUTE
1	11.11	6.34	57.05%	YES
4	13.85	9.02	65.09%	YES
5	10.89	5.39	49.48%	YES
7	9.63	9.12	94.61%	YES
11	20.47	13.56	66.27%	YES
14	11.30	9.77	86.44%	YES
15	9.86	8.33	84.50%	YES
18	26.60	11.41	42.90%	YES
19	36.75	14.13	38.43%	YES
20	14.49	11.81	81.50%	YES
23	12.75	8.37	65.65%	YES
30	7.93	5.35	67.47%	YES
32	4.79	4.26	88.87%	YES
35	10.19	4.36	42.77%	YES
38	13.82	5.98	43.29%	YES
52	31.85	19.55	61.39%	YES
58	17.72	11.09	62.60%	YES
59	24.64	13.07	53.04%	YES
60	7.19	2.93	40.77%	YES
61	18.25	8.93	48.95%	YES
62	28.69	9.31	32.44%	NO
66	29.44	7.67	26.06%	NO
67	17.83	8.60	48.22%	YES
68	7.37	2.14	29.05%	NO
73	16.61	3.83	23.04%	NO
74	24.94	8.13	32.61%	NO
75	13.38	5.84	43.65%	YES
76	10.09	5.59	55.41%	YES
78	7.60	4.70	61.90%	YES
79	25.23	16.61	65.85%	YES
90	19.52	7.87	40.33%	YES
97	20.40	14.13	69.27%	YES
98	18.80	13.64	72.55%	YES
444	13.20	5.40	40.96%	YES
777/888	20.56	0.23	1.13%	NO
811	11.10	1.39	12.52%	NO
812	16.28	3.76	23.12%	NO
813	13.36	0.79	5.97%	NO
300X	21.37	9.12	42.69%	YES
100X	18.03	0.95	5.27%	NO
JTTS	17.66	3.25	18.40%	NO
JTWA	2.46	0.15	5.98%	NO

Table B-2: PSTA Route Service Profile

Route	Route Type	Minority Route	Vehicle Headways				Service Span					
			Weekday Peak	Weekday	Saturday	Sunday	Weekday Start	Weekday End	Saturday Start	Saturday End	Sunday Start	Sunday End
1/30	Fixed	Yes	30	60	30	Not In Service	7:15 AM	6:36 PM	7:15 AM	6:36 PM	Not In Service	Not In Service
4	Fixed	Yes	15	30	25	30	5:45 AM	10:55 PM	5:30 AM	10:45 PM	8:15 AM	6:45 PM
5	Fixed	Yes	30	35	60	90	6:00 AM	8:30 PM	6:30 AM	8:25 PM	8:00 AM	7:00 PM
7	Fixed	Yes	45	60	60	60	5:50 AM	7:30 PM	5:45 AM	8:00 PM	5:45 AM	8:00 PM
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	95	5:40 AM	8:50 PM	5:40 AM	8:50 PM	6:45 AM	7:05 PM
15	Fixed	Yes	60	65	60	60	5:25 AM	8:10 PM	5:48 AM	7:50 PM	5:48 AM	7:50 PM
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	Yes	15	20/30	30	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
23	Fixed	Yes	30	30	30	85	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
38	Fixed	Yes	45	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	60	60	4:55 AM	11:55 PM	5:00 AM	9:45 AM	7:05 AM	7:53 PM
58	Fixed	Yes	45	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	20/30	60/70	60	5:10 AM	9:38 PM	5:45 AM	10:00 PM	5:35 AM	9:10 PM
60	Fixed	Yes	20	25	30	30	5:10 AM	11:20 PM	5:00 AM	9:30 PM	7:25 AM	9:20 PM
61	Fixed	Yes	30	60	60	60	5:25 AM	8:15 PM	5:25 AM	8:15 PM	7:20 AM	6:35 PM
62	Fixed	No	35	40	60	Not In Service	5:05 AM	8:30 PM	6:40 AM	7:30 PM	Not In Service	Not In Service
66	Fixed	No	60	60	60	120	5:10 AM	7:50 PM	5:10 AM	7:50 PM	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	No	20	30	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	60	60	75	5:30 AM	7:50 PM	6:25 AM	7:50 PM	7:50 AM	5:10 PM
79	Fixed	Yes	30	35	30	60	5:30 AM	8:25 PM	5:35 AM	8:14 PM	7:55 AM	7:08 PM
444	Fixed	Yes	100	105	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	50	75	70	70	7:05 AM	5:10 PM	4:20 AM	5:30 PM	4:20 AM	5:30 PM
97	Commuter	Yes	60	60	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	30	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	120	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	Yes	30/45	120	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	15	20/30/40	25/30	25/30	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	30/45	20/30	20/30	4:45 AM	11:30 PM	5:00 AM	1:00 PM	5:00 AM	11:30 PM
811	Flex	No	60	70	Not In Service	Not In Service	7:45 AM	7:10 PM	Not In Service	Not In Service	Not In Service	Not In Service
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

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
1 - ROUTE 1	YES	83.38%	16.62%	84.85%	15.15%	Not In Service	Not In Service
4 - ROUTE 4	YES	93.34%	6.66%	95.11%	4.89%	92.23%	7.77%
5 - ROUTE 5	YES	92.43%	7.57%	94.10%	5.90%	81.75%	18.25%
7 - ROUTE 7	YES	90.94%	9.06%	84.33%	15.67%	88.67%	11.33%
11 - ROUTE 11	YES	80.56%	19.44%	82.26%	17.74%	97.35%	2.65%
14 - ROUTE 14	YES	87.18%	12.82%	94.25%	5.75%	53.98%	46.02%
15 - ROUTE 15	YES	80.13%	19.87%	84.31%	15.69%	88.07%	11.93%
18 - ROUTE 18	YES	87.80%	12.20%	89.16%	10.84%	86.13%	13.87%
19 - ROUTE 19	YES	75.95%	24.05%	86.61%	13.39%	81.93%	18.07%
20 - ROUTE 20	YES	86.64%	13.36%	93.00%	7.00%	95.56%	4.44%
23 - ROUTE 23	YES	86.40%	13.60%	89.39%	10.61%	53.11%	46.89%
30 - ROUTE 30	YES	67.13%	32.87%	75.83%	24.17%	Not In Service	Not In Service
32 - ROUTE 32	YES	74.99%	25.01%	95.55%	4.45%	Not In Service	Not In Service
35 - CENTRAL AVENUE TROLLEY	YES	82.06%	17.94%	77.12%	22.88%	89.75%	10.25%
38 - ROUTE 38	YES	78.74%	21.26%	71.14%	28.86%	77.66%	22.34%
52 - ROUTE 52	YES	82.66%	17.34%	78.39%	21.61%	74.55%	25.45%
58 - ROUTE 58	YES	76.47%	23.53%	Not In Service	Not In Service	Not In Service	Not In Service
59 - ROUTE 59	YES	70.53%	29.47%	63.46%	36.54%	53.96%	46.04%
60 - ROUTE 60	YES	94.16%	5.84%	89.81%	10.19%	94.22%	5.78%
61 - ROUTE 61	YES	87.92%	12.08%	94.22%	5.78%	80.69%	19.31%
62 - ROUTE 62	NO	77.47%	22.53%	85.08%	14.92%	Not In Service	Not In Service
66 - ROUTE 66	NO	89.64%	10.36%	94.05%	5.95%	91.59%	8.41%
67 - ROUTE 67	YES	87.64%	12.36%	86.56%	13.44%	Not In Service	Not In Service
68 - ROUTE 68	NO	94.32%	5.68%	87.09%	12.91%	95.90%	4.10%
73 - ROUTE 73	NO	77.29%	22.71%	86.80%	13.20%	Not In Service	Not In Service
74 - ROUTE 74	NO	82.20%	17.80%	77.85%	22.15%	83.93%	16.07%
75 - ROUTE 75	YES	82.52%	17.48%	78.99%	21.01%	83.58%	16.42%
76 - ROUTE 76	YES	82.25%	17.75%	74.53%	25.47%	Not In Service	Not In Service
78 - ROUTE 78	YES	79.10%	20.90%	59.32%	40.68%	62.38%	37.62%
79 - ROUTE 79	YES	91.71%	8.29%	88.86%	11.14%	83.04%	16.96%
90 - ROUTE 90	YES	87.47%	12.53%	86.10%	13.90%	94.91%	5.09%
97 - ROUTE 97	YES	89.45%	10.55%	Not In Service	Not In Service	Not In Service	Not In Service
98 - ROUTE_98	YES	74.47%	25.53%	Not In Service	Not In Service	Not In Service	Not In Service
355 - CENTRAL AVENUE TROLLEY	YES	77.79%	22.21%	75.12%	24.88%	82.14%	17.86%
444 - PINELLAS PARK SHUTTLE	YES	86.32%	13.68%	Not In Service	Not In Service	Not In Service	Not In Service
777 - SUNCOAST BEACH TROLLEY	NO	79.33%	20.67%	63.57%	36.43%	76.55%	23.45%
811 - EAST LAKE CONNECTOR	NO	89.99%	10.01%	Not In Service	Not In Service	Not In Service	Not In Service
812 - OLDSMAR / TAMPA CONNECTOR	NO	93.60%	6.40%	91.86%	8.14%	Not In Service	Not In Service
813 - COUNTRYSIDE / DUNEDIN PALM HARBOR	NO	87.00%	13.00%	95.11%	4.89%	Not In Service	Not In Service
888 - SUNCOAST BEACH TROLLEY	NO	91.91%	8.09%	75.37%	24.63%	85.59%	14.41%
100X - ROUTE 100X	NO	83.64%	16.36%	Not In Service	Not In Service	Not In Service	Not In Service
300X - ROUTE 300X	YES	83.93%	16.07%	Not In Service	Not In Service	Not In Service	Not In Service
WEEKDAY SYSTEM AVERAGE		83.59%	16.41%	83.55%	16.45%	81.23%	18.77%

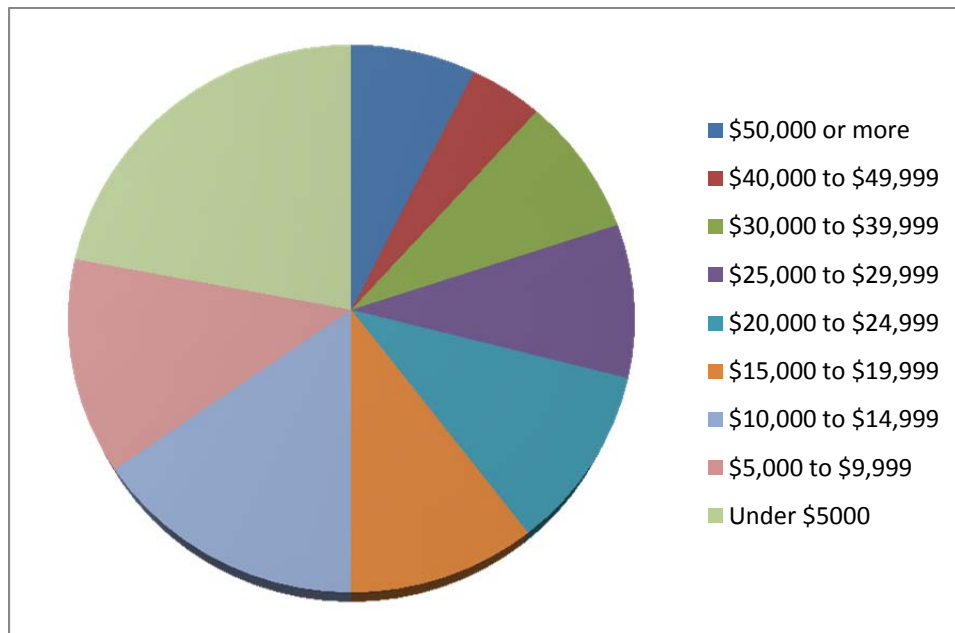
Table B-4: PSTA Route Revenue Services and Ridership

ROUTE	Fiscal Year 2013		June 2014 thru September 2014 Average Daily Ridership		
	REVENUE HOURS	REVENUE MILES	Weekday	Saturday	Sunday
1	3,582	59,059	149	133	Not In Service
4	43,268	284,376	3,298	2,627	1,030
5	11,624	148,214	817	485	229
7	8,279	102,031	614	490	429
11	11,953	158,071	1,068	628	224
14	15,532	200,388	1,701	1,097	405
15	6,918	99,611	530	422	300
18	54,227	682,796	3,239	3,052	1,389
19	60,284	891,442	6,504	4,727	1,972
20	9,384	137,239	604	480	377
23	15,963	211,030	1,003	621	191
30	1,934	28,169	62	65	Not In Service
32	2,479	20,222	203	212	Not In Service
38	9,523	142,095	609	470	282
52	43,894	614,848	5,362	2,474	1,631
58	5,142	88,992	249	Not In Service	Not In Service
59	35,450	535,271	2,960	1,319	946
60	14,097	168,124	1,235	1,283	858
61	13,385	167,989	801	425	293
62	13,888	231,201	807	309	Not In Service
66	18,544	282,710	1,197	423	301
67	7,565	128,424	565	352	Not In Service
68	5,715	84,815	255	372	218
73	7,315	112,700	500	82	Not In Service
74	32,473	482,438	2,295	1,061	619
75	10,191	135,880	628	497	339
76	6,118	81,418	547	422	Not In Service
78	8,091	104,179	976	684	322
79	27,379	417,373	1,895	1,138	618
444	2,209	25,354	121	Not In Service	Not In Service
90	1,671	30,296	107	98	84
97	2,698	39,104	314	Not In Service	Not In Service
98	1,592	24,911	168	Not In Service	Not In Service
100X	5,777	117,979	201	Not In Service	Not In Service
300X	4,568	1,060,005	283	Not In Service	Not In Service
Central Avenue Trolley	23,466	293,643	6,566	2,981	2,401
Suncoast Beach Trolley SM	31,750	595,813	904	724	523
811	4,508	43,890	77	Not In Service	Not In Service
812	5,374	74,810	142	121	Not In Service
813	5,487	67,463	76	122	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

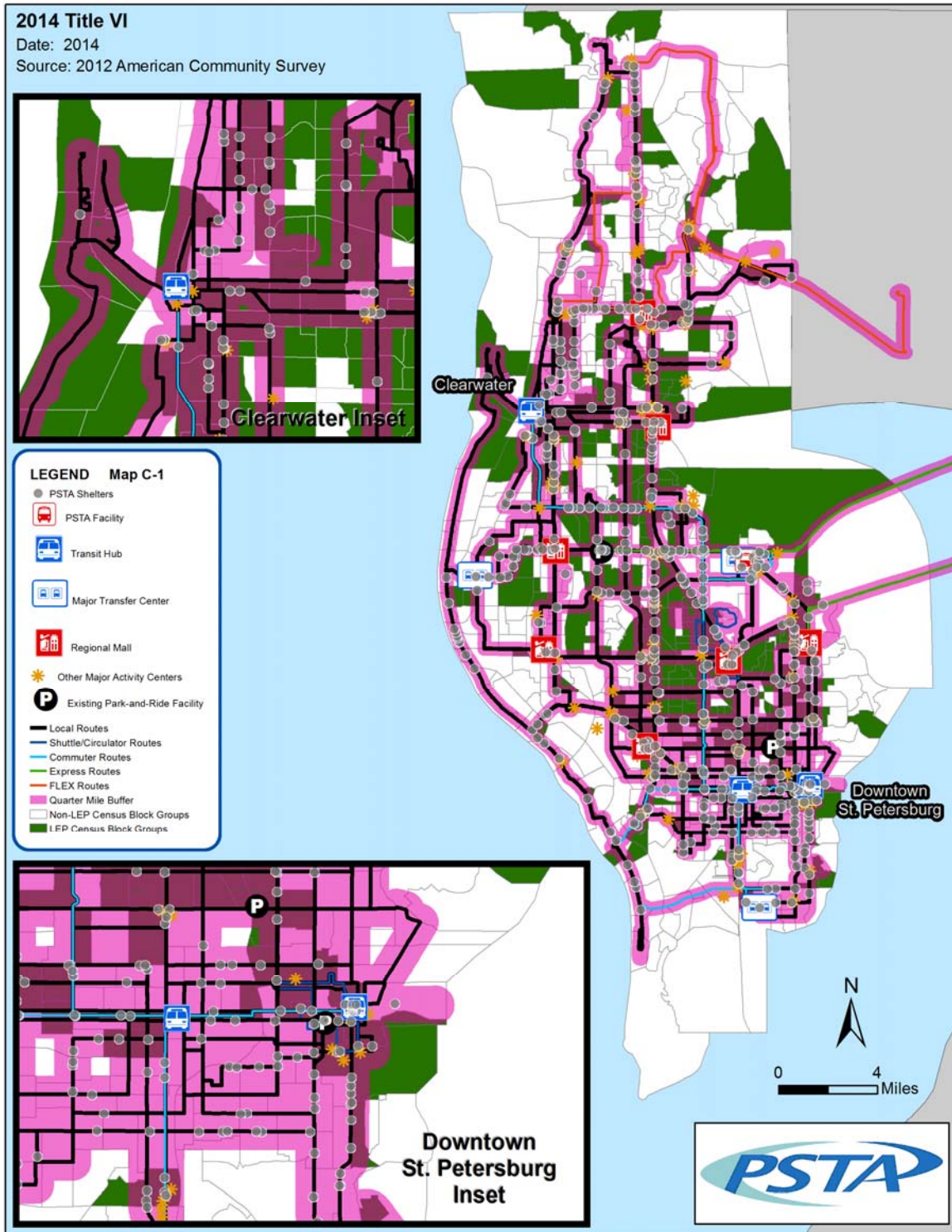


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**APPENDIX C:
LEP Support Information**

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



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

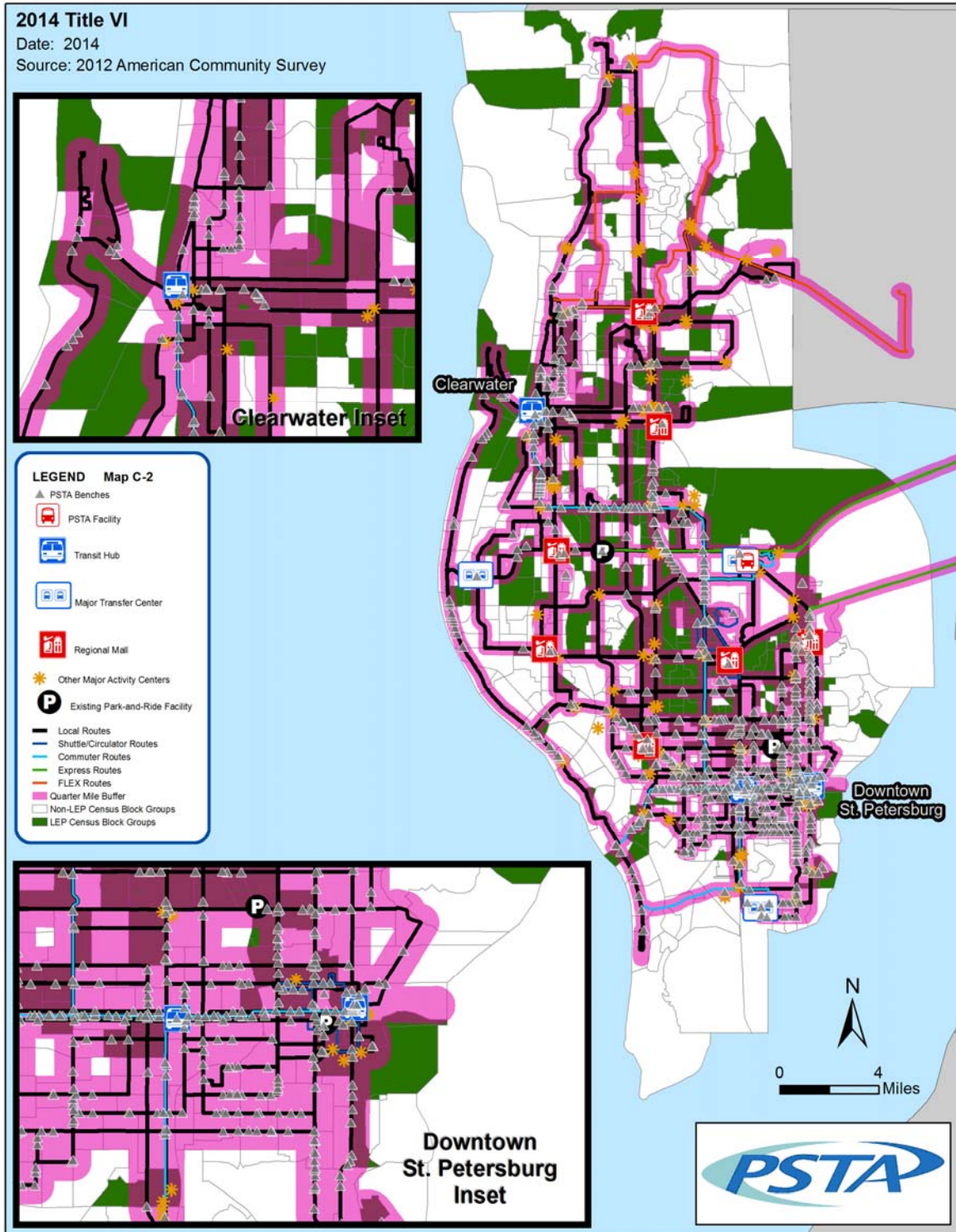


Table C-1: Pinellas County Percent of LEP Details by Census Block Group

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
15000US121030247021	0	0	0	0	563	0	0.00%	No
15000US121030247022	15	0	128	0	864	143	16.55%	Yes
15000US121030247023	62	0	37	0	668	99	14.82%	Yes
15000US121030247032	68	0	0	0	539	68	12.62%	Yes
15000US121030247033	2	0	34	0	558	36	6.45%	Yes
15000US121030248031	73	0	35	0	878	108	12.30%	Yes
15000US121030248032	135	0	0	0	1451	135	9.30%	Yes
15000US121030269122	0	0	0	0	1108	0	0.00%	No
15000US121030269124	86	64	37	0	587	187	31.86%	Yes
15000US121030269133	31	0	0	0	707	31	4.38%	No
15000US121030269134	18	36	0	0	1245	54	4.34%	No
15000US121030271062	9	8	0	0	751	17	2.26%	No
15000US121030271063	20	17	0	0	1015	37	3.65%	No
15000US121030284012	0	54	0	0	786	54	6.87%	Yes
15000US121030286003	70	9	11	0	984	90	9.15%	Yes
15000US121030202091	9	46	0	0	1041	55	5.28%	No
15000US121030202092	32	0	0	0	1287	32	2.49%	No
15000US121030215002	0	0	0	0	335	0	0.00%	No
15000US121030236003	0	26	0	0	1450	26	1.79%	No
15000US121030237003	0	15	0	0	885	15	1.69%	No
15000US121030255051	403	0	9	0	1792	412	22.99%	Yes
15000US121030259002	13	0	0	0	496	13	2.62%	No
15000US121030269123	16	19	69	0	1274	104	8.16%	Yes
15000US121030269132	0	0	0	32	295	32	10.85%	Yes
15000US121030272092	13	0	0	0	669	13	1.94%	No
15000US121030284021	0	0	0	0	548	0	0.00%	No
15000US121030285002	0	0	0	0	786	0	0.00%	No
15000US121030285001	0	0	11	0	1251	11	0.88%	No
15000US121030230001	12	56	85	0	1317	153	11.62%	Yes
15000US121030243023	60	130	0	0	1794	190	10.59%	Yes
15000US121030243022	33	27	106	0	2126	166	7.81%	Yes
15000US121030219001	0	0	0	0	543	0	0.00%	No
15000US121030263002	56	0	0	0	1034	56	5.42%	Yes
15000US121030264005	172	12	15	0	1506	199	13.21%	Yes
15000US121030265006	193	0	0	0	2007	193	9.62%	Yes
15000US121030265002	51	29	0	0	1692	80	4.73%	No
15000US121030265001	0	0	24	0	364	24	6.59%	Yes
15000US121030266013	133	39	0	0	1108	172	15.52%	Yes
15000US121030266014	12	12	0	0	1159	24	2.07%	No
15000US121030223023	28	22	0	0	1476	50	3.39%	No
15000US121030223022	4	27	0	0	1170	31	2.65%	No
15000US121030223021	15	0	0	0	781	15	1.92%	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
15000US121030224014	0	20	0	0	499	20	4.01%	No
15000US121030224012	0	42	0	0	1985	42	2.12%	No
15000US121030224011	0	0	10	0	577	10	1.73%	No
15000US121030275013	0	0	0	0	487	0	0.00%	No
15000US121030274022	0	36	0	0	719	36	5.01%	No
15000US121030274023	66	49	14	0	1608	129	8.02%	Yes
15000US121030248051	5	14	146	0	1524	165	10.83%	Yes
15000US121030249042	73	47	133	0	1433	253	17.66%	Yes
15000US121030250092	0	15	29	0	1918	44	2.29%	No
15000US121030250102	0	0	0	0	654	0	0.00%	No
15000US121030250103	0	0	29	0	1058	29	2.74%	No
15000US121030271052	28	12	21	19	1931	80	4.14%	No
15000US121030272043	87	65	0	15	2305	167	7.25%	Yes
15000US121030272052	0	13	0	0	972	13	1.34%	No
15000US121030272053	0	52	0	0	1823	52	2.85%	No
15000US121030272054	0	22	0	0	1369	22	1.61%	No
15000US121030240012	0	0	0	0	1821	0	0.00%	No
15000US121030241004	16	44	13	0	1350	73	5.41%	Yes
15000US121030244081	87	0	0	0	1363	87	6.38%	Yes
15000US121030244082	57	13	6	14	1352	90	6.66%	Yes
15000US121030244083	0	45	7	0	1265	52	4.11%	No
15000US121030244111	0	0	0	0	395	0	0.00%	No
15000US121030272105	0	13	0	0	371	13	3.50%	No
15000US121030273104	9	0	0	0	2245	9	0.40%	No
15000US121030273163	0	0	0	0	550	0	0.00%	No
15000US121030273172	10	3	0	0	2030	13	0.64%	No
15000US121030249013	0	21	167	0	1726	188	10.89%	Yes
15000US121030219002	0	12	28	0	776	40	5.15%	No
15000US121030249011	0	80	0	0	1124	80	7.12%	Yes
15000US121030249012	220	0	26	0	2385	246	10.31%	Yes
15000US121030249023	212	28	25	0	1878	265	14.11%	Yes
15000US121030249022	0	0	119	0	1116	119	10.66%	Yes
15000US121030266011	0	23	0	0	535	23	4.30%	No
15000US121030266021	159	41	43	0	2141	243	11.35%	Yes
15000US121030267013	0	0	0	0	972	0	0.00%	No
15000US121030267011	4	31	4	0	1714	39	2.28%	No
15000US121030267014	66	0	0	0	900	66	7.33%	Yes
15000US121030267026	23	0	22	0	502	45	8.96%	Yes
15000US121030224022	0	22	0	0	1285	22	1.71%	No
15000US121030224025	0	0	0	0	888	0	0.00%	No
15000US121030224023	23	0	0	0	1129	23	2.04%	No
15000US121030224021	0	0	0	0	627	0	0.00%	No
15000US121030224024	19	0	0	0	573	19	3.32%	No
15000US121030225013	241	14	0	0	2556	255	9.98%	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
15000US121030225012	25	0	0	0	1188	25	2.10%	No
15000US121030272081	50	27	21	0	1145	98	8.56%	Yes
15000US121030272042	10	0	0	0	640	10	1.56%	No
15000US121030272041	0	23	0	36	1026	59	5.75%	Yes
15000US121030272051	59	18	0	0	2175	77	3.54%	No
15000US121030272061	0	34	9	0	1907	43	2.25%	No
15000US121030272074	0	12	0	0	536	12	2.24%	No
15000US121030250112	0	0	109	0	1408	109	7.74%	Yes
15000US121030250113	0	0	11	0	1355	11	0.81%	No
15000US121030250123	7	7	0	0	2195	14	0.64%	No
15000US121030250152	5	0	23	0	1292	28	2.17%	No
15000US121030250171	171	0	0	0	1268	171	13.49%	Yes
15000US121030272062	17	25	22	0	1929	64	3.32%	No
15000US121030272063	13	29	0	0	2569	42	1.63%	No
15000US121030272082	14	15	0	0	1902	29	1.52%	No
15000US121030272083	0	74	22	0	1974	96	4.86%	No
15000US121030272084	25	17	0	0	1583	42	2.65%	No
15000US121030244113	0	36	10	0	914	46	5.03%	No
15000US121030244114	0	0	0	0	756	0	0.00%	No
15000US121030245121	24	0	0	0	909	24	2.64%	No
15000US121030245132	0	0	0	0	392	0	0.00%	No
15000US121030247031	40	0	241	0	1536	281	18.29%	Yes
15000US121030248052	40	22	0	0	1015	62	6.11%	Yes
15000US121030251221	0	30	7	0	1309	37	2.83%	No
15000US121030273261	155	30	0	41	1919	226	11.78%	Yes
15000US121030215003	0	0	0	0	1309	0	0.00%	No
15000US121030254053	0	0	25	23	2306	48	2.08%	No
15000US121030254052	20	18	39	0	1571	77	4.90%	No
15000US121030249024	119	174	0	0	1429	293	20.50%	Yes
15000US121030249021	114	0	11	13	1485	138	9.29%	Yes
15000US121030249041	46	64	56	0	2304	166	7.20%	Yes
15000US121030249052	154	0	135	0	2612	289	11.06%	Yes
15000US121030249053	15	0	34	0	1311	49	3.74%	No
15000US121030249051	174	47	112	0	2246	333	14.83%	Yes
15000US121030267023	0	19	0	4	740	23	3.11%	No
15000US121030267022	13	6	0	26	1576	45	2.86%	No
15000US121030267024	0	18	14	0	880	32	3.64%	No
15000US121030267025	0	132	13	0	1497	145	9.69%	Yes
15000US121030267034	20	0	0	0	792	20	2.53%	No
15000US121030225011	18	41	0	6	1339	65	4.85%	No
15000US121030225021	44	0	0	0	543	44	8.10%	Yes
15000US121030225023	78	25	82	0	1932	185	9.58%	Yes
15000US121030225022	88	0	16	0	1142	104	9.11%	Yes
15000US121030225032	21	0	17	0	1382	38	2.75%	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
15000US121030225033	23	0	0	0	1977	23	1.16%	No
15000US121030272073	36	10	8	0	531	54	10.17%	Yes
15000US121030272071	55	77	0	0	2561	132	5.15%	No
15000US121030272072	0	47	0	0	795	47	5.91%	Yes
15000US121030274021	46	0	0	0	944	46	4.87%	No
15000US121030250172	9	9	0	0	1098	18	1.64%	No
15000US121030250181	0	0	73	0	547	73	13.35%	Yes
15000US121030250182	84	14	267	1	1227	366	29.83%	Yes
15000US121030250183	33	0	0	0	780	33	4.23%	No
15000US121030250191	0	0	0	0	495	0	0.00%	No
15000US121030272101	0	0	0	0	657	0	0.00%	No
15000US121030272102	0	84	47	0	1580	131	8.29%	Yes
15000US121030272103	0	0	0	0	1108	0	0.00%	No
15000US121030272104	0	45	0	0	640	45	7.03%	Yes
15000US121030251231	0	60	0	0	1383	60	4.34%	No
15000US121030252092	170	0	0	0	1767	170	9.62%	Yes
15000US121030253072	210	164	0	0	2030	374	18.42%	Yes
15000US121030253073	2	28	0	0	694	30	4.32%	No
15000US121030254013	49	31	0	0	1345	80	5.95%	Yes
15000US121030254071	31	20	20	0	1384	71	5.13%	No
15000US121030254051	16	0	0	0	779	16	2.05%	No
15000US121030271012	30	0	0	0	1360	30	2.21%	No
15000US121030271011	16	0	0	0	1015	16	1.58%	No
15000US121030271013	0	0	0	0	674	0	0.00%	No
15000US121030271064	0	0	0	0	307	0	0.00%	No
15000US121030201062	0	0	0	32	1658	32	1.93%	No
15000US121030249062	130	80	26	0	988	236	23.89%	Yes
15000US121030249063	4	0	0	0	418	4	0.96%	No
15000US121030249061	5	170	0	0	1899	175	9.22%	Yes
15000US121030201012	99	14	0	15	1194	128	10.72%	Yes
15000US121030201011	48	0	32	0	1556	80	5.14%	No
15000US121030201013	36	0	0	0	1123	36	3.21%	No
15000US121030267033	0	44	0	0	1233	44	3.57%	No
15000US121030267032	14	0	0	0	1406	14	1.00%	No
15000US121030267031	54	17	0	0	649	71	10.94%	Yes
15000US121030268042	68	16	0	0	1200	84	7.00%	Yes
15000US121030268041	31	33	26	20	1903	110	5.78%	Yes
15000US121030225031	36	64	102	0	2009	202	10.05%	Yes
15000US121030226011	0	22	8	0	849	30	3.53%	No
15000US121030226013	40	0	0	0	879	40	4.55%	No
15000US121030226012	0	33	0	0	1159	33	2.85%	No
15000US121030226022	51	0	18	0	1027	69	6.72%	Yes
15000US121030226023	0	7	33	0	1522	40	2.63%	No
15000US121030226021	72	111	53	0	1479	236	15.96%	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
15000US121030269081	4	0	0	0	823	4	0.49%	No
15000US121030269083	0	0	11	0	987	11	1.11%	No
15000US121030269091	12	0	0	0	1102	12	1.09%	No
15000US121030271051	11	7	0	0	1665	18	1.08%	No
15000US121030273271	0	21	12	0	2107	33	1.57%	No
15000US121030287001	0	0	0	0	1141	0	0.00%	No
15000US121030287002	0	0	0	31	1157	31	2.68%	No
15000US121030250192	94	11	0	0	1523	105	6.89%	Yes
15000US121030251073	0	63	0	0	1582	63	3.98%	No
15000US121030251093	0	14	11	0	1048	25	2.39%	No
15000US121030251104	0	0	0	0	1795	0	0.00%	No
15000US121030251112	8	9	0	0	659	17	2.58%	No
15000US121030273103	0	0	0	0	2331	0	0.00%	No
15000US121030273142	11	42	0	0	1474	53	3.60%	No
15000US121030254131	25	9	24	0	995	58	5.83%	Yes
15000US121030254132	36	13	0	0	860	49	5.70%	Yes
15000US121030254133	0	82	0	0	1459	82	5.62%	Yes
15000US121030254121	18	125	43	0	1432	186	12.99%	Yes
15000US121030254122	13	27	0	0	843	40	4.74%	No
15000US121030201063	27	0	0	0	639	27	4.23%	No
15000US121030201064	0	6	0	0	581	6	1.03%	No
15000US121030201061	0	0	0	0	317	0	0.00%	No
15000US121030201051	10	0	10	0	1675	20	1.19%	No
15000US121030202012	54	9	0	0	1801	63	3.50%	No
15000US121030202011	9	41	7	0	1826	57	3.12%	No
15000US121030273203	0	0	0	0	650	0	0.00%	No
15000US121030268165	64	0	0	0	1318	64	4.86%	No
15000US121030268091	17	72	0	0	1353	89	6.58%	Yes
15000US121030268092	21	7	16	0	1763	44	2.50%	No
15000US121030227002	9	11	38	12	1712	70	4.09%	No
15000US121030227003	34	0	10	6	813	50	6.15%	Yes
15000US121030227001	37	22	77	0	1478	136	9.20%	Yes
15000US121030228013	162	14	56	0	1545	232	15.02%	Yes
15000US121030228011	18	86	92	0	1217	196	16.11%	Yes
15000US121030228012	11	0	20	0	1258	31	2.46%	No
15000US121030228022	49	16	50	0	927	115	12.41%	Yes
15000US121030271061	1	54	0	0	1862	55	2.95%	No
15000US121030273151	0	14	0	0	2091	14	0.67%	No
15000US121030273141	9	0	0	26	1679	35	2.08%	No
15000US121030273171	17	0	0	0	1287	17	1.32%	No
15000US121030261012	0	9	0	0	212	9	4.25%	No
15000US121030201014	0	19	0	0	611	19	3.11%	No
15000US121030201081	0	0	0	0	648	0	0.00%	No
15000US121030201082	0	0	0	0	444	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
15000US121030201083	13	18	0	0	830	31	3.73%	No
15000US121030201071	0	20	0	0	516	20	3.88%	No
15000US121030251113	0	8	0	0	960	8	0.83%	No
15000US121030251203	18	4	0	0	1610	22	1.37%	No
15000US121030251222	13	0	0	0	1745	13	0.74%	No
15000US121030251223	11	0	0	0	1751	11	0.63%	No
15000US121030251232	0	22	0	0	739	22	2.98%	No
15000US121030273152	0	14	0	0	1189	14	1.18%	No
15000US121030273153	0	0	0	0	658	0	0.00%	No
15000US121030273154	0	0	0	0	1299	0	0.00%	No
15000US121030273162	12	10	0	0	2167	22	1.02%	No
15000US121030273173	64	18	0	0	2024	82	4.05%	No
15000US121030254123	218	0	0	0	964	218	22.61%	Yes
15000US121030255061	14	0	0	0	478	14	2.93%	No
15000US121030255062	340	58	194	12	2668	604	22.64%	Yes
15000US121030256031	0	0	0	0	830	0	0.00%	No
15000US121030256032	0	7	0	0	471	7	1.49%	No
15000US121030256033	50	9	0	0	1175	59	5.02%	No
15000US121030259004	259	0	58	0	1436	317	22.08%	Yes
15000US121030202023	25	19	0	0	987	44	4.46%	No
15000US121030202021	17	0	0	9	755	26	3.44%	No
15000US121030202022	6	0	6	0	1311	12	0.92%	No
15000US121030203022	0	22	10	0	1627	32	1.97%	No
15000US121030203021	84	0	0	0	760	84	11.05%	Yes
15000US121030203023	11	18	37	0	948	66	6.96%	Yes
15000US121030245071	8	154	22	11	1798	195	10.85%	Yes
15000US121030202013	8	26	0	0	954	34	3.56%	No
15000US121030203013	55	0	0	0	934	55	5.89%	Yes
15000US121030201052	34	0	0	0	1763	34	1.93%	No
15000US121030251061	0	22	0	0	814	22	2.70%	No
15000US121030251062	0	23	0	0	1329	23	1.73%	No
15000US121030268113	20	0	0	0	1903	20	1.05%	No
15000US121030268121	29	51	0	49	2085	129	6.19%	Yes
15000US121030268131	22	36	0	0	1743	58	3.33%	No
15000US121030228023	0	0	0	0	847	0	0.00%	No
15000US121030228021	36	49	255	0	1087	340	31.28%	Yes
15000US121030229012	0	0	0	0	569	0	0.00%	No
15000US121030229011	55	0	6	0	2105	61	2.90%	No
15000US121030229022	0	11	47	0	697	58	8.32%	Yes
15000US121030229023	22	6	59	0	666	87	13.06%	Yes
15000US121030229021	175	8	54	0	1004	237	23.61%	Yes
15000US121030273181	26	0	10	40	1761	76	4.32%	No
15000US121030269101	27	14	0	0	789	41	5.20%	No
15000US121030269111	11	0	91	0	1860	102	5.48%	Yes

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15000US121030268162	4	0	0	0	825	4	0.48%	No
15000US121030268172	0	49	0	0	1432	49	3.42%	No
15000US121030201072	0	0	0	5	792	5	0.63%	No
15000US121030202061	47	0	70	0	2138	117	5.47%	Yes
15000US121030202062	0	46	0	14	1712	60	3.50%	No
15000US121030202071	15	57	0	0	1552	72	4.64%	No
15000US121030202072	21	0	0	0	828	21	2.54%	No
15000US121030202081	0	0	0	6	1085	6	0.55%	No
15000US121030252033	0	34	0	0	1194	34	2.85%	No
15000US121030252052	0	20	0	0	1750	20	1.14%	No
15000US121030252053	18	22	46	0	1006	86	8.55%	Yes
15000US121030252081	0	5	0	0	628	5	0.80%	No
15000US121030252082	2	14	0	0	712	16	2.25%	No
15000US121030273182	0	58	0	28	2292	86	3.75%	No
15000US121030273193	0	19	0	38	1980	57	2.88%	No
15000US121030273211	26	26	12	0	1562	64	4.10%	No
15000US121030273222	14	0	0	27	908	41	4.52%	No
15000US121030269112	0	0	10	0	648	10	1.54%	No
15000US121030269121	0	14	0	0	504	14	2.78%	No
15000US121030259005	13	0	0	0	239	13	5.44%	Yes
15000US121030268211	249	59	0	0	2981	308	10.33%	Yes
15000US121030269131	1	45	0	0	724	46	6.35%	Yes
15000US121030272091	13	9	0	0	418	22	5.26%	No
15000US121030272021	0	0	0	0	1555	0	0.00%	No
15000US121030245072	17	84	0	0	1300	101	7.77%	Yes
15000US121030260023	0	76	0	0	734	76	10.35%	Yes
15000US121030260022	0	19	0	0	398	19	4.77%	No
15000US121030260021	77	15	0	0	1236	92	7.44%	Yes
15000US121030259006	7	0	4	0	391	11	2.81%	No
15000US121030261021	2	7	0	0	782	9	1.15%	No
15000US121030251082	0	31	0	0	968	31	3.20%	No
15000US121030251081	0	11	14	0	1129	25	2.21%	No
15000US121030251092	1	0	0	0	1802	1	0.06%	No
15000US121030251103	0	0	0	0	722	0	0.00%	No
15000US121030251102	96	0	0	0	1464	96	6.56%	Yes
15000US121030273161	0	40	0	0	1125	40	3.56%	No
15000US121030269082	0	0	8	0	1076	8	0.74%	No
15000US121030269041	65	55	0	0	2017	120	5.95%	Yes
15000US121030266022	275	32	0	0	1469	307	20.90%	Yes
15000US121030230002	8	40	105	0	1252	153	12.22%	Yes
15000US121030231001	39	0	100	0	1428	139	9.73%	Yes
15000US121030231002	0	34	64	0	1051	98	9.32%	Yes
15000US121030232002	0	7	0	0	740	7	0.95%	No
15000US121030232001	0	0	0	0	1258	0	0.00%	No

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15000US121030232003	0	79	0	0	815	79	9.69%	Yes
15000US121030233002	0	0	27	0	355	27	7.61%	Yes
15000US121030233001	52	1	25	0	1238	78	6.30%	Yes
15000US121030268171	0	102	48	0	1797	150	8.35%	Yes
15000US121030273202	32	0	0	20	2090	52	2.49%	No
15000US121030245081	88	0	11	7	2431	106	4.36%	No
15000US121030202082	11	0	0	0	1063	11	1.03%	No
15000US121030202093	0	0	0	0	1054	0	0.00%	No
15000US121030202094	0	0	0	0	469	0	0.00%	No
15000US121030224026	0	0	0	0	505	0	0.00%	No
15000US121030240023	0	19	0	0	2464	19	0.77%	No
15000US121030240043	23	0	0	0	869	23	2.65%	No
15000US121030244062	6	57	4	0	1230	67	5.45%	Yes
15000US121030252091	0	0	0	0	1661	0	0.00%	No
15000US121030252093	0	0	0	0	948	0	0.00%	No
15000US121030253032	41	61	23	0	2131	125	5.87%	Yes
15000US121030253033	56	45	0	0	1192	101	8.47%	Yes
15000US121030253043	0	0	0	0	1275	0	0.00%	No
15000US121030253052	80	0	0	0	1677	80	4.77%	No
15000US121030273221	0	0	2	0	2160	2	0.09%	No
15000US121030273223	9	0	0	0	662	9	1.36%	No
15000US121030273231	0	0	0	0	658	0	0.00%	No
15000US121030273232	73	0	18	0	1625	91	5.60%	Yes
15000US121030272022	0	0	0	0	757	0	0.00%	No
15000US121030272023	0	84	0	0	1825	84	4.60%	No
15000US121030272024	0	71	0	0	860	71	8.26%	Yes
15000US121030261022	6	1	0	0	420	7	1.67%	No
15000US121030269104	0	14	0	0	840	14	1.67%	No
15000US121030250133	182	5	18	0	1424	205	14.40%	Yes
15000US121030273224	17	0	19	0	2218	36	1.62%	No
15000US121039901000	0	0	0	0	0	0	#DIV/0!	#DIV/0!
15000US121030251101	37	0	0	0	1814	37	2.04%	No
15000US121030251111	0	10	0	0	968	10	1.03%	No
15000US121030251122	1	13	0	0	1236	14	1.13%	No
15000US121030251121	0	10	0	0	790	10	1.27%	No
15000US121030269103	24	62	0	25	1266	111	8.77%	Yes
15000US121030269102	0	107	66	0	1968	173	8.79%	Yes
15000US121030269072	99	15	0	0	2504	114	4.55%	No
15000US121030269071	35	0	0	0	1198	35	2.92%	No
15000US121030270004	103	0	0	0	1185	103	8.69%	Yes
15000US121030233003	0	0	0	0	538	0	0.00%	No
15000US121030234002	68	0	31	0	1201	99	8.24%	Yes
15000US121030234001	0	8	0	0	727	8	1.10%	No
15000US121030235003	104	11	0	0	1207	115	9.53%	Yes

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15000US121030235001	27	0	8	0	957	35	3.66%	No
15000US121030235002	0	0	0	0	808	0	0.00%	No
15000US121030250101	90	21	0	0	1298	111	8.55%	Yes
15000US121030250111	107	17	44	0	2501	168	6.72%	Yes
15000US121030250121	0	0	0	0	1409	0	0.00%	No
15000US121030250122	13	43	0	0	1435	56	3.90%	No
15000US121030244063	21	89	0	27	1777	137	7.71%	Yes
15000US121030244091	7	28	0	0	1722	35	2.03%	No
15000US121030244092	14	0	15	0	1117	29	2.60%	No
15000US121030244101	17	63	0	0	1844	80	4.34%	No
15000US121030244102	257	8	0	0	1791	265	14.80%	Yes
15000US121030244121	8	49	0	0	2377	57	2.40%	No
15000US121030253071	7	21	0	0	1408	28	1.99%	No
15000US121030253081	0	14	0	0	891	14	1.57%	No
15000US121030253082	11	0	0	0	1484	11	0.74%	No
15000US121030254073	18	0	0	0	1584	18	1.14%	No
15000US121030273241	0	0	0	0	987	0	0.00%	No
15000US121030273242	29	115	0	23	1849	167	9.03%	Yes
15000US121030273243	0	57	0	0	1220	57	4.67%	No
15000US121030272025	0	16	0	0	1029	16	1.55%	No
15000US121030277011	27	22	6	3	2026	58	2.86%	No
15000US121030277043	0	16	0	0	406	16	3.94%	No
15000US121030278021	16	16	0	0	1203	32	2.66%	No
15000US121030279031	6	28	0	0	1492	34	2.28%	No
15000US121030251123	11	0	7	12	1118	30	2.68%	No
15000US121030251133	21	12	0	0	1369	33	2.41%	No
15000US121030251131	27	11	0	0	801	38	4.74%	No
15000US121030251132	3	0	0	0	678	3	0.44%	No
15000US121030251141	41	53	0	0	1705	94	5.51%	Yes
15000US121030270001	105	0	5	0	1700	110	6.47%	Yes
15000US121030252073	61	0	0	0	1803	61	3.38%	No
15000US121030252072	24	108	0	0	2788	132	4.73%	No
15000US121030256022	155	18	0	0	1090	173	15.87%	Yes
15000US121030257003	0	10	0	0	1014	10	0.99%	No
15000US121030257004	0	10	11	0	806	21	2.61%	No
15000US121030236001	0	0	0	0	520	0	0.00%	No
15000US121030236002	0	0	0	0	1279	0	0.00%	No
15000US121030237002	0	11	0	0	681	11	1.62%	No
15000US121030237001	13	0	0	0	952	13	1.37%	No
15000US121030238001	30	0	0	0	1096	30	2.74%	No
15000US121030238002	0	7	0	0	1316	7	0.53%	No
15000US121030239001	0	8	0	0	725	8	1.10%	No
15000US121030239002	8	32	16	0	1061	56	5.28%	No
15000US121030250132	0	4	0	0	1138	4	0.35%	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
15000US121030250141	0	8	115	0	1919	123	6.41%	Yes
15000US121030250142	0	0	27	0	742	27	3.64%	No
15000US121030203014	0	0	0	0	534	0	0.00%	No
15000US121030203011	3	29	0	0	1398	32	2.29%	No
15000US121030244122	0	0	0	0	691	0	0.00%	No
15000US121030244131	0	63	0	0	852	63	7.39%	Yes
15000US121030244132	0	0	0	0	561	0	0.00%	No
15000US121030244133	14	81	0	38	1858	133	7.16%	Yes
15000US121030244134	21	63	20	0	1300	104	8.00%	Yes
15000US121030254082	0	115	27	0	1502	142	9.45%	Yes
15000US121030254083	78	0	15	0	3445	93	2.70%	No
15000US121030254141	34	64	52	0	1005	150	14.93%	Yes
15000US121030254142	30	31	25	0	1544	86	5.57%	Yes
15000US121030273251	0	11	0	0	1965	11	0.56%	No
15000US121030273252	0	42	0	16	1636	58	3.55%	No
15000US121030273262	22	16	0	0	1284	38	2.96%	No
15000US121030273272	16	52	8	8	2128	84	3.95%	No
15000US121030279011	0	0	0	0	309	0	0.00%	No
15000US121030279012	62	0	0	0	784	62	7.91%	Yes
15000US121030280023	0	0	0	0	559	0	0.00%	No
15000US121030280024	13	0	0	0	1508	13	0.86%	No
15000US121030270003	0	0	0	0	685	0	0.00%	No
15000US121030270002	0	0	0	0	961	0	0.00%	No
15000US121030251201	11	0	0	0	1318	11	0.83%	No
15000US121030252071	0	36	11	0	1887	47	2.49%	No
15000US121030253041	34	0	0	0	924	34	3.68%	No
15000US121030251211	0	19	19	0	2382	38	1.60%	No
15000US121030251142	8	9	0	0	1138	17	1.49%	No
15000US121030251151	17	8	0	0	1789	25	1.40%	No
15000US121030251152	14	0	0	0	1177	14	1.19%	No
15000US121030251161	64	0	0	0	964	64	6.64%	Yes
15000US121030251162	13	6	0	0	884	19	2.15%	No
15000US121030251212	0	10	20	0	2196	30	1.37%	No
15000US121030251202	10	0	0	0	659	10	1.52%	No
15000US121030257002	0	89	0	0	1117	89	7.97%	Yes
15000US121030257001	9	11	0	0	769	20	2.60%	No
15000US121030252031	21	56	0	0	2333	77	3.30%	No
15000US121030252032	0	0	0	0	1613	0	0.00%	No
15000US121030254111	98	0	25	0	1670	123	7.37%	Yes
15000US121030240011	10	10	0	0	1367	20	1.46%	No
15000US121030240021	29	0	24	0	1722	53	3.08%	No
15000US121030240022	95	0	0	0	1426	95	6.66%	Yes
15000US121030240042	0	0	0	0	2136	0	0.00%	No
15000US121030241002	0	66	0	0	1144	66	5.77%	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	24	76	0	0	1241	100	8.06%	Yes
15000US121030203012	0	0	16	0	454	16	3.52%	No
15000US121030204001	0	0	0	0	821	0	0.00%	No
15000US121030204003	2	0	60	0	765	62	8.10%	Yes
15000US121030204002	0	0	0	0	464	0	0.00%	No
15000US121030205003	11	0	0	0	835	11	1.32%	No
15000US121030205004	12	0	0	0	869	12	1.38%	No
15000US121030245054	15	0	185	0	2062	200	9.70%	Yes
15000US121030245082	36	24	12	0	2176	72	3.31%	No
15000US121030254151	39	14	24	15	1070	92	8.60%	Yes
15000US121030254152	215	0	29	0	2178	244	11.20%	Yes
15000US121030254161	0	107	17	0	1451	124	8.55%	Yes
15000US121030254162	268	0	37	0	1981	305	15.40%	Yes
15000US121030254172	21	27	0	0	1733	48	2.77%	No
15000US121030255033	54	0	0	0	1430	54	3.78%	No
15000US121030274025	31	0	0	0	816	31	3.80%	No
15000US121030275014	0	129	0	0	1584	129	8.14%	Yes
15000US121030275021	0	0	10	0	1108	10	0.90%	No
15000US121030275022	26	74	0	0	3250	100	3.08%	No
15000US121030275023	69	88	0	0	1743	157	9.01%	Yes
15000US121030280041	0	0	0	16	1019	16	1.57%	No
15000US121030280042	0	37	0	0	1081	37	3.42%	No
15000US121030286002	21	62	0	0	825	83	10.06%	Yes
15000US121030261011	24	127	0	19	1055	170	16.11%	Yes
15000US121030261013	0	21	0	0	794	21	2.64%	No
15000US121030256023	12	8	0	0	942	20	2.12%	No
15000US121030268164	0	11	0	0	1431	11	0.77%	No
15000US121030268163	0	11	0	0	435	11	2.53%	No
15000US121030246011	0	10	168	0	1456	178	12.23%	Yes
15000US121030251192	0	41	0	0	1238	41	3.31%	No
15000US121030251193	0	15	0	0	2098	15	0.71%	No
15000US121030251071	0	20	0	0	792	20	2.53%	No
15000US121030251072	28	0	0	29	996	57	5.72%	Yes
15000US121030251091	30	7	0	0	697	37	5.31%	No
15000US121030252042	0	17	0	0	1160	17	1.47%	No
15000US121030258002	38	30	0	0	1128	68	6.03%	Yes
15000US121030258003	25	12	0	0	1346	37	2.75%	No
15000US121030259003	0	0	83	0	260	83	31.92%	Yes
15000US121030259001	0	33	0	0	998	33	3.31%	No
15000US121030241001	0	0	0	0	472	0	0.00%	No
15000US121030242003	14	0	20	15	840	49	5.83%	Yes
15000US121030242002	0	0	9	0	1252	9	0.72%	No
15000US121030242004	0	0	80	0	704	80	11.36%	Yes
15000US121030242005	0	0	0	0	1007	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
15000US121030242001	0	63	0	0	991	63	6.36%	Yes
15000US121030243014	0	9	0	0	412	9	2.18%	No
15000US121030243013	37	80	35	0	640	152	23.75%	Yes
15000US121030205002	0	0	0	0	1076	0	0.00%	No
15000US121030205001	0	0	0	0	521	0	0.00%	No
15000US121030206003	0	45	0	0	1043	45	4.31%	No
15000US121030206004	8	0	0	0	719	8	1.11%	No
15000US121030206001	0	0	0	0	677	0	0.00%	No
15000US121030206002	0	0	27	0	1572	27	1.72%	No
15000US121030245091	30	17	86	0	1143	133	11.64%	Yes
15000US121030245092	15	20	11	0	1045	46	4.40%	No
15000US121030255063	0	0	0	0	405	0	0.00%	No
15000US121030255064	0	45	0	0	1669	45	2.70%	No
15000US121030256041	9	0	0	0	1232	9	0.73%	No
15000US121030260013	0	51	0	0	824	51	6.19%	Yes
15000US121030267035	152	50	0	0	1651	202	12.24%	Yes
15000US121030268043	496	32	0	0	1920	528	27.50%	Yes
15000US121030276031	42	9	0	0	1229	51	4.15%	No
15000US121030276032	14	0	0	0	776	14	1.80%	No
15000US121030276033	0	0	0	0	439	0	0.00%	No
15000US121030276041	0	21	11	30	1781	62	3.48%	No
15000US121030276042	0	41	0	0	739	41	5.55%	Yes
15000US121030276051	2	51	0	3	1535	56	3.65%	No
15000US121030216001	0	0	0	5	301	5	1.66%	No
15000US121030224013	0	15	0	0	586	15	2.56%	No
15000US121030244112	8	18	0	0	1579	26	1.65%	No
15000US121030279013	0	0	0	0	1033	0	0.00%	No
15000US121030244061	49	0	128	0	1838	177	9.63%	Yes
15000US121030245052	223	102	336	0	3129	661	21.12%	Yes
15000US121030245053	41	30	65	0	930	136	14.62%	Yes
15000US121030245051	0	68	0	0	779	68	8.73%	Yes
15000US121030250091	170	45	9	0	1648	224	13.59%	Yes
15000US121030252041	0	57	7	0	1993	64	3.21%	No
15000US121030252051	0	38	32	0	1238	70	5.65%	Yes
15000US121030253031	32	0	89	0	1180	121	10.25%	Yes
15000US121030273192	19	31	0	0	1249	50	4.00%	No
15000US121030273191	63	0	0	0	1421	63	4.43%	No
15000US121030243011	0	0	38	0	1361	38	2.79%	No
15000US121030243012	0	14	100	0	1315	114	8.67%	Yes
15000US121030243021	35	0	15	0	1223	50	4.09%	No
15000US121030244033	0	141	0	0	1284	141	10.98%	Yes
15000US121030244031	11	24	0	0	832	35	4.21%	No
15000US121030244032	21	209	224	32	1842	486	26.38%	Yes
15000US121030207003	0	0	0	0	736	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
15000US121030207004	0	12	0	0	994	12	1.21%	No
15000US121030207002	0	0	0	0	820	0	0.00%	No
15000US121030208006	14	0	0	0	1303	14	1.07%	No
15000US121030208003	0	0	0	0	752	0	0.00%	No
15000US121030208005	0	0	0	0	820	0	0.00%	No
15000US121030208004	0	0	0	0	740	0	0.00%	No
15000US121030245093	0	0	21	0	1011	21	2.08%	No
15000US121030245111	0	62	0	0	1126	62	5.51%	Yes
15000US121030245112	0	30	0	0	988	30	3.04%	No
15000US121030245113	22	85	0	19	4128	126	3.05%	No
15000US121030268114	0	2	0	0	999	2	0.20%	No
15000US121030268122	11	98	108	0	2138	217	10.15%	Yes
15000US121030268132	273	0	0	0	1609	273	16.97%	Yes
15000US121030268151	16	9	45	0	2130	70	3.29%	No
15000US121030268173	12	0	0	0	1341	12	0.89%	No
15000US121030276061	0	0	0	0	346	0	0.00%	No
15000US121030276062	0	0	0	0	1237	0	0.00%	No
15000US121030277012	8	6	0	0	633	14	2.21%	No
15000US121030277031	0	0	0	0	621	0	0.00%	No
15000US121030277032	0	24	0	0	548	24	4.38%	No
15000US121030277041	0	0	0	0	291	0	0.00%	No
15000US121030277042	6	0	7	0	646	13	2.01%	No
15000US121030286001	0	0	52	0	907	52	5.73%	Yes
15000US121039900000	0	0	0	0	0	0	#DIV/0!	#DIV/0!
15000US121030246024	42	0	0	0	1198	42	3.51%	No
15000US121030240051	12	14	0	0	1677	26	1.55%	No
15000US121030248012	25	96	75	0	2165	196	9.05%	Yes
15000US121030248011	73	12	84	0	1995	169	8.47%	Yes
15000US121030246012	8	24	0	0	638	32	5.02%	No
15000US121030246023	36	0	0	0	1101	36	3.27%	No
15000US121030253042	0	0	0	0	894	0	0.00%	No
15000US121030253051	0	0	0	0	1178	0	0.00%	No
15000US121030253061	19	0	0	0	1310	19	1.45%	No
15000US121030254014	41	11	0	0	590	52	8.81%	Yes
15000US121030260012	0	16	0	0	846	16	1.89%	No
15000US121030263006	0	0	0	0	469	0	0.00%	No
15000US121030262002	0	0	0	0	809	0	0.00%	No
15000US121030262001	3	0	0	0	1084	3	0.28%	No
15000US121030263005	0	0	0	0	1304	0	0.00%	No
15000US121030273201	46	10	0	0	930	56	6.02%	Yes
15000US121030268161	0	12	0	0	1138	12	1.05%	No
15000US121030273081	1	35	21	0	1298	57	4.39%	No
15000US121030273082	35	81	11	20	2313	147	6.36%	Yes
15000US121030273091	14	14	0	0	1974	28	1.42%	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
15000US121030208001	1	0	0	0	391	1	0.26%	No
15000US121030208002	5	0	0	0	784	5	0.64%	No
15000US121030212004	0	5	0	0	637	5	0.78%	No
15000US121030212001	5	0	0	0	547	5	0.91%	No
15000US121030212003	12	12	0	0	1114	24	2.15%	No
15000US121030212002	0	0	0	0	877	0	0.00%	No
15000US121030215001	41	24	0	21	1462	86	5.88%	Yes
15000US121030240052	19	0	63	0	1271	82	6.45%	Yes
15000US121030245122	27	21	25	0	1702	73	4.29%	No
15000US121030245131	102	15	0	0	1003	117	11.67%	Yes
15000US121030245141	85	40	24	0	686	149	21.72%	Yes
15000US121030268201	19	71	0	0	1094	90	8.23%	Yes
15000US121030268202	0	15	0	0	1154	15	1.30%	No
15000US121030268203	19	28	30	0	1726	77	4.46%	No
15000US121030268181	40	41	29	13	1379	123	8.92%	Yes
15000US121030268182	237	31	18	0	1260	286	22.70%	Yes
15000US121030277044	0	0	0	0	812	0	0.00%	No
15000US121030278011	0	0	0	0	659	0	0.00%	No
15000US121030278012	0	40	0	0	742	40	5.39%	Yes
15000US121030278022	0	32	0	0	1401	32	2.28%	No
15000US121030279041	0	0	0	0	978	0	0.00%	No
15000US121030279042	0	14	0	0	1345	14	1.04%	No
15000US121030201053	27	0	0	0	1245	27	2.17%	No
15000US121030207001	0	0	0	0	795	0	0.00%	No
15000US121030223012	12	39	0	0	797	51	6.40%	Yes
15000US121030245133	0	15	0	0	1860	15	0.81%	No
15000US121030250043	191	40	31	0	2518	262	10.41%	Yes
15000US121030250041	61	28	18	14	912	121	13.27%	Yes
15000US121030250042	144	60	11	0	1775	215	12.11%	Yes
15000US121030250044	0	0	0	0	380	0	0.00%	No
15000US121030250071	33	0	0	0	1035	33	3.19%	No
15000US121030250073	13	2	0	44	1250	59	4.72%	No
15000US121030254012	0	0	0	0	949	0	0.00%	No
15000US121030254011	7	10	0	0	1298	17	1.31%	No
15000US121030254072	142	10	0	0	1439	152	10.56%	Yes
15000US121030254081	47	0	0	36	1017	83	8.16%	Yes
15000US121030255011	9	8	0	0	1303	17	1.30%	No
15000US121030264004	17	23	38	0	1038	78	7.51%	Yes
15000US121030264003	182	0	17	0	817	199	24.36%	Yes
15000US121030264002	525	9	19	0	1589	553	34.80%	Yes
15000US121030264001	173	12	0	0	1096	185	16.88%	Yes
15000US121030265005	0	0	32	0	422	32	7.58%	Yes
15000US121030265004	0	56	0	0	678	56	8.26%	Yes
15000US121030265003	100	0	84	0	1458	184	12.62%	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
15000US121030266012	1	23	0	0	214	24	11.21%	Yes
15000US121030273101	0	23	0	0	2309	23	1.00%	No
15000US121030273102	31	12	0	0	1815	43	2.37%	No
15000US121030240041	22	0	12	0	1689	34	2.01%	No
15000US121030216002	99	0	0	0	682	99	14.52%	Yes
15000US121030216003	31	0	0	0	525	31	5.90%	Yes
15000US121030219005	0	0	0	0	525	0	0.00%	No
15000US121030218001	0	0	0	0	584	0	0.00%	No
15000US121030218002	0	0	0	0	843	0	0.00%	No
15000US121030245142	270	89	0	27	2046	386	18.87%	Yes
15000US121030245143	15	13	33	0	1144	61	5.33%	No
15000US121030245101	0	0	46	0	1237	46	3.72%	No
15000US121030245102	429	8	102	0	1532	539	35.18%	Yes
15000US121030245103	61	7	0	0	2171	68	3.13%	No
15000US121030268183	0	0	0	0	478	0	0.00%	No
15000US121030268191	54	0	0	0	780	54	6.92%	Yes
15000US121030268192	275	0	17	0	1225	292	23.84%	Yes
15000US121030269042	189	0	20	13	1471	222	15.09%	Yes
15000US121030269043	0	0	0	0	1522	0	0.00%	No
15000US121030279043	0	29	0	0	734	29	3.95%	No
15000US121030280021	0	0	0	0	1453	0	0.00%	No
15000US121030280022	0	0	0	0	506	0	0.00%	No
15000US121030280031	0	0	0	0	783	0	0.00%	No
15000US121030280032	26	41	0	0	671	67	9.99%	Yes
15000US121030280033	0	0	13	0	876	13	1.48%	No
15000US121030280034	20	45	0	0	741	65	8.77%	Yes
15000US121030248041	137	91	60	0	1871	288	15.39%	Yes
15000US121030250072	19	60	144	0	2029	223	10.99%	Yes
15000US121030250104	3	0	57	0	2340	60	2.56%	No
15000US121030250161	0	14	9	0	1676	23	1.37%	No
15000US121030250131	22	9	44	0	1551	75	4.84%	No
15000US121030250151	9	38	14	0	1187	61	5.14%	No
15000US121030281022	1	0	11	0	805	12	1.49%	No
15000US121030281021	8	0	0	0	506	8	1.58%	No
15000US121030255012	59	56	0	0	1965	115	5.85%	Yes
15000US121030255013	0	0	10	0	853	10	1.17%	No
15000US121030255032	26	9	0	0	1432	35	2.44%	No
15000US121030255031	10	39	0	0	1550	49	3.16%	No
15000US121030256021	89	0	0	0	872	89	10.21%	Yes
15000US121030268141	111	0	0	0	2257	111	4.92%	No
15000US121030268152	41	10	8	19	1305	78	5.98%	Yes
15000US121030268153	0	9	34	0	1641	43	2.62%	No
15000US121030267012	0	0	0	0	699	0	0.00%	No
15000US121030267021	74	50	0	0	1260	124	9.84%	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
15000US121030274011	11	19	26	0	1356	56	4.13%	No
15000US121030274012	4	0	0	0	1149	4	0.35%	No
15000US121030274024	0	13	0	0	1194	13	1.09%	No
15000US121030218003	16	0	0	0	518	16	3.09%	No
15000US121030218004	0	31	0	0	553	31	5.61%	Yes
15000US121030219004	10	0	0	0	663	10	1.51%	No
15000US121030219003	0	10	0	0	449	10	2.23%	No
15000US121030220001	0	0	0	0	501	0	0.00%	No
15000US121030220004	261	0	0	0	1694	261	15.41%	Yes
15000US121030220003	9	30	0	12	698	51	7.31%	Yes
15000US121030220002	0	0	0	0	458	0	0.00%	No
15000US121030221003	12	12	0	0	850	24	2.82%	No
15000US121030246013	0	59	169	0	1511	228	15.09%	Yes
15000US121030246021	149	0	36	0	1296	185	14.27%	Yes
15000US121030246022	0	49	0	0	1263	49	3.88%	No
15000US121030247011	12	9	49	0	1934	70	3.62%	No
15000US121030247012	0	0	21	0	640	21	3.28%	No
15000US121030247013	31	16	29	0	871	76	8.73%	Yes
15000US121030269073	21	28	0	0	2030	49	2.41%	No
15000US121030269084	13	10	0	0	929	23	2.48%	No
15000US121030269092	0	42	0	0	1710	42	2.46%	No
15000US121030269093	58	3	0	0	1964	61	3.11%	No
15000US121030269113	0	50	0	0	1323	50	3.78%	No
15000US121030281023	0	16	42	0	1747	58	3.32%	No
15000US121030281031	49	33	0	0	526	82	15.59%	Yes
15000US121030281032	65	42	0	0	1172	107	9.13%	Yes
15000US121030281041	0	14	0	0	489	14	2.86%	No
15000US121030281042	20	71	1	0	1248	92	7.37%	Yes
15000US121030281043	0	34	0	0	874	34	3.89%	No
15000US121030281044	0	25	0	0	594	25	4.21%	No
15000US121030250143	14	18	46	0	1629	78	4.79%	No
15000US121030251191	28	85	24	0	2456	137	5.58%	Yes
15000US121030254171	0	0	0	0	931	0	0.00%	No
15000US121030254124	17	104	0	0	1055	121	11.47%	Yes
15000US121030282002	45	0	0	0	869	45	5.18%	No
15000US121030282003	65	18	0	0	599	83	13.86%	Yes
15000US121030282001	0	9	0	0	943	9	0.95%	No
15000US121030283004	0	0	0	0	673	0	0.00%	No
15000US121030283002	0	9	0	0	905	9	0.99%	No
15000US121030283003	0	8	0	0	769	8	1.04%	No
15000US121030283001	19	9	0	0	836	28	3.35%	No
15000US121030284011	0	39	0	0	442	39	8.82%	Yes
15000US121030284022	13	8	0	0	553	21	3.80%	No
15000US121030258001	23	0	7	0	1383	30	2.17%	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
15000US121030260011	21	45	0	22	1257	88	7.00%	Yes
15000US121030263004	0	0	0	0	922	0	0.00%	No
15000US121030263001	27	0	32	0	1070	59	5.51%	Yes
15000US121030263003	33	0	0	0	1301	33	2.54%	No
15000US121030268112	91	18	22	0	2630	131	4.98%	No
15000US121030268111	0	0	0	0	612	0	0.00%	No
15000US121030222002	68	0	9	11	1120	88	7.86%	Yes
15000US121030222001	138	0	0	0	987	138	13.98%	Yes
15000US121030223011	12	5	0	0	1079	17	1.58%	No
15000US121030223013	11	13	0	0	727	24	3.30%	No
15000US121030274031	11	0	6	0	1622	17	1.05%	No
15000US121030275011	0	92	10	0	3355	102	3.04%	No
15000US121030275012	0	2	3	0	509	5	0.98%	No
15000US121030221002	39	0	26	0	1311	65	4.96%	No
15000US121030221004	12	0	0	0	633	12	1.90%	No
15000US121030221005	0	0	0	0	690	0	0.00%	No
15000US121030221001	0	0	0	0	615	0	0.00%	No
15000US121030222004	0	0	0	0	654	0	0.00%	No
15000US121030222003	53	7	0	0	1113	60	5.39%	Yes

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

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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
15000US121030247021	50	8.73%	573	No
15000US121030247022	500	50.66%	987	Yes
15000US121030247023	181	25.03%	723	Yes
15000US121030247032	232	43.04%	539	Yes
15000US121030247033	72	11.58%	622	No
15000US121030248031	204	23.23%	878	Yes
15000US121030248032	297	20.31%	1462	No
15000US121030269122	52	4.69%	1108	No
15000US121030269124	405	51.59%	785	Yes
15000US121030269133	133	18.81%	707	No
15000US121030269134	55	4.42%	1245	No
15000US121030271062	19	2.53%	751	No
15000US121030271063	96	8.71%	1102	No
15000US121030284012	8	1.02%	786	No
15000US121030286003	252	25.05%	1006	Yes
15000US121030202091	491	45.85%	1071	Yes
15000US121030202092	791	54.82%	1443	Yes
15000US121030215002	200	59.70%	335	Yes
15000US121030236003	60	3.92%	1530	No
15000US121030237003	229	22.36%	1024	No
15000US121030255051	875	44.13%	1983	Yes
15000US121030259002	32	6.45%	496	No
15000US121030269123	449	34.35%	1307	Yes
15000US121030269132	60	18.75%	320	No
15000US121030272092	17	2.54%	669	No
15000US121030284021	8	1.30%	616	No
15000US121030285002	116	14.59%	795	No
15000US121030285001	428	33.36%	1283	Yes
15000US121030230001	292	21.02%	1389	No
15000US121030243023	287	15.67%	1831	No
15000US121030243022	366	16.49%	2219	No
15000US121030219001	159	28.70%	554	Yes
15000US121030263002	387	35.18%	1100	Yes
15000US121030264005	818	50.40%	1623	Yes
15000US121030265006	611	29.80%	2050	Yes
15000US121030265002	581	32.21%	1804	Yes
15000US121030265001	337	84.46%	399	Yes
15000US121030266013	168	14.47%	1161	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030266014	109	9.03%	1207	No
15000US121030223023	189	12.06%	1567	No
15000US121030223022	84	6.93%	1212	No
15000US121030223021	50	6.23%	802	No
15000US121030224014	55	11.02%	499	No
15000US121030224012	113	5.49%	2059	No
15000US121030224011	68	10.74%	633	No
15000US121030275013	43	8.21%	524	No
15000US121030274022	138	16.97%	813	No
15000US121030274023	515	30.05%	1714	Yes
15000US121030248051	604	36.08%	1674	Yes
15000US121030249042	726	46.87%	1549	Yes
15000US121030250092	490	24.33%	2014	Yes
15000US121030250102	186	26.76%	695	Yes
15000US121030250103	47	4.21%	1117	No
15000US121030271052	131	6.56%	1996	No
15000US121030272043	196	8.18%	2397	No
15000US121030272052	64	6.58%	972	No
15000US121030272053	314	15.87%	1979	No
15000US121030272054	286	19.30%	1482	No
15000US121030240012	88	4.60%	1914	No
15000US121030241004	166	11.37%	1460	No
15000US121030244081	464	33.24%	1396	Yes
15000US121030244082	718	48.03%	1495	Yes
15000US121030244083	347	25.31%	1371	Yes
15000US121030244111	79	16.39%	482	No
15000US121030272105	0	0.00%	371	No
15000US121030273104	160	6.93%	2309	No
15000US121030273163	0	0.00%	621	No
15000US121030273172	252	11.85%	2126	No
15000US121030249013	508	27.17%	1870	Yes
15000US121030219002	337	42.44%	794	Yes
15000US121030249011	355	29.68%	1196	Yes
15000US121030249012	531	21.76%	2440	No
15000US121030249023	441	22.30%	1978	No
15000US121030249022	403	31.83%	1266	Yes
15000US121030266011	57	10.12%	563	No
15000US121030266021	669	29.50%	2268	Yes
15000US121030267013	164	14.35%	1143	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030267011	498	27.07%	1840	Yes
15000US121030267014	356	38.28%	930	Yes
15000US121030267026	185	36.06%	513	Yes
15000US121030224022	188	14.49%	1297	No
15000US121030224025	9	0.98%	916	No
15000US121030224023	113	9.83%	1149	No
15000US121030224021	35	5.36%	653	No
15000US121030224024	147	25.13%	585	Yes
15000US121030225013	874	32.83%	2662	Yes
15000US121030225012	437	32.76%	1334	Yes
15000US121030272081	405	34.15%	1186	Yes
15000US121030272042	0	0.00%	640	No
15000US121030272041	66	6.35%	1040	No
15000US121030272051	459	19.67%	2334	No
15000US121030272061	184	9.05%	2033	No
15000US121030272074	25	4.52%	553	No
15000US121030250112	310	21.45%	1445	No
15000US121030250113	88	6.25%	1407	No
15000US121030250123	125	5.55%	2252	No
15000US121030250152	129	9.76%	1322	No
15000US121030250171	272	21.45%	1268	No
15000US121030272062	211	10.16%	2076	No
15000US121030272063	96	3.61%	2659	No
15000US121030272082	198	9.94%	1991	No
15000US121030272083	142	6.91%	2056	No
15000US121030272084	191	11.25%	1698	No
15000US121030244113	57	6.24%	914	No
15000US121030244114	181	21.12%	857	No
15000US121030245121	59	6.49%	909	No
15000US121030245132	16	4.08%	392	No
15000US121030247031	859	52.35%	1641	Yes
15000US121030248052	298	26.85%	1110	Yes
15000US121030251221	130	9.47%	1373	No
15000US121030273261	571	28.49%	2004	Yes
15000US121030215003	35	2.67%	1309	No
15000US121030254053	371	14.67%	2529	No
15000US121030254052	331	20.77%	1594	No
15000US121030249024	481	29.05%	1656	Yes
15000US121030249021	247	16.13%	1531	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030249041	587	24.69%	2377	Yes
15000US121030249052	679	23.99%	2830	Yes
15000US121030249053	348	22.00%	1582	No
15000US121030249051	964	41.44%	2326	Yes
15000US121030267023	36	4.79%	752	No
15000US121030267022	121	7.68%	1576	No
15000US121030267024	123	12.92%	952	No
15000US121030267025	33	2.05%	1611	No
15000US121030267034	367	41.33%	888	Yes
15000US121030225011	126	9.15%	1377	No
15000US121030225021	203	36.25%	560	Yes
15000US121030225023	469	23.58%	1989	Yes
15000US121030225022	403	31.66%	1273	Yes
15000US121030225032	91	6.08%	1496	No
15000US121030225033	296	14.57%	2031	No
15000US121030272073	90	15.46%	582	No
15000US121030272071	380	14.31%	2655	No
15000US121030272072	0	0.00%	819	No
15000US121030274021	973	100.00%	973	Yes
15000US121030250172	129	11.58%	1114	No
15000US121030250181	172	30.12%	571	Yes
15000US121030250182	773	55.61%	1390	Yes
15000US121030250183	172	22.05%	780	No
15000US121030250191	33	6.15%	537	No
15000US121030272101	8	1.22%	657	No
15000US121030272102	188	11.54%	1629	No
15000US121030272103	71	6.41%	1108	No
15000US121030272104	0	0.00%	640	No
15000US121030251231	62	4.45%	1394	No
15000US121030252092	246	13.44%	1830	No
15000US121030253072	1598	73.40%	2177	Yes
15000US121030253073	191	25.99%	735	Yes
15000US121030254013	221	16.20%	1364	No
15000US121030254071	239	15.85%	1508	No
15000US121030254051	76	9.57%	794	No
15000US121030271012	151	10.70%	1411	No
15000US121030271011	233	20.19%	1154	No
15000US121030271013	141	20.92%	674	No
15000US121030271064	5	1.63%	307	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030201062	131	7.68%	1706	No
15000US121030249062	328	33.20%	988	Yes
15000US121030249063	74	16.67%	444	No
15000US121030249061	306	15.28%	2003	No
15000US121030201012	1076	81.09%	1327	Yes
15000US121030201011	1459	91.76%	1590	Yes
15000US121030201013	1099	86.95%	1264	Yes
15000US121030267033	173	12.99%	1332	No
15000US121030267032	235	15.93%	1475	No
15000US121030267031	90	13.87%	649	No
15000US121030268042	432	33.91%	1274	Yes
15000US121030268041	539	27.00%	1996	Yes
15000US121030225031	589	28.43%	2072	Yes
15000US121030226011	170	19.19%	886	No
15000US121030226013	121	13.27%	912	No
15000US121030226012	118	9.29%	1270	No
15000US121030226022	187	17.33%	1079	No
15000US121030226023	442	27.44%	1611	Yes
15000US121030226021	267	17.09%	1562	No
15000US121030269081	33	3.98%	830	No
15000US121030269083	77	7.45%	1033	No
15000US121030269091	140	12.30%	1138	No
15000US121030271051	162	9.28%	1745	No
15000US121030273271	488	22.45%	2174	No
15000US121030287001	1182	97.36%	1214	Yes
15000US121030287002	1126	96.24%	1170	Yes
15000US121030250192	247	15.03%	1643	No
15000US121030251073	101	6.34%	1593	No
15000US121030251093	32	2.96%	1081	No
15000US121030251104	348	18.80%	1851	No
15000US121030251112	50	7.59%	659	No
15000US121030273103	499	20.43%	2442	No
15000US121030273142	56	3.76%	1489	No
15000US121030254131	227	22.23%	1021	No
15000US121030254132	126	14.65%	860	No
15000US121030254133	232	14.88%	1559	No
15000US121030254121	207	13.93%	1486	No
15000US121030254122	128	14.61%	876	No
15000US121030201063	52	7.82%	665	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030201064	17	2.93%	581	No
15000US121030201061	0	0.00%	317	No
15000US121030201051	354	20.92%	1692	No
15000US121030202012	1219	66.54%	1832	Yes
15000US121030202011	1447	76.20%	1899	Yes
15000US121030273203	310	44.60%	695	Yes
15000US121030268165	510	37.17%	1372	Yes
15000US121030268091	189	13.97%	1353	No
15000US121030268092	163	9.12%	1788	No
15000US121030227002	159	8.77%	1812	No
15000US121030227003	247	27.97%	883	Yes
15000US121030227001	450	29.34%	1534	Yes
15000US121030228013	497	29.71%	1673	Yes
15000US121030228011	174	13.81%	1260	No
15000US121030228012	575	42.75%	1345	Yes
15000US121030228022	233	23.21%	1004	Yes
15000US121030271061	38	1.92%	1975	No
15000US121030273151	253	11.28%	2242	No
15000US121030273141	312	17.69%	1764	No
15000US121030273171	121	9.28%	1304	No
15000US121030261012	75	35.38%	212	Yes
15000US121030201014	397	64.98%	611	Yes
15000US121030201081	68	10.49%	648	No
15000US121030201082	30	6.76%	444	No
15000US121030201083	62	7.47%	830	No
15000US121030201071	23	4.36%	527	No
15000US121030251113	6	0.63%	960	No
15000US121030251203	117	6.84%	1711	No
15000US121030251222	159	8.95%	1777	No
15000US121030251223	206	11.36%	1814	No
15000US121030251232	62	8.15%	761	No
15000US121030273152	31	2.61%	1189	No
15000US121030273153	0	0.00%	658	No
15000US121030273154	338	22.62%	1494	No
15000US121030273162	173	7.94%	2180	No
15000US121030273173	345	16.93%	2038	No
15000US121030254123	414	41.78%	991	Yes
15000US121030255061	32	6.69%	478	No
15000US121030255062	822	30.30%	2713	Yes

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030256031	92	10.69%	861	No
15000US121030256032	50	10.62%	471	No
15000US121030256033	194	16.22%	1196	No
15000US121030259004	682	47.20%	1445	Yes
15000US121030202023	363	36.48%	995	Yes
15000US121030202021	124	14.39%	862	No
15000US121030202022	1184	84.75%	1397	Yes
15000US121030203022	803	47.40%	1694	Yes
15000US121030203021	309	39.67%	779	Yes
15000US121030203023	638	64.64%	987	Yes
15000US121030245071	359	18.68%	1922	No
15000US121030202013	797	79.62%	1001	Yes
15000US121030203013	801	82.58%	970	Yes
15000US121030201052	369	20.93%	1763	No
15000US121030251061	88	9.98%	882	No
15000US121030251062	126	9.42%	1338	No
15000US121030268113	95	4.95%	1919	No
15000US121030268121	108	4.92%	2194	No
15000US121030268131	188	10.18%	1847	No
15000US121030228023	355	39.75%	893	Yes
15000US121030228021	410	36.16%	1134	Yes
15000US121030229012	292	45.77%	638	Yes
15000US121030229011	801	35.52%	2255	Yes
15000US121030229022	323	44.99%	718	Yes
15000US121030229023	219	31.60%	693	Yes
15000US121030229021	489	47.29%	1034	Yes
15000US121030273181	302	16.37%	1845	No
15000US121030269101	54	6.84%	789	No
15000US121030269111	514	27.21%	1889	Yes
15000US121030268162	146	15.80%	924	No
15000US121030268172	164	11.31%	1450	No
15000US121030201072	13	1.64%	792	No
15000US121030202061	1622	75.06%	2161	Yes
15000US121030202062	1819	86.78%	2096	Yes
15000US121030202071	287	18.34%	1565	No
15000US121030202072	822	85.98%	956	Yes
15000US121030202081	798	72.74%	1097	Yes
15000US121030252033	27	2.11%	1281	No
15000US121030252052	71	3.96%	1795	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030252053	205	18.72%	1095	No
15000US121030252081	78	11.49%	679	No
15000US121030252082	20	2.79%	717	No
15000US121030273182	194	8.34%	2326	No
15000US121030273193	413	20.34%	2030	No
15000US121030273211	156	9.82%	1588	No
15000US121030273222	25	2.70%	926	No
15000US121030269112	40	6.17%	648	No
15000US121030269121	17	3.37%	504	No
15000US121030259005	115	39.38%	292	Yes
15000US121030268211	865	26.81%	3227	Yes
15000US121030269131	128	15.61%	820	No
15000US121030272091	36	8.61%	418	No
15000US121030272021	219	13.74%	1594	No
15000US121030245072	124	8.95%	1385	No
15000US121030260023	0	0.00%	747	No
15000US121030260022	76	17.51%	434	No
15000US121030260021	263	21.12%	1245	No
15000US121030259006	16	4.09%	391	No
15000US121030261021	63	7.94%	793	No
15000US121030251082	20	2.04%	979	No
15000US121030251081	83	7.30%	1137	No
15000US121030251092	63	3.50%	1802	No
15000US121030251103	133	18.42%	722	No
15000US121030251102	162	10.01%	1618	No
15000US121030273161	15	1.33%	1125	No
15000US121030269082	108	9.68%	1116	No
15000US121030269041	207	9.74%	2126	No
15000US121030266022	609	39.04%	1560	Yes
15000US121030230002	440	35.14%	1252	Yes
15000US121030231001	241	15.28%	1577	No
15000US121030231002	270	24.77%	1090	Yes
15000US121030232002	135	16.92%	798	No
15000US121030232001	95	7.38%	1287	No
15000US121030232003	65	7.16%	908	No
15000US121030233002	266	74.93%	355	Yes
15000US121030233001	328	24.14%	1359	Yes
15000US121030268171	460	23.80%	1933	Yes
15000US121030273202	214	9.45%	2265	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030245081	1144	42.26%	2707	Yes
15000US121030202082	820	67.77%	1210	Yes
15000US121030202093	1019	89.86%	1134	Yes
15000US121030202094	381	78.72%	484	Yes
15000US121030224026	0	0.00%	542	No
15000US121030240023	633	25.54%	2478	Yes
15000US121030240043	107	11.82%	905	No
15000US121030244062	233	18.60%	1253	No
15000US121030252091	327	17.81%	1836	No
15000US121030252093	20	2.11%	948	No
15000US121030253032	456	21.12%	2159	No
15000US121030253033	194	16.18%	1199	No
15000US121030253043	95	7.45%	1275	No
15000US121030253052	704	38.60%	1824	Yes
15000US121030273221	286	12.05%	2373	No
15000US121030273223	253	35.58%	711	Yes
15000US121030273231	83	11.10%	748	No
15000US121030273232	405	23.77%	1704	Yes
15000US121030272022	21	2.74%	767	No
15000US121030272023	25	1.32%	1888	No
15000US121030272024	189	21.58%	876	No
15000US121030261022	34	7.71%	441	No
15000US121030269104	356	37.24%	956	Yes
15000US121030250133	413	27.44%	1505	Yes
15000US121030273224	361	15.45%	2337	No
15000US121039901000	0	#DIV/0!	0	#DIV/0!
15000US121030251101	400	20.98%	1907	No
15000US121030251111	30	3.09%	971	No
15000US121030251122	107	8.17%	1309	No
15000US121030251121	123	14.03%	877	No
15000US121030269103	371	26.29%	1411	Yes
15000US121030269102	575	29.22%	1968	Yes
15000US121030269072	592	22.02%	2689	No
15000US121030269071	90	7.40%	1216	No
15000US121030270004	382	31.34%	1219	Yes
15000US121030233003	140	24.26%	577	Yes
15000US121030234002	476	38.54%	1235	Yes
15000US121030234001	197	23.48%	839	Yes
15000US121030235003	215	17.61%	1221	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030235001	131	12.86%	1019	No
15000US121030235002	133	15.89%	837	No
15000US121030250101	317	23.85%	1329	Yes
15000US121030250111	525	20.09%	2613	No
15000US121030250121	194	12.30%	1577	No
15000US121030250122	75	5.08%	1476	No
15000US121030244063	451	23.60%	1911	Yes
15000US121030244091	194	10.92%	1777	No
15000US121030244092	57	4.81%	1184	No
15000US121030244101	551	28.76%	1916	Yes
15000US121030244102	709	38.24%	1854	Yes
15000US121030244121	596	24.87%	2396	Yes
15000US121030253071	227	16.01%	1418	No
15000US121030253081	108	11.19%	965	No
15000US121030253082	260	16.95%	1534	No
15000US121030254073	147	8.91%	1650	No
15000US121030273241	174	16.99%	1024	No
15000US121030273242	271	14.42%	1879	No
15000US121030273243	127	10.17%	1249	No
15000US121030272025	40	3.84%	1043	No
15000US121030277011	157	7.56%	2078	No
15000US121030277043	24	5.87%	409	No
15000US121030278021	36	2.94%	1223	No
15000US121030279031	37	2.48%	1492	No
15000US121030251123	169	14.38%	1175	No
15000US121030251133	93	6.59%	1412	No
15000US121030251131	123	15.36%	801	No
15000US121030251132	146	21.28%	686	No
15000US121030251141	163	8.94%	1824	No
15000US121030270001	460	25.05%	1836	Yes
15000US121030252073	688	37.05%	1857	Yes
15000US121030252072	1574	48.84%	3223	Yes
15000US121030256022	349	30.01%	1163	Yes
15000US121030257003	79	7.39%	1069	No
15000US121030257004	115	13.16%	874	No
15000US121030236001	7	1.35%	520	No
15000US121030236002	133	10.20%	1304	No
15000US121030237002	0	0.00%	717	No
15000US121030237001	23	2.40%	960	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030238001	71	6.01%	1182	No
15000US121030238002	285	20.37%	1399	No
15000US121030239001	183	23.37%	783	Yes
15000US121030239002	209	19.21%	1088	No
15000US121030250132	178	14.96%	1190	No
15000US121030250141	404	19.81%	2039	No
15000US121030250142	308	37.70%	817	Yes
15000US121030203014	462	78.71%	587	Yes
15000US121030203011	1139	72.97%	1561	Yes
15000US121030244122	231	31.09%	743	Yes
15000US121030244131	71	7.92%	896	No
15000US121030244132	0	0.00%	561	No
15000US121030244133	337	17.30%	1948	No
15000US121030244134	131	10.08%	1300	No
15000US121030254082	41	2.73%	1502	No
15000US121030254083	615	17.16%	3584	No
15000US121030254141	151	15.02%	1005	No
15000US121030254142	607	35.29%	1720	Yes
15000US121030273251	153	7.56%	2023	No
15000US121030273252	138	8.44%	1636	No
15000US121030273262	58	4.42%	1311	No
15000US121030273272	796	35.17%	2263	Yes
15000US121030279011	50	15.34%	326	No
15000US121030279012	69	8.60%	802	No
15000US121030280023	0	0.00%	619	No
15000US121030280024	99	6.39%	1549	No
15000US121030270003	0	0.00%	685	No
15000US121030270002	17	1.77%	961	No
15000US121030251201	102	7.14%	1429	No
15000US121030252071	388	19.35%	2005	No
15000US121030253041	98	10.41%	941	No
15000US121030251211	226	8.92%	2535	No
15000US121030251142	15	1.29%	1163	No
15000US121030251151	396	20.68%	1915	No
15000US121030251152	113	9.19%	1229	No
15000US121030251161	236	23.37%	1010	Yes
15000US121030251162	26	2.87%	906	No
15000US121030251212	253	11.16%	2267	No
15000US121030251202	8	1.17%	681	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030257002	45	3.93%	1146	No
15000US121030257001	58	7.32%	792	No
15000US121030252031	303	12.99%	2333	No
15000US121030252032	0	0.00%	1676	No
15000US121030254111	689	37.73%	1826	Yes
15000US121030240011	52	3.54%	1469	No
15000US121030240021	311	16.89%	1841	No
15000US121030240022	265	17.41%	1522	No
15000US121030240042	129	5.65%	2285	No
15000US121030241002	81	6.81%	1189	No
15000US121030241003	129	10.10%	1277	No
15000US121030203012	233	50.00%	466	Yes
15000US121030204001	249	28.89%	862	Yes
15000US121030204003	481	55.61%	865	Yes
15000US121030204002	155	33.41%	464	Yes
15000US121030205003	742	76.10%	975	Yes
15000US121030205004	860	93.89%	916	Yes
15000US121030245054	280	12.96%	2160	No
15000US121030245082	791	35.09%	2254	Yes
15000US121030254151	194	17.21%	1127	No
15000US121030254152	705	30.61%	2303	Yes
15000US121030254161	217	13.76%	1577	No
15000US121030254162	727	35.58%	2043	Yes
15000US121030254172	175	10.10%	1733	No
15000US121030255033	158	11.05%	1430	No
15000US121030274025	199	23.78%	837	Yes
15000US121030275014	116	7.20%	1612	No
15000US121030275021	40	3.35%	1193	No
15000US121030275022	91	2.66%	3417	No
15000US121030275023	236	13.54%	1743	No
15000US121030280041	40	3.93%	1019	No
15000US121030280042	49	4.52%	1084	No
15000US121030286002	329	34.52%	953	Yes
15000US121030261011	291	26.77%	1087	Yes
15000US121030261013	654	79.66%	821	Yes
15000US121030256023	62	6.58%	942	No
15000US121030268164	107	7.41%	1444	No
15000US121030268163	47	10.80%	435	No
15000US121030246011	677	41.56%	1629	Yes

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030251192	78	6.19%	1261	No
15000US121030251193	320	14.92%	2145	No
15000US121030251071	12	1.44%	832	No
15000US121030251072	77	7.67%	1004	No
15000US121030251091	57	8.18%	697	No
15000US121030252042	62	5.19%	1195	No
15000US121030258002	844	73.33%	1151	Yes
15000US121030258003	645	44.89%	1437	Yes
15000US121030259003	208	80.00%	260	Yes
15000US121030259001	381	34.76%	1096	Yes
15000US121030241001	133	26.87%	495	Yes
15000US121030242003	187	22.26%	840	No
15000US121030242002	292	22.38%	1305	No
15000US121030242004	243	32.36%	751	Yes
15000US121030242005	74	6.60%	1122	No
15000US121030242001	24	2.30%	1042	No
15000US121030243014	26	6.05%	430	No
15000US121030243013	161	24.47%	658	Yes
15000US121030205002	1083	94.01%	1152	Yes
15000US121030205001	339	64.69%	524	Yes
15000US121030206003	1059	96.45%	1098	Yes
15000US121030206004	812	99.75%	814	Yes
15000US121030206001	717	98.22%	730	Yes
15000US121030206002	1612	93.23%	1729	Yes
15000US121030245091	184	15.67%	1174	No
15000US121030245092	245	23.16%	1058	Yes
15000US121030255063	170	41.98%	405	Yes
15000US121030255064	429	23.42%	1832	Yes
15000US121030256041	261	18.23%	1432	No
15000US121030260013	27	3.28%	824	No
15000US121030267035	1141	60.37%	1890	Yes
15000US121030268043	825	42.72%	1931	Yes
15000US121030276031	118	9.40%	1255	No
15000US121030276032	75	8.92%	841	No
15000US121030276033	58	12.95%	448	No
15000US121030276041	194	10.89%	1781	No
15000US121030276042	41	5.55%	739	No
15000US121030276051	68	4.23%	1609	No
15000US121030216001	101	33.01%	306	Yes

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030224013	13	2.13%	611	No
15000US121030244112	245	14.98%	1636	No
15000US121030279013	97	9.11%	1065	No
15000US121030244061	854	40.71%	2098	Yes
15000US121030245052	1494	44.39%	3366	Yes
15000US121030245053	264	27.56%	958	Yes
15000US121030245051	49	6.29%	779	No
15000US121030250091	548	31.00%	1768	Yes
15000US121030252041	231	11.21%	2060	No
15000US121030252051	98	7.92%	1238	No
15000US121030253031	201	16.64%	1208	No
15000US121030273192	174	12.85%	1354	No
15000US121030273191	625	39.66%	1576	Yes
15000US121030243011	160	10.72%	1493	No
15000US121030243012	290	21.04%	1378	No
15000US121030243021	261	20.30%	1286	No
15000US121030244033	253	19.11%	1324	No
15000US121030244031	90	10.18%	884	No
15000US121030244032	438	22.23%	1970	No
15000US121030207003	742	98.41%	754	Yes
15000US121030207004	934	92.66%	1008	Yes
15000US121030207002	878	94.71%	927	Yes
15000US121030208006	1388	97.34%	1426	Yes
15000US121030208003	701	87.95%	797	Yes
15000US121030208005	781	91.56%	853	Yes
15000US121030208004	803	98.17%	818	Yes
15000US121030245093	215	20.52%	1048	No
15000US121030245111	288	22.93%	1256	No
15000US121030245112	289	27.34%	1057	Yes
15000US121030245113	1551	33.95%	4569	Yes
15000US121030268114	107	10.29%	1040	No
15000US121030268122	283	12.57%	2251	No
15000US121030268132	743	42.68%	1741	Yes
15000US121030268151	190	8.83%	2151	No
15000US121030268173	156	11.44%	1364	No
15000US121030276061	3	0.85%	352	No
15000US121030276062	38	3.06%	1241	No
15000US121030277012	54	8.44%	640	No
15000US121030277031	15	2.42%	621	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030277032	80	14.49%	552	No
15000US121030277041	26	7.51%	346	No
15000US121030277042	33	5.11%	646	No
15000US121030286001	328	36.00%	911	Yes
15000US121039900000	0	#DIV/0!	0	#DIV/0!
15000US121030246024	120	9.88%	1215	No
15000US121030240051	291	16.06%	1812	No
15000US121030248012	251	11.32%	2217	No
15000US121030248011	323	15.19%	2127	No
15000US121030246012	211	30.45%	693	Yes
15000US121030246023	320	26.91%	1189	Yes
15000US121030253042	79	8.84%	894	No
15000US121030253051	23	1.95%	1178	No
15000US121030253061	214	15.72%	1361	No
15000US121030254014	57	9.66%	590	No
15000US121030260012	49	5.79%	846	No
15000US121030263006	433	77.32%	560	Yes
15000US121030262002	810	94.74%	855	Yes
15000US121030262001	946	84.54%	1119	Yes
15000US121030263005	451	32.75%	1377	Yes
15000US121030273201	312	31.97%	976	Yes
15000US121030268161	60	5.05%	1189	No
15000US121030273081	151	11.44%	1320	No
15000US121030273082	333	13.29%	2505	No
15000US121030273091	187	9.18%	2038	No
15000US121030208001	276	67.48%	409	Yes
15000US121030208002	769	90.79%	847	Yes
15000US121030212004	535	78.56%	681	Yes
15000US121030212001	651	99.69%	653	Yes
15000US121030212003	1178	96.72%	1218	Yes
15000US121030212002	1014	100.00%	1014	Yes
15000US121030215001	447	30.24%	1478	Yes
15000US121030240052	245	17.50%	1400	No
15000US121030245122	400	23.50%	1702	Yes
15000US121030245131	132	13.16%	1003	No
15000US121030245141	247	32.63%	757	Yes
15000US121030268201	197	18.01%	1094	No
15000US121030268202	191	16.55%	1154	No
15000US121030268203	160	9.14%	1750	No

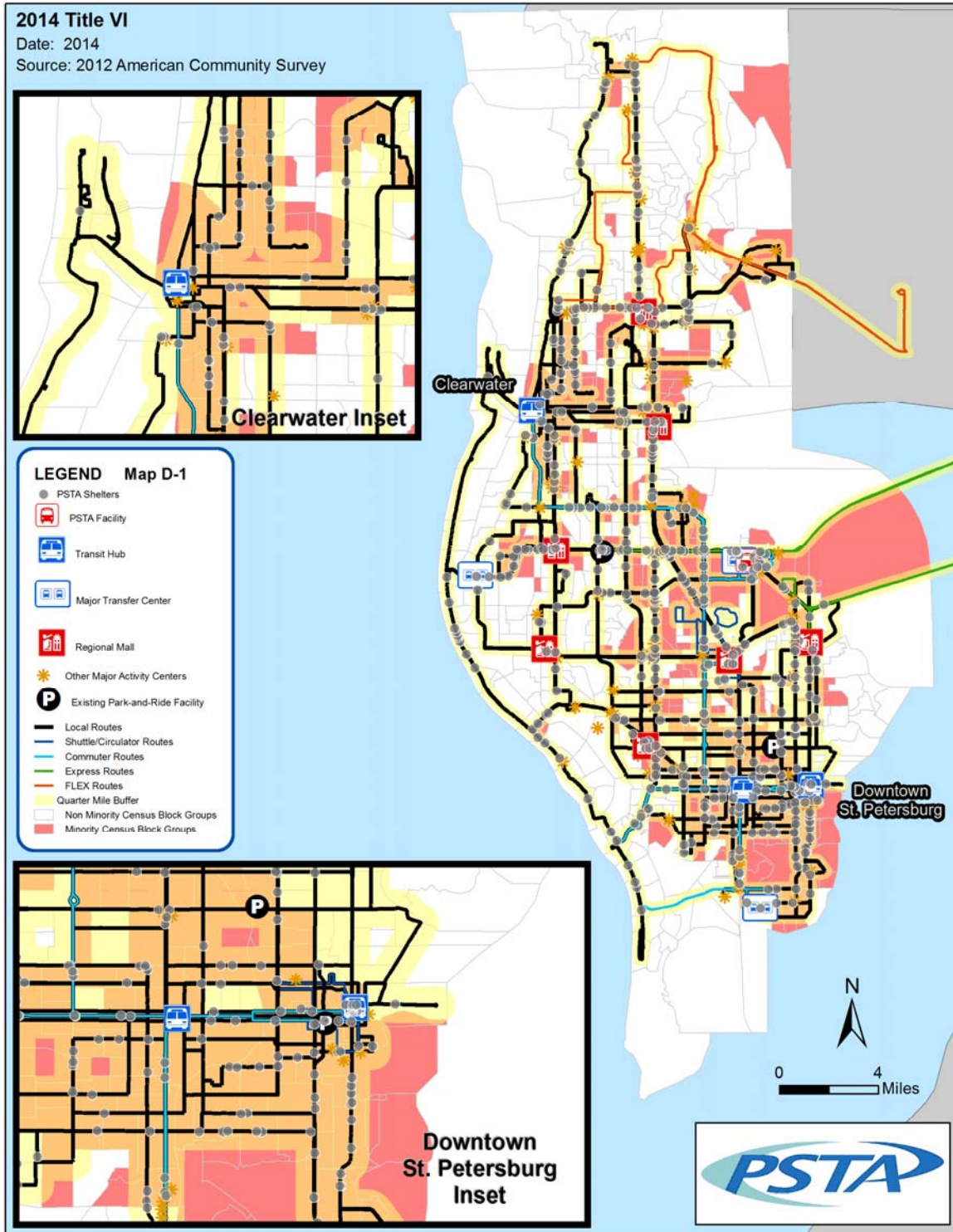
Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030268181	807	53.41%	1511	Yes
15000US121030268182	743	53.76%	1382	Yes
15000US121030277044	99	12.19%	812	No
15000US121030278011	26	3.95%	659	No
15000US121030278012	252	27.33%	922	Yes
15000US121030278022	27	1.93%	1401	No
15000US121030279041	18	1.84%	978	No
15000US121030279042	80	5.95%	1345	No
15000US121030201053	237	18.15%	1306	No
15000US121030207001	833	97.77%	852	Yes
15000US121030223012	95	11.60%	819	No
15000US121030245133	206	10.83%	1903	No
15000US121030250043	515	19.99%	2576	No
15000US121030250041	128	14.04%	912	No
15000US121030250042	670	35.62%	1881	Yes
15000US121030250044	105	27.63%	380	Yes
15000US121030250071	156	13.83%	1128	No
15000US121030250073	196	15.17%	1292	No
15000US121030254012	138	14.30%	965	No
15000US121030254011	107	7.96%	1344	No
15000US121030254072	412	26.77%	1539	Yes
15000US121030254081	117	10.35%	1130	No
15000US121030255011	195	14.23%	1370	No
15000US121030264004	298	28.22%	1056	Yes
15000US121030264003	369	44.19%	835	Yes
15000US121030264002	1471	79.09%	1860	Yes
15000US121030264001	639	50.35%	1269	Yes
15000US121030265005	86	19.41%	443	No
15000US121030265004	0	0.00%	693	No
15000US121030265003	509	31.83%	1599	Yes
15000US121030266012	59	27.57%	214	Yes
15000US121030273101	257	10.30%	2494	No
15000US121030273102	196	10.33%	1897	No
15000US121030240041	182	10.33%	1762	No
15000US121030216002	361	52.93%	682	Yes
15000US121030216003	322	56.99%	565	Yes
15000US121030219005	526	97.59%	539	Yes
15000US121030218001	22	3.69%	597	No
15000US121030218002	894	93.61%	955	Yes

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030245142	949	43.21%	2196	Yes
15000US121030245143	405	32.90%	1231	Yes
15000US121030245101	464	37.51%	1237	Yes
15000US121030245102	1293	77.84%	1661	Yes
15000US121030245103	1057	48.69%	2171	Yes
15000US121030268183	34	6.90%	493	No
15000US121030268191	90	11.08%	812	No
15000US121030268192	733	56.56%	1296	Yes
15000US121030269042	487	29.55%	1648	Yes
15000US121030269043	158	9.31%	1698	No
15000US121030279043	8	1.08%	742	No
15000US121030280021	53	3.65%	1453	No
15000US121030280022	33	6.52%	506	No
15000US121030280031	66	8.43%	783	No
15000US121030280032	11	1.64%	671	No
15000US121030280033	80	9.13%	876	No
15000US121030280034	59	7.96%	741	No
15000US121030248041	549	28.94%	1897	Yes
15000US121030250072	245	12.00%	2041	No
15000US121030250104	342	14.39%	2376	No
15000US121030250161	343	19.44%	1764	No
15000US121030250131	65	4.15%	1568	No
15000US121030250151	58	4.89%	1187	No
15000US121030281022	44	5.37%	819	No
15000US121030281021	31	6.13%	506	No
15000US121030255012	348	17.16%	2028	No
15000US121030255013	125	13.94%	897	No
15000US121030255032	225	15.57%	1445	No
15000US121030255031	77	4.84%	1590	No
15000US121030256021	232	26.27%	883	Yes
15000US121030268141	185	7.93%	2332	No
15000US121030268152	240	17.95%	1337	No
15000US121030268153	176	10.39%	1694	No
15000US121030267012	0	0.00%	769	No
15000US121030267021	302	23.25%	1299	Yes
15000US121030274011	294	21.34%	1378	No
15000US121030274012	134	11.31%	1185	No
15000US121030274024	139	11.54%	1205	No
15000US121030218003	83	15.12%	549	No

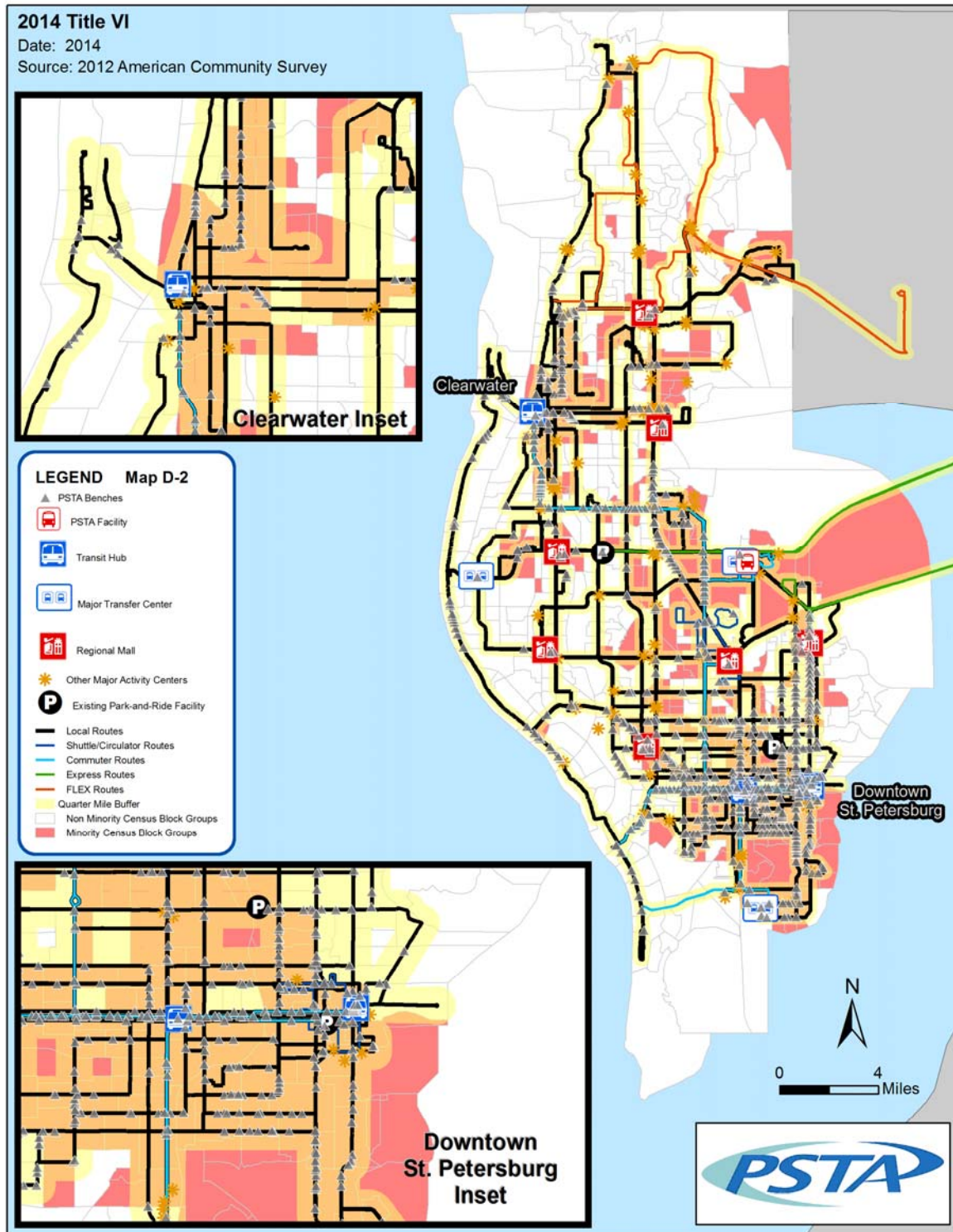
Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030218004	60	10.58%	567	No
15000US121030219004	696	96.94%	718	Yes
15000US121030219003	232	44.79%	518	Yes
15000US121030220001	461	85.85%	537	Yes
15000US121030220004	1491	87.60%	1702	Yes
15000US121030220003	744	96.12%	774	Yes
15000US121030220002	283	58.84%	481	Yes
15000US121030221003	431	50.71%	850	Yes
15000US121030246013	356	21.67%	1643	No
15000US121030246021	573	42.32%	1354	Yes
15000US121030246022	678	49.38%	1373	Yes
15000US121030247011	220	10.98%	2004	No
15000US121030247012	86	11.65%	738	No
15000US121030247013	202	23.19%	871	Yes
15000US121030269073	233	10.74%	2169	No
15000US121030269084	147	15.31%	960	No
15000US121030269092	48	2.63%	1826	No
15000US121030269093	183	8.61%	2125	No
15000US121030269113	95	7.18%	1323	No
15000US121030281023	459	24.36%	1884	Yes
15000US121030281031	43	7.95%	541	No
15000US121030281032	132	11.26%	1172	No
15000US121030281041	0	0.00%	489	No
15000US121030281042	174	13.75%	1265	No
15000US121030281043	0	0.00%	874	No
15000US121030281044	38	6.40%	594	No
15000US121030250143	312	17.87%	1746	No
15000US121030251191	283	11.00%	2572	No
15000US121030254171	17	1.79%	948	No
15000US121030254124	10	0.95%	1055	No
15000US121030282002	212	22.99%	922	No
15000US121030282003	134	22.37%	599	No
15000US121030282001	112	11.30%	991	No
15000US121030283004	220	28.95%	760	Yes
15000US121030283002	293	30.18%	971	Yes
15000US121030283003	196	23.50%	834	Yes
15000US121030283001	343	39.11%	877	Yes
15000US121030284011	25	5.66%	442	No
15000US121030284022	39	7.05%	553	No

Block Group ID	Total Minority Population	Percent Minority	Total Population	Minority Block Group
15000US121030258001	239	16.83%	1420	No
15000US121030260011	39	3.10%	1257	No
15000US121030263004	677	73.43%	922	Yes
15000US121030263001	690	54.76%	1260	Yes
15000US121030263003	723	55.57%	1301	Yes
15000US121030268112	284	9.91%	2865	No
15000US121030268111	0	0.00%	612	No
15000US121030222002	415	36.79%	1128	Yes
15000US121030222001	328	31.75%	1033	Yes
15000US121030223011	233	19.61%	1188	No
15000US121030223013	33	4.47%	738	No
15000US121030274031	157	9.17%	1713	No
15000US121030275011	66	1.87%	3524	No
15000US121030275012	62	11.85%	523	No
15000US121030221002	750	52.12%	1439	Yes
15000US121030221004	392	51.65%	759	Yes
15000US121030221005	162	21.37%	758	No
15000US121030221001	203	29.99%	677	Yes
15000US121030222004	291	42.98%	677	Yes
15000US121030222003	858	67.29%	1275	Yes

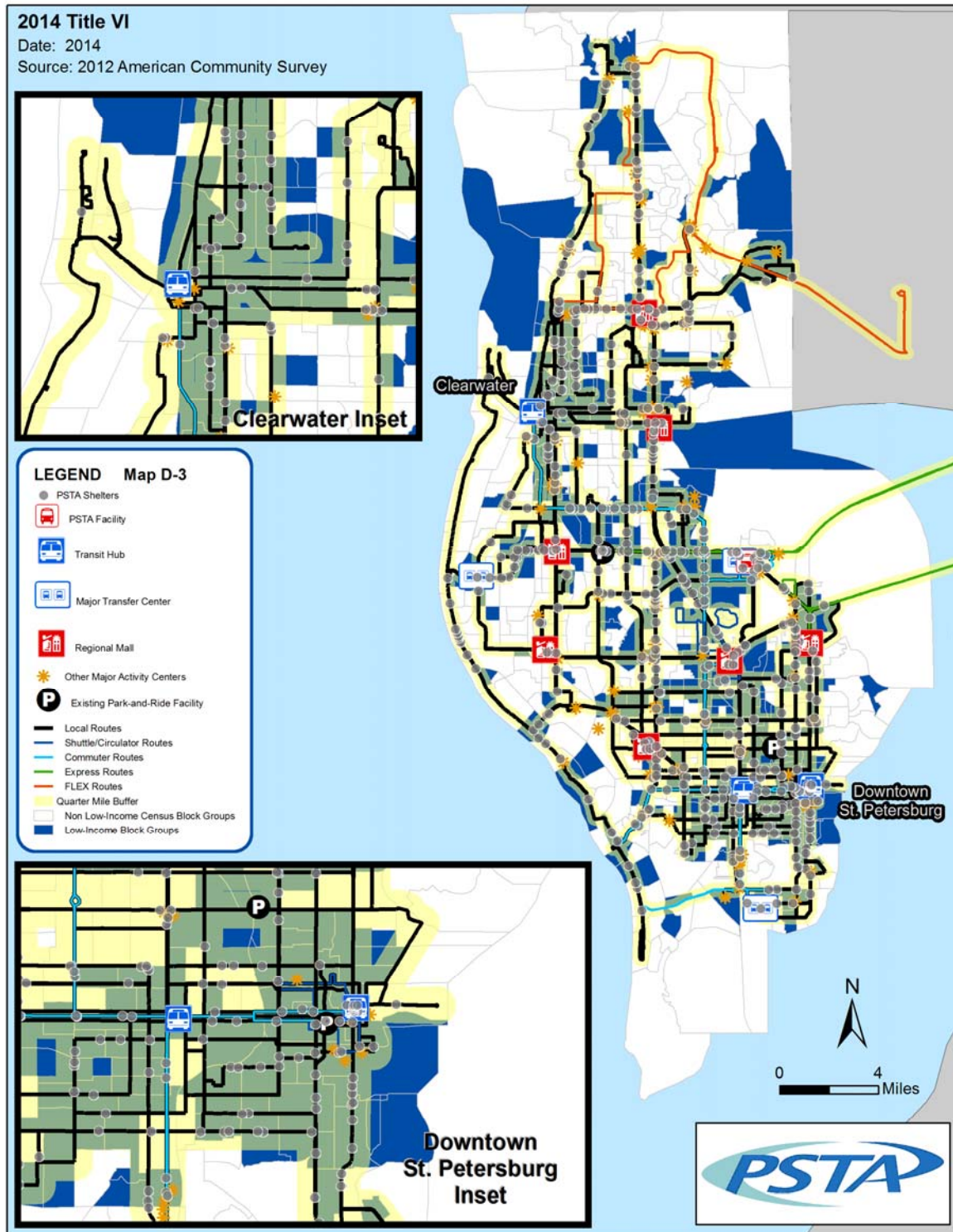
Map D-1: PSTA Shelter Distribution – Minority Block Groups



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

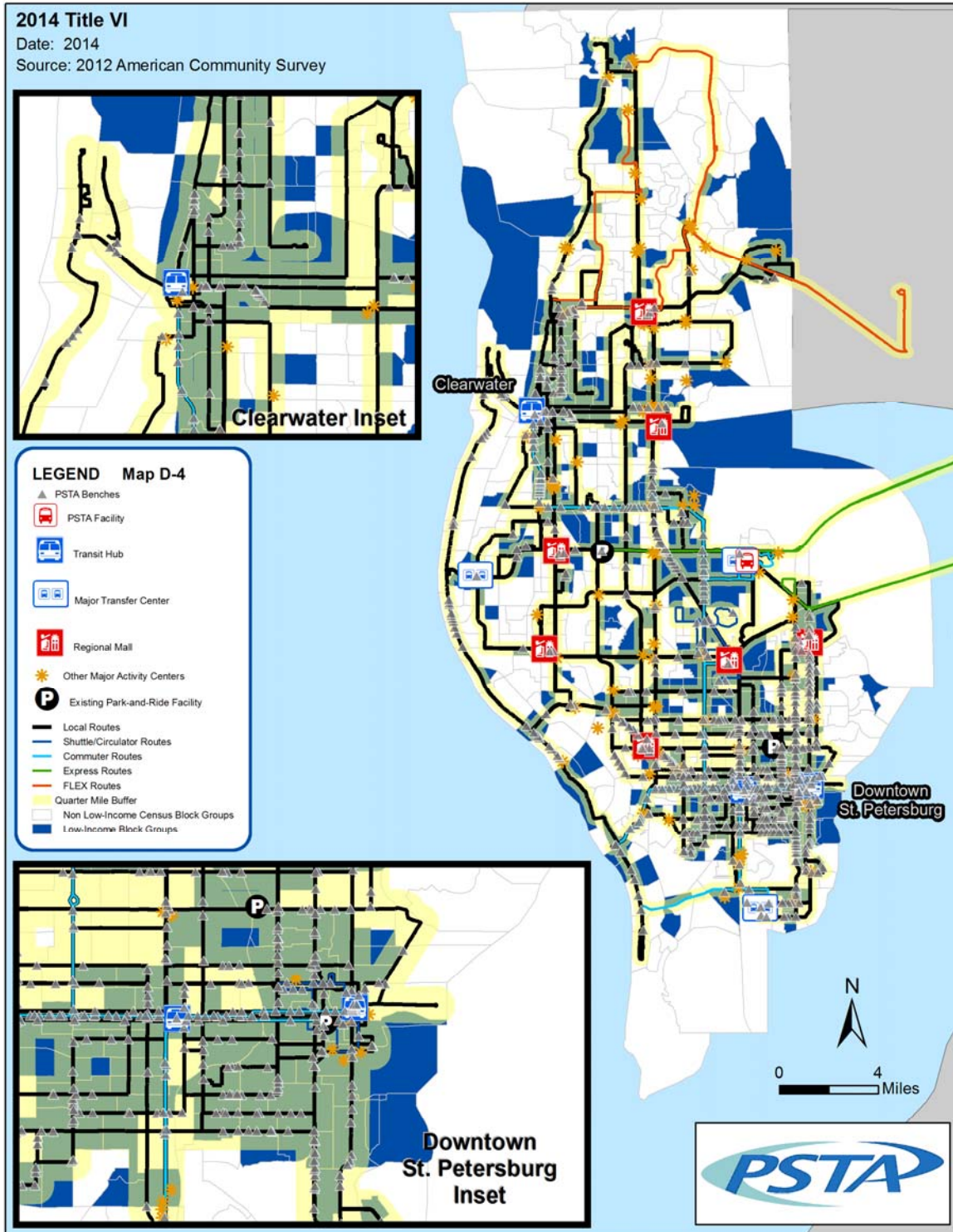


Table D-2: PSTA Shelter and Benches Distribution by Census Block Group

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030247021	0	0	No	Yes	No
15000US121030247022	0	0	Yes	Yes	Yes
15000US121030247023	1	0	Yes	Yes	Yes
15000US121030247032	0	0	Yes	No	Yes
15000US121030247033	0	0	No	Yes	Yes
15000US121030248031	1	0	Yes	Yes	Yes
15000US121030248032	0	1	No	Yes	Yes
15000US121030269122	0	0	No	No	No
15000US121030269124	1	2	Yes	Yes	Yes
15000US121030269133	0	0	No	No	Yes
15000US121030269134	0	0	No	No	Yes
15000US121030271062	1	1	No	No	No
15000US121030271063	1	0	No	No	Yes
15000US121030284012	0	0	No	No	Yes
15000US121030286003	1	2	Yes	Yes	Yes
15000US121030202091	0	0	Yes	No	Yes
15000US121030202092	0	4	Yes	Yes	Yes
15000US121030215002	0	3	Yes	Yes	No
15000US121030236003	0	1	No	Yes	No
15000US121030237003	0	0	No	No	No
15000US121030255051	1	3	Yes	Yes	Yes
15000US121030259002	3	2	No	No	No
15000US121030269123	0	0	Yes	Yes	Yes
15000US121030269132	0	0	No	No	Yes
15000US121030272092	1	0	No	No	No
15000US121030284021	1	5	No	No	No
15000US121030285002	0	1	No	No	No
15000US121030285001	0	2	Yes	Yes	No
15000US121030230001	1	1	No	Yes	Yes
15000US121030243023	2	2	No	No	Yes
15000US121030243022	0	0	No	Yes	Yes
15000US121030219001	0	2	Yes	Yes	No
15000US121030263002	2	1	Yes	Yes	Yes
15000US121030264005	1	0	Yes	No	Yes
15000US121030265006	1	0	Yes	No	Yes
15000US121030265002	0	0	Yes	Yes	Yes
15000US121030265001	0	0	Yes	Yes	Yes
15000US121030266013	0	0	No	No	Yes
15000US121030266014	0	0	No	No	Yes
15000US121030223023	2	9	No	Yes	Yes
15000US121030223022	1	2	No	No	Yes
15000US121030223021	3	2	No	No	No
15000US121030224014	0	0	No	Yes	Yes
15000US121030224012	0	0	No	No	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030224011	0	0	No	No	No
15000US121030275013	0	0	No	No	No
15000US121030274022	1	0	No	Yes	Yes
15000US121030274023	1	1	Yes	No	Yes
15000US121030248051	0	0	Yes	No	Yes
15000US121030249042	0	0	Yes	No	Yes
15000US121030250092	4	0	Yes	No	Yes
15000US121030250102	0	0	Yes	Yes	No
15000US121030250103	2	0	No	No	No
15000US121030271052	1	0	No	No	Yes
15000US121030272043	1	0	No	No	Yes
15000US121030272052	1	0	No	No	No
15000US121030272053	2	0	No	Yes	No
15000US121030272054	1	0	No	No	No
15000US121030240012	0	0	No	No	No
15000US121030241004	1	8	No	Yes	Yes
15000US121030244081	0	0	Yes	Yes	Yes
15000US121030244082	2	2	Yes	Yes	Yes
15000US121030244083	0	7	Yes	No	Yes
15000US121030244111	0	0	No	No	No
15000US121030272105	0	0	No	No	No
15000US121030273104	0	0	No	No	No
15000US121030273163	0	0	No	No	No
15000US121030273172	0	0	No	No	No
15000US121030249013	0	0	Yes	No	Yes
15000US121030219002	1	0	Yes	No	Yes
15000US121030249011	0	0	Yes	Yes	Yes
15000US121030249012	0	1	No	No	Yes
15000US121030249023	2	0	No	Yes	Yes
15000US121030249022	5	4	Yes	Yes	Yes
15000US121030266011	0	0	No	No	Yes
15000US121030266021	2	0	Yes	Yes	Yes
15000US121030267013	0	0	No	Yes	No
15000US121030267011	1	0	Yes	Yes	Yes
15000US121030267014	2	0	Yes	No	Yes
15000US121030267026	0	0	Yes	Yes	Yes
15000US121030224022	0	1	No	No	No
15000US121030224025	0	5	No	No	No
15000US121030224023	0	0	No	No	Yes
15000US121030224021	1	7	No	No	No
15000US121030224024	1	1	Yes	No	Yes
15000US121030225013	0	3	Yes	Yes	Yes
15000US121030225012	5	8	Yes	No	Yes
15000US121030272081	0	0	Yes	No	Yes
15000US121030272042	0	0	No	Yes	No
15000US121030272041	0	0	No	Yes	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030272051	1	0	No	No	Yes
15000US121030272061	0	0	No	No	Yes
15000US121030272074	0	0	No	Yes	No
15000US121030250112	5	1	No	No	Yes
15000US121030250113	0	0	No	No	No
15000US121030250123	0	0	No	Yes	No
15000US121030250152	0	1	No	No	No
15000US121030250171	0	0	No	Yes	Yes
15000US121030272062	2	0	No	No	Yes
15000US121030272063	0	0	No	No	No
15000US121030272082	0	0	No	No	No
15000US121030272083	0	0	No	No	Yes
15000US121030272084	1	0	No	No	Yes
15000US121030244113	0	0	No	No	Yes
15000US121030244114	0	0	No	No	No
15000US121030245121	0	1	No	No	No
15000US121030245132	3	0	No	No	No
15000US121030247031	0	0	Yes	Yes	Yes
15000US121030248052	0	0	Yes	Yes	Yes
15000US121030251221	0	0	No	No	Yes
15000US121030273261	0	0	Yes	No	Yes
15000US121030215003	1	1	No	No	No
15000US121030254053	4	1	No	No	No
15000US121030254052	0	0	No	No	Yes
15000US121030249024	0	2	Yes	No	Yes
15000US121030249021	0	2	No	Yes	Yes
15000US121030249041	1	0	Yes	No	Yes
15000US121030249052	0	2	Yes	No	Yes
15000US121030249053	0	0	No	No	Yes
15000US121030249051	0	0	Yes	Yes	Yes
15000US121030267023	0	0	No	No	Yes
15000US121030267022	2	0	No	No	Yes
15000US121030267024	0	1	No	No	Yes
15000US121030267025	2	1	No	No	Yes
15000US121030267034	5	0	Yes	No	No
15000US121030225011	1	1	No	Yes	Yes
15000US121030225021	2	0	Yes	No	Yes
15000US121030225023	8	9	Yes	No	Yes
15000US121030225022	0	0	Yes	No	Yes
15000US121030225032	0	1	No	No	Yes
15000US121030225033	2	2	No	No	No
15000US121030272073	0	0	No	No	Yes
15000US121030272071	1	0	No	No	Yes
15000US121030272072	0	0	No	No	Yes
15000US121030274021	0	0	Yes	Yes	Yes
15000US121030250172	0	1	No	Yes	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030250181	0	0	Yes	No	Yes
15000US121030250182	0	1	Yes	Yes	Yes
15000US121030250183	0	0	No	No	Yes
15000US121030250191	0	1	No	Yes	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
15000US121030251231	0	0	No	Yes	Yes
15000US121030252092	1	0	No	No	Yes
15000US121030253072	4	2	Yes	Yes	Yes
15000US121030253073	0	0	Yes	No	Yes
15000US121030254013	0	0	No	No	Yes
15000US121030254071	1	1	No	No	Yes
15000US121030254051	2	1	No	Yes	No
15000US121030271012	1	6	No	Yes	No
15000US121030271011	3	6	No	Yes	No
15000US121030271013	1	0	No	Yes	No
15000US121030271064	0	0	No	Yes	No
15000US121030201062	0	0	No	No	No
15000US121030249062	1	1	Yes	Yes	Yes
15000US121030249063	0	1	No	Yes	No
15000US121030249061	1	0	No	No	Yes
15000US121030201012	5	1	Yes	Yes	Yes
15000US121030201011	1	5	Yes	No	Yes
15000US121030201013	1	3	Yes	Yes	Yes
15000US121030267033	0	1	No	No	Yes
15000US121030267032	1	1	No	Yes	No
15000US121030267031	0	0	No	No	Yes
15000US121030268042	0	0	Yes	Yes	Yes
15000US121030268041	0	1	Yes	No	Yes
15000US121030225031	0	3	Yes	Yes	Yes
15000US121030226011	1	1	No	No	Yes
15000US121030226013	0	1	No	No	Yes
15000US121030226012	0	0	No	No	Yes
15000US121030226022	0	2	No	No	Yes
15000US121030226023	2	0	Yes	No	Yes
15000US121030226021	0	1	No	No	Yes
15000US121030269081	0	0	No	No	No
15000US121030269083	0	0	No	No	No
15000US121030269091	1	0	No	No	No
15000US121030271051	0	2	No	No	No
15000US121030273271	0	0	No	No	No
15000US121030287001	2	6	Yes	Yes	No
15000US121030287002	4	3	Yes	Yes	Yes
15000US121030250192	0	0	No	Yes	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030251073	0	0	No	No	Yes
15000US121030251093	0	0	No	No	No
15000US121030251104	0	0	No	No	No
15000US121030251112	1	2	No	Yes	No
15000US121030273103	0	0	No	No	No
15000US121030273142	0	0	No	No	Yes
15000US121030254131	0	0	No	No	Yes
15000US121030254132	2	0	No	Yes	Yes
15000US121030254133	1	0	No	Yes	Yes
15000US121030254121	1	0	No	Yes	Yes
15000US121030254122	1	0	No	No	Yes
15000US121030201063	0	0	No	No	Yes
15000US121030201064	0	0	No	No	No
15000US121030201061	0	0	No	No	No
15000US121030201051	0	0	No	No	No
15000US121030202012	0	0	Yes	No	Yes
15000US121030202011	1	3	Yes	No	Yes
15000US121030273203	0	0	Yes	Yes	No
15000US121030268165	0	0	Yes	No	Yes
15000US121030268091	0	0	No	No	Yes
15000US121030268092	0	0	No	No	No
15000US121030227002	0	0	No	No	Yes
15000US121030227003	0	2	Yes	No	Yes
15000US121030227001	3	2	Yes	No	Yes
15000US121030228013	1	3	Yes	Yes	Yes
15000US121030228011	1	6	No	Yes	Yes
15000US121030228012	2	2	Yes	Yes	Yes
15000US121030228022	0	0	Yes	No	Yes
15000US121030271061	1	0	No	No	Yes
15000US121030273151	0	0	No	No	No
15000US121030273141	0	0	No	Yes	No
15000US121030273171	0	0	No	No	No
15000US121030261012	0	1	Yes	Yes	Yes
15000US121030201014	1	1	Yes	Yes	Yes
15000US121030201081	0	0	No	No	No
15000US121030201082	0	0	No	Yes	No
15000US121030201083	0	0	No	Yes	Yes
15000US121030201071	0	0	No	No	Yes
15000US121030251113	1	0	No	No	No
15000US121030251203	0	0	No	No	No
15000US121030251222	0	0	No	No	No
15000US121030251223	0	0	No	No	No
15000US121030251232	0	0	No	No	Yes
15000US121030273152	1	0	No	Yes	No
15000US121030273153	0	0	No	No	No
15000US121030273154	1	0	No	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030273162	2	0	No	No	No
15000US121030273173	0	0	No	No	Yes
15000US121030254123	1	0	Yes	No	Yes
15000US121030255061	1	0	No	Yes	Yes
15000US121030255062	0	0	Yes	No	Yes
15000US121030256031	0	1	No	No	No
15000US121030256032	0	1	No	No	No
15000US121030256033	0	0	No	Yes	Yes
15000US121030259004	3	0	Yes	Yes	Yes
15000US121030202023	0	1	Yes	No	Yes
15000US121030202021	1	0	No	No	Yes
15000US121030202022	1	3	Yes	Yes	No
15000US121030203022	0	1	Yes	No	No
15000US121030203021	0	1	Yes	No	Yes
15000US121030203023	0	1	Yes	Yes	Yes
15000US121030245071	1	3	No	Yes	Yes
15000US121030202013	0	0	Yes	No	Yes
15000US121030203013	1	1	Yes	No	Yes
15000US121030201052	0	1	No	Yes	Yes
15000US121030251061	1	1	No	No	Yes
15000US121030251062	0	1	No	No	No
15000US121030268113	3	0	No	No	No
15000US121030268121	5	3	No	No	Yes
15000US121030268131	3	0	No	No	Yes
15000US121030228023	0	0	Yes	No	No
15000US121030228021	1	3	Yes	No	Yes
15000US121030229012	0	4	Yes	No	No
15000US121030229011	5	6	Yes	Yes	Yes
15000US121030229022	0	2	Yes	Yes	Yes
15000US121030229023	0	1	Yes	No	Yes
15000US121030229021	0	2	Yes	No	Yes
15000US121030273181	0	0	No	No	Yes
15000US121030269101	4	0	No	Yes	Yes
15000US121030269111	1	0	Yes	No	Yes
15000US121030268162	0	0	No	Yes	No
15000US121030268172	0	0	No	No	Yes
15000US121030201072	0	0	No	No	No
15000US121030202061	1	2	Yes	No	Yes
15000US121030202062	0	0	Yes	Yes	Yes
15000US121030202071	0	2	No	No	Yes
15000US121030202072	1	2	Yes	No	No
15000US121030202081	2	1	Yes	No	No
15000US121030252033	0	0	No	No	Yes
15000US121030252052	0	0	No	Yes	No
15000US121030252053	1	0	No	No	Yes
15000US121030252081	0	0	No	Yes	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030252082	4	4	No	No	No
15000US121030273182	0	0	No	No	Yes
15000US121030273193	0	0	No	No	Yes
15000US121030273211	0	0	No	No	Yes
15000US121030273222	0	0	No	No	Yes
15000US121030269112	0	0	No	No	No
15000US121030269121	0	0	No	No	No
15000US121030259005	0	5	Yes	Yes	Yes
15000US121030268211	0	0	Yes	Yes	Yes
15000US121030269131	0	0	No	No	Yes
15000US121030272091	0	0	No	No	Yes
15000US121030272021	0	0	No	No	No
15000US121030245072	1	1	No	No	Yes
15000US121030260023	0	1	No	No	Yes
15000US121030260022	1	2	No	No	Yes
15000US121030260021	0	0	No	No	Yes
15000US121030259006	0	8	No	No	No
15000US121030261021	0	0	No	Yes	No
15000US121030251082	0	0	No	Yes	Yes
15000US121030251081	1	1	No	No	No
15000US121030251092	0	0	No	No	No
15000US121030251103	0	0	No	No	No
15000US121030251102	0	0	No	Yes	Yes
15000US121030273161	1	0	No	No	Yes
15000US121030269082	0	0	No	No	No
15000US121030269041	0	0	No	No	Yes
15000US121030266022	0	0	Yes	Yes	Yes
15000US121030230002	0	4	Yes	Yes	Yes
15000US121030231001	1	5	No	No	Yes
15000US121030231002	2	1	Yes	Yes	Yes
15000US121030232002	1	0	No	Yes	No
15000US121030232001	1	1	No	No	No
15000US121030232003	0	2	No	No	Yes
15000US121030233002	1	3	Yes	Yes	Yes
15000US121030233001	0	4	Yes	Yes	Yes
15000US121030268171	0	0	Yes	No	Yes
15000US121030273202	0	0	No	No	Yes
15000US121030245081	1	2	Yes	Yes	Yes
15000US121030202082	2	1	Yes	Yes	No
15000US121030202093	0	1	Yes	No	No
15000US121030202094	0	3	Yes	Yes	No
15000US121030224026	0	1	No	No	No
15000US121030240023	1	1	Yes	No	No
15000US121030240043	0	0	No	No	Yes
15000US121030244062	1	0	No	Yes	Yes
15000US121030252091	1	0	No	No	No

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
15000US121030253032	0	1	No	No	Yes
15000US121030253033	1	0	No	Yes	Yes
15000US121030253043	1	2	No	No	No
15000US121030253052	0	0	Yes	No	Yes
15000US121030273221	0	0	No	No	No
15000US121030273223	0	0	Yes	No	No
15000US121030273231	0	0	No	No	No
15000US121030273232	1	0	Yes	No	Yes
15000US121030272022	0	0	No	Yes	No
15000US121030272023	2	0	No	No	Yes
15000US121030272024	0	0	No	No	Yes
15000US121030261022	0	3	No	No	No
15000US121030269104	0	0	Yes	No	No
15000US121030250133	0	0	Yes	Yes	Yes
15000US121030273224	0	0	No	No	No
15000US121030251101	0	0	No	No	Yes
15000US121030251111	0	0	No	No	No
15000US121030251122	1	0	No	No	No
15000US121030251121	1	0	No	No	No
15000US121030269103	0	0	Yes	Yes	Yes
15000US121030269102	1	0	Yes	No	Yes
15000US121030269072	0	0	No	No	Yes
15000US121030269071	2	1	No	No	No
15000US121030270004	3	3	Yes	Yes	Yes
15000US121030233003	0	3	Yes	Yes	No
15000US121030234002	2	6	Yes	Yes	Yes
15000US121030234001	0	3	Yes	Yes	No
15000US121030235003	1	4	No	Yes	Yes
15000US121030235001	0	2	No	Yes	Yes
15000US121030235002	0	2	No	Yes	No
15000US121030250101	0	1	Yes	Yes	Yes
15000US121030250111	0	0	No	No	Yes
15000US121030250121	0	0	No	Yes	No
15000US121030250122	1	1	No	No	Yes
15000US121030244063	0	0	Yes	No	Yes
15000US121030244091	2	1	No	No	No
15000US121030244092	0	0	No	No	Yes
15000US121030244101	3	5	Yes	Yes	Yes
15000US121030244102	1	4	Yes	Yes	Yes
15000US121030244121	11	0	Yes	No	No
15000US121030253071	2	0	No	No	No
15000US121030253081	1	0	No	No	No
15000US121030253082	0	0	No	No	No
15000US121030254073	0	0	No	No	No
15000US121030273241	0	0	No	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030273242	0	0	No	Yes	Yes
15000US121030273243	0	0	No	No	Yes
15000US121030272025	0	0	No	No	No
15000US121030277011	0	0	No	No	Yes
15000US121030277043	0	0	No	No	Yes
15000US121030278021	1	4	No	No	No
15000US121030279031	0	0	No	No	No
15000US121030251123	0	0	No	No	Yes
15000US121030251133	0	0	No	No	Yes
15000US121030251131	1	0	No	No	Yes
15000US121030251132	0	0	No	Yes	No
15000US121030251141	0	0	No	No	Yes
15000US121030270001	0	1	Yes	Yes	Yes
15000US121030252073	6	0	Yes	No	Yes
15000US121030252072	1	1	Yes	Yes	Yes
15000US121030256022	0	5	Yes	Yes	Yes
15000US121030257003	0	0	No	No	No
15000US121030257004	0	2	No	No	Yes
15000US121030236001	0	0	No	No	No
15000US121030236002	0	1	No	Yes	No
15000US121030237002	0	0	No	No	No
15000US121030237001	0	0	No	Yes	No
15000US121030238001	0	2	No	No	Yes
15000US121030238002	0	5	No	No	No
15000US121030239001	5	2	Yes	No	No
15000US121030239002	1	4	No	Yes	Yes
15000US121030250132	0	0	No	No	No
15000US121030250141	4	2	No	No	Yes
15000US121030250142	1	0	Yes	Yes	Yes
15000US121030203014	0	0	Yes	No	No
15000US121030203011	2	4	Yes	Yes	Yes
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
15000US121030254082	0	0	No	No	Yes
15000US121030254083	3	1	No	Yes	Yes
15000US121030254141	2	5	No	Yes	Yes
15000US121030254142	0	4	Yes	Yes	Yes
15000US121030273251	0	0	No	No	No
15000US121030273252	0	0	No	No	Yes
15000US121030273262	0	0	No	No	Yes
15000US121030273272	1	0	Yes	Yes	Yes
15000US121030279011	0	0	No	Yes	No
15000US121030279012	1	0	No	No	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030280023	0	0	No	No	No
15000US121030280024	0	1	No	No	No
15000US121030270003	1	0	No	No	No
15000US121030270002	0	0	No	Yes	No
15000US121030251201	0	0	No	No	No
15000US121030252071	0	1	No	No	Yes
15000US121030253041	0	0	No	No	Yes
15000US121030251211	0	0	No	No	No
15000US121030251142	0	0	No	No	No
15000US121030251151	1	2	No	Yes	No
15000US121030251152	0	0	No	Yes	No
15000US121030251161	0	0	Yes	No	Yes
15000US121030251162	0	0	No	No	No
15000US121030251212	0	1	No	No	No
15000US121030251202	0	0	No	No	No
15000US121030257002	0	0	No	No	Yes
15000US121030257001	0	0	No	No	No
15000US121030252031	1	0	No	No	Yes
15000US121030252032	0	0	No	No	No
15000US121030254111	3	0	Yes	Yes	Yes
15000US121030240011	0	0	No	No	No
15000US121030240021	0	0	No	No	Yes
15000US121030240022	0	0	No	No	Yes
15000US121030240042	0	0	No	No	No
15000US121030241002	0	3	No	No	Yes
15000US121030241003	1	3	No	No	Yes
15000US121030203012	3	3	Yes	No	Yes
15000US121030204001	0	0	Yes	Yes	No
15000US121030204003	3	3	Yes	Yes	Yes
15000US121030204002	0	0	Yes	Yes	No
15000US121030205003	0	3	Yes	Yes	No
15000US121030205004	1	3	Yes	Yes	No
15000US121030245054	2	1	No	No	Yes
15000US121030245082	2	0	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
15000US121030254172	0	0	No	Yes	Yes
15000US121030255033	0	1	No	No	Yes
15000US121030274025	4	1	Yes	Yes	Yes
15000US121030275014	0	0	No	No	Yes
15000US121030275021	0	0	No	No	No
15000US121030275022	1	0	No	Yes	Yes
15000US121030275023	0	0	No	No	Yes
15000US121030280041	2	0	No	Yes	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030280042	1	0	No	Yes	Yes
15000US121030286002	2	6	Yes	Yes	Yes
15000US121030261011	0	4	Yes	Yes	Yes
15000US121030261013	0	5	Yes	Yes	Yes
15000US121030256023	1	2	No	Yes	No
15000US121030268164	0	0	No	Yes	No
15000US121030268163	1	0	No	No	No
15000US121030246011	0	0	Yes	Yes	Yes
15000US121030251192	0	0	No	Yes	Yes
15000US121030251193	1	0	No	No	No
15000US121030251071	1	0	No	Yes	Yes
15000US121030251072	1	0	No	No	Yes
15000US121030251091	0	0	No	No	Yes
15000US121030252042	1	1	No	Yes	No
15000US121030258002	2	1	Yes	Yes	Yes
15000US121030258003	2	1	Yes	Yes	Yes
15000US121030259003	1	1	Yes	Yes	Yes
15000US121030259001	3	3	Yes	Yes	No
15000US121030241001	0	1	Yes	No	No
15000US121030242003	0	0	No	Yes	Yes
15000US121030242002	0	1	No	No	No
15000US121030242004	1	2	Yes	Yes	Yes
15000US121030242005	0	3	No	No	No
15000US121030242001	0	2	No	No	Yes
15000US121030243014	1	0	No	Yes	Yes
15000US121030243013	1	1	Yes	Yes	Yes
15000US121030205002	2	1	Yes	Yes	No
15000US121030205001	3	0	Yes	Yes	No
15000US121030206003	1	3	Yes	Yes	Yes
15000US121030206004	2	4	Yes	Yes	No
15000US121030206001	0	5	Yes	Yes	No
15000US121030206002	1	1	Yes	Yes	Yes
15000US121030245091	4	0	No	No	Yes
15000US121030245092	0	0	Yes	No	Yes
15000US121030255063	0	0	Yes	No	No
15000US121030255064	0	0	Yes	Yes	Yes
15000US121030256041	1	1	No	Yes	No
15000US121030260013	0	2	No	No	Yes
15000US121030267035	1	2	Yes	Yes	Yes
15000US121030268043	0	0	Yes	No	Yes
15000US121030276031	0	0	No	No	Yes
15000US121030276032	0	0	No	No	No
15000US121030276033	0	2	No	No	No
15000US121030276041	0	0	No	No	Yes
15000US121030276042	0	4	No	No	Yes
15000US121030276051	0	0	No	No	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030216001	2	5	Yes	Yes	No
15000US121030224013	0	0	No	No	Yes
15000US121030244112	1	2	No	Yes	No
15000US121030279013	0	0	No	No	No
15000US121030244061	2	1	Yes	Yes	Yes
15000US121030245052	2	1	Yes	Yes	Yes
15000US121030245053	1	0	Yes	No	Yes
15000US121030245051	5	3	No	Yes	Yes
15000US121030250091	1	0	Yes	No	Yes
15000US121030252041	3	0	No	No	Yes
15000US121030252051	0	0	No	No	Yes
15000US121030253031	2	0	No	Yes	Yes
15000US121030273192	0	0	No	No	Yes
15000US121030273191	0	0	Yes	No	Yes
15000US121030243011	1	0	No	No	Yes
15000US121030243012	2	0	No	Yes	Yes
15000US121030243021	0	0	No	No	Yes
15000US121030244033	1	3	No	Yes	Yes
15000US121030244031	1	3	No	No	Yes
15000US121030244032	2	4	No	Yes	Yes
15000US121030207003	0	0	Yes	No	No
15000US121030207004	3	4	Yes	Yes	No
15000US121030207002	0	4	Yes	Yes	No
15000US121030208006	0	2	Yes	Yes	No
15000US121030208003	1	0	Yes	Yes	No
15000US121030208005	0	3	Yes	Yes	No
15000US121030208004	1	2	Yes	Yes	No
15000US121030245093	0	0	No	No	No
15000US121030245111	0	0	No	Yes	Yes
15000US121030245112	0	0	Yes	No	Yes
15000US121030245113	1	0	Yes	No	No
15000US121030268114	0	0	No	No	No
15000US121030268122	3	0	No	No	Yes
15000US121030268132	0	1	Yes	Yes	Yes
15000US121030268151	0	0	No	No	Yes
15000US121030268173	1	0	No	No	No
15000US121030276061	1	0	No	No	No
15000US121030276062	0	0	No	No	No
15000US121030277012	0	0	No	No	No
15000US121030277031	6	3	No	No	No
15000US121030277032	1	7	No	No	Yes
15000US121030277041	1	0	No	No	No
15000US121030277042	0	0	No	Yes	No
15000US121030286001	5	8	Yes	Yes	Yes
15000US121030246024	0	0	No	Yes	Yes
15000US121030240051	0	0	No	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030248012	1	0	No	No	Yes
15000US121030248011	1	0	No	Yes	Yes
15000US121030246012	1	0	Yes	Yes	Yes
15000US121030246023	1	0	Yes	Yes	Yes
15000US121030253042	2	0	No	No	No
15000US121030253051	1	0	No	No	No
15000US121030253061	0	3	No	No	No
15000US121030254014	0	0	No	No	Yes
15000US121030260012	0	1	No	No	No
15000US121030263006	0	0	Yes	Yes	No
15000US121030262002	2	1	Yes	Yes	No
15000US121030262001	4	3	Yes	Yes	No
15000US121030263005	0	0	Yes	Yes	No
15000US121030273201	1	2	Yes	Yes	Yes
15000US121030268161	1	0	No	No	No
15000US121030273081	0	0	No	No	Yes
15000US121030273082	0	0	No	No	Yes
15000US121030273091	0	0	No	No	No
15000US121030208001	1	0	Yes	Yes	No
15000US121030208002	2	2	Yes	Yes	No
15000US121030212004	1	3	Yes	Yes	No
15000US121030212001	1	1	Yes	Yes	No
15000US121030212003	0	2	Yes	Yes	Yes
15000US121030212002	1	2	Yes	Yes	No
15000US121030215001	9	16	Yes	Yes	Yes
15000US121030240052	0	0	No	No	Yes
15000US121030245122	21	14	Yes	Yes	Yes
15000US121030245131	0	1	No	No	Yes
15000US121030245141	1	4	Yes	No	Yes
15000US121030268201	1	0	No	No	Yes
15000US121030268202	1	0	No	No	No
15000US121030268203	1	0	No	Yes	Yes
15000US121030268181	0	1	Yes	Yes	Yes
15000US121030268182	1	0	Yes	Yes	Yes
15000US121030277044	1	0	No	No	No
15000US121030278011	1	2	No	Yes	No
15000US121030278012	2	3	Yes	Yes	Yes
15000US121030278022	1	1	No	No	No
15000US121030279041	0	0	No	Yes	No
15000US121030279042	0	0	No	No	No
15000US121030201053	4	2	No	No	No
15000US121030207001	0	1	Yes	No	No
15000US121030223012	0	1	No	No	Yes
15000US121030245133	2	0	No	No	No
15000US121030250043	2	0	No	No	Yes
15000US121030250041	1	1	No	Yes	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030250042	0	0	Yes	Yes	Yes
15000US121030250044	3	0	Yes	Yes	No
15000US121030250071	0	0	No	No	Yes
15000US121030250073	0	0	No	No	Yes
15000US121030254012	0	0	No	No	No
15000US121030254011	0	0	No	No	No
15000US121030254072	2	1	Yes	Yes	Yes
15000US121030254081	1	0	No	No	Yes
15000US121030255011	0	0	No	No	No
15000US121030264004	1	0	Yes	No	Yes
15000US121030264003	0	0	Yes	Yes	Yes
15000US121030264002	2	3	Yes	Yes	Yes
15000US121030264001	0	3	Yes	Yes	Yes
15000US121030265005	0	0	No	No	Yes
15000US121030265004	0	0	No	Yes	Yes
15000US121030265003	1	0	Yes	Yes	Yes
15000US121030266012	2	0	Yes	Yes	Yes
15000US121030273101	0	0	No	No	No
15000US121030273102	0	0	No	No	Yes
15000US121030240041	0	0	No	Yes	No
15000US121030216002	2	4	Yes	Yes	Yes
15000US121030216003	1	6	Yes	Yes	Yes
15000US121030219005	0	5	Yes	No	No
15000US121030218001	0	3	No	No	No
15000US121030218002	2	4	Yes	Yes	No
15000US121030245142	3	0	Yes	Yes	Yes
15000US121030245143	2	8	Yes	No	Yes
15000US121030245101	2	2	Yes	Yes	Yes
15000US121030245102	0	2	Yes	Yes	Yes
15000US121030245103	1	1	Yes	#DIV/0!	#DIV/0!
15000US121030268183	0	0	No	No	No
15000US121030268191	1	0	No	No	Yes
15000US121030268192	2	1	Yes	Yes	Yes
15000US121030269042	0	0	Yes	Yes	Yes
15000US121030269043	2	0	No	No	No
15000US121030279043	0	0	No	Yes	Yes
15000US121030280021	1	0	No	No	No
15000US121030280022	2	2	No	No	No
15000US121030280031	1	2	No	Yes	No
15000US121030280032	0	0	No	No	Yes
15000US121030280033	1	0	No	Yes	No
15000US121030280034	0	3	No	Yes	Yes
15000US121030248041	2	0	Yes	Yes	Yes
15000US121030250072	0	0	No	No	Yes
15000US121030250104	3	1	No	No	Yes
15000US121030250161	0	0	No	No	No

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030250131	0	0	No	No	Yes
15000US121030250151	0	0	No	No	Yes
15000US121030281022	1	0	No	Yes	No
15000US121030281021	0	0	No	No	No
15000US121030255012	0	0	No	Yes	Yes
15000US121030255013	0	0	No	No	No
15000US121030255032	1	1	No	No	No
15000US121030255031	0	0	No	No	Yes
15000US121030256021	1	5	Yes	Yes	Yes
15000US121030268141	1	1	No	No	Yes
15000US121030268152	1	0	No	No	Yes
15000US121030268153	0	0	No	No	Yes
15000US121030267012	0	0	No	Yes	No
15000US121030267021	0	0	Yes	No	Yes
15000US121030274011	0	0	No	Yes	Yes
15000US121030274012	0	0	No	No	No
15000US121030274024	0	0	No	No	No
15000US121030218003	2	4	No	Yes	Yes
15000US121030218004	0	4	No	No	Yes
15000US121030219004	1	16	Yes	Yes	No
15000US121030219003	0	4	Yes	No	No
15000US121030220001	2	2	Yes	Yes	No
15000US121030220004	1	2	Yes	Yes	Yes
15000US121030220003	2	4	Yes	Yes	Yes
15000US121030220002	1	5	Yes	Yes	No
15000US121030221003	0	6	Yes	Yes	Yes
15000US121030246013	2	0	No	Yes	Yes
15000US121030246021	0	0	Yes	Yes	Yes
15000US121030246022	0	1	Yes	Yes	Yes
15000US121030247011	3	2	No	Yes	Yes
15000US121030247012	0	1	No	Yes	Yes
15000US121030247013	1	1	Yes	No	Yes
15000US121030269073	4	1	No	No	Yes
15000US121030269084	0	0	No	No	Yes
15000US121030269092	1	0	No	No	No
15000US121030269093	1	0	No	No	Yes
15000US121030269113	0	0	No	No	Yes
15000US121030281023	0	0	Yes	No	Yes
15000US121030281031	0	1	No	No	Yes
15000US121030281032	6	2	No	No	Yes
15000US121030281041	1	4	No	No	Yes
15000US121030281042	1	0	No	No	Yes
15000US121030281043	0	0	No	No	Yes
15000US121030281044	0	0	No	No	Yes
15000US121030250143	1	0	No	No	Yes
15000US121030251191	1	0	No	No	Yes

Block Group ID	Number of Shelters	Number of Benches	Minority Block Group	Low Income Block Group	LEP Block Group
15000US121030254171	0	0	No	No	No
15000US121030254124	0	0	No	No	Yes
15000US121030282002	0	0	No	No	Yes
15000US121030282003	0	0	No	No	Yes
15000US121030282001	0	1	No	Yes	No
15000US121030283004	0	0	Yes	No	No
15000US121030283002	1	4	Yes	Yes	No
15000US121030283003	0	2	Yes	Yes	No
15000US121030283001	1	1	Yes	Yes	Yes
15000US121030284011	0	1	No	Yes	Yes
15000US121030284022	2	4	No	Yes	Yes
15000US121030258001	0	0	No	No	Yes
15000US121030260011	0	0	No	No	Yes
15000US121030263004	3	6	Yes	Yes	No
15000US121030263001	2	1	Yes	Yes	Yes
15000US121030263003	1	0	Yes	Yes	Yes
15000US121030268112	0	0	No	No	Yes
15000US121030268111	0	0	No	No	No
15000US121030222002	2	4	Yes	No	Yes
15000US121030222001	2	2	Yes	No	Yes
15000US121030223011	1	3	No	No	No
15000US121030223013	0	3	No	No	Yes
15000US121030274031	2	0	No	No	No
15000US121030275011	0	0	No	No	Yes
15000US121030275012	0	0	No	Yes	No
15000US121030221002	3	2	Yes	Yes	Yes
15000US121030221004	1	3	Yes	Yes	No
15000US121030221005	1	5	No	No	No
15000US121030221001	1	3	Yes	Yes	No
15000US121030222004	2	5	Yes	Yes	No
15000US121030222003	0	4	Yes	Yes	Yes

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

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**PINELLAS SUNCOAST TRANSIT AUTHORITY
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, which 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. Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, and national origin in programs that receive federal funding.

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.

Sangita Land, EEO/DBE Program Officer, has been designated as PSTA's Civil Rights Officer responsible for civil rights compliance and monitoring to ensure nondiscriminatory provision of transit services and programs. In addition, John Villeneuve and Christopher Cochran are 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 agreements with DOT.

For more information contact:

**Sangita Land, John Villeneuve or Christopher Cochran
Pinellas Suncoast Transit Authority
3201 Scherer Drive
St. Petersburg, FL 33716
727.540.1800**

**PINELLAS SUNCOAST TRANSIT AUTHORITY
TITLE VI COMPLAINT FORM**

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, 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, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

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.

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 Hillsborough County citizens. PSTA’s Office of the EEO/DBE Officer is responsible for the Civil Rights Compliance and Monitoring to ensure nondiscriminatory provision of transit services and programs.

Section I:		
Name:		
Address:		
Telephone (Home):	Telephone (Work):	
E-mail Address:		
Section II:		
Are you filing this Complaint on your own behalf?	<input type="checkbox"/> Yes* If Yes, proceed to Section III.	<input type="checkbox"/> No
If not, please supply the name and relationship of the person for whom you are complaining:		
Please explain why you have filed for a third party:		

Please confirm that you have obtained permission from the aggrieved party if you are filing on behalf of a third party.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
---	------------------------------	-----------------------------

Section III:

I believe the discrimination I experienced was based on (check all that apply):

<input type="checkbox"/> Race	<input type="checkbox"/> Color	<input type="checkbox"/> National Origin
-------------------------------	--------------------------------	--

Date of Alleged Discrimination (Month, Day, Year):

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If more space is needed, please use the back of this form.

Section IV:

Have you previously filed a Title VI complaint with this agency?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
--	------------------------------	-----------------------------

Section V:

Have you filed this complaint with any Federal, State, or local agency, or with any Federal or State court?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
---	------------------------------	-----------------------------

If yes, provide agency and/or court and date of filing:		
---	--	--

Signature

Date

Please submit this form in person at the address below, or mail or fax this form to:

Sangita Land, EEO/DBE Officer
Pinellas Suncoast Transit Authority
3201 Scherer Drive
St. Petersburg, FL 33716
(F) 727.540.1933

**APPENDIX F:
PSTA Rules and Regulations**

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**RULES AND REGULATIONS
PINELLAS SUNCOAST TRANSIT AUTHORITY**

ARTICLE I. MISSION STATEMENT

Section 1.01

Mission Statement – The Mission of PSTA is to provide safe, affordable, public transit to our community. We help guide land use decisions and support economic vitality to enhance our quality of life.

ARTICLE II. BOARD OF DIRECTORS

Section 2.01

Board of Directors

A. Powers – All powers of PSTA as set forth in Chapter 2000-424, Laws of Florida, as amended, shall be vested in the Board of Directors, except as otherwise provided by law or in these Rules and Regulations.

B. Duties – It shall be the duty of the Board of Directors to discharge the obligations and responsibilities imposed upon the Board by state law, federal law and these Rules and Regulations. The Board shall have the following duties:

1. The Board shall be responsible for evaluating the job performance of all employees that the Board has the direct authority to hire and fire. The evaluation process shall be determined by the Board as a whole, by a committee of the Board, by an independent management consultant, or any combination thereof.
2. The Board shall provide for an annual independent audit by a firm of certified public accountants of all PSTA accounts and may provide for more frequent audits if the Board deems it necessary. All audits shall be according to the procedures and requirements provided by law. The contract for audit services shall be the subject of competitive bidding at least every 5 years or as otherwise required by federal or state laws or regulations.
3. Except for the purpose of inquiries and investigations, the Board of Directors or its members individually shall deal with PSTA officers and employees who are subject to the direction and supervision of the Chief Executive Officer/Executive Director (“CEO/ED”) solely through the CEO/ED, and neither the Board nor its members shall give orders to any such officer or employee either publicly or

privately. It is the express intent of these Rules and Regulations that recommendations for improvement in PSTA operations by individual Board members be made to and through the CEO/ED. Nothing in this paragraph shall be construed to prohibit individual members of the Board from closely scrutinizing by questions and personal observations all aspects of PSTA operations so as to obtain independent information to assist the Board members in formulation of sound policy.

Section 2.02

Election and Terms – There shall be as officers of the Board of Directors, a Chairperson, Vice-Chairperson, and Secretary/Treasurer. Nomination of officers shall be made by a nominating committee of at least three board members appointed by the Board of Directors. The nominating committee shall submit all nominations no later than the December Board meeting each year, and the election shall be held immediately thereafter. The Board also shall accept nominations from individual Board members. A candidate receiving a majority vote of those Board members present and voting shall be declared elected. The term of office of each officer elected shall commence on January 1st of each year and last for one year or until their successors are elected. Vacancies in any office shall be filled by regular election procedure for the remaining term of the vacated office. An officer filling a partial term may be renominated for a full term in the same office.

Section 2.03

Compensation and Expenses – The members of the Board of Directors shall serve voluntarily and without compensation. Board members are entitled to receive their travel and other necessary expenses incurred in connection with PSTA business as provided in Chapter 2000-424, as amended, and Section 112.061, Fla. Stats.

Section 2.04

Duties of Officers

A. Chairperson – The Chairperson shall preside at all meetings and public hearings of the Board and shall have the duties normally conferred by parliamentary rules for such officers. The Chair shall have the authority to decide all points of order subject to the right of any Board member to appeal to the entire Board. However, the Chairperson shall have no voting power greater than any other Board member. The Chairperson shall be the official representative of PSTA, and shall be authorized to sign contracts, deeds and other documents on behalf of PSTA, after approval of the Board of Directors.

B. Vice-Chairperson – The Vice-Chairperson shall act in the absence of the Chairperson.

C. Secretary/Treasurer – The Secretary/Treasurer shall attest all contracts, resolutions and other official PSTA documents. The secretary/treasurer is authorized to sign checks and other bank and financial documents on behalf of PSTA. In the absence of the Chairperson and Vice-Chairperson, the Secretary/Treasurer shall assume the duties of the Chairperson.

Section 2.05

Rules of Procedure of Board of Directors

A. Meetings – The Board of Directors shall normally meet regularly on the fourth Wednesday of each month at PSTA's Board Meeting Room or at any other location selected by the Board. The regular meetings normally will be held at 9:00 AM, except that two of the Board's regular meetings during each calendar year shall start at 6:00 PM. Special meetings and work sessions may be held on call of the Chairperson, the CEO/ED or any two Board members through the CEO/ED or General Counsel and, whenever possible, upon no less than twenty-four hours public notice. Work sessions are primarily designed for information gathering and guidance, and no formal Board decision approving or disapproving an item may be made. Only staff members, PSTA consultants or contractors, or representatives from other governmental agencies shall be included in the work session discussion unless prior arrangements are made through the CEO/ED, General Counsel or Chairperson. The Board, by majority vote, may allow comment from persons other than staff members on a specific work session item.

B. Agenda – The agenda at all regular meetings of the Board may include (except that public comment and Board member comment shall be included on all regular meeting agendas):

1. Call to Order and Pledge of Allegiance
2. Public Hearings
3. Awards and Recognition
4. Public Comment
5. Consent Agenda
6. Special Presentations
7. Action Items
8. Reports/Correspondence
9. Discussion Items
10. Board Member Comments

11. Adjournment

The Chairperson may deviate from the agenda upon request of any affected citizen, a public official, the CEO/ED or a Board member.

C. Agenda Preparation – The CEO/ED is responsible for preparing the agenda. The CEO/ED, General Counsel, Chairperson or any Board member may place an item on the regular agenda for action or discussion. The CEO/ED shall coordinate the agenda and shall attempt to have the agenda set and all materials mailed to or available electronically for the Board members, the Thursday prior to the meeting.

D. Consent Agenda – The consent agenda shall include items deemed by the CEO/ED to be non-controversial. The consent agenda shall not include the purchase of any item or the award of a bid for the purchase of any item where the item is not included in the present fiscal year budget. Prior to the approval of the items on the consent agenda, any item thereon may be withdrawn at the request of the Chairperson, any Board member, the CEO/ED or the General Counsel and moved to the regular agenda for discussion and disposition. The consent agenda items may be adopted individually or together in a single motion.

E. Public Comment

1. Public Comment. Public comment will be accepted on all Action Items and any other items on which the Board takes action, excluding ceremonial and ministerial items. The Chairperson will ask for public comment after PSTA staff has concluded its presentation. After public comment, the Chairperson shall receive comments, direction, or a motion from the Board of Directors. Public comment on items on the consent agenda, other than ceremonial and ministerial items, such as the approval of the Board's minutes, will be accepted under the Public Comment portion of the agenda.

2. Members of the public shall have the opportunity to comment on items which do not appear on the Agenda under the Public Comment section of the Agenda.

3. Each speaker who wishes to speak under Public Comment or in a Public Hearing under Section 2.10.E shall complete and present a public comment card to PSTA staff. The card will include the individual's name and address.

PSTA staff shall give the public comment cards to the Chairperson and speakers will be recognized in the order the comment cards are received by PSTA staff. The public comment cards may be presented to PSTA staff before or during the item. Speakers should wait to be recognized by the Chairperson. If speaking on an item referenced in Paragraph E.1 above, comments must be limited to the agenda item.

4. Each member of the public who addresses the Board under Public Comment, in a Public Hearing under Section 2.10.E, or on an agenda item shall be limited to three (3) minutes, unless the Board grants additional time. A spokesperson may speak on behalf of a group; however, before presenting any item to the Board, the group shall first designate the spokesperson by completing the appropriate documentation. A spokesperson for a group may address the Board for three (3) minutes. However, for each member of the group present in the audience who waives their right to speak, the spokesperson will be given an additional three (3) minutes up to a maximum of ten (10) minutes. Each person addressing the Board shall approach the podium and give his/her name in an audible tone of voice. Each person shall not comment more than once on the same agenda item, at the same meeting, unless the Board grants an exception. All remarks should be addressed to the Board as a body, and not to any member thereof. All speakers, including Board members shall be recognized by the Chairperson. No person, other than members of the Board and the person having the floor shall be permitted to enter into any discussion. No questions shall be asked to individual Board members except through the Chairperson. Any person making personal, impertinent, or slanderous remarks, or who shall become boisterous while addressing the Board may be requested to leave the meeting and may be barred from further attendance at that meeting. The Chairperson shall preserve order at all meetings.

F. Motions and Voting

1. All motions shall be set forth in the affirmative. No motion shall be considered which states that the Board "not take action." Motions to "deny" or "table" an action are permitted. A motion to table an item, if passed, shall serve

to defer the item indefinitely until the Board decides to reconsider the item. All motions shall require a second. Motions and seconds may be withdrawn or amended with the approval of the proponents thereof.

2. Voting shall be by voice vote and shall be recorded by individual "Aye" or "Nay." In the event that there is a tie vote, the matter shall be considered an equivoise and shall be placed on the next regular meeting for reconsideration. The Chairperson may not make a motion or second any motion.

3. Reconsideration – Any member of the Board who voted with the prevailing side may move to reconsider any action of the whole Board; provided that the motion be made at the same meeting at which the action was taken. A motion to reconsider shall be in order at any time during the meeting at which the action was taken, except when a motion on some other subject is pending. However, no motion to reconsider a vote on a public hearing item shall be entertained after the public hearing has been closed. No motion to reconsider shall be made more than once on any subject or matter at the same meeting. Board action may be rescinded by a majority vote.

4. Post-adoption Procedures – In the event a resolution is passed, such resolution will be signed by the Chairperson or presiding officer, attested to by the Secretary/Treasurer and approved as to form by the General Counsel.

Section 2.06

Minutes – The CEO/ED shall provide a secretary to the Board who shall prepare the minutes of all meetings for approval at the following regular session, whenever possible. The secretary shall note the attendance of the Board members in the minutes. The minutes shall not be read in full, but shall be approved in their entirety subject to corrections made by the Board. In the preparation of the minutes of any meeting, the secretary may, in the secretary's discretion, state the general topic of discussion rather than a summary of the comments of each speaker and each Board member. The minutes shall fully and thoroughly set forth the precise action taken by the Board, including the vote of each member of the Board. The CEO/ED is authorized to clarify the intent of any particular motion if such was reasonably contemplated.

Section 2.07

Attendance

A. Members of the Board shall notify the CEO/ED prior to the day of a scheduled meeting or at the time of polling by the staff's secretary if they are unable to attend. All other absences, excluding emergencies, will be counted as being unexcused.

B. If a regular Board member misses three regular Board meetings without being excused during a calendar year, he or she should be removed by the appointing authority. The chairperson shall contact the appointing authority recommending that such a member be removed and requesting that the vacancy be filled.

C. If a quorum of the Board of Directors or any committee is physically present at a meeting of the Board or committee, respectively, the Board or committee may allow an absent Board or committee member to participate by telephone or other interactive electronic technology, if circumstances are determined by the Board or committee, respectively, to be extraordinary. The telephone or other interactive electronic technology must be sufficient to allow the absent member to participate in discussions, to be heard by other Board or committee members and the public, and to hear discussions taking place during the meeting.

Section 2.08

Individual Opinions – Individual members of the Board must not represent their own views or recommendations as those of the Board unless the majority of the Board members have officially voted to approve such action. Board members making recommendations or expressing views not approved by a majority of the board shall indicate that such opinion is expressed as a private citizen.

Section 2.09

Committees

A. There is hereby established the Executive Committee of the Board of Directors. The Board's executive officers (Chairperson, Vice-Chairperson and Secretary/Treasurer) shall serve on the Executive Committee. The purpose of this committee generally is to deliberate and provide direction to staff on operational matters, including but not limited to significant operational issues and major service changes. The Board's intent is that the Executive Committee will provide direction to staff on emergency items and items that eventually will come before the entire Board. It is not

intended that the Executive Committee will make decisions on items that are to be decided by the Board as a whole, except as specifically authorized by the Board.

B. A Personnel Committee, made up of the Executive Committee and two (2) additional Board members appointed by the Board, will conduct a performance review of the Agency's CEO/ED at the time provided for in the contract with the CEO/ED. Each Board member shall be provided an opportunity to offer their evaluation of the CEO/ED. All evaluations completed by Board members shall be considered by the Personnel Committee in conducting the CEO/ED's annual performance review and in making its recommendation to the Board for any salary adjustment. The Personnel Committee will also establish with the CEO/ED a set of mutually acceptable strategic plans for the next year. The Personnel Committee will develop an annual performance review and evaluation process based on the implementation of the Agency's agreed upon strategic direction, demonstrated evidence of leadership skills and attitude, and any other areas of performance as designated by the Personnel Committee.

C. There is hereby established the Finance and Performance Management Committee. The Finance and Performance Management Committee shall consist of five Board members, who shall be appointed as stated below. The duties of the Finance and Performance Management Committee are as follows: select audit firm, review audit report, review financial and operating reports, review and make recommendations on investment strategy, review and make recommendations on insurance policies, review proposed labor settlements and negotiations, review and make recommendations regarding major contracts and procurements, and oversee and monitor performance goals and measures.

D. There is hereby established the Legislative Committee. The Legislative Committee shall consist of five Board members. The duties of the Legislative Committee are as follows: recommend annual state and federal legislative agendas for Board approval, make recommendations regarding the selection of a lobbyist, interact with the lobbyist, and advise the full Board of the official positions of the local, state, and federal entities concerning legislative matters pertaining to the operations, development, and funding of PSTA, including long-range capital and operating projects. The Legislative Committee will be given limited authority

to establish PSTA positions on legislation and make positions known to state and federal elected officials as may be required by the schedule of legislative action and/or approvals, but any position must be confirmed with the full Board as soon as practical. All Legislative Committee correspondence or other communications with officials prior to full Board approval must be identified as on behalf of the Legislative Committee.

E. There is hereby established the Planning Committee. The Planning Committee shall consist of five Board members. The duties of the Planning Committee are as follows: strategic planning process oversight; review future business objectives and incentives; develop long-term funding strategies and develop annual budget goals/parameters.

F. The Board may establish other committees from time to time as it deems proper.

G. Nominations for positions or vacancies on any committee shall be made by the Nominating Committee, which will be submitted at the next Board meeting after the vacancy occurs. The Board also shall accept nominations from individual Board members. A candidate receiving a majority vote of those Board members present and voting shall be declared elected to the committee.

H. All appointments to the committees, excluding the Executive Committee, except for the initial appointments after the adoption of these Rules and Regulations, shall be for a term of two (2) years. The initial appointments after the adoption of these Rules and Regulations shall consist of two (2) appointments to each committee for a one (1) year term and three (3) appointments for a two (2) year term.

Section 2.10

Public Hearings.

A. Agenda – In all public hearings the following order may be followed, unless otherwise required by federal or state law or regulation:

1. Presentation by PSTA staff.
2. Questions by Board members.
3. Public comment.
4. Further comment by PSTA staff.
5. Comment and voting, when appropriate, by Board.

B. 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 information booth, Park Street Terminal, Central Plaza Terminal and PSTA's Headquarters
3. On PSTA's website
4. Paid newspaper advertisement

C. Number of Public Hearings

1. Fare increases and system-wide service changes 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 car and/or bus, where adequate parking exists, and at a time that will encourage the most public attendance.
2. The Program of Projects and non-system-wide service changes that affect 25% or more of the transit route miles, transit revenue vehicle miles or ridership of a transit route shall require at least one public hearing. If the non-system-wide service changes are such that a public hearing would be better held at a location central to the area affected by the changes, then this "central" hearing location may replace the PSTA headquarters hearing.
3. Budgets shall require at least two public hearings to be held in accordance with state statute. The locations for these hearings should be easily accessible by car and/or bus, where adequate parking exists, and at times as required by state statutes. There also shall be held two budget workshops which shall be held at dates, times, and locations approved by the Board of Directors.

D. Notice of Service Changes

Prior to implementation, the Board of Directors and passengers will be given adequate notice of any service change.

E. Conduct of Hearing.

1. Presentations will be limited to only the subject for which the public hearing is being held.

2. The public hearing will not be closed until all individuals, so desiring, have had an opportunity to make a presentation.

3. The regulations regarding public comment provided in Paragraphs 2.05 E.3 and 4 shall govern public comment in public hearings.

F. Public Hearings Conducted By PSTA Administration – On occasions, PSTA administration will hold public hearings on subjects that are not required Board public hearing subjects. These hearings will follow the same agenda and conduct as specified in Sections A and E.

ARTICLE III. CHIEF EXECUTIVE OFFICER/EXECUTIVE DIRECTOR

Section 3.01

CEO/ED – There shall be a CEO/ED to serve as the chief administrative officer and chief executive officer of PSTA. The CEO/ED shall be appointed by and serve at the pleasure of the Board of Directors.

Section 3.02

Powers and Duties of CEO/ED –The powers and duties of the CEO/ED shall include the following:

A. The CEO/ED may employ such employees as may be necessary for the proper administration of the duties and functions of PSTA, and may determine the qualifications of such persons; however, the Board must approve the number of such positions and fix the budget for the compensation for employees. When he/she deems it necessary for the good of PSTA, he/she may demote, suspend or remove any PSTA employee or appointed administrative officer under the CEO/ED's jurisdiction, except as otherwise provided by law. Such action shall be in compliance with all applicable rules and regulations of PSTA.

B. Direct and supervise the administration of all departments, offices and agencies of PSTA except as otherwise provided for herein.

C. Attend Board meetings and shall have the right to take part in discussion but may not vote. See that all laws, rules and

regulations and acts of the Board which are subject to enforcement by the CEO/ED are faithfully executed.

D. Prepare and submit the annual operating budget and capital improvement budget to the Board of Directors.

E. Prepare and submit an annual capital program and all applications for federal and state grants.

F. Recommend changes to the fare structure and recommend changes to PSTA's service.

G. Sign contracts, deeds and other documents on behalf of PSTA pursuant to the provisions of these Rules and Regulations or as authorized by the Board of Directors.

H. Develop and keep current a policy manual which shall set forth the policies adopted by the Board of Directors.

I. Provide such administrative assistance to the Board in connection with their official duties, and perform such other duties as are specified in these Rules and Regulations or may be required by the Board.

J. The CEO/ED shall designate a department director or other managerial employee who shall exercise the powers and perform the duties of the CEO/ED during the CEO/ED's temporary absence or disability. The CEO/ED shall notify the Board, electronically, who he/she has designated.

ARTICLE IV. GENERAL COUNSEL

Section 4.01

General Counsel – The General Counsel shall be appointed by and serve under the direct supervision of the Board of Directors. The General Counsel shall act as the legal advisor to the Board of Directors, the CEO/ED and all PSTA offices and agencies. The General Counsel shall defend on behalf of PSTA all complaints, suits and controversies in which PSTA is a party. The General Counsel shall prosecute on behalf of PSTA all complaints, suits and controversies when authorized by the CEO/ED. The General Counsel shall prepare or review and approve as to form all contracts, grant applications and other instruments to which PSTA is a party, as requested by the CEO/ED. The General Counsel shall perform such other duties as may be directed by the Board of Directors.

ARTICLE V. PURCHASING

Section 5.01

Competitive Bidding

A. Procurement of Commodities and/or Services – Except as otherwise provided in these Rules and Regulations, the procurement of commodities and/or services of an estimated value in excess of \$100,000.00 shall be by written contract or Purchase Order with the most responsible and responsive bidder/proposer, whose bid has been solicited, received, and approved by the Board of Directors. All competitive bidding shall be conducted in accordance with PSTA's procurement procedures and all federal or state rules or regulations that apply to the respective procurement, which shall be prepared and approved by the CEO/ED or his/her designee. The procurements of commodities and/or services of an estimated value below \$100,000.00 shall be approved by the CEO/ED or designee and shall be made in accordance with the procurement procedures. The CEO/ED shall include in his/her report that is part of each Board's agenda a list of all procurements with an estimated value greater than \$25,000 and less than \$100,000 that the CEO/ED has approved. The CEO/ED shall have authority to settle legal claims, including workers' compensation claims, whether the settlement is reached pre-litigation or during litigation, where the amount paid or received by PSTA is less than \$25,000.00

B. Lobbying – Lobbying of any PSTA Board member, officer, evaluation committee member, employee, agent or attorney by a bidder, any member of the bidder's staff, any agent or representative of the bidder, whether compensated or not, or any person employed by any legal entity affiliated with or representing the bidder shall be prohibited on all competitive selection processes and contract awards, including but not limited to requests for proposals, requests for quotations, requests for qualification, invitation for bids, bids or the award of purchasing contracts of any type. Lobbying is strictly prohibited from the date of the advertisement or on a date otherwise established by the Pinellas Suncoast Transit Authority Board of Directors, until either an award is final, any protest is finally resolved, or the competitive selection process is otherwise concluded. The purposes of this prohibition is to protect the integrity of the procurement process by shielding it from undue influences prior to the contract award, a protest is resolved, or the competitive selection process is otherwise concluded. Nothing herein shall prohibit a bidder from contacting the purchasing division or PSTA's general counsel to address situations such as clarification and/or questions related to the procurement process or protest. The Pinellas Suncoast Transit

Authority Board of Directors, when the award of the bid is within the Board of Directors' authority, shall deem any bidder who violates the provisions of this Paragraph non-responsible and non-responsive, and the bidder's proposal or bid shall not be considered by the evaluation committee or the Board of Directors. When an award of bid is within the CEO/ED's authority, the CEO/ED shall deem any bidder who violates the provisions of this Paragraph non-responsible and non-responsive and the bidder's proposal or bid shall not be considered by the CEO/ED.

For the purposes of this Paragraph, lobbying shall mean influencing or attempting to influence action or non-action, and/or attempting to obtain the goodwill of persons specified herein relating to the selection, ranking, or contract award in connection with the bidding process through direct or indirect oral or written communication. Lobbying includes such actions whether performed by the bidder itself, any employee of the bidder, the bidder's attorney, agent or other paid or non-paid representative, or any person who performs such actions on behalf or at the behest of the bidder. Further, lobbying includes the attempt to influence Board members while they are performing their functions for other governmental entities (e.g. a city or Pinellas County). The final award of the contract shall be the effective date of the contract.

Section 5.02

A. Procurement through other government contracts – PSTA shall be permitted to procure commodities and/or services from Pinellas County contracts, State of Florida contracts, or other governmental contracts that are competitively bid in compliance with applicable state or federal regulations and/or PSTA's procurement procedures. The Board of Directors will approve any such procurement in excess of \$100,000.00.

B. Fuel Procurement –

1. Because of the volatility of fuel markets, the procurement of fuel may be conducted without following the requirements of Section 5.01. If the CEO/ED chooses to purchase fuel without following the requirements of Section 5.01, the CEO/ED shall request authority from the Board of Directors each year to enter into agreements to purchase and deliver fuel through NYMEX futures contracts and/or fuel daily OPIS contracts in an amount not to exceed the total amount budgeted for fuel.

2. The CEO/ED may enter into agreements to purchase diesel fuel for the ensuing fiscal year up to six months prior to the final adoption of the budget for the ensuing fiscal year on the following conditions:
 - a. the CEO/ED does not obligate PSTA to the purchase of more than ten million dollars (\$10,000,000) of diesel fuel before the final adoption of the budget for the ensuing fiscal year; and
 - b. there shall be no actual expenditures for diesel fuel until PSTA receives delivery of the fuel after the final adoption of the budget.

Section 5.03

Bid Protest Procedures – Non-Federal Transit Administration Grant

A. Right to Protest – Any interested party, who wishes to protest a PSTA decision or intended decision concerning a bid or a contract award, shall file a written Notice of Protest with the CEO/ED of PSTA within seventy-two hours after the posting of the bid tabulation or after the issuance of the notice of PSTA’s decision or intended decision and shall file a formal written protest within ten days after the date of the Notice of Protest. The formal written protest shall state with particularity the basis of the protest, including the facts and law upon which the protest is based, and providing any supporting documentation. Failure to file a Notice of Protest or failure to file a formal written protest within the time periods set forth above shall constitute a waiver of protest.

B. Providing a Bond – Any firm or person who files a protest shall file with PSTA, at the time of filing the formal written protest, a bond payable to PSTA in an amount equal to one percent of the estimate of the total value of the contract or \$5,000, whichever is less. Such bond shall be conditioned upon payment of all costs which may be adjusted against the protestor upon the conclusion of the protest proceedings. If the protest determination is not in favor of the protestor, PSTA shall recover all costs, damages and charges incurred by it during the protest, excluding attorneys’ fees. Upon payment of such costs and charges by the person or firm protesting the decision or intended decision, the bond shall be returned.

C. Consideration of Protest – PSTA’s CEO/ED will consider all protests of a PSTA decision or intended decision concerning a bid solicitation or a contract award where the protestor has complied with the requirements of subsections A and B of this Article. When

the CEO/ED is a member of the committee that makes a recommendation or intended decision, the CEO/ED shall designate a Department Director to consider the protest. The CEO/ED or his/her designee shall not consider any protest presented orally or not presented within the time limits set forth in subsection A. The CEO/ED or his/her designee shall provide the protestor and all other bidders with a written determination of the protest within fifteen (15) days of receiving the formal written protest. The CEO/ED's or his/her designee's decision is final. The CEO/ED or his/her designee may provide an opportunity to resolve the protest by mutual agreement between the parties within seven days, excluding Saturdays, Sundays and legal holidays, of PSTA's receipt of the formal written protest.

D. Stay of Procurement During Protests – There shall be no stay of the bid process or the procurement during protests.

E. Notice to Bidders – Bid tabulations with recommendations will be posted on a bulletin board maintained at PSTA's principal place of business for purposes of posting bid tabulations. Upon receipt of a formal written protest, PSTA will give notice of the protest to all bidders, or if the bid already was awarded at the time the protest was filed with PSTA, only to the successful bidder.. When a protest results in a delay of an award of the contract pending the disposition of the protest, the bidder or bidders whose bids might become eligible for award will be requested, before expiration of the time for acceptance of their bids (with consent of sureties, if any) to extend the time for acceptance so as to avoid the need for re-advertisement and re-bidding.

Section 5.04

Bid Protest Procedures – Federal Transit Administration Grant

A. Right to Protest – Any interested party, as defined by FTA Circular 4220.1F, Chapter VII, as it may be amended from time to time, who wishes to protest a PSTA decision or intended decision concerning a bid or a contract award, shall file a written Notice of Protest with the CEO/ED of PSTA within seventy-two hours after the posting of the bid tabulation or after the issuance of the notice of PSTA's decision or intended decision and shall file a formal written protest within ten days after the date of the Notice of Protest. The formal written protest shall state with particularity the basis of the protest, including the facts and law upon which the protest is based and providing any supporting documentation. Failure to file a Notice of Protest or failure to file a formal written protest within the time periods set forth above shall constitute a

waiver of protest.

B. Providing a Bond – Any firm or person who files a protest shall file with PSTA, at the time of filing the formal written protest, a bond payable to PSTA in an amount equal to one percent of the estimate of the total value of the contract or \$5,000, whichever is less. Such bond shall be conditioned upon payment of all costs which may be adjusted against the protestor upon the conclusion of the protest proceedings. If the protest determination is not in favor of the protester, PSTA shall recover all costs, damages and charges incurred by it during the protest, excluding attorneys' fees. Upon payment of such costs and charges by the person or firm protesting the decision or intended decision, the bond shall be returned.

C. Consideration of Protest – PSTA's CEO/ED will consider all protests of a PSTA decision or intended decision concerning a bid solicitation or a contract award where the protestor has complied with the requirements of subsections A and B of this Article. When the CEO/ED is a member of the committee that makes a recommendation or intended decision, the CEO/ED shall designate a Department Director to consider the protest. The CEO/ED or his/her designee shall not consider any protest presented orally or not presented within the time limits set forth in subsection A. The CEO/ED or his/her designee shall provide the protestor and all other bidders with a written determination of the protest within fifteen (15) days of receiving the formal written protest. The CEO/ED or his/her designee may provide an opportunity to resolve the protest by mutual agreement between the parties within seven days, excluding Saturdays, Sundays and legal holidays, of PSTA's receipt of the formal written protest.

D. Protest to FTA – Any protester whose protest has been denied by PSTA's CEO/ED or his/her designee may file a protest with FTA within five days of the date the protestor has received actual or constructive notice of the CEO/ED's or his/her designee's decision. The protester must comply with FTA's procedures and FTA Circular 4220.1F, Chapter VII. PSTA's CEO/ED or his/her designee shall submit any reports or documents requested by FTA in its consideration of the protest.

E. Stay of Procurement During Protests – When a protest has been timely filed with PSTA or timely filed with FTA, during the pendency of that protest, PSTA shall not make an award of a contract. PSTA shall comply with all provisions of Chapter VII, if it proceeds to make an award during the pendency of a protest filed

with FTA. If PSTA does not make an award while a protest is pending with PSTA, after five days from the date the CEO/ED or his/her designee rendered his decision, the CEO/ED or his/her designee shall confirm with FTA that FTA has not received a protest on the contract in question before PSTA proceeds with making an award or with the procurement if an award already had been made.

F. Notice to Bidders – Bid with recommendations will be posted on a bulletin board maintained at PSTA’s principal place of business for purposes of posting bid tabulations. Upon receipt of a formal written protest, PSTA will give notice of the protest to all bidders, or if the bid already was awarded at the time the protest was filed with PSTA, only to the successful bidder. When a protest results in a delay of an award of the contract pending the disposition of the protest, the bidder or bidders whose bids might become eligible for award will be requested, before expiration of the time for acceptance of their bids (with consent of sureties, if any) to extend the time for acceptance so as to avoid the need for re-advertisement and re-bidding.

Section 5.05

The CEO/ED shall develop and implement a Disadvantaged Business Enterprise program and should take affirmative action through advertising and using any other means to encourage disadvantaged business enterprises within and outside of Pinellas County to participate fully in DBE programs and in all aspects of procurement.

ARTICLE VI. CODE OF ETHICS

Section 6.01

It is hereby declared to be the policy of PSTA that no officer or employee of this agency shall have any interest, financial or otherwise, direct or indirect; engage in any business transaction or professional activity; or incur any obligation of any nature which is in substantial conflict with the proper discharge of his duties in the public interest. To implement this policy and to comply with the terms and conditions of contractual requirements with FTA, a Code of Ethics is adopted as follows:

A. No employee, officer, agent or board member, or his or her immediate family member, partner or organization that employs or is about to employ any of the foregoing may participate in the selection, award or administration of a contract supported with FTA assistance if a conflict, real or apparent, would be involved.

Such a conflict would arise when any of the parties set forth below has a financial or other interest in the firm selected for award:

1. The employee, officer or agent;
2. Any member of his or her immediate family;
3. His or her partner; or
4. An organization that employs, or is to employ, any of the above.

B. No employee, officer agent or board members of PSTA shall either solicit or accept gifts, gratuities, favors or anything of monetary value from contractors, potential contractors, or parties to any subagreement.

C. Violation of any of the above provisions shall, pursuant to applicable constitutional or statutory procedures, constitute grounds for, and may be punished by, one or more of the following:

1. In the case of a Board member:
 - a. Removal from office.
 - b. Suspension from office.
 - c. Public censure and reprimand.
 - d. Restitution of any pecuniary benefits received because of the violation committed.
2. In the case of an employee or agent:
 - a. Dismissal from employment.
 - b. Suspension from employment for not more than ninety days without pay.
 - c. Demotion.
 - d. Reduction in salary level.
 - e. Restitution of any pecuniary benefits received because of the violation committed.
3. In the case of a contractor or their agents:
 - a. Contract can be voided by PSTA.

ARTICLE VII. INDEMNIFICATION

Section 7.01

Except as otherwise provided herein, any member of the Board, any appointive officer, or any employee of PSTA, who is sued and/or suffers or sustains damage by any judgment obtained against him or her in a court of proper jurisdiction, or suffers or sustains pecuniary expense or damages against him or her personally as the result of litigation involving any action or omission done or omitted to be done by him or her as such public

official, Board member or employee of PSTA, PSTA will do or cause to be done the following things:

- A. Defend such person in the lawsuit by an attorney or attorneys selected by the Board or its insurer for this purpose, obtain and present such available evidence as would be necessary or proper and reasonably procurable under the circumstances for the proper defense of such person in such action, and pay the necessary court costs in and incident to such lawsuit.
- B. Pay or settle any judgment or damages against such person obtained as the proximate result of such lawsuit.
- C. Reimburse such person for any personal expense he has reasonably and necessarily sustained in such litigation and judgment.
- D. Do whatever else is necessary or proper, in the sole discretion of the Board, to protect the Board member, officer, or employee under the facts and circumstances of the particular case.

Section 7.02

This protection and reimbursement only shall cover situations where the Board member, officer or employee of PSTA has been determined to have been failing to act or to have acted negligently or carelessly as the Board member, officer, or employee of PSTA within the scope of duties or responsibilities of his particular office or employment.

Section 7.03

There shall be no protection, indemnification or reimbursement in the following situations:

- A. If the Board member, officer, or employee of PSTA has been guilty of intentional misconduct or of intentional omission of duty or where it is determined that he acted in bad faith, with malicious purpose, in a manner exhibiting wanton and wilful disregard of human or civil rights, safety, or property, or disregarded clearly established constitutional or statutory rights.
- B. For any such Board member, officer, or employee of PSTA for criminal charges where there is a finding of guilt.
- C. For any such Board member, officer, or employee of PSTA for punitive or exemplary damage awards.
- D. For any act or omission that was taken outside the scope of employment or duties of the office of the Board member, officer, or employee.

Section 7.04 The provisions of this Article shall apply to all actions and proceedings pending upon or instituted after the effective date of these provisions. As used herein, an action shall be construed to be pending where the action has not been tried, or if tried where the judgment has not become final by reason of the completion of any appellate proceedings.

Section 7.05 The duty to defend or indemnify as prescribed by these articles shall be conditioned upon (1) delivery to the CEO/ED of PSTA by the Board member, officer, or employee the original or a copy of any summons, complaint, process, notice, demand or pleading within five (5) days after the Board member, officer, or employee is served with same; and (2) the full cooperation of the Board member, officer, or employee in the defense of such action or proceeding and in defense of any action or proceeding against PSTA based upon the same act or omission and in the prosecution of any appeal.

Section 7.06 Unless the context otherwise requires, the term "employee" shall mean any person holding or that did hold a position by election, appointment or employment in the service of PSTA, or a volunteer appointed to a PSTA-sponsored board, but shall not include an independent contractor or volunteer. The term "employee" shall include a former employee or his estate or judicially appointed personal representative.

Section 7.07 PSTA may undertake the defense of its Board members, officers and employees as indicated in this Article, but reserves its right to seek indemnification and/or recovery for any judgment or settlement paid, all court costs incurred and all attorney's fees incurred in the defense of the Board member, officer, or employee where it is determined that said Board member, officer, or employee acted or failed to act because of fraud, corruption, malice; where it is determined that said Board member, officer, or employee acted in bad faith, with malicious purpose, in a manner exhibiting wanton and wilful disregard of human or civil rights, safety or property or disregarded clearly established constitutional or statutory rights; or where the Board member, officer, or employee fails to cooperate in good faith in the defense of the claim.

Section 7.08 All Board members, officers, and employees shall be represented by PSTA's general counsel or an attorney selected by PSTA's insurer, if any, provided, however, any such Board member, officer, or employee may be represented by private counsel selected

by PSTA where PSTA determines that representation by PSTA's general counsel would be inappropriate or that a conflict of interest exists requiring private counsel. Reasonable attorney's fees and litigation expenses shall be paid by PSTA to such private counsel from time to time during the pendency of the civil action or proceeding.

Section 7.09 The provisions of this Article shall not be construed to impair, alter, limit or modify the rights and obligations of any insurer or insured under any policy of insurance.

Section 7.10 Nothing herein shall be construed as a waiver by PSTA of its authority to settle any claim by or against PSTA at any time. PSTA retains the right to settle any claim against any Board member, officer, or employee for which PSTA will defend and indemnify the Board member, officer, or employee under this Article, at any time.

Section 7.11 Nothing herein shall be construed as a waiver by PSTA or any Board member, officer or employee of any claim of immunity, including sovereign immunity, applicable to any action.

ARTICLE VIII. AMENDMENTS TO RULES AND REGULATIONS

Section 8.01 These rules and regulations may be amended from time to time by resolution adopted by the Board of Directors.

ARTICLE IX. BOARD OF DIRECTORS RECOGNITION PROGRAM

Members of the PSTA Board of Directors will be presented with an award upon leaving the Board of Directors in accordance with the following policy:

1. An award will be presented to any Board member who has completed at least one year of his/her term of office, and is in good standing according to the rules set by the Board of Directors in regard to attendance at regular Board meetings.
2. A plaque will be awarded. The plaque is to be purchased at a cost not to exceed \$50.00.
3. A lifetime pass allowing the member to use public transit services operated directly by PSTA for free will be awarded.

**APPENDIX G:
PSTA Board Approval**

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PINELLAS SUNCOAST TRANSIT AUTHORITY
 3201 SCHERER DRIVE, ST. PETERSBURG, FL 33716
WWW.PSTA.NET 727.540.1800 FAX 727.540.1913

**BOARD OF DIRECTORS MEETING
 AGENDA – OCTOBER 22, 2014; 9:00 AM
 PSTA BOARD ROOM**

		<u>TIME</u>
1.	CALL TO ORDER & PLEDGE OF ALLEGIANCE	9:00
2.	PUBLIC COMMENT	9:05
3.	AWARDS AND RECOGNITION	9:10
	A. Incoming Board Member – Mayor Doug Bevis 5 min	CHAIR WELCH
	B. PSTA's 30th Anniversary Presentation 15 min	FORMER PSTA CHAIRS
4.	NON-BOARD COMMITTEES	9:30
	A. Transit Riders Advisory Committee 5 min	ELAINE MANN
5.	CONSENT AGENDA	9:35
	A. September 24, 2014 Board Meeting Minutes	CHAIR WELCH
	B. Title VI Report	CHRIS COCHRAN
	C. Bus Advertising Graphics	CYNDI RASKIN-SCHMITT
6.	ACTION ITEMS	9:45
	A. CEO's 2014-15 Performance Goals 5 min	CHAIR WELCH
	B. 2015 Meeting Schedule 5 min	CHAIR WELCH
	C. Yellow Cab Ownership Change 5 min	ROSS SILVERS
7.	REPORTS/CORRESPONDENCE	10:00
	A. PSTA Performance Report/Updates 5 min	BRAD MILLER
	B. Capital Projects Update 10 min	PAM REITZ
8.	FUTURE MEETING SUBJECTS	10:15
9.	OTHER BUSINESS	10:15
10.	BOARD MEMBER COMMENTS	10:15
11.	ADJOURNMENT	10:30

THE NEXT MEETING IS NOVEMBER 12, 2014 AT 9:00 AM – SPECIAL MEETING



PINELLAS SUNCOAST TRANSIT AUTHORITY
3201 SCHERER DRIVE, ST. PETERSBURG, FL 33716
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**BOARD OF DIRECTORS MEETING
MINUTES – OCTOBER 22, 2014**

The Pinellas Suncoast Transit Authority (PSTA) Board of Directors met in regular session in the Board Room at PSTA Headquarters at 9:00 AM on this date with the following members present:

Kenneth Welch, Chairperson
Bill Jonson, Vice-Chairperson
Julie Bujalski, Secretary/Treasurer
Joseph Barkley
Ben Diamond
Patricia Johnson
Susan Latvala
Janet Long
John Morrioni
Wengay "Newt" Newton
Darden Rice
Brian Scott
Michael Smith

Absent

Mark Deighton
Doug Bevis

Also Present:

Brad Miller, CEO
Alan Zimmet, PSTA General Counsel
PSTA Staff Members
Members of the Public

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Chairperson Welch called the meeting to order at 9:03 AM and the Board was led in a moment of silence and the Pledge of Allegiance.

PUBLIC COMMENT

Kevin Thurman, Executive Director of Connect Tampa Bay, spoke of SPAM and attacking emails. He commented on the misinformation regarding Demand Response (DART), and stated that the mobility of the people in Pinellas County is most important.

[Mr. Newton entered the meeting at 9:11 AM.]

Phil Compton, Sierra Club of St. Petersburg, added to Mr. Thurman's comments and stated that the Sierra Club supports Greenlight Pinellas. He also thanked the Board for moving forward.

Bill Bucolo, St. Petersburg, commented on the misinformation from the opponents of Greenlight and said he supports Greenlight Pinellas.

George Root, Oldsmar, stated that he speaks with people on a daily basis regarding Greenlight Pinellas, and said that the older generation supports Greenlight.

Dr. Eugene Webb, Pinellas Park, mentioned some previous emails he had requested from PSTA. He asked if the Board authorized the \$350,000 refund to the Department of Homeland Security (DHS). He suggested the Board make a motion to remove Mr. Miller now. Chairperson Welch commented that the Board would respond to his questions at the end of the Public Comments.

Paul Carder, St. Petersburg, remarked that he supports the Greenlight Pinellas Plan and believes there is a need for better transportation. He spoke of his background and stated that he would like to volunteer his services to the Citizens Oversight Committee. Chairperson Welch thanked him and explained that the applications are available on PSTA's website.

Chuck Terzian, St. Petersburg, commented that he has ridden the bus all his life. He stated that he trusts the Board's judgment, and said the Board is supported by a lot of people. He thanked the Board for moving forward.

Devin Henderson, college student, commented that he is against the Greenlight Pinellas Plan, and believes that most of the money is for the light rail. He spoke about the U-Pass program and believes the Bus Operators are inflating the number of people using the U-Pass program. He said he believes Mr. Miller should resign or the Board should make a motion.

Jonathan Chambers, St. Petersburg, requested that the Board remove Mr. Miller for abusing federal funds, and believes it is the Board's responsibility to make sure that PSTA is being run efficiently, properly, and aboveboard.

Judy Peterson, Treasure Island, stated that she does not want her taxes increased, and said she has become disenfranchised with some of the recent tactics being used by both sides. She also spoke of the misuse of the DHS funds.

Tom Rask, Seminole (also spoke for Sully Grasso), asked if there will be an at-grade crossing at Ulmerton Road and Roosevelt Boulevard. He commented on PSTA returning the funds to DHS. He made remarks about civility. Chairperson Welch commented that there have been many debates on the rail crossings. Mr. Barkley added that No Tax For Tracks penetrated the proprietary email of Allstate Insurance Company and said the legal department of Allstate protects their emails very strongly.

Kathy Sorensen, Treasure Island, commented that the Board should consider removing Mr. Miller. She spoke about mom and pop organizations that would be hurt by the tax. She stated that the No Tax For Tracks signs are being removed and the Greenlight signs are still in place. Chairperson Welch stated that PSTA does not support removing signs.

Ken Elliott, Union member, indicated that the Pub Crawl was a success. He spoke about the vandalism at the bus shelters. He mentioned that public records are being requested on him personally, and stated that he will not be intimidated by such tactics. He stressed that the Union is in support of Greenlight Pinellas.

Dave Kovar from Safety Harbor (who also spoke for Jessie Forcan and Vivian Peters), commented on the barrage of name calling and crazy conspiracies. He spoke about the Polk County election and believes that Hillsborough County will follow if Greenlight passes. He noted that he has personally erected 100 Greenlight signs that have disappeared. He asked the Board to act responsibly in the face of the accusations, and talked about a full investigation.

Barb Haselden, St. Petersburg, remarked on entries from Ken Elliott's Facebook page regarding the No Tax For Tracks signs. She spoke about a Transportation Task Force meeting four years ago that she attended.

Johnny Johnson, Tarpon Springs, commented on a forum that was held a week ago with Greenlight Pinellas and No Tax For Tracks. He concluded his comments by reading the lyrics from a Johnny Cash song.

Mrs. John Burgess commented that if Greenlight passes, the sales tax would be the highest in the state, and she believes it is penalizing the poor. She said she believes ridership is low on the Beach Trolley, and that people are opposed to Greenlight Pinellas. She added that she does not support the light rail, but she does support the buses.

[Ms. Latvala left the meeting room at 10:03 AM and did not return.]

In response to the public comments, Chairperson Welch asked Mr. Zimmet to comment on Mr. Miller's authorization to return \$354,000 to DHS. Mr. Zimmet explained that the original procurement was approved by the Board pursuant to the Board's Rules and Regulations. Mr. Miller changed the funding for the procurement, which does not violate the Rules and Regulations.

In response to the comment about the Board never addressing that a mistake was made with the DHS grant, Chairperson Welch stated that most of the August 27th meeting was spent on that subject, stating very clearly that it was an unacceptable use of the grant funds, and that PSTA would put procedures and process reviews in place to ensure that it never happens again.

Cassandra Borchers, Chief Development Officer, responded to the question about the light rail crossing. She noted the Alternative Analysis (AA) in 2011 does show an at-grade crossing at Ulmerton Road and Roosevelt Boulevard. She pointed out that there was a traffic analysis also completed in 2011 which will be updated as scheduled in the Greenlight Plan. She emphasized that PSTA is working with Florida Department of Transportation (FDOT) on various projects. In response to the argument that rail will increase the congestion in the County, Ms. Borchers responded that the amount of time it takes for a train to go through an intersection is 15-30 seconds.

Chairperson Welch responded to comments about Mr. Miller and the DHS. He reported that PSTA did the right thing in the August 27th meeting in which they laid out priorities and stated what went wrong with the grant. Chairperson Welch added that his August 22nd memo laid out priorities such as better Board communication and the need for transparency. He commented on Mike Deeson's story about the emails. Chairperson Welch spoke about the tone of those emails, saying this issue has been addressed and has been taken very seriously. He added that he believes Mr. Miller did the right thing by returning the grant money, and stated that he is willing to give Mr. Miller a chance to continue the overall good performance that everyone said he had on his evaluation. He mentioned that he spoke with Congressman Jolly to make sure that he understood the Board's position.

Mr. Newton reiterated his support for Mr. Miller. He spoke about his experience growing up with the transit system. Ms. Long commented that this will be the most important issue PSTA will address. She stated that the Board has a vision for the future. She indicated that it is important to remember what the goal is and how important this is for Pinellas County and the region.

AWARDS/RECOGNITION

Incoming Board Member – Mayor Doug Bevis – Chairperson Welch explained that due to a meeting conflict, Mayor Bevis was unable to attend the Board meeting.

PSTA's 30th Anniversary Presentation – Three former PSTA Chairs – Jeff Danner, Deborah Kynes, and R.B. Johnson – gave a presentation on PSTA's history and accomplishments over the past 30 years. Each of the three Chairs highlighted initiatives that were accomplished during their Chairmanships which spanned the past decade. Chairperson Welch thanked all three Chairs for their leadership.

NON-BOARD COMMITTEES

Transit Riders Advisory Committee (TRAC) – Elaine Mann, Committee Chair, reported on the October 14th TRAC meeting. She informed the Board that the following action items were discussed and unanimously endorsed: 2015 meeting schedule and the PSTA/homeless population issue. She indicated that Jeff Thompson, Director of Transportation, provided the TRAC a presentation on the homeless population and how the business community can be part of the solution.

CONSENT AGENDA

Ms. Long made a motion, seconded by Mr. Scott to approve the Consent Agenda. There were no public comments. The Board unanimously approved the Consent Agenda, which included the approval of the September 24, 2014 Board meeting minutes, the Title VI Report, and the Bus Advertising Graphics Agreement.

ACTION ITEMS

CEO's 2014-2015 Performance Goals – Mr. Miller indicated that there was one addition to the goals at the suggestion of Ms. Bujalski. Mr. Jonson made a motion, seconded by Mr. Newton to approve the CEO's 2014-2015 Performance Goals. There were no public comments. Motion passed unanimously.

2015 Meeting Schedule – Chairperson Welch suggested moving one of the 6:00 PM meetings to 1:00 PM. Mr. Jonson suggested incorporating the second budget hearing into the September 23rd regular Board evening meeting. There was discussion among the Board, and Chairperson Welch suggested approving the calendar with every month except September and return next month with a workable September schedule. Ms. Bujalski noted that the March meeting is during Spring Break, and asked that the March meeting be moved to the third week in March instead of the fourth. Chairperson Welch suggested moving the March meeting date, and further explore the possibility of combining the September meetings. Ms. Bujalski made a motion, seconded by Mr. Barkley. There were no public comments. Motion passed unanimously.

Yellow Cab Ownership Change – Mr. Miller reported that Clearwater Yellow Cab was bought out by TransDev, an international public transit company, which currently operates the SuperShuttle service from Tampa International Airport (TIA). Mr. Jonson commented that the Finance & Performance Management Committee received an extensive update from Ross Silvers, Mobility Manager, and voted to recommend to the Board the approval of the Assignment Letter. Mr. Jonson made a motion, seconded by Mr. Smith to approve a Letter of Assignment confirming the new ownership of Clearwater Yellow Cab subject to approval by PSTA's General Counsel. There were no public comments. Motion passed unanimously.

REPORTS/CORRESPONDENCE

PSTA Performance Report/Updates – The report was included in the Board packet. Mr. Miller said that there was record ridership in September, and continued strong ridership in October. He also pointed out in the report the increased focus on maintenance and the rise of miles between road calls, and the reduced number of accidents.

Capital Projects Update – The report was included in the Board packet. Mr. Miller explained that the Finance & Performance Management Committee reviews this report monthly and improvements in the report have been made as part of the overall effort to provide better compliance and project management.

FUTURE MEETING SUBJECTS

The Board received a schedule of future meeting subjects. Mr. Miller stated that there is a Board meeting tentatively scheduled for November 12th at 9:00 AM, only to be held if the Greenlight Pinellas referendum passes. This meeting is required to begin the bonding verification process.

OTHER BUSINESS

Chairperson Welch noted that this Board meeting was Ms. Latvala's last meeting and will be recognized for her service at the next Board meeting.

BOARD MEMBER COMMENTS

Mr. Morrioni spoke about early voting and how that was not done in the past.

Mr. Barkley commented that the meeting was an open opportunity for all sides to point out their positions. He said he has already voted yes for Greenlight and encouraged everyone to vote.

Ms. Johnson stated that she grew up on St. Pete Beach and rode the bus every weekend. She said it is important to her, the disabled, and the disadvantaged people to have a transit system that meets their needs.

Mr. Jonson gave an update on the last Finance Committee meeting. There was an update from Union management, at the request of Mr. Deighton. The Union President, Oakie O'Hara, gave a presentation on the relationship between the local Union and the partnership with PSTA. Mr. Jonson said since 2005, he has visited 15 transit authorities throughout the United States, speaking with their management. Mr. Jonson remarked that the Clearwater City Council held a public meeting on Greenlight Pinellas and they enthusiastically supported the Plan. He added that he has already voted yes for Greenlight.

Ms. Bujalski commented that she is heading into an election and is very proud of her time on the PSTA Board. She stated that her responsibility is to bring something back to the Dunedin community and to do something good for Pinellas County. She said she is especially proud of getting the North Coastal Route Jolley Trolley. She added that she has already voted yes for Greenlight.

Mr. Newton talked about transportation options and how it helps people have access to college. He spoke of the ribbon cutting for Route 7. He recognized 35 Bus Operators and five Customer Service Representatives (CSR) for passenger commendations. He thanked everyone for all they do for PSTA and the citizens of Pinellas County.

Ms. Rice spoke about making investments in the infrastructure and the challenges leaders face in asking the people to put taxpayer money into improvements. She re-affirmed her support of Mr. Miller.

Mr. Smith said he believes public transportation is very important for Largo and Pinellas County. He said he supports Greenlight Pinellas wholeheartedly, and stated that he believes in investing in the future. Mr. Smith asked the citizens of Largo and of Pinellas County to get out and vote.

Mr. Scott commented that he is looking forward to November 4th and the clarity that it will bring, along with the hard work on November 5th.

Ms. Long relayed a story about how her car had been covered in No Tracks For Tax signs two weeks ago at a public meeting. She commented that she has already voted for Greenlight Pinellas.

Mr. Diamond thanked Chairperson Welch for his leadership and believes that he has brought a great deal of fairness in judgment to the management of PSTA.

Chairperson Welch said that it has been an honor to work with the Board, and stated that he is extremely proud of the PSTA organization.

ADJOURNMENT

There being no further business, Chairperson Welch adjourned the meeting at 11:34 AM. The next meeting is scheduled for December 10th at 9:00 AM.

Chairperson

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**APPENDIX H:
Service Equity Analysis**

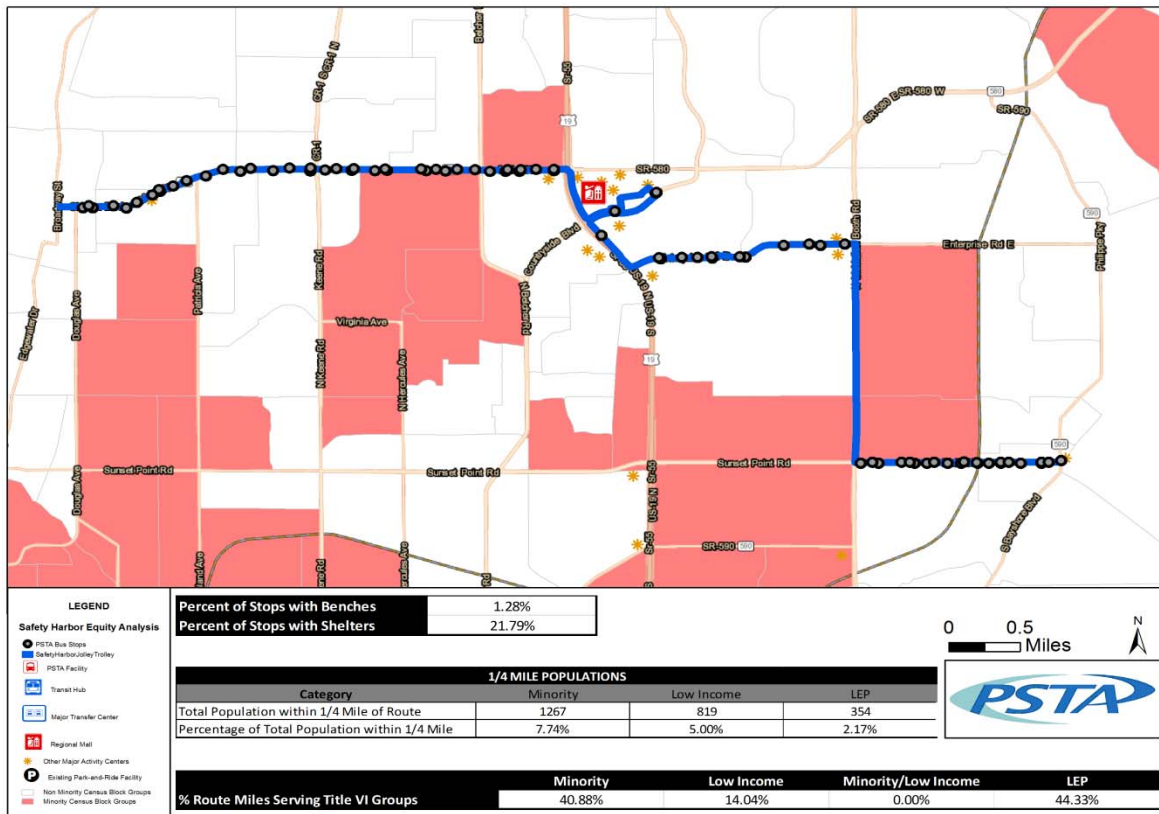
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Safety Harbor Jolley Trolley Equity Analysis

The Safety Harbor Jolley Trolley is a joint partnership between the City of Dunedin, City of Safety Harbor, and PSTA. The cost of the new Jolley Trolley route is shared among these three entities. Primarily the Jolley Trolley serves a tourist specific customer base that connects the Upper Northeastern point of Tampa Bay at the Safety Harbor Spa and Resort to Main Street at the western Gulf coast Intercostal community of Dunedin through the regional Country Side Mall in Clearwater.

The entire length of the Jolley Trolley runs along the boundary of more than 25 Census block groups, 5 of which are considered Minority Census block groups. Using GIS, it was determined that 40.88% of the total route miles run within and adjacent to these five Minority tracts. In addition, 21.79% of the stops along this route have shelters at the stop locations, while only 1.28% has benches.

Moving forward, PSTA has determined that additional benches can be placed at stop locations along the route to better serve not only Minority communities, but all communities along the route. Ongoing analysis concurrent with PSTA’s new disparate impact and updated service standard policies will be performed on this route to ensure these Minority populations are adequately served within the requirements of Title VI of the Civil Rights Act of 1964.



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 the Greenlight Financial Plan assumptions, Board rules and regulations, and Board determination.

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 (after opening), 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 the near future, PSTA will finalize a procurement and specification document that will provide for:

- Smart card technology and mobile ticketing.
- New fareboxes or ticket readers.

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 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)	\$2.00
Special Citizen Reduced Cash Fare	\$1.00
Student Reduced Cash Fare	\$1.25
One Trip Ticket (1 each one-way trip)	\$2.00
Daily Full Fare Unlimited Ride GO Card	\$4.50
Daily Reduced Fare Unlimited Ride GO Card	\$2.25
7-Day Unlimited Ride GO Card	\$20.00
7-Day Youth Unlimited Ride GO Card (Platinum Pass)	\$12.50
31-Day Unlimited Ride GO Card	\$65.00
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**	\$8.25
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	\$4.00
DART 1-Ride Ticket	\$4.00
DART 10-Ride Punch Ticket	\$40.00
TD 1-Ride (Cash Only)	\$3.00
East Lake Shuttle (Cash Only, GO Cards not accepted)	\$2.00
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:	\$1.00
Special Citizen Reduced Daily GO Card:	\$2.25
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/TTYT) 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, Mullet Key, 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 \$4.00 per one way trip, upon boarding the vehicle.
- Exact fare is encouraged; change will be made for a \$5.00 bill.
- Clients who reside more than 3/4 of a mile outside of PSTA's service area or are riding outside of PSTA's normal service hours will be charged an additional fee.
- 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)

2014 Federal Poverty Guidelines (X 150%)

Family Size	Gross Yearly Income	Gross Monthly Income
1	\$17,505	\$1,459
2	\$23,595	\$1,966
3	\$29,685	\$2,474
4	\$35,775	\$2,981
5	\$41,865	\$3,489
6	\$47,955	\$3,996
7	\$54,045	\$4,504
8	\$60,135	\$5,011
Over 8 add per child	+\$6,090	+\$508

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 \$8.25 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 72 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 between the 1st and the 15th of each month. In addition, the individual will need to bring cash to purchase their pass:

- **10-Day Pass:** \$5.00
- **31-Day Pass:** \$8.25

If approved for door-to-door service, the individual will need to make trip reservations directly with the taxi 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 is limited based on available funding.

Taxi 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 the 5 (non-consecutive) day Medicaid pass to brokers for \$20.25, the 10 (non-consecutive) day Medicaid pass for \$40.50, and the 31-day Medicaid pass for \$58.50.

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 and Special Event Services are exempt from this program.

North County Connector Equity Analysis

In 2011, PSTA added a new service: The North County Connector Service (FLEX service). It offers passengers the option of calling for a pick-up on the route-deviated service or picking up the flex vehicle at one of its fixed bus stops. Currently the North County Connector Service is made up of three routes: East Lake, Palm Harbor, and Tarpon Springs. The routes travel within the flex zones, currently three-quarters of a mile, picking up and dropping passengers off within the zone and connecting them to fixed-route bus service at designated transfer centers for travel outside the zone.

The FLEX service runs along, adjacent, or through 136 census block groups, 20 of which are considered minority Census block groups. GIS analysis was used to determine that 16.27 percent of total route miles run within and adjacent to minority tracts.

Additional analysis shows that 7.75 percent of stops existing along the fixed-route portion of this service have benches and 18.30 percent have shelters. While this service is unique in that many of the riders originate from their homes and do not have to wait along the fixed-service routes, this analysis does show that more benches throughout the FLEX service area need to be considered. PSTA will do further analysis to determine where benches would best be served in minority and low-income areas based on ridership and accessibility. Ongoing analysis will be performed to ensure that this service continues to serve minority and low-income populations adequately.

