



Service Plan FY2024



For approval by Board of Directors
May 3, 2023

Omnitrans
1700 W. Fifth St.
San Bernardino, CA 92411

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1. INTRODUCTION

The Fiscal Year 2023-2024 (FY2024) Service Plan continues Omnitrans' focused effort on service resumption. This focus is not only about restoring service to planned pre-pandemic levels, but more importantly restoring frequency, restoring ease of use, and restoring convenience for Omnitrans' customers because restoring these will grow ridership.

The primary determinate of service levels during FY2024 will be Omnitrans' ability to recruit and retain front line staff, primarily coach operators. The FY2024 service plan follows Omnitrans' 5-step service resumption path adopted in the FY2023 Service Plan.

In May 2023 Omnitrans is operating at 81% of the ConnectForward fixed route service level. With the proposed service resumption in August 2023, January 2024 and May 2024, service levels will increase to 86%, 95%, and 100% of the ConnectForward planned service, respectively. Should there be a significant change in line with ridership demand or staffing levels, Omnitrans will return to the Board to adjust services outlined in this report. Each service level increase will require an average of 24 additional operators.

The Annual Service Plan defines the Family of Service offerings, changes to services or service policies, and sets fare policy for the year. Omnitrans does not propose new service type offerings and fare policy proposals during FY2024.







The FY2024 Service Plan is the first-year implementation of Omnitrans' FY2023-2030 Short-Range Transit Plan (SRTP). The SRTP was adopted by Omnitrans' Board of Directors in April 2023. As identified in the SRTP, the primary goal of the FY2024 Service Plan is to restore planned services to 100% service levels by the end of the fiscal year.

Omnitrans conducted public hearings for both the SRTP and the FY2024 Service Plan. For the service plan, Omnitrans proposed to continue the 5-step service resumption. This proposal fits within the FY2024 budget, supports initiatives in the FY2024 Management Plan and will be supported by dedicated marketing efforts resulting from the FY2024 Marketing Plan. A Title VI service equity analysis was completed for the Annual Service Plan based on the proposal to continue service resumption steps.

2. OMNITRANS FAMILY OF SERVICES

OmniTrans' Family of Services includes Bus Rapid Transit (BRT), Express and Local Bus service, Community Circulator service, MicroTransit service and ADA Paratransit service. These can be seen in Exhibit 1.

Exhibit 1: OmniTrans Family of Service Offerings

Service	Type	Brand	Image	Description
Fixed Route	Bus Rapid Transit (BRT)	sbX		BRT service mirrors light-rail service with dedicated lanes, amenities, stations and vehicles.
	Express	OmniTrans		Freeway bus service connecting two or more areas of highly concentrated activity.
	Local	OmniTrans		Traditional large bus service operating on a set route with a set schedule at defined frequencies.
	Community Circulator	OmniTrans		Smaller bus service designed to offer mobility for areas with relatively low population and employment density. Smaller bus service also includes First-Last Mile services.
Demand Response	MicroTransit	OmniRide		Real-time customer requested, technology-enabled, automatically dispatched demand responsive service
	ADA Paratransit	OmniAccess		Curb-to-curb service provided to comply with the Americans with Disabilities Act (ADA) that is provided within 3/4-mile of fixed route service.
Mobility Services				As the designated Consolidated Transportation Services Agency (CTSA), OmniTrans' Mobility Services offers a variety of mobility programs such as Travel Training, Volunteer Driver programs, UBER & Taxi program, and many community-based partnerships.

OmniTrans proposes no changes to the overall Family of Services in FY2024.

3. RIDERSHIP LEVELS

Ridership in FY2023 relative to FY2022 shows increases in both fixed route and demand response.

OmniTrans' systemwide ridership is estimated to finish FY2023 at 6.3 million boardings, up by 20.6% compared to FY2022. Exhibit 2 shows the Average Weekday Fixed Route Ridership. OmniTrans ridership remains stable with an average of 19,000 weekday daily boardings, up from 16,000 in FY2022.

OmniTrans monitors route performance by service tiers to help evaluate productivity and passenger demand. Currently, OmniTrans' Core routes in Exhibit 3 are the most productive carrying 16.1 passengers per hour, which is more than ten times as many passengers per hour as newer, more innovative services such as OmniRide and the first/last mile services operated as SB Connect and ONT Connect. Since the primary operating cost associated with transit service is labor cost, the greater the productivity the lower the cost per passenger. OmniTrans' core network includes six routes that currently account for 60% of OmniTrans ridership. Overtime, investment in the core network and resumption of service focused on the core network will have the greatest ridership impact.

Exhibit 2: Average Weekday Fixed Route Ridership by Week

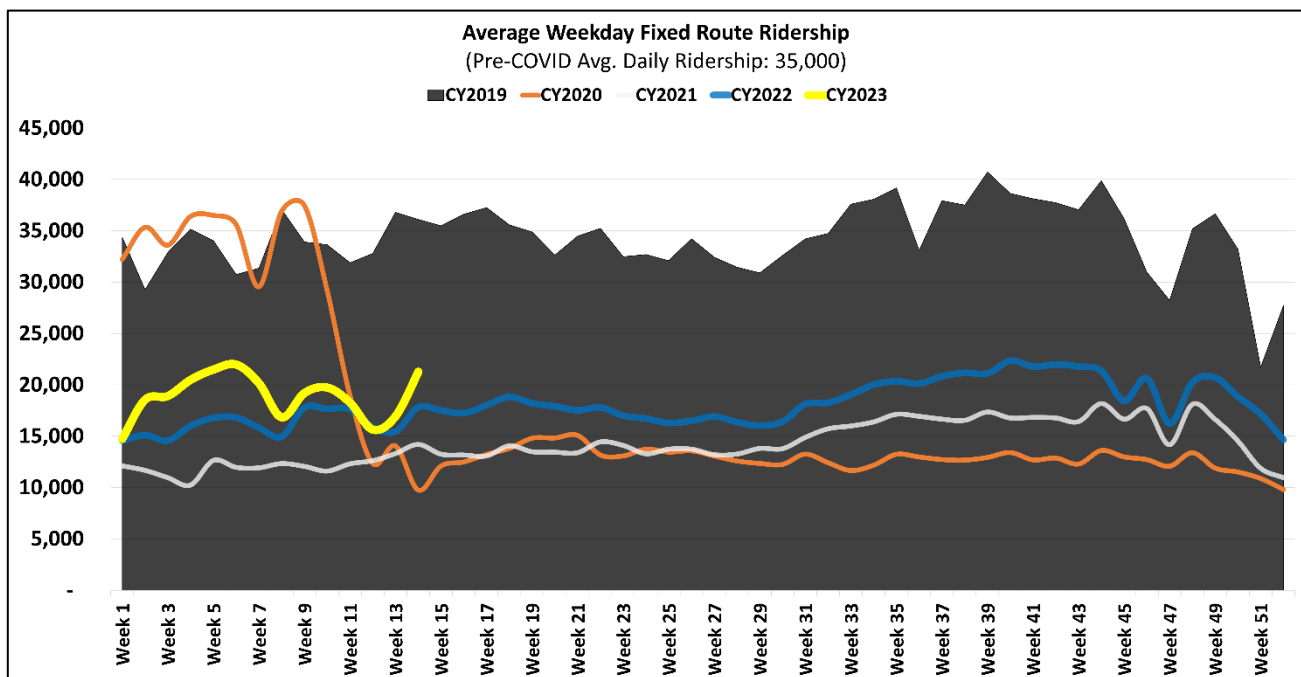
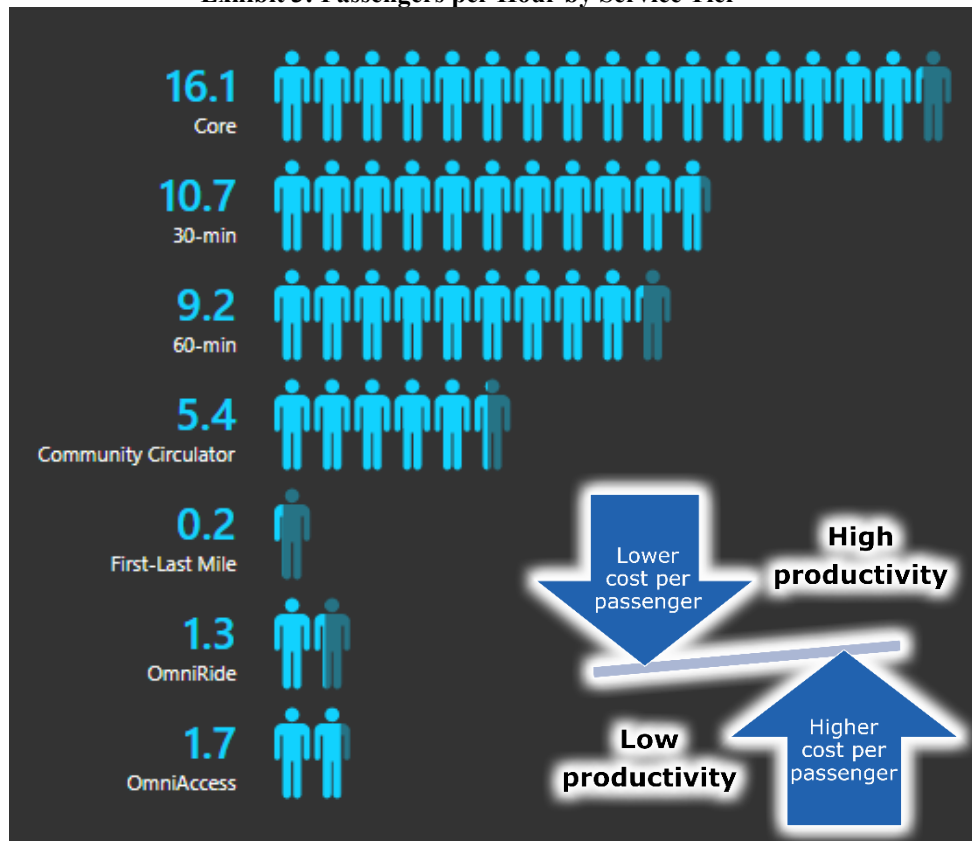
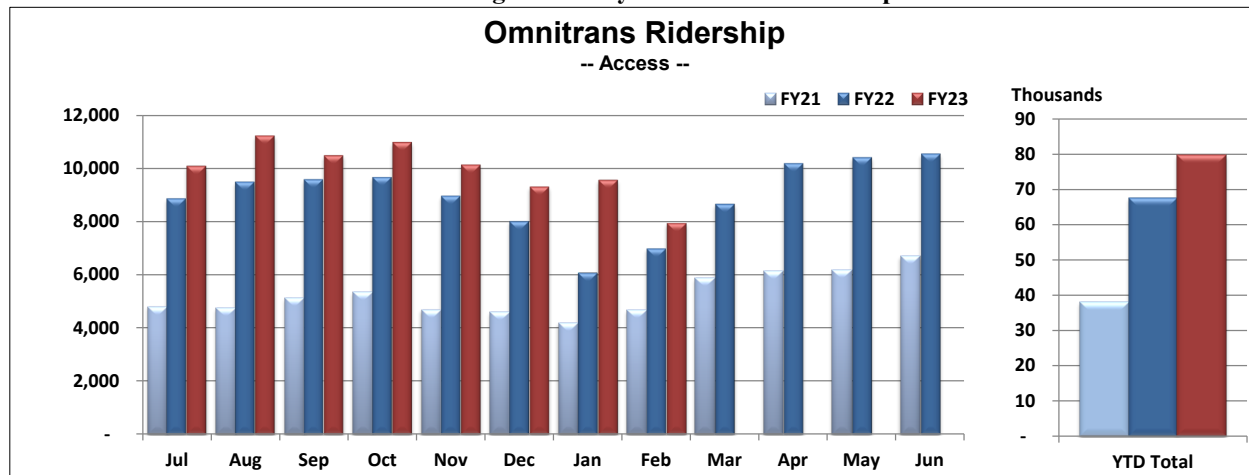


Exhibit 3: Passengers per Hour by Service Tier



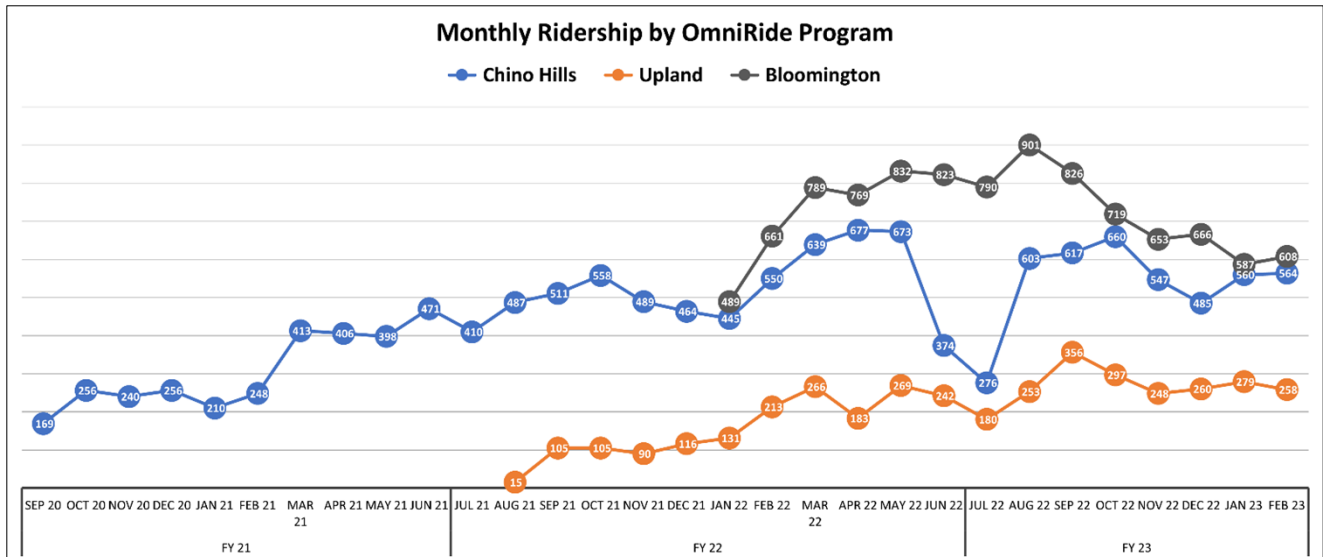
OmniTrans' OmniAccess ridership is estimated to finish FY2023 at approximately 126,000 boardings, up by 18% compared to FY2022. Exhibit 4 shows OmniAccess Ridership during FY2023 relative to FY2022 and FY2021. While ridership has grown on OmniAccess, the service remains down 65% compared to pre-pandemic levels. The FY2024 Management Plan proposes a detailed evaluation of OmniAccess trends in light of these sustained lower ridership levels. This evaluation will also evaluate the impact of the Regional Mobility Programs and may make recommendation to adjust the delivery of OmniAccess services.

Exhibit 4: Average Weekday OmniAccess Ridership



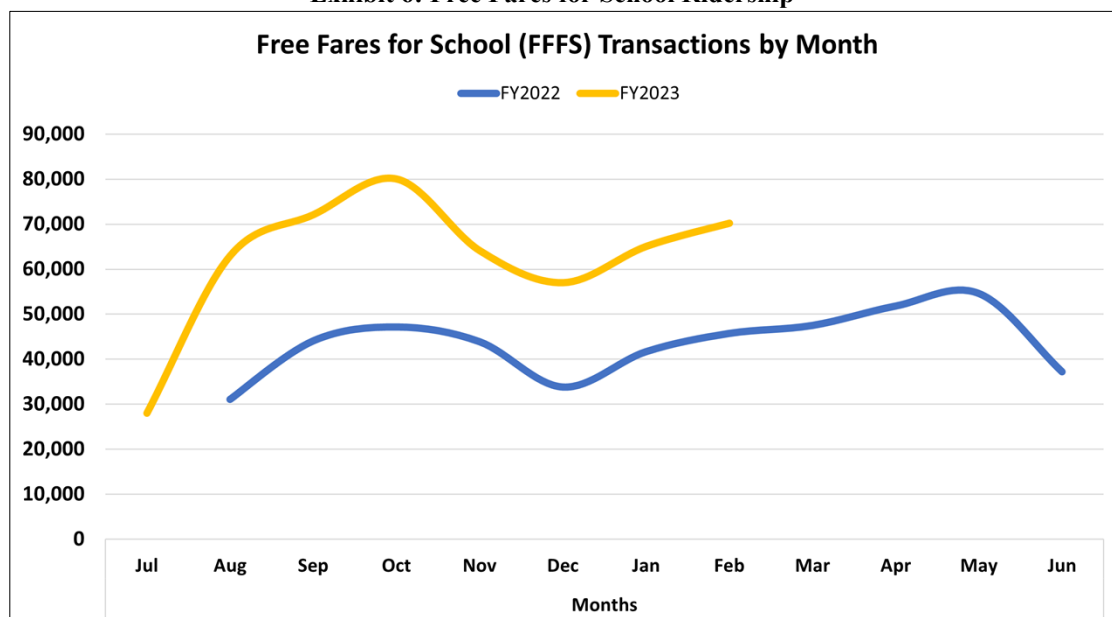
Omnitrans' OmniRide ridership is estimated to finish FY2023 at approximately 26,000 riders, up by 109% compared to FY2022. Per the approved FY2023 Service Plan, Omnitrans expanded service boundaries for OmniRide Chino/Chino Hills and Upland. In FY2023, 3.7% of rides for Chino/Chino Hills originated in the expanded areas and 3% of rides for Upland originated in the expanded areas. OmniRide Bloomington ridership remains higher than both OmniRide Chino/Chino Hills and Upland, respectively (Exhibit 5).

Exhibit 5: OmniRide Monthly Ridership



Ridership generated by Free Fares for School K-12 (FFFS) continues to rise. When compared to the same month a year ago in FY2022, FFFS transactions rose by a monthly average of 60% (Exhibit 6). Omnitrans continues to partner with school districts within our service area to promote the FFFS program and to understand service needs.

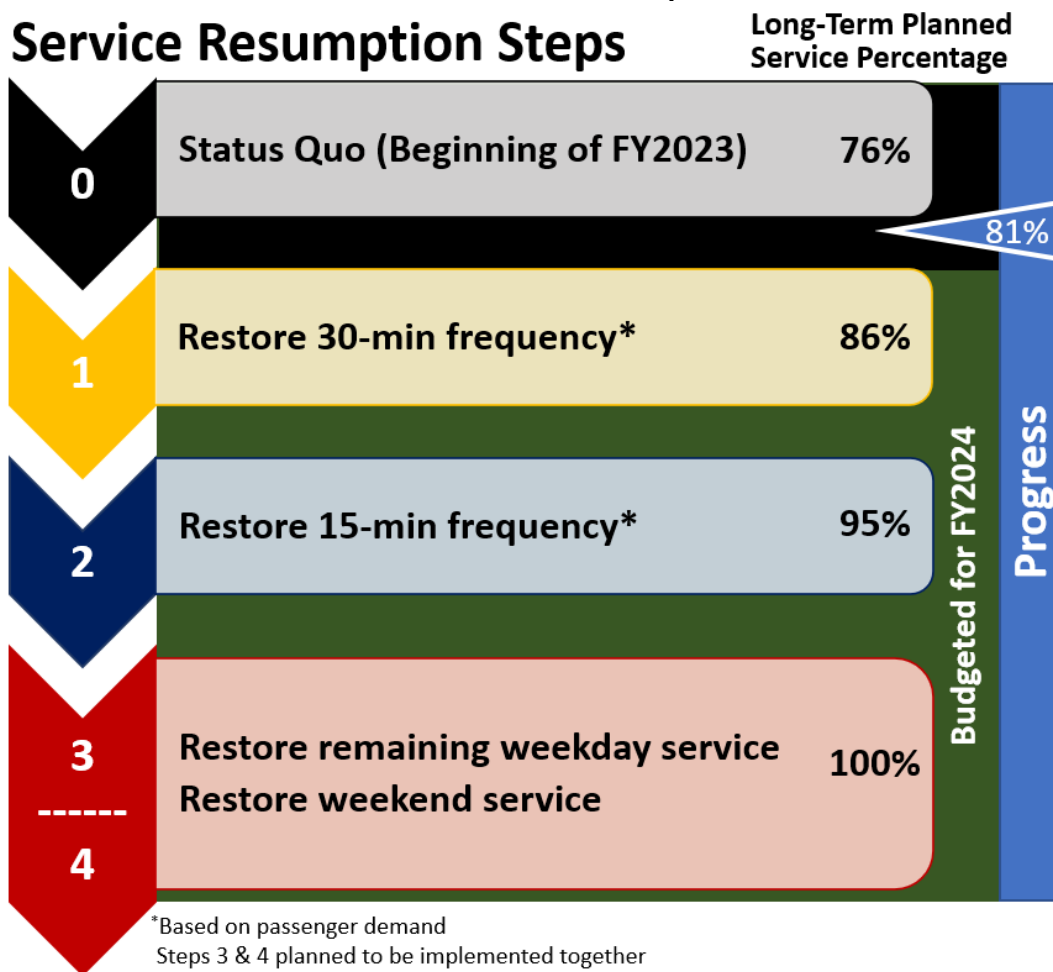
Exhibit 6: Free Fares for School Ridership



4. SUMMARY OF SERVICE RESUMPTION AND SERVICE CHANGES

The FY2024 Service Plan is built on elements of previous service plans, but most specifically the 5-Step Service Resumption Plan from the FY2023 Service Plan. There are no major proposed service changes in the FY2024 Service Plan. The main focus of this service plan is to build upon the progress accomplished in FY2023 of restored 81% of planned services (Exhibit 7). Service resumption is explicitly tied to Omnitrans ability to attract and retain front line employees, primarily coach operators.

Exhibit 7: FY2024 Service Resumption Plan



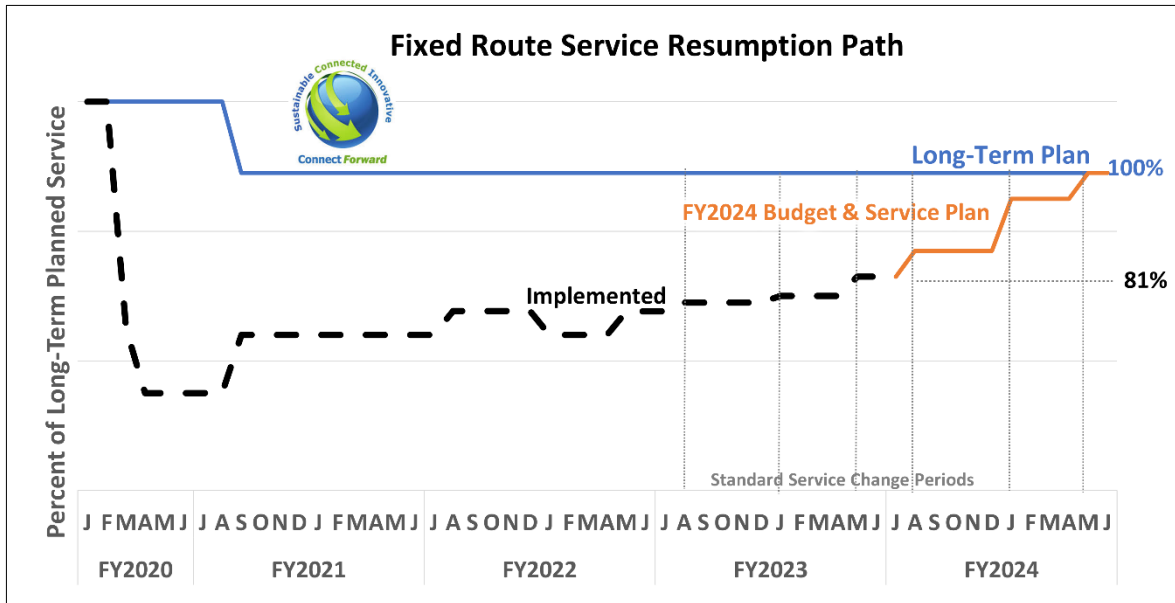
In August 2023 Omnitrans proposes to restore frequency on second-tier 30-minute routes. Routes 8, 10, 15, 19, 22, and 85 will have increased frequency from 60-minutes to 30-minutes or be implemented as planned in the ConnectForward services.

In January 2024 Omnitrans proposes to continue and restore frequency on Core-tier routes. Routes 1, 3, and 4 will have increased frequency from 20-minutes to 15-minutes. The sbX Green Line will be restored to 10-minute frequency during peak hours and 15-minute frequency during off-peak hours. As of May 2023, Routes 14 and 61 were restored to 15-minute frequency and Route 66 was restored to 20-minute frequency, as planned in the ConnectForward Plan.

Finally, in May 2024 remaining weekday services will be restored, such as Freeway Express Route 290 which offers peak-hour only service. Weekend services are also planned to be restored in May.

Omnitrans will be operating at 100% of planned services if achieved. Exhibit 8 shows Omnitrans' planned service resumption path by fiscal year.

Exhibit 8: Omnitrans Planned Service Resumption Path



5. PROPOSED FY2024 SERVICE LEVELS

This section provides FY2024 projections for key service characteristics at systemwide, fixed route and demand response services levels. The service characteristics are based on implementing all service resumptions Steps 1-3 beginning in August 2023 through May 2024. Should increases in ridership and in Omnitrans' workforce occur faster than anticipated, Omnitrans will adjust services and update the Board. The Board will be provided a minimum of a quarterly update on Omnitrans progress on service resumption as part of the quarterly reports brought to the Board regarding the Annual Management Plan and key performance indicators.

5.1 SYSTEMWIDE SERVICE

Systemwide service characteristics are the summation of the fixed route (sbX, Local, Express, Contracted) and demand response (OmniAccess, OmniRide) service characteristics provided in the sections below. Traditional fixed route service dominates systemwide service characteristics because 74% of Omnitrans' FY2024 revenue hours are directly operated 40-foot bus service, compared to 6% for sbX, 5% for contracted fixed route service, 13% for ADA paratransit service and 2% for OmniRide. From a ridership perspective, traditional fixed route service dominates the service characteristics by an even larger share accounting for 87% of boardings compared to 8% for sbX, 2% for contracted fixed route, 3% for OmniAccess and <1% for OmniRide.

Exhibit 9 shows that Omnitrans' revenue hours are projected to grow 12% during FY2024, rising from 635,000 hours in FY2022 to 709,000 hours in FY2023. This remains 18% below FY2019, which was the last year not impacted by the COVID-19 pandemic.

Ridership levels are projected to reach 7.6 million riders up 20.6% compared to 6.3 million in FY2023 as described in Section 3 of this report. The FY2024 ridership projections remain down 30% compared to systemwide ridership in FY2019 levels of 10.8 million.

Exhibit 9: System-wide Service Characteristics Summary

Systemwide (in Thousands except vehicles and ratios)		Actuals				Year-End Estimate	Projection	Percent Change
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2024
Financial	Fare Revenue	\$ 13,595	\$ 11,545	\$ 6,443	\$ 7,804	\$ 8,089	\$ 9,765	20.7%
	Operating Costs	\$ 94,814	\$ 87,588	\$ 76,887	\$ 68,122	\$ 90,593	\$ 102,991	13.7%
Operating Data	Revenue Miles	11,425	10,146	6,824	7,407	8,588	9,746	13.5%
	Total Miles	12,818	11,320	7,538	8,188	9,614	10,890	13.3%
	Revenue Hours	833	738	497	532	635	709	11.7%
	Total Hours	898	793	536	586	682	763	11.9%
	Passengers	10,864	9,024	4,024	5,101	6,350	7,655	20.6%
Fleet Data	Peak Rev. Fleet	251	252	134	139	179	191	6.7%
	Spare Fleet	32	31	40	41	44	46	4.5%
	Total Fleet	283	283	174	180	223	238	6.7%
Key Stats	Passengers per Hour	13	12.2	8.1	9.6	10	10.8	8.0%

Omnitrans' total fleet needs to rebound as service levels resume. The vehicles needed to fully resume service are currently kept in contingency so that the Agency can resume service as needed.

5.2 FIXED ROUTE SERVICE

The projected fixed route service characteristics are based on the revised service resumption path described in Section 4 of this report. Fixed route services include sbX, local, express, and contracted fixed route services, including First-Last Mile Shuttles.

Exhibit 10 describes the annualized change in total revenue hours of 14.3% reaching 600,000 revenue hours. While this is a 14.3% increase compared to FY2023, it remains down 9.9% compared to FY2019, the last Fiscal Year not impacted by the pandemic. Ridership is projected to increase 20.4% to 7.4 million riders, up from 6.2 million riders in FY2023. This remains down 29% compared to ridership level in FY2019, which was 10.5 million riders.

Exhibit 10: Total Fixed Route Service Characteristics Summary

Total Fixed Route (in Thousands except vehicles and ratios)		Actuals				Year-End Estimate	Projection	Percent Change
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2024
Financial	Fare Revenue	\$ 12,150	\$ 10,361	\$ 6,022	\$ 7,036	\$ 7,408	\$ 8,896	20.1%
	Operating Costs	\$ 78,286	\$ 74,213	\$ 68,176	\$ 57,313	\$ 73,441	\$ 84,985	15.7%
Operating Data	Revenue Miles	9,111	8,259	6,035	6,155	6,988	7,669	9.7%
	Total Miles	9,917	8,971	6,542	6,706	7,627	8,366	9.7%
	Revenue Hours	676	612	446	458	525	600	14.3%
	Total Hours	709	641	466	479	547	626	14.4%
	Passengers	10,503	8,778	3,958	4,974	6,160	7,414	20.4%
Fleet Data	Peak Rev. Fleet	155	156	102	102	129	138	7.0%
	Spare Fleet	32	31	33	33	33	35	6.1%
	Total Fleet	187	187	135	135	162	173	6.8%
Key Stats	Passengers per Hour	15.5	14.3	8.9	10.9	11.7	12.4	6.0%

5.3 DEMAND RESPONSE SERVICE

Demand response service includes OmniAccess ADA complementary paratransit service and OmniRide MicroTransit Service. Service characteristic details can be seen in Exhibit 11.

Exhibit 11: Demand Response Service Characteristics Summary

Total Demand Response (in Thousands except vehicles and ratios)		Actuals				Year-End Estimate	Projection	Percent Change
		FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2024
Financial	Fare Revenue	\$ 1,445	\$ 1,184	\$ 421	\$ 767	\$ 681	\$ 869	27.6%
	Operating Costs	\$ 16,528	\$ 13,374	\$ 8,710	\$ 10,209	\$ 13,922	\$ 14,614	5.0%
Operating Data	Revenue Miles	2,314	1,887	789	1,252	1,600	2,077	29.8%
	Total Miles	2,901	2,349	996	1,482	1,987	2,525	27.1%
	Revenue Hours	157	126	51	74	110	109	-0.9%
	Total Hours	189	152	70	107	135	137	1.5%
	Passengers	360	247	66	127	190	241	26.8%
Fleet Data	Peak Revenue Fleet	96	96	32	37	50	53	6.0%
	Spare Fleet	-	-	7	8	11	12	9.1%
	Total Fleet	96	96	39	45	61	65	6.6%
Key Stats	Passengers per Hour	2.3	2	1.3	1.7	1.7	2.2	29.4%

Overall Demand Response ridership levels are projected to reach 241,000 riders up 26.8% compared to 190,000 in FY2023. Demand Response ridership however is projected to remain down 33% compared to pre-pandemic levels.

Ridership levels on OmniAccess are projected to reach 215,000 riders up 30.3% compared to 165,000 in FY2023. The FY2024 ridership projection remains down 40% compared to pre-pandemic levels. OmniAccess service levels are exclusively driven by customer demand for service and therefore revenue hours only increase with the increase in demand. Revenue hours are projected to remain at 92,000, the same year-end estimate for FY2023. This remains down 41% compared to pre-pandemic levels.

Ridership levels for OmniRide are projected to reach 26,000 riders up 4% compared to 25,000 in FY2023. Revenue hours in FY2024 are projected to slightly decrease based on service day mix in the fiscal year to 17,000 down 5.6% compared to 18,000 in FY2023.

6. FARE STRUCTURE

Omnitrans does not propose a fare policy change during FY2024. Exhibit 12 and Exhibit 13 provide details of Omnitrans' fixed route and OmniAccess fare structure. Exhibit 14 shows the fare structure for OmniRide services.

Exhibit 12: Fixed Route Fares

	Full-Fare	Senior/Disability/Medicare	Youth*	Veteran
31-Day	\$ 60.00	\$ 30.00	\$ 45.00	\$ 30.00
7-Day	\$ 20.00	\$ 9.00	\$ 15.00	\$ 9.00
1-Day				
Single Day Pass	\$ 6.00	\$2.75	n/a full-fare	\$ 2.75
Packs of Ten	\$ 54.00	\$ 25.00	n/a full-fare	\$ 25.00
Single Ride				
Individually	\$ 2.00	\$ 0.90	n/a full-fare	\$ 0.90
Packs of Ten	\$ 18.00	\$ 8.50	n/a full-fare	\$ 8.50
Free Rides	MetroLink Transfers: Free to rider; SCRRA pays one-half base fare for each boarding with a MetroLink ticket/pass; RCTC pays a half base fare for MetroLink transfers on Rt. 215. Children: Height < 46"; limit 2 free per fare paying riders Personal Care Attendant: Accompanying an ADA Rider; Omnitrans Employees and Family Members: With Employee/Family ID; RTA and Sunline Transit Employees and Family Members: With Employee/Family ID; and, LAMTA, Foothill Transit, OCTA, Beaumont Transit Employees: With Employee ID Promotional Fares. Uniformed active military, police and fire personnel. Interagency Transfers: Omnitrans accepts multi-use passes from Foothill Transit, Riverside Transit Agency, Sunline Transit, Mountain Transit, Victor Valley Transit Authority and Beaumont Transit for one free transfer on Omnitrans fixed route services at points of connection.			
Go Smart Fare	The Go Smart fare is a pre-negotiated fare for any student, employee, member or client of a partner organization. Participants must have an active, valid Omnitrans-compatible ID card as proof of fare.			
*Youth	In FY2021 Omnitrans implemented Free Fares for School for K-12 (FFFS). With a valid K-12 student ID with a FFFS decal sticker, students K-12 may ride Omnitrans' fixed route services for free.			

Exhibit 13: OmniAccess Fares

	Cash
1-3 zone	\$ 3.75
4 zone	\$ 4.75
5 zone	\$ 5.75
6 zone	\$ 6.75

Exhibit 14: OmniRide (MicroTransit) Fares

	Full-Fare	Senior/Disability/Medicare	Youth*	Veteran
One-Ride (includes day pass on fixed route)	\$ 4.00	\$ 1.00	\$ 4.00	\$ 2.00
In FY2021 Omnitrans implemented Free Fares for School for K-12 (FFFS). With a valid K-12 student ID with a FFFS decal sticker, students K-12 may ride Omnitrans' microtransit services at a 50% discount.				

7. PUBLIC INPUT AND TITLE VI SERVICE EQUITY ANALYSIS

Best practices in transit planning are built upon thorough public input. To achieve maximum public interaction Omnitrans staff held in-person and virtual public meetings associated with the FY2024 Service Plan. Additionally, Omnitrans collects public comments submitted online, over the phone, by mail and email. The Strategic Development Department also tracks and considers all service requests that are received. These inputs inform Omnitrans' recommendations for service changes.

Federal Transit Administration (FTA) regulations require public hearings and Title VI Equity Analyses for major service changes or any fare increase. The FTA requires that agencies define a major service change. Omnitrans has defined this as a change to any route's hours, miles, or passengers by 25% or more on any day of service. Based on this criterion, Omnitrans was required to seek feedback on the Service Resumption Path proposed in the FY2024 Service Plan.

During the same public hearings, Omnitrans also gathered public feedback on the FY2023-FY2030 Short-Range Transit Plan (SRTP). Public hearings for the SRTP and Service Plan were held simultaneously as the FY2024 Service Plan is the first-year implementation of the Board adopted SRTP.

7.1 PUBLIC INPUT

Omnitrans held 16 in-person public hearings and 2 virtual meetings related to the Service Resumption Path. To maximize the potential for public input, Omnitrans posted a recording of the public hearing presentation online. An online comment form was also made available on the same webpage. This allowed the public to provide feedback prior to the first scheduled hearing and after the last scheduled hearing.

Exhibit 15: Public Meeting Schedule

CITY/ COMMUNITY	LOCATION	DATE	TIME	ROUTES TO MEETING
Chino	Chino Transit Center	Thursday, February 2, 2023	3:00 P.M. - 7:00 P.M.	83, 84, 85, 88, OmniRide Chino Hills
Colton	Arrowhead Regional Medical Center	Friday, February 3, 2023	7:00 A.M. - 10:00 A.M.	1, 19, 22, OmniRide Bloomington
Rialto	Foothill @ Riverside Bus Stop	Friday, February 3, 2023	3:00 P.M. - 6:00 P.M.	14, 22
Montclair	Montclair Transit Center	Monday, February 6, 2023	6:00 A.M. - 9:00 A.M.	66, 84, 85, 88, OmniRide Upland
Ontario	Ontario Mills	Monday, February 6, 2023	11:00 A.M. - 2:00 P.M.	61, 81, 82
San Bernardino*	Omnitrans Metro Facility	Monday, February 6, 2023	5:00 P.M. - 7:00 P.M.	14
San Bernardino	San Bernardino Transit Center	Tuesday, February 7, 2023	6:00 A.M. - 9:00 A.M.	sbX, 1, 2, 3, 4, 6, 8, 10, 14, 15, 215, 300, 305
Fontana	Fontana Transit Center	Tuesday, February 7, 2023	3:00 P.M. - 6:00 P.M.	10, 14, 15, 19, 61, 66, 67, 82, 312
Yucaipa	Yucaipa Transit Center	Wednesday, February 8, 2023	1:00 P.M. - 4:00 P.M.	19, 319
Virtual Meeting*	Online	Wednesday, February 8, 2023	6:00 P.M. - 7:00 P.M.	Online

Ontario	Civic Center	Thursday, February 9, 2023	6:00 A.M. - 9:00 A.M.	61, 83, 87
Rancho Cucamonga	Rancho Cucamonga Metrolink Station	Thursday, February 9, 2023	11:00 A.M. - 2:00 P.M.	82, 380
Redlands	Redlands Mall	Friday, February 10, 2023	10:00 A.M. - 1:00 P.M.	8, 15, 19
Loma Linda	VA Hospital	Friday, February 10, 2023	3:00 P.M. - 6:00 P.M.	sbX, 2, 19
Virtual Meeting*	Online	Saturday, February 11, 2023	10:00 A.M. - 11:00 A.M.	Online
San Bernardino	Cal State	Monday, February 13, 2023	7:00 A.M. - 10:00 A.M.	sbX, 2, 6, 312
Highland	Baseline @ Boulder Bus Stop	Monday, February 13, 2023	1:00 P.M. - 4:00 P.M.	3, 4, 15
Muscoy	Baker Learning Family Center	Tuesday, February 14, 2023	11:30 A.M. - 1:30 P.M.	312

During these meetings, Omnitrans staff interacted with 306 people. Omnitrans received 185 total comments at these meetings, via the electronic comment form, over email, over the phone and through social media. Sixteen comments, or 8.6% of the total comments, were related to the Service Resumption Plan proposed in this FY2024 Service Plan. All 16 comments support the restoration of services. The following summarizes the comments:

- 7 comments support the resumption of 30-minute frequency on Routes 8, 15, 19, and 85
- 5 comments support the restoration of Route 290
- 4 comments support pre-pandemic frequency and service restoration of all routes

Most of the collected feedback related to the SRTP (62.2%). Omnitrans staff also collected ‘Other’ feedback from the public not related to the proposals. Other comments (29.2%) ranged from route alignments, bus stop amenities, fares, to OmniRide services.

7.2 SERVICE EQUITY ANALYSIS

Omnitrans is required to complete a Title VI service equity analysis for every fare and/or major service change before it occurs. These requirements are outlined 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. 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 must demonstrate that no group or groups are being denied service based on discriminatory planning.

Omnitrans established a service resumption plan to return to normal service levels in a strategic and fiscally sustainable manner. A 7-step resumption plan was adopted by our Board of Directors as part of the FY2022 Annual Service Plan as shown in Exhibit 16. This resumption plan was carried over into the Board adopted FY2023 Annual Service Plan and is proposed to continue in the FY2024 Annual Service Plan. Overall, the Service Resumption Plan has maintained its original path towards restoring 100% of planned service levels, thus the service equity analysis from FY2022 is provided in Exhibit 17. Each step in the Service Resumption Plan has a positive effect on a greater proportion of LIM ridership than that seen in the service

area overall, there is no disparate impact or disproportionate burden placed LIM population. Omnitrans remained in compliance with its Title VI mandate.

Exhibit 16: Service Resumption Plan, FY2022

7-Step Service Resumption Plan	
Step 1:	Resume canceled routes, e.g., Route 67, with a focus on schools.
Step 2:	Resume specific school tripper service.
Step 3:	Return AM peak frequencies on core routes.
Step 4:	Second Tier routes (which were reduced to 60-minute frequencies) will be returned to 30-minute peak frequency service.
Step 5:	Return 15-minute peak service on core routes.
Step 6:	Resume remaining weekday service.
Step 7:	Resume Weekend Services that had been reduced.

Exhibit 17: Determination of Minority and Low-Income Minority to Service Resumption Path, FY2022

Demographic Buffer	Total Population	Minority *	% Minority	Low-Income White (Adjusted)	Low-Income or Minority (LIM)	% LIM
Population of County (2019)	2,180,085	1,584,922	72.7%	68,274	1,653,196	75.8%
Population of Service Area (Includes Area within All JPA Cities' Limits)	1,556,579	1,194,514	76.7%	33,614	1,228,128	78.9%
3/4-Mile of Any Fixed Route Stops (September 2020 Alignment)						
Within (ADA/OmniAccess Area Served)	1,352,319	1,063,812	78.7%	29,490	1,093,302	80.8%
Not Within	827,766	521,110	63.0%	38,784	559,894	67.6%
County Total	2,180,085	1,584,922	72.7%	68,274	1,653,196	75.8%
1/2-Mile of Any Service Stops (includes 60-Minute or greater service)						
Within	1,213,144	965,457	79.6%	25,242	990,699	81.7%
Not Within	966,941	619,465	64.1%	43,032	662,497	68.5%
1/2-Mile of Step 0 Service Resumption (Status Quo)						
Within	1,200,392	960,683	80.0%	25,209	985,892	82.1%
Not Within	979,693	624,239	63.7%	43,065	667,304	68.1%
1/2-Mile of Service Resumption - Steps 1, 2, 3						
Within	543,116	445,564	82.0%	10,910	456,474	84.0%
Not Within	1,636,969	1,139,358	69.6%	57,364	1,196,722	73.1%
1/2-Mile of Service Resumption - Step 4						
Within	693,650	555,996	80.2%	14,731	570,727	82.3%
Not Within	1,486,435	1,028,926	69.2%	53,543	1,082,469	72.8%
1/2-Mile of Service Resumption - Step 5						
Within	470,325	397,707	84.6%	10,022	407,729	86.7%
Not Within	1,709,760	1,187,215	69.4%	58,252	1,245,467	72.8%
1/2-Mile of Service Resumption - Steps 6 & 7						
Within	760,268	615,371	80.9%	16,011	631,382	83.0%
Not Within	1,419,817	969,551	68.3%	52,263	1,021,814	72.0%
1/2-Mile of Concatenated - Steps 1-4						
Within	965,819	776,307	80.4%	19,951	796,258	82.4%
Not Within	1,214,266	808,615	66.6%	48,323	856,938	70.6%
1/2-Mile of Concatenated - Steps 1-5						
Within	984,061	791,036	80.4%	20,480	811,516	82.5%
Not Within	1,196,024	793,886	66.4%	47,794	841,680	70.4%
1/2-Mile of Concatenated - Steps 1-7						
Within	984,061	791,036	80.4%	20,480	811,516	82.5%
Not Within	1,196,024	793,886	66.4%	47,794	841,680	70.4%

*Defined as total population minus White Alone (not Hispanic or Latino). All population estimates derived by GIS selection of block group data, except for determination of Low-Income Whites, which is at the tract level.