



ATL JANUARY 24, 2019 BOARD MEETING



RESOLUTION TO ADOPT STANDING COMMITTEES

Charlie Sutlive, Chair



ADMINISTRATIVE COMMITTEE REPORT

Earl Ehrhart, Committee Chair



FY19 BUDGET RATIFICATION

Charlie Sutlive, Chair



ADMINISTRATIVE COMMITTEE PRESENTATION
January 17, 2019 (Updated)

FY 2019 Budget

FY 2019 BASE BUDGET – PROJECTED EXPENDITURES

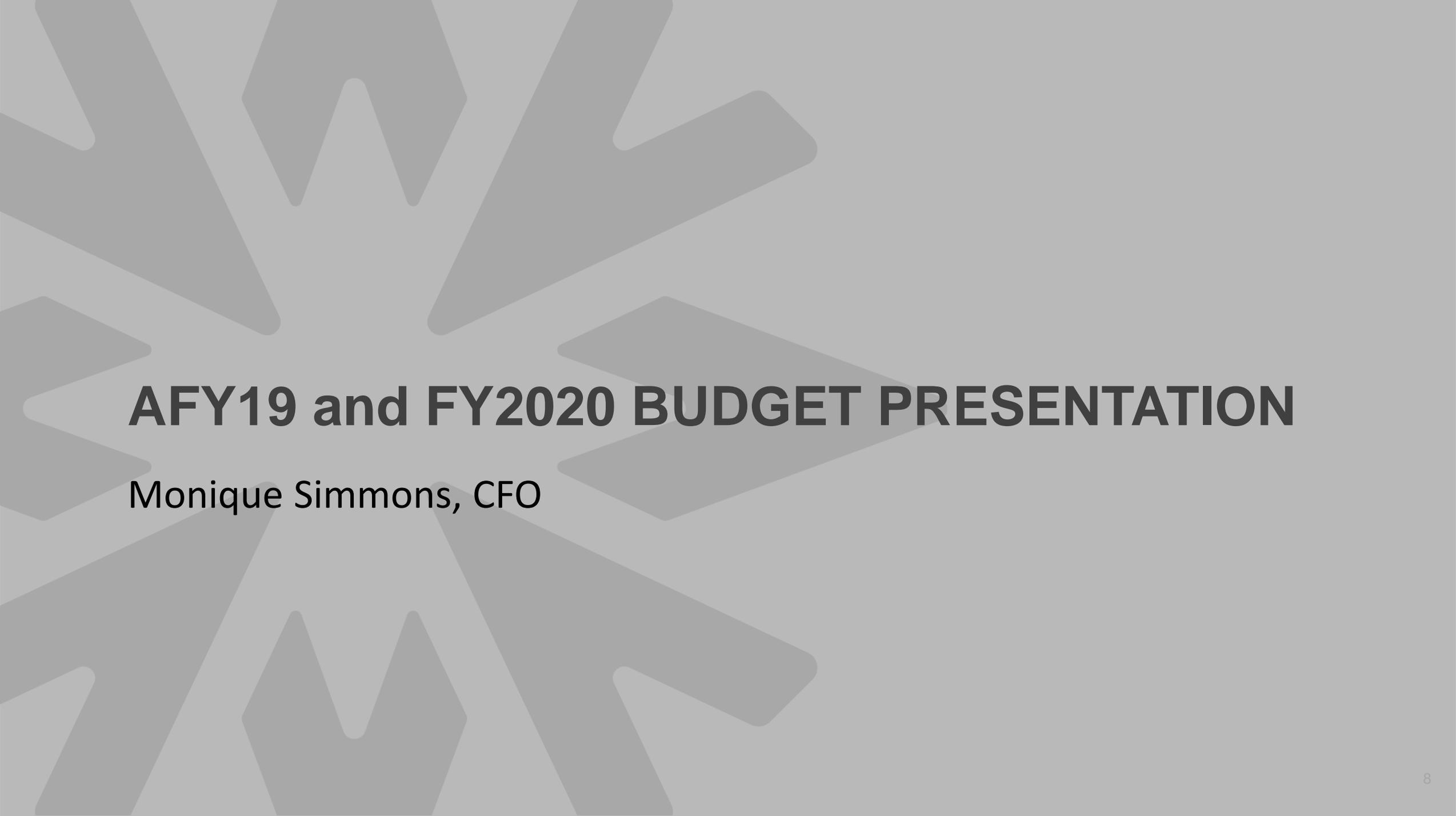
DESCRIPTION	FY 2019 BASE	REVISED FY 2019 BASE
Personal Services	\$1,114,910	\$894,127
Other Operating Expenses	64,980	79,651
Hardware, Software, Licenses	101,580	115,467
Rent	150,313	150,313
Overhead Costs / Shared Services with SRTA	197,026	197,026
SAO Agreement		1,503
Buildout for 23rd Floor	446,831	643,905
Branding Contract	750,000	750,000
Planning Contract	750,000	1,000,000
Professional Services	750,000	1,000,000
TOTAL ESTIMATED EXPENDITURES	\$4,325,640	\$4,831,992

- ▶ The Branding Contract, Planning Contract, and Professional Services are funded with 80% federal planning dollars and 20% match using one-time GRTA fund balance

FY 2019 BASE BUDGET – PROJECTED REVENUES

DESCRIPTION	FY 2019 BASE	REVISED FY 2019 BASE
Other Funds (One-time GRTA fund balance for match)	\$450,000	\$550,000
Other Funds (One-time FY 2018 Governor’s Emergency Fund)	1,950,000	1,950,000
Other Funds (One-time Tenant Improvement Allowance)	125,640	131,992
Federal Funds	1,800,000	2,200,000
TOTAL ESTIMATED REVENUES	\$4,325,640	\$4,831,992

► Note: The AFY 2019 Governor’s Recommendation includes an additional \$491,361 for three positions (\$268,561) and associated expenses (\$222,800).



AFY19 and FY2020 BUDGET PRESENTATION

Monique Simmons, CFO



**AFY 2019 & FY 2020
GOVERNOR'S RECOMMENDED BUDGET**

January 24, 2019

AFY 2019 GOVERNOR'S RECOMMENDATION – CHANGE ITEMS

	Governor's Rec.	
	<u>State Funds</u>	<u>Total Funds</u>
Community Affairs, Department of		
The following appropriations are for agencies attached for administrative purposes.		
Payments to The Atlanta-region Transit Link Authority	\$0	\$0
Increase funds for three positions (\$268,561) and associated expenses (\$222,800).	491,361	491,361
	<hr/> \$491,361	<hr/> \$491,361

AFY 2019 GOVERNOR'S RECOMMENDED BUDGET – EXPENDITURES

DESCRIPTION	REVISED FY 2019 BASE	CHANGES	AFY 2019 GOV. REC.
Personal Services	\$894,127	\$268,561	\$1,162,688
Other Operating Expenses	79,651	222,800	302,451
Hardware, Software, Licenses	115,467		115,467
Rent	150,313		150,313
Overhead Costs / Shared Services with SRTA	197,026		197,026
SAO Agreement	1,503		1,503
Buildout for 23rd Floor	643,905		643,905
Branding Contract	750,000		750,000
Planning Contract	1,000,000		1,000,000
Professional Services	1,000,000		1,000,000
TOTAL ESTIMATED EXPENDITURES	\$4,831,992	\$491,361	\$5,323,353

► The Branding Contract, Planning Contract, and Professional Services are funded with 80% federal planning dollars and 20% match using one-time GRTA fund balance

AFY 2019 GOVERNOR'S RECOMMENDED BUDGET – REVENUES

DESCRIPTION	REVISED FY 2019 BASE	CHANGES	AFY 2019 GOV. REC.
State Funds			
AFY 2019 Gov. Recommendation		\$491,361	\$491,361
Other Funds			
One-time GRTA fund balance for match	\$550,000		550,000
One-time FY 2018 Governor's Emergency Fund	1,950,000		1,950,000
One-time Tenant Improvement Allowance	131,992		131,992
Federal Funds	2,200,000		2,200,000
TOTAL ESTIMATED REVENUES	\$4,831,992	\$491,361	\$5,323,353

FY 2020 GOVERNOR'S RECOMMENDATION – CHANGE ITEMS

	Governor's Rec.	
	<u>State Funds</u>	<u>Total Funds</u>
Community Affairs, Department of		
The following appropriations are for agencies attached for administrative purposes.		
Payments to The Atlanta-region Transit Link Authority	\$0	\$0
Provide state funds to establish operating support for operations.	2,487,122	2,487,122
	<hr/> \$2,487,122	<hr/> \$2,487,122



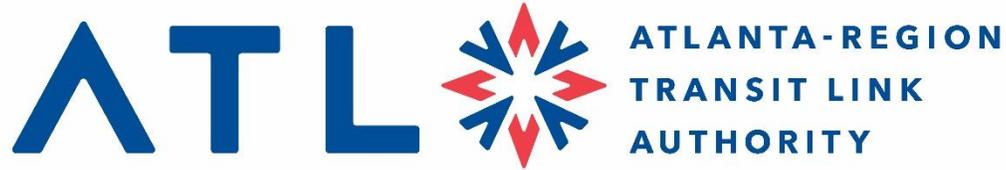
MARTA's ATL BRANDING IMPLEMENTATION

Jennifer Jinadu-Wright, MARTA



REGIONAL TRANSIT PLANNING PROCESS DEVELOPMENT OVERVIEW

Tracy Selin, Cambridge Systematics



CAMBRIDGE
SYSTEMATICS

The Cambridge Systematics logo graphic consists of three overlapping, slanted rectangular shapes. The top shape is green, the middle one is light blue, and the bottom one is a darker blue. They are arranged in a way that they appear to be part of a larger, abstract geometric design.

Think  Forward

The ATL Transit Project Prioritization Process

Key Activities for Process Development

presented to

The ATL Board of Directors

presented by

Cambridge Systematics, Inc.

January 24, 2019

Our Team



**TRACY
SELIN**

Project Manager

- Performance management and project prioritization at state, regional, local level
- 2015 USDOT Transportation Planning Excellence Award – Balancing Multimodal Investments
- 20+ year history working in Atlanta region



**HERBERT
HIGGENBOTHAM**

Transit and Shared Mobility

- National Practice Lead
- Oversees transit planning and technology applications portfolio across the country
- 20+ years experience in smart mobility, transit asset management, technology innovation, and organizational strategy



**PAULA
DOWELL**

Economics and Return on Investment

- National Practice Lead
- Oversees economics practice and financial planning portfolio across the country
- 20+ years experience in economic benefits analysis in over 35 states and internationally



**SARAH
WINDMILLER**

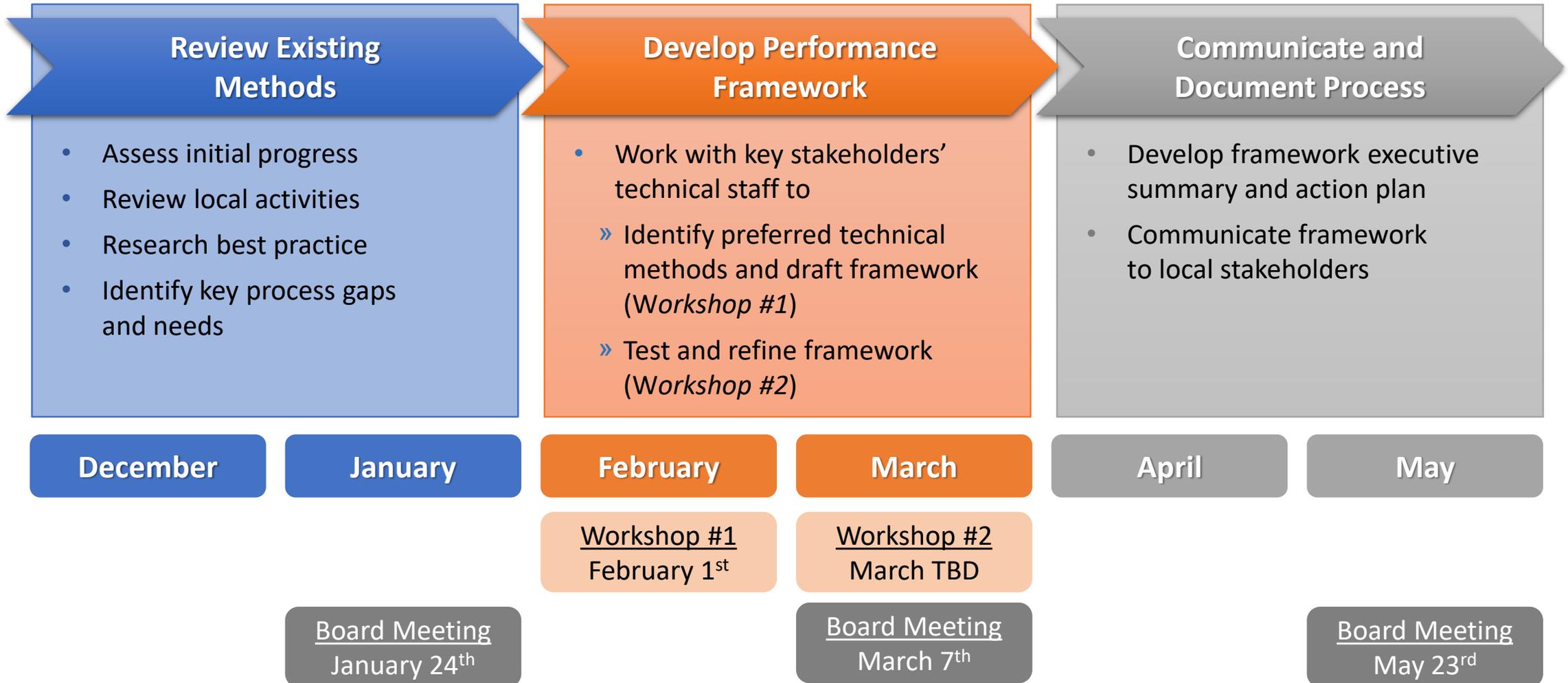
Transit and Technology Analyst

- Atlanta-based senior analyst
- Technical and policy support for multiple transit and technology initiatives in Atlanta and around the country
- Innovative data visualization and applications

Scope/Key Objectives

- The ATL requires a process for transit project evaluation and prioritization to be managed and administered by ATL staff that is:
 - **Objective** and **performance-based**;
 - **Supportive** of the region's transit plans and objectives;
 - **Transparent** and **credible** among transit stakeholders;
 - **Inclusive** of both existing and new local and regional-scale transit planning projects;
 - **Compliant** with Federal and state funding and grant criteria;
 - **Reflective** of the ATL's proposed governing principles for equity, economic development, mobility/access, innovation, and environmental sustainability; and
 - **Aligned** to existing regional planning programs, specifically the ARC's Transportation Improvement Program (TIP) and Regional Transportation Plan (RTP).

Schedule



Workshop Series

Over the course of two half-day workshops, we will work alongside an ATL technical group to establish, test, and refine the concepts and framework for the project prioritization process

Workshop #1 (Feb 1)

Preferred Technical Methods/Drafting the Framework

- Confirm investment goals and objectives
- Review best practice transit prioritization models and methods
- Discuss process constraints and requirements
- Discuss key considerations and decision points
- Present several options for an evaluation framework
- **Facilitate discussion toward a preferred technical approach**

Workshop #2 (Mar TBD)

Testing and Refining the Framework

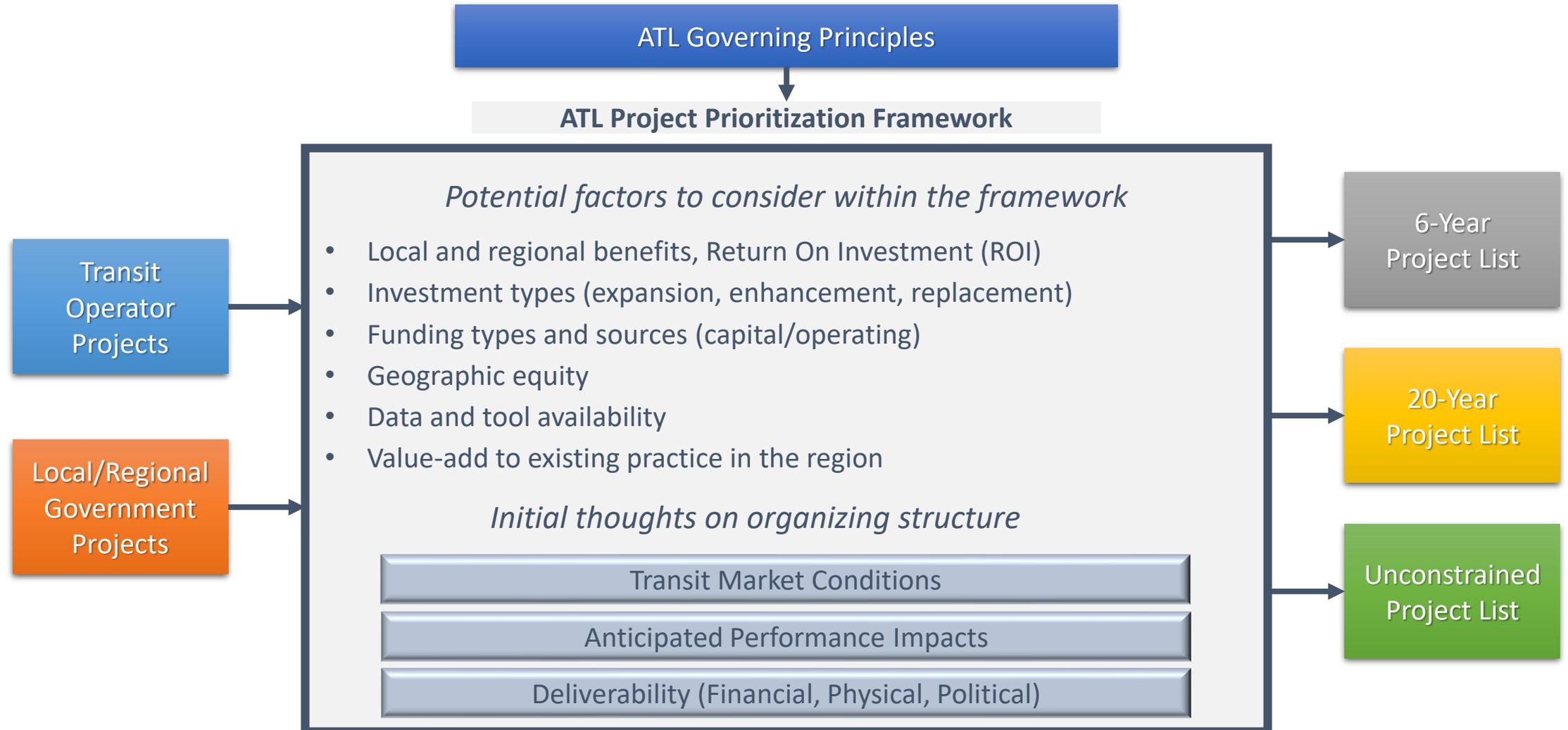
- Review project-level evaluation outcomes of draft framework
- Review region-level performance snapshot
- Discuss options for ranking and tiering projects
- Discuss outcomes and potential refinements
- Discuss process timeline and how to communicate results
- **Facilitate discussion toward finalizing evaluation framework**

Technical Workshop Attendees

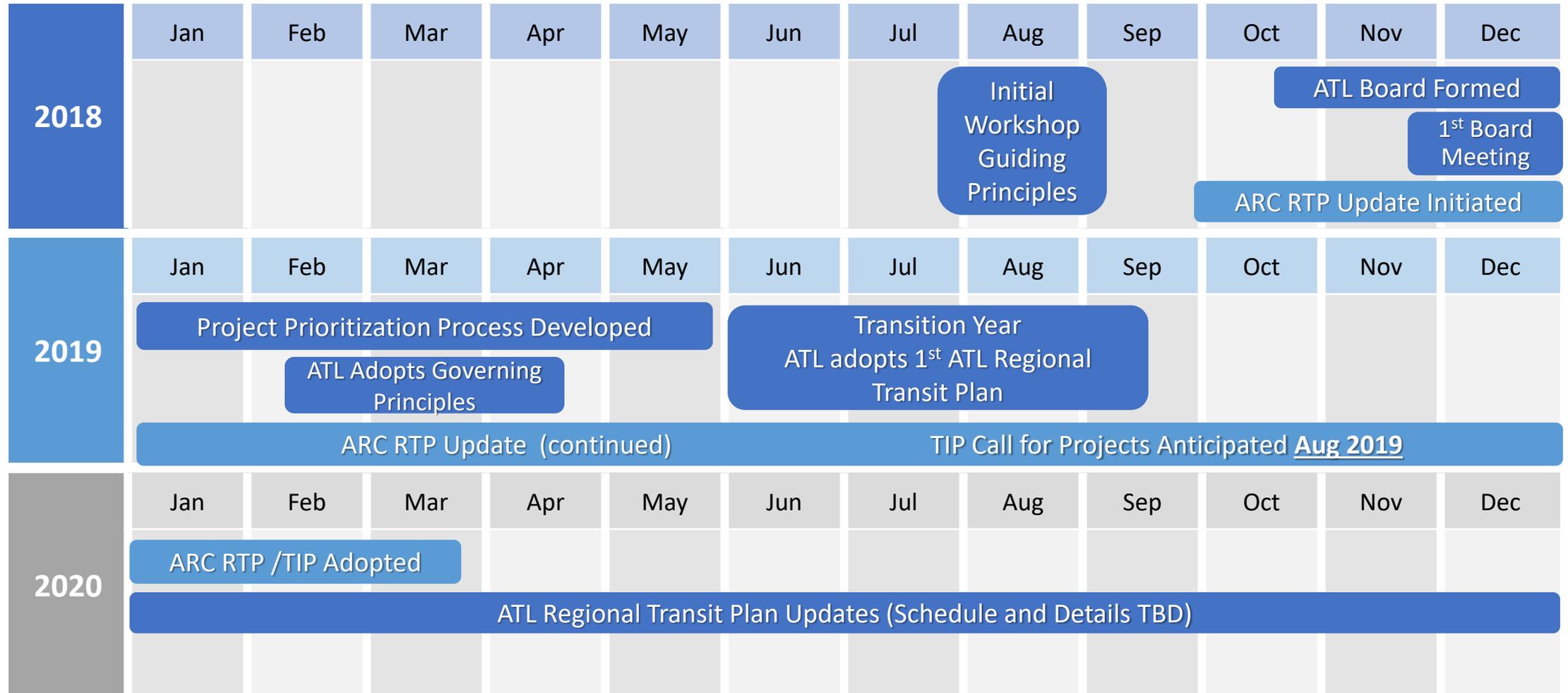
Workshop attendees will be technical staff versed in local transit projects and needs and familiar with general concepts of project prioritization

- ATL management team and staff
- ATL Board representation
- ARC representation
- GDOT Planning and Intermodal representation
- MARTA representation
- City of Atlanta representation
- Gwinnett Representation
- Cobb Representation
- Cherokee Representation
- Consulting team -- Cambridge Systematics and Deloitte

A Comprehensive, Performance-Based Framework



Draft Implementation Timeline



How You Can Help

- Work with your district to understand key projects and process priorities
 - Projects programmed or planned by your district's transit operators or governments
 - Local priorities for projects
 - Undefined transit projects or needs in your district
- Work with ATL staff to provide input for prioritization discussions
- Advocate for Regional Transit Plan



DISCUSSION: Governing Principles
for Project Prioritization

Proposed Governing Principles

Economic Development and Land Use

Creates or enhances connectivity and access to job centers, activity centers and economic centers in line with the Unified Growth Policy (UGP)

Mobility and Access

Connects population centers, employment, recreation, using cross-jurisdictional services to create regional connectivity

Equity

Provides new or expanded service to and from low and moderate income areas to improve connectivity and focusing on investments that better enable people to meet their day-to-day needs

Environmental Sustainability

Offers new or enhanced services as alternatives to SOV travel, and promoting the use of alternative fuels to build environmentally sustainable communities

Innovation

Uses innovative solutions to improve rider experience, fare collection, cost savings, integration with transit alternatives etc.

Discussion

- Do these governing principles, as defined, reflect the region's values?
- Do these governing principles effectively guide the prioritization process?
- Are any of these considerations more important than the others?
- Does your thinking differ when considering investment at district or regional level?

Next Steps

- Workshop #1 (February 1)
- Continued discussions with key stakeholders on process and schedule alignment
- Refine universe of projects to test for Workshop #2 (March TBD)



BUS RAPID TRANSIT (BRT) OVERVIEW

Chris Tomlinson



Bus Rapid Transit (BRT) 101



The Basics of Bus Rapid Transit

Why Bus Rapid Transit?

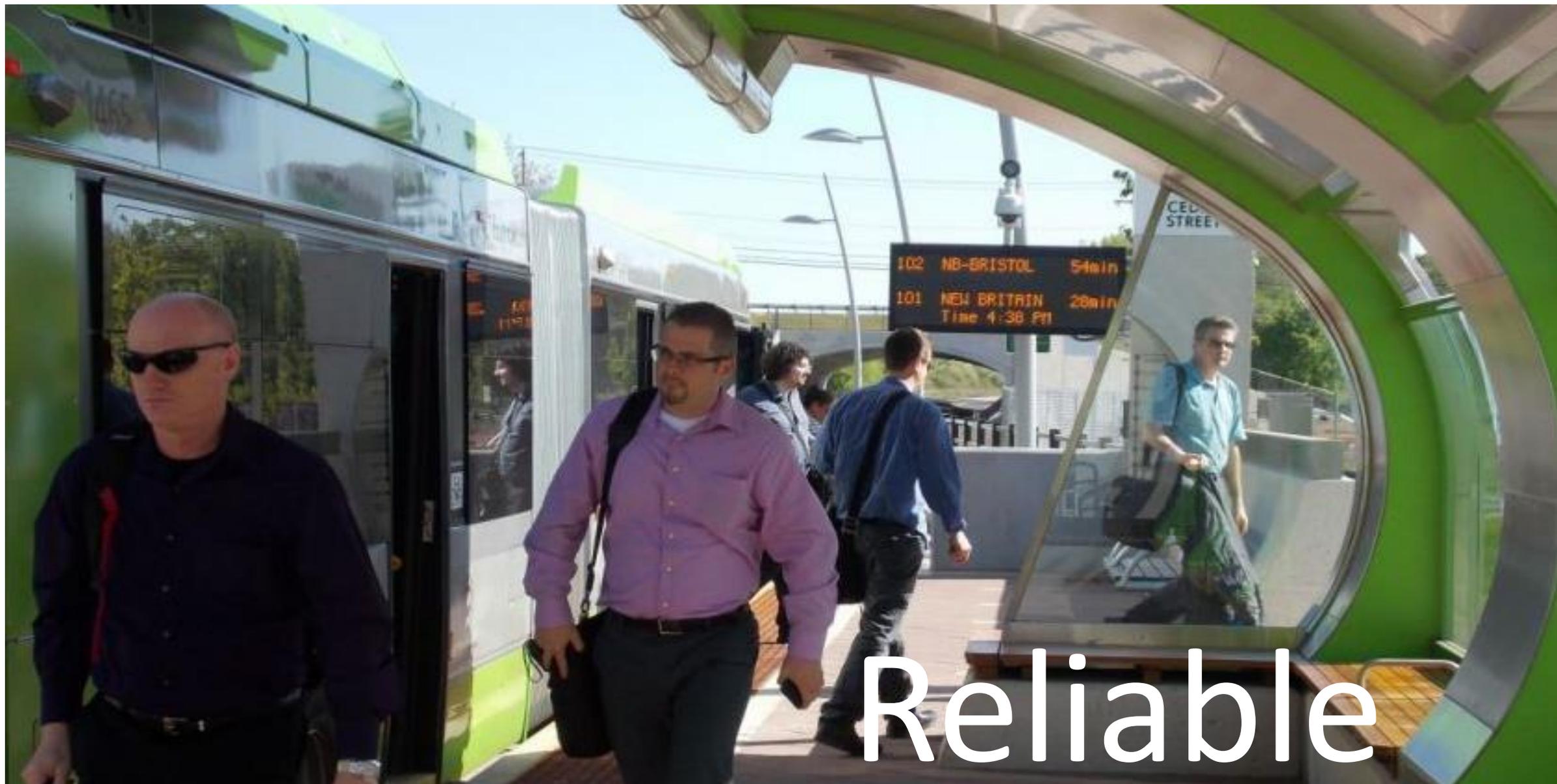


Flexible





Comfortable



Reliable

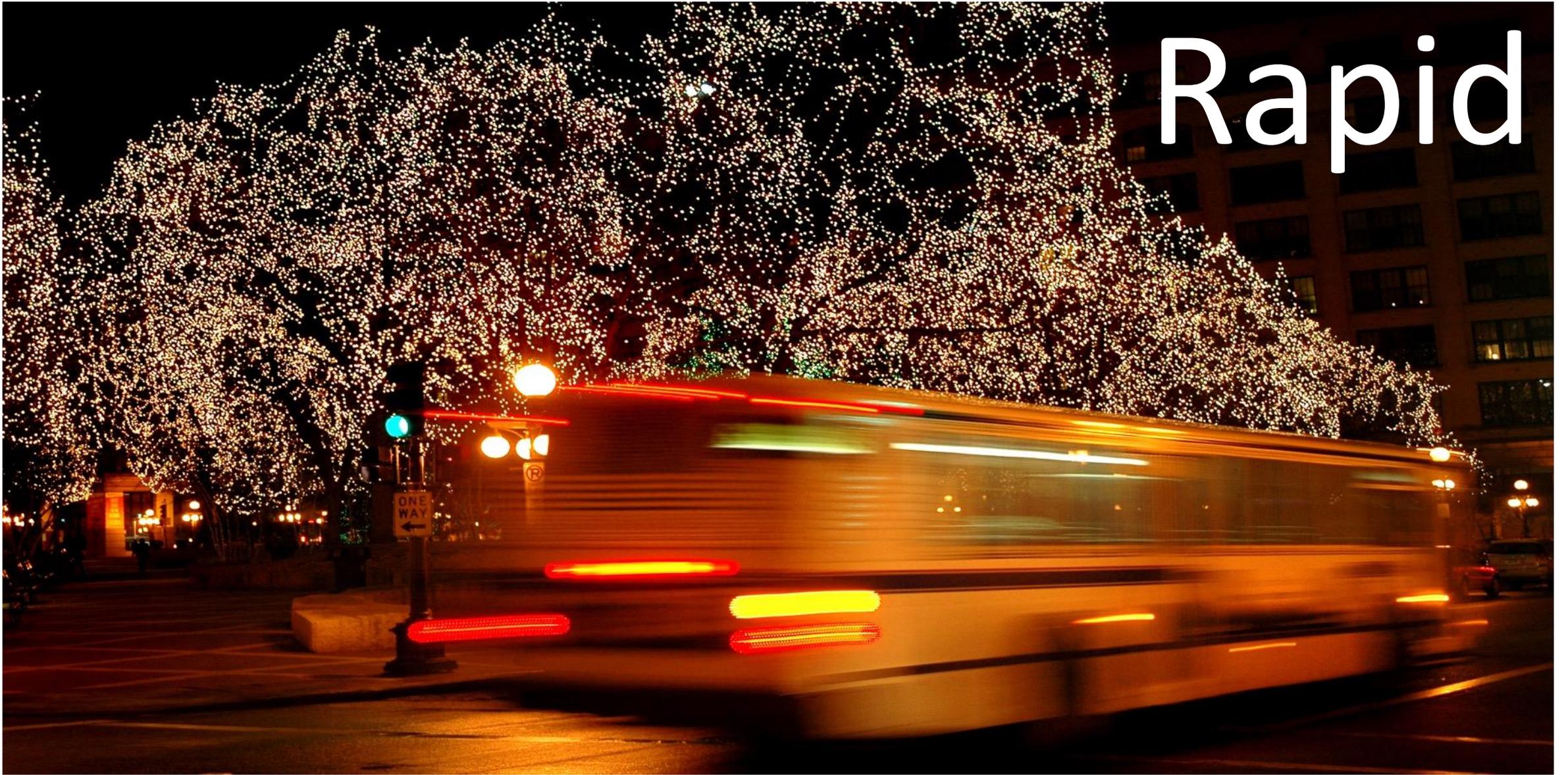
Convenient



Recognizable



Rapid



B_{us} R_{apid} T_{ransit}



What is BRT?

- HIGH QUALITY
- HIGH-CAPACITY
- FAST, RELIABLE
- COST-EFFECTIVE
- CUSTOMER-ORIENTED
- RUBBER TIRE-BASED
- PUBLIC TRANSIT SYSTEM
- Key rail-like attributes:
 - Speed, reliability, frequency
 - Dedicated (or preferential) guideway
 - Stations
 - Level boarding
 - Off-board fare payment
 - Branded identity and image



Optimal BRT

- ✓ Dedicated guideway
- ✓ Transit signal priority
- ✓ Off-board fare payment
- ✓ Distinctive vehicles
- ✓ Distinctive station design and location, with:
 - Advanced technology (real-time arrival info)
 - Level platform and precision boarding
- ✓ Unique branding
- ✓ Supportive connections to other transit service/modes:
 - Mobility connections (bikeshare, rideshare)
- ✓ 5-10 minute frequency during peak
- ✓ Higher Reliability
 - Running speeds = or > cars operating in the same corridor during peak

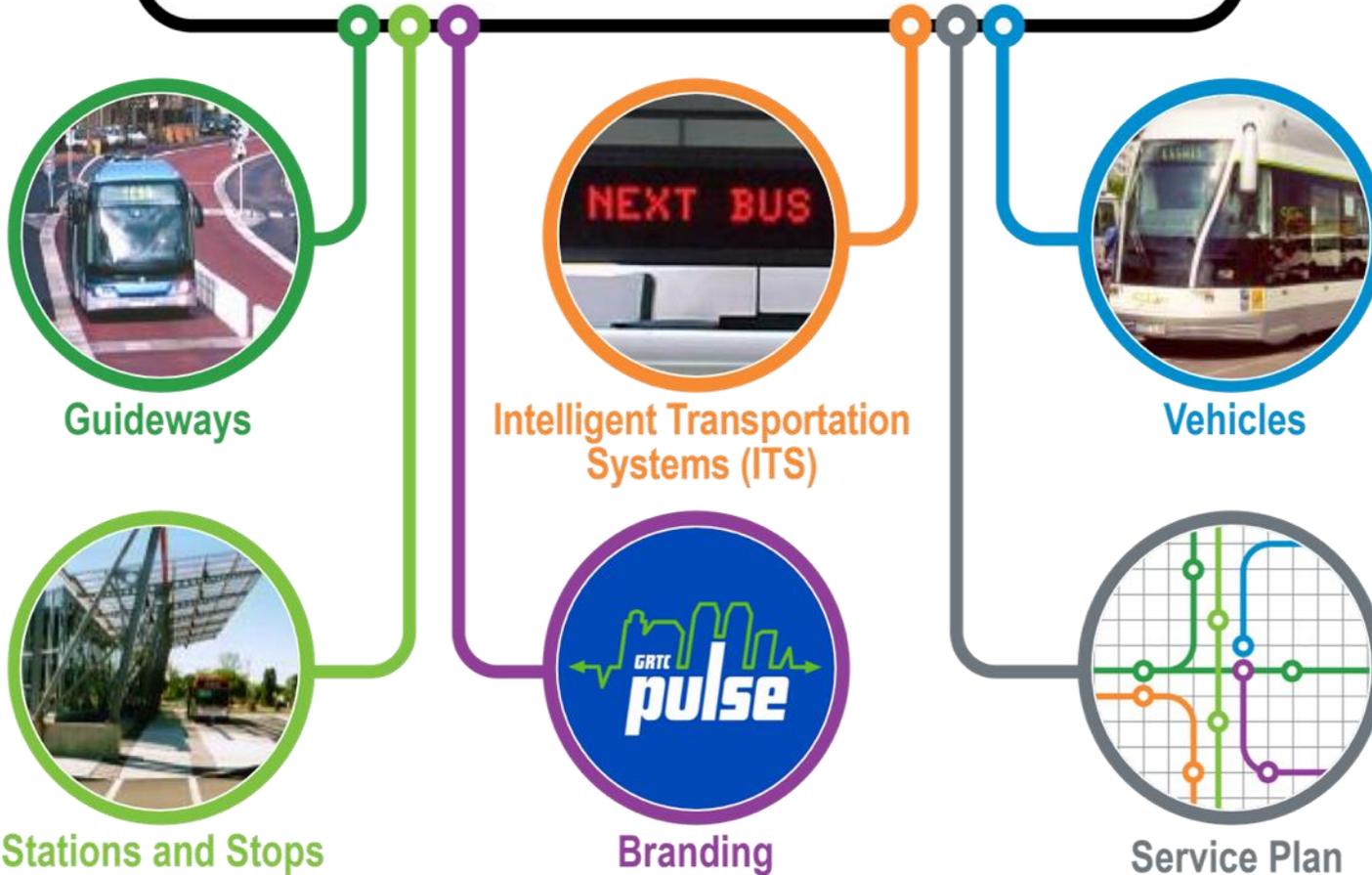


Indios Verdes BRT terminal, Mexico City



BRT Core Elements

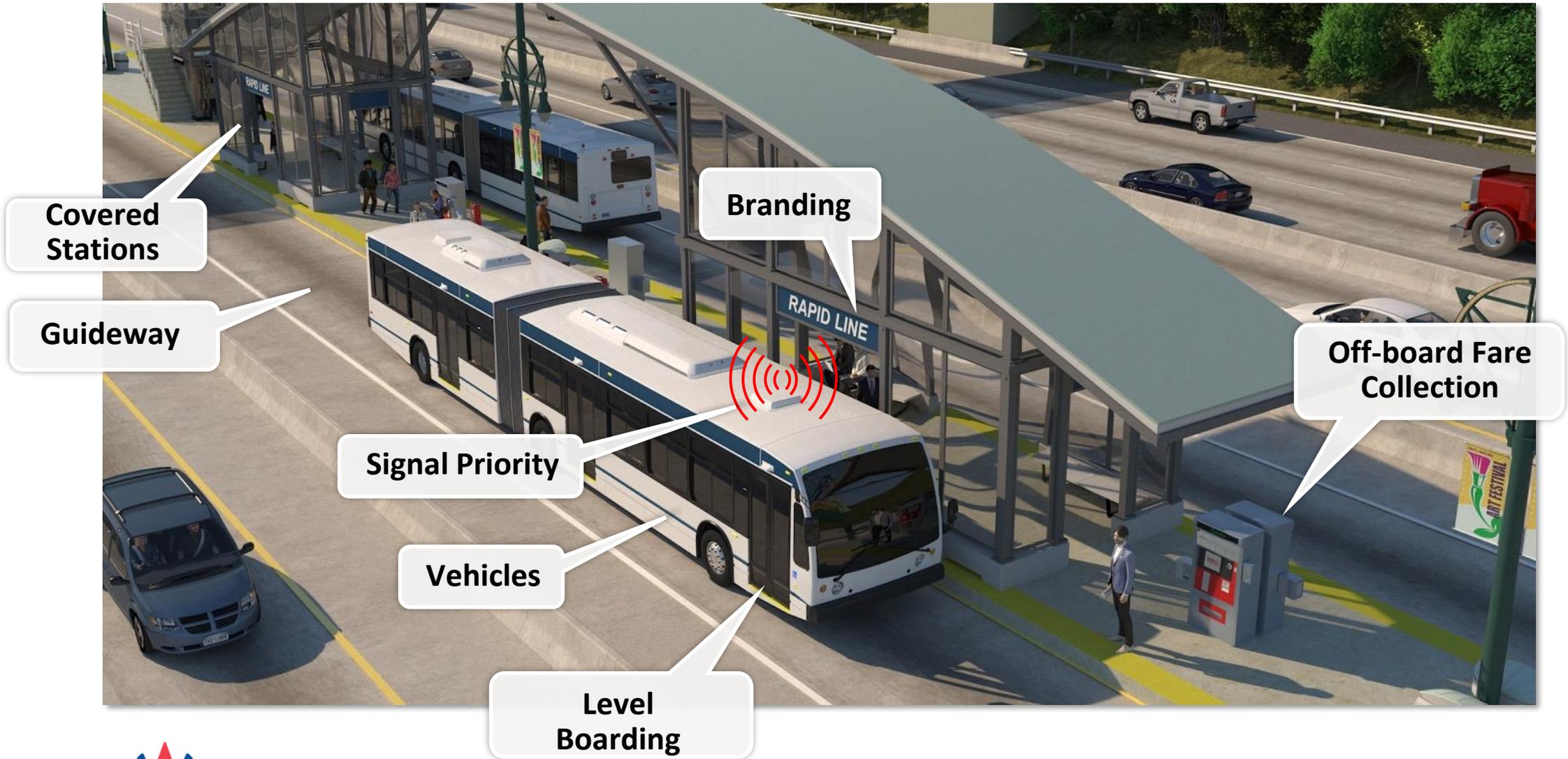
BRT Core Elements



Great System = Great Experience

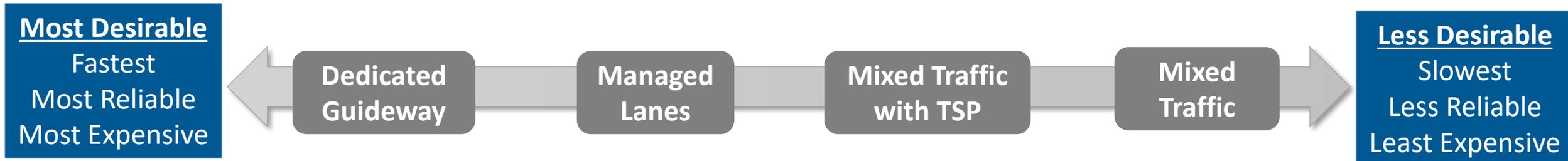
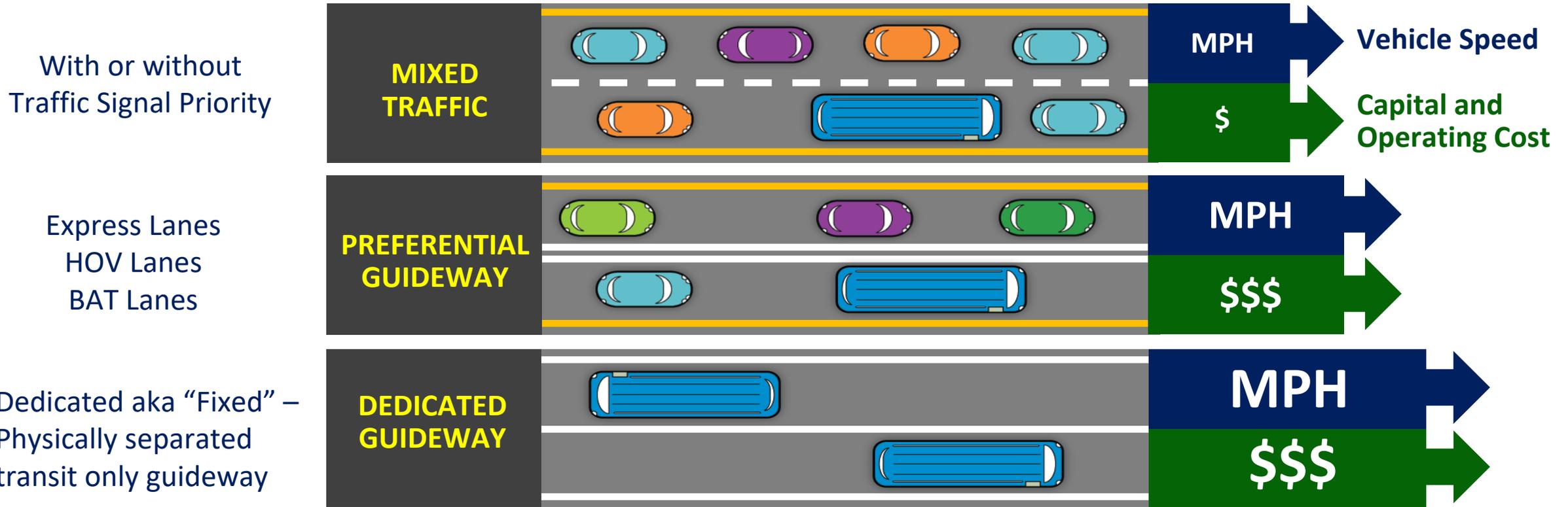
Guideways	Rapid
ITS	Reliable
Vehicles	Comfortable
Stations & Stops	Convenient/ Comfortable
Branding	Recognizable
Service Plans	Flexible

BRT Core Elements



BRT Guideways

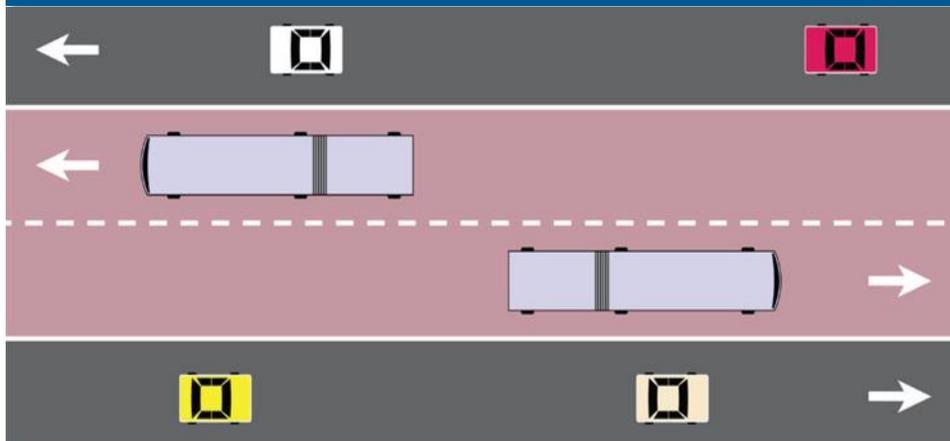
Guideways: Can be one or a combination of...



Guideways: Dedicated



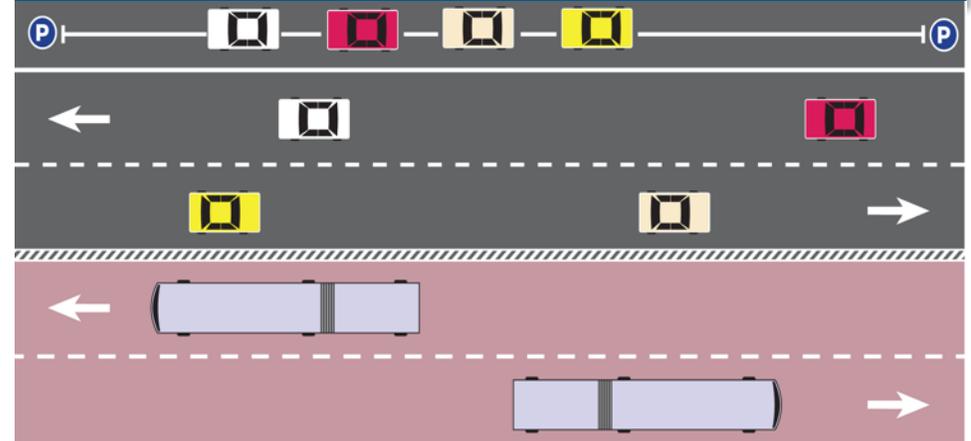
TransMilenio BRT Bogotá, Columbia



Median-Running Dedicated Transit Lanes

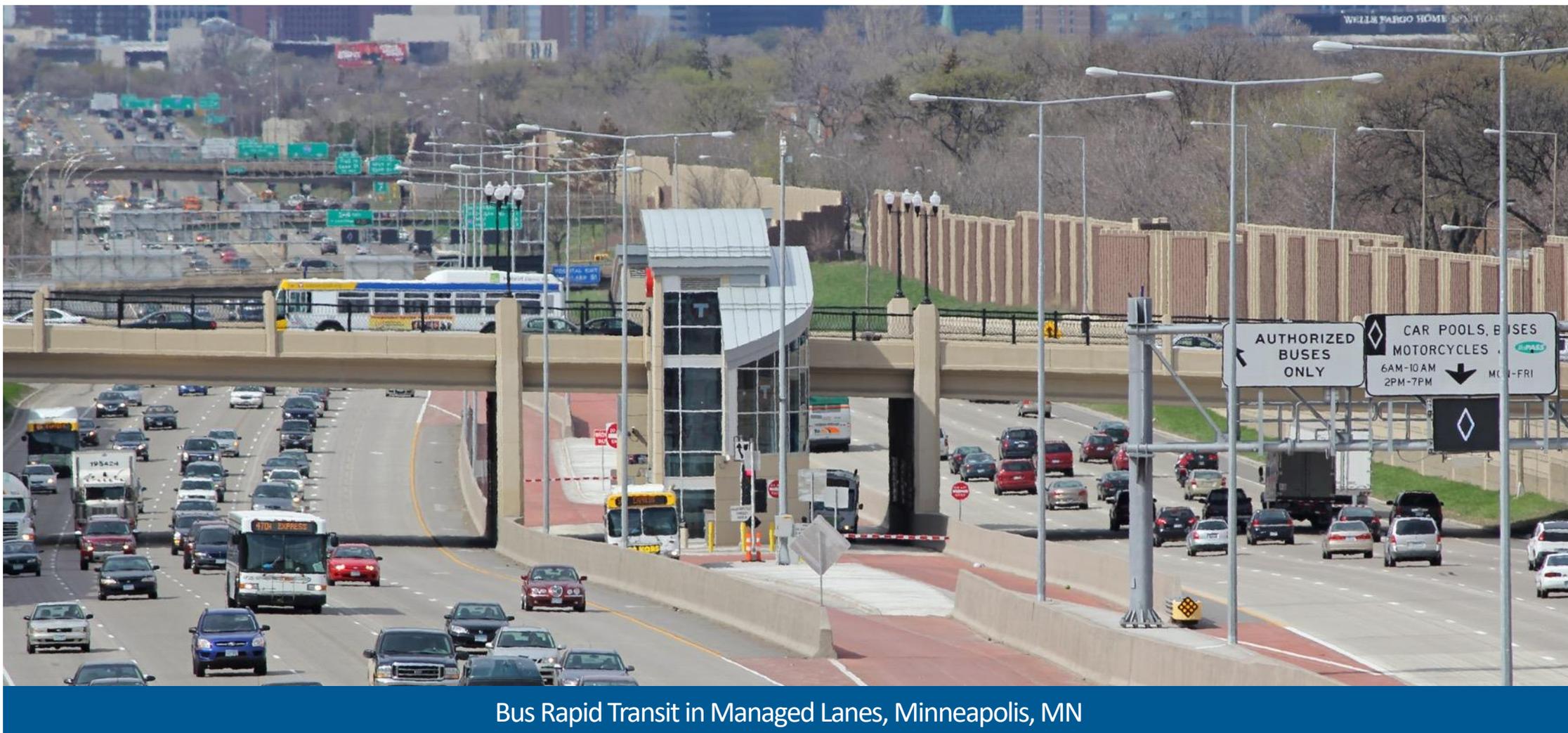


Mobilien BRT Paris, France



Physically Separated Dedicated Transit Lanes

Guideways: Managed Lanes



Guideways: Mixed Traffic



MetroRapid Austin, TX

BRT Stations

Stations

- Real-time travel information
- Off-board ticket machine
- Pedestrian Accessibility
 - Raised curb, level boarding, station ramps and crosswalks
- Weather protection
- Safe and Secure
- Public art
- Iconic or context-sensitive architecture
- Placemaking



BRT Rendering, Vientiane, Laos



LA MTA, LA Orange Line, Los Angeles, CA



Healthline, Cleveland

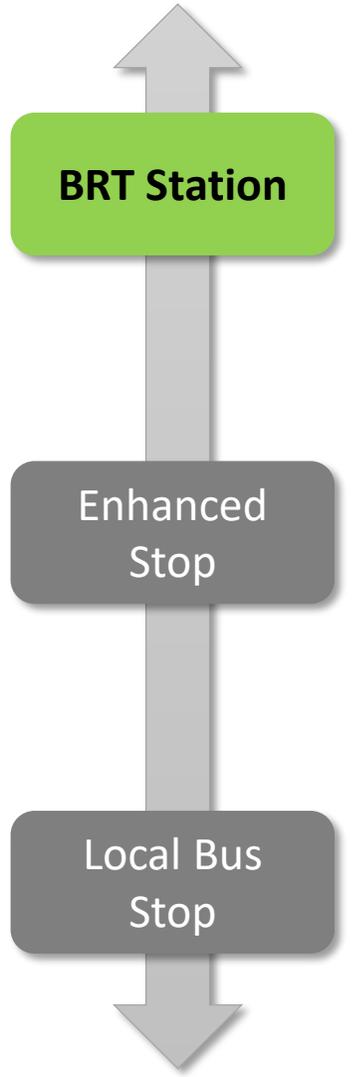
Station Type: Full BRT Station



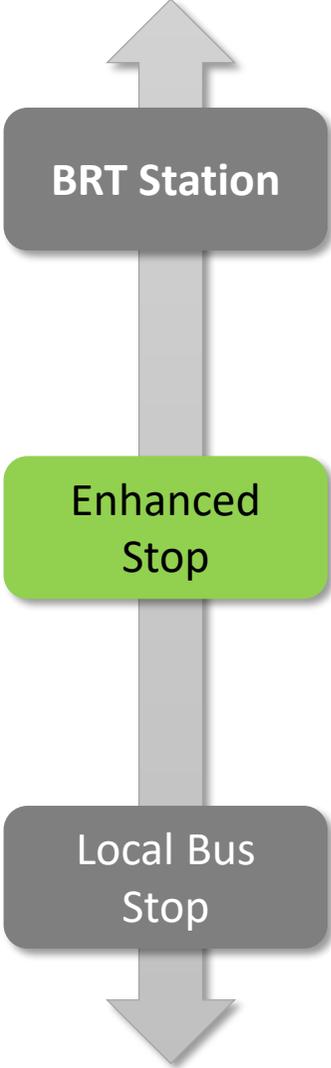
Taichung BRT, China



Rendering of a Potential Inline Station in Highway Median



Station Type: Enhanced Bus Stop



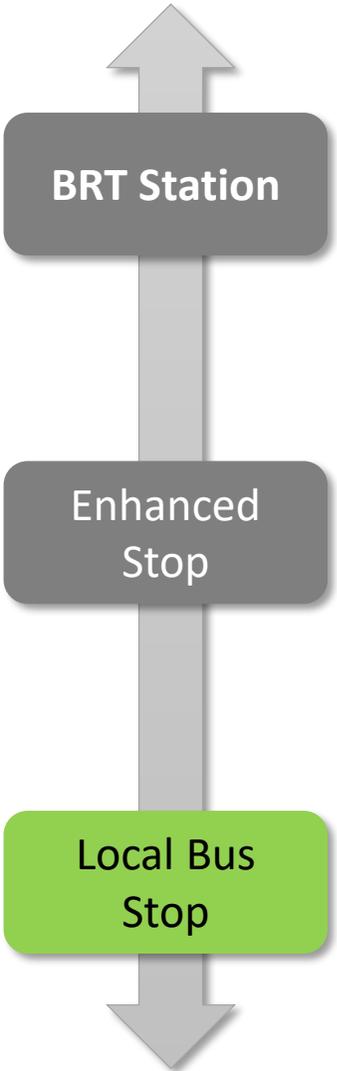
Station Type: Existing Local Bus Stop



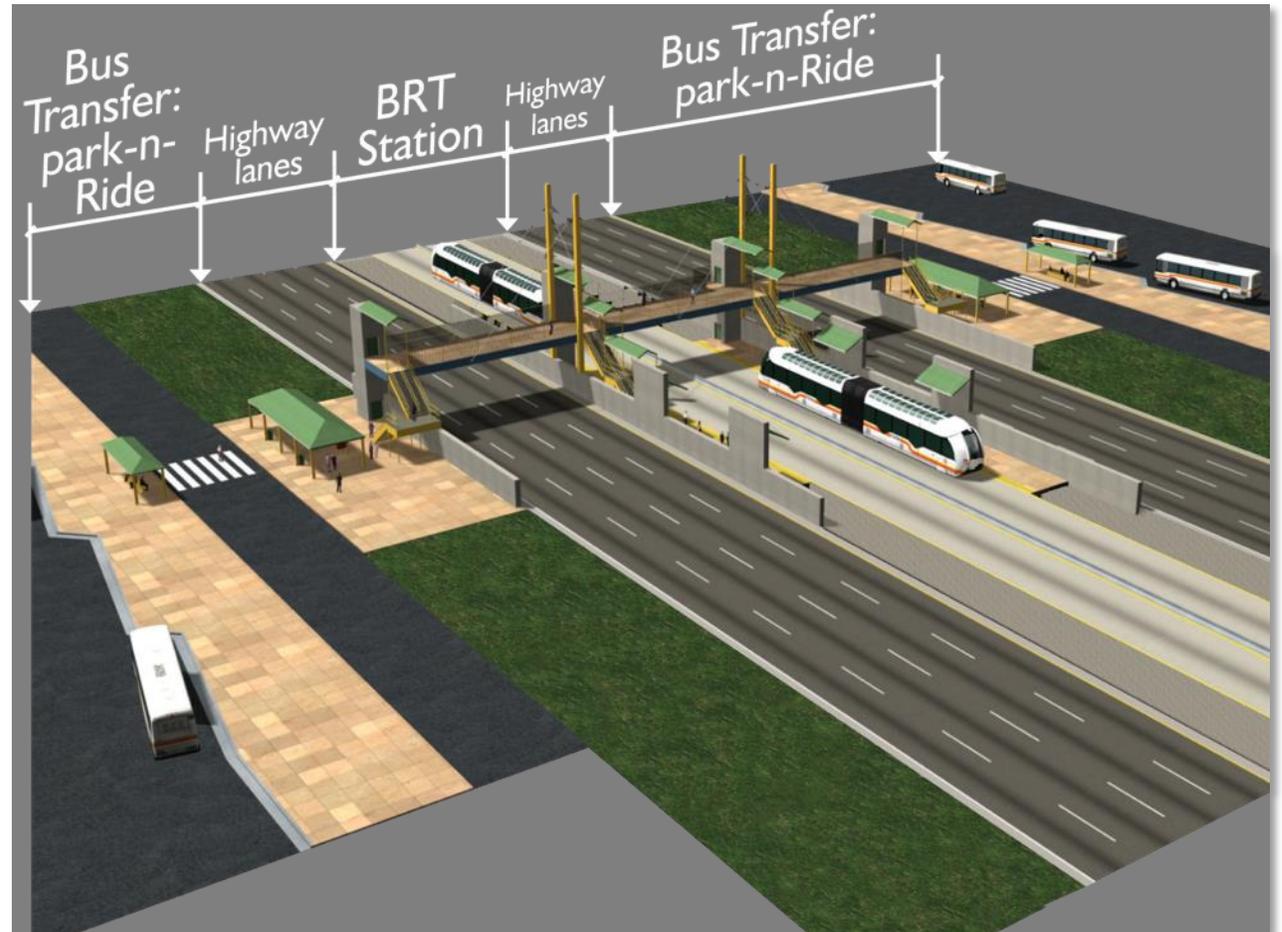
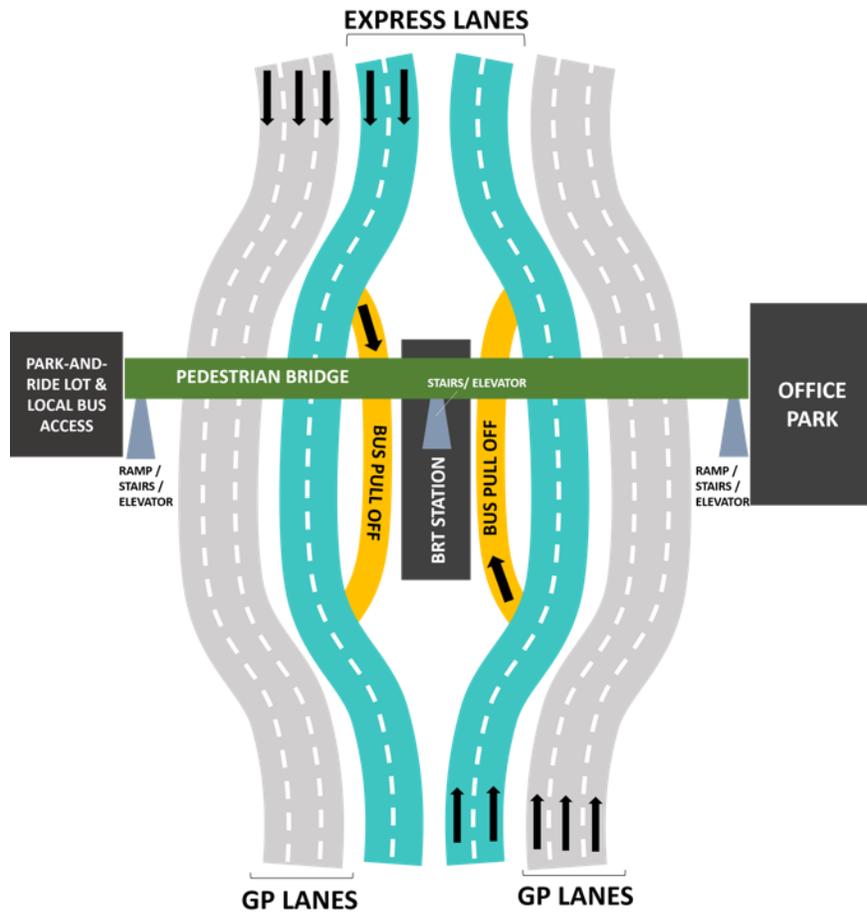
Local Bus Stop



Local Bus Stop with Shelter

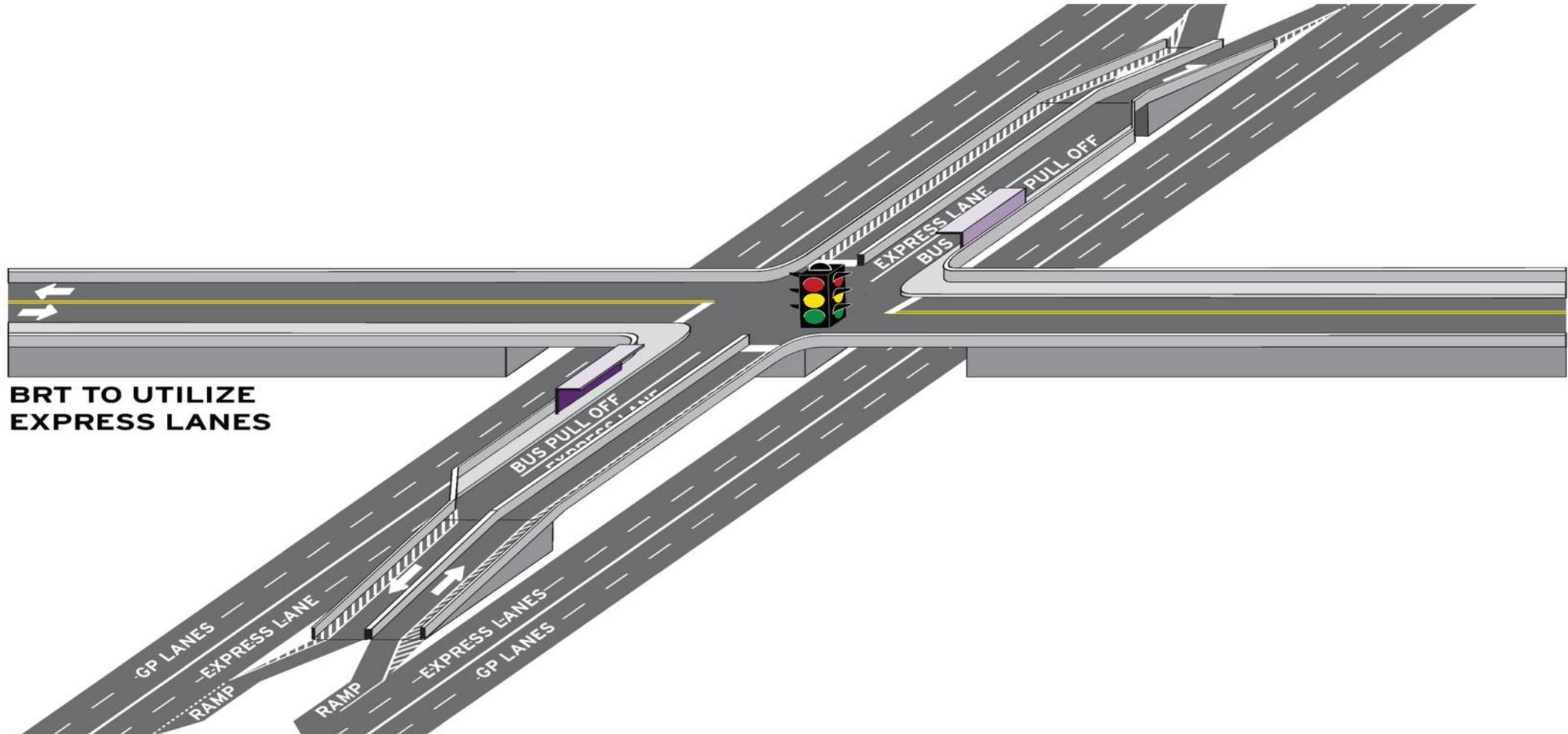


Station Access: Inline Station



Managed Lanes with inline, at-grade BRT station and pedestrian bridge access to surrounding areas

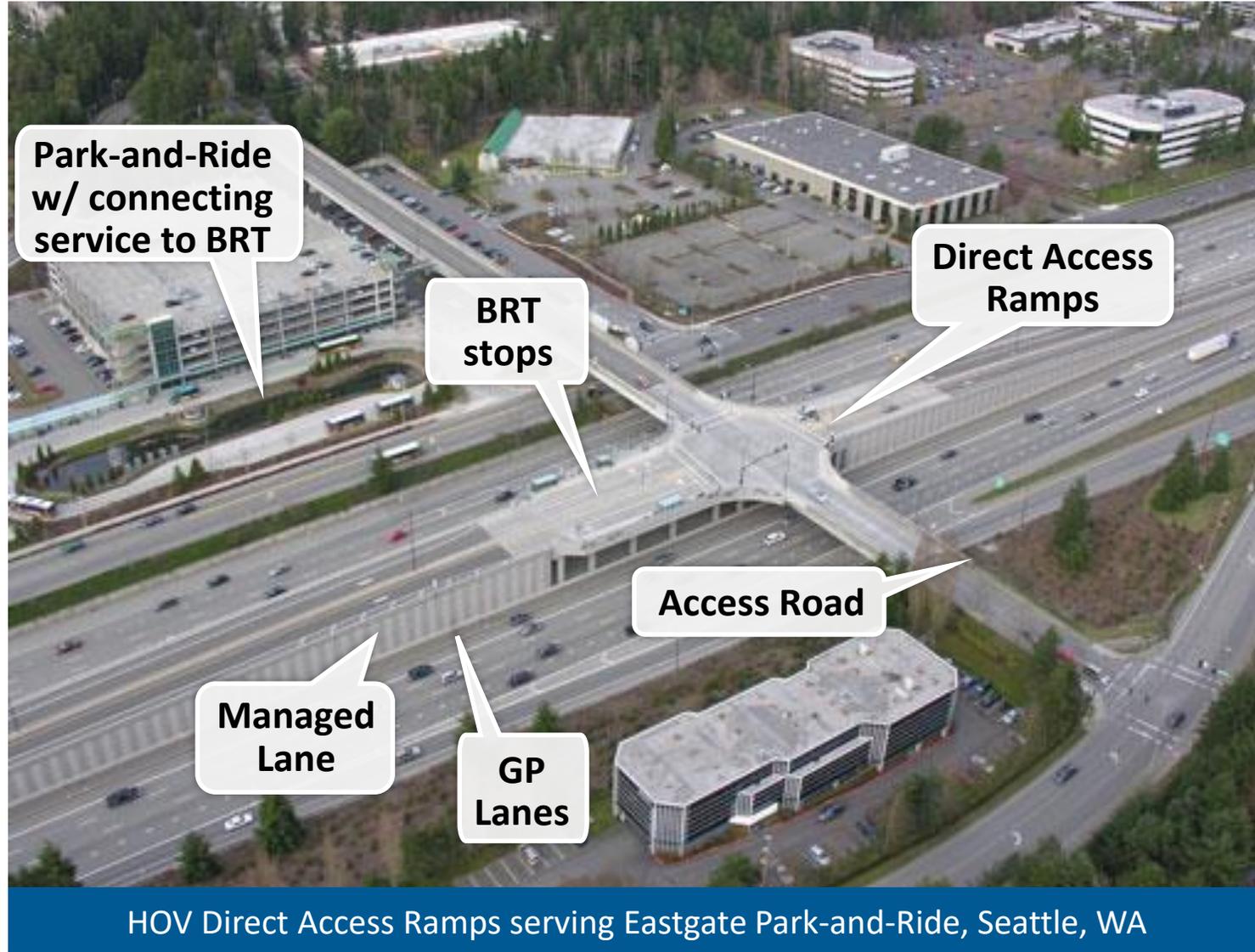
Station Access: Direct Access Ramps



**BRT TO UTILIZE
EXPRESS LANES**

Managed Lanes with inline, Direct Access Ramp to BRT station located on cross-street bridge

Station Access: Direct Access Ramps



HOV Direct Access Ramps serving Eastgate Park-and-Ride, Seattle, WA

Station Access: Arterial



HealthLine, Cleveland, OH



LTD, EmX, Eugene, OR

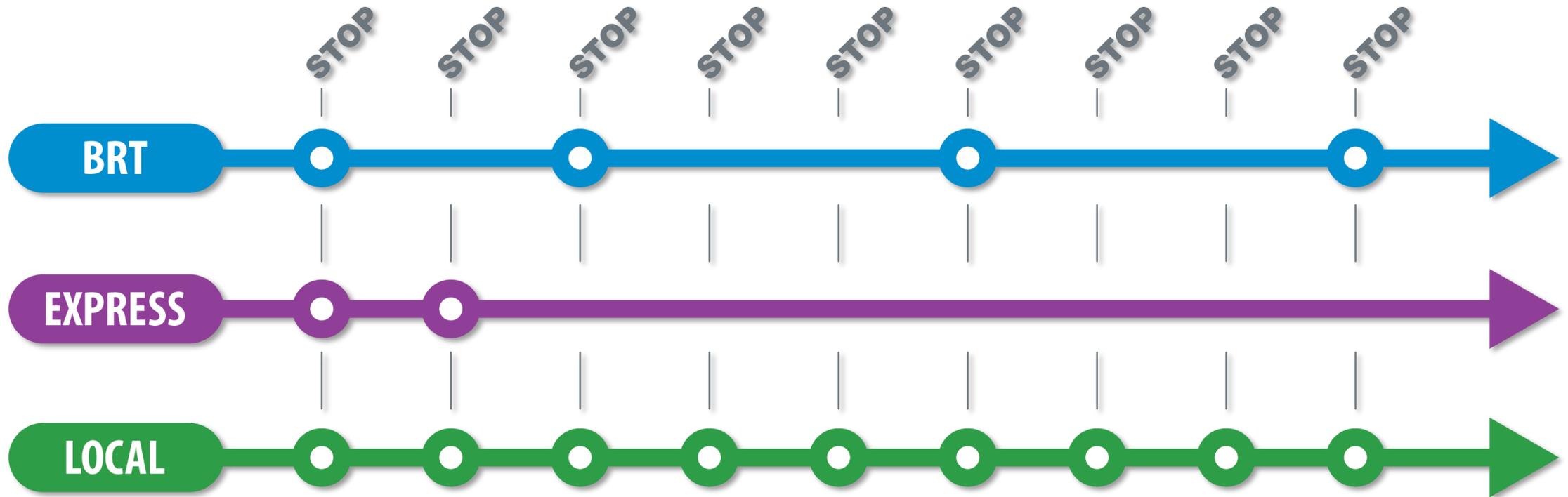
BRT Service Planning

Service Plan: Frequency & Reliability

- Frequency
 - Peak = 5-10 minutes
 - Off-peak = 10-20 minutes
- Service Hours
 - Weekdays = 21 hours
 - Weekends = 19 -21 hours
- Faster Service
 - Off-board fare collection
 - Use multiple doors
 - Infrastructure improvements
- Connectivity to other transit services & last mile destinations



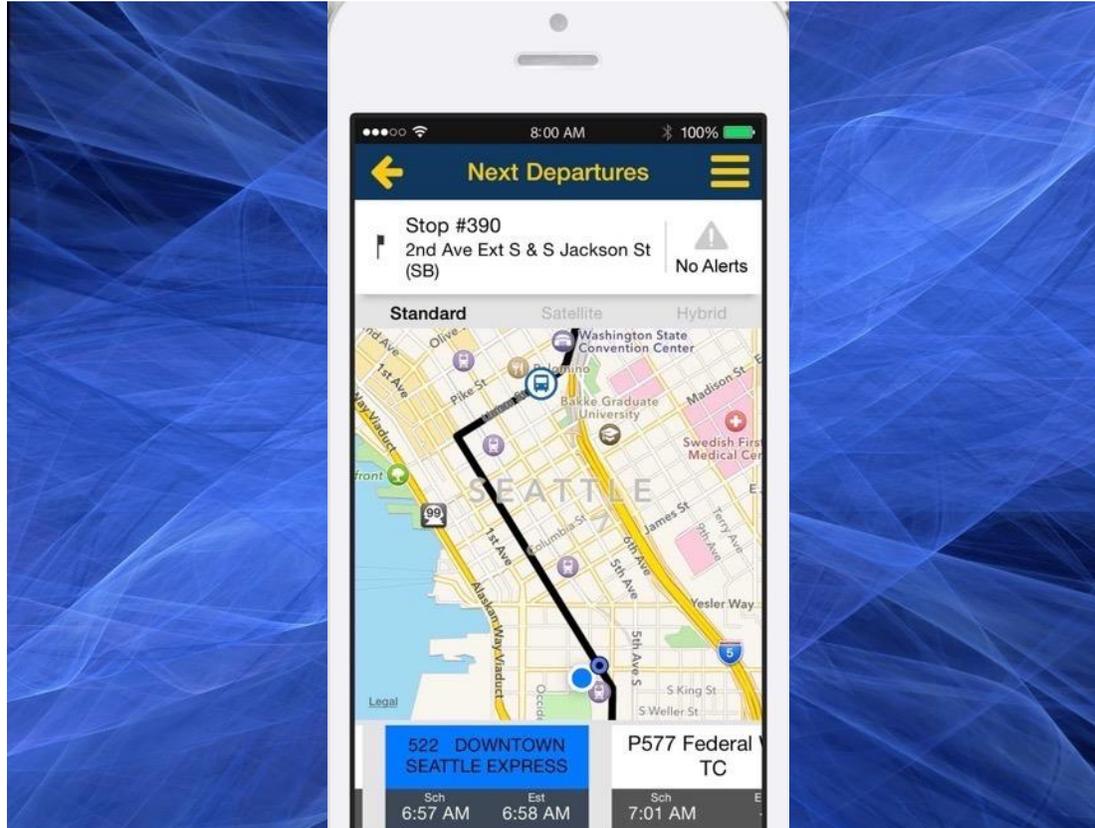
Service Plan: Station Stop Spacing



***BRT Intelligent Transportation
Systems (ITS)***

Intelligent Transportation Systems

Real Time Information

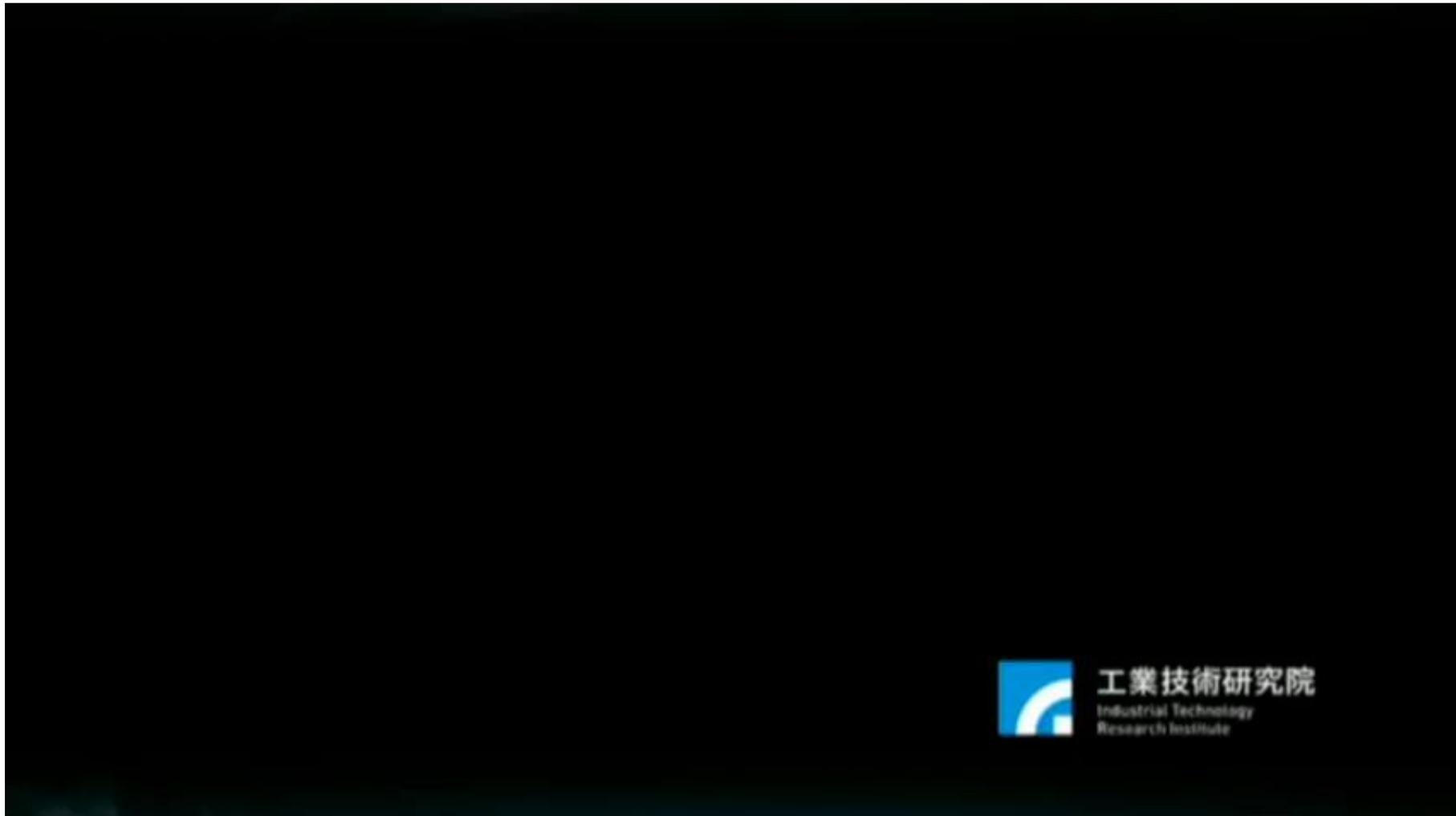


Real time information mobile applications



Real time information at Stations or Stops

Intelligent Transportations Systems: Transit Signal Priority



BRT Vehicles

Vehicles: Premium



CT, Swift BRT, Snohomish County, WA



LTD, EmX, Eugene, OR



GRTC, Pulse, Richmond, VA

- Comfortable & premier seating
- Low floor boarding
- Standard (40') or Articulated (60') Bus
- Open standing areas
- Doors on both sides
- Environmentally friendly fuel sources
- Amenities
 - Bike racks, WiFi, wheelchair accommodations

BRT Branding

Branding: Local vs. BRT



GRTC, Local Bus, Richmond, VA



GRTC, Pulse BRT, Richmond, VA

Branding: Systemwide

Example: King County Metro, RapidRide, Seattle, WA



RapidRide Bus Station



RapidRide Bus Shelter



RapidRide Bus

BRT Federal Funding

Federal Transit Administration (FTA) Capital Improvement Grant (CIG) Funding

Small Starts

Corridor-based or Fixed Guideway BRT

Capital Cost < \$300 M

AND

Seeking < \$100 M in funding

80% Max Fed share for Small Starts

New Starts

Dedicated Fixed Guideway BRT

Capital Cost \geq \$300 M

OR

Seeking \geq \$100 M in funding

60% Max Fed share for New Starts

Historically 50% Federal Match
Recently 30 – 35% Federal Match

Federal Transit Administration (FTA) BRT Definitions

	Corridor-Based BRT	Fixed Guideway BRT
Dedicated Right-of-Way	Not required	>50% of corridor
Substantial investment in a specific corridor	Yes	Yes, on a single route
Defined stations	Yes	Yes
Traffic signal priority	Yes	Yes
Short headway times	Yes	Yes
Bidirectional services	Yes, for a substantial part of weekdays	Yes, for a substantial part of weekdays and weekends

BRT Case Studies & Planned Projects

BRT System Variations vs. Local Bus

	BRT	Highway BRT	ART	Local Bus
Guideway	Dedicated	Dedicated or Managed	Dedicated or Preferential	Local Street
Station Type	Station	Station	Enhanced Bus Stop	Pole or Stop
Frequency	5-10 minutes	5-10 minutes	5-15 minutes	15-30 minutes
Off-Board Fare Collection	Yes	Yes	Depends	No
Level Boarding	Yes	Yes	Possible	No
Signal Priority	Yes	Yes	Yes	No
Branding	Yes	Yes	Yes	No
Cost per mile	\$25-50 M	\$10-35+ M	\$4-8 M	\$600K per vehicle

Case Studies: Existing Operations

	Pittsburgh East Busway	Cleveland Healthline	San Diego Rapid
Guideway	Dedicated	Dedicated, Curb and Median running	Dedicated
Vehicle	Articulated	Articulated, Floor aligns with platforms (at some stations)	Articulated
Stations / Average Spacing	9/0.97 mi	37/0.50 mi	61
System Connections	Amtrak, Greyhound	RTA Rapid Transit Bus and Trolley	SuperLoop Rapid
Frequency	2 min. peak, 15-20 min. off-peak	10-15 min. peak, 30 min. off-peak	15 min. peak, 30 min. off-peak
Economic Development	\$740 Million along East Busway corridor	\$4.3 Billion along corridor	Around stations and corridor
Branding	Same as local service	HealthLine	Rapid

Case Studies: MARTA Planned Projects

	GA 400 BRT	Summerhill BRT	Roosevelt Highway BRT
Guideway	Express Lanes	A mix of general purpose lane, dedicated lane and signal priority	A mix of general purpose lane, dedicated lane and signal priority
Vehicle	Articulated with platform level boarding	Articulated with level boarding	Articulated with level boarding
Stations	5 stations (3 inline, 2 end of the line)	30 enhanced stops	Mix of enhanced stops and stations
System Connections	MARTA Red line, potential BRT/ART routes, local bus	MARTA Rail, Streetcar, regional express bus, local bus	MARTA Rail, potential BRT/ART routes, local bus
Frequency	5 min. peak; 12-20 min. off-peak	5-10 min peak, 12-20 min off peak	5-10 min peak, 12-20 min off peak
Economic Development	TOD opportunities at station locations	Anticipated redevelopment of stadium area	Some TOD opportunities along the corridor
Branding	TBD	TBD	TBD

Potential Economic Benefits of BRT

“The HealthLine delivered more than \$4.3 billion in economic development along the Euclid Corridor -- a staggering \$114 gained for every dollar spent on creating and launching the new service.”

-Greater Cleveland Regional Transit Authority:
riderta.com

“the BRT system may have a resiliency effect. Where the Eugene-Springfield metropolitan area as a whole lost jobs between 2004 and 2010, jobs were actually added within 0.25 miles of BRTs stations. “

-Journal of Public Transportation, Vol. 16, No. 3, 2013: Bus Rapid Transit and Economic Development: Case Study of the Eugene-Springfield BRT System

Open Regional BRT Questions

- What are the minimum requirements for a project to be considered BRT?
- How should regional standards be applied?
- How will station designs be standardized for cohesiveness while allowing flexibility?



TITLE VI PLAN OVERVIEW

Jonathan Ravenelle, Transit Funding Director

TITLE VI PROGRAM BACKGROUND

- ▶ Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving Federal financial assistance.
- ▶ Specifically, Title VI provides that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance."

TITLE VI PROGRAM BACKGROUND

- ▶ The objectives of the Title VI program as set forth in FTA Circular 4702.1B are:
 - Ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner.
 - Promote full and fair participation in public transportation decision-making without regard to race, color, or national origin.
 - Ensure meaningful access to transit-related programs and activities by persons with limited English proficiency.

- ▶ On December 14th the ATL Board approved moving forward with the FTA approval process to become a direct recipient of federal funds.

- ▶ Under FTA Circular 4702.1B and 49 CFR 21.23(f), each recipient of federal funds must comply with the Civil Rights Act and adopt a Title VI Program every 3 years.

REQUIRED ELEMENTS OF TITLE VI PROGRAM

- ▶ Notice to the Public
- ▶ Complaint Forms and Procedures
- ▶ Public Participation Plan
- ▶ Limited English Proficient (LEP) Plan and LEP Access Plan
- ▶ ATL Board Structure/Demographics
- ▶ Subrecipient Monitoring

NOTICE TO THE PUBLIC

- ▶ Includes a Statement of Policy.
- ▶ Includes complaint filing instructions and where complaints can be filed:
 - Complaint must be filed in writing to either the ATL or Federal Funding Agency.
- ▶ Includes call instructions for obtaining Title VI Program information in Spanish, Korean, Chinese, and Vietnamese.
- ▶ Includes the Notice to the Public which is displayed in public facing areas and ATL website.

COMPLAINT PROCEDURES

- ▶ Title VI complaint forms can be found on the ATL's website.
- ▶ The complainant is required to complete and submit the form or required information found on the ATL website within 180 days of the last alleged incident.
- ▶ The complaint must include the following information:
 - Name, address, and telephone number of the complainant.
 - The basis of the complaint, i.e., race, color, or national origin.
 - The date or dates on which the alleged discriminatory event or events occurred.
 - The nature of the incident that led the complainant to feel discrimination was a factor.
 - Names, addresses, and telephone numbers of persons who may have knowledge of the event.
 - Complainant's signature and date.

COMPLAINT PROCEDURES CONTINUED

- ▶ If the complainant is unable to write a complaint, the ATL Civil Rights Officer will assist the complainant. If requested by complainant, the ATL Civil Rights Officer will provide a language or sign interpreter.
- ▶ Complainants have the option to file with EEOC, FHWA, FTA, GDOT, USDOT, or the ATL.
- ▶ Upon a complaint being filed, the ATL will acknowledge receipt of the complaint and then:
 - Open an investigation within 15 business days and contact the complainant within 30 days of receipt of the complaint if additional information is required.
 - Complete a written investigation report within 90 days of a completed complaint.
 - The respondent and complainant have 5 days to respond; if no response is received the investigation is closed.
 - Once closed, provide the investigation report, with recommendations and corrective actions taken, to the appropriate federal agency, the complainant, and the respondent.

PUBLIC PARTICIPATION PLAN – REQUIREMENTS

▶ Federal requirements governing ATL's Public Participation Plan:

- FTA C 4702.1B, Title VI Requirements and Guidelines for Federal Transit Administration Recipients.
 - Chap. 3, par. 8, Promoting Inclusive Public Participation
 - Chap. 2, par. 9, Requirement to Provide Meaningful Access to LEP Persons
- FTA C 4703.1, Environmental Justice Policy Guidance for Federal Transit Administration Recipients.
- 49 U.S.C. Sections 5307(b):
 - Requires programs of projects to be developed with public participation.
- Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000).
 - Requires that recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP).

PUBLIC PARTICIPATION PLAN

- ▶ ATL engages in public outreach to ensure that its stakeholders receive information regarding the status of relevant project or program changes and participate in the decision making and planning process.
- ▶ ATL's Public Participation Goals:
 - To provide meaningful opportunities for the public to assist staff in identifying social, economic, and environmental impacts of proposed transportation decisions. This includes input from low-income, minority and LEP populations.
 - To ensure that the comments it receives are useful, relevant and constructive and contribute to better organizational plans, projects, strategies and decisions.
 - To ensure that opportunities to participate are accessible physically, geographically, temporally, linguistically, and culturally.

PUBLIC PARTICIPATION METHODS

- ▶ ATL will strive to proactively promote public involvement and to inform the public of current initiatives, programs, and issues.
- ▶ The following are examples that ATL may use to inform, reach out to invite participation, and to seek public input:
 - Printed Materials Produced by ATL
 - ATL Website
 - Media Targeted to Ethnic Communities
 - Informational Open Houses and Public Meetings
 - Translation and Interpretive Services



LIMITED ENGLISH PROFICIENT (LEP) ACCESS PLAN

- ▶ ATL must comply with USDOT regulations and 65 FR 50121(August 2000) to ensure individuals who are limited-English proficient (LEP) have meaningful access to benefits, services, information, and other important portions of its programs and activities.

- ▶ ATL is most likely to directly interact with LEP populations when:
 - Developing a Regional Transit Plan
 - Developing Regional Transit Policies and Policy Implementation Plans
 - Conducting community outreach and attending transit agency partner events
 - Interacting with existing and/or new regional transit operators



LIMITED ENGLISH PROFICIENT (LEP) ACCESS PLAN

- ▶ Four factor Analysis (conducted in development of LEP Access Plan):
 - LEP persons eligible to be served or likely to be encountered by the program or recipient.
 - Frequency with which LEP persons come into contact with the program.
 - Nature and importance of the program, activity, or service provided.
 - Resources available to the recipient for LEP outreach, as well as associated costs.

- ▶ Access Plan Resources:
 - Telephone: automated system with English or Spanish assistance, staff trained to assist LEP populations, LEP Language line.
 - In-person: “I speak” cards, staff access to translated materials via Google Translate.
 - Website: Translation in Spanish, Vietnamese, Korean, and Chinese.

OTHER ELEMENTS INCLUDED IN TITLE VI PLAN

▶ ATL Board Structure and Demographics:

- The ATL board consists of one individual appointed by the Governor, two individuals appointed by the Lieutenant Governor, two individuals appointed by the Speaker of the House, and ten individuals elected from the ATL's ten transit districts.

▶ Subrecipient Monitoring:

- The ATL will monitor subrecipients, contractors, and subcontractors for compliance with Title IV per FTA Circular 4702.1B, Chap. III, Part 12 requirements.
- ATL's subrecipient monitoring procedures will include the following:
 - 1) Requesting and maintaining files for subrecipient Title VI programs.
 - 2) Annual reviews of subrecipient/contractor Title VI programs to determine compliance with FTA requirements including on-site reviews to ensure compliance as necessary.
 - 3) Developing a corrective action plan to address any deficiencies and assist as applicable to achieve compliance as required by FTA Circular 4702.1B Chapter III 12.



ATL TITLE VI PROGRAM NEXT STEPS

- ▶ Title VI Program Overview Presentation (January 24th)

- ▶ Public Participation and Comment Period
 - Public comment period from January 28th through February 26th
 - Public Meeting on February 13th

- ▶ March Board Meeting (March 7th)
 - Proposed Resolution for Board Adoption of ATL Title VI Program





EXECUTIVE DIRECTOR'S REPORT

Chris Tomlinson



ADJOURN!