



Omnitrans 2018 Title VI Triennial Update: Appendix Volume II



September 2018

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APPENDIX G: LIM POPULATIONS SERVED BY FIXED ROUTES AND BY BUS STOPS

Low-Income / Minority Populations by Fixed Routes Buffered by Service Tier

COMPARISON TO ROUTES	TOTAL POP	Minority	% Minority	Low-Income White (Adjusted)	LIM	% LIM
Population of County (ACS 2015 data)	2,128,000	1,492,674	70.10%	67,850	1,560,524	73.30%
Population of Service Area (Includes Area within ALL JPA Cities' Limits)	1,413,330	1,023,192	72.40%	64,265	1,087,457	76.90%
Population of ADA/Access Service Area	1,392,466	1,050,151	75.40%	57,791	1,107,942	79.60%
3/4-Mile of Any Fixed Route (May, 2018)						
Within	1,270,063	965,209	76.00%	53,237	1,018,446	80.20%
Not-Within	857,937	527,465	61.50%	14,613	542,078	63.20%
County Total	2,128,000	1,492,674	75.40%	57,791	1,107,942	79.60%
1/2-Mile of Any Service (includes 60-Minute or greater service)						
Within	1,270,063	965,209	76.00%	53,237	1,018,446	80.20%
Not Within	857,937	527,465	61.50%	14,613	542,078	63.20%
1/2-Mile of 10-, 15-, 20-, 30-Minute Service						
Within	931,526	717,394	77.00%	40,967	758,361	81.40%
Not-Within	1,196,474	775,280	64.80%	26,883	802,163	67.00%
1/2-Mile of 10-, 15-Minute Service						
Within	455,982	372,230	81.60%	19,904	392,134	86.00%
Not-Within	1,672,018	1,120,444	67.00%	47,946	1,168,390	69.90%
1/2-Mile of 10-Minute Service (sbX)						
Within	51,792	39,843	76.90%	3,571	43,414	83.80%
Not-Within	2,076,208	1,452,831	70.00%	64,279	1,517,110	73.10%

* Defined as total population minus White Alone (not Hispanic or Latino). By default, all not white alone equal "minority".

All population estimates derived by GIS selection of block data, except for determination of Low Income Whites, which is at the block group or tract level.

Low-Income / Minority Populations by Route Bus Stops and Amenities

COMPARISON TO STOPS	TOTAL POP	Minority	% Minority	Low-Income White (Adjusted)	LIM	% LIM
Population of County (ACS 2015 data)	2,128,000	1,492,674	70.10%	67,850	1,560,524	73.30%
Population of Service Area (Includes Area within ALL JPA Cities' Limits)	1,413,330	1,023,192	72.40%	64,265	1,087,457	76.90%
Population of ADA/Access Service Area	1,392,466	1,050,151	75.40%	57,791	1,107,942	79.60%
3/4-Mile of Any Stop (May, 2018)						
Within	1,369,572	1,032,419	75.40%	57,220	1,089,639	79.60%
Not-Within	758,428	460,255	60.70%	10,630	470,885	62.10%
County Total	2,128,000	1,492,674	70.10%	67,850	1,560,524	73.30%
1/2-Mile of Any Stop						
Within	1,256,270	958,010	76.30%	51,386	1,009,396	80.30%
Not Within	871,730	534,664	61.30%	16,464	551,128	63.20%
1/2-Mile of Stops with Benches						
Within	1,027,723	797,106	77.60%	41,593	838,699	81.60%
Not-Within	1,100,277	695,568	63.20%	26,257	721,825	65.60%
1/2-Mile of Stops with Shelters						
Within	739,839	584,722	79.00%	29,975	614,697	83.10%
Not-Within	1,388,161	907,952	65.40%	37,875	945,827	68.10%

APPENDIX H: MINORITY OR HISPANIC, LATINO POPULATION BY CENSUS BLOCK GROUP

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
0	34.018682	-117.758854	1407	726	681	946	0.67235	60710001031	1031
1	34.012578	-117.751452	1563	730	833	1109	0.70967	60710001032	1032
2	34.013047	-117.743458	1947	952	995	1432	0.73557	60710001033	1033
3	34.005797	-117.759144	2510	989	1521	2003	0.7981	60710001041	1041
4	34.005276	-117.740884	1618	771	847	1175	0.72627	60710001042	1042
5	34.006579	-117.733332	1750	823	927	1232	0.70418	60710001043	1043
6	33.996508	-117.734151	1621	526	1095	1255	0.77421	60710001051	1051
7	33.992617	-117.745333	2837	1174	1663	2064	0.72761	60710001052	1052
8	33.984779	-117.737659	2286	857	1429	1706	0.74624	60710001053	1053
9	33.986139	-117.722384	3021	2034	987	1471	0.48698	60710001071	1071
10	33.970573	-117.743688	1343	866	477	676	0.50356	60710001081	1081
11	33.975750	-117.733732	1396	764	632	764	0.54722	60710001082	1082
12	33.968862	-117.736043	2374	1195	1179	1525	0.64252	60710001083	1083
13	33.979635	-117.726279	1402	1092	310	691	0.49301	60710001091	1091
14	33.979287	-117.717400	671	423	248	374	0.55778	60710001092	1092
15	33.966204	-117.727004	1169	960	209	472	0.40385	60710001093	1093
16	33.970644	-117.717840	2204	1527	677	1129	0.51205	60710001094	1094
17	33.972543	-117.725484	1370	1039	331	564	0.4118	60710001095	1095
18	33.951580	-117.760290	2784	1809	975	1325	0.47596	60710001111	1111
19	33.964554	-117.702474	2761	1272	1489	1975	0.71522	60710001131	1131
20	33.978711	-117.697419	2150	1311	839	1662	0.77285	60710001132	1132
21	33.972840	-117.699796	2341	1445	896	1837	0.78474	60710001133	1133
22	33.979295	-117.710428	1570	899	671	931	0.59269	60710001134	1134
23	33.970732	-117.710772	2937	1134	1803	2262	0.7701	60710001135	1135
24	33.938567	-117.670967	1683	1187	496	925	0.54943	60710001151	1151
25	33.957238	-117.668738	5574	2279	3295	4364	0.78286	60710001152	1152
26	33.925403	-117.718636	2494	554	1940	1796	0.72	60710001161	1161
27	33.918697	-117.680774	4011	2010	2001	2816	0.70214	60710001162	1162
28	33.955904	-117.698129	1277	563	714	789	0.61779	60710001163	1163
29	33.927384	-117.664483	3602	1815	1787	2117	0.58772	60710001164	1164
30	33.979976	-117.765025	2249	1319	930	1562	0.6947	60710001171	1171
31	33.974033	-117.754310	2203	1208	995	1188	0.53935	60710001172	1172
32	33.985164	-117.750965	964	310	654	719	0.74617	60710001173	1173
33	33.986937	-117.762953	1237	424	813	1000	0.80845	60710001174	1174
34	33.979191	-117.782242	2611	1400	1211	1912	0.73242	60710001181	1181
35	33.989267	-117.773566	1882	623	1259	1453	0.77221	60710001182	1182
36	34.083576	-117.706596	1037	394	643	957	0.92268	60710002011	2011
37	34.089729	-117.693819	1890	711	1179	1485	0.78567	60710002012	2012
38	34.088753	-117.704708	1261	669	592	1010	0.8012	60710002013	2013
39	34.078915	-117.703600	2169	1488	681	1804	0.8317	60710002031	2031
40	34.078476	-117.696022	1105	623	482	819	0.74145	60710002032	2032
41	34.075948	-117.707579	1212	474	738	1024	0.8451	60710002033	2033
42	34.079362	-117.691664	1470	618	852	1186	0.80712	60710002051	2051
43	34.082311	-117.685072	2323	1541	782	1714	0.7379	60710002052	2052
44	34.075866	-117.685175	1219	364	855	1038	0.8516	60710002053	2053
45	34.072293	-117.706276	1320	967	353	1109	0.84035	60710002071	2071
46	34.068621	-117.702663	1413	859	554	1257	0.88936	60710002072	2072
47	34.068648	-117.711436	2126	865	1261	1870	0.87939	60710002073	2073
48	34.069801	-117.691011	3365	1450	1915	2757	0.81917	60710002081	2081
49	34.072229	-117.685183	1302	654	648	1041	0.79983	60710002082	2082
50	34.062296	-117.697723	1758	525	1233	1622	0.92263	60710003011	3011
51	34.064989	-117.693957	2338	703	1635	2115	0.90464	60710003012	3012
52	34.065879	-117.702674	1876	388	1488	1829	0.97495	60710003013	3013
53	34.064993	-117.712160	3152	798	2354	3030	0.96115	60710003014	3014
54	34.053624	-117.718456	2370	1012	1358	2099	0.88568	60710003031	3031
55	34.055810	-117.710971	1021	502	519	862	0.8447	60710003032	3032
56	34.047072	-117.719921	1822	916	906	1716	0.94156	60710003033	3033
57	34.049309	-117.711209	2151	1058	1093	1902	0.88423	60710003034	3034
58	34.055983	-117.698147	2086	644	1442	1745	0.83672	60710003041	3041
59	34.049737	-117.698417	2092	685	1407	1734	0.82907	60710003042	3042
60	34.053943	-117.685153	2004	1154	850	1789	0.89294	60710003043	3043
61	34.029781	-117.722881	1484	1215	269	1023	0.68916	60710004011	4011
62	34.022672	-117.722324	1008	705	303	606	0.60085	60710004012	4012
63	34.015635	-117.727861	1215	806	409	900	0.74091	60710004013	4013
64	34.003900	-117.721155	2516	1706	810	1513	0.60142	60710004014	4014
65	34.037136	-117.700381	913	686	227	609	0.667	60710004031	4031
66	34.037097	-117.709093	1665	1308	357	1024	0.61512	60710004032	4032
67	34.040791	-117.716623	1814	1045	769	1247	0.68733	60710004033	4033
68	34.043017	-117.692201	2397	1614	783	1643	0.68552	60710004041	4041
69	34.037229	-117.687305	2141	1048	1093	1448	0.67633	60710004042	4042
70	34.029856	-117.706846	3857	1514	2343	2842	0.73689	60710005011	5011
71	34.022592	-117.702445	1732	894	838	1325	0.76518	60710005012	5012

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
72	34.022567	-117.711134	1447	1052	395	967	0.66831	60710005013	5013
73	34.015375	-117.700194	1629	1089	540	1404	0.86201	60710005031	5031
74	34.015307	-117.711060	1196	749	447	747	0.62434	60710005032	5032
75	34.015293	-117.704516	2001	1092	909	1625	0.8123	60710005033	5033
76	34.000483	-117.688779	680	304	376	566	0.83264	60710005041	5041
77	34.004678	-117.671713	1391	939	452	846	0.60813	60710005042	5042
78	33.997638	-117.706230	2916	1978	938	1887	0.64715	60710005043	5043
79	34.029999	-117.678622	2658	1679	979	1664	0.62599	60710006031	6031
80	34.029937	-117.693774	2652	1230	1422	2157	0.81341	60710006032	6032
81	34.022796	-117.674105	3046	2169	877	2067	0.67851	60710006041	6041
82	34.022731	-117.685006	1427	811	616	1184	0.82966	60710006042	6042
83	34.022682	-117.693714	1297	619	678	920	0.70947	60710006043	6043
84	34.015486	-117.693031	1974	868	1106	1847	0.93551	60710006051	6051
85	34.015537	-117.684276	2172	1391	781	2012	0.92628	60710006052	6052
86	34.015551	-117.671858	2771	2175	596	2121	0.76527	60710006061	6061
87	34.015505	-117.678378	1537	965	572	1353	0.88004	60710006062	6062
88	34.158384	-117.648154	884	764	120	273	0.30897	60710008041	8041
89	34.156448	-117.665999	2043	1437	606	601	0.294	60710008042	8042
90	34.116137	-117.639857	1515	826	689	655	0.43258	60710008081	8081
91	34.110660	-117.646313	1878	1035	843	1064	0.56644	60710008082	8082
92	34.109843	-117.638209	1659	566	1093	1041	0.62774	60710008083	8083
93	34.111113	-117.632341	1256	796	460	604	0.48054	60710008084	8084
94	34.127896	-117.619273	2103	1716	387	1008	0.47915	60710008121	8121
95	34.114682	-117.618036	846	707	139	476	0.56231	60710008122	8122
96	34.111681	-117.621868	787	687	100	253	0.32169	60710008123	8123
97	34.148258	-117.679772	1730	1337	393	756	0.43684	60710008131	8131
98	34.137913	-117.679132	1974	1600	374	690	0.34962	60710008132	8132
99	34.146944	-117.656165	832	730	102	265	0.31905	60710008141	8141
100	34.143281	-117.665688	1449	1199	250	495	0.34157	60710008142	8142
101	34.137100	-117.665646	573	497	76	191	0.33376	60710008143	8143
102	34.138930	-117.656143	1005	810	195	370	0.3681	60710008144	8144
103	34.126828	-117.683862	1458	923	535	734	0.50344	60710008151	8151
104	34.127963	-117.673408	2186	1647	539	896	0.40978	60710008152	8152
105	34.125152	-117.656006	776	689	87	249	0.32054	60710008161	8161
106	34.131652	-117.660789	1553	1198	355	660	0.42529	60710008162	8162
107	34.125126	-117.665600	1947	1635	312	693	0.35607	60710008163	8163
108	34.119679	-117.675622	847	531	316	393	0.46357	60710008171	8171
109	34.114186	-117.675597	1573	1184	389	647	0.41125	60710008172	8172
110	34.113012	-117.686925	1083	661	422	570	0.52586	60710008173	8173
111	34.117854	-117.665578	1308	956	352	535	0.40921	60710008181	8181
112	34.110627	-117.655946	1242	842	400	449	0.36168	60710008182	8182
113	34.110593	-117.665543	1171	938	233	672	0.57388	60710008183	8183
114	34.117899	-117.655975	1362	1267	95	467	0.34263	60710008184	8184
115	34.120332	-117.632454	899	810	89	240	0.267	60710008191	8191
116	34.130167	-117.631595	2667	1212	1455	1557	0.58394	60710008192	8192
117	34.125153	-117.634387	1471	1196	275	666	0.45258	60710008193	8193
118	34.141630	-117.642424	1708	1176	532	636	0.3721	60710008201	8201
119	34.128717	-117.646593	921	795	126	339	0.36847	60710008202	8202
120	34.121545	-117.646349	1175	1108	67	419	0.35684	60710008203	8203
121	34.100730	-117.691061	3876	1652	2224	2638	0.68056	60710008211	8211
122	34.099690	-117.665482	1984	1162	822	1144	0.57636	60710008231	8231
123	34.105109	-117.675541	1818	558	1260	1468	0.80729	60710008232	8232
124	34.099650	-117.675545	3079	1074	2005	2060	0.66898	60710008233	8233
125	34.097071	-117.655869	1373	548	825	916	0.66693	60710008241	8241
126	34.105168	-117.660625	1194	511	683	852	0.71338	60710008242	8242
127	34.101546	-117.655918	1176	894	282	517	0.43995	60710008243	8243
128	34.098893	-117.655896	1138	447	691	829	0.72869	60710008244	8244
129	34.094202	-117.675537	1011	641	370	763	0.75449	60710008251	8251
130	34.089708	-117.674931	1965	614	1351	1584	0.80586	60710008252	8252
131	34.091129	-117.679552	1040	675	365	770	0.74014	60710008253	8253
132	34.089943	-117.655858	1589	614	975	832	0.52337	60710008261	8261
133	34.089922	-117.665454	1250	629	621	850	0.67969	60710008262	8262
134	34.094259	-117.660555	1378	919	459	1007	0.73049	60710008263	8263
135	34.104220	-117.636273	1306	660	646	829	0.6345	60710009011	9011
136	34.103388	-117.646275	1538	1031	507	962	0.62523	60710009012	9012
137	34.100571	-117.633937	1447	904	543	820	0.56637	60710009013	9013
138	34.097108	-117.646242	771	530	241	416	0.54019	60710009031	9031
139	34.097447	-117.634076	1698	877	821	1410	0.83013	60710009032	9032
140	34.094372	-117.635128	1792	649	1143	1527	0.85187	60710009033	9033
141	34.089826	-117.639468	2741	1211	1530	2137	0.77979	60710009041	9041
142	34.091506	-117.647537	707	583	124	418	0.59162	60710009042	9042
143	34.084636	-117.675080	1830	863	967	1546	0.8449	60710010011	10011
144	34.076033	-117.675459	1555	1092	463	1229	0.7901	60710010012	10012
145	34.080063	-117.676014	1678	848	830	1289	0.7683	60710010013	10013
146	34.071546	-117.674571	1496	924	572	1280	0.85564	60710010021	10021
147	34.065121	-117.675431	3249	1676	1573	3037	0.93467	60710010022	10022
148	34.068762	-117.677101	1206	723	483	1071	0.88783	60710010023	10023
149	34.067898	-117.663006	1219	771	448	1038	0.85191	60710011011	11011
150	34.065153	-117.665337	1593	1129	464	1366	0.85723	60710011012	11012

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
151	34.065163	-117.658286	545	288	257	512	0.9388	60710011013	11013
152	34.077914	-117.655814	1499	910	589	958	0.63914	60710011031	11031
153	34.084488	-117.655836	1161	986	175	520	0.44776	60710011032	11032
154	34.072032	-117.657024	1942	770	1172	1404	0.72281	60710011033	11033
155	34.082652	-117.665421	1929	1180	749	1092	0.56623	60710011041	11041
156	34.076068	-117.665391	1293	661	632	884	0.68394	60710011042	11042
157	34.071526	-117.665374	2148	1336	812	1643	0.765	60710011043	11043
158	34.082666	-117.643810	1778	981	797	1211	0.68131	60710012001	12001
159	34.074320	-117.643758	1212	686	526	896	0.73903	60710012002	12002
160	34.076823	-117.648586	1204	966	238	620	0.51512	60710012003	12003
161	34.084278	-117.648460	838	626	212	401	0.47826	60710012004	12004
162	34.081681	-117.623805	1657	812	845	1458	0.87976	60710013051	13051
163	34.088405	-117.631949	1823	1261	562	1577	0.86486	60710013052	13052
164	34.083752	-117.631140	1252	845	407	1188	0.94907	60710013053	13053
165	34.088519	-117.624211	2336	1641	695	2009	0.86021	60710013071	13071
166	34.088497	-117.615511	1718	1081	637	1468	0.85472	60710013072	13072
167	34.081246	-117.615476	2663	1616	1047	2290	0.85996	60710013081	13081
168	34.075324	-117.615072	3057	1774	1283	2789	0.91237	60710013082	13082
169	34.076493	-117.627539	2323	1608	715	2078	0.8947	60710013091	13091
170	34.072553	-117.625178	1021	767	254	918	0.89888	60710013092	13092
171	34.072028	-117.616735	1399	716	683	1216	0.86932	60710013093	13093
172	34.079778	-117.636718	1512	780	732	1131	0.74827	60710013101	13101
173	34.072518	-117.636684	2160	1269	891	1790	0.82875	60710013102	13102
174	34.076142	-117.636696	1581	1302	279	1354	0.85616	60710013103	13103
175	34.083613	-117.637480	586	410	176	479	0.81809	60710013104	13104
176	34.085601	-117.598905	3757	1991	1766	2827	0.75247	60710013111	13111
177	34.087861	-117.608286	1823	1061	762	1428	0.78315	60710013121	13121
178	34.074087	-117.605618	3369	1784	1585	2655	0.78801	60710013122	13122
179	34.070355	-117.651023	954	510	444	694	0.72714	60710014001	14001
180	34.064682	-117.651004	1939	798	1141	1572	0.81095	60710014002	14002
181	34.067720	-117.639285	1929	1132	797	1794	0.9302	60710015011	15011
182	34.066418	-117.644113	1691	809	882	1535	0.90767	60710015012	15012
183	34.065231	-117.634065	1357	705	652	1319	0.97164	60710015031	15031
184	34.067839	-117.631183	2309	1388	921	2159	0.93513	60710015032	15032
185	34.065281	-117.619757	2889	1764	1125	2742	0.94914	60710015041	15041
186	34.068881	-117.620236	2624	1705	919	2321	0.88458	60710015042	15042
187	34.058999	-117.642272	1245	743	502	1215	0.97555	60710016001	16001
188	34.057262	-117.603083	439	355	84	365	0.8325	60710016002	16002
189	34.059810	-117.669854	1108	520	588	995	0.8976	60710016003	16003
190	34.058104	-117.651499	1751	1146	605	1674	0.95579	60710016004	16004
191	34.057984	-117.657531	1845	769	1076	1787	0.96846	60710016005	16005
192	34.052381	-117.675392	1823	760	1063	1489	0.81654	60710017021	17021
193	34.044866	-117.675286	1813	1362	451	1175	0.64783	60710017022	17022
194	34.037280	-117.675288	1047	714	333	611	0.58366	60710017023	17023
195	34.023561	-117.654085	1424	954	470	1019	0.71584	60710017031	17031
196	34.028415	-117.658904	930	326	604	640	0.688	60710017032	17032
197	34.024781	-117.665414	2175	1347	828	1296	0.59601	60710017033	17033
198	34.023833	-117.659477	1522	905	617	959	0.63036	60710017034	17034
199	34.035882	-117.664142	2746	1444	1302	2128	0.77483	60710017041	17041
200	34.035693	-117.654840	2065	1212	853	1747	0.84588	60710017042	17042
201	34.052526	-117.655833	2837	848	1989	2683	0.94574	60710017061	17061
202	34.052683	-117.661948	757	221	536	697	0.92105	60710017062	17062
203	34.052701	-117.666580	2815	1291	1524	2288	0.81277	60710017063	17063
204	34.045681	-117.655028	1950	1142	808	1740	0.89211	60710017071	17071
205	34.045105	-117.661344	1506	630	876	1292	0.85794	60710017072	17072
206	34.045166	-117.666631	2437	867	1570	1990	0.81667	60710017073	17073
207	34.040944	-117.617410	2853	1687	1166	1971	0.69078	60710018031	18031
208	34.028485	-117.643933	1654	1233	421	1369	0.82764	60710018041	18041
209	34.023000	-117.643860	3765	2372	1393	2930	0.77822	60710018042	18042
210	34.024959	-117.626202	980	589	391	766	0.78147	60710018061	18061
211	34.027470	-117.633445	1428	850	578	1093	0.76568	60710018062	18062
212	34.022506	-117.632099	2595	1170	1425	1876	0.72282	60710018063	18063
213	34.028602	-117.617509	2318	1302	1016	1922	0.82903	60710018081	18081
214	34.023149	-117.621840	1465	849	616	1003	0.68496	60710018082	18082
215	34.023179	-117.617482	877	695	182	642	0.73242	60710018083	18083
216	34.024990	-117.605346	1220	555	665	958	0.78493	60710018091	18091
217	34.023203	-117.613124	2675	1133	1542	2298	0.85912	60710018092	18092
218	34.024777	-117.596507	897	655	242	658	0.73304	60710018093	18093
219	34.032101	-117.646103	1820	813	1007	1641	0.90181	60710018101	18101
220	34.033924	-117.639369	1738	730	1008	1481	0.852	60710018102	18102
221	34.035676	-117.646124	1506	632	874	1390	0.92292	60710018103	18103
222	34.043352	-117.648367	2138	914	1224	1944	0.90917	60710018121	18121
223	34.042073	-117.644394	2166	1146	1020	2114	0.97595	60710018122	18122
224	34.045316	-117.640706	2254	1418	836	2169	0.96245	60710018131	18131
225	34.052732	-117.644543	2741	1404	1337	2661	0.97082	60710018132	18132
226	34.015607	-117.663137	1643	1042	601	1074	0.65384	60710019011	19011
227	34.001121	-117.662926	1637	895	742	1088	0.6648	60710019012	19012
228	34.008355	-117.663067	2044	1013	1031	1494	0.73084	60710019013	19013
229	33.981647	-117.617172	6820	3189	3631	4820	0.70678	60710019031	19031

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
230	33.939134	-117.625807	2292	1114	1178	1541	0.67252	60710019032	19032
231	34.015671	-117.654710	1947	1146	801	1312	0.67372	60710019051	19051
232	34.001189	-117.654639	1158	499	659	775	0.66966	60710019052	19052
233	34.008534	-117.610661	721	641	80	573	0.79525	60710019053	19053
234	34.008489	-117.641054	2308	1480	828	1549	0.67124	60710019054	19054
235	34.007475	-117.574568	4058	2594	1464	3090	0.76153	60710019061	19061
236	34.015476	-117.588850	4365	3123	1242	3309	0.75818	60710019062	19062
237	34.165120	-117.469724	4774	2451	2323	3157	0.66136	60710020101	20101
238	34.157362	-117.463992	2334	1039	1295	1710	0.73251	60710020102	20102
239	34.160863	-117.484746	3238	2389	849	2036	0.62881	60710020103	20103
240	34.149301	-117.616386	2050	1798	252	686	0.33462	60710020111	20111
241	34.159878	-117.616593	2034	1321	713	681	0.33491	60710020112	20112
242	34.134984	-117.605126	2422	1947	475	1183	0.48835	60710020131	20131
243	34.139749	-117.608310	2308	2138	170	815	0.3533	60710020132	20132
244	34.154596	-117.630933	1723	1507	216	581	0.3372	60710020141	20141
245	34.138598	-117.623426	2933	2494	439	1183	0.40338	60710020142	20142
246	34.127117	-117.602687	2643	1788	855	1190	0.45022	60710020151	20151
247	34.127095	-117.611653	2372	1953	419	1133	0.47764	60710020152	20152
248	34.118842	-117.608099	2157	1562	595	1061	0.49185	60710020161	20161
249	34.111404	-117.606100	2193	1949	244	1045	0.47631	60710020162	20162
250	34.159831	-117.591402	1946	1300	646	726	0.37309	60710020171	20171
251	34.148641	-117.595783	3524	2798	726	1386	0.39319	60710020172	20172
252	34.145765	-117.585244	3235	2303	932	1354	0.41848	60710020181	20181
253	34.138836	-117.583340	2438	1423	1015	1333	0.54667	60710020182	20182
254	34.145069	-117.566695	2217	1478	739	1094	0.49348	60710020191	20191
255	34.139476	-117.568466	2535	1356	1179	1629	0.64269	60710020192	20192
256	34.155551	-117.559022	1910	972	938	898	0.47	60710020211	20211
257	34.140507	-117.553800	2054	1093	961	1003	0.48839	60710020212	20212
258	34.138861	-117.544485	1430	1018	412	748	0.5234	60710020213	20213
259	34.143068	-117.510971	4277	3139	1138	2416	0.56488	60710020221	20221
260	34.156591	-117.519625	8320	4289	4031	4715	0.56668	60710020222	20222
261	34.125948	-117.594815	2507	1925	582	1276	0.50903	60710020231	20231
262	34.132205	-117.591566	3172	1922	1250	1766	0.55681	60710020232	20232
263	34.124493	-117.582515	2543	2086	457	1040	0.40909	60710020251	20251
264	34.131327	-117.581903	2668	2004	664	1201	0.45029	60710020252	20252
265	34.110362	-117.597904	1854	1421	433	1000	0.53959	60710020271	20271
266	34.113628	-117.591486	2527	1711	816	1332	0.52703	60710020272	20272
267	34.117826	-117.597881	1607	1187	420	764	0.47511	60710020273	20273
268	34.110340	-117.582442	2076	1241	835	1342	0.64647	60710020281	20281
269	34.117792	-117.582966	3024	2253	771	1451	0.47973	60710020282	20282
270	34.133439	-117.561736	1926	962	964	1166	0.60545	60710020291	20291
271	34.127984	-117.563129	1259	723	536	684	0.54347	60710020292	20292
272	34.132808	-117.572648	1074	924	150	487	0.45313	60710020293	20293
273	34.130340	-117.569399	1594	1278	316	742	0.46574	60710020294	20294
274	34.124639	-117.549021	1960	1123	837	1183	0.6038	60710020311	20311
275	34.132714	-117.551574	2489	1459	1030	1428	0.57359	60710020312	20312
276	34.125947	-117.555218	1750	971	779	1026	0.58618	60710020313	20313
277	34.124836	-117.538899	5088	3109	1979	2991	0.58784	60710020331	20331
278	34.129260	-117.527692	3057	2201	856	1509	0.4936	60710020332	20332
279	34.123813	-117.515805	7332	3235	4097	5004	0.68242	60710020341	20341
280	34.113836	-117.534629	7623	4643	2980	5184	0.67999	60710020342	20342
281	34.120295	-117.557433	3790	1752	2038	2448	0.64588	60710020351	20351
282	34.120029	-117.572550	2794	2079	715	1422	0.50892	60710020352	20352
283	34.111142	-117.559899	8943	5865	3078	5873	0.65674	60710020361	20361
284	34.116020	-117.565698	2596	1134	1462	1795	0.69143	60710020362	20362
285	34.128410	-117.496835	920	418	502	720	0.78313	60710020371	20371
286	34.112548	-117.503999	2265	1112	1153	1751	0.77327	60710020372	20372
287	34.114568	-117.509718	4883	2604	2279	3745	0.767	60710020373	20373
288	34.109821	-117.494929	3126	1475	1651	2537	0.81142	60710020381	20381
289	34.117380	-117.495953	2734	1144	1590	2083	0.76204	60710020382	20382
290	34.095766	-117.624200	2526	1410	1116	2224	0.88026	60710021011	21011
291	34.102447	-117.624420	2034	1060	974	1494	0.73445	60710021012	21012
292	34.102679	-117.604333	1208	619	589	851	0.70484	60710021031	21031
293	34.103199	-117.609949	3263	2323	940	2175	0.66645	60710021032	21032
294	34.097294	-117.612338	2073	1409	664	1261	0.6085	60710021051	21051
295	34.095543	-117.591345	1247	1079	168	1060	0.85005	60710021052	21052
296	34.099258	-117.597860	1685	1071	614	1134	0.67284	60710021053	21053
297	34.095748	-117.586959	1248	956	292	1029	0.8246	60710021071	21071
298	34.102966	-117.589046	2122	1439	683	1322	0.62313	60710021072	21072
299	34.100916	-117.582935	1494	1002	492	1044	0.69859	60710021073	21073
300	34.075033	-117.569257	3972	1646	2326	2870	0.72251	60710021091	21091
301	34.074417	-117.577985	626	249	377	491	0.78384	60710021092	21092
302	34.090798	-117.566816	7246	3536	3710	5063	0.69871	60710021101	21101
303	34.073752	-117.510302	960	562	398	854	0.88929	60710022041	22041
304	34.102753	-117.510176	1674	830	844	1425	0.85153	60710022042	22042
305	34.102871	-117.497504	3914	1715	2199	3517	0.89859	60710022043	22043
306	34.025435	-117.589741	2033	1198	835	1529	0.75201	60710022061	22061
307	34.022992	-117.586135	1153	732	421	778	0.67484	60710022062	22062
308	34.021949	-117.580412	1063	629	434	820	0.77103	60710022063	22063

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
309	34.025728	-117.580594	2407	1144	1263	1740	0.72289	60710022064	22064
310	34.097602	-117.530863	1980	1128	852	1559	0.78716	60710022071	22071
311	34.084939	-117.532643	2809	1130	1679	2057	0.73224	60710022072	22072
312	34.128408	-117.433871	2042	833	1209	1742	0.85308	60710023011	23011
313	34.128233	-117.445237	3018	1289	1729	2704	0.89606	60710023012	23012
314	34.117618	-117.446915	2779	942	1837	2463	0.88641	60710023013	23013
315	34.117638	-117.431523	1623	679	944	1474	0.90849	60710023014	23014
316	34.127790	-117.460621	4216	2651	1565	3430	0.81345	60710023041	23041
317	34.138933	-117.473683	10428	5671	4757	7815	0.74941	60710023042	23042
318	34.128538	-117.470700	5055	3131	1924	3738	0.73937	60710023043	23043
319	34.114335	-117.477601	5150	2276	2874	4081	0.79249	60710023051	23051
320	34.116281	-117.462479	1745	1090	655	1464	0.83922	60710023052	23052
321	34.110001	-117.462427	881	613	268	781	0.88602	60710023053	23053
322	34.115789	-117.456350	2680	1968	712	2358	0.87979	60710023054	23054
323	34.128124	-117.413533	1275	520	755	1109	0.86943	60710023061	23061
324	34.128587	-117.429517	3101	1860	1241	2772	0.89385	60710023062	23062
325	34.117675	-117.409703	2287	1174	1113	1991	0.87053	60710023071	23071
326	34.117650	-117.420623	3087	2289	798	2777	0.89967	60710023072	23072
327	34.102934	-117.484392	1984	1065	919	1800	0.90722	60710024011	24011
328	34.102884	-117.475607	1731	710	1021	1604	0.9268	60710024012	24012
329	34.095633	-117.480036	1366	938	428	1241	0.90825	60710024013	24013
330	34.088340	-117.484375	1888	704	1184	1785	0.94521	60710024014	24014
331	34.088363	-117.475529	2917	1788	1129	2693	0.92319	60710024015	24015
332	34.099871	-117.462528	3094	1939	1155	2905	0.93887	60710024021	24021
333	34.088903	-117.462388	2154	732	1422	1995	0.92618	60710024022	24022
334	34.088870	-117.468953	1276	662	614	1181	0.92528	60710024023	24023
335	34.089298	-117.455850	2047	1222	825	1919	0.93759	60710024024	24024
336	34.081069	-117.484387	1344	664	680	1269	0.94449	60710025011	25011
337	34.081093	-117.475549	2094	1349	745	1958	0.93506	60710025012	25012
338	34.070127	-117.475930	1277	446	831	1131	0.88563	60710025013	25013
339	34.073847	-117.475556	1358	714	644	1281	0.94323	60710025014	25014
340	34.081131	-117.466786	2610	1598	1012	2439	0.93453	60710025021	25021
341	34.073880	-117.466834	2376	1207	1169	2165	0.91131	60710025022	25022
342	34.081154	-117.458060	2346	1263	1083	2080	0.88652	60710025023	25023
343	34.073899	-117.458094	1418	971	447	1292	0.91103	60710025024	25024
344	34.056111	-117.474406	2912	1957	955	2502	0.85923	60710026011	26011
345	34.053301	-117.426861	8213	4570	3643	7041	0.85728	60710026012	26012
346	34.044479	-117.502225	1790	911	879	1506	0.84111	60710026021	26021
347	34.045900	-117.493147	1284	602	682	1141	0.88864	60710026022	26022
348	34.041100	-117.492960	2946	1566	1380	2709	0.9197	60710026023	26023
349	34.038658	-117.502745	1350	759	591	1191	0.88239	60710026024	26024
350	34.035576	-117.501047	1676	1174	502	1503	0.89685	60710026041	26041
351	34.035067	-117.486422	1424	978	446	1234	0.86633	60710026042	26042
352	34.035193	-117.495290	724	402	322	601	0.8307	60710026043	26043
353	34.038002	-117.489047	1711	694	1017	1539	0.89973	60710026044	26044
354	34.040658	-117.476742	2260	1309	951	2006	0.88744	60710026061	26061
355	34.045080	-117.484968	3090	1440	1650	2733	0.88433	60710026062	26062
356	34.045465	-117.466956	2058	936	1122	1854	0.90089	60710026063	26063
357	34.039197	-117.449503	2185	729	1456	1938	0.88676	60710026071	26071
358	34.046286	-117.449174	1770	699	1071	1614	0.91162	60710026072	26072
359	34.045809	-117.458265	1236	616	620	1153	0.93269	60710026073	26073
360	34.041093	-117.463056	2448	1450	998	2243	0.91622	60710026074	26074
361	34.168882	-117.424897	2532	970	1562	1952	0.77099	60710027031	27031
362	34.163348	-117.429223	1457	1101	356	1041	0.71444	60710027032	27032
363	34.160981	-117.423141	1822	1077	745	1320	0.72435	60710027033	27033
364	34.161406	-117.414506	1175	706	469	923	0.78516	60710027041	27041
365	34.152353	-117.432315	7993	3263	4730	6296	0.78767	60710027042	27042
366	34.155293	-117.405621	1236	555	681	1056	0.85401	60710027043	27043
367	34.146729	-117.396781	843	516	327	635	0.75379	60710027051	27051
368	34.148608	-117.391717	2055	1029	1026	1706	0.83032	60710027052	27052
369	34.139499	-117.387985	1437	967	470	1222	0.85017	60710027053	27053
370	34.139550	-117.396626	1142	425	717	994	0.87066	60710027054	27054
371	34.172920	-117.387740	4325	2312	2013	2880	0.66595	60710027061	27061
372	34.139527	-117.378386	2074	1297	777	1745	0.84149	60710027062	27062
373	34.144076	-117.376482	2277	1058	1219	1732	0.76076	60710027063	27063
374	34.111457	-117.446912	2529	1623	906	2294	0.90726	60710028011	28011
375	34.107828	-117.445127	1788	1081	707	1631	0.91204	60710028012	28012
376	34.111228	-117.438028	1367	824	543	1265	0.92513	60710028013	28013
377	34.100400	-117.446922	1852	664	1188	1764	0.95245	60710028031	28031
378	34.104323	-117.443159	922	491	431	771	0.83652	60710028032	28032
379	34.103780	-117.449554	1258	841	417	1127	0.89568	60710028033	28033
380	34.093824	-117.446393	2687	1701	986	2565	0.95447	60710028041	28041
381	34.097594	-117.444502	656	311	345	626	0.95431	60710028042	28042
382	34.097044	-117.451283	2117	1050	1067	2038	0.96288	60710028043	28043
383	34.111841	-117.430843	876	690	186	777	0.88705	60710029011	29011
384	34.105689	-117.430691	1929	764	1165	1697	0.87995	60710029012	29012
385	34.095741	-117.429238	1197	760	437	1042	0.87056	60710029013	29013
386	34.111452	-117.424117	1281	1106	175	1122	0.87613	60710029021	29021
387	34.107963	-117.422482	1711	898	813	1406	0.82149	60710029022	29022

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
388	34.095336	-117.422323	1829	931	898	1599	0.87416	60710029023	29023
389	34.103435	-117.421889	675	574	101	518	0.76685	60710029024	29024
390	34.099384	-117.423453	1266	537	729	1124	0.88789	60710029025	29025
391	34.099383	-117.433601	1811	1207	604	1503	0.82982	60710030001	30001
392	34.099368	-117.437957	1448	568	880	1250	0.86341	60710030002	30002
393	34.083244	-117.451260	1276	900	376	1122	0.87943	60710031011	31011
394	34.083037	-117.446602	2419	1144	1275	2143	0.88579	60710031012	31012
395	34.090382	-117.448877	1374	555	819	1298	0.94467	60710031013	31013
396	34.081218	-117.440053	1950	1337	613	1809	0.92783	60710031021	31021
397	34.090308	-117.440081	1111	962	149	1034	0.93029	60710031022	31022
398	34.086680	-117.440086	2231	1075	1156	2062	0.92444	60710031023	31023
399	34.088499	-117.433545	2342	1070	1272	2162	0.92317	60710032001	32001
400	34.081278	-117.422628	1165	753	412	883	0.75778	60710032002	32002
401	34.088528	-117.427009	1959	1307	652	1499	0.76539	60710032003	32003
402	34.088549	-117.420472	1136	668	468	857	0.75419	60710032004	32004
403	34.081237	-117.433518	1049	400	649	899	0.85747	60710032005	32005
404	34.081254	-117.429168	1161	1022	139	834	0.71871	60710032006	32006
405	34.070552	-117.445964	2317	1575	742	1991	0.85932	60710033011	33011
406	34.076032	-117.446626	1170	727	443	1038	0.88702	60710033012	33012
407	34.073976	-117.437852	1701	1053	648	1452	0.85387	60710033013	33013
408	34.073066	-117.421891	1223	775	448	1013	0.82833	60710033021	33021
409	34.075815	-117.426243	1145	599	546	893	0.77966	60710033022	33022
410	34.069938	-117.416053	2734	1505	1229	2300	0.84139	60710033023	33023
411	34.073347	-117.432067	1154	814	340	840	0.72807	60710033024	33024
412	34.110350	-117.414045	1715	651	1064	1532	0.89309	60710034011	34011
413	34.103077	-117.414015	1899	1012	887	1690	0.88982	60710034012	34012
414	34.088573	-117.413931	1676	770	906	1359	0.81106	60710034013	34013
415	34.095823	-117.413986	2285	1364	921	1941	0.84934	60710034014	34014
416	34.081317	-117.415168	1384	1238	146	1186	0.85673	60710034031	34031
417	34.083339	-117.405499	2084	1112	972	1754	0.8416	60710034032	34032
418	34.088589	-117.407398	1470	517	953	1153	0.78429	60710034033	34033
419	34.104055	-117.403111	2285	1497	788	2057	0.90018	60710034041	34041
420	34.110381	-117.405322	1655	1190	465	1382	0.83492	60710034042	34042
421	34.105370	-117.407476	1097	562	535	1049	0.9563	60710034043	34043
422	34.095853	-117.407444	1101	436	665	902	0.81924	60710034051	34051
423	34.101364	-117.406198	1055	510	545	967	0.91702	60710034052	34052
424	34.095855	-117.403086	2439	997	1442	2306	0.94552	60710034053	34053
425	34.128618	-117.392364	1615	403	1212	1475	0.9133	60710035031	35031
426	34.117650	-117.396900	2327	1220	1107	2057	0.884	60710035032	35032
427	34.117741	-117.388201	1644	1303	341	1509	0.91818	60710035033	35033
428	34.118337	-117.373760	2281	1529	752	2155	0.94474	60710035051	35051
429	34.125017	-117.372625	1570	545	1025	1487	0.94687	60710035052	35052
430	34.117201	-117.379665	2282	1777	505	2123	0.93029	60710035053	35053
431	34.125017	-117.377009	904	320	584	867	0.95929	60710035061	35061
432	34.132327	-117.374834	1312	725	587	1167	0.88954	60710035062	35062
433	34.128634	-117.381393	3121	1999	1122	2815	0.90197	60710035063	35063
434	34.110403	-117.394407	3881	2422	1459	3503	0.90269	60710035071	35071
435	34.110410	-117.383494	1639	887	752	1421	0.8667	60710035072	35072
436	34.099528	-117.379107	2397	1776	621	2118	0.88341	60710035091	35091
437	34.110427	-117.374772	2340	1584	756	2021	0.86372	60710035092	35092
438	34.104379	-117.387927	2705	762	1943	2528	0.93457	60710035101	35101
439	34.098546	-117.393040	1495	870	625	1416	0.94727	60710035102	35102
440	34.088635	-117.387769	2628	1572	1056	2330	0.88652	60710036031	36031
441	34.088622	-117.396505	1730	816	914	1526	0.88232	60710036032	36032
442	34.081353	-117.396478	2026	1248	778	1805	0.89079	60710036051	36051
443	34.081364	-117.387761	2793	1416	1377	2407	0.8619	60710036052	36052
444	34.073203	-117.394197	1528	496	1032	1254	0.8208	60710036061	36061
445	34.073091	-117.387719	801	540	261	688	0.85903	60710036062	36062
446	34.072889	-117.403020	3470	1700	1770	2981	0.85912	60710036063	36063
447	34.088650	-117.376871	3223	2599	624	2830	0.87811	60710036071	36071
448	34.088805	-117.364566	2177	1636	541	1932	0.88731	60710036072	36072
449	34.073217	-117.376883	448	286	162	369	0.82291	60710036091	36091
450	34.080776	-117.379838	2770	2078	692	2524	0.91116	60710036092	36092
451	34.081993	-117.373946	2254	1638	616	1948	0.86409	60710036093	36093
452	34.082003	-117.363282	3201	1389	1812	2970	0.92772	60710036111	36111
453	34.080677	-117.359479	1732	865	867	1649	0.95205	60710036112	36112
454	34.076702	-117.353216	2166	1038	1128	2012	0.92894	60710036121	36121
455	34.075395	-117.365054	1933	1404	529	1546	0.79965	60710036122	36122
456	34.103687	-117.370388	1489	1039	450	1323	0.88834	60710037001	37001
457	34.096448	-117.370361	2586	1650	936	2331	0.9014	60710037002	37002
458	34.127775	-117.359552	1009	463	546	898	0.88953	60710038011	38011
459	34.125032	-117.366071	1541	1044	497	1358	0.88127	60710038012	38012
460	34.132387	-117.366080	1592	784	808	1401	0.87972	60710038013	38013
461	34.117734	-117.366049	1752	899	853	1526	0.87095	60710038031	38031
462	34.109842	-117.363027	3180	2129	1051	2825	0.88838	60710038032	38032
463	34.113539	-117.357326	1013	502	511	917	0.90513	60710038041	38041
464	34.128632	-117.350282	1270	952	318	1084	0.85342	60710038042	38042
465	34.119037	-117.355424	2784	1881	903	2517	0.9041	60710038043	38043
466	34.104099	-117.359463	2012	1478	534	1799	0.8943	60710039001	39001

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
467	34.099314	-117.361232	2568	1999	569	2217	0.86327	60710039002	39002
468	34.094663	-117.361595	1438	1156	282	1275	0.88647	60710039003	39003
469	34.062066	-117.402840	2653	1257	1396	2280	0.85942	60710040011	40011
470	34.049407	-117.403791	1756	969	787	1565	0.89151	60710040012	40012
471	34.043265	-117.399495	1835	1396	439	1647	0.89739	60710040031	40031
472	34.043416	-117.384805	4515	2834	1681	3914	0.86688	60710040032	40032
473	34.062293	-117.382891	3217	1612	1605	2622	0.81498	60710040041	40041
474	34.039355	-117.359173	2536	2199	337	1958	0.77188	60710040042	40042
475	34.168056	-117.350870	2757	1994	763	2360	0.85616	60710041011	41011
476	34.162649	-117.340331	2845	1890	955	2669	0.93806	60710041012	41012
477	34.141485	-117.340193	2323	1465	858	2136	0.91947	60710041031	41031
478	34.141469	-117.323035	1905	706	1199	1843	0.96755	60710041032	41032
479	34.140127	-117.330456	1475	1160	315	1368	0.92753	60710041033	41033
480	34.147578	-117.351669	3211	2274	937	2848	0.88684	60710041041	41041
481	34.153234	-117.332951	2627	1424	1203	2356	0.89666	60710041042	41042
482	34.127152	-117.337169	1419	596	823	1379	0.97177	60710042011	42011
483	34.132598	-117.335672	1289	510	779	1242	0.96367	60710042012	42012
484	34.132362	-117.326843	2015	673	1342	1930	0.95794	60710042013	42013
485	34.122288	-117.326820	2172	530	1642	2119	0.97564	60710042014	42014
486	34.125060	-117.318210	1962	1227	735	1884	0.96022	60710042021	42021
487	34.118578	-117.318210	1327	534	793	1284	0.96762	60710042022	42022
488	34.132435	-117.318205	2424	1271	1153	2246	0.9267	60710042023	42023
489	34.112128	-117.350752	2013	1048	965	1936	0.96188	60710043011	43011
490	34.108678	-117.343016	988	472	516	920	0.93155	60710043012	43012
491	34.113265	-117.344161	2435	1218	1217	2222	0.91235	60710043013	43013
492	34.113923	-117.318264	1355	1198	157	1329	0.98045	60710043021	43021
493	34.110206	-117.318439	578	403	175	534	0.9244	60710043022	43022
494	34.116013	-117.334348	2661	1537	1124	2337	0.8781	60710043023	43023
495	34.102839	-117.351162	710	639	71	524	0.73837	60710044011	44011
496	34.095934	-117.352903	1898	1483	415	1658	0.87334	60710044012	44012
497	34.088532	-117.353752	1764	1392	372	1643	0.93166	60710044013	44013
498	34.088993	-117.344398	1741	1391	350	1615	0.92742	60710044031	44031
499	34.096149	-117.341169	695	301	394	603	0.86758	60710044032	44032
500	34.095727	-117.336330	3293	1557	1736	2959	0.89846	60710044033	44033
501	34.102723	-117.338461	1986	1303	683	1838	0.92565	60710044041	44041
502	34.096033	-117.345883	984	639	345	840	0.85355	60710044042	44042
503	34.104205	-117.344926	2646	1365	1281	2309	0.87248	60710044043	44043
504	34.213761	-117.376507	2707	1884	823	1593	0.58847	60710045031	45031
505	34.233782	-117.411125	896	754	142	277	0.3097	60710045032	45032
506	34.194006	-117.338589	2013	1576	437	1385	0.68825	60710045041	45041
507	34.199860	-117.349491	2068	1602	466	1143	0.55287	60710045042	45042
508	34.191267	-117.352392	3881	2024	1857	2640	0.68021	60710045043	45043
509	34.174350	-117.283497	1331	1022	309	767	0.57644	60710045051	45051
510	34.173357	-117.289172	1512	845	667	925	0.61181	60710045052	45052
511	34.167917	-117.282864	1884	1306	578	1512	0.80259	60710045053	45053
512	34.168243	-117.300513	1124	742	382	822	0.73174	60710045071	45071
513	34.169195	-117.310402	1986	870	1116	1546	0.77847	60710045072	45072
514	34.169515	-117.293165	2165	1275	890	1503	0.69441	60710045073	45073
515	34.175075	-117.298796	1749	1460	289	1018	0.58197	60710045091	45091
516	34.175463	-117.309319	1682	865	817	1215	0.72252	60710045092	45092
517	34.180982	-117.298281	1472	1049	423	794	0.5394	60710045093	45093
518	34.187110	-117.319174	2352	1369	983	1732	0.73623	60710045101	45101
519	34.175191	-117.324277	1901	851	1050	1440	0.75774	60710045102	45102
520	34.175423	-117.317348	955	363	592	692	0.72498	60710045103	45103
521	34.178210	-117.341361	1788	1146	642	1233	0.6898	60710046011	46011
522	34.174147	-117.334260	1382	876	506	1050	0.75984	60710046012	46012
523	34.169235	-117.334592	1104	399	705	877	0.79468	60710046013	46013
524	34.171294	-117.324212	1342	913	429	992	0.73903	60710046014	46014
525	34.161217	-117.324418	636	490	146	415	0.65251	60710046015	46015
526	34.149369	-117.299315	599	472	127	406	0.67841	60710046031	46031
527	34.153462	-117.297437	690	465	225	483	0.70071	60710046032	46032
528	34.161256	-117.311311	2513	1006	1507	1798	0.71542	60710046033	46033
529	34.151646	-117.315427	1953	992	961	1313	0.67236	60710046034	46034
530	34.136229	-117.308779	1480	892	588	1248	0.84291	60710046041	46041
531	34.143480	-117.311534	1535	929	606	1231	0.80168	60710046042	46042
532	34.147407	-117.312107	852	624	228	590	0.69274	60710046043	46043
533	34.142980	-117.302468	1803	1362	441	1323	0.73387	60710046044	46044
534	34.125005	-117.311179	1230	585	645	1193	0.96997	60710047001	47001
535	34.118528	-117.309808	1352	584	768	1318	0.97454	60710047002	47002
536	34.131892	-117.311440	646	353	293	626	0.96877	60710047003	47003
537	34.121739	-117.304679	1189	489	700	1122	0.94341	60710047004	47004
538	34.128405	-117.306302	1040	656	384	996	0.95772	60710047005	47005
539	34.112045	-117.305780	1709	1030	679	1663	0.97337	60710048001	48001
540	34.112066	-117.311444	1679	912	767	1647	0.98088	60710048002	48002
541	34.096939	-117.327360	1209	560	649	1102	0.91176	60710049001	49001
542	34.102425	-117.324551	2105	1057	1048	1993	0.94656	60710049002	49002
543	34.096497	-117.310758	2541	1367	1174	2378	0.9359	60710049003	49003
544	34.101591	-117.306755	1504	871	633	1404	0.93367	60710049004	49004
545	34.158314	-117.270181	1850	1296	554	836	0.45174	60710051001	51001

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
546	34.154113	-117.276660	821	612	209	427	0.52019	60710051002	51002
547	34.152176	-117.284130	1061	705	356	630	0.59378	60710051003	51003
548	34.152189	-117.290748	1761	1347	414	1188	0.67455	60710051004	51004
549	34.160764	-117.293620	1187	965	222	745	0.6279	60710051005	51005
550	34.162032	-117.283244	950	549	401	723	0.76099	60710051006	51006
551	34.157019	-117.284294	1005	782	223	723	0.71911	60710051007	51007
552	34.147672	-117.278679	1015	568	447	713	0.70208	60710052001	52001
553	34.141754	-117.277362	1568	1031	537	1160	0.74001	60710052002	52002
554	34.144208	-117.289653	357	219	138	255	0.71305	60710052003	52003
555	34.147757	-117.289572	806	527	279	520	0.64458	60710052004	52004
556	34.139167	-117.281943	1692	510	1182	1442	0.85217	60710053001	53001
557	34.139176	-117.287405	971	511	460	816	0.83989	60710053002	53002
558	34.139190	-117.291912	1004	583	421	789	0.78631	60710053003	53003
559	34.140543	-117.296357	1404	578	826	1176	0.83777	60710053004	53004
560	34.139735	-117.300493	612	409	203	476	0.77763	60710053005	53005
561	34.133980	-117.295958	1790	1168	622	1616	0.9029	60710054001	54001
562	34.130348	-117.296796	1424	537	887	1276	0.89593	60710054002	54002
563	34.133705	-117.284223	1885	942	943	1612	0.855	60710054003	54003
564	34.130043	-117.284311	1944	1213	731	1672	0.86	60710054004	54004
565	34.125001	-117.281986	2983	1521	1462	2768	0.92782	60710055001	55001
566	34.123435	-117.289976	1706	1173	533	1577	0.92414	60710055002	55002
567	34.126992	-117.289371	1903	973	930	1720	0.90362	60710055003	55003
568	34.126491	-117.298313	1289	531	758	1199	0.93045	60710055004	55004
569	34.122953	-117.298255	913	424	489	835	0.91491	60710055005	55005
570	34.118572	-117.293062	1034	712	322	863	0.83477	60710056001	56001
571	34.113930	-117.296115	1038	184	854	961	0.92551	60710056002	56002
572	34.118545	-117.299441	1672	1054	618	1546	0.9244	60710056003	56003
573	34.118571	-117.281985	1640	719	921	1532	0.93405	60710056004	56004
574	34.118572	-117.287438	1350	362	988	1258	0.93203	60710056005	56005
575	34.109256	-117.296065	860	288	572	671	0.78067	60710057011	57011
576	34.098330	-117.291675	1212	572	640	1014	0.83692	60710057012	57012
577	34.110716	-117.281934	1511	658	853	1371	0.90731	60710058001	58001
578	34.105226	-117.281436	851	387	464	808	0.94975	60710058002	58002
579	34.104093	-117.286390	911	456	455	849	0.93172	60710058003	58003
580	34.161115	-117.251280	376	360	16	179	0.47689	60710061001	61001
581	34.156744	-117.254636	1354	785	569	721	0.53253	60710061002	61002
582	34.154886	-117.248077	1896	530	1366	1280	0.67489	60710061003	61003
583	34.150818	-117.250247	1573	173	1400	1221	0.77624	60710061004	61004
584	34.151983	-117.260646	1749	685	1064	1315	0.75159	60710061005	61005
585	34.157922	-117.260670	2199	1079	1120	1526	0.69413	60710061006	61006
586	34.168822	-117.270182	541	421	120	257	0.47447	60710061007	61007
587	34.147560	-117.265958	1597	716	881	1162	0.7276	60710062011	62011
588	34.144349	-117.267599	809	653	156	594	0.73479	60710062012	62012
589	34.139108	-117.266836	1293	907	386	948	0.73281	60710062013	62013
590	34.145113	-117.247775	2100	1124	976	1755	0.83587	60710062031	62031
591	34.146464	-117.256627	2353	1078	1275	1961	0.83346	60710062032	62032
592	34.139673	-117.251159	1798	715	1083	1410	0.78408	60710062041	62041
593	34.138584	-117.256772	2555	1166	1389	2200	0.86109	60710062042	62042
594	34.131207	-117.271874	1688	891	797	1301	0.7706	60710063011	63011
595	34.129309	-117.275749	1368	728	640	1025	0.74911	60710063012	63012
596	34.124069	-117.274225	1600	1198	402	1230	0.76861	60710063013	63013
597	34.132803	-117.261391	1268	458	810	957	0.75457	60710063014	63014
598	34.132025	-117.248688	2008	1096	912	1620	0.80689	60710063021	63021
599	34.124986	-117.247625	1291	283	1008	1045	0.80977	60710063022	63022
600	34.124945	-117.255269	2036	926	1110	1839	0.9033	60710063023	63023
601	34.124989	-117.262278	1930	853	1077	1660	0.86022	60710063024	63024
602	34.124049	-117.267618	1493	1151	342	1245	0.83407	60710063025	63025
603	34.119964	-117.275706	875	298	577	836	0.95497	60710064011	64011
604	34.115381	-117.269353	2408	1247	1161	2230	0.92597	60710064012	64012
605	34.118536	-117.252325	2647	1114	1533	2401	0.90719	60710064021	64021
606	34.112978	-117.252356	1976	592	1384	1756	0.88862	60710064022	64022
607	34.107548	-117.253556	1549	682	867	1319	0.85155	60710065001	65001
608	34.099752	-117.265217	1119	553	566	991	0.88578	60710065002	65002
609	34.107639	-117.268505	1860	887	973	1696	0.91204	60710065003	65003
610	34.100300	-117.274382	2377	771	1606	1927	0.81085	60710065004	65004
611	34.075961	-117.337824	2068	1470	598	1734	0.83854	60710066011	66011
612	34.071404	-117.341843	1379	970	409	1188	0.86155	60710066012	66012
613	34.070504	-117.331910	1106	806	300	1018	0.92037	60710066013	66013
614	34.082957	-117.330800	2492	1534	958	2219	0.8905	60710066031	66031
615	34.081413	-117.341567	3338	1906	1432	2946	0.88263	60710066032	66032
616	34.088144	-117.337597	2593	1595	998	2428	0.9364	60710066041	66041
617	34.091925	-117.329919	1642	927	715	1566	0.95352	60710066042	66042
618	34.085377	-117.318233	1439	746	693	1381	0.95948	60710067001	67001
619	34.087331	-117.323873	1073	717	356	1023	0.95302	60710067002	67002
620	34.079129	-117.322543	710	614	96	625	0.88088	60710067003	67003
621	34.075258	-117.323362	1298	900	398	1125	0.86666	60710067004	67004
622	34.076639	-117.316652	2442	1196	1246	2299	0.94153	60710070001	70001
623	34.076013	-117.309397	1618	1249	369	1536	0.94916	60710070002	70002
624	34.068693	-117.314516	1785	1201	584	1648	0.92322	60710070003	70003

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
625	34.081332	-117.311302	791	791	0	726	0.91744	60710070004	70004
626	34.039746	-117.297076	971	503	468	501	0.51573	60710071041	71041
627	34.026757	-117.300527	992	616	376	472	0.47549	60710071042	71042
628	34.030421	-117.308844	1428	847	581	667	0.46719	60710071043	71043
629	34.022928	-117.311546	850	783	67	448	0.52742	60710071044	71044
630	34.042843	-117.288716	1474	814	660	1058	0.71772	60710071051	71051
631	34.026213	-117.285762	1588	1033	555	831	0.52344	60710071052	71052
632	34.021186	-117.318028	825	707	118	487	0.58979	60710071061	71061
633	34.032103	-117.318024	715	522	193	345	0.48321	60710071062	71062
634	34.028481	-117.318036	1185	723	462	754	0.63605	60710071063	71063
635	34.024874	-117.326534	1673	1268	405	758	0.45283	60710071064	71064
636	34.044714	-117.320063	2706	1227	1479	2309	0.85342	60710071071	71071
637	34.034935	-117.328165	682	536	146	419	0.61465	60710071072	71072
638	34.059342	-117.305819	2381	1146	1235	1948	0.81834	60710071081	71081
639	34.044139	-117.305437	1929	1360	569	1243	0.64443	60710071091	71091
640	34.037742	-117.309649	1182	823	359	482	0.40785	60710071092	71092
641	34.046661	-117.301853	2022	683	1339	1635	0.80882	60710071093	71093
642	34.049772	-117.298116	1602	1060	542	1228	0.7663	60710071094	71094
643	34.052848	-117.293218	1201	972	229	847	0.70529	60710071101	71101
644	34.059118	-117.292468	1661	1182	479	1277	0.76875	60710071102	71102
645	34.057082	-117.283196	2973	1331	1642	2256	0.75886	60710071103	71103
646	34.065974	-117.253813	1706	521	1185	1273	0.74601	60710072001	72001
647	34.077875	-117.269456	1915	1207	708	1729	0.90278	60710072002	72002
648	34.079068	-117.252762	1803	1095	708	1536	0.85175	60710072003	72003
649	34.071323	-117.248077	1772	784	988	1460	0.82383	60710072004	72004
650	34.039332	-117.259806	1764	784	980	848	0.48088	60710073021	73021
651	34.037822	-117.277684	1123	693	430	656	0.58414	60710073022	73022
652	34.022712	-117.223094	2312	933	1379	1434	0.62024	60710073023	73023
653	34.045010	-117.251681	2122	1310	812	920	0.4335	60710073024	73024
654	34.045322	-117.236609	1680	893	787	1035	0.61627	60710073025	73025
655	34.040384	-117.237128	707	528	179	464	0.6565	60710073026	73026
656	34.058115	-117.274971	1641	357	1284	1358	0.82774	60710073031	73031
657	34.057252	-117.266727	1692	801	891	1118	0.66066	60710073032	73032
658	34.050576	-117.263134	1530	826	704	885	0.57822	60710073033	73033
659	34.059408	-117.249127	2595	936	1659	1918	0.73926	60710073051	73051
660	34.057299	-117.257211	1926	1046	880	1405	0.72932	60710073052	73052
661	34.051903	-117.248587	2193	1157	1036	1387	0.63236	60710073061	73061
662	34.055833	-117.234992	3303	1123	2180	2315	0.70098	60710073062	73062
663	34.153525	-117.235008	1841	1226	615	938	0.5096	60710074031	74031
664	34.139740	-117.229432	1130	747	383	745	0.6591	60710074032	74032
665	34.138377	-117.238497	2126	838	1288	1766	0.83081	60710074033	74033
666	34.145363	-117.239349	1519	730	789	876	0.57696	60710074034	74034
667	34.145540	-117.231094	787	701	86	472	0.59912	60710074035	74035
668	34.143331	-117.221773	939	544	395	477	0.50849	60710074041	74041
669	34.147159	-117.217107	1045	867	178	547	0.52323	60710074042	74042
670	34.145191	-117.204219	724	533	191	301	0.41564	60710074043	74043
671	34.141600	-117.195288	875	564	311	224	0.25562	60710074044	74044
672	34.138356	-117.205610	710	391	319	391	0.55092	60710074045	74045
673	34.134050	-117.239979	967	204	763	894	0.92458	60710074071	74071
674	34.132208	-117.230567	1154	538	616	1012	0.87692	60710074072	74072
675	34.130698	-117.238728	804	402	402	662	0.82296	60710074073	74073
676	34.125903	-117.236147	1598	639	959	1233	0.77167	60710074081	74081
677	34.123100	-117.230582	2430	1066	1364	2125	0.87436	60710074082	74082
678	34.124898	-117.213101	2382	1777	605	1750	0.73481	60710074091	74091
679	34.124911	-117.221829	2130	963	1167	1686	0.79162	60710074092	74092
680	34.124875	-117.202149	1995	1352	643	1184	0.59331	60710074093	74093
681	34.130318	-117.217472	681	337	344	541	0.79409	60710074101	74101
682	34.132141	-117.202154	1681	988	693	693	0.41247	60710074102	74102
683	34.133948	-117.217508	2945	1466	1479	2357	0.80021	60710074103	74103
684	34.118530	-117.239307	2288	1044	1244	2081	0.90946	60710076011	76011
685	34.114679	-117.229821	1983	1216	767	1732	0.87333	60710076012	76012
686	34.110485	-117.236811	2035	1088	947	1830	0.89941	60710076013	76013
687	34.118513	-117.232371	1404	591	813	1120	0.7976	60710076014	76014
688	34.110335	-117.221860	1774	851	923	1453	0.81882	60710076031	76031
689	34.119119	-117.213251	822	445	377	546	0.66407	60710076032	76032
690	34.117638	-117.221850	2110	689	1421	1770	0.83863	60710076033	76033
691	34.111686	-117.213092	888	471	417	660	0.7429	60710076041	76041
692	34.114045	-117.206636	1639	355	1284	1238	0.75539	60710076042	76042
693	34.103744	-117.190204	1627	1130	497	965	0.59306	60710076043	76043
694	34.077836	-117.221019	1629	1081	548	969	0.59476	60710078001	78001
695	34.054714	-117.212017	1563	1066	497	809	0.51774	60710078002	78002
696	34.049361	-117.202121	1835	1224	611	1060	0.57782	60710078003	78003
697	34.129100	-117.193314	537	385	152	236	0.43935	60710079011	79011
698	34.126910	-117.186427	930	506	424	469	0.50451	60710079012	79012
699	34.129544	-117.178134	1876	1546	330	766	0.40835	60710079013	79013
700	34.128615	-117.150333	5272	3397	1875	2704	0.51283	60710079014	79014
701	34.117988	-117.176581	2303	1524	779	1113	0.48342	60710079031	79031
702	34.111373	-117.178631	1349	949	400	668	0.49504	60710079032	79032
703	34.116111	-117.187293	1095	701	394	599	0.54668	60710079033	79033

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hispanic_Lat	True Prct Min Hispanic_Lat	GEOID_10	LINK
704	34.114748	-117.170279	1105	830	275	530	0.47977	60710079041	79041
705	34.115184	-117.164242	2294	1652	642	1105	0.48179	60710079042	79042
706	34.101115	-117.151213	3497	2735	762	1853	0.52975	60710079043	79043
707	34.079104	-117.178052	1291	978	313	999	0.7737	60710080011	80011
708	34.077313	-117.185692	1761	1170	591	1475	0.83732	60710080012	80012
709	34.081829	-117.190683	3905	2310	1595	2701	0.69165	60710080013	80013
710	34.073950	-117.177812	695	196	499	495	0.71246	60710080021	80021
711	34.069020	-117.180406	902	520	382	769	0.85228	60710080022	80022
712	34.068237	-117.175957	1393	800	593	1226	0.88034	60710080023	80023
713	34.064629	-117.178149	1918	1247	671	1562	0.81436	60710080024	80024
714	34.067507	-117.187295	1005	545	460	893	0.88838	60710080025	80025
715	34.063415	-117.189806	1473	981	492	1192	0.80938	60710080026	80026
716	34.056137	-117.183637	805	684	121	259	0.3216	60710081001	81001
717	34.054883	-117.196306	2576	1366	1210	1459	0.56621	60710081002	81002
718	34.051746	-117.176288	1936	1205	731	719	0.37159	60710082001	82001
719	34.045124	-117.174194	1658	1440	218	261	0.15731	60710082002	82002
720	34.042421	-117.180567	725	688	37	150	0.20665	60710082003	82003
721	34.050245	-117.184339	1587	1437	150	461	0.29079	60710082004	82004
722	34.048934	-117.193385	1014	938	76	347	0.342	60710083011	83011
723	34.044400	-117.189774	1018	925	93	296	0.29079	60710083012	83012
724	34.046450	-117.210350	1553	1152	401	659	0.42452	60710083013	83013
725	34.039465	-117.198825	1315	1133	182	402	0.30584	60710083014	83014
726	34.040822	-117.209559	1388	1171	217	437	0.31466	60710083015	83015
727	34.038503	-117.183885	762	616	146	208	0.2735	60710083021	83021
728	34.033947	-117.186729	1074	856	218	244	0.22699	60710083022	83022
729	34.027614	-117.191432	1236	1047	189	275	0.22287	60710083023	83023
730	34.082319	-117.152938	2045	1160	885	1208	0.59061	60710084011	84011
731	34.075493	-117.165014	1849	775	1074	1188	0.64268	60710084012	84012
732	34.072372	-117.151626	2254	1681	573	1043	0.4628	60710084013	84013
733	34.071869	-117.167228	1116	1001	115	480	0.43002	60710084014	84014
734	34.065615	-117.166564	2835	2356	479	1022	0.36062	60710084015	84015
735	34.066444	-117.154164	973	909	64	413	0.42465	60710084021	84021
736	34.066456	-117.145428	2692	2260	432	1075	0.39914	60710084022	84022
737	34.059200	-117.143317	1539	1464	75	503	0.32693	60710084023	84023
738	34.059227	-117.152010	1184	962	222	412	0.34828	60710084024	84024
739	34.050463	-117.161384	1281	1131	150	428	0.33406	60710084031	84031
740	34.052054	-117.147533	1653	1471	182	435	0.26309	60710084032	84032
741	34.043564	-117.150177	1951	1284	667	747	0.38297	60710084033	84033
742	34.052306	-117.167737	1030	956	74	352	0.34134	60710084034	84034
743	34.060833	-117.165031	907	649	258	493	0.54328	60710084041	84041
744	34.057215	-117.165255	1655	1069	586	1060	0.64037	60710084042	84042
745	34.015212	-117.148479	2800	2273	527	790	0.28211	60710085001	85001
746	34.024375	-117.154232	994	720	274	160	0.16049	60710085002	85002
747	34.035067	-117.152650	2186	1980	206	479	0.219	60710085003	85003
748	34.032059	-117.170376	1366	1115	251	313	0.22914	60710085004	85004
749	34.012349	-117.100019	635	634	1	197	0.30952	60710085005	85005
750	34.071388	-117.132026	1139	816	323	613	0.53787	60710086011	86011
751	34.055620	-117.130211	1253	1048	205	537	0.42889	60710086012	86012
752	34.066468	-117.134604	2088	1732	356	1015	0.48628	60710086013	86013
753	34.071753	-117.126356	1784	1209	575	967	0.54214	60710086014	86014
754	34.080511	-117.116320	1630	1066	564	705	0.4324	60710086021	86021
755	34.060418	-117.090734	1971	1669	302	673	0.34139	60710086022	86022
756	34.065948	-117.028971	2391	2083	308	548	0.2292	60710087031	87031
757	34.026637	-116.965162	1358	1097	261	277	0.20377	60710087032	87032
758	34.031842	-117.012100	1821	1523	298	361	0.19838	60710087033	87033
759	34.009420	-117.006710	1788	1591	197	429	0.24004	60710087034	87034
760	34.017972	-117.079645	1469	1287	182	448	0.30491	60710087041	87041
761	34.025018	-117.073296	2565	2233	332	695	0.27096	60710087042	87042
762	34.030007	-117.062576	1301	851	450	510	0.39232	60710087043	87043
763	34.020361	-117.061985	1873	1645	228	581	0.31005	60710087044	87044
764	34.009025	-117.061684	1303	765	538	630	0.48337	60710087045	87045
765	34.027401	-117.109454	1193	897	296	475	0.39775	60710087051	87051
766	34.030072	-117.079320	1165	926	239	383	0.32848	60710087052	87052
767	34.026396	-117.099166	1368	844	524	629	0.45998	60710087053	87053
768	34.027176	-117.091175	1053	922	131	465	0.44144	60710087054	87054
769	34.060898	-117.042057	1960	1275	685	480	0.24482	60710087061	87061
770	34.041161	-117.048748	4341	3679	662	1587	0.36566	60710087062	87062
771	34.043979	-117.073431	4218	3457	761	1682	0.39885	60710087063	87063
772	34.038116	-117.120966	986	816	170	282	0.28549	60710087064	87064
773	34.052206	-117.039868	1277	983	294	367	0.28701	60710087065	87065
774	34.021184	-117.034458	1050	948	102	338	0.32163	60710087081	87081
775	34.007523	-117.030000	1846	1540	306	535	0.28987	60710087082	87082
776	34.015949	-117.028218	1270	1101	169	320	0.25195	60710087083	87083
777	34.016828	-117.051711	723	690	33	207	0.28625	60710087091	87091
778	34.009152	-117.051559	1212	842	370	380	0.31349	60710087092	87092
779	34.017160	-117.042818	1010	855	155	399	0.39465	60710087093	87093
780	34.009455	-117.042780	1280	1193	87	436	0.34094	60710087094	87094
781	34.023314	-117.043240	1404	916	488	706	0.50294	60710087101	87101
782	34.030257	-117.051857	2129	1805	324	944	0.44329	60710087102	87102

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hispanic_Lat	True Prct Min Hispanic_Lat	GEOID_10	LINK
783	34.023218	-117.051862	1376	1006	370	520	0.37803	60710087103	87103
784	34.037615	-117.030184	1318	1144	174	387	0.29349	60710088001	88001
785	34.030250	-117.040996	1629	1540	89	730	0.44824	60710088002	88002
786	34.037491	-117.040936	2375	2173	202	852	0.35855	60710088003	88003
787	34.030338	-117.030456	769	752	17	278	0.3614	60710088004	88004
788	35.716886	-117.538573	648	538	110	180	0.27854	60710089011	89011
789	35.526496	-117.256452	595	573	22	129	0.21671	60710089012	89012
790	35.783913	-117.390714	965	886	79	264	0.27364	60710089013	89013
791	34.400433	-117.629468	2486	2351	135	549	0.22091	60710091071	91071
792	34.478589	-117.621380	1890	1859	31	617	0.32656	60710091072	91072
793	34.444368	-117.617698	2278	2258	20	835	0.36658	60710091073	91073
794	34.495737	-117.538463	1572	1283	289	701	0.44599	60710091081	91081
795	34.473866	-117.538137	3180	2530	650	1241	0.39031	60710091082	91082
796	34.452012	-117.538288	1619	1488	131	648	0.40027	60710091083	91083
797	34.430260	-117.563755	1834	1300	534	708	0.3863	60710091091	91091
798	34.402897	-117.560670	1253	1051	202	338	0.26939	60710091092	91092
799	34.402464	-117.517090	1227	1227	0	354	0.28815	60710091093	91093
800	34.430182	-117.512167	1265	1149	116	420	0.33171	60710091094	91094
801	34.518224	-117.375523	10396	5058	5338	8161	0.78504	60710091101	91101
802	34.545691	-117.364011	6130	2994	3136	4516	0.73676	60710091102	91102
803	34.513602	-117.416176	8474	5106	3368	7014	0.82765	60710091121	91121
804	34.541645	-117.416020	6942	3362	3580	5850	0.84267	60710091141	91141
805	34.523724	-117.426728	3701	2220	1481	3048	0.82359	60710091142	91142
806	34.582899	-117.405152	1799	943	856	1401	0.77898	60710091161	91161
807	34.592108	-117.409679	1164	834	330	1013	0.87009	60710091162	91162
808	34.593047	-117.425916	2163	1056	1107	1824	0.84344	60710091163	91163
809	34.570193	-117.407880	2037	943	1094	1645	0.80757	60710091164	91164
810	34.554071	-117.515103	5611	3697	1914	4322	0.77025	60710091171	91171
811	34.630638	-117.520563	546	518	28	303	0.55555	60710091172	91172
812	34.596727	-117.443820	934	663	271	765	0.81941	60710091173	91173
813	34.480698	-117.389730	3948	3199	749	2669	0.67613	60710091181	91181
814	34.496735	-117.383357	10155	5828	4327	7786	0.76668	60710091182	91182
815	34.484909	-117.438994	10015	7733	2282	7131	0.71206	60710091183	91183
816	34.430319	-117.450047	1595	1405	190	562	0.35238	60710091191	91191
817	34.396734	-117.466748	1582	1348	234	522	0.32993	60710091192	91192
818	34.453533	-117.445752	2374	1988	386	1051	0.44275	60710091193	91193
819	34.335307	-117.625625	1684	1565	119	275	0.16325	60710092011	92011
820	34.374427	-117.630642	1121	1072	49	189	0.16845	60710092012	92012
821	34.352169	-117.613622	1647	1618	29	275	0.16706	60710092013	92013
822	34.214042	-117.612442	1428	1228	200	509	0.35614	60710092021	92021
823	34.276023	-117.540773	1020	888	132	212	0.20807	60710092022	92022
824	34.907741	-117.032717	1263	965	298	635	0.50278	60710093001	93001
825	34.895675	-117.062095	1263	812	451	871	0.68958	60710094001	94001
826	34.901035	-117.010456	2359	1262	1097	1815	0.76942	60710094002	94002
827	34.895959	-117.013566	1254	944	310	783	0.62406	60710095001	95001
828	34.890165	-117.004300	1197	1036	161	807	0.67425	60710095002	95002
829	34.888578	-117.013280	1055	695	360	667	0.63205	60710095003	95003
830	34.889813	-117.022769	2267	852	1415	1601	0.7062	60710095004	95004
831	34.890338	-117.042487	1192	869	323	760	0.6377	60710095005	95005
832	34.454443	-117.243196	3374	2981	393	712	0.21103	60710097071	97071
833	34.444361	-117.222207	2895	2211	684	1148	0.39661	60710097072	97072
834	34.455950	-117.122271	1243	1147	96	422	0.33914	60710097081	97081
835	34.429301	-117.116017	2642	2410	232	744	0.28151	60710097082	97082
836	34.386575	-117.130150	960	900	60	230	0.23977	60710097083	97083
837	34.464276	-117.194580	3180	2791	389	1637	0.51482	60710097091	97091
838	34.453418	-117.194585	981	848	133	426	0.4344	60710097092	97092
839	34.446179	-117.194551	2018	1576	442	1012	0.50132	60710097093	97093
840	34.492833	-117.198773	4493	3504	989	2809	0.62525	60710097101	97101
841	34.478420	-117.203785	1812	1531	281	1028	0.56719	60710097102	97102
842	34.478456	-117.195004	902	713	189	469	0.51945	60710097103	97103
843	34.489396	-117.247519	2411	2030	381	924	0.38337	60710097111	97111
844	34.493081	-117.229014	2892	2250	642	999	0.34526	60710097112	97112
845	34.493260	-117.211459	1554	1361	193	656	0.42225	60710097113	97113
846	34.478533	-117.225271	2518	2120	398	1228	0.48749	60710097114	97114
847	34.493336	-117.181460	1533	1238	295	892	0.58191	60710097121	97121
848	34.493591	-117.162840	1932	1393	539	766	0.39669	60710097122	97122
849	34.482369	-117.177499	1256	1048	208	573	0.45616	60710097123	97123
850	34.479208	-117.155460	1391	1251	140	824	0.59238	60710097124	97124
851	34.539706	-117.181730	1983	1466	517	934	0.47097	60710097131	97131
852	34.539571	-117.164229	1303	1048	255	435	0.33378	60710097132	97132
853	34.510176	-117.182447	2614	2190	424	1259	0.4816	60710097133	97133
854	34.512579	-117.165780	1287	1239	48	598	0.46495	60710097134	97134
855	34.543241	-117.199410	876	742	134	391	0.44609	60710097141	97141
856	34.525044	-117.203852	1434	1162	272	640	0.44595	60710097142	97142
857	34.513637	-117.199566	1327	983	344	555	0.41858	60710097143	97143
858	34.533636	-117.258655	1594	1208	386	778	0.48811	60710097151	97151
859	34.528812	-117.239889	2048	1662	386	669	0.32677	60710097152	97152
860	34.511396	-117.239203	1282	1069	213	434	0.33872	60710097153	97153
861	34.511952	-117.230182	1603	1212	391	479	0.29856	60710097154	97154

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
862	34.511517	-117.212151	1956	1666	290	741	0.37892	60710097155	97155
863	34.544715	-117.230491	3559	2892	667	1450	0.4075	60710097161	97161
864	34.540337	-117.216834	1813	1166	647	1133	0.625	60710097162	97162
865	34.533397	-117.216812	1429	944	485	1000	0.69995	60710097163	97163
866	34.526385	-117.265533	1903	1644	259	769	0.40416	60710097171	97171
867	34.508122	-117.251750	2852	2346	506	972	0.34089	60710097172	97172
868	34.531282	-117.295595	1152	927	225	878	0.76232	60710098001	98001
869	34.540321	-117.295710	812	580	232	677	0.83367	60710098002	98002
870	34.538534	-117.304631	1427	768	659	1144	0.80186	60710098003	98003
871	34.531780	-117.306853	1397	997	400	1108	0.79315	60710098004	98004
872	34.507918	-117.335015	2142	1482	660	1610	0.75169	60710099041	99041
873	34.525063	-117.331717	1911	1174	737	1467	0.76769	60710099042	99042
874	34.515545	-117.339263	7294	5034	2260	5585	0.76573	60710099043	99043
875	34.539011	-117.322245	3419	1728	1691	2552	0.74637	60710099051	99051
876	34.550566	-117.309860	1774	214	1560	1384	0.7803	60710099052	99052
877	34.532327	-117.329418	2535	1516	1019	1952	0.76993	60710099053	99053
878	34.475995	-117.377614	1668	821	847	1126	0.67523	60710099061	99061
879	34.477654	-117.368718	2958	1834	1124	2025	0.68444	60710099062	99062
880	34.477820	-117.360026	2833	1717	1116	1898	0.66978	60710099081	99081
881	34.478876	-117.352051	2006	1493	513	1246	0.62092	60710099082	99082
882	34.478186	-117.344614	1898	1091	807	1292	0.6807	60710099101	99101
883	34.495320	-117.339067	3171	2179	992	2049	0.64602	60710099102	99102
884	34.488439	-117.359983	4238	2595	1643	2830	0.6677	60710099111	99111
885	34.498379	-117.356723	2654	1961	693	1776	0.66914	60710099112	99112
886	34.510718	-117.308183	1700	647	1053	1376	0.80912	60710099121	99121
887	34.503390	-117.308909	1735	1299	436	865	0.49872	60710099122	99122
888	34.506584	-117.318309	1435	1298	137	816	0.56833	60710099123	99123
889	34.520917	-117.299519	2680	2090	590	1888	0.7044	60710099131	99131
890	34.507653	-117.282830	2876	2112	764	2039	0.70912	60710099132	99132
891	34.499732	-117.274325	1463	992	471	488	0.33333	60710100041	10041
892	34.489225	-117.272210	1356	1270	86	480	0.35418	60710100042	10042
893	34.477904	-117.272687	768	677	91	226	0.29489	60710100043	10043
894	34.482996	-117.259877	2180	1915	265	672	0.3082	60710100044	10044
895	34.494735	-117.267403	2119	2037	82	591	0.27867	60710100045	10045
896	34.442546	-117.387895	1633	982	651	981	0.60055	60710100091	100091
897	34.463862	-117.368558	1622	1381	241	828	0.51023	60710100092	100092
898	34.448653	-117.352728	1333	1042	291	846	0.63432	60710100101	100101
899	34.462123	-117.345595	1202	942	260	782	0.65091	60710100102	100102
900	34.467018	-117.325481	2116	1145	971	1613	0.76224	60710100103	100103
901	34.456097	-117.325418	1922	1437	485	1306	0.67973	60710100104	100104
902	34.459842	-117.307881	1020	772	248	716	0.70203	60710100111	100111
903	34.460773	-117.298725	2073	1495	578	1465	0.70682	60710100112	100112
904	34.462688	-117.288591	1728	960	768	1215	0.70328	60710100113	100113
905	34.462212	-117.277282	995	762	233	583	0.58605	60710100121	100121
906	34.462736	-117.261853	1807	1489	318	960	0.53141	60710100122	100122
907	34.448165	-117.268214	2003	1822	181	962	0.48015	60710100123	100123
908	34.428986	-117.248458	2337	1524	813	1140	0.48795	60710100131	100131
909	34.417479	-117.252160	1646	1324	322	909	0.55253	60710100132	100132
910	34.432333	-117.282214	1485	888	597	844	0.56827	60710100133	100133
911	34.421811	-117.271389	2690	1476	1214	1608	0.59764	60710100134	100134
912	34.441809	-117.304722	1425	967	458	958	0.67261	60710100141	100141
913	34.431380	-117.306788	1927	1549	378	1497	0.77684	60710100142	100142
914	34.425471	-117.308056	1965	1486	479	1574	0.80084	60710100143	100143
915	34.441971	-117.330058	2798	1967	831	1683	0.60136	60710100151	100151
916	34.434456	-117.322368	2650	2194	456	1559	0.58833	60710100152	100152
917	34.432837	-117.358910	3750	2653	1097	2651	0.70692	60710100161	100161
918	34.440927	-117.343840	2350	1892	458	1522	0.64748	60710100162	100162
919	34.394230	-117.422742	2030	1608	422	649	0.31956	60710100171	100171
920	34.400122	-117.376592	10360	7776	2584	6940	0.66983	60710100172	100172
921	34.359986	-117.396719	2648	2162	486	1065	0.40218	60710100173	100173
922	34.414650	-117.353101	4222	2610	1612	2941	0.69659	60710100181	100181
923	34.412913	-117.337000	3636	2946	690	1963	0.53986	60710100182	100182
924	34.411148	-117.323048	1993	1358	635	1058	0.53081	60710100191	100191
925	34.411468	-117.311719	2180	1547	633	1363	0.625	60710100192	100192
926	34.392579	-117.317886	1467	1336	131	712	0.48559	60710100193	100193
927	34.393174	-117.301969	2421	2031	390	1313	0.54247	60710100201	100201
928	34.406492	-117.294788	2769	1636	1133	1680	0.60667	60710100202	100202
929	34.416479	-117.293176	2263	1521	742	1349	0.59605	60710100203	100203
930	34.390243	-117.269327	2896	2756	140	1231	0.42496	60710100211	100211
931	34.412031	-117.274452	1865	1317	548	861	0.46165	60710100212	100212
932	34.401809	-117.272470	1939	1833	106	855	0.44115	60710100213	100213
933	34.407851	-117.249417	2291	2102	189	961	0.41966	60710100221	100221
934	34.396721	-117.254839	1674	1296	378	683	0.40788	60710100222	100222
935	34.375680	-117.331544	2542	2178	364	1267	0.49836	60710100231	100231
936	34.387951	-117.337460	3454	2773	681	1807	0.52316	60710100232	100232
937	34.394827	-117.287192	770	629	141	330	0.42907	60710100241	100241
938	34.387245	-117.287225	2506	2355	151	1025	0.40913	60710100242	100242
939	34.336794	-117.311138	2268	2061	207	753	0.33194	60710100243	100243
940	34.486298	-117.326871	3978	2206	1772	2571	0.64642	60710100251	100251

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
941	34.477934	-117.321160	3375	2074	1301	2341	0.6937	60710100252	100252
942	34.487879	-117.292012	6553	3736	2817	4230	0.64551	60710100261	100261
943	34.478105	-117.303666	5264	3270	1994	3489	0.66283	60710100262	100262
944	35.195167	-115.835045	1062	718	344	637	0.59945	60710103001	103001
945	34.873500	-116.474291	1105	972	133	353	0.31976	60710103002	103002
946	34.874537	-116.675842	391	316	75	136	0.34683	60710103003	103003
947	34.902533	-116.732484	603	479	124	190	0.31517	60710103004	103004
948	34.459267	-116.138079	10322	7719	2603	3784	0.36661	60710104021	104021
949	34.148436	-116.001713	1919	1472	447	597	0.31104	60710104091	104091
950	34.176243	-115.256769	1000	840	160	245	0.24528	60710104092	104092
951	34.187947	-116.410807	1569	1372	197	311	0.19797	60710104101	104101
952	34.206413	-116.367392	1336	1225	111	279	0.20871	60710104102	104102
953	34.158278	-116.447145	1045	1014	31	155	0.14814	60710104111	104111
954	34.147728	-116.394882	3268	2378	890	976	0.29854	60710104112	104112
955	34.124531	-116.431342	1320	685	635	405	0.30678	60710104113	104113
956	34.119408	-116.461200	1123	837	286	216	0.19275	60710104114	104114
957	34.120128	-116.404342	2603	2127	476	766	0.29411	60710104121	104121
958	34.105804	-116.379244	786	673	113	151	0.19148	60710104122	104122
959	34.095214	-116.404108	4019	3383	636	1007	0.25048	60710104123	104123
960	34.114604	-116.448071	2726	1913	813	966	0.35422	60710104131	104131
961	34.073645	-116.476046	910	780	130	224	0.2464	60710104132	104132
962	34.113401	-116.432034	1006	893	113	287	0.28562	60710104133	104133
963	34.097795	-116.431418	2138	1917	221	455	0.21272	60710104134	104134
964	34.164338	-116.089353	1678	1100	578	639	0.38073	60710104151	104151
965	34.142591	-116.089486	2155	1783	372	939	0.43577	60710104152	104152
966	34.129034	-116.087708	1660	1383	277	739	0.44544	60710104153	104153
967	34.080280	-116.205469	1971	1514	457	535	0.27137	60710104161	104161
968	34.213578	-116.119147	438	385	53	140	0.3186	60710104162	104162
969	34.204681	-116.208186	1012	856	156	184	0.18213	60710104163	104163
970	34.061347	-116.590957	1529	1416	113	293	0.19144	60710104171	104171
971	34.049679	-116.549332	768	479	289	168	0.21879	60710104172	104172
972	34.083714	-116.535399	993	896	97	246	0.24794	60710104173	104173
973	34.098436	-116.319494	1786	1489	297	299	0.16737	60710104191	104191
974	34.125534	-116.275059	1231	1074	157	358	0.291	60710104192	104192
975	34.127714	-116.345021	1558	1123	435	486	0.31163	60710104193	104193
976	34.152995	-116.295178	1604	1187	417	425	0.26522	60710104201	104201
977	34.190321	-116.297492	940	900	40	190	0.20229	60710104202	104202
978	34.140061	-116.321443	1460	1183	277	456	0.312	60710104203	104203
979	34.123688	-116.052738	2272	1807	465	1006	0.44281	60710104211	104211
980	34.142901	-116.054221	3974	2250	1724	1783	0.44857	60710104212	104212
981	34.200629	-116.066075	180	180	0	74	0.40909	60710104221	104221
982	34.162256	-116.057048	1095	954	141	401	0.36621	60710104222	104222
983	34.247677	-116.373973	1192	972	220	297	0.24888	60710104231	104231
984	34.328966	-116.425042	1693	1525	168	352	0.2082	60710104232	104232
985	34.255585	-116.479132	729	587	142	168	0.23036	60710104233	104233
986	34.497705	-116.611708	309	298	11	79	0.25628	60710104241	104241
987	34.239802	-116.634826	1392	1300	92	128	0.09203	60710104242	104242
988	34.828714	-114.596955	1078	1033	45	306	0.28395	60710107001	107001
989	34.823858	-114.677319	1438	936	502	477	0.33141	60710107002	107002
990	34.833449	-114.615791	1522	1344	178	469	0.30799	60710107003	107003
991	34.270082	-117.352081	1522	1218	304	523	0.34358	60710108021	108021
992	34.257638	-117.297419	725	672	53	142	0.19583	60710108022	108022
993	34.245837	-117.312836	590	572	18	137	0.23181	60710108023	108023
994	34.260831	-117.320533	805	773	32	154	0.19116	60710108024	108024
995	34.240716	-117.310131	1227	930	297	381	0.31046	60710108025	108025
996	34.230771	-117.275130	426	385	41	83	0.19401	60710108031	108031
997	34.237623	-117.263116	664	605	59	137	0.20558	60710108032	108032
998	34.235396	-117.275134	615	589	26	149	0.24299	60710108033	108033
999	34.237900	-117.254197	790	600	190	168	0.21228	60710108034	108034
1000	34.254693	-117.281489	1094	1008	86	235	0.21446	60710108041	108041
1001	34.243311	-117.271901	1462	1106	356	423	0.28912	60710108042	108042
1002	34.248853	-117.263761	607	607	0	132	0.21702	60710108043	108043
1003	34.265947	-117.223860	618	618	0	102	0.16501	60710109011	109011
1004	34.276070	-117.211096	664	637	27	101	0.15229	60710109012	109012
1005	34.245855	-117.230067	2622	1850	772	781	0.29767	60710109013	109013
1006	34.256249	-117.203372	432	259	173	99	0.22893	60710109014	109014
1007	34.258717	-117.217662	589	589	0	91	0.15453	60710109015	109015
1008	34.321292	-117.182590	1050	919	131	219	0.20884	60710109021	109021
1009	34.254105	-117.178098	534	445	89	152	0.28446	60710109022	109022
1010	34.265333	-117.190548	543	543	0	110	0.202	60710109023	109023
1011	34.275419	-117.197249	704	553	151	127	0.18002	60710109024	109024
1012	34.258579	-117.161068	522	522	0	251	0.48053	60710109025	109025
1013	34.239666	-117.205479	534	430	104	259	0.48578	60710110011	110011
1014	34.233777	-117.234797	921	724	197	377	0.40961	60710110012	110012
1015	34.242635	-117.189333	760	683	77	244	0.32107	60710110013	110013
1016	34.194273	-117.218580	1011	691	320	435	0.4302	60710110021	110021
1017	34.241946	-117.165699	723	609	114	163	0.22528	60710110022	110022
1018	34.207423	-117.124636	623	570	53	127	0.20392	60710111011	111011
1019	34.207964	-117.153285	1155	1112	43	219	0.18965	60710111012	111012

FID	LAT	LONG	Total Pop	White Alone	Minority	True Min Hisp_Lat	True Prcnt Min Hisp_Lat	GEOID_10	LINK
1020	34.209786	-117.106279	887	841	46	234	0.26349	60710111013	111013
1021	34.162936	-117.131390	811	756	55	156	0.19284	60710111014	111014
1022	34.316996	-117.095607	960	775	185	189	0.19722	60710111021	111021
1023	34.174845	-117.060346	919	784	135	200	0.21732	60710111022	111022
1024	34.234430	-117.076816	272	272	0	39	0.14395	60710111023	111023
1025	34.253810	-116.882517	764	696	68	104	0.13622	60710112031	112031
1026	34.241446	-116.882144	551	495	56	192	0.34827	60710112032	112032
1027	34.229295	-116.855841	194	158	36	44	0.22556	60710112041	112041
1028	34.236302	-116.862991	449	380	69	95	0.21244	60710112042	112042
1029	34.244659	-116.871518	619	612	7	96	0.15584	60710112043	112043
1030	34.240220	-116.915867	473	422	51	159	0.33639	60710112051	112051
1031	34.241545	-116.902877	1004	748	256	492	0.49013	60710112052	112052
1032	34.240377	-116.949335	226	151	75	18	0.07924	60710112061	112061
1033	34.243663	-116.930571	880	846	34	222	0.25205	60710112062	112062
1034	34.302818	-116.990652	640	640	0	68	0.10699	60710113001	113001
1035	34.306221	-116.870942	877	758	119	151	0.17245	60710113002	113002
1036	34.266913	-116.847318	1121	1007	114	326	0.29109	60710114011	114011
1037	34.262453	-116.848899	1365	1309	56	608	0.44518	60710114012	114012
1038	34.244998	-116.851599	579	579	0	91	0.15772	60710114013	114013
1039	34.259440	-116.849121	1125	955	170	376	0.33451	60710114014	114014
1040	34.243085	-116.830849	772	772	0	191	0.24723	60710114031	114031
1041	34.235116	-116.821813	1031	973	58	201	0.19537	60710114032	114032
1042	34.253928	-116.828535	760	745	15	129	0.16969	60710114033	114033
1043	34.247884	-116.830795	764	729	35	205	0.26842	60710114034	114034
1044	34.288976	-116.755945	1650	1544	106	298	0.18072	60710114041	114041
1045	34.237807	-116.782861	2427	2138	289	449	0.18488	60710114042	114042
1046	34.118305	-116.983505	548	466	82	143	0.26106	60710115001	115001
1047	34.141671	-116.817981	1165	1074	91	257	0.22101	60710115002	115002
1048	35.123213	-117.202599	1528	1120	408	524	0.34324	60710116001	116001
1049	34.739397	-117.349175	3356	2914	442	981	0.29228	60710116002	116002
1050	34.848958	-117.460950	2595	2294	301	763	0.29404	60710116003	116003
1051	34.713845	-117.215905	1616	1159	457	888	0.5492	60710117001	117001
1052	34.872685	-117.140400	1763	879	884	1013	0.57479	60710118001	118001
1053	34.823826	-117.150547	819	518	301	479	0.58438	60710118002	118002
1054	34.877044	-117.083804	1989	1631	358	1062	0.53383	60710118003	118003
1055	34.826552	-117.085379	1953	1498	455	934	0.47832	60710118004	118004
1056	34.944348	-117.192240	731	709	22	331	0.45243	60710119001	119001
1057	34.897846	-117.155915	542	263	279	258	0.47619	60710119002	119002
1058	34.968263	-117.084244	1499	1221	278	677	0.45182	60710119003	119003
1059	34.933913	-116.957451	1123	984	139	420	0.37413	60710119004	119004
1060	34.868045	-117.035629	2322	1362	960	1312	0.56505	60710120011	120011
1061	34.869200	-117.000579	2402	1369	1033	1563	0.65064	60710120012	120012
1062	34.881590	-117.018749	1487	1079	408	1077	0.72413	60710120013	120013
1063	34.873073	-116.958824	501	425	76	195	0.38938	60710120021	120021
1064	34.885459	-116.986375	1134	717	417	819	0.72253	60710120022	120022
1065	34.880411	-117.008670	664	511	153	481	0.72463	60710120023	120023
1066	34.878774	-116.986026	3041	1700	1341	1931	0.63505	60710120024	120024
1067	34.598396	-117.187522	760	426	334	259	0.34053	60710121011	121011
1068	34.588929	-117.240155	3936	2920	1016	1459	0.37065	60710121012	121012
1069	34.565933	-117.285629	749	412	337	430	0.57415	60710121013	121013
1070	34.394983	-116.912002	1896	1688	208	574	0.30254	60710121031	121031
1071	34.422419	-116.991362	2034	1789	245	675	0.33193	60710121032	121032
1072	34.661302	-116.907273	2927	1900	1027	1196	0.40869	60710121041	121041
1073	34.578626	-117.079937	2743	2345	398	821	0.29948	60710121042	121042
1074	33.982555	-117.670147	10121	4495	5626	7482	0.7393	60710122001	122001
1075	34.139018	-117.219759	3293	1629	1664	1933	0.58691	60710123001	123001
1076	34.075724	-117.290452	1615	817	798	1439	0.89121	60710124001	124001
1077	34.088768	-117.311427	729	475	254	677	0.92891	60710124002	124002
1078	34.087518	-117.302914	1168	730	438	1081	0.9258	60710124003	124003
1079	34.058665	-117.316693	2032	1227	805	1979	0.97403	60710125001	125001
1080	34.056522	-117.333038	800	306	494	745	0.93135	60710125002	125002
1081	34.057705	-117.326199	638	416	222	609	0.95493	60710125003	125003
1082	34.069884	-117.324611	1179	820	359	1017	0.86233	60710125004	125004
1083	34.049900	-117.555464	1973	992	981	1376	0.69743	60710127001	127001
1084	34.022730	-117.565234	2271	1621	650	1690	0.74425	60710127002	127002
1085	35.463440	-116.614245	9192	5921	3271	4445	0.48361	60710250001	250001
1086	34.522692	-114.928395	789	341	448	385	0.48811	60710251001	251001
1087	34.399306	-114.470062	543	223	320	257	0.47244	60710251002	251002
1088	34.190238	-114.294549	541	494	47	95	0.17612	60719401001	9E+06
1089	34.123909	-114.370258	694	627	67	142	0.20416	60719401002	9E+06
1090	34.097865	-117.239834	0	0	0	0	0	60719801001	1E+07
1091	34.585281	-117.371788	4357	1626	2731	3465	0.80173	60719802001	1E+07

APPENDIX I: LOW INCOME (WHITE) POPULATION BY CENSUS TRACT

Number	GEOID	TRACT_ID	Census Tract	Whites (Alone)	Whites Below Poverty Level
1	1400000US06071000103	6071000103	Census Tract 1.03, San Bernardino County, California	2306	159
2	1400000US06071000104	6071000104	Census Tract 1.04, San Bernardino County, California	2541	232
3	1400000US06071000105	6071000105	Census Tract 1.05, San Bernardino County, California	2691	232
4	1400000US06071000107	6071000107	Census Tract 1.07, San Bernardino County, California	2101	68
5	1400000US06071000108	6071000108	Census Tract 1.08, San Bernardino County, California	3007	75
6	1400000US06071000109	6071000109	Census Tract 1.09, San Bernardino County, California	5161	521
7	1400000US06071000111	6071000111	Census Tract 1.11, San Bernardino County, California	1784	51
8	1400000US06071000113	6071000113	Census Tract 1.13, San Bernardino County, California	5785	594
9	1400000US06071000115	6071000115	Census Tract 1.15, San Bernardino County, California	3485	64
10	1400000US06071000116	6071000116	Census Tract 1.16, San Bernardino County, California	5378	260
11	1400000US06071000117	6071000117	Census Tract 1.17, San Bernardino County, California	3312	135
12	1400000US06071000118	6071000118	Census Tract 1.18, San Bernardino County, California	1831	51
13	1400000US06071000201	6071000201	Census Tract 2.01, San Bernardino County, California	1733	137
14	1400000US06071000203	6071000203	Census Tract 2.03, San Bernardino County, California	2367	200
15	1400000US06071000205	6071000205	Census Tract 2.05, San Bernardino County, California	2581	277
16	1400000US06071000207	6071000207	Census Tract 2.07, San Bernardino County, California	1854	314
17	1400000US06071000208	6071000208	Census Tract 2.08, San Bernardino County, California	2275	125
18	1400000US06071000301	6071000301	Census Tract 3.01, San Bernardino County, California	1803	658
19	1400000US06071000303	6071000303	Census Tract 3.03, San Bernardino County, California	3111	548
20	1400000US06071000304	6071000304	Census Tract 3.04, San Bernardino County, California	2316	304
21	1400000US06071000401	6071000401	Census Tract 4.01, San Bernardino County, California	4165	140
22	1400000US06071000403	6071000403	Census Tract 4.03, San Bernardino County, California	3029	185
23	1400000US06071000404	6071000404	Census Tract 4.04, San Bernardino County, California	2716	210
24	1400000US06071000501	6071000501	Census Tract 5.01, San Bernardino County, California	3355	130
25	1400000US06071000503	6071000503	Census Tract 5.03, San Bernardino County, California	2843	235
26	1400000US06071000504	6071000504	Census Tract 5.04, San Bernardino County, California	3339	464
27	1400000US06071000603	6071000603	Census Tract 6.03, San Bernardino County, California	2686	397
28	1400000US06071000604	6071000604	Census Tract 6.04, San Bernardino County, California	3111	366
29	1400000US06071000605	6071000605	Census Tract 6.05, San Bernardino County, California	2413	276
30	1400000US06071000606	6071000606	Census Tract 6.06, San Bernardino County, California	3144	431
31	1400000US06071000804	6071000804	Census Tract 8.04, San Bernardino County, California	2190	92
32	1400000US06071000808	6071000808	Census Tract 8.08, San Bernardino County, California	3718	341
33	1400000US06071000812	6071000812	Census Tract 8.12, San Bernardino County, California	2649	189
34	1400000US06071000813	6071000813	Census Tract 8.13, San Bernardino County, California	2813	307
35	1400000US06071000814	6071000814	Census Tract 8.14, San Bernardino County, California	3284	89
36	1400000US06071000815	6071000815	Census Tract 8.15, San Bernardino County, California	2619	318
37	1400000US06071000816	6071000816	Census Tract 8.16, San Bernardino County, California	3686	33
38	1400000US06071000817	6071000817	Census Tract 8.17, San Bernardino County, California	2416	64
39	1400000US06071000818	6071000818	Census Tract 8.18, San Bernardino County, California	3699	449
40	1400000US06071000819	6071000819	Census Tract 8.19, San Bernardino County, California	3355	89
41	1400000US06071000820	6071000820	Census Tract 8.20, San Bernardino County, California	2989	199
42	1400000US06071000821	6071000821	Census Tract 8.21, San Bernardino County, California	2040	134
43	1400000US06071000823	6071000823	Census Tract 8.23, San Bernardino County, California	2775	620
44	1400000US06071000824	6071000824	Census Tract 8.24, San Bernardino County, California	2428	550
45	1400000US06071000825	6071000825	Census Tract 8.25, San Bernardino County, California	1497	148
46	1400000US06071000826	6071000826	Census Tract 8.26, San Bernardino County, California	2208	209
47	1400000US06071000901	6071000901	Census Tract 9.01, San Bernardino County, California	2194	414
48	1400000US06071000903	6071000903	Census Tract 9.03, San Bernardino County, California	1519	381
49	1400000US06071000904	6071000904	Census Tract 9.04, San Bernardino County, California	1681	335
50	1400000US06071001001	6071001001	Census Tract 10.01, San Bernardino County, California	2738	727
51	1400000US06071001002	6071001002	Census Tract 10.02, San Bernardino County, California	2581	957
52	1400000US06071001101	6071001101	Census Tract 11.01, San Bernardino County, California	1902	359
53	1400000US06071001103	6071001103	Census Tract 11.03, San Bernardino County, California	3200	433
54	1400000US06071001104	6071001104	Census Tract 11.04, San Bernardino County, California	3017	414
55	1400000US06071001200	6071001200	Census Tract 12, San Bernardino County, California	3226	373
56	1400000US06071001305	6071001305	Census Tract 13.05, San Bernardino County, California	2393	946
57	1400000US06071001307	6071001307	Census Tract 13.07, San Bernardino County, California	2707	274
58	1400000US06071001308	6071001308	Census Tract 13.08, San Bernardino County, California	2706	390
59	1400000US06071001309	6071001309	Census Tract 13.09, San Bernardino County, California	2584	125
60	1400000US06071001310	6071001310	Census Tract 13.10, San Bernardino County, California	3550	463
61	1400000US06071001311	6071001311	Census Tract 13.11, San Bernardino County, California	1877	273
62	1400000US06071001312	6071001312	Census Tract 13.12, San Bernardino County, California	2377	346
63	1400000US06071001400	6071001400	Census Tract 14, San Bernardino County, California	1304	174
64	1400000US06071001501	6071001501	Census Tract 15.01, San Bernardino County, California	2016	609
65	1400000US06071001503	6071001503	Census Tract 15.03, San Bernardino County, California	1623	454
66	1400000US06071001504	6071001504	Census Tract 15.04, San Bernardino County, California	2726	935
67	1400000US06071001600	6071001600	Census Tract 16, San Bernardino County, California	2675	1180
68	1400000US06071001702	6071001702	Census Tract 17.02, San Bernardino County, California	2453	175
69	1400000US06071001703	6071001703	Census Tract 17.03, San Bernardino County, California	3149	409
70	1400000US06071001704	6071001704	Census Tract 17.04, San Bernardino County, California	2554	596
71	1400000US06071001706	6071001706	Census Tract 17.06, San Bernardino County, California	2607	261
72	1400000US06071001707	6071001707	Census Tract 17.07, San Bernardino County, California	2799	16
73	1400000US06071001803	6071001803	Census Tract 18.03, San Bernardino County, California	1271	102
74	1400000US06071001804	6071001804	Census Tract 18.04, San Bernardino County, California	2824	183
75	1400000US06071001806	6071001806	Census Tract 18.06, San Bernardino County, California	2635	34

Number	GEOID	TRACT_ID	Census Tract	Whites (Alone)	Whites Below Poverty Level
76	1400000US06071001808	6071001808	Census Tract 18.08, San Bernardino County, California	2247	24
77	1400000US06071001809	6071001809	Census Tract 18.09, San Bernardino County, California	2399	486
78	1400000US06071001810	6071001810	Census Tract 18.10, San Bernardino County, California	2178	376
79	1400000US06071001812	6071001812	Census Tract 18.12, San Bernardino County, California	1492	193
80	1400000US06071001813	6071001813	Census Tract 18.13, San Bernardino County, California	2052	581
81	1400000US06071001901	6071001901	Census Tract 19.01, San Bernardino County, California	2723	257
82	1400000US06071001903	6071001903	Census Tract 19.03, San Bernardino County, California	3056	189
83	1400000US06071001905	6071001905	Census Tract 19.05, San Bernardino County, California	4050	368
84	1400000US06071001906	6071001906	Census Tract 19.06, San Bernardino County, California	4890	241
85	1400000US06071002010	6071002010	Census Tract 20.10, San Bernardino County, California	5806	163
86	1400000US06071002011	6071002011	Census Tract 20.11, San Bernardino County, California	3345	216
87	1400000US06071002013	6071002013	Census Tract 20.13, San Bernardino County, California	3850	463
88	1400000US06071002014	6071002014	Census Tract 20.14, San Bernardino County, California	3766	170
89	1400000US06071002015	6071002015	Census Tract 20.15, San Bernardino County, California	3523	422
90	1400000US06071002016	6071002016	Census Tract 20.16, San Bernardino County, California	3266	402
91	1400000US06071002017	6071002017	Census Tract 20.17, San Bernardino County, California	4284	208
92	1400000US06071002018	6071002018	Census Tract 20.18, San Bernardino County, California	3804	252
93	1400000US06071002019	6071002019	Census Tract 20.19, San Bernardino County, California	2895	133
94	1400000US06071002021	6071002021	Census Tract 20.21, San Bernardino County, California	3574	122
95	1400000US06071002022	6071002022	Census Tract 20.22, San Bernardino County, California	7380	83
96	1400000US06071002023	6071002023	Census Tract 20.23, San Bernardino County, California	3932	510
97	1400000US06071002025	6071002025	Census Tract 20.25, San Bernardino County, California	4049	195
98	1400000US06071002027	6071002027	Census Tract 20.27, San Bernardino County, California	3767	600
99	1400000US06071002028	6071002028	Census Tract 20.28, San Bernardino County, California	3203	129
100	1400000US06071002029	6071002029	Census Tract 20.29, San Bernardino County, California	3997	263
101	1400000US06071002031	6071002031	Census Tract 20.31, San Bernardino County, California	3700	9
102	1400000US06071002033	6071002033	Census Tract 20.33, San Bernardino County, California	5537	123
103	1400000US06071002034	6071002034	Census Tract 20.34, San Bernardino County, California	7758	197
104	1400000US06071002035	6071002035	Census Tract 20.35, San Bernardino County, California	3819	178
105	1400000US06071002036	6071002036	Census Tract 20.36, San Bernardino County, California	6903	868
106	1400000US06071002037	6071002037	Census Tract 20.37, San Bernardino County, California	3683	327
107	1400000US06071002038	6071002038	Census Tract 20.38, San Bernardino County, California	2775	115
108	1400000US06071002101	6071002101	Census Tract 21.01, San Bernardino County, California	2373	384
109	1400000US06071002103	6071002103	Census Tract 21.03, San Bernardino County, California	2936	189
110	1400000US06071002105	6071002105	Census Tract 21.05, San Bernardino County, California	3345	748
111	1400000US06071002107	6071002107	Census Tract 21.07, San Bernardino County, California	3872	966
112	1400000US06071002109	6071002109	Census Tract 21.09, San Bernardino County, California	2042	289
113	1400000US06071002110	6071002110	Census Tract 21.10, San Bernardino County, California	3627	180
114	1400000US06071002204	6071002204	Census Tract 22.04, San Bernardino County, California	2746	518
115	1400000US06071002206	6071002206	Census Tract 22.06, San Bernardino County, California	3710	96
116	1400000US06071002207	6071002207	Census Tract 22.07, San Bernardino County, California	1280	348
117	1400000US06071002301	6071002301	Census Tract 23.01, San Bernardino County, California	4671	298
118	1400000US06071002304	6071002304	Census Tract 23.04, San Bernardino County, California	12196	863
119	1400000US06071002305	6071002305	Census Tract 23.05, San Bernardino County, California	6411	888
120	1400000US06071002306	6071002306	Census Tract 23.06, San Bernardino County, California	2280	444
121	1400000US06071002307	6071002307	Census Tract 23.07, San Bernardino County, California	3009	508
122	1400000US06071002401	6071002401	Census Tract 24.01, San Bernardino County, California	3899	774
123	1400000US06071002402	6071002402	Census Tract 24.02, San Bernardino County, California	4229	1070
124	1400000US06071002501	6071002501	Census Tract 25.01, San Bernardino County, California	2993	420
125	1400000US06071002502	6071002502	Census Tract 25.02, San Bernardino County, California	3888	740
126	1400000US06071002601	6071002601	Census Tract 26.01, San Bernardino County, California	5919	1012
127	1400000US06071002602	6071002602	Census Tract 26.02, San Bernardino County, California	3523	434
128	1400000US06071002604	6071002604	Census Tract 26.04, San Bernardino County, California	2886	492
129	1400000US06071002606	6071002606	Census Tract 26.06, San Bernardino County, California	2969	353
130	1400000US06071002607	6071002607	Census Tract 26.07, San Bernardino County, California	2712	44
131	1400000US06071002703	6071002703	Census Tract 27.03, San Bernardino County, California	3739	132
132	1400000US06071002704	6071002704	Census Tract 27.04, San Bernardino County, California	4350	297
133	1400000US06071002705	6071002705	Census Tract 27.05, San Bernardino County, California	4004	142
134	1400000US06071002706	6071002706	Census Tract 27.06, San Bernardino County, California	4375	226
135	1400000US06071002801	6071002801	Census Tract 28.01, San Bernardino County, California	2985	972
136	1400000US06071002803	6071002803	Census Tract 28.03, San Bernardino County, California	1938	515
137	1400000US06071002804	6071002804	Census Tract 28.04, San Bernardino County, California	2581	1210
138	1400000US06071002901	6071002901	Census Tract 29.01, San Bernardino County, California	2233	533
139	1400000US06071002902	6071002902	Census Tract 29.02, San Bernardino County, California	3613	373
140	1400000US06071003000	6071003000	Census Tract 30, San Bernardino County, California	1498	534
141	1400000US06071003101	6071003101	Census Tract 31.01, San Bernardino County, California	1766	236
142	1400000US06071003102	6071003102	Census Tract 31.02, San Bernardino County, California	3051	826
143	1400000US06071003200	6071003200	Census Tract 32, San Bernardino County, California	4393	1278
144	1400000US06071003301	6071003301	Census Tract 33.01, San Bernardino County, California	2530	679
145	1400000US06071003302	6071003302	Census Tract 33.02, San Bernardino County, California	2689	690
146	1400000US06071003401	6071003401	Census Tract 34.01, San Bernardino County, California	3055	329
147	1400000US06071003403	6071003403	Census Tract 34.03, San Bernardino County, California	2327	441
148	1400000US06071003404	6071003404	Census Tract 34.04, San Bernardino County, California	3122	1173
149	1400000US06071003405	6071003405	Census Tract 34.05, San Bernardino County, California	1805	429
150	1400000US06071003503	6071003503	Census Tract 35.03, San Bernardino County, California	2743	397
151	1400000US06071003505	6071003505	Census Tract 35.05, San Bernardino County, California	4204	1217
152	1400000US06071003506	6071003506	Census Tract 35.06, San Bernardino County, California	3158	636
153	1400000US06071003507	6071003507	Census Tract 35.07, San Bernardino County, California	3048	393
154	1400000US06071003509	6071003509	Census Tract 35.09, San Bernardino County, California	3806	854
155	1400000US06071003510	6071003510	Census Tract 35.10, San Bernardino County, California	2310	743
156	1400000US06071003603	6071003603	Census Tract 36.03, San Bernardino County, California	1946	401
157	1400000US06071003605	6071003605	Census Tract 36.05, San Bernardino County, California	2466	37

Number	GEOID	TRACT_ID	Census Tract	Whites (Alone)	Whites Below Poverty Level
158	1400000US06071003606	6071003606	Census Tract 36.06, San Bernardino County, California	2552	327
159	1400000US06071003607	6071003607	Census Tract 36.07, San Bernardino County, California	4174	814
160	1400000US06071003609	6071003609	Census Tract 36.09, San Bernardino County, California	3636	817
161	1400000US06071003611	6071003611	Census Tract 36.11, San Bernardino County, California	2503	508
162	1400000US06071003612	6071003612	Census Tract 36.12, San Bernardino County, California	2869	457
163	1400000US06071003700	6071003700	Census Tract 37, San Bernardino County, California	2742	1073
164	1400000US06071003801	6071003801	Census Tract 38.01, San Bernardino County, California	2572	224
165	1400000US06071003803	6071003803	Census Tract 38.03, San Bernardino County, California	2926	657
166	1400000US06071003804	6071003804	Census Tract 38.04, San Bernardino County, California	3303	755
167	1400000US06071003900	6071003900	Census Tract 39, San Bernardino County, California	4661	1152
168	1400000US06071004001	6071004001	Census Tract 40.01, San Bernardino County, California	2618	501
169	1400000US06071004003	6071004003	Census Tract 40.03, San Bernardino County, California	3737	718
170	1400000US06071004004	6071004004	Census Tract 40.04, San Bernardino County, California	3473	431
171	1400000US06071004101	6071004101	Census Tract 41.01, San Bernardino County, California	4234	1297
172	1400000US06071004103	6071004103	Census Tract 41.03, San Bernardino County, California	4014	1680
173	1400000US06071004104	6071004104	Census Tract 41.04, San Bernardino County, California	4187	992
174	1400000US06071004201	6071004201	Census Tract 42.01, San Bernardino County, California	3006	1555
175	1400000US06071004202	6071004202	Census Tract 42.02, San Bernardino County, California	3464	1160
176	1400000US06071004301	6071004301	Census Tract 43.01, San Bernardino County, California	2672	648
177	1400000US06071004302	6071004302	Census Tract 43.02, San Bernardino County, California	2819	870
178	1400000US06071004401	6071004401	Census Tract 44.01, San Bernardino County, California	3771	952
179	1400000US06071004403	6071004403	Census Tract 44.03, San Bernardino County, California	4209	709
180	1400000US06071004404	6071004404	Census Tract 44.04, San Bernardino County, California	3283	1376
181	1400000US06071004503	6071004503	Census Tract 45.03, San Bernardino County, California	2851	153
182	1400000US06071004504	6071004504	Census Tract 45.04, San Bernardino County, California	4714	402
183	1400000US06071004505	6071004505	Census Tract 45.05, San Bernardino County, California	3259	702
184	1400000US06071004507	6071004507	Census Tract 45.07, San Bernardino County, California	3249	1109
185	1400000US06071004509	6071004509	Census Tract 45.09, San Bernardino County, California	3211	666
186	1400000US06071004510	6071004510	Census Tract 45.10, San Bernardino County, California	1799	439
187	1400000US06071004601	6071004601	Census Tract 46.01, San Bernardino County, California	3826	549
188	1400000US06071004603	6071004603	Census Tract 46.03, San Bernardino County, California	3004	617
189	1400000US06071004604	6071004604	Census Tract 46.04, San Bernardino County, California	3609	1292
190	1400000US06071004700	6071004700	Census Tract 47, San Bernardino County, California	3038	857
191	1400000US06071004800	6071004800	Census Tract 48, San Bernardino County, California	2184	713
192	1400000US06071004900	6071004900	Census Tract 49, San Bernardino County, California	4574	1804
193	1400000US06071005100	6071005100	Census Tract 51, San Bernardino County, California	5675	1215
194	1400000US06071005200	6071005200	Census Tract 52, San Bernardino County, California	1998	478
195	1400000US06071005300	6071005300	Census Tract 53, San Bernardino County, California	2407	822
196	1400000US06071005400	6071005400	Census Tract 54, San Bernardino County, California	3514	1597
197	1400000US06071005500	6071005500	Census Tract 55, San Bernardino County, California	4496	2709
198	1400000US06071005600	6071005600	Census Tract 56, San Bernardino County, California	3358	2023
199	1400000US06071005701	6071005701	Census Tract 57.01, San Bernardino County, California	969	617
200	1400000US06071005800	6071005800	Census Tract 58, San Bernardino County, California	1676	613
201	1400000US06071006100	6071006100	Census Tract 61, San Bernardino County, California	4340	674
202	1400000US06071006201	6071006201	Census Tract 62.01, San Bernardino County, California	2089	367
203	1400000US06071006203	6071006203	Census Tract 62.03, San Bernardino County, California	2336	680
204	1400000US06071006204	6071006204	Census Tract 62.04, San Bernardino County, California	1501	606
205	1400000US06071006301	6071006301	Census Tract 63.01, San Bernardino County, California	2534	954
206	1400000US06071006302	6071006302	Census Tract 63.02, San Bernardino County, California	3813	869
207	1400000US06071006401	6071006401	Census Tract 64.01, San Bernardino County, California	1487	922
208	1400000US06071006402	6071006402	Census Tract 64.02, San Bernardino County, California	1978	819
209	1400000US06071006500	6071006500	Census Tract 65, San Bernardino County, California	3348	1969
210	1400000US06071006601	6071006601	Census Tract 66.01, San Bernardino County, California	3239	527
211	1400000US06071006603	6071006603	Census Tract 66.03, San Bernardino County, California	3708	648
212	1400000US06071006604	6071006604	Census Tract 66.04, San Bernardino County, California	2709	879
213	1400000US06071006700	6071006700	Census Tract 67, San Bernardino County, California	3139	706
214	1400000US06071007000	6071007000	Census Tract 70, San Bernardino County, California	4493	1449
215	1400000US06071007104	6071007104	Census Tract 71.04, San Bernardino County, California	3077	86
216	1400000US06071007105	6071007105	Census Tract 71.05, San Bernardino County, California	1854	196
217	1400000US06071007106	6071007106	Census Tract 71.06, San Bernardino County, California	3263	300
218	1400000US06071007107	6071007107	Census Tract 71.07, San Bernardino County, California	1472	409
219	1400000US06071007108	6071007108	Census Tract 71.08, San Bernardino County, California	1097	267
220	1400000US06071007109	6071007109	Census Tract 71.09, San Bernardino County, California	3978	918
221	1400000US06071007110	6071007110	Census Tract 71.10, San Bernardino County, California	3401	608
222	1400000US06071007200	6071007200	Census Tract 72, San Bernardino County, California	3752	1501
223	1400000US06071007302	6071007302	Census Tract 73.02, San Bernardino County, California	4821	334
224	1400000US06071007303	6071007303	Census Tract 73.03, San Bernardino County, California	2254	945
225	1400000US06071007305	6071007305	Census Tract 73.05, San Bernardino County, California	2488	723
226	1400000US06071007306	6071007306	Census Tract 73.06, San Bernardino County, California	2129	210
227	1400000US06071007403	6071007403	Census Tract 74.03, San Bernardino County, California	3936	953
228	1400000US06071007404	6071007404	Census Tract 74.04, San Bernardino County, California	2921	142
229	1400000US06071007407	6071007407	Census Tract 74.07, San Bernardino County, California	1223	593
230	1400000US06071007408	6071007408	Census Tract 74.08, San Bernardino County, California	1610	421
231	1400000US06071007409	6071007409	Census Tract 74.09, San Bernardino County, California	3868	502
232	1400000US06071007410	6071007410	Census Tract 74.10, San Bernardino County, California	2897	711
233	1400000US06071007601	6071007601	Census Tract 76.01, San Bernardino County, California	3990	1645
234	1400000US06071007603	6071007603	Census Tract 76.03, San Bernardino County, California	2378	610
235	1400000US06071007604	6071007604	Census Tract 76.04, San Bernardino County, California	2157	437
236	1400000US06071007800	6071007800	Census Tract 78, San Bernardino County, California	2931	1036
237	1400000US06071007901	6071007901	Census Tract 79.01, San Bernardino County, California	5496	279
238	1400000US06071007903	6071007903	Census Tract 79.03, San Bernardino County, California	2827	55
239	1400000US06071007904	6071007904	Census Tract 79.04, San Bernardino County, California	5150	192

Number	GEOID	TRACT_ID	Census Tract	Whites (Alone)	Whites Below Poverty Level
240	1400000US06071008001	6071008001	Census Tract 80.01, San Bernardino County, California	4557	811
241	1400000US06071008002	6071008002	Census Tract 80.02, San Bernardino County, California	4476	1746
242	1400000US06071008100	6071008100	Census Tract 81, San Bernardino County, California	2246	172
243	1400000US06071008200	6071008200	Census Tract 82, San Bernardino County, California	4412	371
244	1400000US06071008301	6071008301	Census Tract 83.01, San Bernardino County, California	4863	324
245	1400000US06071008302	6071008302	Census Tract 83.02, San Bernardino County, California	2388	220
246	1400000US06071008401	6071008401	Census Tract 84.01, San Bernardino County, California	5953	842
247	1400000US06071008402	6071008402	Census Tract 84.02, San Bernardino County, California	5317	232
248	1400000US06071008403	6071008403	Census Tract 84.03, San Bernardino County, California	4790	266
249	1400000US06071008404	6071008404	Census Tract 84.04, San Bernardino County, California	1651	312
250	1400000US06071008500	6071008500	Census Tract 85, San Bernardino County, California	7033	456
251	1400000US06071008601	6071008601	Census Tract 86.01, San Bernardino County, California	5119	497
252	1400000US06071008602	6071008602	Census Tract 86.02, San Bernardino County, California	2907	260
253	1400000US06071008703	6071008703	Census Tract 87.03, San Bernardino County, California	6122	148
254	1400000US06071008704	6071008704	Census Tract 87.04, San Bernardino County, California	6940	852
255	1400000US06071008705	6071008705	Census Tract 87.05, San Bernardino County, California	3590	825
256	1400000US06071008706	6071008706	Census Tract 87.06, San Bernardino County, California	9810	538
257	1400000US06071008708	6071008708	Census Tract 87.08, San Bernardino County, California	3825	846
258	1400000US06071008709	6071008709	Census Tract 87.09, San Bernardino County, California	3526	677
259	1400000US06071008710	6071008710	Census Tract 87.10, San Bernardino County, California	3813	1458
260	1400000US06071008800	6071008800	Census Tract 88, San Bernardino County, California	5659	1316
261	1400000US06071008901	6071008901	Census Tract 89.01, San Bernardino County, California	1908	347
262	1400000US06071009107	6071009107	Census Tract 91.07, San Bernardino County, California	6632	1258
263	1400000US06071009108	6071009108	Census Tract 91.08, San Bernardino County, California	5637	1255
264	1400000US06071009109	6071009109	Census Tract 91.09, San Bernardino County, California	5007	543
265	1400000US06071009110	6071009110	Census Tract 91.10, San Bernardino County, California	8418	968
266	1400000US06071009112	6071009112	Census Tract 91.12, San Bernardino County, California	5514	1863
267	1400000US06071009114	6071009114	Census Tract 91.14, San Bernardino County, California	6053	903
268	1400000US06071009116	6071009116	Census Tract 91.16, San Bernardino County, California	4110	2080
269	1400000US06071009117	6071009117	Census Tract 91.17, San Bernardino County, California	3733	1452
270	1400000US06071009118	6071009118	Census Tract 91.18, San Bernardino County, California	16470	2334
271	1400000US06071009119	6071009119	Census Tract 91.19, San Bernardino County, California	4810	370
272	1400000US06071009201	6071009201	Census Tract 92.01, San Bernardino County, California	4164	458
273	1400000US06071009202	6071009202	Census Tract 92.02, San Bernardino County, California	2065	167
274	1400000US06071009300	6071009300	Census Tract 93, San Bernardino County, California	1197	378
275	1400000US06071009400	6071009400	Census Tract 94, San Bernardino County, California	2071	1191
276	1400000US06071009500	6071009500	Census Tract 95, San Bernardino County, California	4263	828
277	1400000US06071009707	6071009707	Census Tract 97.07, San Bernardino County, California	4749	265
278	1400000US06071009708	6071009708	Census Tract 97.08, San Bernardino County, California	4504	1471
279	1400000US06071009709	6071009709	Census Tract 97.09, San Bernardino County, California	4970	1138
280	1400000US06071009710	6071009710	Census Tract 97.10, San Bernardino County, California	5384	1754
281	1400000US06071009711	6071009711	Census Tract 97.11, San Bernardino County, California	7948	1038
282	1400000US06071009712	6071009712	Census Tract 97.12, San Bernardino County, California	5360	1434
283	1400000US06071009713	6071009713	Census Tract 97.13, San Bernardino County, California	5879	833
284	1400000US06071009714	6071009714	Census Tract 97.14, San Bernardino County, California	2784	646
285	1400000US06071009715	6071009715	Census Tract 97.15, San Bernardino County, California	7171	1007
286	1400000US06071009716	6071009716	Census Tract 97.16, San Bernardino County, California	5466	2129
287	1400000US06071009717	6071009717	Census Tract 97.17, San Bernardino County, California	4007	474
288	1400000US06071009800	6071009800	Census Tract 98, San Bernardino County, California	2826	1144
289	1400000US06071009904	6071009904	Census Tract 99.04, San Bernardino County, California	8323	2967
290	1400000US06071009905	6071009905	Census Tract 99.05, San Bernardino County, California	4266	1184
291	1400000US06071009906	6071009906	Census Tract 99.06, San Bernardino County, California	2447	159
292	1400000US06071009908	6071009908	Census Tract 99.08, San Bernardino County, California	3387	450
293	1400000US06071009910	6071009910	Census Tract 99.10, San Bernardino County, California	3541	874
294	1400000US06071009911	6071009911	Census Tract 99.11, San Bernardino County, California	4590	1000
295	1400000US06071009912	6071009912	Census Tract 99.12, San Bernardino County, California	2516	793
296	1400000US06071009913	6071009913	Census Tract 99.13, San Bernardino County, California	4274	1606
297	1400000US06071010004	6071010004	Census Tract 100.04, San Bernardino County, California	6934	578
298	1400000US06071010009	6071010009	Census Tract 100.09, San Bernardino County, California	2256	218
299	1400000US06071010010	6071010010	Census Tract 100.10, San Bernardino County, California	5162	930
300	1400000US06071010011	6071010011	Census Tract 100.11, San Bernardino County, California	3793	1310
301	1400000US06071010012	6071010012	Census Tract 100.12, San Bernardino County, California	3709	796
302	1400000US06071010013	6071010013	Census Tract 100.13, San Bernardino County, California	4983	1651
303	1400000US06071010014	6071010014	Census Tract 100.14, San Bernardino County, California	3974	1685
304	1400000US06071010015	6071010015	Census Tract 100.15, San Bernardino County, California	4687	1530
305	1400000US06071010016	6071010016	Census Tract 100.16, San Bernardino County, California	4401	1332
306	1400000US06071010017	6071010017	Census Tract 100.17, San Bernardino County, California	11526	1132
307	1400000US06071010018	6071010018	Census Tract 100.18, San Bernardino County, California	5234	1152
308	1400000US06071010019	6071010019	Census Tract 100.19, San Bernardino County, California	4257	1076
309	1400000US06071010020	6071010020	Census Tract 100.20, San Bernardino County, California	5309	1665
310	1400000US06071010021	6071010021	Census Tract 100.21, San Bernardino County, California	5272	774
311	1400000US06071010022	6071010022	Census Tract 100.22, San Bernardino County, California	3719	957
312	1400000US06071010023	6071010023	Census Tract 100.23, San Bernardino County, California	4907	594
313	1400000US06071010024	6071010024	Census Tract 100.24, San Bernardino County, California	4757	482
314	1400000US06071010025	6071010025	Census Tract 100.25, San Bernardino County, California	4635	1002
315	1400000US06071010026	6071010026	Census Tract 100.26, San Bernardino County, California	6676	1069
316	1400000US06071010300	6071010300	Census Tract 103, San Bernardino County, California	2557	497
317	1400000US06071010402	6071010402	Census Tract 104.02, San Bernardino County, California	3939	397
318	1400000US06071010409	6071010409	Census Tract 104.09, San Bernardino County, California	2168	372
319	1400000US06071010410	6071010410	Census Tract 104.10, San Bernardino County, California	2676	384
320	1400000US06071010411	6071010411	Census Tract 104.11, San Bernardino County, California	5429	802
321	1400000US06071010412	6071010412	Census Tract 104.12, San Bernardino County, California	6320	1312

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322	1400000US06071010413	6071010413	Census Tract 104.13, San Bernardino County, California	4620	475
323	1400000US06071010415	6071010415	Census Tract 104.15, San Bernardino County, California	4477	802
324	1400000US06071010416	6071010416	Census Tract 104.16, San Bernardino County, California	2772	995
325	1400000US06071010417	6071010417	Census Tract 104.17, San Bernardino County, California	2527	410
326	1400000US06071010419	6071010419	Census Tract 104.19, San Bernardino County, California	3832	911
327	1400000US06071010420	6071010420	Census Tract 104.20, San Bernardino County, California	3260	584
328	1400000US06071010421	6071010421	Census Tract 104.21, San Bernardino County, California	3700	592
329	1400000US06071010422	6071010422	Census Tract 104.22, San Bernardino County, California	1171	226
330	1400000US06071010423	6071010423	Census Tract 104.23, San Bernardino County, California	2949	1011
331	1400000US06071010424	6071010424	Census Tract 104.24, San Bernardino County, California	1517	322
332	1400000US06071010700	6071010700	Census Tract 107, San Bernardino County, California	3349	842
333	1400000US06071010802	6071010802	Census Tract 108.02, San Bernardino County, California	4329	758
334	1400000US06071010803	6071010803	Census Tract 108.03, San Bernardino County, California	2328	362
335	1400000US06071010804	6071010804	Census Tract 108.04, San Bernardino County, California	2536	687
336	1400000US06071010901	6071010901	Census Tract 109.01, San Bernardino County, California	4181	448
337	1400000US06071010902	6071010902	Census Tract 109.02, San Bernardino County, California	3088	234
338	1400000US06071011001	6071011001	Census Tract 110.01, San Bernardino County, California	1817	308
339	1400000US06071011002	6071011002	Census Tract 110.02, San Bernardino County, California	1092	129
340	1400000US06071011101	6071011101	Census Tract 111.01, San Bernardino County, California	3272	284
341	1400000US06071011102	6071011102	Census Tract 111.02, San Bernardino County, California	1969	299
342	1400000US06071011203	6071011203	Census Tract 112.03, San Bernardino County, California	1203	87
343	1400000US06071011204	6071011204	Census Tract 112.04, San Bernardino County, California	1198	185
344	1400000US06071011205	6071011205	Census Tract 112.05, San Bernardino County, California	1327	206
345	1400000US06071011206	6071011206	Census Tract 112.06, San Bernardino County, California	903	160
346	1400000US06071011300	6071011300	Census Tract 113, San Bernardino County, California	1285	158
347	1400000US06071011401	6071011401	Census Tract 114.01, San Bernardino County, California	4444	1224
348	1400000US06071011403	6071011403	Census Tract 114.03, San Bernardino County, California	3477	603
349	1400000US06071011404	6071011404	Census Tract 114.04, San Bernardino County, California	3955	671
350	1400000US06071011500	6071011500	Census Tract 115, San Bernardino County, California	1629	157
351	1400000US06071011600	6071011600	Census Tract 116, San Bernardino County, California	6953	1104
352	1400000US06071011700	6071011700	Census Tract 117, San Bernardino County, California	1162	403
353	1400000US06071011800	6071011800	Census Tract 118, San Bernardino County, California	5019	1633
354	1400000US06071011900	6071011900	Census Tract 119, San Bernardino County, California	2913	521
355	1400000US06071012001	6071012001	Census Tract 120.01, San Bernardino County, California	3802	675
356	1400000US06071012002	6071012002	Census Tract 120.02, San Bernardino County, California	3770	968
357	1400000US06071012101	6071012101	Census Tract 121.01, San Bernardino County, California	3555	194
358	1400000US06071012103	6071012103	Census Tract 121.03, San Bernardino County, California	3426	678
359	1400000US06071012104	6071012104	Census Tract 121.04, San Bernardino County, California	3996	1108
360	1400000US06071012200	6071012200	Census Tract 122, San Bernardino County, California	787	42
361	1400000US06071012300	6071012300	Census Tract 123, San Bernardino County, California	908	831
362	1400000US06071012400	6071012400	Census Tract 124, San Bernardino County, California	2145	514
363	1400000US06071012500	6071012500	Census Tract 125, San Bernardino County, California	2792	777
364	1400000US06071012700	6071012700	Census Tract 127, San Bernardino County, California	2351	71
365	1400000US06071025000	6071025000	Census Tract 250, San Bernardino County, California	5113	384
366	1400000US06071025100	6071025100	Census Tract 251, San Bernardino County, California	717	235
367	1400000US06071940100	6071940100	Census Tract 9401, San Bernardino County, California	1100	201
368	1400000US06071980100	6071980100	Census Tract 9801, San Bernardino County, California	0	0
369	1400000US06071980200	6071980200	Census Tract 9802, San Bernardino County, California	0	0

NOTE: This is a measure of a component of Low Income or Minority (LIM) numbers. It estimates the numbers of Low Income Whites within Census Block Groups from numbers of Low Income Whites from within Census Tracts.

APPENDIX-J: COMPILATION OF SERVICE AND FARE EQUITY ANALYSES

Summary of Service Equity Analyses for East and West Valley, 2015

As part of Omnitrans' Title VI obligations which must be completed in order to continue to receive funding from the FTA, our agency must perform service and fare equity analyses as part of the planning process whenever changes to alignments or fares of routes are proposed. These analyses must show that whatever change to service is proposed will not unfairly impose disparate treatment or disparate impact upon minority ridership. Service and Fare Equity analyses on the latest proposed routing changes were completed and presented as a chapter in the FY2015-2020 SRTP, OmniConnects.

The FY16 Service Element is the implementation of the second phase of OmniConnects' routing plan. Because of minor changes made to the plan due to public feedback, an updated service equity analysis is presented, following.

REGION	% Minorities	% LIM
COUNTYWIDE	67%	73%
HALF MILE PEDESTRIAN BUFFERS		
Omnitrans' Entire Service Area Current	75%	78%
Omnitrans' Entire Service Area, Sept FY2015	76%	79%
EAST VALLEY		
FY2015 (Before) Current	79%	82%
FY2016 (After)	79%	82%
WEST VALLEY		
FY2015 (Before) Current	74%	77%
FY2016 (After)	74%	77%

In sum, after all route changes are proposed and implemented in the East and West Valleys, the end result is a negligible difference in proportion of minorities or Low Income / Minority (LIM) before and after the changes. The latest proposed changes are explained in greater detail, following.

- 1. September 2015 West Valley Route Alignment Revisions: Route 67 and Routes 85 and 88.** Late revisions were applied to route 67 and to routes 65 and 68; the further changes to the latter two routes, plus a desire to brand the new changes in the customers' minds led to routes 65 and 68 being changed to 85 and 88, respectively. In the case of route 67, the western-most EOL was changed from the Milliken approach to Chaffey College to the Archibald approach to Chaffey College. Although demographic

analysis of this change showed that the new alignment served a population with lower minority resident proportion than the older alignment (69.4% minority versus 74.2% minority, respectively), the older Milliken approach would be covered by the new route 85, and thus route 67's coverage was redundant. The new alignment eliminated redundancy of service, and permitted expanding ridership. Since the older Milliken approach to Chaffey College was already being served, the change did not impose disparate treatment or disparate impact.

As for the new routes 85 and 88, it was found that further modification of the new iterations of routes 65 and 68 were necessary to better and more efficiently serve the ridership of that portion of West Valley. By moving part of route 65 from an EOL approach to Chaffey College on Haven to Milliken, it covered the lost approach due to realigning route 67, and the Haven approach would be covered in its turn by the new realignment of route 67 to Archibald. The new alignment of 85 and 88 was virtually demographically indistinguishable from the minority resident makeup of old routes 65 and 68 (73.2% minority versus 73.1% minority, respectively, and 76.0% versus 75.9% LIM, respectively). So the change does not impose disparate treatment or disparate impact.

2. **Route Alignment Changes to Serve SBTC, September 2015.** Numerous route changes in East Valley are proposed so that routes currently serving the 4th Street Transfer Center will be able to serve the new San Bernardino Transit Center (SBTC) which will begin operating in September or 2015. Owing to the fact that many of these routes experience either close proximity or overlap near where they converge in downtown San Bernardino, a realignment of these routes' termini near the SBTC results in much of the area remaining fully covered. When the two half-mile pedestrian buffer regions are compared, the realignment of all routes around SBTC leads to nearly every portion of each buffer being covered by the other. Only two areas are found where there is very minimal difference between these two buffer regions; in the one region a small gap that was formerly not served by the original routing between Lena and 5th Streets and between Harry Sheppard and Central is now served by the new routing. In the second case, a small gap opens up in the new routing from east of Valencia to Tippecanoe and from Vine to 7th Streets in San Bernardino. When the two buffer regions are compared, the proportion of minority residents in each buffer regions are virtually identical (79.2% minority and 82.4% LIM, for each), and both have higher proportions of minority residents than either Omnitrans' entire service area or for San Bernardino County overall. So the changes do not impose disparate treatment or disparate impact.

In response to long customer demand, an additional peak service freeway express route, Route 290, has been proposed. It will travel along the 10 freeway from SBTC to Montclair Transit Center, making only two stops: at Arrowhead Regional Medical Center and Ontario Mills. It will make only 15 trips a day during morning and evening peak periods. A demographic analysis of the regions it serves shows that the percentage of minority residents falls below that of Omnitrans' service area as a whole (73.2% versus 75.5%, respectively), but surpasses that of the County (66.7%); when compared to West Valley's combined half-mile pedestrian buffer as a background, the proportion of minority

residents is still less, but closer to compatibility (73.2% versus 74.4%). However, the route will be funded by savings made from ending Chino Hills and Yucaipa OmniLink service; when compared to the demographic profile of these two communities, the profile is far more favorable (73.2% minority residents, versus 66.6% for Chino Hills and 34.1% for Yucaipa). Introduction of this limited service express route does not impose disparate treatment or disparate impact.

3. **Route Frequency Changes, East Valley, September 2015.** Two route frequency changes are proposed: reducing frequency of service on Route 2 from 30 minutes to 60 minutes, and increasing frequency of service on an expanded Route 1 to 15 minute service on all portions all day. Route 2 serves exactly the same area that sbX (Route 202) serves, along exactly the same streets, and it is felt that redundant service should be reduced there in order to free up resources so as to increase service where there is high demand elsewhere. Route 202 does serve fewer and more widely spaced stops along its length, but almost all of the stops are situated so that a pedestrian to walk in either direction half a mile to reach an sbX stop. As well, sbX runs at a ten-minute frequency all weekday long, and thus serves at a far higher frequency the entire length of Route 2's route, as well. Finally, the resources saved by reducing route 2 service frequency will be applied to increase frequency on route 1. Currently, route 1 is divided into a short and long route; one serves at 30-minute frequency, and the other at 60-minute frequency. By extending route 1 an extra block at its northern-most EOL to serve beyond Lynwood and Del Rosa to Lynwood and Sterling (in so doing, meeting a long-expressed demand on the part of riders), and by increasing frequency along the entire route to 15-minute frequency all day long, we increase and improve service to more riders. A demographic analysis of the half-mile pedestrian buffer associated with both routes (route 2 and proposed new route 1) shows that the proportion of minority residents per buffer actually increases (from 76.6% for route 2 to 86.7% for new route 1). Thus these changes do not result in disparate treatment or disparate impact.

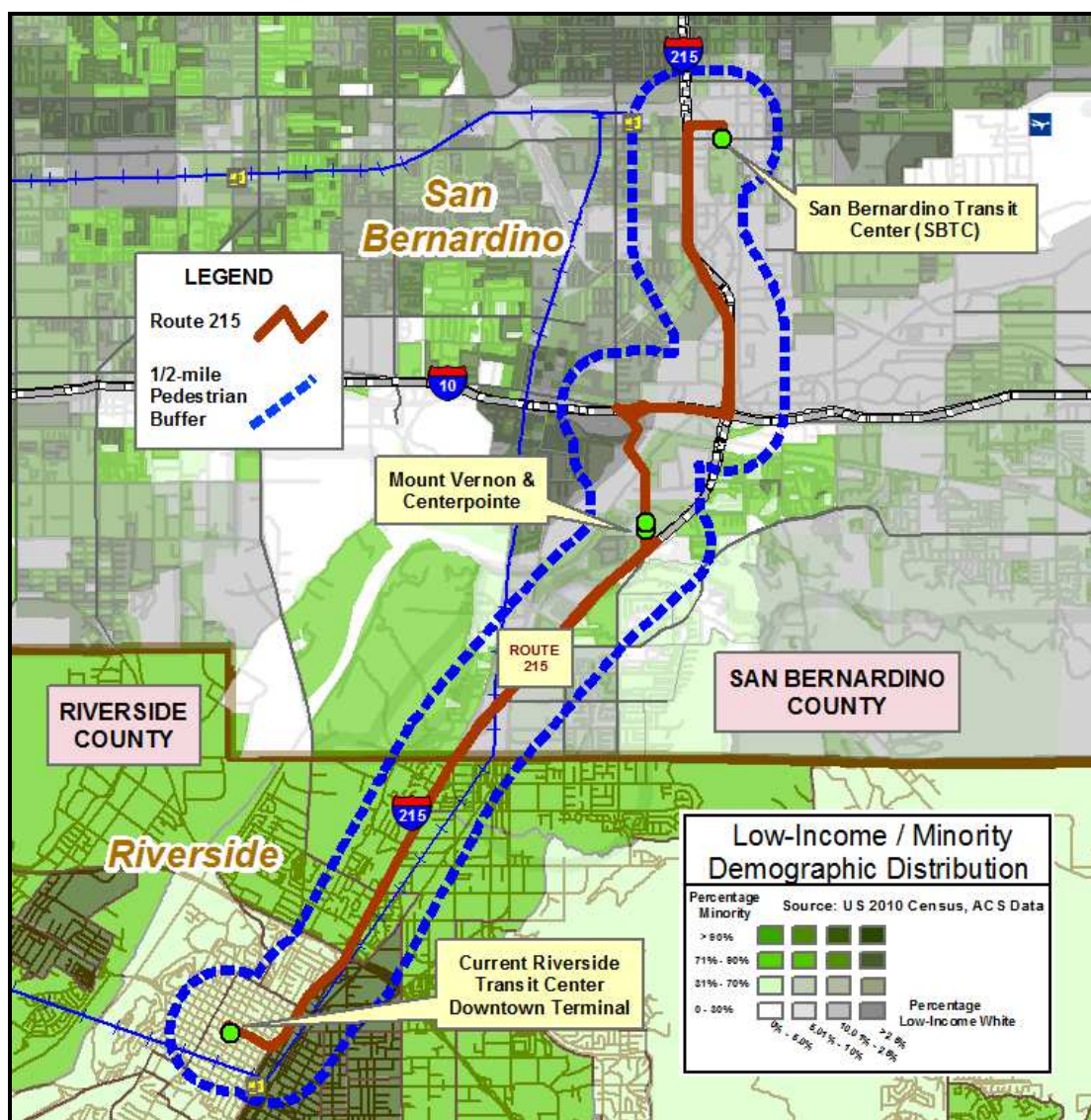
Service Equity Analysis: Route 215, New Riverside Stops

Description of Service

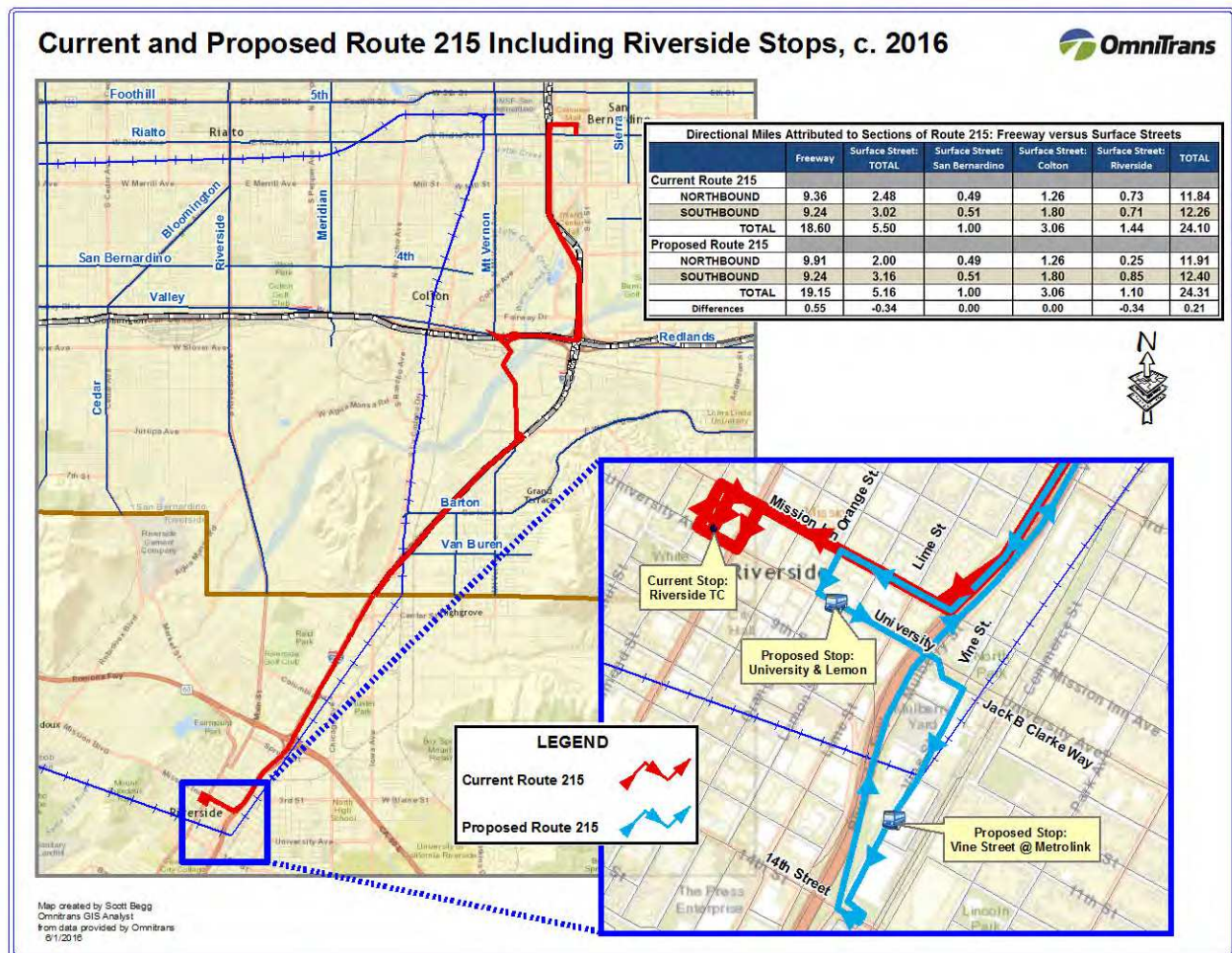
Route 215 has served as a limited stop, freeway express service route connecting the San Bernardino Transit Center (SBTC) in downtown San Bernardino to the Riverside Transit Center Downtown Terminal in downtown Riverside. It runs from SBTC at its northern EOL along 2nd Street in San Bernardino westward to the 215 freeway, takes 215 south to the 10 freeway, travels westward on 10 to the Valley exit, then travels southward on Mount Vernon to the important transfer stop at Centerpointe and Mount Vernon, then returns to the 215 freeway and travels south to Riverside where it exits the freeway at Mission Inn and terminates at its southernmost EOL at the Riverside Transit Center Downtown Terminal. It then travels northbound along the same route where it finally returns to SBTC. The entire roundtrip is a little longer than 24 miles.

In 2015 the city of Riverside announced that it would be closing the Riverside Transit Center Downtown Terminal. As a result, Omnitrans would have to reroute the southern EOL terminus of Route 215 to serve different facilities in Riverside. Omnitrans used this opportunity to expand its service by planning stops at two new sites at its southernmost EOL terminus in Riverside: one stop at the intersection of University and Lemon in Riverside (several blocks south and east of the closing Riverside Transit Center Downtown Terminal), and the second stop a bit farther south and east just outside of the Riverside Metrolink Station on Vine Street. In planning these two stops, Omnitrans seeks to offer uninterrupted service to those riders who wish to debark near the site of the old terminal, while also extending service to the Metrolink Station, which has long been a requested stop by many of its riders.

A map of the current routing and its attendant stop at the Riverside Transit Center, which will soon be discontinued, as well as the demographics of the surrounding locale, is shown, following:



A close-up view the southernmost EOL terminus in Riverside is shown, following, as part of a larger map showing the entire route. For purposes of comparison, it shows the same southernmost EOL terminus of Route 215, currently at the Riverside Transit Center Downtown Terminal, as well as its new planned stops at both University and Lemon and in front of the Riverside Metrolink Station:



According to the new alignment proposed for the southernmost EOL terminus, the change in routing will add two southern stops, one at University and Lemon, and the last at Vine Street in front of Riverside Metrolink Station. The new routing will add a total of 0.21 miles to the route, which is negligible and should not impact running time or distance overall, given that the round trip distance exceeds 24 miles in total:

Directional Miles Attributed to Sections of Route 215: Freeway versus Surface Streets						
	Freeway	Surface Street: TOTAL	Surface Street: San Bernardino	Surface Street: Colton	Surface Street: Riverside	TOTAL
Current Route 215						
NORTHBOUND	9.36	2.48	0.49	1.26	0.73	11.84
SOUTHBOUND	9.24	3.02	0.51	1.80	0.71	12.26
TOTAL	18.60	5.50	1.00	3.06	1.44	24.10
Proposed Route 215						
NORTHBOUND	9.91	2.00	0.49	1.26	0.25	11.91
SOUTHBOUND	9.24	3.16	0.51	1.80	0.85	12.40
TOTAL	19.15	5.16	1.00	3.06	1.10	24.31
Differences	0.55	-0.34	0.00	0.00	-0.34	0.21

There is no plan to change scheduled number of trips for this route.

Service Equity Analysis

In order to continue receiving FTA funding, Omnitrans must demonstrate that it is compliant with Title VI provisions and abides with by the Civil Rights Act of 1964. These insure that no person will be discriminated against, excluded from, or denied service based on race, color, or national origin. In order to abide by the Civil Rights Act, each transit agency must report on the services it provides in relation to the population in its service area, and in so doing perform service equity analyses on any proposed addition or elimination of services well in advance of implementation. This is done by analyzing and comparing the demographic character of the salient regions and demonstrating that proposed changes do not impose undo or disproportionate burdens upon minority or Low Income / Minority (LIM) populations. In this manner, it may be demonstrated that no group or groups are being denied service based on discriminatory planning.

A service equity analysis was performed on the proposed routing in order to determine if the service was compliant with Title VI stipulations. The route and its proposed stops were mapped in GIS, and half-mile pedestrian buffers were placed around all current stops and all proposed stops. The demographic makeup of minority and Low Income / Minority (LIM) populations within these stop buffers was ascertained, and compared to a number of measures of similar demographics within areas that Omnitrans serves.

Results

Results of demographic analyses of San Bernardino County overall, of Omnitrans' Service Area overall (including the sum of areas within all 15 Joint Powers Authority member cities' respective boundaries), and of Omnitrans' ADA / Access Service Area were compared. Along with these, results obtained by demographic analysis of ¾-mile and ½-mile pedestrian buffer areas surrounding all Omnitrans' fixed route bus stops, and around the stops of Route 215 as run currently, and as proposed for the loss of Riverside's Transit Center (and the shift to the new stops at University and Lemon and on Vine Street in front of the Riverside Metrolink Station) were compared. In each case, results were determined for the total populations, the number of whites and minorities, the proportion or percentage of minorities, and the number of Low Income whites (which, when combined with minorities, yields Low Income / Minorities, or LIM proportion).

The results of this analysis are shown in the following table.

REGION	TOTAL POPULATION	Minority	Whites	% Minority	Low-Income White (Adjusted) *	Low-Income Minority (LIM)	% LIM
Population of County (2010 Census)	2,035,210	1,357,612	677,598	66.7%	67,850	1,425,462	70.0%
Population of Service Area (Includes Area within ALL JPA Cities' Limits)	1,329,086	959,240	369,846	72.2%	48,767	1,008,007	75.8%
Population of ADA/Access Service Area	1,384,804	1,031,112	353,692	74.5%	47,490	1,078,602	77.9%
3/4-Mile of Any Stop (May, 2015) ALL STOPS, ENTIRE FIXED ROUTE SERVICE							
Within	1,343,290	1,003,529	339,761	74.7%	45,885	1,049,414	78.1%
ROUTE 215 3/4-Mile of its Four Stops BEFORE PROPOSED ROUTING CHANGE							
COMBINED	17,029	12,778	4,251	75.0%	883	13,661	80.2%
ROUTE 215 3/4-Mile of its Four Stops AFTER PROPOSED ROUTING CHANGE							
COMBINED	23,805	19,252	4,553	80.9%	934	20,186	84.8%
1/2-Mile of Any Stop ALL STOPS, ENTIRE FIXED ROUTE SERVICE							
Within	1,251,472	945,370	306,102	75.5%	42,243	987,613	78.9%
ROUTE 215 1/2-Mile of its Four Stops BEFORE PROPOSED ROUTING CHANGE							
COMBINED	9,517	6,951	2,566	73.0%	584	7,535	79.2%
ROUTE 215 1/2-Mile of its Four Stops AFTER PROPOSED ROUTING CHANGE							
COMBINED	16,293	13,425	2,868	82.4%	635	14,060	86.3%
Population estimates and demographic measures taken from U.S. 2010 Census							
* NOTE: Estimates for Low Income status for whites in Riverside obtained from 2014 Small Area Income and Poverty Estimates (SAIPE) of 17.1% for Riverside County.							

Conclusions

In all cases, the percentages of minority residents and of LIM residing within pedestrian walking buffers for the new proposed stops for the Riverside southernmost EOL terminus exceeded that for the current situation and for Omnitrans' fixed routes overall, its respective service areas, and for San Bernardino County overall. This was primarily due to the fact that by expanding service to the second stop next to the Metrolink Station in Riverside, pedestrian buffers about this stop encompassed a Census demographic tract not previously included, and this one had a strongly variant demography with extremely high minority and LIM resident percentages.

Given that the route remains essentially unchanged along the lion's share of its length, and that the only changes that are planned will be at its southernmost EOL Riverside terminus, and that these changes add only 0.21 miles to a 24 mile round trip (a less than one-percent addition to the route), and given as well that the demographic change to the LIM percentage of the route area is so much more favorable, then implementation of the new Route 215 stops will not impose a significant or disproportionate burden upon minority or LIM populations in Omnitrans' service area, and thus Omnitrans would remain compliant with Title VI provisions.

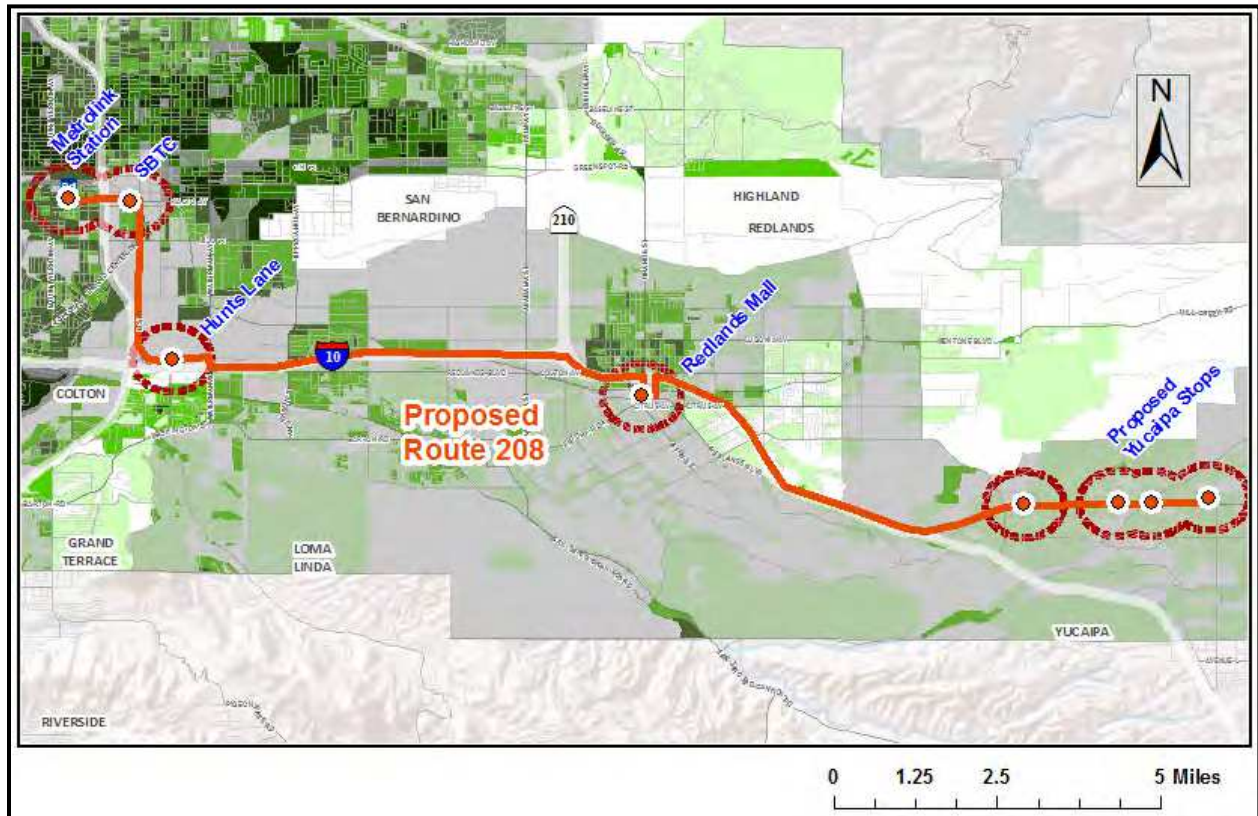
Service Equity Analysis: Route 208, Yucaipa Express (March, 2016)

Description of Service

Proposed Route 208 is designed to be a freeway express service making limited numbers of stops, and connecting Yucaipa to the Redlands Mall, Hunts Lane in Loma Linda (close to both the University and Medical Center there and to significant employment centers along Hospitality Lane), San Bernardino Transit Center (SBTC), and the Metrolink Station in San Bernardino. It is one of a growing number of freeway express service routes being offered;

the others include the long-running Route 215 (which connects SBTC to Riverside via the 215 freeway) and the recent Route 290, which connects the SBTC hub with the Montclair Transit Center. Several Route 208 stops are proposed along Yucaipa Boulevard to pick up as many potential riders as possible from that city before the coach ramps onto the freeway.

The proposed route is shown, following.



The proposed schedule for the eight trips is given, following.

	Yucaipa TC	Redlands Mall	SBTC	Depot	Depot	SBTC	Redlands Mall	Yucaipa TC
1	4:31	4:53	5:15	5:20	5:35	5:40	6:02	6:24
2	5:41	6:03	6:25	6:30				
1	6:41	7:03	7:25	7:30				
3					4:45	4:50	5:12	5:34
4					5:30	5:35	5:57	6:19
3	5:44	6:06	6:28	6:33	6:45	6:50	7:12	7:34
	Timed to Express Trains							

Service Equity Analysis

In order to continue to receive FTA funding, Omnitrans must demonstrate that it is compliant with Title VI provisions and abides with by the Civil Rights Act of 1964. These insure that no person will be discriminated against, excluded from, or denied service based on race, color, or national origin. In order to abide by the Civil Rights Act, each transit agency must report on the services it provides in relation to the population in its service area, and in so doing perform service equity analyses on any proposed addition or elimination of services well in advance of implementation. This is done by analyzing and comparing the demographic character of the salient regions and demonstrating that proposed changes do not impose undo or disproportionate burdens upon minority or Low Income / Minority populations. In this manner, it may be demonstrated that no group or groups are being denied service based on discriminatory planning.

A service equity analysis was performed on the proposed routing in order to determine if the service was compliant with Title VI stipulations. The route and its proposed stops were mapped in GIS, and half-mile pedestrian buffers were placed around all stops. The demographic makeup of minority and Low Income / Minority (LIM) populations within these stop buffers was ascertained, and compared to a number of measures of similar demographics within areas that Omnitrans serves. The results of this analysis are shown in the following table.

	REGION	Total Population	Total Whites (Tot Pop - Minorities)	Minorities	% Minorities	Track Estimate LIW (Low Income White)	Block Estimate Number LIW	Total LIM	% LIM
	COUNTYWIDE	2,035,210	677,598	1,357,612	67%	NA	119,090	1,476,702	73%
	Omnitrans' Entire Service Area (One-half Mile About Any Fixed Route Service)	1,260,120	309,266	950,854	75%	NA	35,180	986,034	78%
	Merged Half-Mile Pedestrian Buffer	Total Population	Total Whites (Tot Pop - Minorities)	Minority	% Minority	Track Estimate LIW (Low Income White)	Block Estimate Number LIW	Number LIM	% LIM
1	Proposed Route 208 (total) STOP BUFFER METHOD	15,300	6,711	8,589	56.14%	21	15	8,604	56.24%
2	COMPARISON: Route 8	52,749	19,185	33,564	63.63%	2,621	222	33,786	64.05%
3	COMPARISON: Route 19	132,015	38,225	93,790	71.04%	2,573	218	94,008	71.21%
4	COMBINED 208 / 290 Freeway Express Investment	17,252	7,048	10,204	59.15%	333	40	10,244	59.38%
5	COMBINED 215 / 208 / 290 Freeway Express Investment	22,318	7,736	14,582	65.34%	458	55	14,637	65.58%

(Data obtained originally from U.S. 2010 Census)

Countywide, the proportion of minority residents, and of the LIM population, in San Bernardino County is 67% and 73%, respectively. Within that merged half-mile pedestrian buffer of Omnitrans 2015 fixed routes, the proportions of minority and LIM residents, respectively, are 75% and 78%. Omnitrans' fixed route service as a whole serves a greater proportion of the minority and LIM population, and is thus compliant with Title VI. However, when the analysis is performed on the proposed Route 208, the proportions of minority and LIM residents are found to be 56.14% and 56.24%, respectively, which is less than that for the county overall (this is shown in row 1 of the preceding table).

On its face, it would seem that implementation of this proposed service would violate Title VI provisions. However, it must be remembered that Omnitrans serves fifteen Joint

Powers Authority cities from Yucaipa in the East to Montclair and Chino Hills in the West. The fifteen JPA cities do not all have the same demographic profiles, and some communities will have higher and lower proportions of minority and LIM populations than the overall number shows. For this reason, some provision must be made in the comparison to show that changes proposed are compared properly to nearby neighborhoods as well. Furthermore, it must be remembered that in meeting Title VI regulations, an agency is not permitted to unduly discriminate against *any* population or group; in other words, all residents in the service area in all constituent cities still must be served. Finally, Title VI does not mean that if a proposed service does not meet its strict criterion, it can not in any way be implemented; what it means is that in so implementing such a service, no undue or disproportionate burden can be placed upon minority or LIM populations.

For these reasons, a further comparison was made between the buffer region of the proposed Route 208 and to two other routes which serve nearly similar regions—namely, buffer regions around routes 8 and 19. In rows 2 and 3, labeled in the preceding table, the demographic character of these routes' regions is shown: Route 8 serves a population with 63.63% minority and 64.05% LIM proportions. Route 19 serves a population with 71.04% minority and 71.21% LIM proportions. Both of these regions show demographic profiles which are not greatly dissimilar to what was determined for the proposed Route 208 (in fact, Route 8 at 63.63% minority and Route 208 at 56.14% minority differ by only 7.49%). So the proposed express route does not diverge greatly from the character of a region Omnitrans already serves.

As well, it must be remembered that Route 208 is part of a growing number of freeway express service routes being added to the system incrementally, and not an idiosyncratic one-off event. Already, Route 215 serves to connect SBTC and the city of Riverside along the 215 freeway, and the recently implemented Route 290 connects SBTC with the Montclair Transit Center via the 10 freeway. When looked at like this, Route 208 joins 215 and 290 to connect the far reaches of Omnitrans service area with its central hub (SBTC) and offer riders express freeway service. Route 208 is seen to be part of a growing network, then, and a long term plan to offer freeway express service to all riders in its service area. It must be expected that some parts of this growing network will serve differing demographics, but when taken as a whole, the express network will better reflect the overall demographic character of the service area as a whole. This can be seen in rows 4 and 5 in the preceding table; here, 208 is combined with 290, and then with 215, respectively, in order to indicate the composite character of the network's demographic profile. At 59.15% and 65.34% minority proportions, respectively, the two composites demonstrate that they more closely approach the proportion of 75% minority residents in the service area as a whole.

Finally, if a proposed service is found not to meet Title VI's strict provisions, again, it does not necessarily mean that it can not in any way be implemented; what it means is that in so implementing such a service, no undue or disproportionate burden can be placed upon minority or LIM populations. In offering a total of only eight AM trips during peak hours on the 10 freeway in order to address a long-unmet need and connect Yucaipa and Redlands riders with employers in San Bernardino and even as far as Los Angeles (by way of transfer to the Metrolink), the cost is negligible when compared to the cost to the system overall. No service will be cut anywhere in the system to fund this express route either. Therefore, implementation of Route 208 does not impose a significant or disproportionate burden upon minority or LIM populations in Omnitrans' service area, and it would remain compliant with Title VI provisions.

Service Equity Analysis: Expansion of Route 290 Freeway Express Service (March, 2016)

Introduction and History

In September of 2015, Omnitrans added peak service along its latest freeway express route, Route 290. The service was designed to link the focus of East Valley fixed route service (SBTC) to major trip generators along the 10 Freeway to its terminus in the West Valley, Montclair Transit Center. The route was designed to make only four stops: the San Bernardino Transit Center (SBTC), Arrowhead Regional Medical Center (ARMC), Ontario Mills Mall, and the Montclair Transit Service. Peak service in the morning and evening was offered, with the proviso that once additional resources permitted, additional service might be offered to meet demand. A service equity analysis was performed six-months prior to the route going into service, and determined that the proposed route complied with Title VI stipulations.

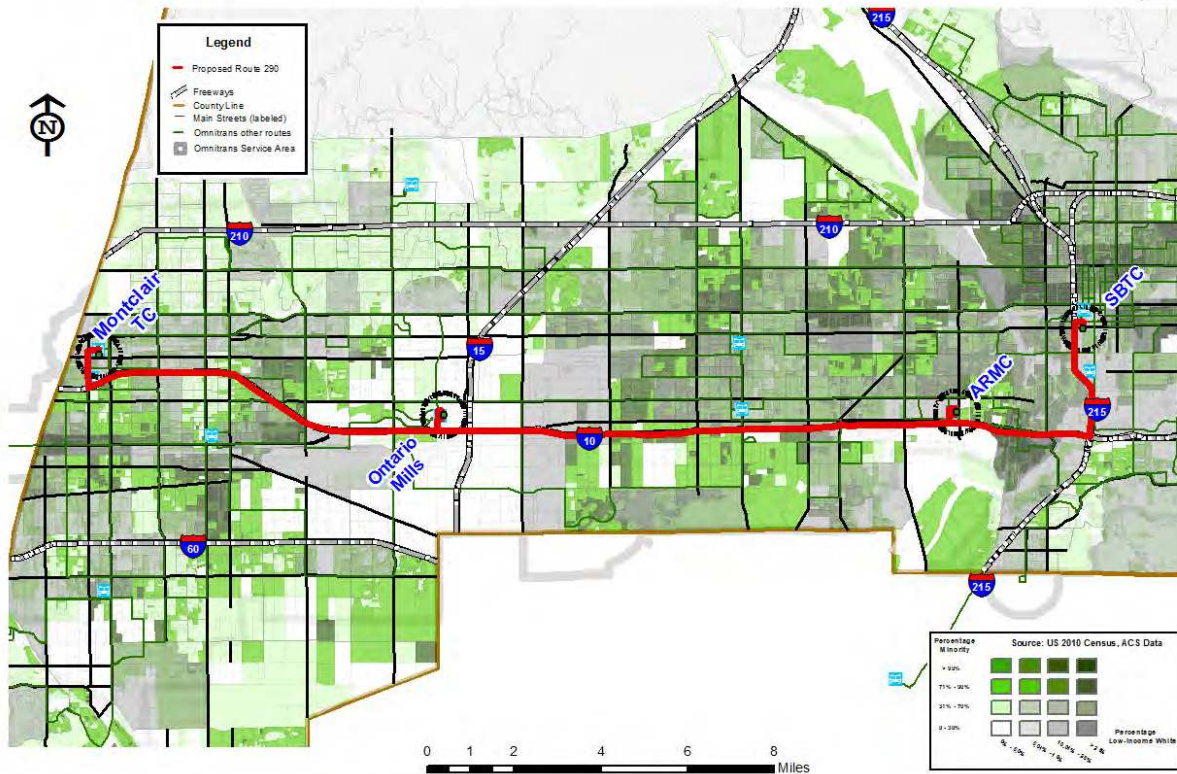
Description of Expansion of Service

Route 290, as originally designed, appeared as shown, following.



The four stops the route actually makes (San Bernardino Transit Center, or SBTC; Arrowhead Regional Medical Center, or ARMC; Ontario Mills Mall; and Montclair Transit Center) are illustrated in the following demographic map of the region:

Low Income / Minority Population Demographics Along I-10 Freeway Express Route 290



Since going into service in September of 2016, additional funding has become available to permit increased service. It has been proposed to add six more trips in addition to the fifteen peak service trips originally offered. These proposed additional trips are illustrated in the following table (they are highlighted in yellow).

ROUTE 290 - WEEKDAY												
SAN BERNARDINO - ONTARIO MILLS - MONTCLAIR												
WESTBOUND						EASTBOUND						
		EOL			EOL			EOL				
BLK	GAR	SBTC (BK) (#)	ARMC	ONT MILLS	MCTC (@) (BK) (RC2min)	ONT MILLS	ARMC	SBTC (BK)	GAR	BLK		
2		4:24	4:37	4:59	5:20	5:25	5:46	6:08	6:21		2	
13	5:45					5:50	6:08	6:30	6:43		13	
1	5:13	5:23	5:36	5:58	6:19	6:29	6:47	7:09	7:22		1	
2	6:16	6:26	6:39	7:01	7:22	7:35	7:56	8:18	8:31		2	
13		7:02	7:18	7:40	8:01					8:06	13	
1		7:39	7:53	8:15	8:36	8:45	9:03	9:25	9:38	9:48	1	
2		8:39	8:52	9:14	9:35	9:43	10:04	10:26	10:39			
2		10:47	11:00	11:22	11:43	11:51	12:12	12:34	12:47			
2		12:55	13:08	13:30	13:51	13:59	14:20	14:42	14:55			
2		15:03	15:16	15:38	15:59							
2	16:00					16:05	16:28	16:54	17:07		2	
5						16:42	17:05	17:31	17:44		5	
4	16:19	16:29	16:45	17:07	17:28	17:35	17:58	18:24	18:37	18:47	4	
2		17:13	17:29	17:51	18:12	18:17	18:40	19:06	19:19	18:17	2	
5		17:50	18:06	18:28	18:47	18:56	19:14	19:36	19:49	19:59	5	

Service Equity Analysis

Given that Route 290 is a freeway express peak service route, it does not make sense to buffer the entire freeway and determine its demographic profile, as the route only makes four stops. It makes much better sense to buffer those four stops and determine the demographic makeup of those regions and perform the comparison with them. This was done: one-half-mile pedestrian buffers were constructed about the four stops (SBTC, ARMC, Ontario Mills, and Montclair Transit Center), and the demographic makeup of these areas was determined. These were then compared to the makeup of the respective buffered regions around all Omnitrans' fixed route service, and for San Bernardino County overall. The results are given in the following table.

REGION	Total Population	Total Whites (Tot Pop- Minorities)	Minority	% Minority	Track Estimate LIW (Low Income White)	Block Estimate Number LIW	Number LIM	% LIM
COUNTYWIDE	2,035,210	677,598	1,357,612	67%	NA	119,090	1,476,702	73%
Merged Half-Mile Pedestrian Buffer	Total Population	Total Whites (Tot Pop- Minorities)	Minority	% Minority	Track Estimate LIW (Low Income White)	Block Estimate Number LIW	Number LIM	% LIM
2015 Pedestrian Buffer (Half-Mile Pedestrian Buffer About All Routes)	607,625	126,211	481,414	79.23%	26,282	19,368	500,782	82.42%
Route 290 (total) STOP BUFFER METHOD ABOUT FOUR STOPS	3,116	514	2,602	83.50%	195	30	2,632	84.47%

(Data obtained originally from U.S. 2010 Census)

The results were clear. In all cases, when compared either to the proportion of minority residents or Low-Income / Minority (LIM) residents of the County, or to the same proportions obtained from within Omnitrans' service area (namely, half-mile pedestrian buffers about all fixed route service), Route 290 is shown to serve a population with higher minority or LIM proportions.

The proportion of the minority population in the Route 290 buffer regions (aggregate of the four Route 290 stops) was 83.50%, while that for the buffer around all routes was 79.23%, and that for San Bernardino County was 67%. The results were just as striking for the proportions of LIM; the LIM population in the Route 290 stop buffers was 84.47% of the total population, while the LIM populations for the buffer of all fixed routes and for the county overall were, respectively, 82.42% and 73%. So the resource allocation to Route 290 in the form of adding additional hours of peak service does not impose disparate treatment or disparate impact on minority or LIM populations.

Service Equity Analysis for Proposed Changes in September, 2018 and January 2019 March, 2018

Introduction

As a recipient of federal funding under the Federal Transit Administration's guidelines, Omnitrans is required to report at least triennially on compliance with Title VI requirements and submit its current Title VI program for evaluation by FTA. These requirements are outlined specifically in the FTA Circular 4702.1B, dated October 1, 2012, and more generally in Section 601 of Title VI of the Civil Rights Act of 1964. This states that no person will be discriminated against, excluded from, or denied service based on race, color, or national origin. In order to abide by the Civil Rights Act, each transit agency must report on the services it provides in relation to the population in its service area. In this way, it may be demonstrated that no group or groups are being denied service based on discriminatory planning.

Omnitrans is also required to report in the same manner regarding compliance with Title VI requirements for every fare and/or major service change before it occurs. These reports should be completed and approved by the governing board six months before service or fare changes go into effect. Omnitrans' Board will be presented this Title VI Service Equity Analysis for approval in April of 2018, five months before revenue service changes take place for routes 14, 83, and 86 in September of 2018, and nine months before revenue service changes are scheduled to take place for routes 2 and 202 (sbX) in January of 2019.

Route 14 Minor Realignment: From D Street to E Street

Currently, Route 14 is a 15-minute frequency route running from San Bernardino Transit Center (SBTC) in the east, along Rialto to D Street, to 5th Street, along Foothill, to Sierra and ultimately to Fontana Metrolink Transit Center. Tripper service travels farther westward to the ISS facility at Live Oak and Arrow twice a day. It is proposed to change Route 14's alignment at its

easternmost end from D Street in approach to SBTC one block westward to E Street. This will reduce redundant service on D Street (already covered by Route 11) and permit improved reliability of service and On-Time Performance while improving transfers to the BRT route sbX (Route 202) along the E Street corridor. This change does not constitute a major service change (only triggered when 25% or more of a route changes), and is proposed for September, 2018.

Route 14's current and proposed alignment at its eastern EOL terminus are shown, following:



Route 83 Realignment: Additional Service to Colonies Crossroads

Route 83 is a West-Valley route which serves the cities of Chino, Ontario, and Upland, and does so primarily along the Euclid Boulevard. It runs currently from just outside of the Colonies Crossroads Shopping Center in Upland in the north along Campus to 16th Street to Euclid Boulevard southwards through Ontario and into Chino, then turns on Eucalyptus and runs along College Park and Central to the Chino Civic Center and ultimately to the Chino Transit Center on 6th Street. It is proposed to extend the northern terminus of the route farther and circle the Colonies Crossroads Shopping Center. This shopping center is a job-dense site which also offers riders many shopping experiences; the resources allocated to this route allow for extending it farther around the Colonies Crossroads, and thus bring riders closer to these destinations which at the farthest extent of the center are currently beyond the half-mile pedestrian walking buffer. This change does not constitute a major service change (only triggered when 25% or more of the route changes), and is proposed for September, 2018.

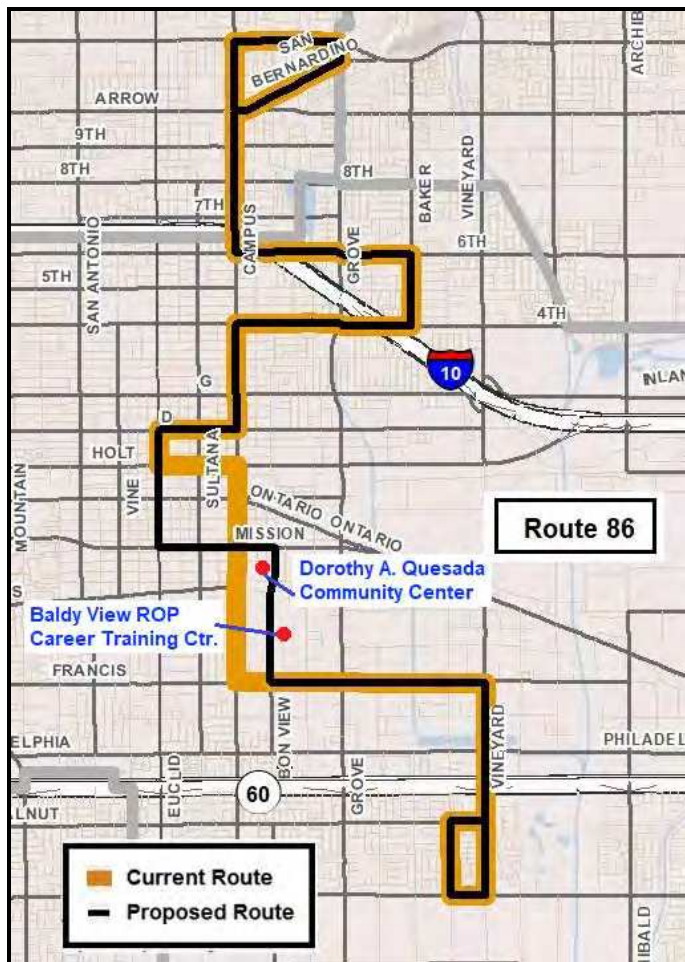
Route 83's current and proposed alignment are shown, following:



Route 86: Extending Service to Dorothy A. Quesada Community Center and Baldy View ROP by Realignment

At present, Route 86 is a coverage route which extends from San Antonio Regional Hospital in Upland in the north along Campus, Grove, San Bernardino, and Arrow south along Campus to 6th Street, Baker, 4th Street, Campus, D Street, Euclid, and Holt (serving the Ontario Civic and Senior Centers), to Campus, Francis, Vineyard (and the Kaiser Permanente facility there), to Riverside and Walnut at its southernmost terminus. It is proposed to shift part of the route from Campus to Bon View between the streets of Francis and Mission. This will permit this route to directly serve two additional facilities it does not now: the Dorothy A. Quesada Community Center, and the Baldy View ROP facility. This change does not constitute a major service change (only triggered when 25% or more of the route changes; in this case, only 2.38 miles out of 14.11 miles, or 16.9% of the route, changes), and is proposed for September, 2018.

Route 86's current and proposed alignment are shown, following:



sbX Expansion of Service to Saturdays; Route 2 Reduction in Service Frequency to Hourly on Saturdays and to 30-minutes on Sundays

Route 202, also known as The Green Line, or sbX, is the limited-stop BRT alternative for the E Street corridor in San Bernardino. The sbX bus rapid transit service employs 60-foot-long articulated coaches, and optimizes vehicle operating speeds and travel time, while minimizing travel delay, right-of-way acquisitions, and other community and environmental impacts. It runs from Palm Avenue and Kendall Park and Ride along Kendall to Cal State San Bernardino then back to Kendall then to E Street, along E Street to SBTC and eventually to Hospitality Lane, Tippecanoe, Anderson, Barton, and Prospect at the Loma Linda University Medical Center and VA Hospital, and back on its return. It exactly duplicates the alignment of Route 2, but makes fewer stops. The route operates on 10-minute peak headways and 15-minute off-peak headways, which is significantly more frequent than Route 2, and serves 23 specially designed stations at 16 different intersections. This translates to a higher effective travel speed and shorter travel time for riders along the route.

At present, sbX service is offered only on weekdays, while Route 2 operates every day of the week. However, Omnitrans' Planning department has been made aware of numerous requests to add sbX service to Saturdays at extensive focus groups which were held as part of the sbX Before and After Study; by adding sbX service on Saturdays, Omnitrans would be fulfilling these requests. In contrast, Route 2 has a 60-minute frequency on weekdays, but operates at 20-

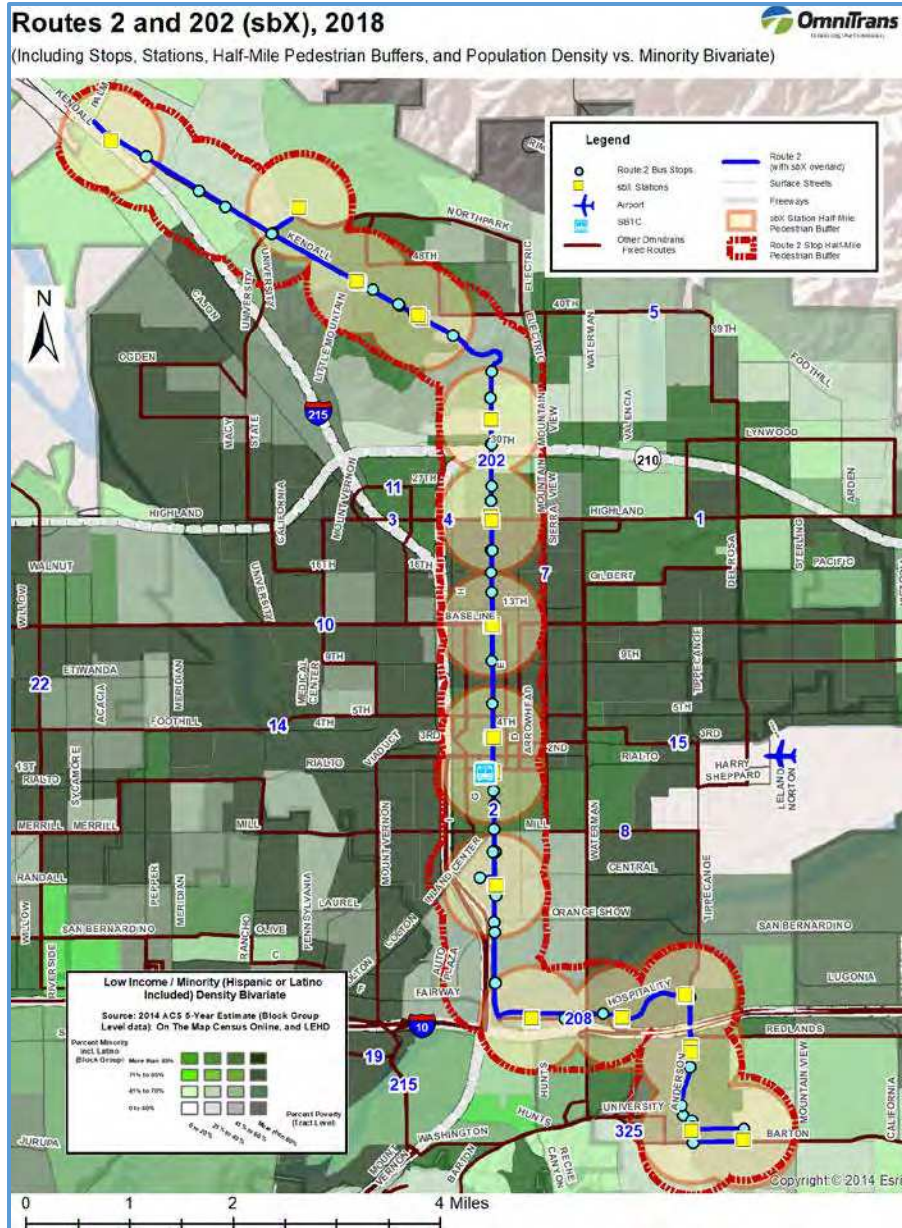
minute frequencies on Saturdays and Sundays in order to pick up the slack for there not being any sbX service then.

It is proposed that sbX expand service to Saturdays as well as weekdays. In order to fund this, it is likewise proposed that Route 2 reduce service frequencies on Saturdays to 60-minutes and on Sundays to 30-minute frequencies. This will be a major service change, and this change is proposed for January, 2019.

In order for the expansion of sbX service to Saturday to become a success, agency resources will need to be reallocated in a manner which minimally impacts local transit-dependent riders and low-income/minority riders within our service area. Every effort is being made to meet these requirements. This BRT corridor parallels very closely the alignment of Route 2, and is in essence identical (the only difference is that Route 2 enters the interior or SBTC, and actually makes an additional stop at Inland Empire Mall; in both these cases, sbX does not deviate from E Street, but stops next to both facilities). Revenue hours on Route 2 are expected to decline from 109.98 per day to 46.5 on Saturdays (a 57.7% reduction) and from 98.88 to 68.75 on Sundays (a 30.4% reduction); sbX revenue hours should increase from 0 revenue hours to 79.25 revenue hours on Saturdays.

If needed, further detailed descriptions of the sbX E Street corridor analysis will be found in previous reports on the Alternative Analysis (September 2004), and the Refined Locally Preferred Alternative (August 2009). (Parsons/Hexagon), and *Operations and Maintenance Plan and Costs* original reports (Parsons Transportation Group, May 2009, August 2009, September 2009).

Both Route 2 and 202 (sbX) alignments are shown, following, as well as the sbX stations, Route 2 stops, and respective half-mile pedestrian buffers about them:



ANALYSIS: Route 14 Realignment

An analysis was made of the demographic character of the region immediately surrounding Route 14. Half-mile pedestrian buffers were placed around the route as it is aligned currently, and in its proposed state aligned along E Street instead of D Street. This was undertaken using geographic information systems (GIS). Raw numbers and proportions (percentage of total number) were obtained in all cases for both Minorities, and for Low Income / Minorities. These data were compared to each other, and to the same data obtained for the political Service Area as a whole (bound by the 15 JPA Cities' boundaries) and for the ADA / Access Service Area. In all practicable cases, buffers were placed around the respective routes' bus stops or stations, and not around the route itself, although in some cases, buffering the route itself instead of the

stops was necessary (for example, in proposed alignments where stops have yet to be fully established). All data used in comparisons were obtained from US Census Bureau's American Community Survey (ACS) 1-year estimate and 3-year average for 2015.

The results for Route 14's proposed realignment are shown in the table, following:

COMPARISON TO STOPS	TOTAL POP	Minority	Whites	% Minority	Low-Income White (Adjusted)	LIM	% LIM
Population of Service Area (Includes Area within ALL JPA Cities' Limits)	1,489,790	1,099,652	390,138	73.8%	64,265	1,163,917	78.1%
Population of ADA/Access Service Area	1,382,466	1,040,151	342,315	75.2%	57,791	1,097,942	79.4%
Within 1/2-Mile of Any Stop (2018 BSM Stops)	1,256,270	958,010	298,260	76.3%	51,386	1,009,396	80.3%
CURRENT Route 14: D Street Alignment	79,501	71,228	8,273	89.6%	2,433	73,661	92.7%
PROPOSED Route 14: E Street Alignment	75,251	67,325	7,926	89.5%	2,368	69,693	92.6%

NOTE: Data obtained from ACS 2015 1-year estimate and 3-year average, from US Census Bureau

The current alignment for this route serves a population which is 89.6% Minority and 92.7% LIM; this greatly exceeds what is the case for the service area as a whole which is currently at 75.2% and 79.4%, respectively. The proposed realignment of Route 14 at its easternmost terminus (E Street instead of D Street alignment) should serve a population of 89.5% Minority and 92.6% LIM. The difference is roughly a diminution of one-tenth of one-percent or less in both cases—which is not a significant difference (Minorities: 89.6% vs. 89.5%; LIM: 92.7% vs 92.6%). So the realignment of Route 14 will not result in disparate impact imposed on Minority communities, nor will it cause disproportionate burden on Low-Income / Minority communities, and in making this change, Omnitrans remains compliant with its Title VI obligations.

ANALYSIS: Route 83 Realignment to serve Colonies Crossroads

Half-mile pedestrian buffers were placed around Route 83 both as it is aligned currently, and in its proposed alignment including Colonies Crossroads. Demographic analyses were performed on these regions in order to determine their Minority and LIM profiles, and to compare them. The results of these analyses follow:

COMPARISON TO STOPS	TOTAL POP	Minority	Whites	% Minority	Low-Income White (Adjusted)	LIM	% LIM
Population of Service Area (Includes Area within ALL JPA Cities' Limits)	1,489,790	1,099,652	390,138	73.8%	64,265	1,163,917	78.1%
Population of ADA/Access Service Area	1,382,466	1,040,151	342,315	75.2%	57,791	1,097,942	79.4%
Within 1/2-Mile of Any Stop (2018 BSM Stops)	1,256,270	958,010	298,260	76.3%	51,386	1,009,396	80.3%
CURRENT Route 83	81,284	60,366	20,918	74.3%	2,872	63,238	77.8%
PROPOSED Route 83: Same Alignment, Only Adding Colonies Crossroads	87,363	63,029	24,334	72.1%	2,772	65,801	75.3%

NOTE: Data obtained from ACS 2015 1-year estimate and 3-year average, from US Census Bureau

At first sight, it may appear that Omnitrans would be in Title VI violation, in that the realignment would result in a lowered proportion of both Minorities and LIM in the population being served for this route. However, upon closer inspection, this is seen to be a statistical artifact which results from simply *adding* a new population to an old population in order to create a synthesis of the two.

To explain: the current alignment for this route serves a 74.3% minority community, and a 77.8% LIM community; proposed realignment will yield a new community with respective proportionalities of 72.1% and 75.3%. This would appear to be a Title VI violation, in that both Minority and Low-Income Minority proportions are reduced roughly 2.2% and 2.5%, respectively. However, this doesn't take into account that the original routing remains unchanged, and will incur no diminution in frequency, buses, or numbers of trips. All that is happening is that by adding the Colonies Crossroads Shopping Center at the northernmost terminus as a new EOL, one is effectively adding a second population to the original, albeit one which is more affluent and of a somewhat different racial makeup. The original population is not being cut whatsoever, it is merely being augmented. This is why the new total population served is expected to grow from 81,284 to 87,363, and the new minority population served will rise from 60,366 to 63,029. And to repeat, no other change is being imposed upon the original route alignment or resources—all that is occurring is that an additional distance is added to the route terminus, and an additional population added to it. The additional time needed to serve Colonies Crossroads is obtained from excess break time which already exists on the route for each trip. In fact, adding the long-requested extension into Colonies Crossroads will open up more employment (and shopping) opportunities for riders on the route. For these reasons, there is no disparate impact or disproportionate burden being imposed upon the ridership of this route, and Omnitrans remains compliant in its Title VI obligations.

ANALYSIS: Route 86 Realignment to Serve Dorothy Quesada Community Center and Baldy View ROP Career Training Center

After half-mile pedestrian buffers were placed around both alignments of Route 86 (current and proposed), their respective demographic profiles were ascertained and compared. The following table shows the results of this analysis:

COMPARISON TO STOPS	TOTAL POP	Minority	Whites	% Minority	Low-Income White (Adjusted)	LIM	% LIM
Population of Service Area (Includes Area within ALL JPA Cities' Limits)	1,489,790	1,099,652	390,138	73.8%	64,265	1,163,917	78.1%
Population of ADA/Access Service Area	1,382,466	1,040,151	342,315	75.2%	57,791	1,097,942	79.4%
Within 1/2-Mile of Any Stop (2018 BSM Stops)	1,256,270	958,010	298,260	76.3%	51,386	1,009,396	80.3%
CURRENT Route 86: Along Campus Primarily	86,251	70,017	16,234	81.2%	2,878	72,895	84.5%
PROPOSED Route 86: Along Bon View to Serve Two Community Facilities	88,076	71,294	16,782	80.9%	2,836	74,130	84.2%

NOTE: Data obtained from ACS 2015 1-year estimate and 3-year average, from US Census Bureau

A realignment of Route 86 away from strictly Campus onto an alignment including Vine, Mission, and Bon View will actually increase expected total population served by 1,825 (from 86,2561 to 88,076) and Minorities by 1,277 (from 70,017 to 71,294), and will significantly improve service to two important trip generators and facilities in need, namely Dorothy A. Quesada Community Center, and Baldy View ROP Career Training Center. The public has requested more direct service to these facilities for some time, and this new alignment would meet this long expressed demand.

With the proposed change to Route 86, the proportion of Minorities served is diminished over what is currently the case by 0.3% (reduction from 81.2% to 80.9% of the population); as well, the LIM proportion of the population served is reduced from 84.5% of the population to 84.2%-- likewise, a 0.3% reduction. These reductions are not considered to be a statistically significant difference. Furthermore, the proposed change actually increases the total population served, the numbers of Minorities served, and the LIM numbers in the population served. All these measures increase. Moreover, the proposed alignment also directly serves the two new community facilities. There have been requests from riders to serve these two facilities, and with this proposed alignment change, those requests have been fulfilled. For these reasons, the proposed realignment for Route 86 does not disproportionately impact nor does it impose a

disproportionate burden to either the Minority or LIM community, and making this alignment change would permit Omnitrans to remain compliant with its Title VI mandate.

ANALYSIS: Route 202 (sbX) Service on Saturdays, and Concomitant Reductions in Frequency to Route 2 on the Weekends.

An analogous analysis was performed for Route 2 and for sbX. Although these two routes travel along the same alignment and follow very nearly the same pathway their entire route lengths, their respective half-mile pedestrian buffers differ. This is because while sbX has 23 stations at 16 different intersections at roughly one-mile intervals, Route 2 has 116 stops distributed along the entire route at roughly 0.2 mile intervals on average. As a result, the buffers for each route differ, and their respective population demographic profiles would be expected to differ as well. Since this proposed change would affect frequency changes on weekends for an entire route, and involves introducing a BRT route into service for a new day of the week (Saturday), this is considered to be a major service change, and requires a service equity analysis done six months before implementation.

The results of this comparative analysis are shown in the following table:

COMPARISON TO STOPS	TOTAL POP	Minority	Whites	% Minority	Low-Income White (Adjusted)	LIM	% LIM
Population of Service Area (Includes Area within ALL JPA Cities' Limits)	1,489,790	1,099,652	390,138	73.8%	64,265	1,163,917	78.1%
Population of ADA/Access Service Area	1,382,466	1,040,151	342,315	75.2%	57,791	1,097,942	79.4%
Within 1/2-Mile of Any Stop (2018 BSM Stops)	1,256,270	958,010	298,260	76.3%	51,386	1,009,396	80.3%
Route 2: Reduce Weekend Service	62,545	47,459	15,086	75.9%	4,464	51,923	83.0%
Route 202 (sbX): Add Weekend Service	51,792	39,843	11,949	76.9%	3,571	43,414	83.8%

NOTE: Data obtained from ACS 2015 1-year estimate and 3-year average, from US Census Bureau

The demographic profiles of the buffer regions about both routes' respective stops are very similar. In fact, the percent Minority for sbX buffer region would be 76.9% versus 75.9% for Route 2's buffer region. Likewise, the % LIM for sbX buffer region would be 83.8%, while that for Route 2's buffer region is 83.0%. The demographics of the analysis actually favor the sbX profile over that of Route 2: by adding sbX service on Saturdays, Omnitrans would actually be improving service to a larger proportion of Minorities and LIM than would be the case without adding sbX Saturday service. Additionally, the reduction of Route 2 service frequency on Sundays is minimal but necessary to help pay for sbX Saturday service; the reduction would only be ten minutes per trip, as the frequency would change from 20-minutes service to 30-minutes service frequency for that day.

The fact remains, however, that addition of the higher frequency and faster BRT service of sbX would mean reducing frequency of Route 2, which actually serves more stops along the same

alignment. Customers have to weigh, then, two alternatives: higher frequency and faster service (10-minute peak and 15-minute off peak) to fewer numbers of stations, versus lower frequency of service (going from 30-minute to 60-minute frequency) to the greater number of stops along the same alignment.

For most riders, this may not be an either / or prospect. By walking to the nearest Route 2 stop (the distance of which would not change under this regimen), waiting for the Route 2 coach, taking it to the nearest sbX station (essentially synonymous to its complementary Route 2 stop), and then transferring to sbX, the rider may still traverse the length of the E Street corridor faster and in less time than he or she would by using Route 2 alone. So, anyway one looks at the change, transit opportunities for riders in this local community actually increase. Some riders may have to wait longer for one aspect of the total trip (for Route 2), but by transferring to sbX, this wait is largely made up for by the increased service frequency and the faster BRT transit speeds. By making simple transfers, riders still benefit substantially by this arrangement. Furthermore, the demographics support this addition: Minorities (at an increase of 1%) would be better served (76.9% versus 75.9%), and LIM passengers (at an increase of 0.8%) would be better served by the addition of sbX service to Saturdays.

APPENDIX-K: EXCERPTS OF OMNITRANS BOARD AGENDA MINUTES APPROVING EQUITY ANALYSES



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Item #F4 – Supplemental Information

ITEM # F4

DATE: May 6, 2015

TO: Board Chair Alan Wapner and Members of the Omnitrans Board of Directors

THROUGH: P. Scott Graham, CEO/General Manager

FROM: Wendy Williams, Director of Marketing & Planning

SUBJECT: FISCAL YEAR 2016 SERVICE AND MARKETING PLANS

FORM MOTION

Adopt the Omnitrans Fiscal Year 2016 annual Service and Marketing Plans.

These items were reviewed by the Plans and Programs Committee at its April 22, 2015 meeting, and recommended to the Board of Directors for adoption.

BACKGROUND

Each year, the annual Service and Marketing Plans are brought to the Board of Directors as part of the agency's guiding documents for the upcoming fiscal year.

The Service Plan provides an overview of Omnitrans' service offerings and fare policy for Fiscal Year 2016 (FY2016) including an examination of ridership trends, a detailed description of proposed service changes, projected service levels for each Omnitrans' service, fare structure, the outcome of Omnitrans' public input sessions and a summary of the required Title VI service equity analysis.

The FY2016 Service Plan is the Phase II implementation of Omnitrans' OmniConnects FY2015-2020 Short Range Transit Plan (SRTP). OmniConnects was approved by the Omnitrans Board of Directors in May 2014. Omnitrans has utilized lessons learned from the Phase I implementation to slightly modify Phase II. These changes are generally descriptive changes such as modifying route numbers compared to the original plan rather than substantive routing changes.

The FY2016 Service Plan maintains Omnitrans existing family of service including bus rapid

transit (BRT) called sbX, local and express service branded as Omnitrans, community circulators known as OmniGo and Americans with Disabilities Act (ADA) paratransit service operated as Access.

While the family of services is proposed to remain constant in FY2016, there are many proposed changes to the routes that make up the local and express services. Currently, Omnitrans operates Board Chair Alan Wapner and Members of the Omnitrans Board of Directors
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32 fixed routes. During FY2016, Omnitrans proposes to modify 18 of these routes, or 56% of the individual route maps. FY2016 proposed service changes include:

- 1) OmniConnects implementation of West Valley north-south route improvements;
- 2) Routing changes for the opening of the San Bernardino Transit Center;
- 3) Introduction of a weekday, peak-hour, freeway express route on Interstate 10 that connects Downtown San Bernardino, Arrowhead Regional Medical Center, Ontario Mills and the Montclair Transit Center;
- 4) Minor modifications to the Access service area in order to maintain compliance with ADA paratransit regulations; and,
- 5) Shift in the application process for Access service that would have applicants complete a medical verification prior to delivering a completed application in person to Omnitrans.

Omnitrans proposes to maintain the existing fare policy into FY2016. Omnitrans recently raised fares in September 2014 (FY2015).

In bringing the FY2016 Service Element forward for implementation, Omnitrans completed a round of 12 public hearings reaching over 360 individuals. Most of the individuals that participated found the proposals to be an improvement in Omnitrans' service offering.

Omnitrans also completed a Title VI Service Equity analysis as required by the Federal Transit Administration (FTA) for a major service change. The result of this analysis shows that the proposed service changes comply with Title VI Requirements of the Civil Rights Act of 1964.

The Marketing Plan outlines a strategic approach to attracting and retaining customers while maintaining overall community support through the promotion of Omnitrans services and programs. The plan begins with analysis of the marketplace and a review of agency strengths, weaknesses, opportunities, and threats. Key goals are established and marketing strategies are developed to achieve them, utilizing available resources.

Comparing calendar year 2014 to 2013, Omnitrans system ridership declined by 3.9 percent year over year. Through February 2015, Omnitrans system-wide ridership was 6.8 percent below the prior year. This negative trend is driven by a fare increase implemented in September 2014 and gasoline prices that dropped more than 40 percent in the first seven months of the fiscal year. While overall system ridership is down, the sbX/Route 2 corridor posted a 12.4 percent gain compared to Route 2 alone in the prior year.

Positive trends include the increased revenue from pass sales (+9%) and advertising revenue (+12%), and growing use of the NexTrip real-time arrival information system (+45%). Public

awareness of Omnitrans is high, at 92 percent according to a recent survey, up from 85 percent in 2013. Customer satisfaction is 83 percent positive and public opinion is 76 percent favorable. Key objectives for 2015-16 are to generate increased ridership and revenue, while maintaining high levels of customer satisfaction, public awareness and public opinion. To achieve these

(EXCERPT FROM BOARD MEETING AGENDA MINUTES ADOPTING SERVICE PLAN FOR FY2016 IN MAY, 2015; SERVICE PLAN INCLUDED SERVICE EQUITY ANALYSIS FOR SEPTEMBER, 2015 PROPOSED CHANGES)

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F. DISCUSSION ITEMS

1. State of the Agency Presentation

CEO/General Manager P. Scott Graham presented the State of the Agency report, outlining the ways and means Omnitrans will achieve its commitment to hold operational costs below the three percent growth rate without impacting employees or reducing service. In addition, Mr. Graham shared major accomplishments, including opening the San Bernardino Transit Center where we have achieved a 93% satisfaction rating, new bus technologies featuring improved wheelchair restraints and audible turn signals, and continued progress on the West Valley Connector Corridor project.

Member Ramos left the meeting at 8:43 a.m., and returned at 8:45 a.m.

2. Adopt Fiscal Year 2016-2017 Service Plan

Service Planning Manager Jeremiah Bryant presented this item for discussion, highlighting ridership trends, fare structure, phased changes, and proposed service changes.

Member Dailey left the meeting at 8:52 a.m., and returned at 8:57 a.m.

Member Wapner left the meeting at 9:00 a.m., and returned at 9:02 a.m.

Member Riddell left the meeting at 9:10 a.m., and returned at 9:12 a.m.

M/S (Yates/Rogers) that adopted the Omnitrans Fiscal Year 2016-17 annual Service Plan. Motion was unanimous by members present.

3. Adopt Fiscal Year 2016-2017 Budget Plan

M/S (Yates/Gilbreath) that adopted the Omnitrans Fiscal Year 2016-17 Annual Budget. Motion was unanimous by Members present.

4. Approve Administrative Agent Agreement Between Valley Transportation Services (VTrans) and Omnitrans

M/S (Wapner/Dailey) that authorized the CEO/General Manager to execute the Administrative Agent Agreement between Valley Transportation Services (VTrans) and Omnitrans for the period of 5/4/16-7/1/17 in substantially the same format presented in Item F4 with changes to the reimbursement amounts to be negotiated with VTrans and

approved by SANBAG staff.

Member Robertson left the meeting at 9:23 a.m., Member Eaton left the meeting at 9:24 a.m., and Members Gilbreath and Wapner left the meeting at 9:25 a.m.; none of them returned.

5. Authorize Award, Contract FIN16-53, Design-Build-Maintain Compressed Natural Gas (CNG) Infrastructure at East Valley and West Valley Fueling Facilities

(EXCERPT FROM BOARD MEETING AGENDA MINUTES ADOPTING SERVICE PLAN FOR FY2017 IN MAY, 2016; SERVICE PLAN INCLUDED SERVICE EQUITY ANALYSES FOR JANUARY, 2017 PROPOSED CHANGES)

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The consensus of the Board was to establish a Futuristic Subcommittee. Chairman Dailey asked that anyone interested in participating on the Futuristic Subcommittee, contact Omnitrans staff.

The Board received and filed this item.

3. Adopt Fiscal Year 2018-2019 Management Plan

Georganna (Jana) Evans, President/CEO of Exponential-Dynamics, (a consulting firm), presented the FY19 Management Plan and provided a brief overview of the five Strategic Initiatives for FY19.

1. Financial Sustainability & Operational Cost Efficiencies
2. Service Expansion & Funding Growth
3. Technology
4. Safety & Security
5. Workforce Stability

M/S (Hagman/Robles) that supported the Proposed Fiscal Year 2019 Management Plan, which outlines the CEO/General Manager's operational plan on how the initiatives will be achieved. Motion was passed unanimously by Members present.

4. Adopt Fiscal Year 2018-2019 Budget

Treasury Manager, Maurice Mansion, presented the FY2018-2019 Budget.

Member Wapner left the meeting at 9:23 a.m. before the vote and did not return.

M/S (Spagnolo/Hagman) that adopted Omnitrans Fiscal Year 2018-19 Annual Budget. Motion was passed unanimously by Members present.

5. Adopt Fiscal Year 2018-2019 Service Plan

Service Planning Manager, Jeremiah Bryant, presented the Fiscal Year 2018-2019 Service Plan.

M/S (Dutrey/Roberts) that adopted the Omnitrans Fiscal Year 2018-2019 Annual Service Plan. Motion was passed unanimously by Members present.

6. Adopt Fiscal Year 2018-2019 Marketing Plan

Director of Marketing/Planning, Wendy Williams, presented the Fiscal Year 2018-2019 Marketing Plan.

Member Lilburn left the room at 9:39 a.m. and returned at 9:41 a.m.

M/S (Hagman/Gonzales) that adopted the Omnitrans Fiscal Year 2018-2019 Annual Marketing Plan. Motion was passed unanimously by Members present.

(EXCERPT FROM BOARD MEETING AGENDA MINUTES ADOPTING SERVICE PLAN FOR FY2019 IN JUNE, 2018; SERVICE PLAN INCLUDED SERVICE EQUITY ANALYSES FOR SEPTEMBER, 2018 AND JANUARY, 2019 PROPOSED CHANGES, ALREADY SUBMITTED TO BOARD IN MAY, 2018)

APPENDIX-L: HISTORY OF SERVICE CHANGES, 2015 TO 2018

Date	RUNBID	Rt.	Category	Change	WK	SAT	SUN	Description
05/04/2015	2015 May	14	Runtimes	Adjusted				Minor run time adjustments.
05/04/2015	2015 May	20	Runtimes	Adjusted				Minor run time adjustments.
05/04/2015	2015 May	61	Runtimes	Adjusted				Minor run time adjustments.
05/04/2015	2015 May	14	Trips	Adjusted				EB 430 trip adjusted for connections to downtown.
05/04/2015	2015 May	20	Trips	Adjusted				NB 448 trip adjusted for connection.
05/04/2015	2015 May	61	Timepoint	Adjusted				Added another TP for Ontario Mills in both directions.
05/04/2015	2015 May	215	Runtimes	Adjusted	YES			Minor run time adjustments.
09/07/2015	2015 Sep	1	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	2	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	3	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	4	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	7	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	8	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	10	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	11	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	14	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	15	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	215	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	290	TC	Added				Route now serves San Bernardino Transit Center (SBTC)
09/07/2015	2015 Sep	1	Route	Alignment	YES	YES	YES	Realignment from 3rd to 2nd Street to serve SBTC; NE EOL will extend to Victoria & Lynwood, extending service to San Manuel Casino.
09/07/2015	2015 Sep	1	Frequency	Added	YES	YES	YES	Frequency enhanced to 15 minutes.
09/07/2015	2015 Sep	2	Route	Alignment	YES	YES	YES	Realigned to E Street between 6th Street and Rialto Avenue; frequency reduced from 30-minute to 60-minute on weekdays.
09/07/2015	2015 Sep	2	Frequency	Reduced	YES	YES	YES	Realigned to E Street between 6th Street and Rialto Avenue; frequency reduced from 30-minute to 60-minute on weekdays.
09/07/2015	2015 Sep	3	Route	Alignment	YES	YES	YES	Realigned from 4th Street to Rialto to serve SBTC.
09/07/2015	2015 Sep	4	Route	Alignment	YES	YES	YES	Realigned from 4th Street to Rialto to serve SBTC.
09/07/2015	2015 Sep	7	Route	Alignment	YES	YES	YES	Realigned from 5th Street to Rialto to serve SBTC
09/07/2015	2015 Sep	8	Route	Alignment	YES	YES	YES	Routing changes at Tippecanoe and Mill Street, travels to Sierra Way, then Rialto to serve SBTC; former lost elements of Tippecanoe, Sheppard, Del Rosa, 3rd, Palm, etc., will be incorporated into Route 15.
09/07/2015	2015 Sep	10	Route	Alignment	YES	YES	YES	Travels south from Baseline onto G Street, instead of F Street, to now serve SBTC.
09/07/2015	2015 Sep	11	Route	Alignment	YES	YES	YES	Southern EOL of route realigned from G Street to Baseline, D Street, and Rialto to serve SBTC; G Street component will be transferred to route 10.
09/07/2015	2015 Sep	14	Route	Alignment	YES	YES	YES	Realigned from H Street to D Street to serve SBTC.
09/07/2015	2015 Sep	15	Route	Alignment	YES	YES	YES	Major realignment from 9th, D Street, 5th, F Street, to 9th, Del Rosa, Harry Sheppard, Tippecanoe, 3rd, Rialto, to serve SBTC.
09/07/2015	2015 Sep	215	Route	Alignment	YES	YES	YES	Realigned to an EOL along 2nd Street to SBTC.
09/07/2015	2015 Sep	290	Route	Added	YES	YES	YES	Pilot I-10 Freeway Peak Period Express Service. This new route will consist of 15 single-direction peak service trips per weekday along I-10 from SBTC in the East to Montclair Transit Center in the West. It will have only four stops along the way: SBTC, Arrowhead Regional Medical Center, Ontario Mills, and Montclair Transit Center (MTC). This should obviate the current need for transfers to travel between SBTC and MTC, and should roughly halve the current travel time.
09/07/2015	2015 Sep	63	Route	Eliminated	YES	YES	YES	Route 63 eliminated. Route segments will be renumbered, moved to 61, 84, and 86.
09/07/2015	2015 Sep	65	Route	Eliminated	YES	YES	YES	Route 65 eliminated. Route segments will be renumbered, moved to 85, 88.

Date	RUNBID	Rt.	Category	Change	WK	SAT	SUN	Description
09/07/2015	2015 Sep	67	Route	Alignment	YES	YES	YES	Western most EOL will change from Baseline, Campus, 19th, Mountain, 7th, Central, Richton, Montclair Transit Center, to Baseline, Archibald, Lemon, Haven, to Chaffey College Transit Center. This provides for direct routing from Fontana Metrolink to Chaffey College. Campus to Mountain portion will be moved to Route 84.
09/07/2015	2015 Sep	67	Route	Interlined	YES			Route 67 & 80 interline - Weekday only, Route 67 does not run on the Weekends
09/07/2015	2015 Sep	68	Route	Eliminated	YES	YES	YES	Route 68 eliminated. Route segments will be renumbered, moved to 85, 88.
09/07/2015	2015 Sep	80	Route	Alignment	YES	YES	YES	Service will connect Chaffey College directly to downtown Ontario. The Holt to Mountain to PaloVerde to Monte Vista to Richton to Montclair section will be reapportioned to routes 61, 84, 85, and 88.
09/07/2015	2015 Sep	80	Route	Interlined	YES		YES	Route 67 & 80 interline - Weekday only Route 85 & 80 interline - Sunday only
09/07/2015	2015 Sep	81	Route	Alignment	YES	YES	YES	Service will be streamlined dramatically. Northern portion of run will be realigned along Haven from Chaffey College to Ontario Mills to Riverside Drive, then will be realigned along Riverside more directly to Chino Transit Center. Former elements of the route will be incorporated into routes 82 and 85 (from Banyan to Ontario Mills), and to route 86 (from Vineyard to Ontario Civic Center).
09/07/2015	2015 Sep	81	Route	Interlined		YES		Route 85 & 81 interline - Saturday only
09/07/2015	2015 Sep	82	Route	Alignment	YES	YES	YES	Western portion of this route will be moved from Haven to Milliken, connecting Jurupa and Milliken to Ontario Mills to Victorian Gardens. The former western portion of the route along Haven to Rancho Cucamonga Civic Center will be picked up by realigned Route 81.
09/07/2015	2015 Sep	83	Route	Alignment	YES	YES	YES	Service extends to provide service to the College Park area of Chino, reducing turns and making it more efficient and timely.
09/07/2015	2015 Sep	83	Route	Interlined	YES	YES	YES	Route 83 & 84 - ALL day types
09/07/2015	2015 Sep	84	Route	Added	YES	YES	YES	New route. Originally derived from portions of former route 63, it realigns and straightens; most of the old route 63 components are moved to new route 86 or are incorporated into routes 61 and 81. This new route provides direct and continuous north-south service along majority of Mountain Avenue, connecting Chino, Ontario, and Upland.
09/07/2015	2015 Sep	84	Route	Interlined	YES	YES	YES	Route 83 & 84 - ALL day types
09/07/2015	2015 Sep	85	Route	Added	YES	YES	YES	New route. Incorporates many of the services currently provided by routes 65, 68, and 81. Will provide 30-minute weekday service between Chino Transit Center and Chaffey College on Central, Arrow, and Milliken.
09/07/2015	2015 Sep	85	Route	Interlined		YES	YES	Route 85 & 80 interline - Sunday only Route 85 & 81 interline - Saturday only
09/07/2015	2015 Sep	86	Route	Added	YES	YES	YES	New route that incorporates portions of current routes 63 and 81, and which will connect Ontario and Upland, near the San Antonio Hospital by way of Vineyard and Campus avenues.
09/07/2015	2015 Sep	88	Route	Added	YES	YES	YES	New route. Will provide 60-minute service on Ramona Avenue, connecting Montclair Transit Center to Chino Hills by incorporating salient elements of old routes 65 and 68.
01/04/2016	2016 Jan	1	Runtimes	Adjusted	YES	YES	YES	Runtime adjustments made to all times, all days.
01/04/2016	2016 Jan	2	Trips	Adjusted	YES			Adjusted 430, 530, 630 SB trips.
01/04/2016	2016 Jan	2	Trips	Added		YES		Added a 623 NB trip from the VA.
01/04/2016	2016 Jan	5	Trips	Adjusted	YES			Adjusted NB 546 trip.
01/04/2016	2016 Jan	8	Trips	Adjusted	YES			Adjusted EB 615 trip.
01/04/2016	2016 Jan	10	Trips	Adjusted	YES			Adjusted WB 627 and EB 728 trips.
01/04/2016	2016 Jan	15	Trips	Adjusted	YES			Adjusted WB 515 trip.
01/04/2016	2016 Jan	19	Trips	Adjusted	YES			Adjusted EB 1301 school trip.
01/04/2016	2016 Jan	80	Trips	Adjusted	YES			Adjusted the 1404 and 2004 SB trip.
01/04/2016	2016 Jan	81	Runtimes	Adjusted	YES			Weekday schedule adjusted to 30 minutes for peak times.
01/04/2016	2016 Jan	82	Timepoint	Adjusted	YES	YES	YES	EOL schedule has been changed for all days.
01/04/2016	2016 Jan	83	Timepoint	Added	YES	YES	YES	Time point added to Euclid and Philadelphia.
01/04/2016	2016 Jan	85	Trips	Added	YES			Added 431 SB trip from MCTC; customer request met; trip addition reduced Guarantee Time on the shift.
01/04/2016	2016 Jan	85	Route	Alignment	YES	YES	YES	No longer serving the Rancho DMV, no need to turn from 9th to Helm.
01/04/2016	2016 Jan	86	Runtimes	Adjusted	YES			Shifted NB trips by 3 min for better connections.
01/04/2016	2016 Jan	215	Trips	Added		YES		Added NB 2205 trip.
01/04/2016	2016 Jan	290	Runtimes	Adjusted	YES			Minor time adjustment to weekday schedules.
01/04/2016	2016 Jan	325	Runtimes	Adjusted	YES	YES	YES	Runtime adjustments made to all times, all days.

Date	RUNBID	Rt.	Category	Change	WK	SAT	SUN	Description
05/02/2016	2016 May	2	Runtimes	Adjusted	YES	YES		Minor time adjustments made to enhance travel times to and from SBTC
05/02/2016	2016 May	3	Runtimes	Adjusted	YES	YES	YES	Minor time adjustments made to enhance travel times to and from SBTC
05/02/2016	2016 May	4	Runtimes	Adjusted	YES	YES	YES	Minor time adjustments made to enhance travel times to and from SBTC
05/02/2016	2016 May	5	Runtimes	Adjusted	YES			Minor runtime adjustments made to weekday schedule.
05/02/2016	2016 May	7	Runtimes	Adjusted	YES			Minor time adjustments made to enhance travel times to and from SBTC
05/02/2016	2016 May	8	Runtimes	Adjusted	YES	YES		Minor time adjustments made to enhance travel times to and from SBTC
05/02/2016	2016 May	10	Runtimes	Adjusted	YES	YES		Minor time adjustments made to enhance travel times to and from SBTC
05/02/2016	2016 May	11	Runtimes	Adjusted	YES	YES		Minor time adjustments made to enhance travel times to and from SBTC
05/02/2016	2016 May	14	Runtimes	Adjusted	YES	YES	YES	Minor time adjustments made to enhance travel times to and from SBTC
05/02/2016	2016 May	15	Runtimes	Adjusted	YES	YES		Minor time adjustments made to enhance travel times to and from SBTC
05/02/2016	2016 May	15	Trips	Added		YES		A new AM trip from Redlands Mall has been added to the Saturday schedule.
05/02/2016	2016 May	61	Route	Alignment	YES			The long-term detour has been lifted on south Vineyard Avenue in Ontario. The route will resume normal routing along Archibald and Holt. Minor schedule adjustments made to weekday schedules.
05/02/2016	2016 May	61	Runtimes	Adjusted	YES			Slipped headway to 16 min instead of 15 min between 12pm and 4:59pm. Also, Recovery Time is 1min each direction at Ontario Mills.
05/02/2016	2016 May	61	Trips	Added	YES			New AM trips
05/02/2016	2016 May	67	Runtimes	Adjusted	YES			Took 3 min off Baseline/Archibald and added 3 min to Baseline/Cherry WB direction. Shifted trip for connection with RT 20 at FOML. 67 left at 5:55, now leaves at 6:00am
05/02/2016	2016 May	85	Runtimes	Adjusted	YES	YES	YES	Minor schedule adjustments to all schedules.
05/02/2016	2016 May	325	Runtimes	Adjusted	YES			Minor schedule adjustment to weekday schedule.
09/06/2016	2016 Sep	8	Runtimes	Adjusted	YES			Minor changes made to this route.
09/06/2016	2016 Sep	11	Runtimes	Adjusted	YES			Minor changes made to this route.
09/06/2016	2016 Sep	14	Trips	Adjusted	YES			Adjusted WB 343 and 415 trip for timed transfers.
09/06/2016	2016 Sep	14	Trips	Added			YES	Added EB 1908 trip.
09/06/2016	2016 Sep	19	Trips	Adjusted	YES			Weekday schedule adjusted for improved transfers with Route 8 at Crafton Hills.
09/06/2016	2016 Sep	67	Tripper	Eliminated	YES			Early AM tripper service to Etiwanda High School has been eliminated. The 3:32 PM tripper will remain.
09/06/2016	2016 Sep	80	Route	Alignment	YES	YES	YES	Service added to Ontario Intl. Airport via Holt and Airport Drive. Service had been discontinued to downtown Ontario.
09/06/2016	2016 Sep	80	Runtimes	Adjusted	YES	YES	YES	Runtime adjustments made due to realignment to Ontario International Airport.
09/06/2016	2016 Sep	82	Trips	Adjusted	YES			Weekday schedule has been adjusted to help serve Summit High School.
09/06/2016	2016 Sep	83	Runtimes	Adjusted	YES	YES	YES	Minor changes made to this route.
09/06/2016	2016 Sep	84	Runtimes	Adjusted	YES	YES	YES	Minor changes made to this route.
09/06/2016	2016 Sep	290	Span	Added	YES			Service has been expanded to include more mid-day trips.
09/06/2016	2016 Sep	325	Runtimes	Adjusted	YES			Adjusted runtime for connection with RTA.
01/02/2017	2017 Jan	3	Runtimes	Adjusted	YES			Minor runtime adjustments made WB between Boulder/Baseling & Highland/Waterman Early am trips
01/02/2017	2017 Jan	4	Runtimes	Adjusted	YES			Minor runtime adjustment made EB between 17th/Med Ctr & Highland/Waterman Early am trips
01/02/2017	2017 Jan	8	Runtimes	Adjusted	YES			Minor runtime adjustments AM for transfers @SBTC w/290 reconnected blk 4/5 blk 4 was interlined w/215
01/02/2017	2017 Jan	15	Trips	Added	YES			Added EB trip from Fontana TC-SBTC @ 1935-2021 connect to EB 2036 @SBTC
01/02/2017	2017 Jan	19	Runtimes	Adjusted	YES			Minor runtime adjustments EB between MtVn/Cntr Pt & VA, RdInd Mal/Craftn WB between YucpaTC/Craftn Couple of AM trips Craftn/RdInd Mal & MtVn/Cntr Pt & ARMC
01/02/2017	2017 Jan	215	Route	Alignment	YES	YES	YES	Routing change in Riverside RTA TC closes. Mission/Market/University stop @ University/Lemon then to Riverside Metolink
01/08/2017	2017 Jan	215	Runtimes	Adjusted	YES	YES	YES	Runtime adjusted 1 min less SB 2 min more NB
01/02/2017	2017 Jan	290	Runtimes	Adjusted	YES			Minor runtime adjustments for transfers @ SBTCw/215 MCTCw/Metolink
01/02/2017	2017 Jan	66	Runtimes	Adjusted		YES		Runtime adjustments made to all trips. Maintained trip departures from Montclair TC. Eliminated 1 BLK, changed from 6 to 5 BLKS, so a bus is reduced and saved for the moment, also saved revenue hours.

Date	RUNBID	Rt.	Category	Change	WK	SAT	SUN	Description
01/02/2017	2017 Jan	66	Trips	Added		YES		3 additional WB trips were added, 6:47, 18:47, 19:47. 2 additional EB trips were added, 20:00, 20:30.
01/02/2017	2017 Jan	80	Trips	Adjusted	YES			I broke a school connection for Wednesdays in changing the schedule to do the route change to the airport SEPT 2016 BID. That trip connection will be reinstated permanently in the BB for JAN 2017. SB trip was changed from 14:08 to 14:14 for RT 80. Did not affect any other trip or break.
01/02/2017	2017 Jan	81	Trips	Adjusted	YES	YES		Trip adjustments to improve connections at Chino TC, specifically to meet RT 88 SB (to Chino Hills). This change did not affect the connection at Riverside/Vineyard with RT 86 NB. Trip adjusted to connect 1 student going EB to Colony HS - 7:02 trip - will monitor to see if student is late considering a walk of nearly 8-10 min btw the stop and HS.
01/02/2017	2017 Jan	82	Trips	Adjusted	YES			Fontana Unified high schools now exit at a uniform time, 2:30 p.m. So we adjusted the schedule to ensure/give more time for students to get to the bus. At EB 14:40 is Henry J. Kaiser High School (now students will get 10 min to get to the bus instead of 5 min (5 min assumes no schedule change). On the same trip, at 14:52 is Jurupa Hills High School. Students will have to wait longer to accomplish arrival time at Kaiser HS. Changes did not negatively affect arrival bell times in the A.M.
01/02/2017	2017 Jan	82	Runtimes	Adjusted	YES			Runtime adjustments based on Runtime Report and to improve transfers at Fontana TC.
01/02/2017	2017 Jan	83	Trips	Adjusted		YES	YES	Trip adjustments to improve connections at Chino TC.
01/02/2017	2017 Jan	84	Trips	Adjusted		YES	YES	Trip adjustments to improve connections at Chino TC.
01/02/2017	2017 Jan	85	Trips	Adjusted	YES	YES	YES	Trip adjustments for improved transfers at Chino TC and Montclair TC.
01/02/2017	2017 Jan	86	Trips	Adjusted	YES			Trip adjustments to create a new timed transfer at San Antonio Hospital to Route 85 NB and SB. Does not break connection with RT 81 at Riverside/Vineyard.
01/02/2017	2017 Jan	88	Trips	Adjusted	YES	YES	YES	Trip adjustments to improve connections at Chino TC and Montclair TC.
01/02/2017	2017 Jan	365	Runtimes	Adjusted	YES	YES	YES	Runtime adjustments to reduce slack built into the schedule; maintained connections with the schools on weekdays and improved connections at Chino TC.
01/02/2017	2017 Jan	365	Trips	Eliminated	YES			On weekdays, the last trip in each direction were eliminated.
01/02/2017	2017 Jan	365	Tripper	Added	YES			Tripper added to the HS - now 2 cutaways serve the PM HS bell time. Second cutaway turns into ACCESS after reaching EOL.
05/01/2017	2017 May	1	Trips	Added		YES	YES	Added a SB 6:25 trip
05/01/2017	2017 May	2	Runtimes	Adjusted	YES	YES	YES	Runtime adjustment with dwell at SBTC for timed transfers. Adjusted the NB pull time for transfers at the VA.
05/01/2017	2017 May	8	Route	Alignment	YES	YES	YES	Will now travel on Center Ave. in Redlands as it is safer; will not miss any stops, or runtime.
05/01/2017	2017 May	11	Runtimes	Adjusted	YES			Minor runtime adjustment
05/01/2017	2017 May	14	Trips	Added			YES	Added a 18:48 WB and a 19:48 EB trip for transfers.
05/01/2017	2017 May	19	Trips	Adjusted	YES			Adjusted the 6:20 WB trip for a timed transfer.
05/01/2017	2017 May	20	Runtimes	Adjusted	YES			Minor runtime adjustment for transfers.
05/01/2017	2017 May	208	Route	Added	YES			New route; SBTC, Redlands Mall & Yucaipa TC are the timepoints. Current peak hour service only.
05/01/2017	2017 May	208	TC	Bay	YES			RT 290 bay at SBTC will be shared and Yucaipa TC bay has been assigned.
05/01/2017	2017 May	215	Trips	Adjusted	YES			Weekday SB trips adjusted to reduce overlapping layover with RTA University and Lemon stop. Trips 15:10, 15:31 and 15:52 were adjusted.
05/01/2017	2017 May	215	Trips	Added			YES	Added a SB 6:38 trip.
05/01/2017	2017 May	215	Route	Alignment	YES	YES	YES	Removed the Sperry/Mt.Vernon and Valley loop and kept the Washington /Mt. Vernon loop.
05/01/2017	2017 May	290	Route	Alignment	YES	YES	YES	290 will now travel down G St. in downtown SB instead of F St. for faster/safer service.
05/01/2017	2017 May	61	Timepoint	Eliminated	YES	YES	YES	Timepoint eliminated at Holt/Mills.
05/01/2017	2017 May	61	Timepoint	Added	YES	YES	YES	Timepoint added at Holt/Ramona.
05/01/2017	2017 May	61	Trips	Added		YES	YES	Added 1 AM trip EB & WB for both Sat and Sun. Total 4 AM trips added.
05/01/2017	2017 May	80	Runtimes	Adjusted	YES	YES	YES	Runtime adjustment from Vineyard/Holt to ONT 2 terminal, reduced time by 1 min.
05/01/2017	2017 May	80	Trips	Eliminated		YES		Eliminated first NB trip (4:42) due to <1 ridership a Saturday.
05/01/2017	2017 May	81	Trips	Eliminated	YES			Eliminated 50% of the short trips based on SPC recommendation. These 8-single trips were selected by lowest ridership.
05/01/2017	2017 May	81	Runtimes	Adjusted	YES			Runtime adjustments to remaining trips, based on 2 Run Cycles.
05/01/2017	2017 May	81	Trips	Adjusted	YES			Timed 1 AM trip to the Colony HS bell schedule. Rest of the trips were adjusted to mesh with the runtime adjustments. No transfers elsewhere were broken.
05/01/2017	2017 May	81	Runtimes	Adjusted		YES		Runtime adjustments based on 2 Run Cycles (runtime report).

Date	RUNBID	Rt.	Category	Change	WK	SAT	SUN	Description
05/01/2017	2017 May	85	Trips	Adjusted	YES			Adjusted 3 AM trip start times to connect with 81 NB (the adjusted Colony HS trip) and to not overlap at Chino TC.
05/01/2017	2017 May	88	Timepoint	Added	YES	YES	YES	Timepoint added at Ramona/Holt SB & NB to connect with the 61 new Timepoint at Holt/Ramona. No runtime adjustments.
05/01/2017	2017 May	365	Timepoint	Eliminated	YES	YES	YES	Timepoint eliminated at Los Serranos @ "X".
05/01/2017	2017 May	365	Timepoint	Added	YES	YES	YES	Timepoint added at Central/Fairfield SB & NB.
09/04/2017	2017 Sep	1	TC	Bay	YES	YES	YES	RT 1 bay at SBTC changed; NB direction only
09/04/2017	2017 Sep	1	Runtimes	Adjusted				
09/04/2017	2017 Sep	8	Tripper	Added	YES			Tripper to the Amazon Warehouse Tripper in San Bernardino added.
09/04/2017	2017 Sep	15	TC	Bay	YES	YES	YES	RT 15 bay at SBTC changed; both directions
09/04/2017	2017 Sep	15	Runtimes	Adjusted				
09/04/2017	2017 Sep	215	Runtimes	Adjusted	YES	YES	YES	
09/04/2017	2017 Sep	202	Span	Added	YES			Added morning and night span; now 5am - 10pm service hours
09/04/2017	2017 Sep	61	Route	Alignment	YES	YES	YES	Route 61 will now travel into Ontario Intl. Airport Terminals, share stops with Route 80, at T2 and T4 bus stops.
09/04/2017	2017 Sep	61	Runtimes	Adjusted	YES	YES	YES	Runtime adjustments made due to realignment to Ontario International Airport.
09/04/2017	2017 Sep	66	Runtimes	Adjusted	YES			Runtimes adjusted to save revenue hours from RT 66 Wkday only. Block starts later in the day/peak times.
09/04/2017	2017 Sep	83	Timepoint	Added	YES	YES	YES	Timepoint added at Euclid/Philadelphia NB & SB.
09/04/2017	2017 Sep	88	Runtimes	Adjusted	YES	YES	YES	Runtimes adjusted Wkday to pull out later NB to reduce arriving early at Chino TC. Runtime shortened NB from Ramona/Holt to MCTC to prevent Metrolink riders from arriving late to MCTC
01/01/2018	2018 Jan	2	TC	Bay	YES	YES	YES	RT 2 NB and SB at SBTC changed from Bay 4 to SBTC 5. RTA (200) will be joining SBTC.
01/01/2018	2018 Jan	5	Trips	Adjusted	YES			4:45 adjusted to 4:39 for connections with RT 19
01/01/2018	2018 Jan	5	Runtimes	Adjusted	YES			Runtimes adjusted
01/01/2018	2018 Jan	7	TC	Bay	YES	YES	YES	RT 7 bay changed at SBTC from Bay 3 to SBTC 4. RTA (200) will be joining SBTC.
01/01/2018	2018 Jan	8	TC	Bay	YES	YES	YES	RT 8 bay changed at SBTC from Bay 3 to SBTC 4
01/01/2018	2018 Jan	10	Runtimes	Adjusted	YES	YES	YES	Minor runtimes adjustments to reduce dwell time
01/01/2018	2018 Jan	11	TC	Bay	YES	YES	YES	RT 11 bay changed at SBTC from Bay 4 to SBTC 5
01/01/2018	2018 Jan	15	TC	Bay	YES	YES	YES	RT 15 WB ONLY bay changed at SBTC from Bay 5 to SBTC 6
01/01/2018	2018 Jan	202	Runtimes	Adjusted	YES			Minor runtime adjustments
01/01/2018	2018 Jan	208	Trips	Adjusted	YES			18:03 EB trip adjusted for transfers at SBTC
01/01/2018	2018 Jan	215	Runtimes	Adjusted	YES			Minor runtime adjustments
01/01/2018	2018 Jan	67	Trips	Adjusted	YES			EB 602 now starts at 553; EB 6:58 now starts 6:53 (operator suggestion to avoid school traffic on Walnut - previously trip was this and did no encounter traffic). All other EB trips shifted 3 min earlier. BRK at FOML is now 5 min instead of 10.
01/01/2018	2018 Jan	67	Runtimes	Adjusted	YES			EB runtimes were adjusted. Added 1 min between Baseline/Cherry and Baseline/Archibald
01/01/2018	2018 Jan	67	Route	Interlined	YES			67/80 interline broken - 67 now interlined with 85 Weekdays.
01/01/2018	2018 Jan	80	Runtimes	Adjusted	YES			NB trips 1854 & 1952 1 min was added to VINY/FTHL from VINY/HOLT
01/01/2018	2018 Jan	80	Route	Interlined	YES			67/80 interline broken - 80 now interlined with 81 Weekdays.
01/01/2018	2018 Jan	81	Runtimes	Adjusted	YES			Runtimes adjusted and given time where it was warranted, including short trips.
01/01/2018	2018 Jan	81	Trips	Adjusted	YES			Trip times were cleaned without breaking transfers for Colony HS (657 to now 655). RIV/VINY connection to 86 was priority - do not break. Trips were adjusted to also make more connections in Chino TC.
01/01/2018	2018 Jan	81	Route	Interlined	YES			81 is now interlined with 85 Weekdays. Was not previously interlined.
01/01/2018	2018 Jan	83	Trips	Adjusted	YES			Trips were adjusted 2 min later from Chino TC (departed at 55 now depart at 57) to have connections from 81 to 83. No runtime adjustments. BRK was squeezed at 19th/Campus where 83 turns into 84 SB. BRK was still compliant.
01/01/2018	2018 Jan	85	Route	Interlined	YES			85 is now interlined with 81 Weekdays. Was not previously interlined.
01/01/2018	2018 Jan	85	Runtimes	Adjusted	YES			Runtimes adjusted and given time where it was warranted.
01/01/2018	2018 Jan	85	Trips	Adjusted	YES			Trips were adjusted/cleaned. Better connections from 85 to 83 and 84 at Chino TC.

Date	RUNBID	Rt.	Category	Change	WK	SAT	SUN	Description
01/01/2018	2018 Jan	88	Runtimes	Adjusted	YES			Runtimes adjusted and given time where it was warranted.
01/01/2018	2018 Jan	88	Trips	Adjusted	YES			Shifted SB trips only to earlier depart. Was 39-42 throughout the day to now 33-39, so 6 min difference. Driver was getting stuck in school traffic and recommended to push trips back to what they were before. Also employees at Grand/Pipeline recalled arriving earlier to their employment and also recommended to push trips back to what they were before. Because of this connections with the 365 also look better for connections in both directions.
05/01/2018	2018 May	1	Route	Alignment	YES	YES	YES	NB map shows using E St. can use F St. No schedule changes
05/01/2018	2018 May	2	Trips	Adjusted		YES	YES	Adjusted arrivals/departs from SBTC to not overlap bc RT 2 shares same bay, has higher frequency than weekdays.
05/01/2018	2018 May	3	Trips	Adjusted		YES	YES	Adjusted early arrival/departs from SBTC for OTP improvement.
05/01/2018	2018 May	14	Trips	Adjusted	YES			Adjusted WB 18:14 trip for BRK compliance; EB 19:03 reblocked and adjusted to be compliant.
05/01/2018	2018 May	15	Trips	Adjusted	YES			Adjusted WB 6:07, 6:45, and trips between 14:38-17:08 trips for OTP improvement.
05/01/2018	2018 May	20	Trips	Adjusted	YES			Adjusted SB 7:02, 14:25, 15:25 for school traffic.
05/01/2018	2018 May	61	Trips	Adjusted	YES			Adjusted trip WB trips 4:39 and 5:37; now 4:45 and 5:42, for RT 14 to RT 61 connections going west.
05/01/2018	2018 May	61	Runtimes	Adjusted	YES	YES		Runtimes adjusted per runtime report.
05/01/2018	2018 May	66	Runtimes	Adjusted	YES	YES		Runtimes adjusted per runtime report.
05/01/2018	2018 May	81	TC	Eliminated	YES	YES		Route 81 to swap bays with Route 365 at Chino; no schedule changes.
05/01/2018	2018 May	82	Frequency	Reduced		YES		Frequency reduced from 65 to 70min to improve OTP and customer reliability per actual runtimes.
05/01/2018	2018 May	86	Trips	Adjusted	YES			All SB trips shifted uniformly by 4min. San Antonio Hosp. departs were all 0:50 now 0:54 to squeeze dwell time, due to safety concern by operators at Riv/Viny TP. Riv/Viny now gets 1 min BRK and 2 recovery minutes.
05/01/2018	2018 May	88	Timepoint	Adjusted	YES	YES	YES	Timepoint name just changed. No schedule changes. Name was Grand/Civic Center, now Grand/City Center. Need to change NODE name though in BSM.
05/01/2018	2018 May	202	Runtimes	Adjusted	YES			Runtimes adjusted for improved transfers at VA, SB 9:58-13:42 trips.
05/01/2018	2018 May	208	Trips	Added	YES			Additional trips; EB 7:20 & 17:00; WB 7:20 & 18:10
05/01/2018	2018 May	215	Trips	Adjusted	YES			Adjusted SB 6:25-7:45, 15:14-18:01; NB 6:49-8:10; all for improved OTP.
05/01/2018	2018 May	215	Trips	Adjusted		YES	YES	Shifted trips to avoid overlap at SBTC for early arrivals.
05/01/2018	2018 May	365	TC	Bay	YES	YES	YES	Route 365 to switch bays with Route 81 at Chino TC.

APPENDIX-M: RECORD OF COMPLAINTS RECEIVED IN TRAPEZE COM, 2015 TO 2018

Appendix M: RECORD OF DISCRIMINATION COMPLAINTS WITH OMNITRANS

Putative Title VI Complaints Received via Trapeze COM, 2015 to 2018

2015

ID: 17519 1/9/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER STATES SHE WAS ON BOARD THE BUS EATING A BAG OF CHIPS DRIVER CAME BACK TO THE BUS AND TOLD HER THERE'S NO EATING OR DRINKING ON THE BUS SHE SAID OK I'LL PUT THEM AWAY CUSTOMER STATES SHE SAW A MEXICAN MAN WITH A CUP OF COFFEE AND SAT ALL THE WAY TO THE BACK OF THE BUS PASSENGER WAS DRINKING HIS COFFEE AND DRIVER DIDN'T SAY ANYTHING TO HIM THEN SHE STATES A LADY CAME IN WITH A BOTTLE WATER AND SHE WAS DRINKING HER WATER ON THE BUS AND DRIVER DIDN'T SAY ANYTHING TO HER CUSTOMER FEELS SHE WAS DISCRIMINATED FOR BEING BLACK SINCE THE OTHER PASSENGERS WERE MEXICANS LIKE THE DRIVER THATS WHY DRIVER DIDIN'T SAY ANYTHING TO THEM SHE FEELS THAT IF DRIVER IS GOING TO FOLLOW THE RULES IT SHOULD BE FOR EVERYONE (Investigator).

Investigator comments: All the information for this investigation was obtained through TM play back, headways and viewing video. This is not a valid complaint Video showed that the operator did state to this passenger that there was no eating on the coach, but he did not witness any other passengers eating or drinking. There was one passenger that was sitting to the right of the Operator in the wheelchair area closest to the front door that took one sip of bottled water with a cap, but the Operator was paying attention to the traffic when this occurred not looking to his right. I have included photos to show what the driver was doing as she sipped her water. No comment needed from the operator the video shows that he was not aware that the other passenger had sipped her water.

Recommendation: Please explain to the caller that our policy is that there is no eating or drinking on the coach. In the past there have been accidental spills, and food and paper left behind on the coach for the driver to clean up or for another passenger to sit in. The agency does allow bottled water with a cap on the bus.

Coach Operator just doing his job, exonerated. Not counseled. Date closed: 1/21/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 17729 2/16/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER STATES THAT OPERATOR (Route 68) BECAME IRATE WHEN SHE ACCIDENTLY CROSSED THE YELLOW LINE AND YELLED AT HER FOR 5 MINUTES. SHE STATES THAT HE WAS RUDE, AGRESSIVE, ALMOST PSYCHO AND SHE FELT DISCRIMINATED AGAINST AS THIS DRIVER WAS VERY NICE TO BLACK PASSENGERS. SHE FURTHER STATES THAT HE WAS TOUCHING A FEMALE PASSENGER WHO WAS TALKING WITH HIM.

Coach Operator spoken with; videotape observed. Did not appear to be a valid discrimination complaint—more of a subjective interpretation on the part of the complainant. Date closed: 4/8/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 17752 2/20/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER REPORTS THAT SHE WAS ASKED TO SEE HER ID BY COACH OPERATOR AFTER SHE SLID IT (Route 68). SHE SHOWED HER ID CARD BUT DIDN'T QUITE UNDERSTAND WHY HE ASKED. SHE OBSERVED THIS CO ALLOWING A WHITE CUSTOMER TO

GET ON WITHOUT SHOWING ID AT A LATER STOP. SHE ALSO OBSERVED THIS SOC BOARDING STUDENTS AT ASPEN/FOOTHILL AND HE ASKED ALL OF THEM TO SEE ID (THEY WERE BLACK). WHEN HE GOT TO HAVEN A WHITE CUSTOMER BOARDED AND HE DID NOT ASK TO SEE HIS ID. AN ELDERLY BLACK MAN BOARDED AND HE ASKED HIM FOR ID. BEHAVIOR IS DISCRIMINATORY AND INAPPROPRIATE MUST BE ADDRESSED. CUSTOEMR BOARDED AGAIN AT FOOTHILL/ASPEN GOING THE OPPOSITE DIRECTION AT 1237 AND HE ASKED TO SEE HER ID AGAIN. CUSTOMER STATES THIS MAN'S ATTITUDE IS DISCRIMINATORY AND CAN'T BELIEVE IT'S HAPPENING. NOTED THIS IS JIM CROW TREATMENT. (Investigator)

Investigator's comments: Checking ID is at the driver's discretion. Operator told me if he knows he has already seen a regular S/D pass, youth pass or GOsmart Student ID he will not ask them again. He looks at the picture on GOsmart student ID's that ride free to verify it is that student. He checks ID for youth passes to verify they are less than 19 years old. He said if he checks more than one person at a time of the same ethnicity is purely coincidental. He does not check anyone's ID paying full fare. Operator denies any discrimination on his part. Please see the attached page. NOT VALID

Coach Operator spoken with; does not appear to be a valid case of discrimination. Date closed: 4/8/2015
CONCLUSION: NOT a Title VI complaint

ID: 17867 3/11/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER WAS WITH A WHEELCHAIR CUSTOMER; HE TRIED TO GET ON WITH WHEELCHAIR CUSTOMER. CO TOLD HIM TO WAIT. CUSTOMER WAS TRYING TO TELL CO THE SITUATION—CO WOULDN'T HEAR IT. CUSTOMER FELT CO WAS DISCRIMINATING AGAINST HIM BY CALLING HIM A BOY (Investigator).

Investigator comments: The information I gathered for this investigation through TM play back, headways, and viewing video, lead me to Operator. He was operating the route #1 run #1 on 03/11/15 coach #0188. According to the video viewed, this Operator was not being rude to this customer it was the other way around. The operator simply asked this passenger not to board the coach until he loads a wheel chair onto the bus. I'm assuming that the reason for that request was because he was not in the driver's seat, and was not able to verify the passenger fare. (It was) he, the passenger, (who) was the one that began to get load stating that he was from L.A. and used a few curse words when talking to the operator while threatening his job. He told the driver to get the F--- out of his way.

There were no comments needed from the operator, the video showed that the operator did nothing wrong, but try to do his job.

Recommendation: Please let the caller know that he can not come aboard the coach and speak to the operators in the manner that he did with this operator. We have the right to refuse such passengers service from riding our buses. The Operators should not have to be subject to such verbal abuse. Furthermore, I did not hear the operator call this passenger a BOY, that must have been an added ingredient to this complaint. The passenger was not being discriminated against that is not a true statement.

Not a valid case of discrimination. Date closed: 4/8/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 17902 3/25/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

MOTHER CALLED AND SAID BUS DRIVER DID NOT LET HER SON ON BOARD THE BUS (Route 61). MOM SAID SON SHOWED HIS DISABLED CARD AND IS DEAF AND DRIVER DID NOT LET HIM ON. MOM IS VERY FURIOUS AND WANTS THIS TO BE A CIVIL RIGHTS CASE (Investigator).

Investigator's comments: I have viewed the video for this incident. It is my observation the CO was doing as instructed. He was asking to see some kind of ID, as outlined in our bus book, verifying eligibility for a reduced fare pass. The passenger did not produce a proper ID. The CO told him he could not use the pass without proper ID. The passenger left the bus of his own volition. He returned a few moments later holding a phone up to the driver. CO reiterated, towards the phone, that proper ID was needed to use the senior/disabled pass. The passenger then left the bus again. The passenger was never asked to leave the bus. NOT VALID.

Not a valid case of discrimination; also, disability cases not under purview of Title VI. Date closed: 3/25/2015 **CONCLUSION: NOT Title VI complaint**

ID: 17962 3/26/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

Incident unclearly reported. Attachment file sent by email is missing, presumed lost.

Where are these attachments? Why are they not accessible anymore?

Not considered a valid case of discrimination. Date closed: 4/21/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 18142 5/01/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

ELDERLY CALLER STATES THAT THIS OPERATOR WAS RUDE AND HURT HER FEELINGS (Route 83, SB). SHE STATES THAT THIS OPERATOR SCREAMED AT HER BECAUSE SHE TRIED TO BUY A DISABLED PASS BUT HAD FORGOTTEN HER I.D. SHE STATES THAT SHE HEARD THE OPERATOR MUMBLE UNDER HER BREATH "WETBACK, THEY WANT EVERYTHING FREE".

If this behavior occurred as claimed, it is unacceptable. Coach Operator counseled. As this is not a repeated pattern, this is not considered to be a Title VI level incident.

Date closed: 6/25/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 18301 6/02/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

THIS DISABLED CALLER INITIALLY STATED THAT HE WAS UPSET BECAUSE THE OPERATOR ASKED HIM FOR HIS DISABLED I.D. AND AFTER I TOLD HIM THAT THE OPERATOR HAS A RIGHT TO ASK HIM HE THEN ADDED THAT SHE TOLD HIM TO "GET YOUR BLACKASS OFF MY BUS" (Investigator).

Investigator comments: Queried video, TM Playback and Route Headways used for investigation. Customer states that CO told him, "Get your black ass off my bus." After querying video of this incident, video archive shows a "not found" message. I will talk to CO who was driving this route and run. I cannot verify this investigation as valid or not valid due to lack of video. Only got COs statement, and she says she would never call her passengers derogatory names.

I talked to Operator about this incident, but, she stated she does not remember being involved in this kind of incident. She also mentioned she respects her customers and would not say something like that to anybody.

Coach Operator counseled. Inconclusive. As this is not a pattern of behavior, it is not considered a Title VI level incident. Date closed: 6/25/2015. **CONCLUSION: NOT a Title VI complaint**

ID: 18431 6/23/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER STATES THAT THIS OPERATOR TREATED BLACK PASSENGERS KINDLY AND EVERYONE ELSE MEAN (Route 61), INCLUDING A COUPLE OF HISPANIC PASSENGERS WHO HE TOLD TO "HURRY UP AND PUT YOUR COINS IN THE FAREBOX" AND TO AN ORIENTAL PASSENGER "I SPEAK ONLY ONE LANGUAGE."

Incident investigated, reclassified as Non-discrimination.

Date closed: 7/8/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 18495 **7/09/2015** **Conclusion: NOT VALID TITLE VI COMPLAINT**

THIS PERSON IS A TRANSGENDER AND SHE WAS STANDING AT BASELINE AND WAS TAKING PICTURES OF THE BUS STOP. SHE SAID SHE LIKED THE BUS STOP. A TALL BLACK MAN WAS STANDING THERE AND SHE THOUGHT HE WAS SECURITY; HE HAD A SMALL TRUCK # 6956. HE HAD A BROWN SHIRT ON AND HE STARTED TELLING HER THAT SHE SHOULD NOT TAKE PICTURES AND PEOPLE LIKE HER SHOULD GO BACK WHERE THEY CAME FROM AND ALSO PEOPLE LIKE HER DISAPPEAR AS WELL. SHE FELT THREATENED AND DISCRIMINATED. SHE WOULD LIKE A FOLLOW UP IN THIS INCIDENT AND A CALL BACK. SHE ALSO SAID THEY CAN LOOK AT THE CAMERA FOR ALL THE DETAILS.

Investigator's comments: PER OPERATIONS THIS IS NOT AN OMNITRANS EMPLOYEE; MOST POSSIBLY A CITY WORKER. MESSAGE LEFT WITH INFORMATION AT PHONE NUMBER LEFT IN THIS CONTACT.

No action taken. Date closed: 8/13/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 18497 **7/10/2015** **Conclusion: NOT VALID TITLE VI COMPLAINT**

CO WOULD NOT LET CUSTOMER BOARD THE BUS (Route 61). CO POINTED AT CUSTOMER AND SHOOK HER FINGER NO. CUSTOMER TOLD EVERYONE TO BOARD THE BUS BUT CUSTOMER. CUSTOMER ASKED CO WHY? WOULDN'T SHE LET HIM BOARD. CO DID NOT RESPOND. CUSTOMER FELT DISCRIMINATED AGAINST AND WOULD LIKE TO KNOW WHY HE WAS SINGLED OUT. CUSTOMER WOULD LIKE A CALL BACK FROM A SUPERVISOR (Investigator).

Investigator's comments: The complainant was riding both directions R61 this day. She did not want to pay & was giving COs a hard time. She was verbally aggressive & insulting to the COs. Supervisors had been sent to help twice but she was gone before they arrived. Dispatch had sent out a message to not transport her anymore this day. She has been a passenger before without issue, but not this day. CO did board all other passengers at Pomona TC.

No action taken. Date closed: 8/19/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 18780 **9/01/2015** **Conclusion: NOT VALID TITLE VI COMPLAINT**

CUSTOMER HAD A DRINK AND CO TOLD CUSTOMER HE COULD NOT GET ON THE BUS. IT WAS NOT WHAT THE CO SAID IT WAS THE WAY HE SAID. CUSTOMER FELT CO WAS DISCRIMINATING CUSTOMER DUE TO HIM BEING HISPANIC. SOMEONE HAD ALREADY GOTTEN ON THE BUS AND SPIILLED A DRINK.

It is against regulations to carry (and drink from) an open drink on the bus; coach operator was just following the rules.

Date closed: 9/16/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 18929 **9/21/2015** **Conclusion: NOT VALID TITLE VI COMPLAINT**

THE WOMAN SAYS THE DRIVER WAS BEING PREJUDICE TOWARDS HER AND HER SON. SHE CALLED THEM THE "N" WORD AND SPOKE FOUL LANGUAGE TO THEM. SHE LET PEOPLE SLIDE THROUGH AHEAD OF THEM AND WAS CATERING TO HISPANICS AND NOT BLACKS.

Called customer and provided feedback number; advised her that this was being forwarded immediately to be addressed. Coach Operator counseled. Date closed: 10/2/2015

This incident was addressed by consultation with the employee. It does not appear to be an unaddressed pattern of behavior out of this employee, and therefore not a Title VI incident. **CONCLUSION: NOT a Title VI complaint**

ID: 18999 9/28/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

THE CUSTOMER SAW THE BUS DRIVER BOARD A PASSENGER WHO WAS NOT AT A BUS STOP AND SHE BELIEVES IT WAS ONLY BECAUSE HE WAS BLACK AND HE KNEW THE PERSON. THE BUS DRIVER THEN DENIED SERVICE TO A MAN AND A WOMAN STANDING WAITING AT A BUS STOP BY SHUTTING THE DOORS ON THEIR FACE. THEY EXCHANGED A FEW WORDS THAT THE WOMAN COULD NOT UNDERSTAND BECAUSE SHE DOES NOT SPEAK ENGLISH (Investigator).

Investigator's comments: I viewed the video, which included two stops prior to the location listed and four stops after the location listed. This did not happen. The driver also said this did not happen. Accusation appears not to be valid.

Date closed: 10/2/2015 CONCLUSION: NOT a Title VI complaint

ID: 19024 9/29/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER STATES THAT SHE HAD PERMISSION FROM SECURITY TO CHARGE HER CELL PHONE AT THE NEW SAN BERNARDINO STATION (SBTC) WHILE SHE WAITED FOR HER BUS AND THAT OPERATOR PULLED THE PLUG FROM THE WALL AND TOLD HER SHE CAN'T DO THAT. SHE TOLD HIM I HAD PERMISSION FROM THE SECURITY GUARD AND HE RESPONDED " I DON'T GIVE A F___ " HE THEN TOLD HER " DO YOU WANT ME TO WRITE IT FOR YOU IN SPANISH"? SHE FELT DISRESPECTED IN FRONT OF HER TWO SMALL KIDS AND FELT THAT SHE WAS DISCRIMINATED BY HIS COMMENT OF "DO YOU WANT ME TO WRITE IT FOR YOU IN SPANISH"?

Action taken: Forwarded to security; CALLED CUSTOMER REGARDING STATUS OF COMPLAINT UNAVAILABLE LEFT CONTACT INFORMATION. Attached results from security department pending.

Coach Operator counseled. Doesn't appear to be repeated pattern. Date closed: 11/9/20105
CONCLUSION: NOT a Title VI complaint

ID: 19112 10/14/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

PASSENGER IS CALLING IT A HATE CRIME AGAINST HER.
SHE IS DISABLED AND IS A REGULAR RIDER. SHE ASKED DRIVER IF SHE CAN LOWER THE RAMP FOR HER AND DRIVER REFUSED. WHEN SHE WAS GETTING OFF ON FOOTHILL/HAVEN, DRIVER LOWERED THE RAMP FOR AN ASIAN LADY. SO WHEN SHE WAS GETTING OFF, PASSENGER ASKED DRIVER TO LOWER THE RAMP AGAIN AND DRIVER REFUSED AGAIN. PASSENGER TOLD DRIVER LOWERED IT FOR THE ASIAN LADY AND DRIVER REPLIED, I WILL LOWER RAMP FOR THE ASIAN LADY, BUT NOT FOR YOU. PASSENGER SAID, DRIVER HATES HER AND IS COMMITTING A HATE CRIME AGAINST HER (Investigator).

Investigator's comments: I reviewed the video for this day and did not find any "hate crimes". The driver actually lowered the ramp prior to the lady approaching the door to leave. However, the driver has reported this lady several times, as being disrespectful and that she calls her names. This is not a valid complaint.

No action taken. Date closed: 10/25/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 19113 10/14/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER (AFRICAN AMERICAN) FELT DISCRIMINATED AGAINST DUE TO CO WAVED HIS HANDS AT CUSTOMER AND DENIED THE CUSTOMER SERVICE (Route 3). CUSTOMER STATES THIS HAPPENS TO HIM ALOT. CUSTOMER WILL BE FILING A LAWSUIT,

CUSTOMER IS ALSO UPSET BECAUSE I COULD NOT PROVIDE HIM WITH THE COACH OPERATORS INFORMATION (Employee ____). CUSTOMER WOULD LIKE A CALL BACK FROM A SUPERVISOR.

Investigation did not bear out customer's complaint. As requested called customer back; pass was sent to address on file.

Coach Operator counseled. Date closed: 12/7/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 19310 11/13/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

WHEN HE GOT ON THE BUS, DRIVER STARTED LECTURING AND YELLING AT HIM. PASSENGER TOLD DRIVER THAT HE IS A GROWN MAN AND THAT SHE SHOULDN'T TALK TO HIM LIKE THAT. DRIVER THEN TOLD PASSENGER GO TAKE SEAT AT THE BACK OF THE BUS. PASSENGER FEELS SINCE HE IS BLACK THAT WAS A RACIAL STATEMENT (Investigator).

Investigator's comments: Not valid. Coach Operator waited for the gentleman to run to the bus after she was already taking off. When he boarded she asked him to step behind the yellow lane. The gentleman took offense to her request and begin to say things to the driver, Operator asked the gentleman to step to the back of the bus so she could concentrate on driving.

Returned customer call and updated customer. Date closed: 12/3/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 19420 12/03/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER WHO STATES THAT SHE IS PART ARAB AND LOOKS PERSIAN THINKS THIS OPERATOR WAS RACIST TOWARD HER BECAUSE OF THE EVENTS OF THE DAY IN SAN BERNARDINO. SHE STATES THAT HE TREATED HER RUDELY AND THEN TOOK OFF QUICKLY ALMOST CAUSING HER TO FALL DOWN. SHE STATES THAT HE TREATED EVERYONE ELSE COURTEOUSLY AND PATIENTLY WAITED FOR THEM TO BE SEATED. FURTHER STATES THAT HE PASSED HER EXIT SHE THINKS PURPOSELY (Investigator).

Investigator's comments: I viewed video for the bus driven by a male in his 50's with greying hair. CO is _____. He passed that location at 1610 in bus 116. The incident did not happen on this bus. The next bus that passed that location at the indicated time of 1625 was driven by a female CO. The bus after that that passed the location at 1640 was driven by a young male CO with black hair. I cannot verify this incident by video or ID a coach operator with the information stated by the complainant. NOT VALID

Date closed: 12/15/2015 **CONCLUSION: NOT a Title VI complaint**

ID: 19461 12/11/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER STATES THAT HE ASSUMES THAT THE OPERATOR (Route 66) WHO MADE EYE CONTACT WITH HIM AND PROCEEDED TO PASS HIM UP DESPITE STANDING AT THE BUS STOP WAS RACIST AGAINST HIM BECAUSE HE WAS WEARING A TURBAN.

No indication that this was more than subjective. However, Coach Operator counseled. This does not rise to the level of a Title VI incident. Date closed: 12/29/2015 **CONCLUSION: NOT a**

Title VI complaint

ID: 19485 12/21/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER STATES HE WAS ON BUS AND HAD HIS 31 DAY PASS. CO GAVE CUSTOMER A HARD TIME HE HAD AN EXPIRED DISABILITY PASS BUT HAD PROOF OF ELIGIBILITY AND PROOF OF INTENT OF RENEWING HIS ID. CO REFUSED TO MOVE THE BUS SAID THAT THE PICTURE ID THAT WAS PROVIDED WAS NOT REALLY CUSTOMER; CO CALLED FOR A SUPERVISOR. SUPERVISOR WAS NASTY AND HAD AN ATTITUDE AND TOLD HIM "YOU PEOPLE WANT FREE RIDES." CUSTOMER STATES THIS WAS DISCRIMINATORY AND UNACCEPTABLE AND HE WILL SEEK AN ATTORNEY. CUSTOMER STATED THAT CO WAS NAMED ____ SHE HAS SHORT HAIR AND GLASSES. SUPERVISOR WAS SLIM APPROXIMATELY SIX FOOT ONE OR TWO WITH SHORT HAIR (Route 15).

Investigator's comments: CUSTOMER PROVIDED PHONE NUMBER FOR CLAIM FORM AS HE INDICATED HE WAS SEEKING LEGAL REPRESENTATION; I INFORMED HIM I WOULD NOT KNOW WHAT THE FORMAL ACTIONS TAKEN FOR THIS CO WOULD BE BUT THAT ALL COMPLAINTS ARE INVESTIGATED AND ADDRESSED. I TOLD HIM I WOULD SEND OUT A REFERENCE NUMBER IN THE MAIL AT ADDRESS PROVIDED FOR HIS RECORDS AND PROVIDED THE NUMBER TO ____ FOR A CLAIM FORM.

This does not appear to be part of a continued, pervasive pattern that the agency has failed to address; in fact, the agency *does* address complaints like these in every case, and follows up. As such, this does not rise to the level of a Title VI violation.

Coach Operator counseled. Date closed: 6/01/2016 **CONCLUSION: NOT a Title VI complaint**

ID: 19486 12/21/2015 Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER STATES THAT HE FELL ASLEEP ON THE BUS (Route 66) AND IS UPSET BECAUSE THE OPERATOR POKED AT HIM TO WAKE HIM UP AND TOLD HIM "NO SLEEPING ON THIS BUS." CALLER STATES THAT THE DRIVER SHOULD NEVER TOUCH A PASSENGER THAT HE MERELY HAD HIS HEAD LEANING TO THE LEFT. HE THINKS THE OPERATOR MAY BE RACIST. HE STATES THAT HE HAS CONTACTED A LAWYER AND THAT IF THE OPERATOR IS NOT FIRED HE WILL RE-CONTACT HIS LAWYER. HE FURTHER STATES THAT HE CAME OUT IN THE NEWS OVER A DISPUTE WITH AN L.A. DRIVER OVER AN INCIDENT.

There is no evidence for this incident being provoked by racism. Some passengers who are homeless will on occasion use the coach as a place to sleep all day long (which is against the rules); driver was within his rights to awaken the passenger, but probably should not have touched the rider. Not a valid complaint.

Coach Operator counseled. Date closed: 12/29/2015 **CONCLUSION: NOT a Title VI complaint**

2016

ID: 19620 1/20/2016 Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER SAYING WE ARE RACIST DUE TO DRIVER CALLED HER A WETBACK AND TODAY DRIVER PASSED HER UP (Route 325, Grand Terrace).

Investigator: Attempted to view videotape, but video hard drive inoperable. Unable to verify accusations.

Coach Operator counseled. No evidence of continuing pattern of discrimination. Date closed: 6/1/2016 **CONCLUSION: NOT a Title VI complaint**

ID: 19719 2/08/2016 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER AND HER HUSBAND WERE WAITING AT BUS STOP (Route 4). DRIVER STOPPED & LET AN AFRO-AMERICAN YOUTH BOARD, BUT TOLD CUSTOMER THAT SHE AND HER HUSBAND WOULD NOT BE ABLE TO BOARD AND PULLED AWAY. HUSBAND IS IN WHEELCHAIR AND CUSTOMER FEELS THAT THE DRIVER DIDN'T WANT TO BE BOTHERED TO BOARD A WHEELCHAIR. HAD TO WAIT FOR THE NEXT BUS.

*Did not appear to be a situation that fell under the definition of a Title VI incident. Coach Operator counseled. Date closed: 4/11/2016. **CONCLUSION: NOT a Title VI complaint***

ID: 19783 2/15/2016 Conclusion: NOT VALID TITLE VI COMPLAINT

Customer had a service animal and was refused service (Route 19); she had documentation and a vest but CO ignored her and took off. Female Coach Operator is African American. (According to the rider) This was willful disregard for customer with disability. She was discriminated against by this coach operator.

Investigator's comments: TM Playback was used to determine that the only African American female driving that route at the time indicated was ____ in coach 1270. She was at the Fontana Metrolink at 0730. This complaint is Not Valid...

Additional Recommendation: Please apologize to the passenger and ask her to please give as much detailed data (i.e., Name, coach number) as possible when reporting a complaint so that we can better investigate the incident.

Discrimination issues covered under Title VI are those involving long-term or systematic discrimination against minorities, but not against disabled. This is more of an ADA situation, if investigation bears it out, which it did not do here. Date closed: 4/11/2016 **CONCLUSION: NOT a Title VI complaint**

ID: 19916 3/07/2016 Conclusion: NOT VALID TITLE VI COMPLAINT

Customer complaint attachment missing. Incident not deemed to be a valid case of discrimination

Where is the attachment? Where is the Investigator's commentary or text?

Date closed: 4/12/2016 **CONCLUSION: NOT a Title VI complaint**

ID: 20087 4/6/2016 Conclusion: NOT VALID TITLE VI COMPLAINT

MS ____ SON IS 20 YRS OLD AND IS GIVEN A DISABLED CARD THROUGH INLAND REGIONAL CENTER AND OUR BUS DRIVERS ARE NOT LETTING HIM GET ON THE BUS. HER SON HAD AUTISM BUT DOES NOT LOOK DISABLED. MOM IS VERY MAD THAT THEY ARE NOT LETTING HIS SON GET ON THE BUS, WHEN HE IS DISABLED. THIS HAPPENED LAST THURSDAY ON RT 81 FROM FOOTHILL/CUCAMONGA AT 1:15PM MOM SAYS THIS HAS HAPPENED MORE THEN ONCE AND WOULD LIKE A CALL BACK. (Investigator)

Call returned; Coach Operator counseled, issue addressed.

Autism discrimination is a situation better addressed via ADA (Americans with Disabilities Act of 1964), but does not meet the criteria of being a Title VI complaint, which addresses only discrimination against minority communities.

Date closed: 5/12/2016 **CONCLUSION: NOT a Title VI complaint**

ID: 20385 6/2/2016 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER STATES A HISPANIC LADY WAS HAVING TROUBLE FINDING HER PASS & DRIVER TOLD HER TO GET OFF BUS AND TAKE THE NEXT BUS WHEN SHE FINDS HER PASS. LATER ON A WHITE LADY BOARDED WITH THE SAME PROBLEM, THE DRIVER ALLOWED HER TO BOARD AND CONTINUED ALONG THE ROUTE UNTIL THE LADY FOUND HER PASS. CALLER FEELS HE SHOULD HAVE SHOWED SAME COURTESY TO THE HISPANIC LADY

NO POSTCARD SENT PER NO ADDRESS PROVIDED Coach Operator counseled.

This is a case of possible discrimination, but nothing seen on tape review. Coach operator counseled. Not a repeated pattern.

Date closed: 6/14/2016 **CONCLUSION: NOT a Title VI complaint**

ID: 20452 6/13/2016 Conclusion: NOT VALID TITLE VI COMPLAINT

CAUCASIAN CALLER STATES THAT THIS OPERATOR OFTEN SHOWS FAVORITISM TOWARD BLACK AND HISPANIC PASSENGERS. HE STATES THAT TODAY THE OPERATOR ILLEGALLY STOPPED THE BUS (NOT A BUS STOP) ACROSS THE STREET FROM A HISPANIC FEMALE AND WAITED FOR HER TO CROSS THE STREET TO GET ON THE BUS. HE FEELS THAT THIS IS NOT FAIR AND WANTS A STOP TO IT. (Route 20, Fontana Metrolink to Kaiser Hospital; occurred at Merrill & Beech intersection)

Coach Operator Counseled. Issue was not part of a pattern.

Date closed: 7/7/2016 **CONCLUSION: NOT a Title VI complaint**

ID: 20836 9/9/2016 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER FELT DISCRIMINATED BECAUSE HE IS HISPANIC. DRIVER WAS VERY RUDE AND WOULD NOT LET HIM BOARD THE BUS EVEN THAT HE WANTED TO PAY WITH A \$20 DOLLAR BILL.

Coach Operator Counseled; no charge recommended. Issue not seen as part of a pattern.

Date closed: 11/23/2016 **CONCLUSION: NOT a Title VI complaint**

ID: 20850 9/12/2016 Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER STATES THAT SHE THINKS THIS OPERATOR IS A RACIST TOWARD HISPANICS AS SHE STATES THAT THIS OPERATOR IS ALWAYS MEAN TO HER. SHE STATES THAT SHE IS AN ELDERLY WOMAN WITH A BAD BACK AND KNEES AND THAT SHE ASKED THE OPERATOR TO DEPLOY THE RAMP BUT SHE WOULDN'T. SHE STATES THAT THE OPERATOR TOLD HER "I'M NOT GOING TO PICK YOU UP TOMORROW". SHE STATES THAT THE OPERATOR TREATS HER LIKE AN ANIMAL AND THAT SHE IS FED UP WITH HER.

Coach Operator counseled; no charge recommended. Issue not seen as part of a pattern, but coach operator counseled.

Date closed: 11/23/2016 **CONCLUSION: NOT a Title VI complaint**

ID: 21129 11/6/2016 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER STATES THAT HER SON WAS WAITING FOR 14E @ FOOTHILL/RIVERSIDE. BUS ARRIVED LATE AT 4:19. DRIVER CLOSED DOOR IN HER SON'S FACE & POINTED AT THE BUS IN FRONT. HE DIDN'T OFFER ANY EXPLANATION. CUSTOMER SAYS SHE KNOWS THIS BUS DRIVER AND FEELS THAT HE IS PREJUDICED AGAINST AFRO-AMERICANS. HE IS ALWAYS RUDE AND SHORT WHEN DEALING WITH AFRO-AMERICANS. SHE SAYS SHE WILL DEAL WITH HIM IF OMNITRANS DOESN'T. (Investigator)

Complaint received in postcard. Reply sent to return address; returned as undeliverable. Coach Operator counseled; incident not seen as reported pattern of abuse.

Coach Operator counseled. Date closed: 11/29/2016 **CONCLUSION: NOT a Title VI complaint**

2017

ID: 21387 1/17/2017 Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER STATES THAT THIS DRIVER OFTEN THREATENS TO CONFISCATE HIS SENIOR PASS. SAY'S THAT SHE DISCRIMINATES AGAINST SENIORS AND WHITE PEOPLE. STATES THAT SHE HAS A BAD ATTITUDE AND NEEDS RE-TRAINING ON PUBLIC RELATIONS.

Return contact made via phone as requested; coach operator counseled. This is not technically a Title VI case, as it does not discriminate against minorities and does not exhibit a long-term pattern of repetition which the agency is not addressing.

Coach Operator counseled. No charge recommended. Date closed: 4/14/2017 **CONCLUSION: NOT a Title VI complaint**

ID: 21699 3/22/2017 Conclusion: NOT VALID TITLE VI COMPLAINT

PLEASE SEE ATTACHED; WILL MAIL IN COMPLAINTS WITH SPECIFIC INFO AS REPORTED CANNOT CONDUCT A FULL INVESTIGATION.

Where is the attachment? Why is this not obtainable anymore? What was the actual complaint?

DOCUMENTATION ONLY _____, _____, CA 92354

Why is there no record of who counseled, how many instances on employee record, etc?

Coach Operator counseled. Date closed: 4/10/2017. **CONCLUSION: NOT a Title VI complaint**

ID: 21801 4/12/2017 Conclusion: NOT VALID TITLE VI COMPLAINT

I am a disabled veteran and a regular rider. Drivers know that I am a regular. ____ is a very rude and impolite driver. I have done my part of being respectful towards him. Today was the final straw when I jogged to the bus so I wouldn't miss it. He let me jog all the way to the bus and I soon as I get to the bus he drove off. He is racist, he treats minorities different than he treats whites, I see it all the time. (Complaint occurred during attempted ride on Route 202, sbX)

No repeated pattern seen; video did not substantiate. Appears to be subjective interpretation on the part of the complainant. Coach Operator spoken to.

Coach Operator counseled. Date closed: 5/2/2017 **CONCLUSION: NOT a Title VI complaint**

ID: 21851 4/26/2017 Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER STATES THAT THIS OPERATOR (Route 81) WOULDN'T ALLOW HER TO RIDE BACK FROM THE CTC TO RANCHO CUCAMONGA WITHOUT REPAYING HER FARE BUT SHE STATES THAT SHE MADE A MISTAKE BOARDING THIS BUS. SHE STATES THAT HE TOLD HER "I DON'T WANT TO HEAR YOUR PROBLEMS" AND MADE HER EXIT THE BUS. SHE STATES THAT SHE HAD TO WALK HOME TO RANCHO CUCAMONGA AND WAS SCARED AND FEARED FOR HER LIFE. SHE FURTHER STATES THAT THIS OPERATOR IS RACIST TOWARD BLACK PEOPLE AS SHE IS A BLACK/HISPANIC FROM SOUTH AMERICA. (Investigator ____)
Complainant: _____.

Investigator commentary: I viewed the video for this day, time, route & location. Incident did not occur in the parameters stated by the complainant. NOT VALID

Coach Operator not counseled. Date closed: 5/3/2017 **CONCLUSION: NOT a Title VI complaint**

ID: 21938

5/13/2017

Conclusion: NOT VALID TITLE VI COMPLAINT

Name of Complainant: _____. City of Residence: Possibly _____ Phone Contact: (Number given but withheld)

Route involved: Route 1, SB Location: 2nd and D Streets Employee ____ Coach #: 0111 Investigators: _____.

CUSTOMER STATES THAT WHEN HE & COMPANION BOARDED THE BUS THE DRIVER SAID SHE COULDN'T HONOR THE ACCESS CARD & CHARGE HIM FARE FOR DISABLED. THAT BOTH HE AND HIS COMPANION WOULD HAVE TO PAY FULL FARE. HE HAS USED THIS SAME ACCESS CARD FOR HIMSELF AND SINCE HE HAS PCA ON HIS ACCESS HIS COMPANION HAS BEEN ALLOWED TO ACCOMPANY HIM WITHOUT HAVING TO PAY. HE IS LEGALLY BLIND AND USES A CANE TO HELP HIM GET AROUND. HE FEELS THAT THE DRIVER WAS DISCRIMINATING AGAINST HIM BASED ON HIS RACE/ETHNIC ORIGIN. REQUESTS A CALL BACK FROM SUPERVISOR.

Investigator commentary: Originally categorized as a Fare / ID Dispute. Later re-categorized as potential Title VI discrimination complaint. Extremely difficult to get specific information about complaint from complainant, as inquiry leads to hang up. Difficult to continue with investigation due to lack of information supplied by customer.

(From internal communication of 6/15/2017): Hi ____, this customer reported this incident as a discrimination complaint but I see it was registered as a Fare/Id Dispute complaint. Can you please tell me if you pulled video?)

From investigation, it appears that this complaint does not rise to the level of a verified Title VI complaint.

No coach operator involved, no counseling given. Date closed: Still open.

CONCLUSION: Does not appear to be a valid Title VI complaint, but investigation and follow-up complaints are still open, and it is still being investigated.

ID: 22094

6/22/2017

Conclusion: NOT VALID TITLE VI COMPLAINT

Possibly the same as, or a follow-up, to Incident ID: 21938.

Caller: Not Identified City of Residence: _____ (possibly). No address or telephone number given.

So far, customer has not given a clear, coherent complaint in spite of repeated requests. Customer repeatedly asks for an official Title VI complaint form from the FTA to be mailed to her, but gives no contact or mailing information when asked for such. Customer will not elaborate upon details of complaint, will not give specific information about it and continues to hang up when asked.

Difficult to continue with investigation due to lack of information supplied by customer.

CONCLUSION: Does not appear to be a valid Title VI complaint. Investigation ongoing, not closed.

ID: 22198

After 6/22/2017

Conclusion: NOT VALID TITLE VI COMPLAINT

Possibly the same as, or a follow-up, to Incident ID: 21938.

Caller: Not Identified City of Residence: _____ (possibly). No address or telephone number given.

So far, customer has not given a clear, coherent complaint in spite of repeated requests. Customer repeatedly asks for an official Title VI complaint form from the FTA to be mailed to her, but gives no contact or mailing information when asked for such. Customer will not elaborate upon details of complaint, will not give specific information about it and continues to hang up when asked.

Customer claims Title VI violation, but will not give specific complaint or details. Repeatedly calls numerous agency personnel, and hangs up when asked to elaborate. Difficult to continue with investigation due to lack of information supplied by customer.

CONCLUSION: Does not appear to be a valid Title VI complaint. Investigation ongoing, not closed.

ID: 22360

8/19/2017

Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER ___ STATES SHE CURRENTLY USES A WALKER TO GET AROUND. AS SHE WAS GOING TO BOARD (Route 3), DRIVER TOLD HER SHE COULD NOT BOARD WITH WALKER. SHE HAS SEEN MANY PEOPLE BOARD BUS USING WALKER. DRIVER INSISTED SHE COULD NOT BOARD. HER FRIEND ASKED IF SHE COULD BOARD AND DRIVER TOLD HER SHE COULD NOT BOARD EITHER. THEY WERE LEFT AT STOP TO WAIT FOR NEXT BUS. CUSTOMER FEELS THAT DRIVER ACTED IN A DISCRIMINATORY WAY DUE TO HER HANDICAP. SHE IS CURRENTLY RECEIVING THERAPY FOR HER INJURY AND NEEDS TO USE BUS TO GET TO/FROM THERAPY. SHE FEELS DRIVER WAS IN A BAD MOOD AND CHOSE TO TAKE IT OUT ON HER. SPANISH SPEAKER. (Investigator)

Investigator commentary:

Most of the information listed in this CSR fit coach1204,rt3,blk7,Opr ___ and he was at the location, date, and close to the time listed. I reviewed video from Opr ___ bus and it shows Opr ___ has a wheelchair passenger on one side and another person filling up the other side of the wheelchair area. Opr ___ tells this passenger and the other person that both of his slots are full. This was not discrimination alleged by this passenger. This complaint is completely not valid. Opr ___ had both wheelchair slots full and told this passenger that they were full and couldn't pick them up.

Coach Operator spoken to, but not counseled. Date closed: 9/14/2017 **CONCLUSION: NOT a Title VI complaint**

ID: 22373

8/22/2017

Conclusion: NOT VALID TITLE VI COMPLAINT

PASSENGER APPROACHES BUS WITH MEDICAL CHAIR THAT HELPS HER WALK DUE TO AN INJURY. SHE WAS WAITING FOR BUS (Route 3). DRIVER LOOKED AT HER AND SAID SHE WAS NOT ALLOWED ON BUS WITH THE CHAIR. SHE TOLD HIM SHE COULD FOLD IT. DRIVER SAID THEY COULD NOT GET ON. SO DRIVER CLOSED THE DOOR ON THEM. THEY HAD TO WAIT FOR THE NEXT BUS. PASSENGER REALLY BELIEVES SHE WAS DISCRIMINATED, SHE THINKS NO ONE SHOULD GO THROUGH WHAT SHE WENT THROUGH. SHE IS A DISABLED WOMAN AND HAS BAD EYESIGHT. (Operator ___; Investigator ___)

Investigator commentary: TM Playback, video queried, route headways and daily activities list used to complete investigation. After viewing incident (08-18-17 @ 1248 hours), I observed the Coach Operator at Highland and Arrowhead, Westbound, driving coach # 1204. The coach operator comes to a stop, opens front doors and informs the customers that he has no space for them because both of his wheelchair spaces are taken, and after this, he closes the front doors. This customer contact is not valid. The Operator treated them with respect, and informed them of the situation. I do not observe them being discriminated against. I am including two still frames. The first one is when the driver is informing the customers that both of his wheelchair spaces are full. The second frame is a picture of the wheelchair area with both spaces fully occupied.

Date closed: 9/14/2017 **CONCLUSION: NOT a Title VI complaint**

ID: 22454

9/11/2017

Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER STATES THAT SHE IS A FREQUENT RIDER. SHE HAS SEEN DRIVERS ALLOW PASSENGERS WITH MANY BAGS, SHOPPING CARTS AND EVEN EATING FOOD TO BOARD BUS. TODAY SHE HAD BAGS WITH CANS/BOTTLES FOR RECYCLING. BAGS WERE NOT TORN OR LEAKING. DRIVER ALLOWED HER TO BOARD BUT WARNED HER ABOUT BOARDING WITH BAGS IN THE FUTURE. SHE FEELS THAT SHE WAS BEING DISCRIMINATED AGAINST BECAUSE SHE HAS NEVER SEEN OTHER DRIVERS WARN OTHER PASSENGERS. REQUESTS FOLLOW UP CALL FROM SUPERVISOR.

Coach Operator not counseled. This complaint does not meet the criteria of being a Title VI complaint, as it does not involve discrimination repeatedly or over long term against minority population, but a very practical (and within regulations) request by coach operator to a rider to not bring potentially leaky bags filled with recyclable items on board the coach.

Date closed: 10/18/2017 **CONCLUSION: NOT a Title VI complaint**

ID: 22542

9/27/2017

Conclusion: NOT VALID TITLE VI COMPLAINT

CALLER STATES THAT THIS OPERATOR WAS VERY RUDE TO HIM. STATES THAT HE YELLED AT HIM AND TOLD HIM, "YOUR ONE OF THE DUMBEST ___ I EVER MET".

Although this was unacceptable on the part of the Coach Operator, it was not seen as a repeated pattern of behavior.

Tape reviewed, Coach Operator counseled. Date closed: 10/18/2017 **CONCLUSION: NOT a Title VI complaint**

ID: 22595

10/11/2017

Conclusion: NOT VALID TITLE VI COMPLAINT

CALLEER STATES THAT THIS OPERATOR WAS RUDE, UNPROFESSIONAL, AND RACIST. HE STATES THAT THIS OPERATOR WAS TALKING TO A FEMALE WHEN HE ENTERED THE BUS. HE STATES THAT HIS, JUST PURCHASED, PASS WOULDN'T WORK AND THE DRIVERS BEHAVIOR TOWARD HIS PROBLEM WAS, "DISMISSIVE", AND UNHELPFUL SAYING, "I DON'T KNOW". STATES THAT HE WAS ONLY NICE AND ATTENTIVE TO THE BLACK PASSENGERS BUT NOT TO HIM (WHO IS HISPANIC). STATES THAT HE WAS GOING TO PARTICIPATE IN THE ANNUAL SIDEWALK CHALK CONTEST BUT HAS SINCE CHANGED HIS MIND. STATES THAT HE REPRESENTS COMPANY'S INVOLVED WITH DOWNTOWN SAN BERNARDINO EVENTS. STATES THAT HE HAD TO PUCHASE ANOTHER FARE.

Coach Operator investigated, counseled. Date closed: **NOT a Title VI complaint, but case not yet closed.**

ID: 22863

11/29/2017

Conclusion: NOT VALID TITLE VI COMPLAINT

At 4:48pm on Nov 28 2017 I had made sure my kids were at the bus stop to catch bus #19 to Loma Linda. Only because my daughter is 7 special needs child an cannot be out late it gets too cold for her she gets mucus an throws up which she aspirates. She has a special needs stroller/wheelchair that she uses. When the bus arrived I stood back so he can pull the wheelchair ramp out but he just stared at me like I was an idiot. I told him its her wheelchair but I'll carry her when I get in it does not fold all the way. He continued to say no you're not coming on the bus I said along with other passengers she cannot walk I can't carry her an try to make it fold. She is tied in and can't sit up on her own he said well you don't have a wheelchair pass so I can't let her on. I was crushed! I had my two other children with me we took the bus for fun and the kids were really excited because they have never rode a bus. When we were at the movies we talked about how we can take one bus to the movies all the time. Now

I can't imagine going on the bus thinking about the dirty looks this man gave to me and my kids. I can tell in his eyes he is racist. African American man on bus #19 at 4:48 pm bus number 0101 an bus stop 0095. (Employee# ____)

Videotape observed, Coach Operator counseled. Date closed: Not yet closed; still being investigated, but appears not to be a repeated pattern. Also appears to be, at best, a possible disability discrimination—but Coach Operator appears to be within his rights regarding wheelchair boardings onto the coach. In any case, this does not appear to be an incident which is covered by Title VI regulations.

CONCLUSION: NOT a Title VI complaint, but the case is still open.

2018

ID: 23174 2/9/2018 Conclusion: NOT VALID TITLE VI COMPLAINT

COACH OPERATOR (Route 1, southbound) DIDN'T ASK AFRICAN AMERICAN PASSENGERS TO MOVE FOR DISABLED WHEELCHAIR PASSENGER. PASSENGER FELT CO WAS RACIEST AGAINST HIM (against the wheelchair passenger).

Coach Operator counseled. Date closed: 2/12/2018 Incident not seen as a pattern of discriminatory behavior; CO does not have a record of repeated offenses of this type. Incident not confirmed in videotape review. Does not conform to Title VI guidelines of a Title VI complaint.

CONCLUSION: NOT a Title VI complaint

ID: 23214 2/18/2018 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER STATES THAT HE HAS ASKED VARIOUS CO'S TO LET HIS MOTHER & HIM OFF AT 40TH & ACRE LN A BLOCK PAST THE 40TH/LORRAINE STOP. THEY ARE BOTH HANDICAPPED & MOTHER USES A WALKER. THE STOPS ARE SURROUNDED BY GRASS NOT BY SOLID CEMENT. ALSO THERE'S NO SIDEWALK TO WALK ON & MOTHER HAS TO WALK IN THE STREET UNTIL SHE GETS TO ACRE LN. DRIVERS ALWAYS SAY THEY CAN'T. HE JUST SAW A DRIVER LEAVE OFF A HANDICAPPED PERSON AT 40TH & ACRE LN. BOTH DRIVER AND PASSENGER WERE BLACK.. HE FEELS THIS IS DISCRIMINATION. HE HAS CALLED ON THIS ISSUE PREVIOUSLY AND TO DATE HAS NOT RECEIVED A CALL BACK FROM ANY SUPERVISOR. HE WOULD LIKE TO GET A CALL ON THIS ISSUE. ALSO HE SAYS A SHELTER W/LIGHTS AT BOTH NORTH/SOUTH STOPS WOULD BE HELPFUL AT THIS LOCATION.

Coach Operator counseled. Date closed: 3/2/2018 NOTE: This is not a valid complaint. The operators are trained to stop at the stop. I'm unable to see if another operator let passengers off where he said they did for his complaint on discrimination. I can put in a request to see if maybe we can move the stop to help accommodate them. Plus, I will request to see if they can put in shelters as they requested as well.

CONCLUSION: NOT a Title VI complaint

ID: 23271 3/5/2018 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER STATES THIS DRIVER WOULD NOT ACCEPT DMV AWARD LETTER (FOR DISABLED PLACARD) & DMV ID AS VALID PROOF OF DISABLED STATUS. HE NOTICED THAT HE DID NOT ASK A WHITE MAN WHO BOARDED FOR HIS ID BUT HE DID ASK A BLACK WOMAN FOR HERS. DRIVER SAID HE HAD ASKED WHITE MAN FOR HIS ID ON PREVIOUS RIDES. THIS CUSTOMER SAID HE HAD ALSO SHOWED THIS FORM OF ID PREVIOUSLY AND HAD NO PROBLEMS WITH IT. HE ALSO WAVED DOWN A ROAD SUPERVISOR ON 9TH STREET TO COMPLAIN AND TO ASK ABOUT ID POLICY FOR DISABLED. HE DIDN'T WANT TO GIVE HIS NAME OR ID# EITHER. CUSTOMER THINKS DRIVER ACTED IN A RUDE AND UNFRIENDLY MANNER AND WAS DISCRIMINATORY AND ARBITRARY WHEN ASKING FOR ID. REQUESTS CALLBACK BY SUPERVISOR.

REQUESTED ADDITIONAL INFORMATION FROM ____ REGARDING COMPLAINT OF WHITE WOMAN NOT BEING ASKED FOR ID; SHE IS A REGULAR RIDER. MOVING FORWARD REQUESTS FOR ID TO BE MADE. Coach Operator counseled.

Date closed: 3/12/2018 **CONCLUSION: NOT a Title VI complaint**

ID: 23352 3/25/2018 Conclusion: NOT VALID TITLE VI COMPLAINT

CUSTOMER STATES HE IS HANDICAPPED AND A DOLLY-LIKE CART FOR HIS GROCERIES/LAUNDRY. HE'S NEVER HAD ANY PROBLEMS WITH ANY DRIVERS OR CUSTOMERS. TODAY A WOMAN WHO SAID SHE'S ____ BEGAN TALKING TO HIM AT THE FONTANA STATION. SHE SEEMED TO HAVE A PROBLEM WITH HIS DOLLY/CART. HER MANNER WAS VERY AGGRESSIVE AND CONFRONTATIONAL. HE'S NOTICED OTHERS WHO HAVE CARTS AND STROLLERS LARGER THAN HIS AND THERE DOESN'T SEEM TO BE A PROBLEM WITH THEM. HE FEELS THAT THIS PERSON SINGLED HIM OUT BECAUSE HE IS NON-WHITE (HE IS NATIVE AMERICAN). HE FEELS THIS IS A CASE OF DISCRIMINATION.

Investigator text: A dolly (as stated by the complainant) by its technical name is a "hand truck". A hand truck is an industry tool commonly used in that setting. They are used for the short transport of very heavy, bulky or awkward items that cannot be safely or efficiently moved by hand. They are commonly seen being used by delivery persons, market personnel or warehouse workers. Hand trucks are either very heavy steel, or larger bulky aluminum. They have two very small wheels and a "Nose plate." The nose plate is a flat, thin piece of like metal protruding from the base of the hand truck, usually 8 to 10 inches".

Hand trucks by their nature can be and are dangerous & injurious in the wrong application. Such as: a transit bus with passengers. The tool cannot be restrained on the bus and would cause very serious bodily injury if, among other things, the bus was to come to an abrupt stop. This item does not compare to a cart or stroller in any way. Much like a shopping cart (not allowed on bus) does not compare to a small basket on wheels. Hand Trucks, aka Dollies are not allowed on the bus.

The Trainer, ____, was only trying to give the passenger a "heads up" that the item was not allowed and could be denied on the bus. This man was the only person at the Fontana MetroLink Station boarding a bus with a "dolly". Therefore, discretion and not discrimination was exhibited by the trainer. The man was not denied service and was allowed to ride this time with his dolly.

The Trainer was doing her job in the field and this complaint is NOT valid.

Date closed: 3/30/2018 **CONCLUSION: NOT a Title VI complaint**

APPENDIX-N: OMNITRANS' LEP POLICY AND LAP PLAN

On Following Pages.

Omnitrans' Title VI Limited English Proficiency (LEP) Policy and Language Assistance Plan

Introduction

As a recipient of federal funding under the Federal Transit Administration's (FTA's) guidelines, Omnitrans is required to demonstrate that it does not discriminate against, exclude from, or deny service to individuals based on race, color, or national origin. The FTA requires that funding recipients develop a Language Assistance Plan that takes reasonable steps to ensure meaningful access to the benefits, services, information, and other important parts of its program for persons of Limited English Proficiency (LEP).

LEP persons are defined as persons for whom English is not their primary language and who have a limited ability to speak, understand, read, or write English. LEP persons include people who do not speak English at all and people who do not speak it well.

Omnitrans' LEP obligations stem from Section 601 of Title VI of the Civil Rights Act of 1964, and in the more recent FTA Circular 4702.1B.

Title VI states that: *"No person in the United States shall, on the grounds 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."*

In the FTA's current Title VI Circular, 4702.1B released in October 2012, the FTA clarifies that *national origin discrimination* refers as well to native language, or primary facility in *any language other than English*.

The LEP Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency (65 FR 50121, Aug. 11, 2000)" directs Federal Agencies to ensure that Federal recipients provide meaningful access to their LEP applicants and beneficiaries. Failure to do so may constitute national origin discrimination.

Four Factor Analysis

An effective LEP Policy Implementation and Language Assistance Plan starts by determining the languages spoken. Within those language groups, one must quantify the number of individuals who would qualify as LEP and those who would likely use the agency's services. This requires what is known as a Four Factor Analysis of numbers and proportions of LEP riders.

The Four Factor Analysis includes the following four determinations:

1. Factor 1: Determine the number and/or proportion of LEPs likely to be encountered by the program.
2. Factor 2: Determine the frequency of program contact with these LEPs (also known as the probability of interaction).
3. Factor 3: Determine the nature and importance of the agency's program to LEP members of the public.
4. Factor 4: Determine the resources available and costs to the program needed to implement a Language Assistance Plan.

The FTA Circular 4702.1B Safe Harbor provisions require that vital documents be translated into the primary language for each LEP group that meets a demographic threshold. Currently, the threshold for each LEP group is the presence of LEP speakers for that language at the level of 5% of the total service area population or 1,000 individuals, whichever measure is less.

In the provision's wording: "...if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations. Translation of non-vital documents, if needed, can be provided orally."

FACTOR 1

A number of studies were made and data pools analyzed in order to arrive at a better idea of what the linguistic makeup of LEP speakers is within Omnitrans' service area.

According to the Omnitrans' 2007 Attitude and Awareness Survey, the linguistic breakdown of Omnitrans' Service area is as follows. More than eight of every ten riders surveyed (87%) reported that English was the primary language spoken in their home. There was an overall significant increase in the number of riders who reported that a language other than English was spoken at home (Spanish 28%, Chinese 1%, Tagalog 1%, and "Other" 1%). More recently, the Omnitrans' 2011 Attitude and Awareness Study commissioned by Redhill Group determined that from more than 6,000 riders surveyed, 93% spoke English, and 7% spoke Spanish. According to these results, English is the predominant home language spoken in our service area, and Spanish is the second most prevalent language spoken at home.

More broadly, the US Census Department's American Community Survey, 5-year estimate for 2011 was used. An evaluation of Omnitrans' service area identified the total number of LEP languages in our service area as seven.

The LEP languages are: Spanish, Chinese, Korean, Vietnamese, Tagalog, Arabic, and Cambodian. Details can be seen in Exhibit 1.

Exhibit 1 Major Languages Spoken in Omnitrans' Service Area

	LANGUAGE	Number of Speakers Expected in COUNTY	Number of Speakers Expected in SERVICE AREA	Percentage of Total
	COUNTY Total:	1,863,503		100%
	Speak only English	1,101,971	877,554	59%
	Total Pop of Service Area		1,484,000	79.63%
	(From 2010 US Census)			
1	Spanish (or Spanish Creole):	629,421	501,239	34%
	Speak English less than "very well"	277,116	237,644	16%
2	Chinese (Mandarin, etc):	18,720	14,908	1%
	Speak English less than "very well"	9,878	9,216	1%
3	Korean:	10,656	8,486	1%
	Speak English less than "very well"	6,264	5,229	0%
4	Vietnamese:	10,050	8,003	1%
	Speak English less than "very well"	6,706	6,267	0%
5	Tagalog:	27,213	21,671	1%
	Speak English less than "very well"	6,767	5,943	0%
6	Arabic:	9,575	7,625	1%
	Speak English less than "very well"	3,444	3,070	0%
7	Cambodian	1,511	1,203	0.1%
	Speak English less than "very well"	1,497	1,192	0.1%
Taken from: Language Spoken at Home by Ability to Speak English, age 5 years or older (ACS American Community Survey, 2011 5-year estimate)				

FACTOR 2

Additional surveys attempted to look at the probability of interaction (Factor 2 of the Four Factor analysis) in order to get a different perspective on these LEP languages.

According to the San Bernardino County Office of Education, English Language Learner students at San Bernardino County public schools make up 19.9% of the entire student body population. This is not perfectly tantamount to a representation of the proportion of LEP within the county as a whole, but it is one consideration.

EDUCATIONAL SOURCES

Total students in San Bernardino County: 6,207,229 (2012)

(California Department of Finance demographic research unit)

Percentage of English Language Learners in San Bernardino County public schools: 19.9 % *

Data Source: California Dept. of Education, California Basic Educational Data System (CBEDS).
Accessed at <http://data1.cde.ca.gov/dataquest/> (Jul. 2013).

Exhibit 2 shows the results of a survey of Omnitrans' website hits from January 1 to September 30, 2013, as made possible by use of Google Analytics; the distribution of primary languages of visitors is as follows:

Exhibit 2 Languages Employed by Visitors to Omnitrans' Website

Breakdown of Languages of Visitors to Omnitrans' Website, January to September, 2013	
Primary Language of Visitor to Website	Proportion of All Visitors
English	98.58%
Spanish	0.81%
Chinese	0.14%
French	0.06%
Korean	0.05%
Portuguese	0.04%
German	0.03%
ALL OTHERS Summed	0.29%
TOTAL	100.00%
NOTE: There were no visits attributed to Vietnamese, Tagalog, or Cambodian languages	

In this informal assessment, less than one percent of those visiting the website used Spanish as their primary language; these outnumbered the next highest potential LEP language (Chinese) 5.75 to 1. The total proportion of all potential LEP language users visiting the website during this period is 1.42% of the total. Taken by itself, however, frequency of web-based technology use by language is an incomplete indicator of LEP pervasiveness and transit usage, and other means of assessment need to be utilized.

There are a number of cultural, community outreach, and support groups throughout Omnitrans' service area which address the needs of LEP populations. Their presence can serve as an ancillary indicator of LEP penetrance by language within the service area. More importantly, these are the types of groups Omnitrans reaches out to in order to better serve the needs of particular LEP populations. A list of such groups follows in Exhibit 3.

Exhibit 3 Examples of Community LEP Groups in Omnitrans' Service Area

EXAMPLES OF COMMUNITY LEP GROUPS IN OMNITRANS' SERVICE AREA FOR OUTREACH		
Community Resource Group		Contact Information
1	Loving Savior Chinese Christian Church	14816 Peyton Dr, Chino Hills, CA 91709-2073 (909) 597-5771
2	Temple of the Khmer Buddhist Society: Wat Bodhisovannaram	1595 Hard Street, San Bernardino, CA 92408 Phone: 909.796.6372
3	Temple of the Khmer Buddhist Society: Wat Padma Sovannaram	8677 Mulberry Avenue, Fontana, CA 92335 Phones: 909.887.3602, 909.428.1529
4	Vietnamese American Weekly	525 N. Euclid Avenue, Ontario CA 91762 http://vietamerican.com/
5	Inland Chinese Association	http://www.inlandchineseassociation.com/index.html
6	Asian-American Resource Center	1115 South "E" Street, San Bernardino, CA 92408 Phone: (909) 383-0164 http://www.aarc-ie.org/index.html
7	Vietnamese Buddhist Youth Association	1838 West Baseline Street, San Bernardino, CA 92411
8	Filipino Visayan Church	Filipino Visayan Church, San Bernardino, CA 92407
9	Filipino Association of San Bernardino County	27124 Meines Street, Highland, CA 92346 (909) 862-6810
10	Filipino Ministry, Diocese of San Bernardino, California	Office of the Asian and Pacific Islander Ministry, 1201 E. Highland Ave., San Bernardino, CA 92404 (909) 983-2637 http://filiministry0.tripod.com/
11	Loma Linda Filipino Seventh-Day Adventist Church	11180 New Jersey Street, Redlands, CA 92372
12	Al-Shifa Clinic of San Bernardino	Al-Shifa Clinic, Inc. 2034-B Mallory Street, San Bernardino, CA 92407 (909) 473-0600 http://www.alshifafreeclinic.org/index.html
13	Islamic Community Center of Redlands	24769 Redlands Blvd. Suite A, Loma Linda, CA 92354 (909) 801-8081 http://www.iccredlands.org/
14	Loma Linda Korean Seventh-Day Adventist Church	12408 Mount Vernon Avenue, Grand Terrace, CA 92313 (909) 825-6947 http://lomalandakorean22.adventistchurchconnect.org/
15	Latino Health Collaborative	1800 Western Avenue, Suite 402 San Bernardino, CA 92411 (909) 887-0707 http://latinohealthca.org/
16	San Bernardino Community Services Center, Inc.	560 North Arrowhead Avenue, Suite 8A, San Bernardino, CA 92401 (909) 885-1992

Exhibit 4, following, describes proportions of LEP Spanish and LEP "other languages" groups in San Bernardino County which the US Census' American FactFinder site online and the ACS (American Community Survey) indicate correlate with propensity towards transit usage:

Exhibit 4 Sample of Language Usage and Public Transit Use Propensity

Language Usage and Public transportation Use (excluding taxicab):	San Bernardino County, California	
	Estimate	Percentage
Speak only English	8,581	1.07%
Speak Spanish:	5,338	0.67%
Speak English "very well"	2,250	0.28%
Speak English less than "very well"	3,088	0.39%
Speak other languages:	955	0.12%
Speak English "very well"	728	0.09%
Speak English less than "very well"	227	0.03%

These data indicate that although 16% of the total population of the county speak Spanish well and English less than "very well", and qualify as LEP, the proportion of the membership of this cohort which also uses public transit is much smaller, at only 0.39% of the total population. Between 16% and 0.39%, this translates to a roughly 40 to 1 difference. As for LEP for other languages besides Spanish, 2.7% of the population fits this category (of all LEP language speakers not including Spanish), but only 0.03% are both LEP other languages besides Spanish and use public transit; in this case, it is a 90

to 1 difference. According to these data, then, probability of interaction, or the frequency with which LEP individuals come into contact with Omnitrans' services, appears to be exceedingly low for LEP members who speak a language other than Spanish.

In order to investigate further the probability of interaction with LEP speakers, a survey was taken of Omnitrans' Information Clerks at Omnitrans' Call Center regarding the number and proportion of calls received in September of 2013. Results of this informal survey are shown in Exhibit 5 and seem to accord with a large difference in numbers between Spanish LEP language interactions and "other language" LEP interactions; 77.3% of all calls were in English, 20.3% were in Spanish, and only 2.4% were in some other language other than English or Spanish. In this group, the highest proportion was for Chinese, which was estimated to be 0.45% of all calls. This is nearly an order of magnitude difference in number between Spanish LEP callers and LEP callers of another language.

Exhibit 5 Languages Spoken by Callers to Omnitrans' Call Center

Languages Spoken by Callers to Omnitrans' Information / Call Center, per 1,000 Calls		
LANGUAGE SPOKEN	NUMBER of CALLS	PERCENT of ALL CALLS
English	773	77.30%
Spanish	203	20.30%
Chinese	5	0.45%
Korean	4	0.38%
Vietnamese	4	0.40%
Tagalog	5	0.50%
Arabic	4	0.38%
Cambodian	1	0.05%
Unknown	3	0.25%
TOTAL	1,000	100.0%
<i>Data taken from interviews with and data sheets collected from seven of Omnitrans' Information Clerks in Omnitrans' Call Center</i>		
<i>Data are estimates obtained from personal recollections and individuals' language identification stretching over a period as long as several months. Figures are based on 1,000 calls received per clerk.</i>		

A second survey was taken in September of 2013 of numbers of verbal interactions as reported by 112 coach operators with their ridership, as shown in Exhibit 5. For them to have been counted, these interactions had to take the form of more than a salutation, but of actual information transfer, or real requests for information on the part of a rider from the coach operator such that the operator was obliged to reply in some manner.

According to these data, 65.44% of all transactions were English, 32.4% were in Spanish, and 2.16% of all transactions were in some language other than English or Spanish. The highest proportion of these was from "Asian" (an unidentified Asian language) at 0.66%, and Chinese was at 0.44% of all transactions. It is important to

note that all other languages other than English or Spanish combined yielded 2.16%, which is less than an order of magnitude lower than Spanish transactions, at 32.4% of all.

Exhibit 6 Average Number of Verbal Interactions Reported by Operators by Language

Estimated Average Number of Verbal Interactions Reported by Operator with Rider(s)					
Language Spoken	per DAY	per WEEK	per MONTH	per YEAR	Percentages
TOTAL	43	213	854	10,243	100.00%
English	28	140	559	6,703	65.44%
Spanish	14	69	277	3,319	32.40%
"Asian" (unidentified)	0	1	6	68	0.66%
Chinese	0	1	4	45	0.44%
Vietnamese	0	0	1	16	0.16%
Korean	0	0	1	14	0.14%
Tagalog	0	0	1	14	0.14%
Cambodian	0	0	0	2	0.02%
Armenian	0	0	0	4	0.04%
Russian	0	0	1	10	0.10%
"Middle Eastern" (unidentified)	0	0	1	10	0.10%
Arabic	0	0	0	4	0.04%
"Indian" (Hindi, Urdu, etc)	0	0	1	8	0.08%
Pakistani	0	0	0	2	0.02%
Scandinavian (?)	0	0	0	2	0.02%
Unknown European	0	0	0	4	0.04%
Haitian	0	0	0	2	0.02%
Sign Language	0	0	0	2	0.02%
UNKNOWN	0	0	1	12	0.12%

Data obtained from 112 coach operators interviewed in both East and West Valley facilities during the week of September 23, 2013

The Factor 2 component of the analysis suggests that the probability of transit interaction in our service area with members of the public who do not speak either English or Spanish, and are considered LEP persons, is miniscule when compared to those who are Spanish-speaking LEP persons.

GIS MAPPING OF SPATIAL DISTRIBUTION OF LEP LANGUAGES

Maps were made using US Census data at the tract level of spatial distribution of each of the seven identified LEP languages within the county and Omnitrans' service area (Exhibits 6 through 12). The seven maps are included, following (in order, they are: Spanish, Chinese (Mandarin), Korean, Vietnamese, Tagalog, Arabic, and Cambodian (Khmer or Hmong)).

The purpose in mapping spatial distribution of the important concentrations of LEP membership is for the agency to more effectively direct appropriate language services to its ridership. If, for example, certain route modifications were to be proposed in a particular region of the service area alone, and this region corresponded to high densities of a particular language group LEP population, then this knowledge could

better inform efforts at public outreach and permit the agency to offer better services to that population.

By determining where concentrations of different language LEP populations are more likely to be found, then, specific language translation services can be better mobilized and directed regionally when and where particular transit outreach efforts may be made. Several trends in spatial distribution of LEP language groups are noteworthy.

Spanish LEP speakers appear to concentrate centrally within the service area, in the cities of Fontana, Rialto, and San Bernardino, and along a narrow strip associated with the Holt Boulevard corridor running through Ontario and Montclair (Exhibit 7). That said, though, Spanish LEP speakers are found throughout the service area, and in numbers which are ten times greater than that for any other LEP language.

Mandarin Chinese LEP speakers and Korean LEP speakers (Exhibit 8 and Exhibit 9) tend to cluster most heavily in three areas: in Loma Linda, in northern Fontana and Rancho Cucamonga, and in southern Chino and Chino Hills. To a large degree, the same can be said for the spatial distribution of Tagalog LEP speakers (Exhibit 11), but Vietnamese LEP speakers are much more diffuse in their spatial distribution (Exhibit 10), and concentrations are to be found throughout the service area. Likewise, Arabic LEP speakers (Exhibit 12) are to be found scattered throughout the service area, and Cambodian LEP speakers (Exhibit 13) tend to cluster more centrally in the cities of San Bernardino and northern Redlands.

Note once more that the Spanish Language Speakers map (Exhibit 7) indicates numbers of LEP persons which is *an order of magnitude greater (ten times greater)* than that for any of the other LEP language maps (Exhibits 8 through 13).

Exhibit 7 Distribution of LEP Spanish Speakers in Omnitrans' Service Area

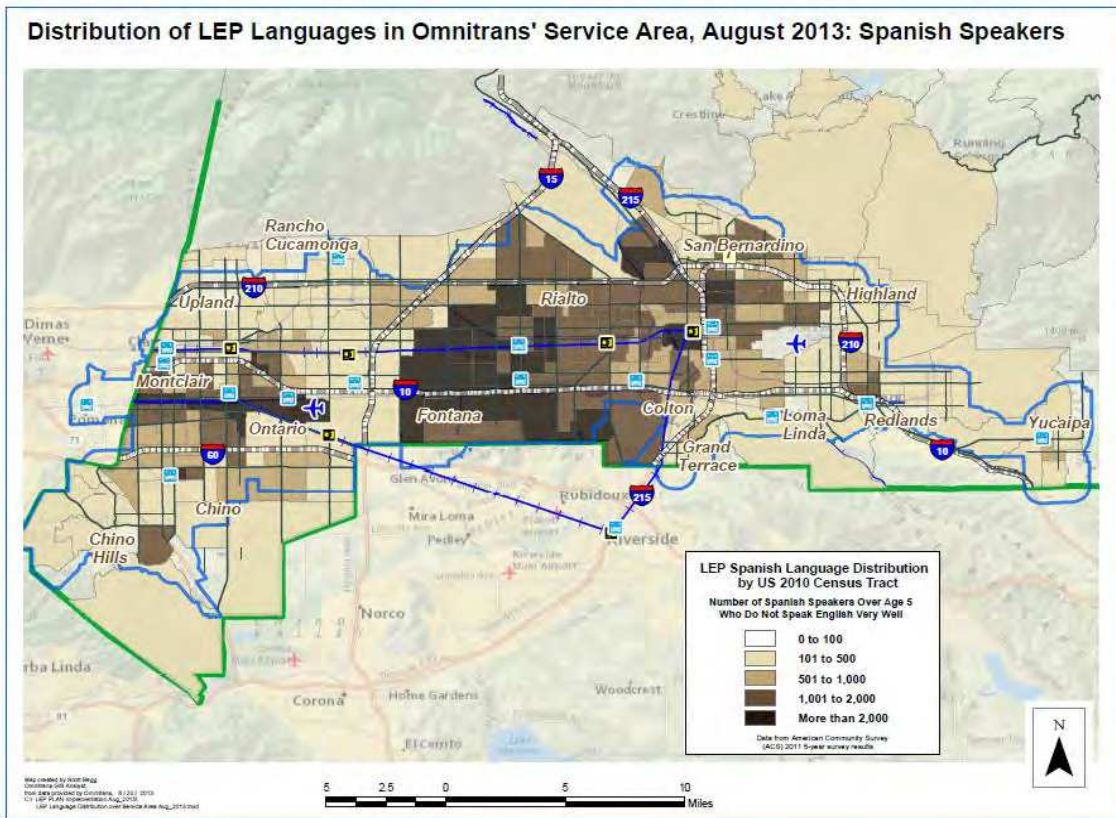


Exhibit 8 Distribution of LEP Mandarin Chinese Speakers in Omnitrans' Service Area

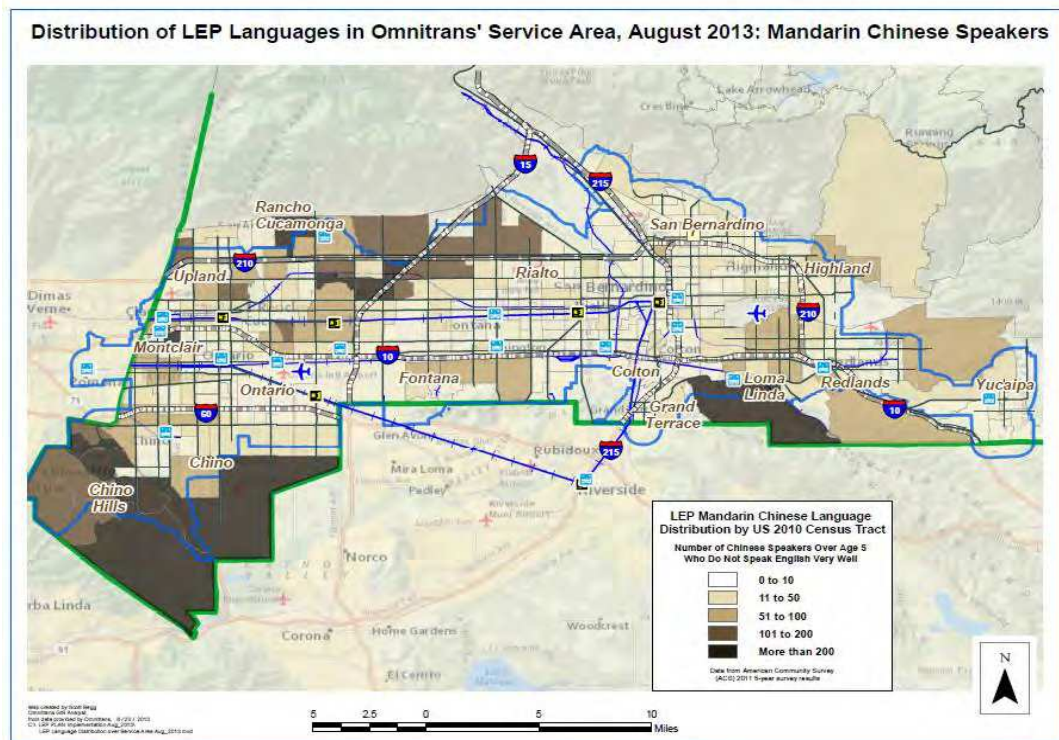


Exhibit 9 Distribution of LEP Korean Speakers in Omnitrans' Service Area

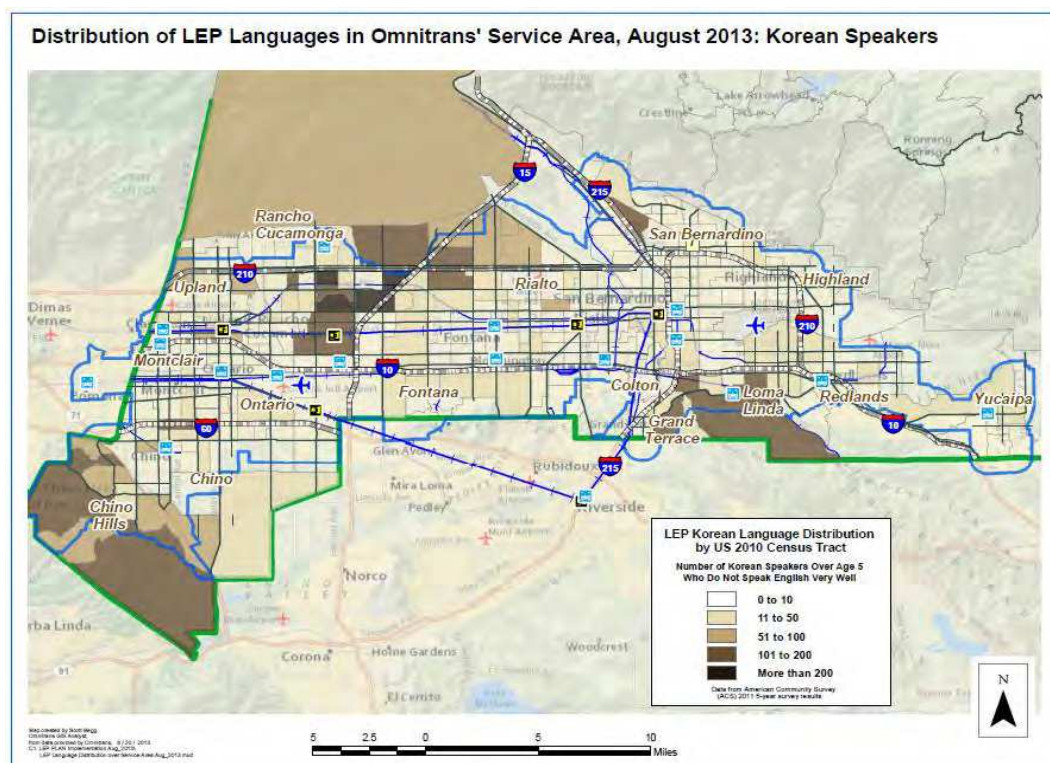
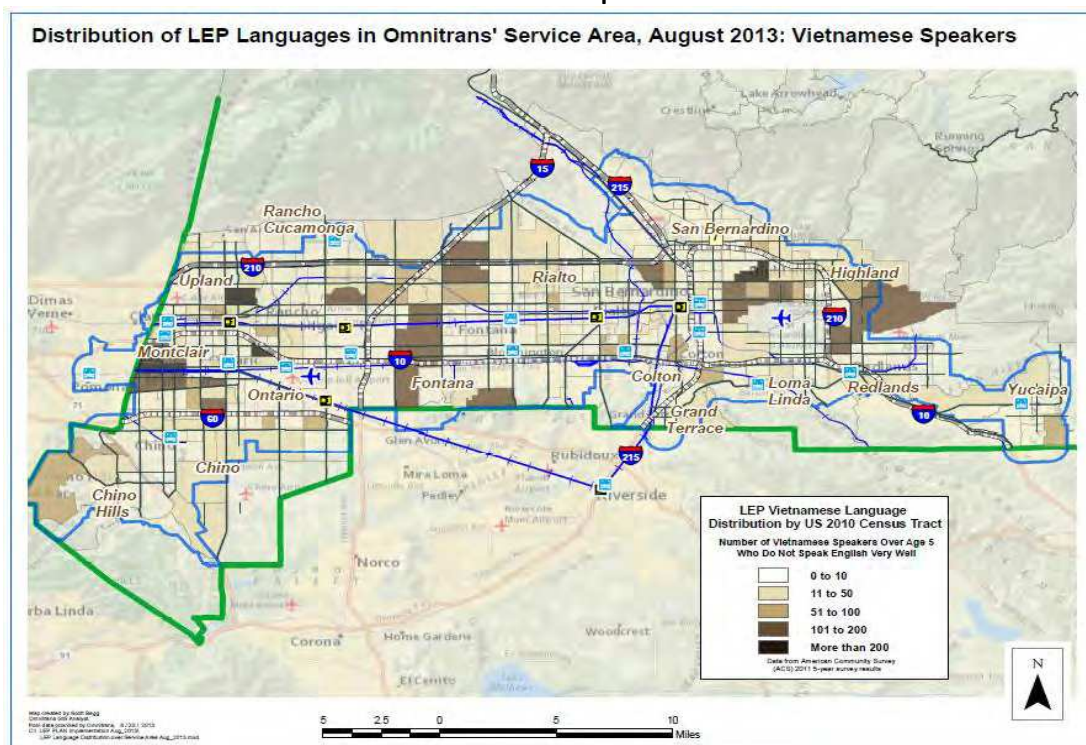


Exhibit 10 Distribution of LEP Vietnamese Speakers in Omnitrans' Service Area



Distribution of LEP Languages in Omnitrans' Service Area, August 2013: Tagalog Speakers

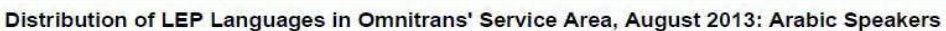
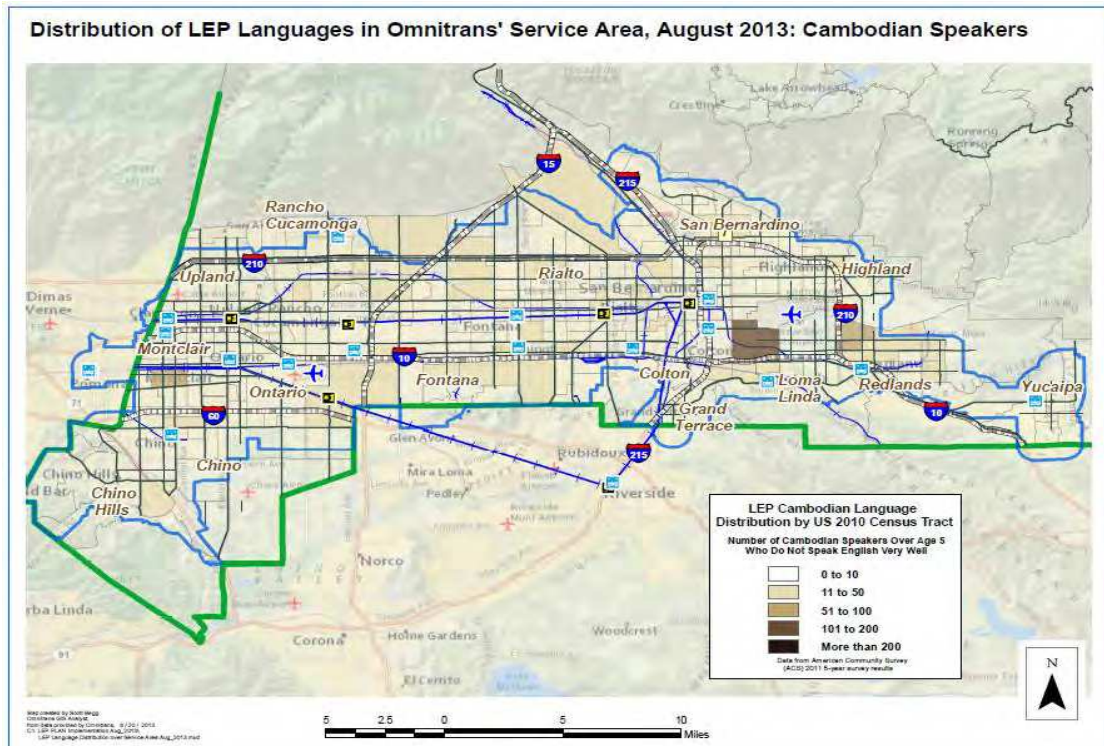


Exhibit 13 Distribution of LEP Cambodian Speakers in Omnitrans' Service Area



FACTOR 3

The Factor 3 component of the LEP Policy and demographic analysis is meant to demonstrate the important role of Omnitrans' services to the community as a public transit provider.

Many people who cannot or who choose not to use automobile transportation, for whatever reason, find that many of their most critical life activities are dependent upon public transit. Peoples' continued livelihoods in the guise of their transportation to work, their ability to shop and purchase food and other necessities, and even their critical social networks, are often absolutely dependent upon a good and efficient public transit system. As many in various LEP communities experience first-hand, they are often new to this country, and as such often occupy lower economic tiers as they start off; individuals in such situations often find they cannot afford an automobile of their own for some significant period of time, and this frequently translates to an increased need and dependency on their part for such services as transit.

Since March of 1976, Omnitrans has been empowered as a Joint Powers Authority (JPA) to be the primary provider of public transportation in the San Bernardino Valley. We provide fixed route service, local circulator service, and demand-response service, including ADA / Access service to riders who meet the criteria of the Americans with Disabilities Act of 1964. The agency serves an area of 456 square miles and a service area population of approximately 1.48 million people. In FY2013, Omnitrans served

nearly 16 million riders. As a transit provider, the service Omnitrans provides is considered to be of *high importance*, and as such, it is imperative that appropriate needs for LEP persons be met by the agency's decisions regarding translation of vital documents.

FACTOR 4

According to the respective probabilities of interaction determined by Factors 1 and 2 of the demographic analysis, Omnitrans will allocate resources commensurate to the task of meeting the needs of translation of vital documents for LEP populations. This includes the following:

1. **Continued use of In-House, ad-hoc language speakers** A number of employees already speak most of the seven identified LEP languages (exceptions: Cambodian and Arabic); these individuals have in the past been and will continue to serve as "In-House language speakers" who serve in the capacity of ad-hoc interpreters at specific workshops, events, and public hearings and outreaches.
2. **Training and Certification of In-House personnel** All of the information clerks who receive and process calls at the Information desk are bilingual (Spanish/English) and are skilled at explaining occasionally complex transit terminology into an easy to understand framework. For ad hoc speakers, Omnitrans will formally catalogue and ensure that these speakers are comfortable and capable of explaining transit terminology before be used in a formal or informal way.
3. **An Off-Site, out-sourced translation service.** As of May of 2014, Omnitrans has hired the services of an off-site, on-call telephone translation service. This is Avaza Language Services Corp. (5209 Linbar Drive, Suite 603, Nashville, TN 37211 615-534-3400 www.avaza.co), and their service will consist of being an on-call support service for our front office information clerks, and when necessary, having LEP-language calls directed to them, whereupon they will identify the LEP-language, and offer real-time translation service for the caller.

LEP Policy

As per Title VI of the Civil Rights Act of 1964, the U.S. Department of Transportation (DOT) implementing regulations, and Executive Order 13166 "Improving Access to Services for Persons with Limited English Proficiency (65 FR 50121, Aug. 11, 2000)", Omnitrans is federally mandated to develop and implement both an LEP Plan and a Language Assistance Plan (LAP) by which Limited English Proficiency (LEP) persons can gain meaningful access to translations of written and oral information of Omnitrans' services.

Being a Federal Transit Administration (FTA) recipient receiving federal financial assistance, Omnitrans must take reasonable steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and

activities for LEP persons; failure to do so may constitute national origin discrimination according to LEP Executive Order 13166 (2000).

To reiterate, the Safe Harbor provision states, “if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent (5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be affected or encountered, then such action will be considered strong evidence of compliance with the recipient’s written translation obligations. Translation of non-vital documents, if needed, can be provided orally.”

Based on the Four Factor Analysis reported here, Omnitrans identified both the vital documents necessary for riders to access services, and the language needs and services required to provide meaningful access to information for the LEP residents of our service area. A list of identified agency vital documents includes:

1. Instructional / Informational rider material in the form of a “*How to Ride*” brochure
2. Title VI protection notifications and Notice of Title VI obligations.
3. All public hearing notices (Public Meeting Announcements posted on agency’s website).
4. General notices stating that language translation assistance is available for LEP languages.
5. Notice of availability of Telephone Interpretation Services.
6. Decal or Driver panel bus card giving same information (language translation assistance is available for LEP languages).

Less critical documents will be translated and made available in Spanish primarily (bilingual translation), owing to the much higher probability of interaction with the Spanish-speaking LEP population:

1. Temporary, High-Importance bus stop information/signs (for major, long-term detours and high-importance Rider Alerts).
2. All onboard and customer / rider surveys.
3. Bus book.

Although Spanish has been identified as the most common LEP language, translation assistance in all seven LEP languages will be made available so as to include LEP persons.

Exhibit 14 List of Vital and Important Documents for Translation Exhibit 14 is a table clarifying the list of all LEP Vital Documents and their Translation.

Exhibit 14 List of Vital and Important Documents for Translation

Suggested List of All L.E.P. Vital and Important Documents for Translation			
	TRANSLATED INTO ALL LEP LANGUAGES	TRANSLATED TO REGIONALLY-SPECIFIC LEP LANGUAGES, AS LOCALLY APPROPRIATE (Minimum: Bilingual)	TRANSLATED INTO ONLY ENGLISH AND SPANISH (ONLY Bilingual)
1	Basic Instructional / Informational "How to Ride" brochure.		
2		Major, long-term detours or route changes; Important Rider Alerts	Temporary bus stop information or signage for less major long-term detours or route changes
3	Title VI Protection Notifications; Notice of Title VI obligations and protections		
4	ALL Public Hearing Notices; Public Meeting Announcements posted on website		
5		Onboard surveys; All Customer Surveys (as issued by identified linguistic sub-regions of service area, and by request); All Rider Surveys.	
6	General notices stating that Language Translation Assistance is Available for LEP languages; Notice of Availability of Telephone Interpretation Services; Decal or Driver Panel Bus Card		
7			Bus Book
8	ADA / Access Application Forms (in .pdf form, printed by request only)		

Language Assistance Plan

Under the LEP Policy, the Language Assistance Plan describes the procedures necessary to implement policy by, first, identifying LEP persons in need of language assistance; second, listing measures to be taken to offer language assistance to LEP persons; third, giving methods for initiating appropriate outreach to the LEP community; and fourth, what staff training and methods of monitoring and updating the plan will be followed in order identify demographic change as it occurs so that policy and plan might grow and accommodate those changes better.

1. Identifying LEP Persons in Need of Language Assistance

Omnitrans will perform a language needs assessment to determine the LEP language demographics of its service area (The Four Factor Analysis). It will avail itself of a variety of survey tools, but the most important of these in its arsenal will be a reliance on data from the most thorough source over the area as a whole; namely, the most recent US Census data. As the data is updated over time (with American Community Survey updates every three- to five-years), assessments will continue and be updated as well.

The agency has already completed such a Four Factor Analysis. It will also examine ridership surveys, analyze records (Information clerk records, etc.) for language assistance requests, and survey front-line staff (clerks, receptionists, coach operators)

for the same. Omnitrans has done this, and will regularly update and review these data as well.

Omnitrans will incorporate these assessment results in future updating of the LEP Implementation Plan and LAP, and in future triennial Title VI reports. As well, Omnitrans will continue to update the number and type of LEP-languages which exist and need to be served within our service area. At minimum, every three years, Omnitrans will re-analyze LEP language status and determine anew the number, type, and spatial distribution of LEP languages in its service area, to coincide with its triennial Title VI analysis, update, and submission to FTA, and will do so by use of current US Census demographic data and GIS tools.

2. Language Assistance Measures

- a. Omnitrans' customer information center (including front desk receptionists and information clerk staff) shall continue to provide bilingual services (Spanish). It shall also avail itself of a real-time translation service to assist in translating other LEP customer languages upon request. This has been contracted to be Avaza Language Services Corp. (5209 Linbar Drive, Suite 603, Nashville, TN 37211 615-534-3400 www.avaza.co). Their assistance consists of being a support service for our front office information clerks, and when necessary, having LEP-language calls directed to them, whereupon they identify the LEP-language, and offer real-time translation service for the caller. Individuals interacting with LEP callers undergo an in-house certification in which understanding of and ability to translate transit-specific terminology (e.g., terms such as: bus, coach, bus book, route, fare, schedule, stop, etc) is required, so as to provide the most efficacious and accurate translation service to those who call in need.
- b. Omnitrans shall also have language identification flashcards and / or an LEP language placard available at the front reception area and at all public meetings where information is distributed.
- c. Omnitrans' will continue to utilize Google translate as a way for website visitors to translate its page into any one of more than fifty languages.
- d. Public meeting announcements posted on Omnitrans' website shall be available in English and in all LEP identified languages.

3. Public Outreach Methods

The following public outreach techniques shall be employed or shall continue to be employed by Omnitrans either throughout its service area, or to address LEP-identified languages within particular regions / census tracts once the proportion of LEP persons becomes significant.

- a. Omnitrans shall make available to all riders a *How to Ride* brochure which will be translated into the identified LEP languages.
- b. All public hearing notices will continue to be published in an English language newspaper and in the LEP-identified language newspaper(s), if available. This is

already done for Spanish newspapers: in the past, Omnitrans has published information in *La Prensa* for marketing / information campaigns. As well, public notices have appeared in the past in *La Prensa*, but now we have expanded public notification into social media technology, with most of the notices being placed now on the front page of Omnitrans' website, and on Omnitrans' blog, Facebook account, Twitter, and on Omnitrans' mobile app. Our use of such publications and social media technology will be broadened in the future to include other LEP-identified languages where appropriate, i.e., in those regions defined by census tracts in which the LEP language usage is deemed significantly concentrated.

- c. Omnitrans will continue to advertise commercials on Spanish-language radio stations, e.g., KXSB *Radio Lazer* (101.5; 105.7 FM) and *Que Buena* (96.1 FM), and Spanish-language television stations, e.g., *Galavision* and *Fox Deportes* for advertising the NexTrip marketing campaign. Omnitrans will expand this practice in an endeavor to reach other LEP-language communities as well.
- d. All public hearing notices shall contain the following (or very similar) wording in both English and the LEP-identified languages on its website:

OMNITRANS, the regional mass transportation carrier in San Bernardino County, will hold a public hearing to obtain comments from citizens regarding proposed service changes as listed below.

NOTICE IS HEREBY GIVEN that a public hearing will be conducted by the staff of Omnitrans on the following dates, times and locations:

{Insert date(s), time(s) and location(s).}

*At this meeting, all interested parties or agencies will be afforded the opportunity to be heard. The public is welcome at these meetings any time within the specified dates and times to discuss with Omnitrans staff the proposed changes. Any person or agency may mail comments until **{Insert day, date and time}**. to the Omnitrans main office located at 1700 West Fifth Street, San Bernardino, California 92411 to the attention of the Planning Department. Comments may also be received by telephone by calling (909) 379-7150 or via email at {email address here}.*

PROPOSED CHANGES: {Insert proposed changes}

ENVIRONMENT

No adverse environmental impact is anticipated as a result of the proposed changes.

IN THE ABSENCE OF ANY SUBSTANTIVE COMMENTS, THE PROPOSED SERVICE CHANGES WILL BE IMPLEMENTED ON -Insert date.

***-Insert Name of Director/Manager of department making changes
-Insert Title of person above***

- e. Signage at all bus stops and stations will continue to rely heavily on character- and pictograph-oriented communication, and will rely less on English-only communication.
- e. General notification stating that language translation assistance is available for LEP-identified languages shall be included in Omnitrans public meeting agendas and at public meeting places for all Public Hearings, and in its Board Agendas. This will be included as part of Omnitrans' Public Outreach policy.
- f. At all Public Hearings or Public outreach events where it is likely that significant numbers of LEP persons will attend, at least one bilingual staff person (fluent in Spanish) shall attend with regular staff, and, upon request, at least one person fluent in the locally- or regionally-specific LEP-identified languages shall be present as well. Management will meet with employees who have been designated as being potentially specific LEP-language fluent, and have them undergo advise and consent prior to such events.
- g. All customer surveys, all onboard surveys, and all rider surveys will be made available in bilingual (Spanish and English) forms, and in the locally- or regionally-specific LEP-identified language(s), upon request.
- h. Notification of availability of Telephone Interpretation Services will be made available in all LEP-identified languages.
- i. All Board of Directors (Board) agendas shall contain wording similar to in English and the LEP-identified languages:

The Board of Directors meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or Limited English Proficiency services are needed in order to participate in the public meeting, requests should be made through the Board Secretary at least three (3) business days prior to the Board Meeting. The Board Secretary's telephone number is 909-379-7110 (voice) or 909-384-9351 (TTY). If you have comments about items on the agenda or other general concerns and are not able to attend the meeting, please mail them to Omnitrans at 1700 West Fifth Street, San Bernardino, California, Attention Board Secretary. Comments may also be submitted by email to BoardSecretary@omnitrans.org.

Similar language with hyperlinks to all seven LEP language translations will appear in the online version of the Board Agenda prior to the end of 2014.

- j. Notice of Title VI obligations and protections and all Title VI complaint forms shall be made available in English, Spanish, and in the LEP-identified languages. A document including Title VI protection and legal statement for the agency will also be affixed on the panel directly behind the coach operator on all Omnitrans fixed-route, OmniGo, and sbX vehicles. The language on this document will read as follows: *"In accordance with the Title VI Civil Rights Act of 1964, Omnitrans prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. To request information on procedures for filing a complaint or to notify Omnitrans of any perceived violation of the act, please contact Omnitrans Information at (800) 966-6428."* This statement will appear in English and the seven identified LEP

languages. Placard, decal, and flashcards shall give information in identified LEP languages for how a customer may go about availing himself / herself of LEP translation services. Placards or decals will be placed in all vehicles by September, 2014.

- k. ADA / Access Application Forms shall be translated upon request into all LEP-identified languages and retained in .pdf file format; English and Spanish translations will automatically be made available to all applicants, and printouts into the LEP-identified languages from .pdf original can be made available upon applicant request. This will be done by September of 2014.

4. Staff Training, and Monitoring / Updating of Policy and Plan

The following training shall be provided to members of Omnitrans' staff who are vital to the LEP Plan (namely, coach operators, customer service and information clerks and receptionists, executive director positions, and to those who are involved with public outreach):

- a. Information regarding Omnitrans' Title VI Policy and LEP responsibilities
- b. Information on Title VI complaint forms and procedures
- c. Description of language assistance services offered to the public
- d. Use of language identification flashcards and / or placards and / or coach decals
- e. Documentation of language assistance requests
- f. Use of interpretive services
- g. How to handle a potential Title VI / LEP complaint.

The LEP Policy and Language Assistance Plan are meant to be flexible, and are designed so as to be able to be upgraded as new census and survey data become available and indicate changes in demographic / linguistic composition of Omnitrans' ridership, and the need to increase or even decrease the number of LEP-identified languages. Annually, or as often as surveys are taken or that new ACS three- and five-year surveys become available, Omnitrans staff shall evaluate the LEP policy and Language Assistance Plan, and propose changes when and where new changes are identified. Regular revisions to the policy will incorporate the following source inputs:

- a. Surveys and studies
- b. New American Factfinder and / or new ACS (American Community Survey) and or new ten-year census data as it is becomes available.
- c. Formal comments obtained from the public.
- d. Board member feedback, and feedback from customers, community members, and Omnitrans staff.
- e. Input and recommendations from other federal, state, and local or transit officials.
- f. Changes in regulations.

In addition, review of the following areas based on long-term monitoring might inform decisions regarding further updates to the plan:

- a. Assessments of the number of annual documented LEP person contacts
- b. Re-assessments of the number of LEP persons based on updated survey or census data
- c. How needs of LEP persons have been addressed, based on feedback, etc.
- d. Determination of whether or not the need for translation services has changed
- e. Determination of sufficiency of financial resources for funding further LEP language resources / efforts
- f. Determination of efficacy / sufficiency of current LEP efforts
- g. Determination of whether Omnitrans has fully complied with the goals of the LEP Policy and Language Assistance Plan

Omnitrans' Board of Directors will approve / has approved the current LEP Policy in August, 2014. All proposed revisions to the LEP Policy and Language Assistance Plan will be presented to the Board and the public for consideration and approval.

Conclusion

The LEP Policy and Language Assistance Plan are designed to be flexible and to be reviewed in an ongoing process. Continuous monitoring of demographic changes will help determine if new documents and/or services need to be made available to LEP persons. Updates to the LEP Policy and Language Assistance Plan will be made to reflect necessary changes.

This LEP Policy and the Language Assistance Plan will be made available on Omnitrans' website at www.Omnitrans.org. Alternately, any person may request a copy of the plan via telephone, fax, mail, email, or in person at the Omnitrans main office. LEP individuals may request translated copies of documents in an LEP-identified language.

Questions or comments regarding the LEP Policy and Language Assistance Plan may be submitted to Scott Begg, Planner, Omnitrans Planning Department, as follows:

Omnitrans
Scott Begg, Planner
1700 West Fifth Street,
San Bernardino, CA 92411
(909) 379-7275 (phone)
(909) 889-5779 (fax)
Email: scott.begg@omnitrans.org

APPENDIX-O: OMNITRANS' SUB-RECIPIENT SELF CERTIFICATION FORM

Sub-Recipient: _____

Grant No.(s): _____

Project Description: _____

The following declarations and information are hereby provided related to the above-referenced FTA-funded project during the past fiscal year:

I. **GENERAL CERTIFICATIONS (to be completed by all sub-grantees)**

A. Financial

1. Do you have the financial capacity to match FTA grant funds/FTA funded grant projects? Yes____ No____
2. Are your invoices being properly recorded and sent to Omnitrans by a supervising project manager with knowledge of FTA Compliance? Yes____ No____
3. Are indirect costs being charged to grants? Yes____ No____
If yes, do you have a cost allocation plan to support indirect administrative costs related to a grant program? Yes____ No____
4. Have annual single audits been conducted? Yes____ No____
If Yes, please supply a copy to Omnitrans.
5. Are there any unresolved compliance issues in the single audits conducted in the past three (3) years? Yes ____ No ____
6. Have any internal, state, or local government audit reports had findings relating to FTA program requirements? Yes____ No____
If Yes, please supply a copy to Omnitrans

B. Technical

1. How do you monitor contractors/lessees to ensure compliance with FTA requirements?

C. Satisfactory Continuing Control

1. Did you make incidental use of any FTA-funded real property? Yes____ No____
If yes, was FTA approval obtained? Yes____ No____
Do you maintain continuing control over the property? Yes____ No____
Is revenue generated used for transit purposes? Yes____ No____

D. Procurement

1. Do you have procurement policies and procedures that conform to applicable federal laws? Yes____ No____
2. Do any potential conflicts of interest exist between policy board members/employees and consultants /vendors/suppliers or between a management contractor and consultants/vendors/suppliers?

Yes____ No____

3. Do you allow for full and open competition for all transaction under the following methods of procurement?

- a. Micro-Purchases (\$2,500 or less) Yes____ No____
- b. Small Purchases (More than \$2,500, but not more than \$100,000)
Yes____ No____
- c. Sealed Bids/Invitation for Bid (IFB) Yes____ No____
- d. Competitive Proposals/Request for Proposals (RFP) Yes____ No____
- e. Architectural and Engineering Services (A&E) Yes____ No____
- f. Revenue Contracts Yes____ No____

E. Disadvantaged Business Enterprise (DBE)

- 1. Did you receive any complaints alleging that you did not comply with the DBE regulations in the past three (3) years? Yes____ No____
- 2. Did you award a contract to a firm that did not meet a specific DBE contract goals? Yes____ No____
If Yes, how was it determined if “good faith efforts” by the firm were sufficient?

F. Lobbying

- 1. Has the grantee included the lobbying clause in all agreements and procurement solicitations exceeding \$100,000? Yes____ No____
- 2. Has the grantee used non-federal funds for lobbying activities? Yes____ No____
If yes, have the proper disclosures been made and filed with FTA on standard form LLL? Yes____ No____

Have all disclosures been updated quarterly if needed and so reported?
Yes____ No____

G. Title VI – Civil Rights Compliance

- 1. Have you received any Title VI complaints during the past year?
Yes____ No____

H. Public Comment Process for Fare and Service Changes

- 1. Do you have a locally developed process for soliciting and considering public comments prior to a fare increase or major service reduction?
Yes____ No____
- 2. Have you raised a fare or carried out a major reduction in service in the past three (3) years? Yes____ No____
If Yes, describe briefly:

I. Americans with Disabilities Act (ADA)

- 1. Have you received any ADA-related complaints during the past year?
Yes____ No____

J. Safety and Security

1. Do you have a written policy on safety signed by the General Manager or the Board of Directors Chairperson? Yes_____ No_____
2. **Do you have a written system safety program plan (SSPP) for its transit services?**
Yes_____ No_____

K. Drug-Free Workplace

1. Have you established a drug-free workplace according to state and federal requirements? Yes_____ No_____
2. Has any employee reported to you a criminal conviction for a drug statute violation that occurred in the workplace? Yes_____ No_____ If yes, was the FTA notified? Yes_____ No_____

L. Drug and Alcohol Program

1. Do you and/or your contractors and subcontractors have a drug and alcohol testing program for safety sensitive employees as defined by FTA? Yes_____ No_____
2. Do you and/or your contractors and subcontractors conduct the following drug and alcohol tests:
 - i. Pre-Employment (drugs only)? Yes_____ No_____
 - ii. Random? Yes_____ No_____
 - iii. Post-Accident? Yes_____ No_____
 - iv. Reasonable suspicion? Yes_____ No_____
 - v. Return to duty? Yes_____ No_____
 - vi. Follow-up? Yes_____ No_____
3. **Do you and/or your contractors and subcontractors use drug testing laboratories certified by the U.S. Department of Health and Human Services (DHHS)?** Yes_____ No_____

M. Equal Employment Opportunity (EEO)

1. Who at your agency is responsible for ensuring that EEO obligations are fulfilled?
2. **Have you received any EEO complaints during the past three (3) years?**
Yes_____ No_____

II. FACILITY CERTIFICATIONS (to be completed only for facility projects, i.e. transit centers, bus shelters, etc.)

A. Satisfactory Continuing Control

1. Did you dispose of any FTA-funded real property or equipment?

Yes _____ No _____

If yes, please attach a list of the property/equipment disposed of to this form.

2. Was any real property or equipment removed from public transit service before the end of its service life? Yes _____ No _____
If yes, was FTA notified? Yes _____ No _____

B. Maintenance

1. Do you have a current written maintenance plan for your federally funded facilities and equipment? Yes _____ No _____
2. Does the plan include a program of inspections and preventative maintenance activities to ensure that assets are protected from deterioration and reach their maximum useful life? Yes _____ No _____
3. Does the maintenance plan prescribe a record keeping system for permanently recording the maintenance history of the equipment/facility? Yes _____ No _____
4. Are your federally funded facilities/equipment being maintained on time and in accordance with your maintenance plan? Yes _____ No _____

C. Procurement

1. Have all construction contracts greater than \$2,000, incorporated the Davis-Bacon Act Requirements? Yes _____ No _____
2. Have you included a Buy America provision for all procurement of steel, iron and manufactured products, except products with a waiver or small purchases of \$100,000 or less? Yes _____ No _____
3. Have you obtained and retained Buy America certifications from successful vendors for purchases of more than \$100,000? Yes _____ No _____

III. VEHICLE CERTIFICATIONS (to be completed only for rolling stock procurements, i.e. paratransit vehicles, buses, support vehicles, etc.)

A. Satisfactory Continuing Control

1. Do you have equipment records that provide the following information:
- | | | | |
|------|---------------------|-----------|----------|
| i. | Description? | Yes _____ | No _____ |
| ii. | I.D. Number? | Yes _____ | No _____ |
| iii. | Acquisition date? | Yes _____ | No _____ |
| iv. | Cost? | Yes _____ | No _____ |
| v. | Federal percentage? | Yes _____ | No _____ |
| vi. | Grant Number? | Yes _____ | No _____ |

- vii. Location? Yes _____ No _____
viii. Use and condition? Yes _____ No _____
ix. Disposition action? Yes _____ No _____
x. Vested title? Yes _____ No _____

2. Did you dispose of any FTA-funded real property or equipment?
Yes _____ No _____
If yes, please attach a list of the property/equipment disposed of to this form.
3. Was any real property or equipment removed from public transit service before the end of its service life? Yes _____ No _____
If yes, was FTA notified? Yes _____ No _____
4. Do you have any federally funded equipment that is operated by contractors?
Yes _____ No _____
If yes, do you maintain control of the equipment? Yes _____ No _____
5. Please update the attached list of all FTA-funded equipment with the current odometer reading for each of your vehicles listed.

B. Maintenance

1. Do you or your contractor have a current written vehicle maintenance plan for your federally funded rolling stock? Yes _____ No _____
2. Is the written maintenance plan you use consistent with the manufacturer's minimum maintenance requirements for vehicles under warranty?
Yes _____ No _____
3. Are your vehicle preventative maintenance inspections completed on time and consistent with your established maintenance plan? Yes _____ No _____
4. Are maintenance procedures for wheelchair lifts and other accessibility equipment included in your maintenance plan and preventative maintenance inspections?
Yes _____ No _____
5. Are lifts and accessibility features repaired promptly as required by the DOT ADA regulations? Yes _____ No _____

C. Procurement

1. Have you included a Buy America provision for all procurement of steel, iron and manufactured products, except products with a waiver or small purchases of \$100,000 or less? Yes _____ No _____
2. Have you obtained and retained Buy America certifications from successful vendors for purchases of more than \$100,000? Yes _____ No _____

D. Charter Service

1. Have you used any federally funded rolling stock for charter service?
Yes_____ No_____
If yes, was all charter service incidental service? Yes_____ No_____
If yes, were records kept to fully recover the life of the property (i.e. were charter use days/miles subtracted from vehicles total service days/miles)?
Yes_____ No_____
2. Have any complaints been filed alleging that you have conducted charter service in violation of FTA regulations? Yes_____ No_____

E. School Bus

1. Have you operated exclusive school bus service? Yes_____ No_____
2. Have you provided school "tripper service?" Yes_____ No_____

By signing below, I, on behalf of the aforementioned subgrantee, declare that the information provided within this certification is true and correct to the best of my knowledge and that I am authorized to make this declaration on behalf of my agency.

Signature **Date**

Print Name

Title

By signing below, I, as the aforementioned subgrantee's contractor, declare that the information provided as it pertains to my operations for said subgrantee is true and correct to the best of my knowledge and that I am authorized to make this declaration on behalf of my firm.

Signature **Date**

Agency/Company Name

APPENDIX-P: OMNITRANS' SUB-RECIPIENT MONITORING RECORDS



DATE: October 13, 2017

FROM: Kimberly Perez, Programs Administrator

SUBJECT: Central City Lutheran Mission

SUMMARY

On October 12, 2017, Omnitrans performed its annual site visit required by FTA. In attendance were:

Deborah Anderson, Controller, CCLM
Jessica Esquivel, Program Manager, CCLM
Jacquelyn Guest, Accounting Manager, CCLM
Kimberly Perez, Programs Administrator, Omnitrans
Jaimie Lewis, Senior Financial Analyst, Omnitrans
Samuel Gibbs, Director of Internal Audit, Omnitrans

Central City Lutheran Mission (CCLM) was awarded capital and operating funds for their Transportation Program. The awarded funds were for the capital cost of the purchase of a vehicle and mobility manager and operating funds. CCLM received funding from FTA Section 5317 New Freedom, Section 5316 JARC grant funds.

CCLM's Transportation Program provides transportation for medical and social service appointments. The program specifically targets clients who are persons living with HIV/AIDS who need transportation services.

The program currently operates a 2011 E350 Bus with 67,188 miles that was on-site. CCLM staff had all CHP Safety Compliance Reports and maintenance records. Kim Perez will provide CCLM with Omnitrans and Measure I decals.

SPOT CHECK: CCLM is complaint with an Alcohol and Drug Abuse and Title VI policy. Jessica Esquivel will scan and email Title VI policy to Jaimie Lewis. FY 15/16 audit was provided. Satisfactory continuing control was discussed and acknowledged by both parties.

During the site visit, Jaimie congratulated CCLM on the recent award of 5310 funding from CalTrans. CCLM plans on using the funding to expand local trips service and to hire an additional part-time driver. CCLM requested a presentation on current transportation programs for people with disabilities. Omnitrans staff also suggested that CCLM look into My Route software to help out with routing of trips.



OmniTrans

Connecting Our Community.

DATE: September 11, 2017
FROM: Kimberly Perez, Programs Administrator
SUBJECT: OPARC

SUMMARY

On September 11, 2017, Omnitrans performed its annual site visit required by FTA. In attendance were:

Sonia J. Borja, Vice President of Finance & Admin
Tiare Escobedo, Facilities & Fleet Manager
Doug Stanley, Director of Special Transportation Services, Omnitrans
Kimberly Perez, Programs Administrator, Omnitrans
Jaimie Lewis, Senior Financial Analyst, Omnitrans
Samuel Gibbs, Director of Internal Audit, Omnitrans

OPARC has effectively continued operations year by year through grant funding and community support. They are known as an organization that assists in finding jobs for participants who are developmentally disabled and ensures success through ongoing training, guidance, and supervision. Part of their success is driven by a transportation program that assists in getting community members with disabilities to job related workshops in an effort to help them attain the skills necessary to obtain employment independently. This transportation program is known as OPARC Connects.

OPARC estimates that the remaining funds for 5316, 5317 and Measure I will cover transportation operating expenses until January 2018. They have applied for 5310 funding and will apply for the 2018 Omnitrans Call for Projects.

Sonia Borja will provide the self-certification questionnaire and a vehicle inventory list with pictures. Title VI Policy was provided and is up to date. OPARC provided their most recent

single audit and will complete last fiscal year's audit in November. Additionally, risk assessments and technical capacity was discussed. There were no immediate risk factors present.

OPARC staff did not have any questions.

DATE: August 29, 2017

FROM: Jaimie Lewis, Senior Financial Analyst, Omnitrans

SUBJECT: SBCTA San Bernardino Transit Center, First Mile, & Vanpool Project Site Visit

SUMMARY & PROJECT STATUS

On August 29, 2017, Omnitrans conducted its annual site visit with SBCTA. In attendance were:

Victor Lopez, Project Manager, SBCTA
Nicole Soto, Management Analyst, SBCTA
Jeffery Hill, Procurement Manager, SBCTA
Beatriz Valdez, Finance, SBCTA
Jaimie Lewis, Senior Financial Analyst, Omnitrans
Kimberly Perez, Program Administrator, Omnitrans
Doug Stanley, Director of Special Transit Services, Omnitrans
Samuel Gibbs, Director of Internal Audit, Omnitrans

SBTC Update

The San Bernardino Transit Center has now been up and running for two years. During the site visit, Victor Lopez, SBCTA's project manager provided a detailed status update on the project and confirmed that all that was needed at this point is the generator installation. The project is technically completed however, the pending procurement for the generator and landscape have been moved back to Omnitrans for completion. Victor is working with Anna Jaiswal, Development Planning Manager for Omnitrans to confirm remaining budget and for project oversight.

SBCTA has an agreement in place with Omnitrans for the completion of this work. Items are included in the amendment that was approved by Omnitrans' Board of Directors on April 1, 2015, for an additional \$1.9 million. This includes: an emergency generator, NexTrip electronic real-time message signs, security fencing, and added contingency. Since the agreement was amended, Omnitrans has taken back the lead on the work for the NexTrip signs and fencing because of concerns about the timing; Omnitrans found a quicker way to implement these items. Now we've learned that Omnitrans has also taken back control of the generator.

First Mile Update

This project is complete from the standpoint of the funding allocated through grant CA-90-Z112-00 and has a remaining balance of \$0.01. Jaimie Lewis notes that this grant is part of a larger grant and that the grant balance will be returned to the FTA once all funds have been exhausted on other projects. Jaimie confirmed that all invoices have been reviewed and DBE information submitted. A follow up question was posed by Victor regarding continuing control, while Samuel Gibbs stated there would not be continuing control pending the analysis of there being no assets to monitor. Victor will put together a detailed list of the project details so that Omnitrans can decide if there needs to be continuing control for this project. Otherwise, this will have been the final site visit for this project.

Vanpool project Update

Nicole Soto gave an overview of the status of the Vanool project which has yet to commence. Jaimie Lewis confirmed that the CMAQ grant application containing the project would be submitted within the next couple of weeks pending SCAG concurrence and FTA review. Nicole confirmed the start date of the Vanpool would be around March 2018. The funding is to support a three year budget. Jaimie will ensure that this information is entered into the grant application appropriately before submission. Nicole mentioned that the software has already been developed and a question had recently come up regarding the subsidizing of electric vehicles. Jaimie mentioned that there was an upcoming FTA meeting in September where these questions could be answered and requested that Nicole send the question via email within two weeks to ensure a quick response.

Victor Lopez provided SANBAG's most recent audit which will be reviewed by internal audit and stated that the questionnaire would be available in the next week once all signatures are obtained. Samuel Gibbs will provide OMB CFR citations for continuing control language and information on real estate per a request from Beatriz Valdez.



Omnitrans

Connecting Our Community.

DATE: August 14, 2017
FROM: Kimberly Perez, Programs Administrator
SUBJECT: Anthesis (formally PVW)

SUMMARY

On August 14, 2017, Omnitrans performed its annual site visit required by FTA. In attendance were:

Mitch Gariador, Executive Director, Anthesis
Katherine Goyeneche, Accounting Manager, Anthesis
Doug Stanley, Director of Special Transportation Services, Omnitrans
Kimberly Perez, Programs Administrator, Omnitrans
Jaimie Lewis, Senior Financial Analyst, Omnitrans
Samuel Gibbs, Director of Internal Audit, Omnitrans

Pomona Valley Workshop (PVW) was awarded grant funding to expand upon its fleet which provides transportation to and from workshops. Since 2012, PVW has specifically targeted persons with disabilities and offered vocational training, employment preparation, placement services and jobs in assembly. PVW received funding from both FTA Section 5316 Job Access Reverse Commute and Section 5317 New Freedom grant funds for capital and operating expenses. The program is performing well and PVW is awaiting the arrival of two additional vehicles to replace older vehicles.

Anthesis estimates that the remaining funds for 5316, 5317 and Measure I will cover transportation operating expenses until December 2018. They will apply for the 2018 Omnitrans Call for Projects.

Mitch Gariador will provide the self-certification questionnaire and the Title VI Policy to Jaimie within the next week. Anthesis' operates on a calendar year and will provide their completed

single audit at the beginning of 2018. Additionally, risk assessments and technical capacity was discussed. There were no immediate risk factors present.

Mitch Gariador will provide an updated inventory of vehicles to include current mileage and maintenance records. A spot check was conducted on 1 Chevy Venture, wheelchair vehicle, license 5HJD589, VIN 16NDX03F34D110020 with 85,213 miles. Ryan Hartman, Omnitrans Special Transportation Services Maintenance Supervisor will inspect the other vehicles at a later time. Anthesis' fleet does not include vehicles that seat more than 10 and will not require CHP inspection.

Anthesis staff did not have any questions.

DATE: September 14, 2017
FROM: Jaimie Lewis, Senior Financial Analyst
SUBJECT: Rialto Metrolink Parking Lot Expansion Project

SUMMARY

On Thursday, September 14, 2017, Omnitrans performed its annual site visit for the Rialto Metrolink parking expansion project pass-through grant in compliance with FTA audit requirements. The following individuals were in attendance:

Robert Eisenbeisz, Public Works Director/City Engineer, City of Rialto
Katie Nickel, Public Works Program Coordinator, City of Rialto
Jeffrey Schafer, Project Manager, City of Rialto
Doug Stanley, Director of Special Transportation Services, Omnitrans
Samuel Gibbs, Director of Internal Audit, Omnitrans
Kimberly Perez, Programs Administrator, Omnitrans
Jaimie Lewis, Senior Financial Analyst, Omnitrans

Omnitrans obtained the Self Certification Questionnaire prior to the site visit. During the visit, the City of Rialto confirmed they would send a copy of their most recent single audit and also confirmed there have been no changes to their Title VI policy which Omnitrans obtained during its 2016 visit. Jaimie will follow up by email in late December 2017 for a copy of the single audit.

PROJECT STATUS

Due to the non-compliance of a property owner of which the City desired to use as part of the expansion project, the City of Rialto has come up with an alternate plan. As agreed upon during the 2016 site visit, the City still plans to use a portion of the funding toward ADA compliance updates to the Depot. There is now a plan in place to also use a property currently owned by the County just south of the railroad tracks for additional parking spaces and a pedestrian track crossing bridge or tunnel. Robert Eisenbeisz confirmed that none of the remaining funds would be used toward land acquisition. Sam addressed the continuing control aspect of monitoring that will exist should the City desire to use FTA funding for land acquisitions.

Jaimie followed up regarding the agreement that is pending. The current concern is the availability of match funding originally set to come from SBCTA. SBCTA has notified the City of its intention to repurpose these funds for a project in the City of Upland, however this action

Site Visit – Rialto Metrolink Parking Lot Expansion Project
September 14, 2017 -- Page 2

has yet to go to their committee or board meeting. A meeting is to take place between the City and SBCTA regarding match funding. Katie agreed to update Omnitrans on the outcomes of this meeting so that Omnitrans can know how to move forward with the wording of the agreement.



DATE: August 11, 2017

FROM: Jaimie Lewis, Senior Financial Analyst

SUBJECT: Victor Valley Transit Authority Annual Site Visit

SUMMARY

On Friday, August 11, 2017, Omnitrans performed its annual site visit as required by the FTA. In attendance were:

Nancie Goff, Deputy Director/Grants, VVTA
Aaron Moore, CTSA Director, VVTA
Doug Stanley, Director of Special Transit Services, Omnitrans
Jaimie Lewis, Senior Financial Analyst, Omnitrans

Victor Valley Transit Authority received JARC and New Freedom Funds to expand their SB-Lifeline and B-V Link services to include additional weekday trips from Victorville to San Bernardino. These life line services connect residents of the Victor Valley and Barstow areas to the greater San Bernardino Valley. During our visit, it was concluded that the funds have successfully increased ridership, relieved the overflow of riders waiting for a seat and overall increased demand for more service routes.

The program has been excitingly successful with continuous growth. Aaron and Nancie noted some route changes that will not impact the service, rather provide a positive impact on rider needs.

Based on the program's definition there are no vehicles that have been purchased and or are used for this program using this funding. CHP (Safety Compliance Report) spot check was not necessary during this visit. However, the sub-recipient has maintenance and driving records for all vehicles they use. A tour of their two story facility was provided to Doug Stanley and continuing satisfactory control was discussed.

SPOT CHECK: VVTA's CADHS is compliant with Title VI policy. Annual survey was collected and the annual audit will be obtained in late December, 2017. The Title VI policy will be emailed to Jaimie following the meeting.



DATE: August 9, 2017

FROM: Kimberly Perez, Programs Administrator

SUBJECT: Inland Empire United Way

SUMMARY

On August 9, 2017, Omnitrans performed its annual site visit required by FTA. In attendance were:

Brenda Roper, Director of Finance, IEUW
Gary Madden, 211 Director, IEUW
Doug Stanley, Director of Special Transit Services, Omnitrans
Kimberly Perez, Program Administrator, Omnitrans
Jaimie Lewis, Senior Financial Analyst, Omnitrans
Samuel Gibbs, Director of Internal Audit, Omnitrans

Inland Empire United Way 211's program specifically targets veterans that have a disability, seniors, and other individuals that are in need of transportation information. The project allows veterans within the county to call into the center and obtain information regarding various transportation services that will transport them to medical and service appointments. The funding allowed for the purchase hardware, software, dedicated telephone equipment and electronic "next bus-type" signage that were installed inside and outside the Jerry L. Pettis Memorial Veterans Medical Center, assisting riders traveling on Omnitrans and Riverside Transit Agency. The program is performing well and the sub-recipient did not have any questions.

IEUW 211 has \$122,261 of available funding as of the date of this meeting. There was discussion of expending the funds to include the wages of Gary Madden. As Osvaldo Maysonet is no longer with IEUW, Gary will assume those job responsibilities. IEUW anticipates continuing invoicing until November.

Jaimie Lewis will email the self-certification questionnaire to Brenda Roper with the expectation to receive the self-certification questionnaire shortly. Gary Madden provided the Title VI policy to Samuel Gibbs. A single audit is expected to be completed by October 2017 and provided to

Omnitrans once the audit is completed. Additionally, satisfactory continuum control, risk assessments and technical capacity was discussed. There were no immediate risk factors present.

Doug Stanley provided an update on Omnitrans' Call for Projects and will email the information to Gary Madden when it is available. Gary Madden discussed the future of 211's One Click program. The trip planner is transferring to Los Angeles County 211 and will include four counties.

APPENDIX-Q: HOW TO RIDE GUIDE IN ALL SEVEN SAFE HARBOR LANGUAGES AND AVAZA TRANSLATION SERVICE


[HOME](#) [LANGUAGE SERVICES](#) [ABOUT US](#) [CAREERS](#) [CONTACT US](#)

Over-the-Phone Interpreting

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A Voice to Your Language

Choosing AVAZA means you will have access to a comprehensive language services solution that delivers meaningful language assistance to those communities that are Limited-in-English Proficiency. As a sole source provider, our range of services introduces the interpretation and translation product to your organization while greatly considering quality and cost. In addition, our knowledge in industry compliance, training, coordination, and technology has allowed us to consult and advise clients throughout the nation.

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Industries We Serve




HEALTHCARE

For more information on providing Culturally and Linguistically Appropriate Services:

[Joint Commission Road Map](#)

[CLAS Worksheet](#)

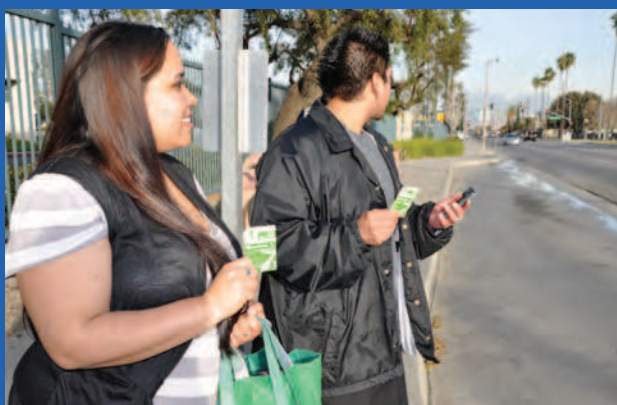
[CLAS Final Report](#)



GOVERNMENT

Multi-Language Guide To Using Omnitrans

English
Arabic / اللغة العربية
Chinese / 中文
Khmer / ភាសាខ្មែរ
Korean / 한국어
Spanish / Español
Tagalog
Vietnamese / Việt



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Planning Your Trip

Decide your starting point, destination, day and time of travel. Then use one of the following:

Call 1-800-9-OMNIBUS (1-800-966-6428). Customer service will assist you with trip planning.

Visit omnitrans.org, and use the easy Trip Planner or download the free Omnitrans app. Routes and schedules are just a few clicks away.

The Omnitrans Bus Book is a free publication that contains a complete list of routes, schedules, fare information, phone numbers and other important rider information available onboard buses.

At The Bus Stop

Route numbers are displayed on the top of each bus stop sign. To find out when the next bus will arrive, use NexTrip, following the instructions shown on bus stop sign.

Arrival times for sbX buses are shown on digital signs at each station platform.

Riding & Requesting A Stop

Be at the bus stop early and stand at the bus stop sign.

As the bus arrives, check the route number and destination above the front window. Board through the front door.

sbX: Cash paying passengers board through the front door; passengers in mobility devices board through the middle door; bicyclists board using the rear door.

Please reserve front seats for seniors and persons with disabilities.

As your destination approaches, let your driver know that you would like to get off at the next bus stop by pressing the rubber strip near the window or on the button on the hand rails.

Bus Fares

Fares are the same price on all Ommitrans bus routes, including OmniGo and sbX. You can pay to ride with cash, or with 1-Day, 7-Day or 31-Day passes. 1-Day and 7-Day passes are sold onboard. Passes also can be purchased at a pass outlet, online or by mail.

Omnitrans offers reduced fares for seniors (62+), qualified persons with disabilities and Medicare, youth (18 and under) and veterans. Uniformed active duty military, police or fire personnel ride free. Children 46" tall and under ride free. Limit 2 children per fare paying rider. Ticket vending machines located at every sbX station, offer passes.

Fareboxes

Once the bus has come to a full and complete stop, you can board. The farebox is located next to the driver. Please put your cash fare into the top of the farebox. Drivers cannot make change, so please have exact change for your fare.

The first time you use your pass, insert it into the top of the farebox to “activate” it. Then, each time you board, you must “swipe” your pass through the magnetic reader.

sbX buses have fareboxes at each door.

Mobility Device Boarding

Omnitrans buses are equipped to board passengers with wheelchair and other mobility devices. The lift ramp is used for persons with disabilities who cannot step onto the bus, passengers using wheelchairs, scooters, orthopedic strollers, canes, crutches or portable oxygen tanks. Buses can also “kneel” on request for easier boarding.

OmniGo vehicles are lift equipped with space for three average-sized wheelchairs to be secured.

sbX buses have level boarding with bridge plates to span the gap between platform and vehicles. sbX vehicles offer front and backward-facing positions for those with mobility devices.

Bicycles

Omnitrans buses are equipped with a **bike rack** on the front bumper which hold 2-3 bikes. Let your driver know if you plan to load or unload a bike.

sbX buses hold up to 4 bikes inside the bus. Bicyclists please use the rear door.

Information



Phone.....800-966-6428



Hearing impaired.....California Relay 711

Customer Service Hours:

Monday - Friday, 7:00 AM - 6:00 PM

Saturday and Sunday, 8:00 AM - 5:00 PM.



www.omnitrans.org

تخطيط رحلتك

حدد نقطة البداية، والوجهة، ويوم السفر ووقته. ثم استخدم واحدًا من الخيارات التالية:

اتصل على **1-800-9-OMNIBUS** (1-800-966-6428) ستجد خدمة العملاء في خدمتك لمساعدتك على تخطيط الرحلة.

زرنا على **omnitrans.org** واستخدم تطبيق Trip Planner السهل أو قم بتنزيل تطبيق Omnitrans المجاني. ستتمكن من الوصول بسهولة بالغة لخطوط السير والجداول.

حجز الحافلة Omnitrans، عبارة عن منشور مجاني يحتوي على قائمة كاملة بخطوط السير، والجداول، ومعلومات عن الأجرة، وأرقام الهواتف، وغير ذلك من المعلومات التي تهتم الراكب والمتوفرة على متن الحافلات.

عند محطة الحافلة

يتم عرض أرقام خطوط السير أعلى كل لافتة موجودة في كل محطة حافلات. لمعرفة موعد وصول الحافلة التالية؛ استخدم تطبيق Nex-Trip، متبعا التعليمات المعروضة على اللافتة الموجودة أعلى كل محطة حافلة.

تُعرض مواعيد الوصول لحافلات sbX على اللافتات الرقمية في كل رصيف بمحطة الحافلة.

الركوب وطلب محطة معينة

تواجد عند محطة الحافلة مبكراً وقف عند اللافتة الموجودة أعلى كل محطة حافلة.

مع وصول الحافلة، تأكد من رقم خط السير والوجهة المشار إليها أعلى الزجاج الأمامي. اصعد على متن الحافلة من الباب الأمامي.

sbX: يصعد الركاب الذين يدفعون ثمن التذاكر نقداً من الباب الأمامي، يصعد الركاب الذين يستخدمون أجهزة متحركة من الباب الأوسط؛ ويصعد ركاب الدراجات من الباب الخلفي.

يُرجى حجز المقاعد الأمامية لكبار السن والأشخاص ذوي الإعاقة.

مع اقتراب مكان نزولك، أخبر السائق أنك تريد النزول في المحطة التالية وذلك من خلال الضغط على الشريط المطاطي بالقرب من النافذة أو على الزر الموجودة على قضبان الأيدي.

أجرة الحافلة

الأجرة موحدة في كل خطوط سير حافلات Omnitrans، بما فيها OmniGo و sbX. يمكنك الدفع نقداً، أو باستخدام جواز مرور سار لمدة 1- يوم أو 7- أيام أو 31- يوماً. يتم بيع جوازات المرور مدة اليوم والسبعة أيام على متن الحافلة. كما يمكن شراؤها من منفذ بيع مخصص لها، أو عبر الإنترنت، أو بالبريد.

تقدم Omnitrans أسعار أجرة مخفضة لكبار السن (+62)، والأشخاص المؤهلين ذوي الإعاقة وعمال ميدكير والشباب (ثمانية عشر عاماً أو أقل) والمحاربين. وتتوفر أجرة ركوب مجانية لضباط الخدمة العسكرية بالزني الموحد أو ضباط الشرطة أو رجال الإطفاء. كما يركب

الأطفال الذين يبلغ طولهم 46 بوصة مجانًا. ويعتبر الحد المسموح به طفلين لكل أجرة راكب مدفوعة القيمة.

صناديق الأجرة

ما إن تصل الحافلة إلى المحطة ويتوقف توقفًا كاملاً، يمكنك الصعود. يوجد صندوق الأجرة بجوار السائق. رجاءً ضع نقود الأجرة أعلى صندوق الأجرة. غير مسموح للسائقين بإرجاع الباقي، لذا نرجو الاحتفاظ بفئات صغيرة "فكة" للأجرة.

عند المرة الأولى التي تستخدم فيها جواز المرور، أدخله أعلى صندوق الأجرة "لتنشيطه". ثم في كل مرة تصعد على متن الحافلة، لابد من "تمرير" البطاقة على القارئ المغناطيسي.

توجد صناديق أجرة في حافلات Xbs عند كل باب.

صعود الأجهزة المتحركة

حافلات Omnitrans مُجهزة لاستقبال الركاب الذين يستخدمون الكراسي المتحركة أو غيرها من أجهزة المساعدة على الحركة. يستخدم سلم الرفع للأشخاص ذوي الإعاقة الذين لا يستطيعون صعود درج الحافلة، والأشخاص الذين يستخدمون الكراسي المتحركة، والسكرتر، وعربات الأطفال، والعكاز، وسناد الأرجل، وخزانات الأكسجين المحمولة. كما يمكن أن "تنزل" الحافلة حسب الطلب لتسهيل الصعود على متنها.

تتميز مركبات OmniGo بأنها مُجهزة بالمصاعد التي تتسع لحمل ثلاثة كراسي متحركة من الحجم المتوسط بشكل آمن.

كما أن حافلات Xbs مُجهزة بإمكانية التنقل بين المستويات عبر جسور لوحية لسد الفجوة بين المنصات والمركبات. وتوفر حافلات Xbs إمكانية الجلوس متجهًا للأمام أو للخلف لهؤلاء الذين يستخدمون أجهزة الحركة.

الدراجات

حافلات Omnitrans مُجهزة برف للدراجات على ممتص الصدمات الأمامي والذي يتسع لعدد 2-3 دراجات، (ولا تتوفر تلك الخدمة في . أخبر السائق إذا كنت ستضع دراجتك Uái āĒā

يمكن لحافلات Xbs حمل حتى 4 دراجات داخل الحافلة. ونرجو من راكبي الدراجات استخدام الباب الخلفي.

معلومات

هاتف ٨٠٠-٩٦٦-٦٤٢٨.....

ضعاف السمع..... California Relay 711



ساعات عمل خدمة العملاء:

الإثنين - الجمعة، ٧:٠٠ صباحًا - ٦:٠٠ مساءً

السبت والأحد، ٨:٠٠ صباحًا - ٥:٠٠ مساءً

www.omnitrans.org



规划您的出行

决定您的起点、目的地以及出行日期和时间。然后使用以下途径之一：

致电 1-800-9-OMNIBUS (1-800-966-6428) 客户服务将帮助您规划出行。

访问 omnitrans.org 并使用“出行规划程序”或下载免费的 Omnitrans 应用程序。您只需点击鼠标几次，即可确定路线和时间安排。

《Omnitrans 公共汽车大全》是一本免费刊物，其中包含所有线路、发车时间表、车票信息、电话号码和公共汽车上可提供的其他重要乘客信息。

在公共汽车站

路线编号显示在每个公交站牌的顶部。要查看下一趟车何时到达，请使用“NexTrip”（下一趟）查看，遵循公交站牌上显示的说明即可。

sbX 公交汽车的到达时间显示在每个站台的数字看板上。

乘车与要求停车

提前到达公交站并站在站牌处。

公交车到了后，查看汽车前窗的路线编号和目的地。从前门上车。

sbX：支付现金的乘客请从前门上车；使用行动辅助工具的乘客请从中门上车；骑自行车的乘客请从后门上车。

请将前排座椅留给年长或身体不便的乘客。

快要到达目的地时，请通过以下方式告知司机您要在下一站下车：按窗户附近的橡胶条，或按扶手上的按钮。

车费

所有公交线路价格均相同，包括 OmniGo 和 sbX。您可以使用现金乘车，也可以使用“一日通”、“周票”或“月票”（31 天）。一日通和周票可直接在车上购买。您也可以在售票处、网上或通过邮寄方式购买车票。

Omnitrans 为老年乘客（62 岁以上）、符合条件的残疾人和拥有医疗保障人员、（18 岁以下）青年和退役军人提供优惠。穿制服的现役军人、警察或消防人员免费。身高在 46 英寸及以下的儿童免费。每项费用仅限两名儿童使用。

车票箱

应在汽车完全停稳之后再上车。车票箱位于司机的旁边。请从车票箱顶部投币。不设找赎，请自备零钱。

第一次使用车票时，从车票箱顶部插入车票将之“激活”。然后，每次乘车时，您必须从磁卡读卡器处“刷票”。

sbX 公交汽车在每个车门处均设有车票箱。

行动辅助工具乘车

Omnitrans 公交车可搭乘使用轮椅和其他行动辅助工具的乘客。升降坡道可为因身体不便而无法走入车厢的人士、使用轮椅、踏板车、整形轮椅、手杖、拐杖或便携式氧气的乘客提供便利。应要求，公交车还可以“跪下来”，让身体不便的人士更容易地乘车。

OmniGo 汽车的升降区可提供足够的空间来固定三个平均大小的轮椅。

sbX 公交车的水平登降设施可铺设跨板跨过站台与汽车之间的间隙。sbX 公交车为使用行动辅助工具的乘客提供前向和后向位置。

自行车

Omnitrans 公交车在前保险杠上提供自行车停放架，可停放 2-3 辆自行车请告知司机您是否要在保险杠上停放自行车。

sbX 公交车车内可容纳 4 辆自行车。骑自行车的乘客请从后门上下车。

信息



电话..... 800-966-6428



听觉障碍人士.....California Relay 711

客服时间：

周一至周五，上午 7:00 - 下午 6:00

周六及周日，上午 8:00 - 下午 5:00



www.omnitrans.org

ការរៀបចំបុគ្គលិកទៅដង្ហែមុនពេលចាប់ផ្តើមការងារ

ក្បួនសម្រេចលើចំណាចចាប់ផ្ដើម, គោលដៅ, ចុង
និងពេលវេលាផ្លូវរំលឹកឈើរបស់អ្នក។ បន្ទាប់មក ប្រព័ន្ធគ៏មាន
មួយក្នុងចំណោមខាងក្រោម:

ហៅទូរស័ព្ទទៅ 1-800-9-Omnibus (1-800-966-6428) ជូនកេ
អភិជននិងជួយអ្នកកាន់កាប់កូនប្រាប់គម្រោងផ្ទះលើដំណើរ។

មេធាវីបណ្ណាល័យ omnitrans.org, ហៅយកប្រាក់កម្មវិធីរៀបចំកម្មវិធី
រថាងផ្លូវចិនណាវើ (Trip Planner) ងាយៗ ឬសេវាទូទៅ (ទាញយក)
កូដកម្មវិធី Omnitrans ដោយឥតគិតថ្លៃ។ ផ្តល់ផ្លូវចិនណាវើ
នឹងកាលកំណត់រថាងផ្លូវចិនណាវើសេវាទូទៅដោយឥតគិតថ្លៃពីរបីដប់ប្រាំ
ណាវើ។

សងៀកលៅព័ត៌មានថយនុកកុងដីអូមនីតរនេស៍ (**The Omnitrans Bus Book**) គឺជាឯកសារបោះពុម្ពផ្សាយឥតគិតថ្លៃមួយដែលមាននូវព័ត៌មានស្តីពីផ្លូវធ្វើចំណាត់ការ, កាលវិភាគ, សំបុត្រ, លេខទូរស័ព្ទ និងព័ត៌មានផ្សេងៗទៀតសម្រាប់អ្នកជិះដំណើរមាននូវការងារថយនុកកុងដី ឬដឹកអ្នកដំណើរនាពេលឡើងជិះ។

និរោចរោគមានផលកសិកម្មព្រៃឈើនៃកម្ពុជា

លេខផ្លូវជាដំណើរមានបង្ហាញប្រាប់នូវផ្លូវដ៏ងាយស្រួលនៃផ្លូវលក់សព្វថ្ងៃនេះ។ ដើម្បីបង្ហាញពីលទ្ធភាពលេចធ្លោនៃផ្លូវលក់សព្វថ្ងៃនេះ យើងបានបង្ហាញប្រាប់នូវផ្លូវលក់សព្វថ្ងៃនេះ។ ដើម្បីបង្ហាញពីលទ្ធភាពលេចធ្លោនៃផ្លូវលក់សព្វថ្ងៃនេះ យើងបានបង្ហាញប្រាប់នូវផ្លូវលក់សព្វថ្ងៃនេះ។

មីនេសូតា មានបង្ហាញបុរាណវិទ្យា
សិក្សាស្រាវជ្រាវ ពីការប្រើប្រាស់ប្រព័ន្ធ
ស្រាវជ្រាវ របស់ខ្លួន ដើម្បីជួយដល់
សិស្សានុសិស្ស ក្នុងការសិក្សាស្រាវជ្រាវ។

ការឡើងដំឡើង និង ហាងទំនិញ

ទៅចាំនោះតាមចំណុចរថយន្តកុរុងឈប់ជាមុន ហើយឈរនៅ
នឹងផលកសព្វញ្ញរថយន្តកុរុងឈប់។

នរោត្តមលេងលែងយន្តកម្រងមកដល់ ពិនិត្យយមលើលខេត្តល្អ
និងគោលដៅដល់មាននរោត្តមខាងលើបង្កើត ឬកញ្ចប់បំប៉ន។
ឡើងដល់លើលើយន្តកម្រងដល់ទុរាមុខ។

sbX: អ្នកដឹងណាដែលបងប្អូនជំនួយឡើងដល់ការរស់នៅរបស់យើង
ហួតដល់ទុវារម្ម អ្នកផ្ទេរព័ត៌មានប្រចាំខែបញ្ជាក់ពីស្តាយដល់
គ្រប់រូបដែលបានជួយយើង។ អ្នកជិះកង់ឡើងដឹកមន្ត្រីរាជ
រោង។

សូមមកត្រួតពិនិត្យក្នុងរំពងទីនេះមុនពេលបោះឆ្នោត និងអនុវត្តការ។

នរោត្តមលេធិកនរោងលំកោលនរោបស់អនុក អនុញ្ញាតឱ្យអនុកបរើកបរបស់អនុកមានដឹងថា អនុកចង់ចុះនរោច័ណ្ឌចរថយន្តក្បែរឈប់បន្ទាប់ ឬខាងមុខនរោយចូចក្នុងភាក់ជនរោនរោធិកបង្កអច ឬនរោប្រឹកដនរោនឹងរោរោបង្កាន់នរោ។

សំបុត្ររថយន្តកក្កដា

សំបុត្រមានតម្លៃបន្ថែមៗគុណនាទៅគ្រប់ផ្សារវេយនតក្នុង Omnitrans រត់ទាំងអស់ដែលមានជាអាទិ៍ OmniGo និង sbX។ អ្នកអាចទូទាត់ជិះជាសាច់ប្រាក់ដើម្បីឱ្យរំពឹងបាន ឬប្រើសំបុត្រប្រតិបត្តិការអនាញតាមសម្រាប់ 1 ថ្ងៃ 7 ថ្ងៃ ឬ 31 ថ្ងៃ។

សំបុត្រ ឬប័ណ្ណណែនាំញញឹកសម្រាប់ 1 ថ្ងៃ, 7 ថ្ងៃ ឬ 31

ចុងវៃ អាចរកទិញបាននៅលើវីដេយូតកក្កដា។ លើសពីនេះ

គម្រោងទន្សាយសំបុត្រ ឬបណ្តាញអនឡាញតំបន់នេះនឹងត្រូវបញ្ចប់ដោយស្វ័យប្រវត្តិ បើសិនជាអ្នកប្រើប្រាស់មិនបានបំពេញការងារណាមួយក្នុងរយៈពេលកំណត់។

Omnitrans ផ្តល់នូវសំបុត្របញ្ចុះតម្លៃដែលមនុស្សចាស់ (អាយុ 62+), អ្នកពិការដែលមានលក្ខណៈសម្បត្តិគ្រប់គ្មាន់ និង Medicare, យុវជន (អាយុ 18 ឆ្នាំចុះ) និងអតីតយុទ្ធជន។ យោធា, ប៉ូលីស ឬបុគ្គលិកអគ្គិភ័យដែលមានគ្រឿងកសល មានគ្រឹមត្បូងដៃដោយឥតគិតថ្លៃ។ កម្រាបម្នាក់ 46" ចុះ ដៃឥតគិតថ្លៃ។ កម្រិតឧបអ្នកជិះដែលបង់ថ្លៃមានគ្រឹមកុមារ 2 នាក់។

បុរេអប់រំមូលាក់សំបុត្រជិះរថយន្ត

និព្វេតលេងលែងរថយន្តក្នុងឋានមកដល់កន្លងដែលបំប្លែងប្រលោមហើយ អ្នកអាចឡើងជិះបាន។ បុរេអប់រំមូលាក់សំបុត្រជិះរថយន្តមានដាក់និព្វេតជាប់នឹងកៅអីអ្នកបរិក្ខារ។ សូមមេត្តាដាក់សំបុត្របង្កប់បុគ្គលិករបស់អ្នកចូលទៅតាមផ្ទះកែខាងលើនៃបុរេអប់រំមូលាក់សំបុត្រជិះរថយន្ត។ អ្នកបរិក្ខារមិនអាចប្រើប្រាស់បុគ្គលិករថយន្តនេះ ដូចនេះសូមមេត្តាបង្កប់បុគ្គលិករថយន្តសម្រាប់ការទិញសំបុត្ររបស់អ្នក។

និព្វេតលើកទីមួយដែលអ្នកបរិក្ខារសំបុត្រប្រើប្រាស់អនុញ្ញាតរបស់អ្នក ចូរស៊ីក្រាចូលទៅតាមផ្ទះកែខាងលើនៃបុរេអប់រំមូលាក់សំបុត្រជិះរថយន្តដើម្បី "ចុះស្នាមស្នាម" វា។ និព្វេតរៀងរាល់ពេលដែលអ្នកឡើងជិះ អ្នកត្រូវតែ "ឆ្លុក" សំបុត្រ ប្រើប្រាស់អនុញ្ញាតរបស់អ្នកឲ្យដល់អង្គការណែនាំម៉ាញេទិក។

រថយន្តក្នុង sbX មានបុរេអប់រំមូលាក់សំបុត្រជិះរថយន្តនិព្វេតតាមមន្ទីរនីមួយៗ។

ការឡើងជិះដោយបុរេអប់រំមូលាក់សំបុត្រជិះរថយន្ត

រថយន្តក្នុង Omnitrans មានបំពាក់ដោយក្រឡឹងជំនួយដល់អ្នកដំណើរដែលប្រើកៅអីសម្រាប់អ្នកពិការជិះ និងឧបករណ៍ជំនួយដើរផ្សេងៗទៀត។ ឧបករណ៍ធានាបំប្លែងដាក់ (lift ramp) ត្រូវបានគេប្រើសម្រាប់ជនពិការដែលមិនអាចដើរចូលក្នុងរថយន្តក្នុង អ្នកដំណើរដែលប្រើកៅអីសម្រាប់អ្នកពិការ ម៉ូតូស្មូតូទីរ៉ូ, រទេះរុក្ខជាតិសម្រាប់ស្ត្រីរោគសញ្ញា, ឈើច្រវាក់, ឈើច្រវាក់ក្របីក្នុងក្រុង ឬបំពង់អ្នកស៊ីហ្វលីនីយ៉ា។ លើសពីនេះ រថយន្តក្នុងអាចផ្តល់ "សម្រួលផ្សេងៗ" តាមសំណើសុំការសម្រួលឲ្យបាននូវ។

រថយន្ត OmniGo មានកន្លងដៃពិសេសសម្រាប់កៅអីអ្នកពិការខ្លាតមធ្យមដើម្បីឲ្យមានសុវត្ថិភាព។

រថយន្តក្នុង sbX មានការអនុញ្ញាតឲ្យជិះប៊ិកម៉ូតូដោយបុរេអប់រំបន្តដោយស្វ័យប្រវត្តិដើម្បីពិនិត្យច្បាស់លាស់រវាងកន្លងដៃឡើងជិះ និងរថយន្ត។ រថយន្ត sbX ផ្តល់នូវសុវត្ថិភាពអង្គុយបំប្លែងទៅមុខទៅក្រោយឋានសម្រាប់អ្នកទាំងឡាយណាដែលប្រើឧបករណ៍ជំនួយដើរ។

កង

រថយន្តក្នុង Omnitrans មាន ផ្ទះសម្រាប់ដាក់កងនិព្វេតមុខដៃដាក់កងបាន 2-3 គ្រឿង។ អនុញ្ញាតឲ្យអ្នកបរិក្ខាររបស់អ្នកដឹងក្នុងករណីដែលអ្នកគួរតែដាក់ ឬទម្រង់កងចុះ។

រថយន្តក្នុង sbX ដាក់កងបានរហូតដល់ទៅ 4 គ្រឿងនិព្វេតខាងក្នុងវា។ សូមអ្នកជិះកងមេត្តាប្រើប្រាស់ទូរស័ព្ទក្រោយ។

ព័ត៌មាន



ទូរសព្ទ.....800-966-6428



អ្នកមានបញ្ហាស្តាប់ច្រឡំ.....California Relay 711

ម៉ោងផ្តល់ការងារដោយផ្ទាល់ដោយអតិថិជន:
ចន្ទ - សុក្រ 7:00 ព្រឹក - 6:00 ល្ងាច
សៅរ៍ និងអាទិត្យ 8:00 ព្រឹក - 5:00 ល្ងាច។



www.omnitrans.org

탑승 계획

출발지, 목적지 및 여행 날짜와 시간을 결정하십시오.
그리고 다음 중 한 방법을 이용하십시오.

1-800-9-OMNIBUS(1-800-966-6428)로 전화하시면 고객 지원팀이 탑승 계획을 도와드립니다.

Omnitrans.org를 방문하여 **Easy Trip Planner**를 사용하거나 무료 앱인 **Omnitrans**를 내려받으십시오. 몇 번만 클릭하면 경로와 운행 일정도 알아볼 수 있습니다.

Omnitrans Bus Book은 전체 경로, 운행 일정, 요금 정보, 전화번호 그리고 버스 승차 시 제공되는 다른 중요한 탑승자 정보 목록을 전부 수록하고 있는 무료 정보지입니다.

버스 정거장에서

각 버스 정거장의 정차 표지판 위에는 경로 번호가 표시되어 있습니다. 다음 버스가 언제 오는지 알아보려면 버스 정차 표지판 위에 있는 안내문을 따라 **NextTrip**을 사용하십시오.

sbX 버스 도착 시각은 각 정거장 플랫폼 디지털 표지판에 나와 있습니다.

승차 및 정차 요청

일찍 정거장으로 나가서 버스 정지 표지판에서 계십시오.

버스가 도착하면 앞 유리창 위에 있는 경로 번호와 목적지를 확인하십시오. 앞문으로 승차하십시오.

sbX: 현금 승차 탑승객은 앞문으로 승차하십시오. 휠체어 사용 탑승객은 중간 문으로, 자전거 이용 고객은 뒷문으로 탑승하십시오.

노인과 장애인을 위한 앞좌석은 사용하지 않도록 하십시오.

목적지가 가까워지면 창문 옆에 있는 고무 띠 또는 손잡이에 있는 버튼을 눌러 운전기사에게 다음 정류장에서 내리는 것을 알려주십시오.

버스 요금

OmniGo와 sbX를 포함한 모든 Omnitrans 버스 요금은 같습니다. 탑승 요금은 현금을 내거나 1일, 7일 또는 31일용 통행권을 사용하실 수 있습니다. 1일 및 7일용 통행권은 버스에서 구매할 수 있습니다. 통행권은 통행권 판매소, 온라인 또는 우편으로도 구매하실 수 있습니다.

Omnitrans는 노인(62세 이상의 노인, 장애가 있거나 Medicare를 가지고 계신 분, 18세 이하의 청소년 그리고 전역 군인에게는 할인 요금을 제공해 드립니다. 군복을 착용하고 있는 현역 군인, 경찰 또는 소방관은 무료로 탑승할 수 있습니다. 키가 46인치 이하인 어린이들도 무료 탑승이 가능합니다. 요금을 내는 탑승자당 2명의 어린이까지만 해당합니다.

요금함

버스가 완전히 정차했을 때 버스에 탑승하실 수 있습니다. 요금함은 버스 기사 옆에 있습니다. 현금 요금은 요금함 윗부분 안으로 넣으십시오. 버스 기사는 잔돈이 없으므로 정확한 액수의 현금을 준비하십시오.

맨 처음 통행권을 사용할 때에는 통행권 “활성화”를 위해 요금함 윗부분으로 통행권을 넣으십시오. 그다음 번부터는 탑승할 때마다 자석식 검표기에 통행권을 넣어 밀어 내리시면 됩니다.

sbX 버스 요금함은 각 문에 있습니다.

이동 지원 장비 실기

Omnitrans 버스에는 휠체어나 다른 이동 지원 장비를 사용하는 탑승객을 돕기 위한 장치가 있습니다. 버스에 자력으로 탑승할 수 없는 분이나 휠체어, 스쿠터, 보행 지원 기기, 지팡이, 목발 또는 휴대용 산소탱크를 사용하는 분은 탑승기를 사용하실 수 있습니다. 또한, 손쉬운 탑승을 위해 요청하시는 경우 버스 계단 높이를 “낮출 수”도 있습니다.

OmniGo 차량에는 일반 크기 휠체어를 3개 고정할 수 있는 공간을 가진 승강 장치가 있습니다.

sbX 버스에는 버스 플랫폼과 차량 사이의 공간을 막아주는 추가 발판이 있습니다. sbX 차량은 휠체어를 가진 탑승객을 위해 전방향 또는 후방향을 바라볼 수 있는 좌석도 제공하고 있습니다.

자전거

Omnitrans 버스에는 전면 범퍼에 2~3개의 자전거를 고정할 수 있는 자전거 거치대가 설치되어 있습니다. 자전거를 실거나 내릴 계획이면 버스 기사에게 알려주십시오.

sbX 버스에는 최대 4대까지 자전거를 버스 안에 실을 수 있습니다. 자전거를 타는 분은 뒷문을 사용해 주십시오.

정보



전화.....800-966-6428



청각장애인.....California Relay 711

고객지원 시간:

월요일 - 금요일, 오전 7:00 - 오후 6:00

토요일 및 일요일, 오전 8:00 - 오후 5:00.



www.omnitrans.org

Planificar su viaje

Decida su punto de partida, su destino, el día y la hora de viaje. Luego use uno de los siguientes:

Llame al 1-800-9-OMNIBUS (1-800-966-6428) El servicio de atención al cliente lo ayudara a planificar su viaje.

Visite omnitrans.org, y use el sencillo Planificador de viajes (Trip Planner) o descargue la aplicación gratuita de Omnitrans. Las rutas y los horarios se encuentran a solo unos clics de distancia.

El Cuadernillo del Autobús de Omnitrans es una publicación gratuita que contiene una lista complete de las rutas, los horarios, la información de las tarifas, los números telefónicos y otra información importante para el pasajero a bordo de los autobuses.

En La Parada del Autobús

Los números de ruta se indican en la parte superior de los carteles de todas las paradas de autobús. Para obtener información acerca del horario de arribo del próximo autobús, siga las instrucciones que se indican en el cartel de la parada del autobús para utilizar NexTrip.

Los horarios de llegada de los autobuses sbX se indican en carteles digitales en las plataformas de todas las estaciones.

Transporte y solicitud de parada

Llegue temprano a la parada del autobús y aguarde junto al cartel de parada. Cuando llegue el autobús, verifique el número de ruta y el destino que se indica sobre el parabrisas. Ascienda por la puerta delantera.

sbX: Los pasajeros que abonan en efectivo ascienden al autobús por la puerta delantera; los pasajeros con dispositivos de movilidad ascienden por la puerta central; los ciclistas ascienden por la puerta trasera.

Reserve los asientos delanteros para las personas mayores y las personas con movilidad reducida.

A medida que se acerca a su destino, informe al conductor que desea descender en la siguiente parada de autobús al presionar la correa de goma que se encuentra junto a la ventanilla o el botón que se encuentra en los pasamanos.

Tarifas del Autobús

Las tarifas tienen el mismo precio en todas las rutas de los autobuses de Omnitrans, incluidos OmniGo y sbX. Puede abonar el viaje en efectivo o con pases de 1 día, 7 días o 31 días. Los pases de 1 día y 7 días se venden a bordo del vehículo. Los pases también se pueden comprar en una tienda de pases, en línea o por correo.

Omnitrans ofrece tarifas reducidas para personas mayores (más de 62 años), personas cualificadas que posean una discapacidad y Medicare, jóvenes (de 18 años o menos) y veteranos. El personal militar en servicio, los policías o bomberos uniformados viajan gratis. Los niños de 46" de altura o menos viajan gratis. El límite es de 2 niños por pasajero que paga su pasaje.

Cajas de Pasajes

Puede abordar el autobús una vez que éste se detiene completamente. La máquina expendedora de boletos se encuentra junto al conductor. Coloque su tarifa en efectivo en la parte superior de la máquina expendedora de boletos. Los conductores no pueden darle cambio, por lo que debe contar con el importe exacto de su tarifa.

La primera vez que use su pase, colóquelo dentro de la parte superior de la máquina expendedora de boletos para “activarlo”. Luego, cada vez que ascienda a un autobús, debe “deslizar” su pase por el lector magnético.

Los autobuses sbX cuentan con máquinas expendedoras de boletos en cada puerta.

Ascenso de dispositivos de movilidad

Los autobuses de Omnitrans están equipados para permitir el ascenso de pasajeros con sillas de ruedas y otros dispositivos de movilidad. La rampa elevadora se utiliza para personas con discapacidades que no pueden ascender al autobús, pasajeros con sillas de ruedas, vehículos motorizados, coches ortopédicos, bastones, muletas o tanques de oxígeno portátiles. Los autobuses también pueden “arrodillarse” si el pasajero lo solicita para facilitar el ascenso.

Los vehículos OmniGo cuentan con elevadores con espacio suficiente para asegurar tres sillas de ruedas de tamaño estándar.

Los autobuses sbX cuentan con un ascenso a nivel con rampas para cubrir el espacio entre la plataforma y el vehículo. Los vehículos sbX ofrecen ubicaciones que miran hacia la parte delantera o trasera para las personas con dispositivos de movilidad.

Bicicletas

Los autobuses de Omnitrans cuentan con un portabicicletas en el paragolpes delantero con capacidad para 2 o 3 bicicletas. Informe al conductor si desea cargar o descargar una bicicleta.

Los autobuses sbX pueden llevar hasta 4 bicicletas en su interior. Los ciclistas deben usar la puerta trasera.

Información



Teléfono.....800-966-6428



Personas con
discapacidad auditiva.....California Relay 711

Horarios de atención al cliente:

Lunes a viernes, 7:00 AM - 6:00 PM

Sábado y domingo, 8:00 AM - 5:00 PM.



www.omnitrans.org

Pagpapalano ng Biyahe Mo

Pagpasyahan ang iyong punto ng pagsisimula, destinasyon, araw at oras ng pagdating. Pagkatapos ay gamitin ang isa sa sumusunod:

Tumawag sa 1-800-9-OMNIBUS (1-800-966-6428)

Tutulungan ka ng serbisyong pangkostumer sa pagpapalano sa biyahe mo.

Bumisita sa omnitrans.org, at gamitin ang madaling Trip Planner o i-download ang libreng Omnitrans app. Ilang click ang layo ng mga ruta at mga iskedyul.

Ang Omnitrans Bus Book ay isang libreng publikasyon na naglalaman ng kumpletong listahan ng mga ruta, iskedyul, impormasyon sa pamasaha, mga numero ng telepono at ibang mahalagang impormasyon sa mananakay na maku-kuha sa loob ng mga bus.

Sa Himpilan ng Bus

Ang mga numero ng ruta ay pinapakita sa itaas na bawat karatula ng himpilan ng bus. Upang malaman kung kailan darating ang susunod na bus, gamitin ang NexTrip, sundin ang mga tagubilin na pinapakita sa karatula ng himpilan ng bus.

Ang mga oras ng pagdating para sa mga bus ng sbX ay pinapakita sa mga digital na karatula sa bawat plataporma ng istasyon.

Pagsakay at Paghiling ng Paghinto

Dumating sa himpilan ng bus nang maaga at tumayo sa karatula ng himpilan ng bus.

Pagdating ng bus, tingnan ang numero ng ruta at destinasyon sa itaas ng harapang bintana. Sumakay gamit ang harapang pinto.

sbX: Ang mga pasaherong magbabayad gamit ang salapi ay sasakay gamit ang harapang pinto; ang mga pasahero na gumagamit ng mga aparatong pang-mobility ay sasakay gamit ang gitnang pinto; ang mga siklista ay sasakay gamit ang likurang pinto.

Pakireserba ang mga harapang upuan para sa mga senior at mga taong may kapansanan.

Habang papalapit sa destinasyon mo, ipaalam sa iyong tsuper na nais mong bumaba sa susunot na himpilan ng bus sa pamamagitan ng pagpindot sa gomang strip na malapit sa bintana o sa pindutan sa mga hawakang riles.

Mga Pamasaha sa Bus

Pareho ang presyo ng mga pamasaha sa lahat ng mga ruta ng bus ng Omnitrans, kabilang ang OmniGo at sbX. Maaari kang bagbayad para sumakay gamit ang salapi, o gamit ang 1-Araw, 7-Araw o 31-Araw na pases. Sa loob ng bus binebenta ang 1-Araw at 7-Araw na pases. Maaari din bilhin ang mga pases sa outlet ng pases, online gamit ang koreo.

Naghahandog ang Omnitrans ng bawas na mga pamasaha para sa mga senior (62+), mga kwalipikadong taong may mga kapansanan at Medicare, kabataan (18 at mas bata) at mga beterano. Libreng makakasakay ang mga naka-uni

pormeng militar na nasa aktibong duty, pulis o bumbero. Ang mga batang 46" ang tangkad at mas maliit ay libreng makakasakay. Limitado sa 2 bata bawat mananakay na nagbabayad ng pamasaha.

Mga Kahon ng Pamasaha

Kapag ang bus ay ganap at kumpletong huminto, maaari kang sumakay. Ang kahon ng pamasaha ay nasa tabi ng tsuper. Pakilagay ang salapi mong pamasaha sa ibabaw ng kahon ng pamasaha. Hindi maaaring magsukli ang mga tsuper kaya mangyaring magkaroon ng eksaktong barya para sa pamasaha mo.

Sa unang pagkakataon na gamitin mo ang iyong pases, ipasok ito sa ibabaw ng kahon ng pamasaha upang "paganahin" ito. Pagkatapos, tuwing sasakay ka, dapat mong "i-swipe" ang pases mo sa magnetic reader.

Ang mga bus ng sbX ay may mga kahon ng pamasaha sa bawat pinto.

Pagsakay Gamit ang Aparatong Pang-mobility

Ang mga bus ng Omnitrans ay may kasangkapan para magsakay ng mga pasaherong may wheelchair at ibang aparatong pang-mobility. Ginagamit ang lift ramp para sa mga taong may kapansanan na hindi makakahakbang sa bus, mga pasaherong gumagamit ng mga wheelchair, scooter, orthopedic stroller, baston, crutches o mga portable na tangke ng oxygen. Maaari ring "lumuhod" ang mga bus kapag hiniling para sa mas madaling pagsakay.

Ang mga sasakyan ng OmniGo ay may kasangkapang pang-angat na may espasyo para sa tatlong karaniwang-laking wheelchair na ipipirmi.

Ang mga bus ng sbX ay may lebel na pagsakay na may mga bridge plate upang sakupin ang puwang sa pagitan ng plataporma at mga sasakyan. Ang mga sasakyan ng sbX ay naghahandog ng mga posisyong nakaharap sa harapan at likuran para sa mga may aparatong pang-mobility.

Mga Bisikleta

Ang mga bus ng Omnitrans ay may bike rack sa harapang bumper na maaaring magkarga ng 2-3 bisikleta. Ipaalam sa tsuper mo kung balak mong magkarga o magbaba ng bisikleta.

Ang mga bus ng sbX ay kayang kumarga ng 4 na bisikleta sa loob ng bus. Mangyaring gamitin ng mga siklista sa likurang pinto.

Impormasyon



Telepono.....800-966-6428



May kapansanan sa pagdinig.....California Relay 711

Mga Oras ng Serbisyong Pangkostumer:

Lunes - Biyernes, 7:00 AM - 6:00 PM

Sabado at Linggo, 8:00 AM - 5:00 PM.



www.omnitrans.org

Lập kế hoạch cho chuyến đi của quý vị

Hãy quyết định điểm xuất phát, điểm đến, ngày và thời gian đi lại. Sau đó sử dụng một trong những cách sau:

Gọi tới 1-800-9-OMNIBUS (1-800-966-6428) Bộ phận Dịch vụ khách hàng sẽ giúp quý vị lập kế hoạch cho chuyến đi của mình.

Truy cập trang web omnitrans.org, và sử dụng thanh công cụ đơn giản Trip Planner hay tải xuống ứng dụng Omnitrans miễn phí. Quý vị sẽ có tuyến đường và lịch trình chỉ sau vài cú nhấp chuột.

Quyển Omnitrans Bus Book là ấn bản miễn phí có danh mục hoàn chỉnh các tuyến đường, lịch biểu, thông tin giá vé, số điện thoại và các thông tin quan trọng khác cho hành khách có sẵn trên xe buýt.

Tại Bến xe buýt

Số của các tuyến xe được hiển thị ở phía trên của mỗi biển báo tại bến xe. Để biết được khi nào chuyến buýt tiếp theo sẽ đến, hãy sử dụng NexTrip, theo hướng dẫn trên biển báo tại bến xe buýt.

Thời gian đến bến của các xe buýt nhanh (sbX buses) được hiển thị trên bảng kỹ thuật số tại mỗi bến.

Đi xe & Yêu cầu dừng xe

Hãy đến bến xe buýt sớm và đứng ngay tại biển báo của bến xe.

Khi xe buýt đến, hãy kiểm tra số của tuyến xe và điểm đến ở trên cửa sổ phía trước. Lên xe bằng cửa trước.

Xe buýt nhanh (sbX): Hành khách trả tiền mặt lên xe bằng cửa trước; hành khách có sử dụng phương tiện di chuyển lên xe bằng cửa giữa; người có xe đạp lên xe bằng cửa sau.

Vui lòng dành ghế phía trước cho người lớn tuổi và người khuyết tật.

Khi sắp tới điểm đến của quý vị, hãy báo cho tài xế biết rằng quý vị muốn xuống xe tại điểm dừng tiếp theo bằng cách nhấn dải cao su gần cửa sổ hay ấn nút trên tay vịn.

Giá vé xe buýt

Vé có giá như nhau trên tất cả các tuyến buýt Omnitrans, bao gồm OmniGo và buýt nhanh (sbX). Quý vị có thể trả bằng tiền mặt mỗi khi đi xe, hay mua vé 1-Ngày, 7-Ngày hay 31-Ngày. Vé 1-Ngày và 7-Ngày có bán trên xe. Quý vị cũng có thể mua vé tại điểm bán vé, trực tuyến hay qua thư.

Omnitrans cung cấp chương trình giảm giá vé cho những người cao tuổi (62+), những người khuyết tật đủ điều kiện và những người được hưởng Medicare, thanh thiếu niên (18 và dưới 18 tuổi) và cựu chiến binh. Bộ đội đang

phục vụ trong quân đội thuộc các lực lượng vũ trang, cảnh sát hoặc nhân viên cứu hỏa được đi xe miễn phí. Trẻ em thấp hơn hoặc bằng 46 inch được đi xe miễn phí. Giới hạn 2 trẻ em mỗi vé thanh toán cho tài xế.

Hộp đựng tiền vé

Khi xe buýt đã đến và hoàn toàn dừng lại hẳn, quý vị có thể lên xe. Hộp đựng tiền vé được đặt cạnh tài xế. Vui lòng để tiền mặt mua vé của quý vị phía trên hộp đựng tiền vé. Tài xế không thể đổi tiền lẻ, vì thế vui lòng chuẩn bị đúng số tiền lẻ cho vé của quý vị.

Lần đầu tiên quý vị sử dụng vé, hãy đặt vé lên trên hộp đựng tiền vé để “kích hoạt” vé. Sau đó, mỗi lần quý vị lên xe, quý vị cần “quẹt” vé qua đầu đọc từ.

Buýt nhanh (sbX buses) có hộp đựng tiền vé tại mỗi cửa.

Lên xe khi sử dụng các phương tiện di chuyển

Xe buýt Omnitrans được trang bị để đón hành khách dùng xe lăn và các phương tiện di chuyển khác. Bàn nâng được sử dụng cho người khuyết tật không thể bước lên xe buýt, hành khách sử dụng xe lăn, xe đẩy, ghế đẩy, ba toong, nạng hay bình ôxy di động. Xe buýt cũng có thể “quỳ” theo yêu cầu để hành khách lên xe dễ dàng hơn.

Các xe OmniGo được trang bị bàn nâng đủ đảm bảo chỗ cho ba xe lăn cỡ trung bình.

Xe buýt nhanh (sbX) có tấm ván phẳng đón khách lên với tấm cầu nổi khoảng cách giữa sàn bến xe và xe. Xe buýt nhanh (sbX) có các vị trí nhìn về phía trước và phía sau cho những người sử dụng phương tiện di chuyển.

Xe đạp

Xe buýt Omnitrans được trang bị giá để xe đạp ở bộ phận hãm xung phía trước có thể chứa được 2-3 xe đạp. Hãy cho tài xế biết nếu quý vị có dự định bốc xe lên hay dỡ xe xuống.

Các xe buýt nhanh (sbX) có thể chứa tới 4 xe đạp trong xe buýt. Những người có xe đạp vui lòng sử dụng cửa sau.

Thông tin



Số điện thoại.....800-966-6428



Với người khiếm thính.....Relay California 711

Giờ Dịch vụ Khách hàng:

Thứ hai – Thứ sáu, 7:00 Sáng - 6:00 Chiều

Thứ bảy và chủ nhật, 8:00 Sáng - 5:00 Chiều.



www.omnitrans.org

APPENDIX-R: OMNITRANS' PUBLIC OUTREACH POLICY

On following pages.



Short Range Transit Plan FY 2008-2013

Final Report

Public Outreach Plan



July 11, 2007

IBI Group

with Arellano Associates | Connetics Transportation Group, Inc.



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EXECUTIVE SUMMARY

The involvement and education of the public in Omnitrans programs and processes are critical to successful transit service planning. As a public transit agency, Omnitrans has public accountability for its services and programs. As such, Omnitrans is establishing an ongoing protocol for communication with its customers. A Public Outreach Plan is intended to provide Omnitrans staff with a standard set of communications protocol and outreach tools that can be employed in a programmatic fashion depending upon the program or activity of Omnitrans. Given past and current transit operations, Omnitrans is likely to engage in nine different types of programs or activities that will result in the need for public outreach activities. These include:

- Major Investment Study (MIS)
- Environmental Impact Statement/Environmental Impact Report (EIS/EIR)
- Fare Change
- Route Change, Service Change or Notice of New Service
- Short Range Transit Plan
- Grants
- Emergency and Temporary Event Service Changes
- Special Planning Studies
- Route Information Gathering and Other Outreach Methods

The types of public outreach activities that Omnitrans will likely undertake are addressed with the appropriate corresponding legal requirements and outreach opportunities identified. In some cases, there are legal requirements that will shape the public outreach process; in cases where no specific requirement exists, Omnitrans should employ proven public outreach strategies.

Table 1: Types of Agency Actions and Programs

Public Outreach Activity	Description of Activity	Legal Requirements	Outreach Opportunities
Major Investment Study	Where the need for a major metropolitan transportation investment is identified, and federal funds are potentially involved, a major investment study is undertaken. The study examines transportation improvements for a corridor or site and determines feasible alternatives.	<p>Educate the public and encourage participation in the process in accordance with 23 CFR 450.316(b)(1). These requirements include:</p> <ol style="list-style-type: none"> 1. <u>Allow a minimum public comment period of 45 days</u> before the public involvement process is initially adopted or revised. 2. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties and segments of the community affected by transportation plans. 3. Give reasonable public access to technical and policy information used in the development of plans, and to open public meetings where matters are being considered. 4. Adequate public notice of public involvement activities and time for public review and comment at key decision points <u>with a comment period of at least 30 days</u>. 5. Demonstrate explicit consideration and response to public input received during the planning and program development processes. 6. Seek out and consider the needs of those traditionally underserved (i.e. low-income and minority populations). 7. When significant public or interagency comments are received, must include a summary, analysis and report on the disposition of comments in the final plan. 8. If the final plan differs significantly from the one made available for public review, an additional opportunity for public comment on the plan must be made available. 9. The public involvement processes are subject to review by the metropolitan planning organization, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). 	Community workshops supplemented by a project database, meeting notices, customer newsletters, electronic newsletters, press releases, workshop comment forms and project fact sheets.

Public Outreach Activity	Description of Activity	Legal Requirements	Outreach Opportunities
<i>Environmental Impact Statement and Environmental Impact Report</i>	Consideration of the social, economic and environmental consequences and benefits of proposed project and activities; a detailed written statement on the environmental impacts of proposed project and the alternatives to reduce the harm.	<p>The National Environmental Protection Act (NEPA) and the California Environmental Quality Act (CEQA) set forth the public involvement requirements for an Environmental Impact Statement (EIS) and Environmental Impact Report (EIR). These requirements include:</p> <ol style="list-style-type: none"> 1. Transmit a Notice of Intent (NEPA)/Notice of Preparation (CEQA) after an EIS/EIR is determined to be needed. Document must be sent to all government agencies involved in the project. The document must include a description, project location and a list of probable environmental effects. A letter should also identify scoping meetings. 2. Conduct scoping meetings (with government agencies and the public) to identify issues and solutions. 3. Draft EIS/EIR Notice of Availability – In accordance with NEPA, draft EIS must be available for public review for a minimum of <u>60 calendar days</u> from the day the EPA Notice of Availability (NOA) is published in the Federal Register; for CEQA, the lead agency must provide public with a Notice of Availability of the draft EIR to all interested parties, and the public notice must also be given by at least one of the following: 1) publication at least one time in a newspaper of general circulation in the project area (if more than one area is affected, then notice shall be published in the newspaper of largest circulation), 2) posting of notice by agency on and off site in project area, or 3) direct mail to owners/occupants of property contiguous to project. 4. Draft EIS/EIR Notice of Availability must include: 1) description of the project and location, 2) starting and ending dates for public comments, 3) date, time and location of public hearing, 4) list of known significant environmental effects, and 5) address where copies of EIS/EIR and related documents can be reviewed or obtained. Additionally, for CEQA, the notice must be posted in the office of the county clerk for at least 30 days; for NEPA, the notice must be posted to the Federal Register. 	Scoping meeting open house, community meetings, public hearing, project database, meeting notice, press releases, comment forms, project fact sheets, project newsletters and other supporting materials.

Public Outreach Activity	Description of Activity	Legal Requirements	Outreach Opportunities
		<p>5. Public review period – <u>The 60 day review period for the draft EIS begins with the posting in the Federal Register</u>, while the review period for the draft EIR is <u>at least 30 days and 45 days when submitted to the State Clearinghouse</u>. Additionally, copies of the draft EIS/EIR are to be made available in public libraries near the project area.</p> <p>6. Public Hearing – The lead agency may provide the opportunity for a public hearing. <u>The public hearing should be held no sooner than 30 days from the initial posting</u>. The meeting should be advertised by a reliable method such as a purchased ad, direct mail, internet, electronic mail, notices posted in local gathering spots, or community or other organizations spreading the word. Press releases are published or aired at the discretion of the media, and are not considered as reliable or effective as an advertisement.</p> <p>7. Follow-up issues – The final EIS/EIR must be provided to all agencies, individuals providing a substantive comment and anyone who requests it. Additionally, copies of the final EIS/EIR must be retained for public records for a reasonable period of time.</p>	

Public Outreach Activity	Description of Activity	Legal Requirements	Outreach Opportunities
<i>Fare Change</i>	Recommendation for change in fares typically associated with a change in the farebox recovery ratio.	<p>In accordance with 49 CFR 635.7, any change in fare (one day reduced fare or free fare promotion excluded) will result in the following:</p> <ol style="list-style-type: none"> 1. A public hearing must be held. 2. A notice of intent to hold a public hearing must be published in a newspaper of general circulation and must also be published in newspapers oriented to specific groups or neighborhoods that may be affected. 3. <u>The notice must be published at least 30 days prior to the hearing.</u> 4. The hearing notice must contain a description of the proposed fare change, and the time and place of the public hearing. 5. An opportunity for the public to comment on the proposed change is required at the public hearing. 	Community workshops, public hearing(s) supplemented by meeting notices, "Take One" cards, customer newsletters, electronic newsletters, bus book advertisements, bus cards, press releases, advertisements, workshop comment forms and project fact sheets.

Public Outreach Activity	Description of Activity	Legal Requirements	Outreach Opportunities
<i>Route Change, Service Change or Notice of New Service</i>	Any physical change to the street route, schedule, access, type of service or addition of new service.	<p>In accordance with 49 CFR 635.7, a public hearing is required if there is any change in service which directly affects: 1) 25% or more of the number of transit route miles of a route, 2) 25% or more of the number of transit revenue vehicle miles of a route computed on a daily basis for the day of the week for which the change is made, 3) 25% or more of the ridership of a route computed on a daily basis for the day of the week for which the change is made, 4) the establishment of a new route, or 5) significant changes on a route. The public hearing must include the following:</p> <ol style="list-style-type: none"> 1. A notice of intent to hold a public hearing must be published in a newspaper of general circulation and must also be published in newspapers oriented to specific groups or neighborhoods that may be affected. 2. <u>The notice must be published at least 30 days prior to the hearing.</u> 3. The hearing notice must contain a description of the proposed change(s), and the time and place of the public hearing. 4. An opportunity for the public to comment on the proposed change is required at the public hearing. 5. If a hearing is required because the number of changes on a route in an operator's fiscal year add up to 25%, then a hearing must be held prior to the last change. 	Community workshops, public hearing(s) supplemented by meeting notices, "Take One" cards, flyers, shelter advertisements, press releases, advertisements, workshop comment forms and project fact sheets.

Public Outreach Activity	Description of Activity	Legal Requirements	Outreach Opportunities
Short Range Transit Plan	The Short Range Transit Plan (SRTTP) provides a plan to guide the development of Omnitrans and includes the evaluation of existing service and design of new services. The SRTTP is a tool to assist in the daily operation, planning, financing and management of Omnitrans.	Any resulting changes to routes, service or fares require adherence to the legal requirements outlined above in accordance with the type of change proposed.	Stakeholder open houses, public hearing(s), community open houses, project website, telephone hotline, meeting notices, press releases, workshop comment forms and project newsletter.
Grants	Omnitrans applies for project grants throughout the year from the Federal Transit Administration. The majority of grants fall into one of the following categories: Urbanized Area Formula Grants (Section 5307) which provide capital and operating assistance to transit agencies in urban areas, and Discretionary Capital Program (Section 5309) which provides discretionary capital assistance for construction of new fixed guideway systems, extensions to fixed guideway systems,	<p>Section 5307 and 5309 grants require adherence to public involvement procedures identified in 23 CFR 450.212, 23 CFR 450.322, and 23 CFR 450.316(b)(1), which are the same public involvement requirements identified for a Major Investment Study (see first entry of this matrix). Additionally, grantee must certify that it has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transit service.</p> <p>In accordance with Circular 9030.1C, Chapter V: Requirements Associated with Urbanized Area Formula Grants, No. 6 – Program of Projects and Public Participation Requirements, the following must be met: A grant applicant must meet certain requirements concerning public participation in development of a program of projects, and must certify to complying with these requirements. Requirements are listed in 49 U.S.C. Section 5307(c)(1) through (7):</p> <ol style="list-style-type: none"> 1. Make available to the public information concerning the amount of grant funds available and projects that the recipient proposes to undertake with the funds. 2. Develop a proposed program of project for activities to be 	Community workshops, public hearing(s) supplemented by a project database, meeting notices, customer newsletters, electronic newsletters, press releases, workshop comment forms and project fact sheets.

Public Outreach Activity	Description of Activity	Legal Requirements	Outreach Opportunities
	buses, and bus-related facilities.	<p>financed.</p> <p>3. Publish the proposed program of projects in sufficient detail to afford the public an opportunity to examine and submit comments on it.</p> <p>4. Provide an opportunity for a public hearing to obtain views of citizens on the proposed program of projects.</p> <p>5. Ensure that the proposed program of projects provides for the coordination of transit services assisted by grants and other transit services assisted from other federal sources.</p> <p>6. Consider comments and views received, especially those of private transportation providers in preparing the final program of projects.</p> <p>7. Make the final program of projects available to the public.</p>	

Public Outreach Activity	Description of Activity	Legal Requirements	Outreach Opportunities
<i>Emergency and Temporary Event Service Changes</i>	Service changes that result in temporary road detours due to road maintenance, road construction, natural disasters, manmade disasters or events or activities requiring road closure. An earthquake damaging a road, a terrorist act resulting in the destruction of a highway or a street festival that closes off a road are all examples of emergency or temporary events that require a change in service. Changes in service could include a route change or time change.	In accordance with 49 CFR 635.7, in an emergency situation, a service change may be implemented without a public hearing. The "Regional Director" must be notified concerning the change within five working days of its implementation. A public hearing must be held on the changes within 60 days of the implementation, unless the change is to be in effect for 90 days or less.	Timely distribution of information is critical. Most activities or events leading up to emergency or temporary service changes often have little if any advance warning. Dissemination of information needs to be comprehensive and rapid. Utilization of the following methods is recommended: Omnitrans website for noticing; email blasts; bus stop flyers and newspaper advertisements. Media notices, radio public service announcements and press releases should be utilized when available.
<i>Special Planning Studies</i>	Special Planning Studies cover a broad range of planning topics and activities, ranging from site selection studies for transit hubs to feasibility studies for new service. Special Planning Studies provide an opportunity to study a project in further detail.	No specific legal requirements.	Depending on the study and the scope of outreach possibilities, the following activities could be considered: community workshops supplemented by a project database, meeting notices, customer newsletters, electronic newsletters, press releases, workshop comment forms and project fact sheets.

Public Outreach Activity	Description of Activity	Legal Requirements	Outreach Opportunities
<i>Route Information Gathering and Other Outreach Methods</i>	<p>Other outreach methods that may be utilized by Omnitrans include:</p> <ul style="list-style-type: none"> ▪ Public Surveying ▪ Market Research ▪ Focus Groups ▪ Survey Intercepts ▪ One-on-One Interviews ▪ Charettes ▪ Task Force ▪ Board and Committee Meetings 	<p>Omnitrans Board meetings require adherence to the Brown Act. The Brown Act, in part, requires the following:</p> <p><u>Section 54953</u> – All meetings shall be open and public and all persons shall be permitted to attend.</p> <p><u>Section 54953.2</u> – All meetings must be compliant with Section 202 of the Americans with Disabilities Act (ADA).</p> <p><u>Section 54954</u> – Meetings must be held at a regular time and place (special meetings or emergencies not included), with an agenda posted at least 72 hours in advance.</p> <p><u>Section 54954.1</u> – Any person may request a copy of the agenda and packet (fee for service may be charged).</p> <p><u>Section 54954.2</u> – Agenda must be posted 72 hours in advance of regular meeting with a brief general description of each item of business; location, date and time of meeting and method for requesting assistance pursuant to ADA.</p> <p><u>Section 54954.3</u> – Every agenda for regular meetings shall provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public before or during the legislative body's consideration of the item. Legislative body may limit the total amount of time allocated for public testimony on particular issues and for each individual speaker.</p>	<p>Outreach methods and activities described can be used in conjunction with one another and supplemented with collateral materials and outreach support activities including:</p> <ul style="list-style-type: none"> ▪ Public noticing ▪ Hotlines and call centers ▪ Advertising ▪ Behind driver flyers ▪ Bus cards ▪ Legal newspaper noticing ▪ Meeting signage ▪ Media relations ▪ Email newsletters ▪ Customer newsletters

Special Public Outreach Considerations

While the preceding set of actions and programs are expected scenarios upon which Omnitrans will implement some level of public outreach, Omnitrans must also give special consideration to other factors which may influence the expansiveness and/or nature of the outreach effort it selects to implement.

These include, but are not limited, to:

- **Service area** – Higher levels of public outreach will be necessary when potential impacts affect large portions of the service area.
- **Intensity of usage** – Usage levels should be considered in determining the scope and level of outreach; cities with high usage levels require more outreach.
- **Ethnicity** – Outreach needs to address the needs of non-English speaking population groups. Additionally, outreach considerations should also be given to individuals in situations such as transit-dependent, work schedules, and single head-of-household families – situations that may impact their ability to be involved in public participation activities.
- **Accessibility for persons with disabilities** – While accessibility for persons with disabilities is often thought of as those who utilize wheelchairs, considerations need to be given to those who have hearing or vision impairments.
- **Application of available technology** – Use of internet-related technologies, including website and other related technologies, as well as the use of Tele-Town Hall[®] technology which allows for “town hall” style meetings by telephone should be considered when appropriate.

1. INTRODUCTION

Public participation is a key component of any open decision-making process, ensuring that decisions with widespread public implications reflect the needs of the public. Public participation or outreach is the process of communication between the public and government (agencies) by which officials give notice and information to the public, and utilize public input as a key factor in decision-making. A well thought-out, properly implemented and executed public outreach program can yield major benefits, including high-quality decisions. Other positive results from an effective public outreach effort include:

- Public ownership of policies and support for decisions – When the public is involved in reviewing the issues and is part of identifying the solutions, there is a greater propensity to support the final outcome.
- Decisions that reflect the values of the community – Because of the collaborative nature of public outreach, the decisions made are more likely to reflect the broad spectrum of the community.
- Effective implementation of decisions – Through public outreach, decision-makers are educated on the issues and concerns of the public and therefore are more sensitive to issues during implementation.
- Cooperative relationship between the public and agency – The process of public outreach results in a better understanding of viewpoints by both parties and leads to improved relationships.

To ensure that the community provides input on a wide range of operational issues, Omnitrans provides extensive opportunities for public involvement and public education. This Public Outreach Plan document is intended to provide the framework and guidance for outreach activities undertaken by Omnitrans. The genesis for this document is based upon Omnitrans' need to:

- Regularly communicate with its customer base and engage customers in ongoing dialogue regarding service.
- Provide a methodology to complete the communication cycle of soliciting input from the public, analyzing alternatives, making recommendations and communicating the results back to the public by implementing an open and ongoing outreach process that ensures public and agency participation.
- Provide for, in a consistent manner, an approach to outreach that ensures all legal requirements are met.

It is important to remember that this document is an overview of a course of actions and/or activities to follow; readers should verify current legal requirements or changes in Omnitrans policy and methodology prior to the implementation of any outreach activities.

2. PUBLIC OUTREACH CONSIDERATIONS

What Public Outreach is Not

When creating a public outreach program, it is important to understand the differences between public information, public relations and public outreach. While each program is related, there are also distinct differences. A public information program is a form of one-way communication between an agency and the public that seeks to inform the public about issues. A public relations program involves the dissemination of information with an emphasis on the promotion of a particular viewpoint, solution or policy. Public outreach may often include parts of both public information and public relations programs, but it also includes another important component – two-way communication. A fundamental objective of a good public outreach program is promoting public input and using that input to shape the decision-making process. It is important to keep these differences in perspective so that public outreach does not become a promotion effort in and of itself.

Keys to Good Public Outreach

A good public outreach program seeks to involve all decision-makers and all interested stakeholders early in the process. Public outreach efforts should strive to thoughtfully and strategically include groups and individuals in some form of communication. Some groups and individuals are more difficult to engage in the process, because of accessibility issues, lack of interest or lack of awareness and require more resourceful and proactive efforts (see the section on *Other Factors Impacting Outreach Level* later in the document for recommendations on how to reach out to these groups).

Throughout public outreach efforts, a respectful communication approach should be the goal. Listening to the concerns and issues of the public is critical; public opinions should always be given consideration and responded to accordingly. With regard to public involvement, it is the quality of the communication that is most important. This generally consists of making a sincere effort to listen to and understand community concerns, and making every attempt possible to develop a creative solution that both is acceptable to the community and meets the objectives of Omnitrans. Even if consensus on a project cannot be achieved, project outcomes can be tailored so that decisions respond to community concerns. At a minimum, public input should be recorded and considered throughout the development of an action or program.

Public outreach activities should begin early and be proactive throughout the project or plan. One key to successful public outreach is to begin public education and solicit public input early in the process. With tight budgets and limited resources, it is tempting to limit public outreach activities; however, this approach can be costly both in terms of project costs and public trust.

The decision-making process for a project should be clear and well-defined. At the outset, the public should be informed of the opportunities to provide input and when decisions will be made. The public should be clear as to who will make the final decision, as well as the timeline leading to the decision-making. It should also be clear that public input will clearly have a role and influence on the project and is not just “lip service.” The public should have confidence that there is not a predetermined outcome.

Public Outreach Activities

Throughout the course of Omnitrans operations, numerous activities will result in the need to communicate information and activities to the general public. Some activities have distinct legal requirements, whereas other activities require effective public outreach to ensure adequate communication to the Omnitrans customer base. The following matrix identifies the types of outreach activities that will be covered in this Public Outreach Plan.

Table 2: Overview of Outreach Activities

Type of Outreach Activity or Action	Legal Requirements	Activity Outreach Level
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		<i>High</i>	<i>Medium</i>	<i>Low</i>
Major Investment Study (MIS)	Yes	X		
Environmental Impact Statement / Environmental Impact Report	Yes	X		
Fare Change	Yes	X		
Route Change, Service Change or Notice of New Service	Yes	X		
Short Range Transit Plan	Yes	X		
Grants	Yes		X	
Emergency / Temporary Events*	Yes	X	X	
Special Planning Studies	Yes		X	
Route Information Gathering and Other Outreach Methods				
Public Surveying	No		X	
Market Research	No		X	
Focus Groups	No			X
Survey Intercepts	No			X
One-on-One Interviews	No			X
Charettes	No			X
Task Force	No			X
Board or Committee Meetings	Yes			X

**Level of outreach varies depending on the circumstance leading to the outreach*

High Level Outreach

The activities identified as having a “high” outreach level can generally be described as being highly sensitive or potentially controversial. Either these activities have specific legal requirements for public outreach, or the public needs to be “won over” or educated on the merits of the project/activity, thereby providing for meaningful contributions to the decision-making process. Some examples of “high” outreach level activities or actions include:

- The legal requirement of environmental justice during an Environmental Impact Report process, which requires more extensive outreach to fringe or informal groups, thus resulting in a high level of public outreach.
- A proposal to increase fares in an area predominantly serving fixed-income senior citizens would likely result in negative feedback. A high level of public outreach is necessary to communicate the reasons for the action and to solicit feedback to allow decision-makers to make an informed decision.

Medium Level Outreach

The activities identified as having a “medium” outreach level may or may not have legal requirements and are not viewed as controversial or sensitive. Rather, public outreach is needed (preferably from a large audience) to ensure adequate participation and feedback. “Medium” outreach activities need sufficient public outreach and participation because the results or feedback can shape or define future Omnitrans policies and programs. Some examples include conducting market research to determine rider amenities for future vehicle design standards, and on-board surveys to determine locations for new bus stops.

Low Level Outreach

The activities identified as having a “low” outreach will not require extensive public outreach. The audiences are predefined or specific and therefore outreach is not as significant. “Low” level outreach does not anticipate controversies or sensitivities with subject matter and there are no legal requirements for public outreach, aside from those pertaining to Omnitrans Board meetings (Brown Act, available in Appendix T). Some examples of types of “low” level outreach include conducting focus group sessions in cities within the service area to determine growth trends and service demands, and presenting an update to the Omnitrans Board of Directors regarding ridership profiles.

Other Factors Impacting Outreach Level

As with all public outreach programs, special consideration should be given to the uniqueness of the community, public accessibility and available technology. The following factors can affect the level of outreach for a particular program or activity and should be evaluated prior to the implementation of any public outreach.

Service Area: Omnitrans currently serves an area of 456 square miles throughout San Bernardino County with a service population of close to 1.4 million and a ridership of over 15,500,000 annual boardings. Depending on the geographical area subject to public outreach, the level of public outreach will vary. For example, route changes to a specific route will likely involve public outreach to those in the affected area; however, a fare change or other type of program or activity that impacts the entire service area will result in a significant level of public outreach. The extent of impact to the service area should be considered when evaluating the level of public outreach. A greater impact to the Omnitrans service area will result in a higher level of public outreach. A higher level of public outreach to reach a large service area might include advertising in more publications, a more extensive database, or using other media to reach a broader audience.

Intensity of Usage: Omnitrans provides service to portions of the County of San Bernardino and fifteen cities. Some cities have more intense usage than others. For example, the usage level in the City of Chino Hills is not as high as the usage level in the City of San Bernardino. Usage level should be considered in determining the scope and level of outreach in the Omnitrans service area; cities with low usage levels require less outreach.

Ethnicity – Low-Literacy and Limited English Proficiency Populations: Omnitrans' service area includes pockets of predominantly non-English speaking population groups. About 25% of Omnitrans' service area population is comprised of Spanish-speaking individuals. Effective public outreach includes providing meaningful access to all affected and interested people, including people of limited English proficiency. As necessary, documents should be translated into Spanish or other languages as warranted. At a minimum, meeting notices and project fact sheets should be translated. Additionally, translation services should be made available at public meetings. Meaningful access extends to people who cannot read and understand what is read, thus the need to include outreach to low-literate populations as well. Having poor reading skills and the inability to speak English often relegates a person to lower wage jobs. When conducting public outreach to these groups, it is important to consider the following:

Table 3: Barriers to Outreach Participation

Problem	Result	Public Outreach Solution
Transit-dependent	Unable to attend meetings outside of immediate community.	Provide transportation, locate meeting near transit or hold meeting within community.
Work schedule	Unable to attend meetings because of need to work second or third shift jobs or multiple jobs.	Hold meeting on weekend or in the morning; tie in meeting with other events to encourage attendance (church or community-based organization events)
Illiterate	Unable to read collateral materials or provide written comments.	Use spoken words to convey information and conduct interviews, utilize court reporters to record comments.
Unable or unwilling to sign in at a meeting	People who cannot read and/or write often give physical and verbal clues to mask their embarrassment i.e. "I left my glasses at home" or "I'll take the comment sheet home and fill it out after I think about it."	Station a team consisting of a community leader and staff near the entrance to greet and record attendee information. Transcribe comments as attendees view displays. Conduct oral interviews to obtain views and comments.
Non-English speaking	Unable to read collateral materials, understand presentations or complete comment forms.	Translate documents and utilize translators with simultaneous translation.
Single head-of-household families	Unable to attend meetings because of limited time and/or childcare issues.	Provide food such as dinner to encourage attendance. Provide licensed, bonded childcare or activities so that parents may attend and participate in the meeting as deemed appropriate.

Accessibility for Physically Impaired: As noted in the Americans with Disabilities Act (ADA), individuals who are hearing impaired are unable to participate in public meetings and unable to benefit from programs and services when they are not provided with appropriate auxiliary aids and services. Likewise, people who are visually impaired are unable to benefit from services when printed materials are the only means of communication available. The ADA requires that agencies (Omnitrans) ensure that communications with individuals with disabilities are as effective as communications with others. Thus, Omnitrans must provide appropriate auxiliary aids and services for people with disabilities (e.g., qualified interpreters, notetakers, computer-aided transcription services, assistive listening systems, written materials, audio recordings, computer disks, and large print and Brailled materials) to ensure that individuals with disabilities will be able to participate in the activity. Adequate public outreach in this area would include ensuring that this population group is able to fully participate. Omnitrans can prepare for this type of outreach by asking those needing assistance to contact the agency in advance.

Application of Available Technology: Use of the internet and Tele-Town Hall[®] technologies can provide Omnitrans with additional tools to reach a broader audience with its outreach efforts. Omnitrans can broaden its use of the Omnitrans website (www.omnitrans.org) beyond its current uses:

- Provide questions/comments/suggestions about Omnitrans bus service
- Submit a complaint about an Omnitrans service
- Request a Bus Book online
- Ask questions about the website

Omnitrans can continue to use its website to solicit feedback through the completion of online surveys, publicize service changes and disseminate information as needed. Omnitrans should continue making the following electronically accessible (portable document format – pdf) to the public: all draft and final plans, fact sheets, publications, newsletters, key PowerPoint presentations, meeting agendas and minutes, data and other planning-related information. Omnitrans should maintain a calendar of upcoming Omnitrans events on its website. Information included on the website should be timely, accessible and easy to understand (including translations as appropriate).

Additionally, assuming the development of an email database, Omnitrans can continue to utilize “email blast” technology to rapidly communicate project information, meeting notices, schedule and fare changes, and other appropriate documents.

Through the use of Tele-Town Hall[®] technology, thousands of phone numbers can be dialed instantly allowing users to participate in live, real time meetings without having to leave the comfort of their own homes. Like a physical town hall meeting, participants in a Tele-Town Hall[®] event have the opportunity to engage in an open discussion. A web-based screen would enable Omnitrans to see the name and location of every person they are speaking with, and to invite each person to ask a question or raise a concern. As the dialogue begins, everyone can hear both Omnitrans and the selected speaker. An additional feature of this technology would allow Omnitrans to pose questions to the entire group and tally the answers that the audience gives via touchtone responses on their telephone keypads.

Use of these types of technologies allows Omnitrans additional opportunities to broaden and diversify outreach opportunities. While the technology described herein allows for significant outreach, it should not be relied upon as the only method of outreach as recent studies suggest that about 75% of American households have regular access to the internet (Nielsen/Net Ratings Enumeration Study, February, 2004). Outreach utilizing the technologies described here should be used to supplement other outreach efforts.

3. PUBLIC OUTREACH GUIDES

This section of the document provides “Project Outreach Guides” for activities that Omnitrans may encounter. The guides are intended to provide an overview of the activity, any legal requirements, outreach opportunities and the schedule. Guides are provided for the following activities:

- Major Investment Study
- Environmental Impact Statement/Environmental Impact Report
- Fare Change
- Route Change, Service Change or Notice of New Service
- Short Range Transit Plan
- Grants
- Emergency and Temporary Event Service Changes
- Special Planning Studies
- Routine Information Gathering & Other Outreach Methods

Public Outreach Activity:**Major Investment Study****Description of Activity:**

Mandated by federal law, a Major Investment Study (MIS) is a study that examines transportation improvements for a corridor and determines the feasible alternatives. It allows local officials and citizens to participate in the planning process and helps to make sure all alternatives are carefully considered.

Legal Requirements:

A key element and fundamental principle of the MIS process is to educate the public and encourage participation in the planning process. Public outreach provides the opportunity for technical staff and decision-makers to assess public attitudes toward the various alternatives being considered as part of the study. The ultimate goal of public outreach activities is to create a well-informed public that is able to contribute to the decision-making process in a meaningful way through many outreach opportunities at critical stages in the planning process. 23 CFR 450.318 discusses the purpose of Major Investment Studies and further states that "A reasonable opportunity, consistent with 450.316(b)(1), shall be provided for citizens and interested parties including affected public agencies, representatives of transportation agency employees, and private providers of transportation to participate in the cooperative process." The process mandates the following be met:

1. Provide a minimum public comment period of 45 days before the public involvement process is initially adopted or revised.
2. Provide timely information about transportation issues and processes to citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation and other interested parties and segments of the community affected by transportation plans.
3. Provide reasonable public access to technical and policy information used in the development of plans and open public meetings where matters are being considered.
4. Give adequate public notice of public involvement activities and time for public review and comment at key decision points with a comment period of at least 30 days.
5. Demonstrate explicit consideration and response to public input received during the planning and program development processes.
6. Seek out and consider the needs of those traditionally underserved (i.e. low-income and minority populations).
7. In the final plan, include a summary, analysis and report on the disposition of significant public or interagency comments.
8. If the final plan differs significantly from the one made available for public review, an additional opportunity for public comment on the plan must be made available.

9. Public involvement processes subject to review by the metropolitan planning organization, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

Outreach Opportunities:

Community Workshops – Through the MIS process, a multi-faceted approach is used to disseminate information and ascertain public opinions regarding alternatives. The public outreach process may include a series of community workshops to facilitate the exchange of information on the MIS, beginning with an initial series of workshops timed to coincide with the screening of the full range of alternatives, followed by an additional community workshop to present a detailed evaluation of the alternatives. The outreach process culminates at a Board meeting where a Preferred Alternative is selected.

Collateral Materials – To provide the community with information between the community workshops, several means of communication should be employed:

1. Meeting Notice – announcing workshops.
2. Press Releases – news advisories distributed to local media in accordance with existing media relations guidelines established by Omnitrans' Marketing Department.
3. Workshop Comment Form – to obtain public comment at community workshops.
4. Project Fact Sheet – a series of fact sheets developed to present the project, identify the project schedule, present project alternatives, and provide a detailed evaluation of alternatives.

Outreach Support – To support effective outreach to the community, development of a community database consisting of key stakeholders is important. The database should include governmental, community-based, institutional, educational and appropriate business and residential contacts.

Schedule:

The public outreach process begins with development of the community database through the identification of key stakeholders. To effectively communicate to the public, the first project fact sheet is created. The project fact sheet should be mailed along with the community meeting notice inviting participants to the first series of community workshops. The first series of community workshops will identify the need and alternatives for the project. The development of the second fact sheet is timed to coincide with the second series of community workshops. The second series of community workshops will identify more viable alternatives that have resulted from study and analysis. A final fact sheet should be sent that identifies the preferred alternative and next steps in the process.

Public Outreach Activity:**Environmental Impact Statement / Environmental Impact Report****Description of Activity:**

As part of the federal and state funding process, public agencies are required to consider the social, economic, and environmental consequences and benefits of proposed projects and activities. The environmental review process required by the National Environmental Policy Act (NEPA) includes an environmental impact analysis known as an Environmental Impact Statement (EIS), while the state version required by the California Environmental Quality Act (CEQA) is known as an Environmental Impact Report (EIR). Typical environmental evaluation for transit projects results in a detailed written statement on the environmental impacts of a proposed project and the alternatives to reduce the harm to the community and environment.

Legal Requirements:

The EIS/EIR are similar documents and follow similar legal requirements; where the processes differ is in the selection of a project alternative. Public involvement in the environmental review process aims to ensure that the public has a voice in the decision-making process – specifically, that public concerns about environmental issues and the potential effect of development on the physical environment are addressed prior to project approval. Many agencies often create additional opportunities beyond those legally required to provide the public additional opportunities to provide public input. The solicitation of public input generally occurs during the project scoping period (after the creation of the Notice of Intent/Notice of Preparation – NOI/NOP).

NOI/NOP must include a project description, project location and list of probable environmental effects. Public review of the draft environmental document begins with a Notice of Availability, in which the draft EIS is available for public review for a minimum of 60 days from the day the Notice of Availability is published in the Federal Register, while a draft EIR review period is at least 30 days and 45 days when submitted to the State Clearinghouse. For CEQA, the lead agency must provide a Notice of Availability for the draft EIR to all interested parties; public notice must also be given by at least one of the following: 1) publication at least one time in a newspaper of general circulation in the project area (if more than one area is affected, then notice shall be published in the newspaper of largest circulation), 2) posting of notice by agency on and off site in project area, or 3) direct mail to owners/occupants of property contiguous to project. The draft EIS/EIR Notice of Availability must include: 1) description of the project and location, 2) starting and ending dates for public comments, 3) date, time and location of public hearing, 4) list of known significant environmental effects and 5) address where copies of EIS/EIR and related documents can be reviewed or obtained. Additionally, for CEQA, the notice must be posted in the office of

the county clerk for at least 30 days; for NEPA, the notice must be posted to the Federal Register.

Public Hearing Notice – Prior to a public hearing, Omnitrans is required to publish a “Notice of Public Hearing.” This notice informs the public that a hearing will occur and must appear at least 30 days before the date the hearing will occur. The “Notice of Public Hearing” must include all of the following:

1. A statement of intent to undertake the proposed action.
2. A concise description of the proposed action.
3. A concise statement that the hearing’s purpose is to address the proposed actions, potential economic, social, and environmental effects, and the project’s consistency with the goals and objectives of each affected area’s land use or planning strategy.
4. The locations and times where the draft environmental documents will be available for public review to allow the public to prepare for the public hearing. The draft documents must be available for review at least 30 days before the hearing occurs.
5. The hearing’s date, time, and location. If, for some reason, the Notice of Public Hearing does not contain this information, then Omnitrans must publish this scheduling information at least 15 days before the date the hearing will occur.
6. Based on information in the draft environmental documents available for public review, a list of potentially affected environmental resources.
7. A statement that interested parties should send written comments to Omnitrans within the 10-day period following the date the hearing occurs or by the end of the document comment period, whichever is later.

Hearing Transcripts and Comments – Decision-makers need accurate information about major public concerns expressed during public hearings. Public hearing transcripts are a tool to provide that information. Therefore, Omnitrans should place a copy of the hearing transcript in the project record.

Summarize Issues – An appendix accompanying the final version of an EIS/EIR should include a detailed summary of issues raised during the public hearing and responses to those issues. Neither document needs to contain a hearing transcript.

Outreach Opportunities:

Scoping Meeting Open House – After the completion of the Notice of Intent/Notice of Preparation, a Scoping Meeting Open House should be held to receive public comment regarding the proposed alternatives and identify potential environmental issues relating to each of the alternatives.

Community Meeting – Prior to the release of the draft environmental documents, many agencies will hold a community

meeting to solicit additional public input; this is particularly likely if alternatives have been refined or eliminated.

Public Hearing – After the release of the draft environmental documents and during the 60-day public comment period, a public hearing is legally required to receive formal (written and verbal) comments on the project. Comments received during the public hearing are responded to in the final environmental documents.

Collateral Materials – To provide the community with information, several means of communication should be employed:

1. Meeting Notice – announcing specific meetings.
2. Press Releases – news advisories distributed to local media in accordance with existing media relations guidelines established by Omnitrans' Marketing Department.
3. Comment Form – to obtain public comment at the open house.
4. Project Fact Sheet – developed to present the project, identify project schedule, present project alternatives, and provide a detailed evaluation of alternatives.
5. Project Newsletters – as needed, a newsletter to describe the project, the alternatives under consideration, the environmental review process and the impacts evaluated.
6. PowerPoint Presentation – to assist in educating the public on the project.
7. Website Notice and Email Blasts – to further publicize the process and meetings.

Outreach Support – To support effective outreach to the community, development of a community database consisting of key stakeholders is important. The database should include governmental (affected agencies), community-based, institutional, educational and appropriate business and residential contacts.

Repository Sites – Identify appropriate public locations (such as City Hall offices, schools and libraries) to disseminate appropriate documents, fact sheets and newsletters. CEQA requires the draft EIR to be made available in public libraries near the project area.

Schedule:

The public outreach process begins with development of the community database through the identification of key stakeholders. To effectively communicate to the public, the first project fact sheet is created. The project fact sheet should be mailed along with the community meeting notice inviting participants to the scoping meeting open house. The development of the second fact sheet is timed to coincide with the community meeting. Prior to the public hearing, a newsletter and/or updated fact sheet should be created to provide extensive

and clear communication to the public. All legal requirements previously described need to be adhered to as well.

Public Outreach Activity:**Fare Change****Description of Activity:**

Omnitrans is required by the Transportation Development Act (TDA) to maintain a farebox recovery ratio of at least 20% for its general public services. When farebox recovery ratios are very close to the 20% margin, a review of fares and a recommendation for an increase are considered.

Legal Requirements:

To be eligible for Transportation Development Act (TDA) funding, the State of California requires Omnitrans to collect 20% of its operating costs through the collection of passenger fares. Falling below the 20% minimum would put Omnitrans at risk of losing TDA funding (approximately 60% of annual operating funds). Fare reviews are necessary and Omnitrans must provide an opportunity for the public to provide comments and give input when there is a change in fare structure.

In accordance with 49 CFR 635.7, any change in fare (one day reduced fare or free fare promotion excluded) will result in the following:

1. A public hearing must be held.
2. A notice of intent to hold a public hearing must be published in a newspaper of general circulation and must also be published in newspapers oriented to specific groups or neighborhoods that may be affected.
3. The notice must be published at least 30 days prior to the hearing.
4. The meeting notice must contain a description of the proposed fare change, and the time and place of the public hearing.
5. An opportunity for the public to comment on the proposed change is required at the public hearing.

Outreach Opportunities:

Fare changes, particularly increases, are likely to be viewed unfavorably by the public. It is prudent to consider outreach efforts beyond the legal requirements.

Community Workshops – Utilize community workshops throughout the service area to disseminate information and ascertain public opinions regarding the proposed changes. The public should be provided the opportunity to make both written and verbal comments. Public input should be used to refine proposed changes.

Public Hearing – In accordance with legal requirements, Omnitrans shall host a public hearing to provide an opportunity for the public to comment on the proposed change.

Collateral Materials – To provide the community with information between the community workshops, several means of communication should be employed:

1. Meeting Notice – announcing workshops and public hearing.
2. “Take One” Cards and Behind the Driver Flyers – to advertise meetings and (once determined) provide notice of fare changes; these noticing methods are distributed on-board buses.
3. Press Releases – news advisories distributed to local media in accordance with existing media relations guidelines established by Omnitrans’ Marketing Department.
4. Advertisements – announcing community workshops and briefly explaining proposed changes; advertisements should be placed in newspapers throughout the service area.
5. Workshop Comment Form – to obtain public comment at community workshops.
6. Project Fact Sheet – to communicate the proposed changes, rationale and justification.
7. Website Notice and Email Blasts – utilize to further publicize the process, meetings and outcome.

Outreach Support – Consider utilizing schools and local public access channels to disseminate project information and provide specifics on community workshops.

Ambassadors – Each Omnitrans member city holds a seat on the Omnitrans Board of Directors. Omnitrans works closely with each member city regarding transit issues. Just as Omnitrans works to help meet the transportation needs of each city’s residents, Omnitrans city representatives should work to assist Omnitrans in publicizing information about the need and rationale for fare changes. “Ambassadors” should be provided with “talking points” or fact sheets to assist them in communicating project information.

Schedule:

The public outreach process for a fare change is multi-faceted and involves simultaneously issuing press releases, placing advertisements in local newspapers, distributing “Take One” cards and advertising through schools and public access channel(s). Project fact sheets should be placed on the Omnitrans website and distributed to cities within the service area for further distribution via public counters, city publications, and other appropriate means. The community workshops and subsequent public hearing should be scheduled throughout the service area to provide convenient access for the public to attend.

Public Outreach Activity:	Route Change, Service Change or Notice of New Service
Description of Activity:	<p>Omnitrans operates throughout the urbanized area of southwestern San Bernardino County and covers approximately 456 square miles. Major destinations within the Omnitrans service area include transportation centers, medical centers, educational facilities, shopping malls, business parks, and community centers. Omnitrans currently operates three types of services:</p> <p><u>Fixed Route</u> – The fixed route services are comprised of 29 local fixed routes. Headways vary from 15-minute to hourly service, with approximately 18 hours of service on weekdays, 13 hours on Saturdays, and 12 hours on Sundays.</p> <p><u>Access</u> – Access provides public transportation services for persons who are physically or cognitively unable to use regular bus service under ADA guidelines. Access operates curb-to-curb service with minibuses or vans complementing Omnitrans' fixed route bus system. Service is available on the same days and at the same times that fixed route services operate.</p> <p><u>OmniLink</u> – OmniLink is a general-public, demand-responsive service that operates in Yucaipa and Chino Hills. This service circulates through a defined, low-density service area with minibuses picking up and dropping off passengers. Service operates approximately 11 hours on weekdays.</p> <p>Route changes consist of any physical change to the street route or the services provided by Omnitrans, including the addition of a new service. Service changes consist of a change in the schedule, access or type of service provided.</p>
Legal Requirements:	<p>In accordance with 49 CFR 635.7, a public hearing is required if there is any change in service which directly affects: 1) 25% or more of the number of transit route miles of a route, 2) 25% or more of the number of transit revenue vehicle miles of a route computed on a daily basis for the day of the week for which the change is made, 3) 25% or more of the ridership of a route computed on a daily basis for the day of the week for which the change is made, 4) the establishment of a new route, or 5) significant changes on a route. A notice of intent to hold a public hearing must be published in a newspaper of general circulation and must also be published in newspapers oriented to specific groups or neighborhoods that may be affected; <i><u>the notice must be published at least 30 days prior to the hearing</u></i>; meeting notice must contain a description of the proposed change(s), and the time and place of the public hearing; an opportunity for the public to comment on the proposed change is required at the public hearing. If a hearing is required because the number of changes on a route in an operator's fiscal year add up to 25%, then a hearing must be held prior to the last change.</p>

Outreach Opportunities:

Bus ridership is primarily made up of transit-dependent users; therefore, changes to routes and service may severely impact their ability to commute to work, school or other appointments. As such it is important to disseminate information about proposed route and service changes and solicit public opinion. As with fare changes, it is prudent to consider outreach efforts beyond the legal requirements when proposing route changes.

Community Workshops – Utilize community workshops throughout the service area to disseminate information and ascertain public opinions regarding the proposed changes. The public should be provided the opportunity to comment in writing and verbally. Public input should be used to refine proposed changes.

Public Hearing – In accordance with legal requirements, Omnitrans should host a public hearing to provide an opportunity for the public to comment on the proposed change.

Collateral Materials – To provide the community with information between the community workshops, several means of communication should be employed:

1. Meeting Notice – announcing workshops and public hearing.
2. “Take One” Cards – to advertise meetings and distribute on-board buses.
3. Behind the Driver Flyers and Rider Alert Bus Cards – to advertise meetings and discuss proposed highlights.
4. Press Releases – news advisories distributed to local media in accordance with existing media relations guidelines established by Omnitrans’ Marketing Department.
5. Advertisements – announcing community workshops and briefing explaining proposed changes; advertisements should be placed in newspapers throughout the service area.
6. Workshop Comment Form – to obtain public comment at community workshops.
7. Project Fact Sheet – to communicate the proposed changes, rationale and justification.
8. Customer Newsletters – include content from project fact sheets for distribution to customers; newsletters include Directions, Neighborhood News, and Omni Outlook.

Outreach Support – Consider utilizing schools and local public access channels to disseminate project information and provide specifics on community workshops.

Ambassadors – Each Omnitrans member city holds a seat on the Omnitrans Board of Directors. Omnitrans works closely with each member city regarding transit issues. Just as Omnitrans works to help meet the transportation needs of each city’s residents, Omnitrans city representatives should work to assist Omnitrans in publicizing information about the need and rationale for route or service changes. “Ambassadors” should be

provided with “talking points” or fact sheets to assist them in communicating project information.

Schedule:

The public outreach process for communicating a proposed route or service change is multi-faceted and involves simultaneously issuing press releases, placing advertisements in local newspapers, distributing “Take One” cards and advertising through schools and public access channel(s). Project fact sheets should be placed on the Omnitrans website and distributed to cities within the service area for further distribution via public counters, city publications, and other appropriate means. The community workshops and public hearing should be scheduled throughout the service area to provide convenient access for the public to attend.

Public Outreach Activity:**Short Range Transit Plan****Description of Activity:**

Aside from legal requirements, the objective of this Short Range Transit Plan (SRTP) is to provide a plan to guide the development of Omnitrans over a six-year period. The SRTP reviews the current regional environment, performance of the system and the status of its agency and equipment. The plan sets out service design guidelines that provide a policy basis for evaluating existing service and designing new services. The operations plan, capital plan, financial plan and implementation plan are designed to guide the development of the agency. The SRTP is designed to be a tool to assist in the daily operation, planning, financing and management of the transit system.

Legal Requirements:

The legal requirements for the SRTP are primarily related to the content of the document. The preparation of the SRTP is required in order to receive funding from the Federal Transit Administration (FTA) through the San Bernardino County Transportation Commission (also known as San Bernardino Associated Governments – SANBAG). SRTPs are funded primarily by FTA Section 5303 funds for which SANBAG is the grantee. SANBAG, in turn, makes these funds available to Omnitrans. Funding Agreement guidelines between SANBAG and Omnitrans describe the purpose, planning horizon, and frequency of updates of the SRTP, and provide detailed tasks. *Any resulting changes to routes, service or fares identified as part of the SRTP requires adherence to the legal requirements outlined for a fare change or route change, service change or notice of new service.*

Outreach Opportunities:

Stakeholder Open Houses – Public input on both the current operations and potential changes should be sought from stakeholders and the public. The following types of stakeholders should be consulted: Omnitrans coach operators and staff/contract bus drivers, major institutions (colleges/universities, chambers of commerce, schools), employers, cities, and social service agencies. Individual open houses should be scheduled for each stakeholder group. At each open house, stakeholders should be presented with a list of questions and topics and their input should be solicited.

Community Open Houses – The general public should also be invited to provide comments and input on the current transit system. Their input can be received in the same manner as the stakeholders' through community open houses held in different locations throughout the Omnitrans service area. The use of the Tele-Town Hall® technology can also be utilized in lieu of or in addition to physical site meetings.

Project Website and Hotline – Public input can also be received through a dedicated project website (which can be operated for the duration of the project) and a telephone hotline (which can be in operation for a limited time to receive telephone messages).

The project website can include a short survey that participants can complete, with the results tracked using a website resource tool such as www.surveymonkey.com or “Snap” survey software. The website and hotline can be translated to disseminate information in both English and Spanish.

Collateral Materials – To provide stakeholders and the general public with accurate and concise information, several means of communication should be employed:

1. Meeting Notice – announcing open houses.
2. Press Releases – news advisories distributed to local media in accordance with existing media relations guidelines established by Omnitrans’ Marketing Department.
3. Workshop Comment Form – to obtain public comment at community open houses.
4. Project Newsletter – a newsletter designed to convey the information about the SRTP in an easy-to-read format. The newsletter should contain information about current operations and potential changes. Omnitrans should utilize the “OmnInterchange and Omni Outlook” newsletters and evaluate supplementing the “OmnInterchange” newsletter with an additional “SRTP only” newsletter.
5. Bus Cards – utilize bus cards to promote new service and/or service enhancements.

Outreach Support – To support effective outreach to the community, development of a community database consisting of key stakeholders is important. The database should include governmental, community-based, institutional, educational and appropriate business and residential contacts.

Schedule:

The public outreach process begins with development of the community database through the identification of key stakeholders, including Omnitrans coach operators and staff/contract bus drivers, major institutions (colleges/universities, chambers of commerce, schools), employers, cities, and social service agencies. The meeting notice should be distributed to the key stakeholders and the public-at-large utilizing the Omnitrans database, and should also be distributed on-board. Behind the driver flyers should also be created. The meeting notice should be detailed enough to convey the intent and purpose of the open houses and to encourage attendance and participation. Scheduling the workshops at convenient times for the stakeholder groups and offering refreshments may encourage greater participation (for example, schedule the coach operator and bus driver open house overlapping the end and beginning of two shifts). The project website and hotline should be “live” at the release of the first documents advertising the input process and before the issuance of project press releases.

The scheduling of the stakeholder and community open houses should be scheduled over a variety of days, locations and times

so as to offer a variety of options for attendees. The newsletter should be distributed before the open houses through direct mail, distribution on-board buses and through Omnitrans member cities channels. At the conclusion of the process, bus cards can be utilized to convey the new plan.

Public Outreach Activity:**Grants****Description of Activity:**

Omnitrans applies for project grants throughout the year from the Federal Transit Administration. The majority of grants fall into one of the following categories: Urbanized Area Formula Grants (Section 5307) which provide capital and operating assistance to transit agencies in urban areas, and the Discretionary Capital Program (Section 5309) which provides discretionary capital assistance for construction of new fixed guideway systems, extensions to fixed guideway systems, buses, and bus-related facilities.

Legal Requirements:

Section 5307 and 5309 grants require adherence to public involvement procedures identified in 23 CFR 450.212, 23 CFR 450.322, and 23 CFR 450.316(b)(1), which are the same public involvement requirements identified for a Major Investment Study (see earlier in this section). Additionally, grantee must certify that it has a locally developed process to solicit and consider public comment before raising a fare or carrying out a major reduction of transit service.

In accordance with Circular 9030.1C, Chapter V: Requirements Associated with Urbanized Area Formula Grants, No. 6 – Program of Projects and Public Participation Requirements, the following must be met: A grant applicant must meet certain requirements concerning public participation in development of a program of projects, and must certify to complying with these requirements. Requirements are listed in 49 U.S.C. Section 5307(c)(1) through (7):

1. Make available to the public information concerning the amount of grant funds available and projects recipient proposes to undertake with funds.
2. Develop a proposed program of projects for activities to be financed.
3. Publish the proposed program of projects in sufficient detail to afford the public an opportunity to examine and submit comments on it and performance of recipient.
4. Provide an opportunity for a public hearing to obtain views of citizens on the proposed program of projects.
5. Ensure that the proposed program of projects provides for the coordination of transit services assisted by grants and other transit services assisted from other federal sources.
6. Consider comments and views received, especially those of private transportation providers, in preparing final program of projects.
7. Make final program of projects available to the public.

Outreach Opportunities:

Community Workshops – The general public should also be invited to provide comments and input on the proposed projects and Omnitrans. Public input can be received through community workshops held in different locations throughout the Omnitrans service area. The use of the Tele-Town Hall® technology can also be utilized in lieu of or in addition to physical site meetings.

Public Hearing – In accordance with legal requirements, Omnitrans should host a public hearing to provide an opportunity for the public to comment on the proposed program of projects.

Project Website and Hotline – Public input can also be received through a dedicated project website (which can be operated for the duration of the grant application period) and a telephone hotline (which can be in operation for a limited time to receive telephone messages). The project website can include a short survey that participants can complete, with the results tracked using a website resource tool such as www.surveymonkey.com or “Snap” survey software. The website and hotline can be translated to disseminate information in both English and Spanish.

Collateral Materials – To provide stakeholders and the general public with accurate and concise information, several means of communication should be employed:

1. Meeting Notice – announcing community workshop and public hearing.
2. Press Releases – news advisories distributed to local media in accordance with existing media relations guidelines established by Omnitrans’ Marketing Department.
3. Workshop Comment Form – to obtain public comment at community workshops and public hearing.
4. Electronic Newsletters – Omnitrans should utilize the “Directions and Omni Outlook” newsletters to promote the grant application process and to solicit project feedback.
5. Project Fact Sheet – as needed, prepare a fact sheet detailing the proposed program of projects and information explaining the coordination of existing transit services with the proposed program of projects. Utilize fact sheet to convey final program of projects.

Outreach Support – To support effective outreach to the community, development of a community database consisting of key stakeholders is important. The database should include governmental, community-based, institutional, educational and appropriate business and residential contacts.

Schedule:

The public outreach process begins with development of the community database through the identification of key stakeholders, including Omnitrans coach operators and staff/contract bus drivers, major institutions (colleges/universities, chambers of commerce, schools), employers, cities, and social service agencies. The meeting notice (for both workshops and

the public hearing) should be distributed to the key stakeholders and the public-at-large utilizing the Omnitrans database; it should also be distributed on-board buses. The meeting notice should be detailed enough to convey the intent and purpose of the workshops and/or public hearing and to encourage attendance and participation. Scheduling the workshops and the public hearing at convenient times for the stakeholder groups and offering refreshments may encourage greater participation.

The scheduling of the community workshops and public hearing should be scheduled over a variety of days, locations and times so as to offer a variety of options for attendees. At the conclusion of the process, a fact sheet can be utilized to convey the final program of projects.

Public Outreach Activity:**Emergency and Temporary Event Service Change****Description of Activity:**

Service changes that result in temporary road detours due to road maintenance, road construction, natural disasters, manmade disasters or events or activities requiring road closure. An earthquake damaging a road, a terrorist act resulting in the destruction of a highway or a street festival that closes off a road are all examples of emergency or temporary events that require a change in service. Changes in service could include a route change or time change.

Legal Requirements:

In accordance with 49 CFR 635.7, in an emergency situation, a service change may be implemented without a public hearing. The "Regional Director" must be notified concerning the change within five working days of its implementation. A public hearing must be held on the changes within 60 days of the implementation, unless the change is to be in effect for 90 days or less.

Outreach Opportunities:

Bus ridership is primarily made up of transit-dependent users and therefore changes to routes and service may severely impact their ability to commute to work, school or other appointments. As such, it is important to disseminate information about emergency and/or temporary route and service changes as quickly as possible. Timely distribution of information is critical. Most activities or events leading up to emergency or temporary service changes often have little if any advance warning. Dissemination of information needs to be comprehensive and rapid.

Project Website – On the Omnitrans main page, post a notice alerting users to the route or service change.

Email Blasts – Utilizing Omnitrans' existing email database, transmit service advisory noting the change in route or service and anticipated length of time of the interruption or change.

Collateral Materials – To provide the community with information between the community workshops, several means of communication should be employed:

1. Behind the Driver Flyers and Rider Alert Bus Cards – to advertise route and service changes.
2. Press Releases – news advisories distributed to local media in accordance with existing media relations guidelines established by Omnitrans' Marketing Department.

Outreach Support – Depending upon the degree of impact resulting from the route or service change, consider utilizing schools and local public access channels to disseminate information.

Schedule:

The public outreach process for communicating a proposed route or service change is multi-faceted and involves simultaneously issuing press releases, updating the Omnitrans website, transmitting email blasts, placing advertisements in local newspapers, distributing "Take One" cards and advertising through schools and public access channel(s).

Public Outreach Activity:	Special Planning Studies
Description of Activity:	Special Planning Studies cover a broad range of planning topics and activities, ranging from site selection studies for transit hubs to feasibility studies for new service. Special Planning Studies provide an opportunity to study a project in further detail.
Legal Requirements:	No specific legal requirements.
Outreach Opportunities:	<p>Depending on the study and the scope of outreach possibilities, a variety of activities could be considered.</p> <p><u>Community Workshops</u> – The general public should be invited to provide comments and input on the study being undertaken. Public input can be received through community workshops held in different locations throughout the Omnitrans service area. The use of the Tele-Town Hall® technology can also be utilized in lieu of or in addition to physical site meetings.</p> <p><u>Project Website and Hotline</u> – Public input can also be received through a dedicated project website (which can be operated for the duration of the study period) and a telephone hotline (which can be in operation for a limited time to receive telephone messages). The project website can include a short survey that participants can complete, with the results tracked using a website resource tool such as www.surveymonkey.com or “Snap” survey software. The website and hotline can be translated to disseminate information in both English and Spanish.</p> <p><u>Collateral Materials</u> – To provide stakeholders and the general public with accurate and concise information, several means of communication should be employed:</p> <ol style="list-style-type: none">1. <u>Meeting Notice</u> – announcing community workshop.2. <u>Press Releases</u> – news advisories distributed to local media in accordance with existing media relations guidelines established by Omnitrans’ Marketing Department.3. <u>Workshop Comment Form</u> – to obtain public comment at community workshops.4. <u>Electronic Newsletters</u> – Omnitrans should utilize the “Directions and Omni Outlook” newsletters to promote the grant application process and to solicit project feedback.5. <u>Project Fact Sheet</u> – as needed, prepare a fact sheet detailing study being undertaken and parameters for public comment.
Schedule:	To be determined by the nature of the study.

Public Outreach Activity:**Routine Information Gathering & Other Outreach Methods****Description of Activity:**

To ensure that the community participates in a wide range of operational decision-making issues, Omnitrans provides extensive opportunities for public involvement and public education. The following types of outreach methods could be utilized to advance community participation:

1. Public Surveying – A survey administered to a sample group of citizens via a written questionnaire or through interviews in person, by telephone or via electronic media (email or website). Survey results are used to portray citizen perceptions and preferences. Public surveying is relatively inexpensive and easy to administer. Public surveys can also supplement other outreach efforts such as charettes, focus groups and community meetings/workshops.
2. Market Research – Market research is the process of systematically gathering, recording and analyzing data about customers, competitors and the market. Market research can help launch a new product or service, fine tune existing products and services, expand into new markets etc. It can be used to determine which portion of the population will purchase the product/service, based on variables like age, gender, location and income level. It can help determine the market characteristics of the target market. With market research, companies can learn more about current and potential customers. Market research represents the voice of the consumer in a company. Marketing research can be a rather costly and time-consuming process, but produces useful information.
3. Focus Groups – A focus group is a tool to gauge public opinion. The concept is borrowed from the marketing and advertising industry. It is a way to identify customer concerns, needs, wants and expectations. A focus group is a small group discussion with professional leadership. It is a meeting of carefully selected group of individuals convened to discuss and give opinions on a single topic. During the focus group, the facilitator will explore attitudes in depth through the use of follow-up questions. Focus groups are generally inexpensive and require little time to implement. Focus groups are often used in conjunction with public surveying as a qualitative supplement.
4. Survey Intercepts – Survey intercepts involves the administration of a survey to a random sampling of individuals at a specifically-targeted location. For example, if trying to gauge the convenience of a new bus stop location, a surveyor could survey bus riders getting on and off at the particular bus stop. While survey intercepts are relatively inexpensive to implement, the process does require some fairly aggressive tactics in order to solicit individuals to participate in the survey.

5. One-on-One Interviews – A survey administered to a select group of individuals in a one-on-one interview format. This format allows for thoroughness and follow-up of responses and allows the surveyor to seek clarity in the responses. This process can be a little time-consuming to schedule and conduct individual interviews.
6. Charette – A charette is a meeting to resolve a problem or issue. Within a specified time limit, participants work together intensely to reach a resolution. The charette leader's responsibility is to bring out all points of view from all parties in attendance. Charettes are particularly useful in solving complex issues or an impasse between groups. Charettes can be moderately expensive to implement, with the cost primarily attributed to meeting materials and displays used during the charette process. The process of conducting the charette itself can also be a laborious task.
7. Task Force – A task force is comprised of individuals selected by Omnitrans. The task force is assigned a specific task with a time limit to come to a conclusion and resolve a difficult issue, subject to ratification by official decision-makers. A task force formed by Omnitrans could include representatives from member cities, transit riders and operators and representatives from interested organizations. Organizing and implementing a task force can be costly and moderately time-consuming.
8. Board and Committee Meetings – For those meetings open to the general public, Board and committee meetings can be another way to present information to the public and obtain informal input (during "Communications from the Public"). These meetings can be another way to disseminate information and provide a setting for discussion amongst decision-makers in a public setting.

Legal Requirements:

Other than Omnitrans Board meetings, there are no specific legal requirements for conducting these types of outreach activities. Omnitrans Board meetings require adherence to the Brown Act. The following sections of the Brown Act address issues related to public involvement:

Section 54953 – all meetings shall be open and public and all persons shall be permitted to attend.

Section 54953.2 – all meetings must be compliant with Section 202 of the Americans with Disabilities Act (ADA).

Section 54954 – meetings must be held at a regular time and place (special meetings or emergencies not included), with an agenda posted at least 72 hours in advance.

Section 54954.1 – any person may request a copy of the agenda and packet (fee for service may be charged).

Section 54954.2 – agenda must be posted 72 hours in advance of regular meeting with a brief general description of each item of

business, location, date and time of meeting, and method for requesting assistance pursuant to ADA.

Section 54954.3 – every agenda for regular meetings shall provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public before or during the legislative body's consideration of the item. Legislative body may limit the total amount of time allocated for public testimony on particular issues and for each individual speaker.

Outreach Opportunities:

Many of the outreach methods and activities described can be used in conjunction with one another and supplemented with the collateral materials previously described elsewhere in this document.

Schedule:

The schedule for each method and activity varies.

4. ADMINISTRATIVE PROGRAM FOR PUBLIC OUTREACH

In support of the public outreach program outlined in this document, numerous other logistical activities are necessary which are critical to the successful implementation of a public outreach program. Of all the public outreach activities discussed, a community meeting requires the most preparation and effort. (Open houses, community workshops and public hearings require similar logistical preparation.) The following narrative provides a review of the logistic activities needed to have a community meeting:

- **Schedule meeting date** – Review calendars of all necessary staff, consultants and featured guests to identify suitable meeting date; confirm there are no conflicts with holidays, special occasions or other events in the area. In order to maximize attendance, avoid time periods or occasions that might limit attendance, i.e. holidays (including religious), the weeks leading up to Christmas, on a Thursday before a holiday weekend, on the same night as a city council meeting or other community meetings, during typical vacation periods, the first week of school, or on the same night as a big sporting event on television.
- **Identify meeting location** – Select a location that is convenient for participants, large enough to hold the anticipated number of attendees, room set up (tables, chairs, etc.) and any displays, provides ample parking, is clean and well-lit, provides handicapped accessibility and is accessible to transit. *List of possible meeting locations is available in Appendix A.*
- **Develop logistics plan** – Develop a plan that addresses the specific needs for a meeting including room set up, staffing, meeting assignments, refreshments, audio/visual equipment, meeting materials (flip charts, easels, etc.), supplies (tape, scissors, etc.) and handouts (agendas, name tags, meeting support documents). Other components of a logistics plan include meeting times (including set up and break down times) and room layout diagram. *Sample logistics plan is available in Appendix B, room layout diagram is available in Appendix C and sign in sheet is available in Appendix D.*
- **Develop meeting notice** – Create meeting notice for distribution. Meeting notice should have meeting date, time, location and any important particulars such as where to park. The notice should also clearly detail the purpose of the meeting. Meeting notices should be distributed in a timely manner to allow recipient to receive the meeting notice at least ten days to two weeks prior to the meeting. *A sample meeting notice is available in Appendix E.*
- **Advertise for meeting** – Utilizing the meeting notice as a template if appropriate, prepare any newspaper advertisements, Behind the Driver flyers, “Take One” cards, general flyers, etc. Place newspaper advertisements in selected newspaper(s) two weeks and one week before the meeting (unless legal requirements dictate otherwise). Distribution of any flyers should begin at least two weeks prior to the meeting. Also coordinate any website advertisements (uploading of meeting notices). *A sample advertisement is available in Appendix F.*
- **Prepare press releases** – In accordance with existing media relations guidelines established by Omnitrans’ Marketing Department, prepare and transmit to local media press releases regarding upcoming meeting.
- **Prepare meeting documents** – Prepare necessary meeting materials such as meeting agendas, name tags, project fact sheets, meeting guides, comment forms and meeting evaluation forms. Documents (including printing) should be completed three to five days before the meeting. *A sample agenda is available in Appendix G, a sample fact sheet is available in Appendix H, a sample meeting guide is available in Appendix I, a sample comment form is available in Appendix J, a sample meeting evaluation form is available in Appendix K and sample name tags are available in Appendix L.*

- **Prepare audio/visual support** – As needed, prepare PowerPoint presentations, story boards and other display boards for meeting. Any audio/visual supporting materials should be completed three to five days before meeting (including printing or production).

Record of Public Outreach Events (2015 to 2018)

FY2016 Service Element Public Outreach Record (Held in Feb., March, 2015)

# of Staff Attending	City	Location	Day & Date	Time
1	Driver Sessions	West Valley	M 2/23/2015	11-3pm
1		West Valley	T 2/24/2015	11-3pm
2		East Valley	W 2/25/2015	11-3pm
2	Highland	City Council Chambers 27215 Base Line Highland	Thursday 19-Mar-15	9:00 A.M. – 12:00 P.M.
2	Yucaipa	Yucaipa Transit Center 34276 Yucaipa Boulevard	Thursday 19-Mar-15	3:00 P.M. - 6:00 P.M.
4	Montclair	Montclair Transit Center 5091 Richton Road	Monday, 23-Mar-15	7:00 A.M. - 11:00 A.M.
2	Rancho Cucamonga	City Council Chambers 10500 Civic Center Drive	Monday, 23-Mar-15	1:00 P.M. -4:00 P.M.
4	Fontana	Fontana Metrolink Station 16777 Orange Way	Tuesday, 24-Mar-15	7:00 A.M. -10:00 A.M.
4	San Bernardino	4 th Street Transfer Center (Carousel Mall Side)	Tuesday, 24-Mar-15	11:00 A.M. - 2:00 P.M.
3	San Bernardino	Omnitrans Large Lobby Conference Room 1700 W. Fifth Street	Tuesday, 24-Mar-15	3:00 P.M. - 7:00 P.M.
3	Chino	City Council Chambers 13220 Central Avenue	Wednesday, March 25, 2015	8:00 A.M. - 11:00 A.M.
3	Fontana	Fontana Metrolink Station 16777 Orange Way	Wednesday, March 25, 2015	3:00 P.M. - 6:30 P.M.
2	Rancho Cucamonga	Chaffey College Transit Center (Off College Drive)	Thursday, 26-Mar-15	9:30 A.M. - 1:00 P.M.
3	Ontario	City Hall Community Rooms 1 & 2 303 East B Street	Thursday, 26-Mar-15	3:30 P.M. - 7:00 P.M.
4	San Bernardino	4 th Street Transfer Center (Carousel Mall Side)	Friday, 27-Mar-15	7:00 A.M. - 10:00 A.M.

FY2017 Service Element Public Outreach Record (Held in April, 2016)

City	Location	Day & Date	Time
Montclair	Montclair Transit Center	Monday, April 18, 2016	3:00 P.M. - 6:00 P.M..
San Bernardino	San Bernardino Transit Center	Tuesday, April 19, 2016	6:00 A.M. - 10:00 A.M.
San Bernardino	Omnitrans Metro Office	Tuesday, April 19, 2016	4:00 P.M. - 7:00 P.M.
Redlands	Redlands Transit Mall	Wednesday April 20, 2016	6:00 A.M. - 10:00 A.M.
Yucaipa	Yucaipa Transit Center	Wednesday April 20, 2016	3:00 P.M. - 6:00 P.M.

**FY2018 Record of Public Outreach Held in Conjunction with
Short Range Transit Plan / SRTP (Held in June, 2017)**

	Monday 6-19	Tuesday 6-20	Wednesday 6-21	Thursday 6-22	Friday 6-23	Monday 6-26	Tuesday 6-27
6:00 AM	San Bernardino	Montclair Transit Center	Fontana Transit Center	Ontario Civic Center Transfer Station		Chino Transit Center	
7:00 AM	Transit Center						San Bernardino
8:00 AM							Transit Center
9:00 AM							
10:00 AM	Redlands Transfer Mall	Chaffey College Transit Center	Arrowhead Regional Medical Center Bus Stops	Ontario Mills Bus Stop			
11:00 AM							Riverside & Foothill Bus Stops (Rialto)
12:00 PM							
1:00 PM							
2:00 PM	Highland & Boulder Bus Stop (Highland)	Chino Transit Center			San Bernardino Transit Center		
3:00 PM							Fontana Transit Center
4:00 PM			Ontario Senior Center (Formal Meeting)	Montclair Transit Center		Yucaipa Transit Center	
5:00 PM	Omnitrans East Valley Office (Formal Meeting)						
6:00 PM							
7:00 PM							
8:00 PM							

FY2019 Service Element Public Outreach Record (Held in April, 2018)

City	Location	Day & Date	Time	Routes
San Bernardino	San Bernardino Transit Center	Saturday 7-Apr-18	10:00 A.M. – 1:00 P.M.	sbX, 1, 2, 3, 4, 7, 8, 10, 11, 14, 15, 208, 215, 290
San Bernardino	Omnitrans Metro Facility (East Valley)	Monday 9-Apr-18	5:00 P.M. – 7:00 P.M.	14
San Bernardino	San Bernardino Transit Center	Tuesday 10-Apr-18	6:00 A.M. – 10:00 A.M.	sbX, 1, 2, 3, 4, 7, 8, 10, 11, 14, 15, 208, 215, 290
Ontario	Ontario Civic Center Transfer Station	Thursday 12-Apr-18	6:00 A.M. – 10:00 A.M.	61, 83, 86
Ontario	Dorothy A. Quesada Community Center	Thursday 12-Apr-18	5:00 P.M. – 7:00 P.M.	86

During these (FY2019) meetings, Omnitrans Planning Staff interacted with approximately 200 people.

Omnitrans received 120 comments at these meetings, via email, over the phone and through social media;

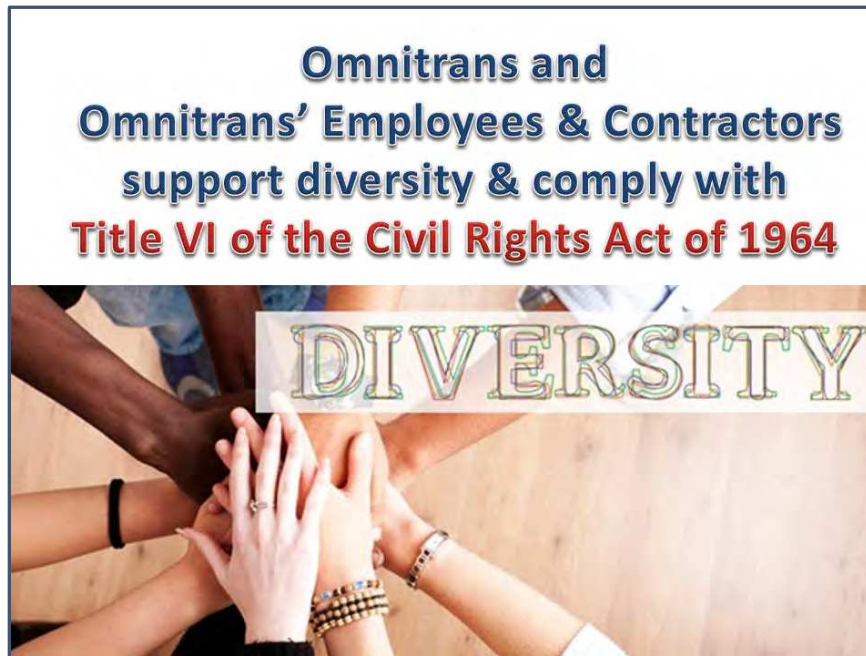
36% of these comments were related to the Service Change Proposals. The remaining 64% were categorized as "Other" comments.

For the service proposals, the public favored the proposals with 67% "liking" the proposed changes compared to 33% "disliking."

APPENDIX-S: TITLE VI TRAINING

TITLE VI TRAINING POWERPOINT PRESENTATION COMPILATION

The following is a compilation of several PowerPoint presentations. They are used in their entirety or in part for different Title VI training sessions given to all Omnitrans personnel at least annually, and for Coach Operators more regularly and as part of their annual training.



Title VI

"No person in the United States shall, on the grounds 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, *et seq*



Title VI Interpretation Prohibits



- **Disparate Impact:** Direct policy/action that violates Civil Rights Act
- **Disparate Burden:** Unintended consequences that result in violation of Civil Rights Act
- **To request info, file a complaint or notify Omnitrans of any perceived violation: contact Information at 1-(800) 9-OMNIBUS**

National Origin Discrimination

- Cannot discriminate based on language.
- Policy means we must communicate Vital Documents in locally identified languages:
 - English,
 - Spanish,
 - Cambodian (Khmer),
 - Chinese (Mandarin),
 - Vietnamese,
 - Korean,
 - Tagalog (Philippines)
 - Arabic.



Language Assistance Tools

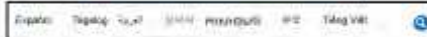


Bilingual Bus Book

Multilingual Staff



Multilingual Tools on Omnitrans.org



On-Call Phone-Based Interpreter
(866) 452-6482



Civil Rights
Notification in
Multiple
Languages



Multilingual "Riding
The Bus" Guide



Limited English Proficiency Policy and Coach Operators

- Be Aware of LEP riders, and interact positively with them.
- The Title VI placard in seven languages is found on all coaches. It is affixed to the panel directly behind where the coach operator sits.
- **COACH OPERATORS:** If riders indicate need for language assistance, please either (1) provide them a copy of the "How To Ride" Guide, or (2) politely POINT the placard out to them.

Your Role at Omnitrans

- **Do not discriminate!**
- Use the placard and tools should language needs arise.
- If riders, or any member of the public has a Title VI concern, direct them to Customer Service. Also on our web page, under contact, find this:

Title VI of the Civil Rights Act of 1964

In accordance with Title VI Civil Rights Act of 1964, Omnitrans prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance. To request information on procedures for filing a complaint or to notify Omnitrans of any perceived violation of the act, please contact Omnitrans Information at [1-\(800\) 9-OMNIBUS \(1-800-966-6428\)](tel:1-800-9-OMNIBUS).

- **Questions: Contact Scott Begg, Planner**

Thank You!

Limited English Proficiency Policy and Coach Operators

According to Title VI of the Civil Rights Act of 1964, in order to receive Federal FTA funding, Omnitrans must provide to our Limited English Proficiency (LEP) riders vital information documents in languages other than English and Spanish.

The languages are: English, Spanish, Cambodian (Khmer), Chinese, Korean, Tagalog (Philippines), and Arabic.

Where they will be:



For Limited English Proficiency Riders Requesting Assistance

1. If a non-English & non-Spanish speaking rider boards the bus and needs assistance, please give them one copy of the "Riding The Bus" brochure.
2. It is in the Fire Extinguisher Box above right front wheel well.
3. Languages provided:
 - Arabic, Chinese, Khmer, Korean, Tagalog and Vietnamese.
 - English and Spanish material covered in bus book.
4. Thank you!



Title VI Disparate Impact and Disproportionate Burden

Introduction

As a recipient of federal funding, Omnitrans must abide by mandates set forth in Title VI of the Civil Rights Act of 1965. Title VI dictates that an agency cannot in its service or planning discriminate directly or indirectly against minority or low income communities.

In order to demonstrate compliance, Omnitrans must perform equity analyses as part of its planning process before the implementation of any fare change or any major service change, and triennially must deliver a more in-depth report showing the same. In both cases, Omnitrans must demonstrate that it meets its Title VI obligations, and show that changes it has adopted do not adversely affect Minority or Low Income populations (LIM) either directly, or by disparate impact or disproportionate burden. This policy concretely sets out how Omnitrans will quantitatively measure disparate impact and disproportionate burden.

DEFINITIONS

1. **Title VI Analysis:** The demographic and spatial analysis undertaken in order to demonstrate Omnitrans' compliance with its mandate to not discriminate against or adversely impact in its service low-income or minority populations.
2. **Equity Analysis:** The analysis undertaken in order to determine whether planned changes to Omnitrans' service or fare structures would constitute a violation of its Title VI mandate.
3. **LIM (Low Income / Minority):** the sum of all minority residents within a given region (regardless of income level) plus all low income (poverty level) white residents in the same region. LIM proportion refers to the percentage of all residents in a given region which are either minority or low-income white residents.
4. **Fare change:** any change in the agency's fare structure including any increase in fares; any elimination of fare modes or types without compensatory equivalent; any introduction of a new type of fare or fare alternative, including reduced fare service, but excluding temporary fare reductions; and promotional fare reductions.
5. **Major Service Change:** any service changes that represent a net change of twenty-five percent (25%) of total service miles, hours or boardings on any route.

Collection, Maintenance, and Reporting of Demographic Data

Demographic data salient to the service area will derive from the latest United States Census or American Community Survey, in the form of either traffic analysis zone (TAZ), tract, block group, or block level data sets. Necessary elements will include but not be limited to: total numbers of residents, total numbers of minority residents, and total numbers of low income white residents. In addition to these demographic analyses, the assessment(s) may also rely on customer satisfactions surveys; Origins,

Boardings, Alightings, and Destinations surveys; demographic mapping, primary language spoken; age distribution of the population, etc.

Quantitative Measures

One-half mile pedestrian buffers will be utilized for areas served. Demographic data will be obtained from within these buffers.

Appropriate Comparisons

Given the disparate nature of Omnitrans' service area, it is necessary that commensurable LIM comparisons be made in equity analyses. For example, Omnitrans serves fifteen different cities and unincorporated portions of the county as part of its Joint Powers Agreement, and the demographic profiles of these communities differ substantially. If a change is contemplated in routes serving lower LIM communities, a comparison made only between the LIM profile of the route being changed and the LIM profile of the service area as a whole would be unrealistic. As such, the agency shall make comparisons to locally-derived LIM populations from the community or communities immediately surrounding the area of proposed change. For these reasons, more than one comparison should be made.

In all cases, the most appropriate spatial comparison(s) should be used in the LIM measure. This should be the next larger immediately surrounding and appropriate area to the change being considered AND the most locally immediate coverage LIM from before the change. The following examples should guide LIM comparisons:

LIM of Area to be Measured	What LIM to Compare it to
(New) Service Area LIM	Compare to County LIM overall, AND to Service Area LIM before change
New Single Route LIM (new route)	Compare to the same area's single route LIM before the change (OR to component route elements from before change, if the route is new), AND to Service Area LIM (optional: compare to Local Service area, e.g., East Valley or West Valley)
Single Route LIM in an idiosyncratic region of Service Area	Compare to old version of the route from before the change, AND to Service Area LIM, AND to Local Service Area LIM of the region surrounding the route.
Single Route(s) LIM for realignments	Compare to salient coverage LIM from the same region from before the change AND to Single Route LIM from before the change.
LIM of a Suite of Routes being changed together	Compare to LIM of same suite of routes before the change (or a corresponding suite of component route elements covering the same area) AND compare to either Local Service area (EV or WV) or to Service Area LIM.
LIM of allocated resources (new stops, shelters, amenities; new coaches; new facility, etc)	Compare to background (Service Area LIM) AND to buffer of all stops and / or local stops, and all amenities stops LIM, etc.

In addition, changes within any route will need to be compared to the route before the change. In all pertinent cases a before and after comparison will need to be made.

Margin of Error (10% Rule)

Given the probabilistic nature of the data used in demographic analysis a statistical margin of error of 10% will be built into the data analyses.

Determination

If the proposed change's LIM value equals or exceeds that of the original state or the out-group used for comparison within a 10% margin of error, then the proposed change is considered not to cause disparate impact or disproportionate burden. If the proposed change's LIM value is less than that of the original state (before and after study) beyond a 10% margin of error, then the finding indicates a disparate impact or disproportionate burden. Examples of this evaluation criteria will be found in Omnitrans' Title VI Procedures.

CONSEQUENCES OF DISPARATE IMPACT

If as part of the planning process, disparate impact or disproportionate burden is determined, then Omnitrans will do the following:

- Omnitrans must evaluate alternatives and mitigate burdens where practicable. This will take the form of examining reasonable alternative route structures or alignments.
- If in the case of fare change(s), mitigation will take the form of offering other compensatory fare alternatives along with the proposed change, so that burdened riders will have a choice in the fares they could purchase. Such alternatives can include multi-day (e.g., 7 day) passes and monthly (e.g., 31 day) passes which lower per-unit cost for tickets, and thus give burdened riders some alternative to the proposed increased fare.
- If there exist one or more alternatives that would serve the same legitimate objectives but with reduced disparate impact or disproportionate burden, then an alternative must be implemented.
- If the action cannot be mitigated, then Omnitrans will present a substantial argument that shows the action meets a legitimate objective, and that the agency has attempted alternatives to the proposed change, but these alternatives are demonstrably worse than the proposal and also fail to meet Title VI obligations themselves. This must all be accomplished before the change moves forward.