



FEDERAL TRANSIT ADMINISTRATION TITLE VI CIVIL RIGHTS PROGRAM

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Federal Transit Administration
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TITLE VI
FEDERAL TRANSIT ADMINISTRATION
COMPLIANCE AND IMPLEMENTATION
METROPOLITAN TRANSPORTATION PLANNING
AUGUSTA PLANNING AND DEVELOPMENT DEPARTMENT
AUGUSTA TRANSIT
On behalf of
AUGUSTA REGIONAL TRANSPORTATION STUDY (ARTS)

(TITLE VI APPROVAL LETTER FROM GDOT HERE)

List of Acronyms

3C	Cooperative, Continuous & Comprehensive planning	LSCOG	Lower Savannah Council of Governments
ACPDD	Aiken County Planning & Development Department	MB	Motor Bus
ACS	American Community Survey	MOU	Memorandum of Understanding
ADA	The Americans With Disabilities Act	MPA	Metropolitan Planning Area
APA	American Planning Association	MPO	Metropolitan Planning Organization
APDD	Augusta Planning & Development Department	MPR	Milestone Progress Reports
ARP	American Rescue Plan	MSA	Metropolitan Statistical Area
ARTS	Augusta Regional Transportation Study	MTP	Metropolitan Transportation Plan
AT	Augusta Transit	NAPDD	North Augusta Planning and Development Department
BFE	Best Friend Express	NEPA	National Environmental Policy Act
BPAC	South Carolina Bicycle and Pedestrian Advocacy Committee	NHPMS	National Highway Performance Monitoring System
CAC	Citizens Advisory Committee	NHS	National Highway System
CCPD	Columbia County Planning Division		NPMRDS National Performance Management Research Data Set
CEO	Chief Executive Officer	NTD	National Transit Database
CFR	Code of Federal Regulations	NTI	National Transit Institute
CHSP	Coordinated Human Services Plan	PBPP	Performance-Based Planning and Programming
CMP	Congestion Management Process	PC	Policy Committee
CMS	Congestion Management System	POP	Program of Projects
COA	Comprehensive Operations Analysis	PPP	Public Participation Plan
COG	Council of Governments	PTASP	Public Transit Agency Safety Plan
COOP	Continuity of Operations Plan	RFP	Request for Proposals
CSRA-RC	Central Savannah River Area – Regional Council	SC	South Carolina
DAR	Dial-A-Ride	SCDHEC	South Carolina Department of Health and Environmental Control
DBE	Disadvantaged Business Enterprise	SCDOT	South Carolina Department of Transportation
DBE	Disadvantaged Business Enterprise	SCDPS	South Carolina Department of Public Safety
DOT	Department of Transportation	SETP	Self-Evaluation and Transition Plan
DR	Demand Response	SMTF	State Mass Transit Funds
EJ	Environmental Justice	STIP	State Transportation Improvement Program
EMA	Emergency Management Agency	TA	Transportation Alternatives (TA set-aside)
EPA	Environmental Protection Agency	TAM	Transit Asset Management
FAST Act	Fixing America's Surface Transportation Act	TAP	Transportation Alternatives Program
FFR	Federal Financial Reports	TASC	Transportation Association of South Carolina
FHWA	Federal Highways Administration	TAZ	Traffic Analysis Zone
FTA	Federal Transit Administration	TBD	To be determined
FTA	Federal Transit Administration	TCAC	Transit Citizens Advisory Committee
GA	Georgia	TCC	Technical Coordinating Committee
GAMPO	Georgia Association of Metropolitan Planning Organizations	TDP	Transit Development Plan
GAPA	Georgia Chapter of American Planning Association	TIP	Transportation Improvement Program
GDOT	Georgia Department of Transportation	TNSC	Test Network Subcommittee
GDOT	Georgia Department of Transportation	TPO	Transportation Planning Organization
GIS	Geographic Information Systems	TrAMS	Transit Award Management System
ITS	Intelligent Transportation Systems	TSIR	Traffic Safety Improvement Report
LAP	Language Assistance Plan	TTI	Travel Time Index
LEP	Limited English Proficiency	UPWP	Unified Planning Work Plan
LEP	Limited English Proficiency	USDOT	U.S. Department of Transportation
LOF	Letter of Finding		
LOS	Level of Service		

1. Title VI Civil Rights 1964 Program

Pursuant to Federal Regulations of U.S. Department of Transportation

Title VI Policy Statement

Title VI Civil Rights of 1964 states 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 bars intentional discrimination as well as unintended discrimination impact (i.e., a neutral policy or practice that has a disparate impact on protected groups).

Governing Agency

Augusta Georgia, as a recipient of federal funds from the U.S. Department of Transportation under the Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) is required to implement the U.S. Department of Transportation Title VI regulations (49 CFR part 21) and guidelines as a recipient of FTA and FHWA federal-aid funds in accordance with Circular FTA C 4702.1 B issued October 1, 2012. The City of Augusta is the designated recipient of FTA federal funding for public transportation service and operations provided by the Augusta Transit Department. The City of Augusta GA through the Augusta Planning and Development Department (APDD) in partnership with Aiken County Planning and Development Department functions as the Metropolitan Planning Organization (MPO). The Augusta Regional Transportation Study (ARTS) is the MPO serving the Augusta-Richmond, GA, and Aiken, SC Metropolitan Area including all of Richmond County, the urbanized area in Columbia, Co. GA; Edgefield and Aiken Co. South Carolina including the Cities of Aiken, North Augusta, New Ellenton, and Burnetown in South Carolina.

This governing policy and procedures encompass the administration, operations, and implementation of metropolitan transportation planning, public transportation service, projects, plans, programs and construction of transportation infrastructure funded in part or wholly funded with federal funds undertaken within and/or by Augusta, Georgia through the Augusta Planning and Development Department, the Augusta Transit Department, and the Augusta Engineering Department.

Title VI Statement of Policy

Augusta, Georgia is committed to a policy of non-discrimination in its operations, including its responsibilities under Title VI of the Civil Rights Act of 1964. As a result, Augusta, Georgia will utilize its best efforts to assure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program that receives federal funds and its related benefits.

Objectives

Towards this end, it is Augusta, Georgia’s objective to:

1. Ensure that the level and quality of services under any program that receives federal funds are provided without regard to race, color, or national origin;
2. Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects, of programs and activities on minority populations and low-income populations;
3. Promote the full and fair participation of all affected populations in transportation planning and program decision making;

4. Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit Environmental Justice populations including but not limited to minority populations and low-income populations;
5. Ensure meaningful access to programs and activities by persons with limited English proficiency.

Responsibility

All Directors, managers, supervisors, and employees share in the responsibility of making Augusta, Georgia's Title VI Program a success. Augusta, Georgia will ensure that third party contractors and/or sub-recipients receiving federal funds shall adhere to and implement this policy to the fullest extent possible. Any complaints or questions regarding Augusta, Georgia's Title VI Program should be directed to the Augusta, Georgia Administrator's Office at (706) 821-2400; 535 Telfair Street, Suite 910 Augusta, Georgia 30901.

Notice to Public:

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 (42 U.S.C. Section 2000d). Augusta, Georgia is committed to a policy of non-discrimination in its operations, including the responsibilities of the Augusta Planning and Development Department to facilitate and implement federal regulations relative to the Metropolitan Transportation Planning process in support of the Augusta Regional Transportation Study – MPO to develop the Metropolitan Transportation Plan, Transportation Improvement Program and other required plans and programs and operations, including the responsibilities of the Augusta Transit.

If you believe you have been subjected to discrimination in any Augusta, Georgia service, program or activity receiving federal financial assistance, you may file a Complaint in the Augusta, Georgia Administrator's Office (Title VI Coordinator) at (706) 821-2400; 535 Telfair Street, Suite 910 Augusta, GA 30901; the Augusta Planning and Development Department at (706) 821-1796, 535 Telfair Street, Suite 300 Augusta, GA 30901; or with the Augusta Transit Department, 2844 Regency Boulevard, Augusta Georgia 30904. Any complaints or question regarding Augusta, Georgia's Title VI Program will be directed to the Office of the Administrator.

Title VI Notification Procedures

Augusta, Georgia, as a condition for receiving financial assistance from the Federal Transportation Administration (FTA) and Federal Highway Administration (FHWA), ensures that:

1. Augusta, Georgia will compile, maintain, and timely submit Title VI information required by the FTA and FHWA, copies of which will be available to the general public.
2. Augusta, Georgia makes it known to the public that any person or persons alleging discrimination on the basis of race, color, or national origin as regards the provision of transportation services and transit related benefits may file a Complaint in the Office of the Administrator of Augusta, Georgia, with the Augusta Planning and Development Department, the Augusta Transit Department, or the Federal Transit Administration – Region IV. Any complaint or questions regarding Augusta's Title VI Program will be directed to the Office of the Administrator of Augusta, Georgia.
3. Informal Complaint - Any member of the general public who feels that his or her rights under Title VI of the Civil Rights Act of 1964 have been violated in any manner may first speak informally with the Administrator of Augusta, Georgia or her/his designated representative in order to see if the matter can be resolved informally. The Administrator or her/his designated representative will investigate the complaint and decide on its merits. Complaining parties will receive notification of the determination of the Administrator. As pertaining to public transit services and operations

of the Augusta Transit Department and/or any sub-recipient of federal funds, all complaints whether informal or formal are referred to the Office of Administrator and/or designated representative.

4. Formal Complaint - Any complaining individual who does not feel that his or her concerns have been resolved informally may then file a formal written complaint in the Office of the Administrator, 535 Telfair St., Suite 910 Augusta, GA 30901, phone (706) 821-2400. A Formal Complaint should be submitted no later than thirty (30) days from the date of the last alleged discriminatory act.

With regard to public transit services and operations of the Augusta Transit Department and/or any sub-recipient of federal funds, all complaints whether informal or formal are referred to the Office of Administrator of Augusta, Georgia or her/his designated representative.

The Office of the Administrator of Augusta, Georgia (Title VI Coordinator) or his or her designated representative will set a mutually agreed-upon time and place for the review process with the complaining individual or their representatives within thirty (30) working days of filing the complaint. The complainant may submit documents or other information to be included with the record and considered in the review process. The complainant will generally be issued a letter of findings and recommendations from the Office of the Administrators within forty-five (45) working days after filing a formal complaint. If additional time is required to investigate the complaint, then all parties will be notified by the Administrator's Office. Individuals may withdraw their formal grievance and decide to seek mediation or an informal resolution at any point in the compliant process.

Procedures to correct any deficiencies found through the complaint will be initiated within a forty-five (45) day period from the issuance of the final findings of the Administrator. If no deficiencies are found to exist as a result of the complaint, a written response will be sent to the complainant within fifteen (15) working days from the completed investigation, detailing the investigation and the results of that investigation. Any complainant not satisfied with the results of the investigation may further appeal his or her complaint to the offices of the Federal Transit Administration, Regional Civil Rights Office, 230 Peachtree St., NW, Suite 800, Atlanta, GA 30303.

5. Augusta, Georgia, through the Augusta Planning and Development (APDD) and Augusta Transit Department, will notify the general public of its Title VI responsibilities by posting this statement on the physical office bulletin board, Public Transit terminal, transit terminal office and web sites. The statement will be posted to meet requirements of individuals within the minority populations as well as persons with limited English proficiency.

This notice and complete contents of this program are available at the following locations:

- The Office of Administrator
- The Augusta Planning and Development Department
- The Augusta Transit Department
- The Augusta Human Resource Department
- Office of Equal Employment Opportunity of Augusta, Georgia
- Augusta Transit Department website; www.augustaga.gov/235/About
- ARTS web site; www.augustaga.gov/680/ARTS-Metropolitan-Planning-Organization
- Aiken County Website
- Aiken County Planning Department

2. Title VI program Compliance and Implementation

Introduction

The Civil Rights Act of 1964 and the Fourteenth Amendment of the constitution ensures that there is no discrimination due to race, color, and national origin. The Civil Rights Act “prohibits discrimination by recipients of Federal financial assistance on the basis of race, color and national origin, including matters related to language access for limited English proficient (LEP) Persons.” These classes of individual are protected.

Regulations

The ever-changing landscape of Federal policies plays important roles influencing state and regional transportation planning. Since the conception of the Federal Aid Road Act in 1916 and every other federal transportation policy since the past century, new laws continue to influence state and regional transportation planning decisions. Some of the more notable acts include:

- Intermodal Surface Transportation and Efficiency Act of 1991 (ISTEA)
- Transportation Equity Act of 21st Century of 1994 (TEA-21)
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETELU)
- The Infrastructure Investment and Jobs Act (IIJA), aka Bipartisan Infrastructure Law (BIL), was signed into law on November 15, 2021.

Of those listed above, Federal Transit Administration continues to enforce SAFETY-LU for projects funded in Fiscal Year 2012 and previous years. All of these are also reflected in the Georgia Department of Transportation’s (GDOT) Statewide Transportation Improvement Program (STIP) for the fiscal year 2024 – 2027. Both GDOT and ARTS MPO are subject to FHWA and FTA regulations; ARTS MPO is further required to meet their certification review process. The ARTS MPO transportation planning process seeks to promote a fair transportation planning process while meeting state and federal requirements required by Title VI legislation.

Development and Update

ARTS Title VI is created through extensive research of regional transportation planning activities, documentations, and public participation. The Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Metropolitan Transportation Plan (MTP), and other planning documents are investigated in conjunction with demographic data provided by the U.S. Census. ARTS Title VI is updated periodically in relationship to revisions of regional transportation planning practices. Input from minorities, residents, and businesses are always welcome and detailed reports are compiled when developing and updating the ARTS Title VI. The ARTS Public Participation Plan is included in the ARTS Title VI. The ARTS Title VI document is located on the City of Augusta’s Title VI Program webpage; www.augusta.gov/2105/Title-VI-Program .

3. Augusta Regional Transportation Study (ARTS) Metropolitan Planning Organization (MPO) Implementation

Overview and Objectives

To implement the required federal guidelines, ARTS conducted extensive research of regional transportation planning activities, reports, and public participation. As mentioned earlier in this program document, the Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), Metropolitan Transportation Plan (MTP), and other planning documents are updated periodically in conjunction with demographic data provided by the U.S. Census. These documents are updated periodically in relationship to revisions of regional transportation planning practices. Input from minority populations, residents, and businesses are documented as part of the public participation process. The ARTS Title VI Program procedure is supplemented by implementation of the Public Participation Plan which is included in this document.

Analysis Method

ARTS uses the following terms and definitions for specific concepts in regional planning to meet federal Title VI regulations. These terms and analytical concepts include:

1. Minority Population – Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed USDOT program, policy or activity.
2. Low-Income Population – Any readily identifiable groups of low-income person who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed USDOT program, policy or activity.
3. Elderly Population – People 65 years and older.
4. Children – People 16 years and younger.
5. Disproportionately high and adverse effect on Minority and Low-Income Population – Adverse Effect that is primarily on a minority and/or low-income population or they suffer a great adverse effect than non-minority and/or non-low-income population.
6. Benefits – For specific project, corridor or sub-area, benefits are listed in the purpose and needs statement.

Evaluation is based on:

1. Identification of impacts
2. Quantitative and qualitative tests on positive and negative impacts

ARTS MPO Approach

ARTS Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) institute the following principles to address Title VI:

- Identify, address, and ensure there are no disproportionate or adverse impacts on regional demographics, especially minority and low-income populations.
- Promote and market full and fair participation by all residents and communities in the planning process.
- Assure benefits from federal transportation programs are received equally in the target population.

ARTS methodology follows both FTA and FHWA for Title VI Analysis and does so for each individual census tract.

1. Analysis: Identify Target Population, burdens, and benefits and correlate them to one another.
2. Plan: Present mitigation strategies for identified burdens and make Title VI recommendations.
3. Public Involvement: Document Public participation methodologies used.
4. Implementation: Evaluate the implementation of the Title VI process.

Planning Assessment

ARTS MPO is a transparent government agency responsible for the transportation planning for the Augusta GA., - Aiken, South Carolina Metropolitan Area. The entire planning process, research, and documentation for all ARTS plans – including but not limited to MTP, UPWP, and TIP – are a matter of public record. Everyone is encouraged to participate in the region’s growing transportation network and no one is discriminated against. ARTS has also instituted their Environmental Justice Plan to ensure all manner of people regardless of their race, age, and national origin, income, mobility, are taken into great consideration when conducting any planning activity.

Data Analysis

ARTS Title VI data is collected from the US Decennial Census 2020, and the American Community Survey 5-Year 2018-2022 estimates. Where census tracts split the boundary of the ARTS MPO region, a ratio of the data is taken based off of the proportion within the boundary. Demographic information within the ARTS MPO region is presented in Table 1: ARTS MPO Population and Table 2: Hispanic Population in ARTS. This population is also illustrated in Figures 1 and 2, depicting their distribution throughout the ARTS MPO region.

Table 1: ARTS MPO Population: 2020 to ACS Five Year Estimate (2018-2022)

Category	2020		2018-2022	
	Total	Percent	Total	Percent
Population	484,005	100.0%	484,926	100.0%
Minority Population	239,918	49.6%	236,003	48.7%
Hispanic Population	31,384	6.5%	30,281	6.2%
Age 65 and Older	81,136	16.8%	78,160	16.1%
Below Poverty Level	N/A	N/A	69,139	14.7%
Households without Vehicles	N/A	N/A	11,682	6.7%

Sources: U.S. Decennial Census 2020, U.S. Census American Community Survey 5-year Estimate U.S. 2018-2022

Table 2: Hispanic Population in ARTS to ACS Five Year Estimate (2018-2022)

Race	2020		2018-2022	
	Number	Percent	Number	Percent
White	6,863	21.87%	12,167	40.18%
Black	2,212	7.05%	2,180	7.20%
American Indian	497	1.58%	426	1.41%
Asian	186	0.59%	711	2.35%
Hawaiian	82	0.26%	17	0.06%
Other	10,539	33.58%	5,937	19.61%
Two or More	11,004	35.06%	8,841	29.20%

Total	31,383	100.00%	30,279	100.00%
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Sources: U.S. Decennial Census 2020, U.S Census American Community Survey, 5-Year Estimates (2018-2022).

Minority population accounts for more than 48.70% of the 2018-2022 estimated total population within the MPO area while nonminority population accounts for under 53.10%. A majority of the African Americans and Hispanics reside in Richmond County, Georgia, and Aiken County, South Carolina. Columbia County Georgia has the majority of the Asian population. Figure 2 presents the distribution of elderly within the MPO boundary, with a majority of them being located in Aiken South Carolina.

ARTS racial diversity is found mainly in the urban cores of Aiken and Augusta. According to the U.S Census Bureau, people who identify themselves as “Hispanic”, “Latino”, or “Spanish” may be of any race. For this reason, this is why Fort Gordon is illustrated as having a high Hispanic population simply because it includes all race demographics. ARTS demographics are predominantly made up of minorities with very few census tracts containing a white majority, except in Columbia and Aiken Counties. Augusta Transit and Best Friends Express routes are planned to ensure all racial and Hispanic demographics have access to their services.

English is the prevailing language in ARTS. There are only a very few census tracts that have populations that speak languages other than English. A maximum of 3% of the population in specific census tracts within ARTS speak a language other than English. These and other census tracts with less than 8.2% English speaking populations are considered Limited English Proficiency population for the ARTS MPO area and are depicted in Figure 6. The highest Limited English Proficiency population group is reflective in the Hispanic population as many of them are in Richmond, Aiken, and Columbia County.

Demand Response service in Columbia and Richmond County is a valuable resource provided to residents within and outside the ARTS MPO area. Columbia County Public Transit operates Monday through Friday and provides curb-to-curb demand response services for all Columbia County residents. Richmond County Transit provides the same services for all of Richmond County residents living in rural areas. Paratransit services provided by Augusta Transit and Best Friends Express services require are offered to seniors and individuals with disabilities.

Figure 1: Map of Hispanic/ Latino Population by Census Tract

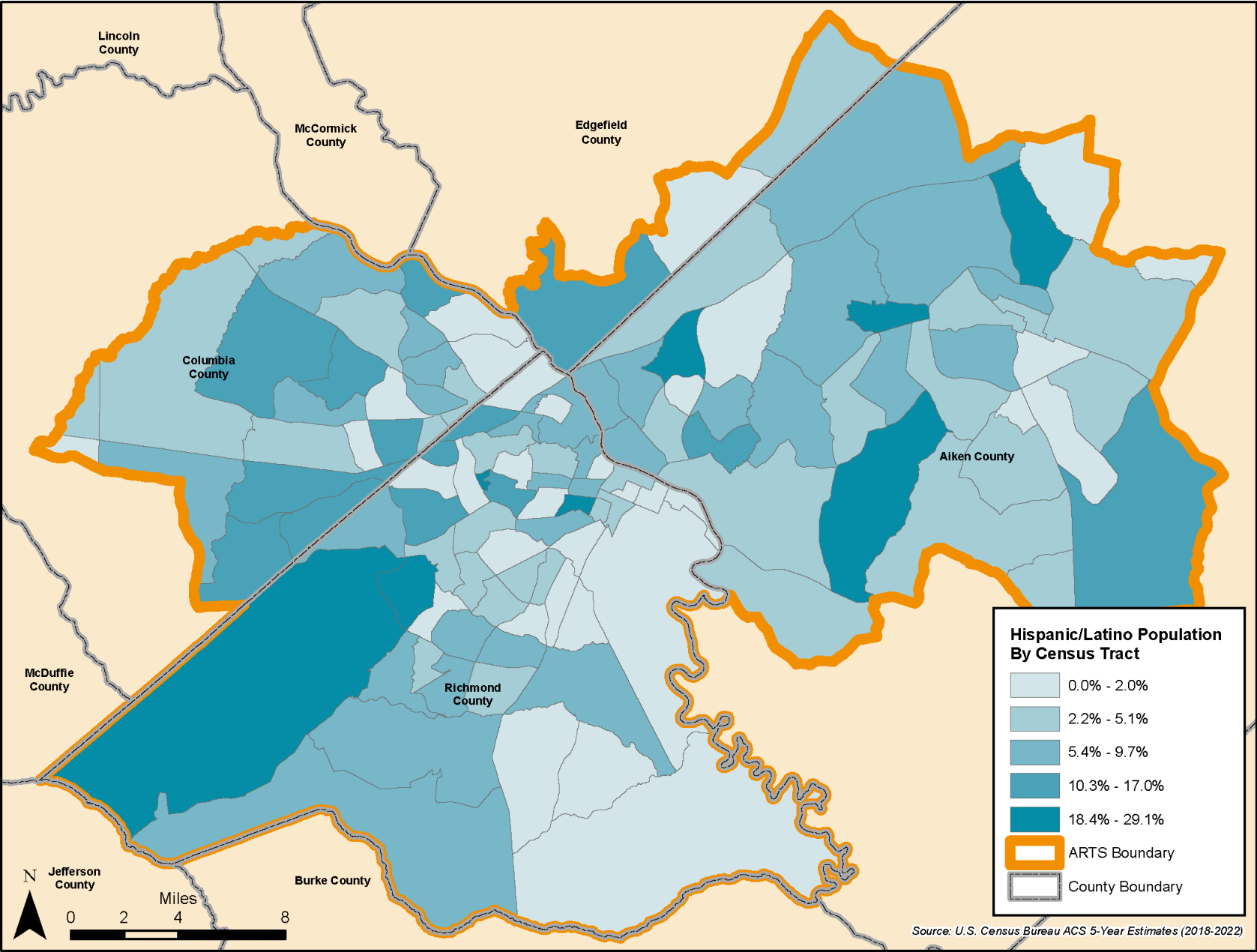


Figure 2: Map of 65 Years and Older Population by Census Tract

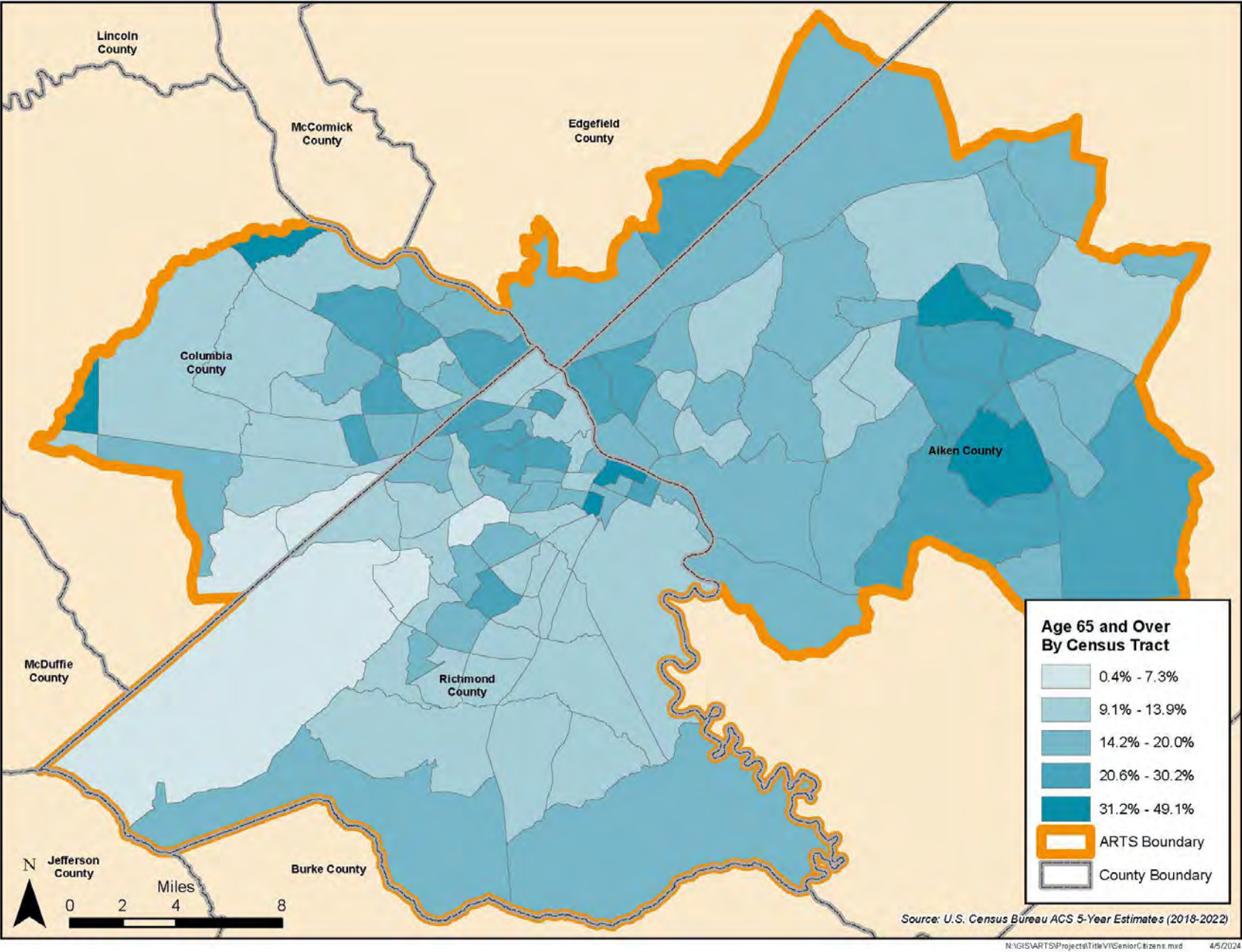


Figure 3: Map of Total Population Per Acre by Census Tract

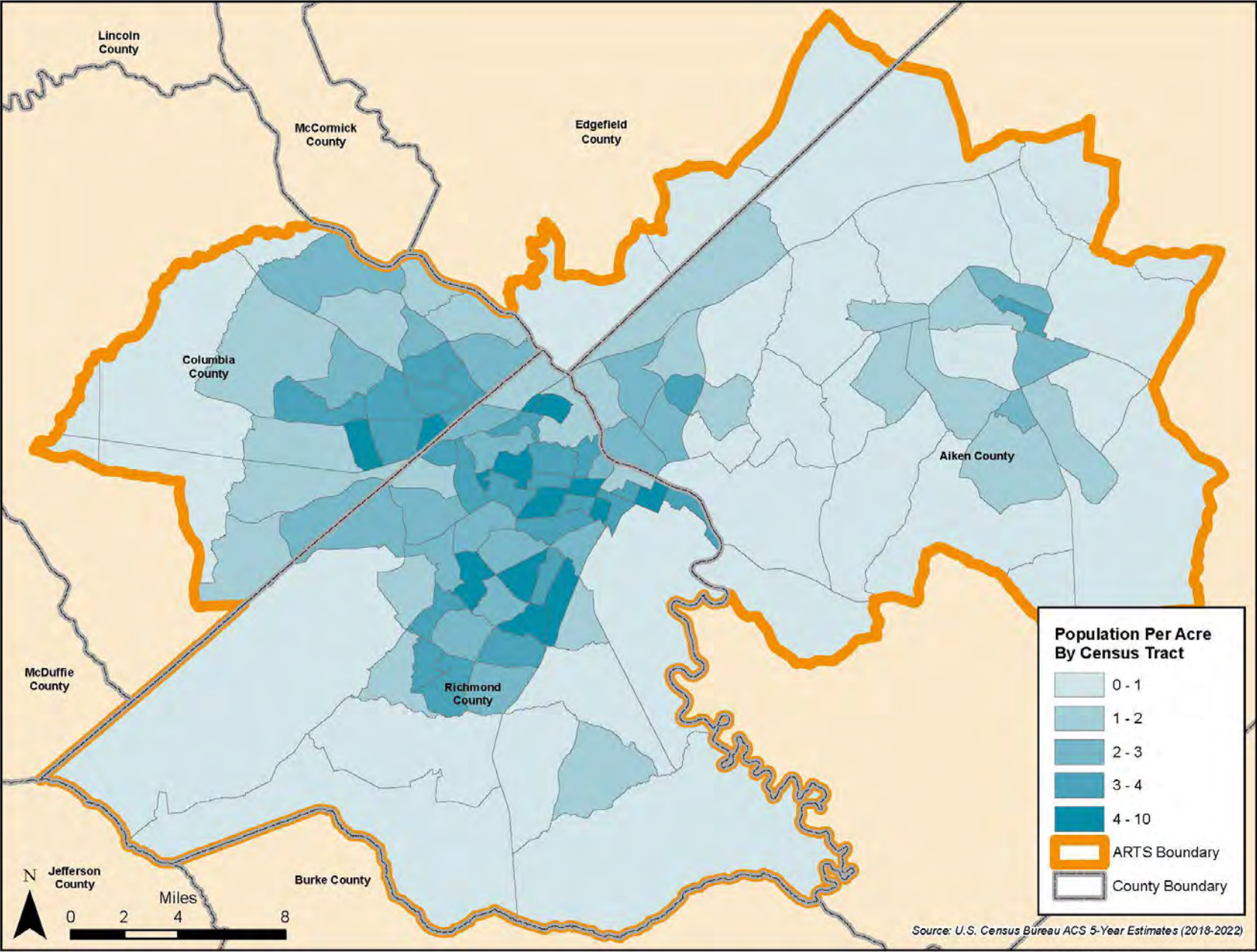


Figure 4: Map of Total Employees Per Acre by Census Tract

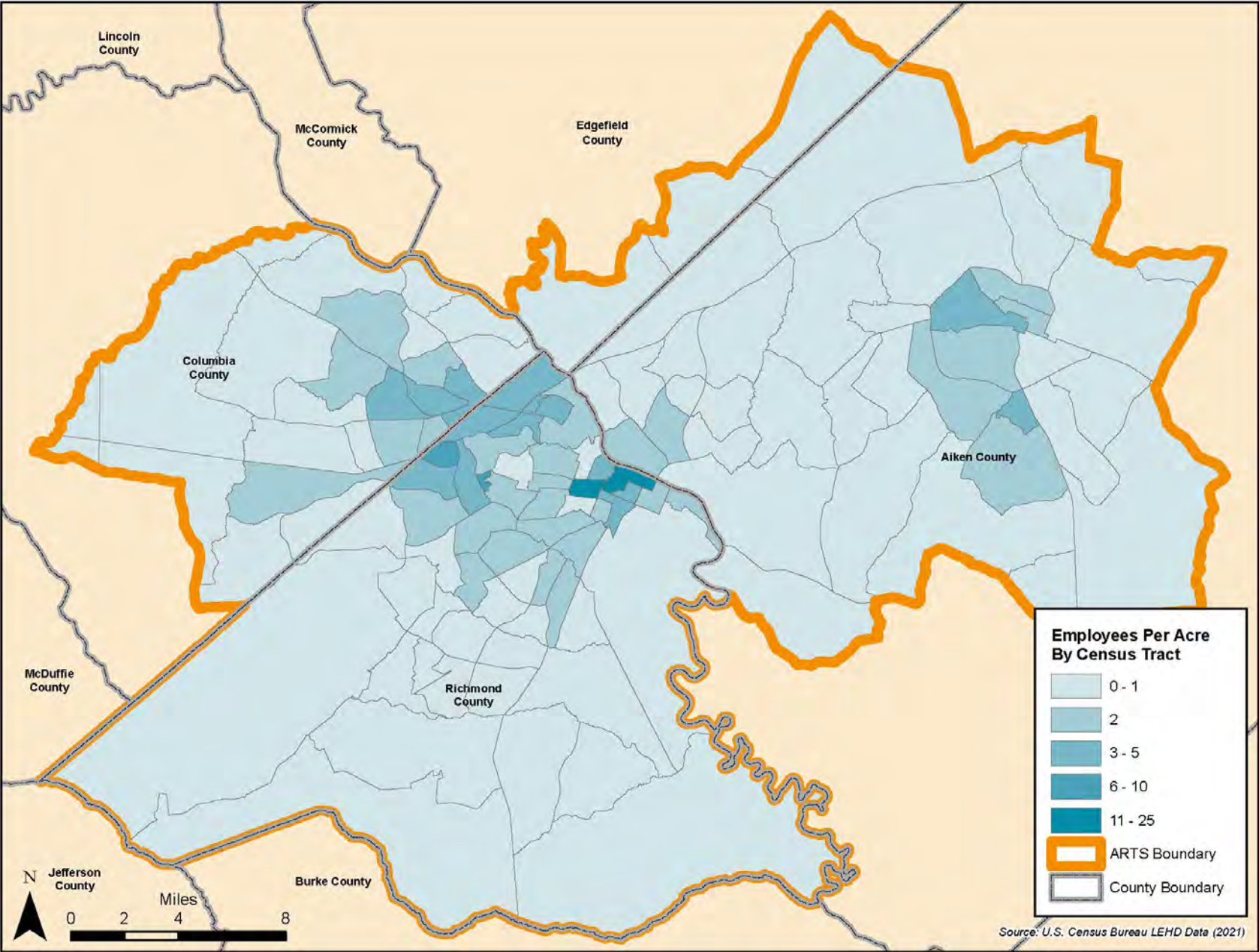


Figure 5: Map of Zero-Vehicle Households by Census Tract

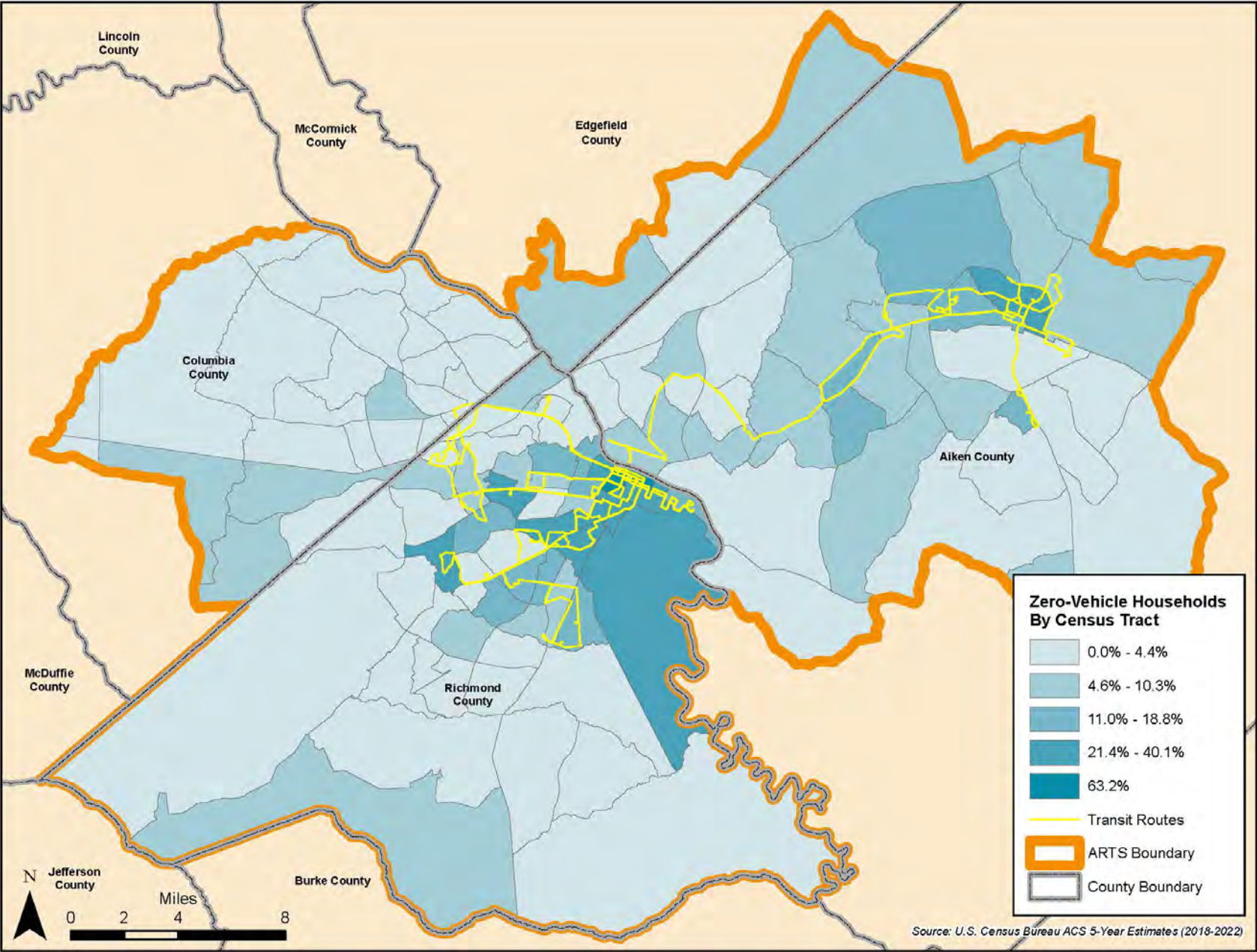
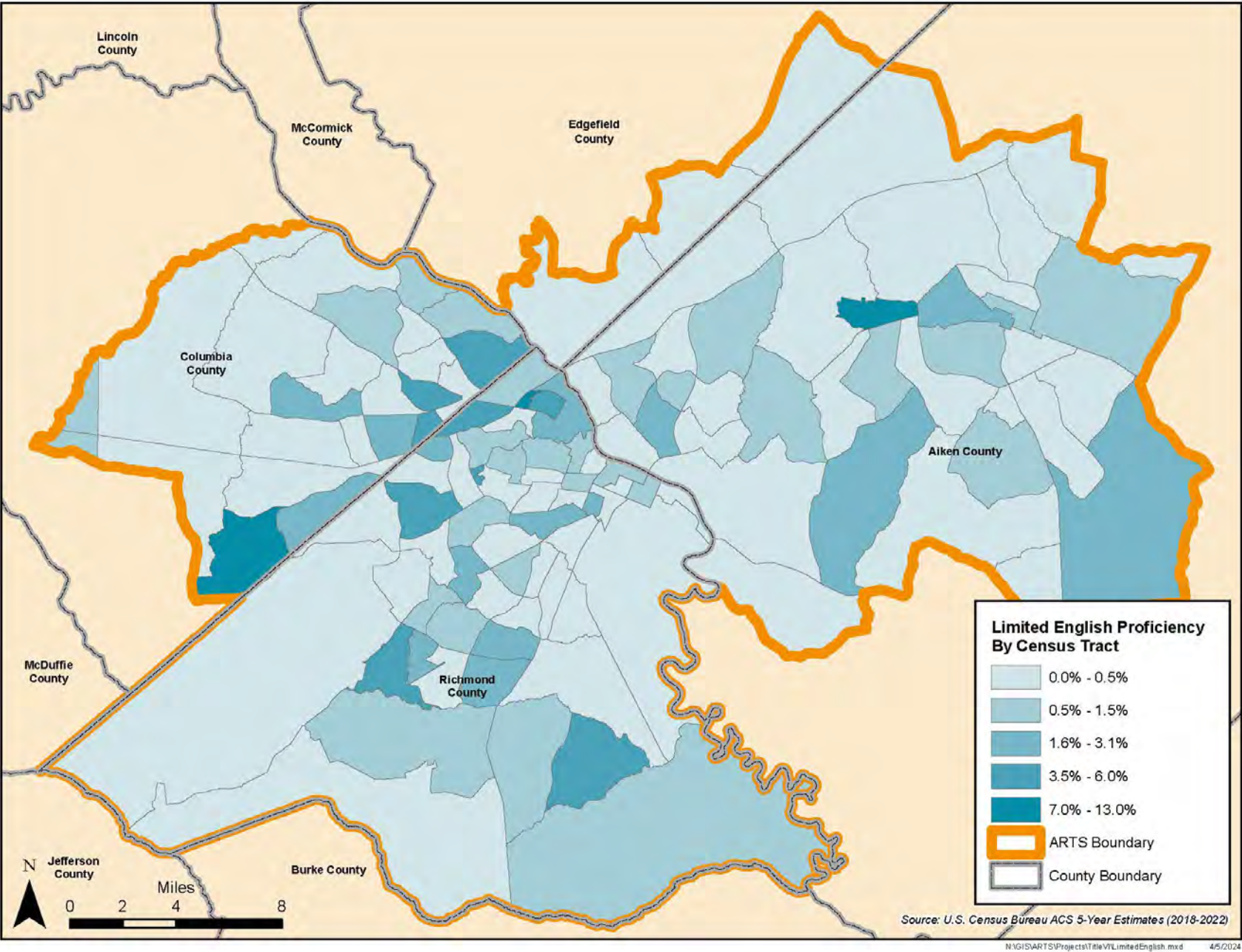


Figure 6: Map of Limited English Proficiency by Census Tract



Demographic and Low-Income Analysis

Data for the demographics and low-income analysis – Table 3 - 5 – is derived from the U.S. Decennial Census 2020 and the American Community Survey, 5-Year Estimates (ACS) 2018-2022 estimates.

Table 3: ARTS Population by Age and Gender

Population	2020		2018-2022	
	484,004	100.0%	484,926	100.0%
Age	Number	Percent	Number	Percent
Under 5	28,756	5.9%	29,519	6.1%
5 to 19	96,219	19.9%	95,071	19.6%
20 to 64	277,894	57.4%	282,176	58.2%
65 and over	81,136	16.8%	78,160	16.1%
Gender				
Male	233,520	48.2%	235,982	48.7%
Female	250,484	51.8%	248,944	51.3%

Sources: U.S. Decennial Census 2020, U.S. Census American Community Survey 5-year Estimate (2018-2022)

Table 4: ARTS and Counties by Race

2020 Decennial Census				
Race	In MPO	Percent	4 Counties	Percent
White	244,087	50.43%	290,316	52.11%
Black	170,384	35.20%	188,334	33.81%
American Indian	1,199	0.25%	1,462	0.26%
Asian	12,426	2.57%	12,900	2.32%
Hawaiian	701	0.14%	764	0.14%
other	2,297	0.47%	2,564	0.46%
Two or More	21,526	4.45%	24,538	4.40%
Hispanic	31,384	6.48%	36,204	6.50%
Total	484,004	100.00%	557,082	100.00%
ACS 5-Year Estimates (2018-2022)				
Race	In MPO	Percent	4 Counties	Percent
White	248,923	51.33%	295,686	52.88%
Black	171,066	35.28%	190,245	34.03%
American Indian	390	0.08%	468	0.08%
Asian	10,970	2.26%	11,580	2.07%
Hawaiian	148	0.03%	189	0.03%
other	3,349	0.69%	3,466	0.62%
Two or More	19,799	4.08%	22,753	4.07%
Hispanic	30,281	6.24%	34,733	6.21%
Total	484,926	100.00%	559,120	100.00%

Sources: U.S. Decennial Census 2020, U.S. Census American Community Survey 5-year Estimate (2018-2022)

Table 5: Countywide Location, Gender, and Age: 2020 Decennial Census, and ACS Five Year Estimate to (2018-2022)

Category	2020				2018 - 2022			
	Columbia	Richmond	Aiken	Edgefield	Columbia	Richmond	Aiken	Edgefield
Urban	85%	92%	63%	12%	N/A	N/A	N/A	N/A
Rural	15%	8%	37%	88%	N/A	N/A	N/A	N/A
Male	49.0%	48.0%	48.0%	53.0%	49.0%	48.0%	48.0%	54.0%
Under 5	7.0%	7.0%	6.0%	4.2%	6.0%	7.0%	6.0%	3.0%
Age 5 - 17	21.0%	17.0%	17.0%	14.3%	19.0%	17.0%	16.0%	13.0%
Age 18 - 64	59.0%	63.0%	58.0%	64.0%	61.0%	63.0%	59.0%	68.0%
Age 65 Plus	13.0%	14.0%	19.0%	17.5%	13.0%	13.0%	18.0%	16.0%
Female	51.0%	52.0%	52.0%	47.0%	51.0%	52.0%	52.0%	46.0%
Under 5	6.1%	6.0%	5.0%	4.0%	6.0%	6.0%	5.0%	4.0%
Age 5 - 17	19.2%	25.0%	15.0%	15.0%	18.0%	15.0%	15.0%	15.0%
Age 18 - 64	59.3%	63.0%	58.0%	58.0%	60.0%	62.0%	58.0%	59.0%
Age 65 Plus	15.4%	17.0%	22.0%	23.0%	16.0%	16.0%	22.0%	22.0%

Source: Urban and Rural Designation as Percentage of Total Population taken from 2020 Decennial Census, US Census Bureau, American Community Survey, 5-Year Estimates, 2018-2022

Needs Assessment

ARTS Low-Income Transportation needs include the following:

- Public Transit in ARTS has developed incrementally, leaving some areas distant from any access or availability.
 - Bus stops are located at inconvenient spots along major arterial and collector roads away from the neighborhood, commercial, or residential centers.
 - Recreation centers, parks, shopping venues, and employment centers are outside any transit stops.
- Employers, Neighborhood Organizations, Civic Leaders, and others require incentives to assist in transportation improvements.
 - Presenting to local speaker bureaus, civic leagues, neighborhood organizations, and churches while gathering information from them.
 - Publicizing all research, documents, plans, and projects through the city webpage.
 - Creating public and private partnerships with local stakeholders, organizations, and communities.

Benefits and Burdens

The ARTS provides a brief description of possible benefits, burdens and mitigation strategies in the following table.

Table 6: Benefits and Burdens Based on LRTP 2050

Project Type	Benefit	Burden	Mitigation
New road	<ul style="list-style-type: none"> Enhance travel conditions Provides alternative routes, and reduces traffic on major streets 	<ul style="list-style-type: none"> Increased noise pollution, affects existing neighborhoods Construction delays in existing neighborhoods 	<ul style="list-style-type: none"> Design ROW standards for minimum impact Complete Street Policy Context-sensitive design in neighborhoods
Local road improvements	<ul style="list-style-type: none"> Promote system preservation Improve safety and travel conditions 	<ul style="list-style-type: none"> Diverts traffic during construction causing heavy traffic and dangerous conditions on local streets 	<ul style="list-style-type: none"> Build curbs and sidewalks rather than shoulders
Fixed route service	<ul style="list-style-type: none"> Extend accessibility to transit in the EJ population / Reduce reliance on motor vehicles and maintain air quality / Increase mobility to EJ population 	<ul style="list-style-type: none"> Reliable financial / funding resource 	<ul style="list-style-type: none"> Improve transit frequency when possible Install bus shelters that comply with ADA policy
Para-Transit/Rural Transportation	<ul style="list-style-type: none"> Provides service for people with mobility limitations Service provided county wide including the outside target area 	<ul style="list-style-type: none"> Problems with ride reservation and cancelation Riders are sensitive to driver's comments and behavior 	<ul style="list-style-type: none"> Provide appropriate training and improve reservation policy
Pedestrian Improvements	<ul style="list-style-type: none"> Improve safety and alternative modes of transportation 		<ul style="list-style-type: none"> Complete Streets Policy

Benefits and Burdens impact on Title VI Target Population

ARTS MTP is financially constrained as required by state and federal regulations. Table 7 and Table 8 shows expected revenue and costs based on the previous MTP's three-tier Financial Plan for the state of Georgia and South Carolina.

Table 7: Georgia Expected Revenue and Costs

Georgia			
Time Period/ Tier	Projects Estimate	Maintenance Estimate	Subtotal Estimate
FY 2021 to FY 2024 3/4yrs	\$140,208, 201	\$28,418,771	\$168,626,970
FY 2025 to FY 2034 -10yrs	\$375, 935,660	\$76,198, 318	\$452,133,979
FY 2035 to FY 2050 15 yrs	\$685, 000, 324	\$138,842, 569	\$823,842, 894
Total	\$1,201,144,185	\$243,459, 658	\$1,444, 603, 843

Source: ARTS Metropolitan Transportation Plan 2050, Chapter 6 Financial Plan, 2020

Table 8: South Carolina Expected Revenue and Costs

South Carolina

Year	Projects Estimates (Guide share)	State Infrastructure Bank	TAP	Resurfacing /Preservation/Operation	Total Estimate
2021-2021 -1yr	\$14,040,000	\$4,000,000	\$541,064	\$27,651,856	\$46,232,920
2025-2035 - 10yrs	\$43,566,435	\$12,412,089	\$1,678,940	\$85,804,331	\$143,461,793
2036-2050 - 15yrs	\$76,982,141	\$21,932,233	\$2,966,698	\$151,616,745	\$253,497,815
Total	\$134,588,577	\$38,344,324	\$5,186,700	\$265,072,930	\$443,192,530

Source: ARTS Metropolitan Transportation Plan 2050, Chapter 6 Financial Plan, 2020

The ARTS MTP 2050 recommendations including the Transportation Improvement Programs, contained within the plan are used to evaluate the benefits and burdens and the impact it has on the target population. It is the impact of specific projects and plans that will determine any disproportionate adverse impacts on the ARTS population along with assessing the benefits that have been distributed evenly.

Measures of MTP 2050

The following are ARTS measures used to evaluate the impact of a projects on target and non-target areas. Implementation of the recommendations in the MTP and specific TIP projects are not evaluated, only the resulting benefits and burdens.

Highway and Freeway construction in EJ target and non-target areas

- Local Road traffic counts and infrastructure improvements in EJ target and non-target areas
- Pedestrian Improvements in EJ target and non-target areas
- Public Transit accessibility in EJ target and non-target areas

Measures Applied to MTP 2050

ARTS MTP 2050 is a bi-state plan providing planning, financial, and physical resources to four counties and assisting them in their efforts to ensure all residents have access to the same transportation services. Title VI Analysis is for all four counties within the MPO's jurisdiction and is based on the measures listed above. The following table documents the funding allocation based on the same measures:

Table 9: ARTS MTP Project Measures -Georgia and South Carolina

Georgia Total Projected Expenditures by Improvement Type

Expenditures by Type	Tier 1 FY 2021-2024	Tier 2 FY 2025-2034	Tier 3 FY 2035-2050	Grand Total	
Widening / Capacity Projects	\$112,994,521	\$323,802,626	\$588,768,133	\$1,025,565,280	41%
Operations Budget	\$22,981,259	\$65,095,354	\$118,364,755	\$206,441,368	8%
Bridges	\$3,011,118	\$8,375,584	\$15,230,038	\$26,616,740	1%
Safety studies / defined projects	\$1,638,900	\$1,353,410	\$474,331	\$3,466,641	0.1%
Safety Lump Sum	\$9,680,227	\$30,708,481	\$57,824,727	\$98,213,435	4%
Ped/Bike Lump Sum	\$13,196,470	\$37,522,836	\$68,228,411	\$118,947,717	5%
Transit Lump Sum	\$18,951,466	\$50,766,290	\$90,463,156	\$160,180,912	6%
Available for other transit improvements	\$6,067,039	\$18,415,929	\$35,338,035	\$59,821,003	2%

Maintenance Lump Sum	\$108,454,079	\$282,095,632	\$401,981,295	\$792,531,006	32%
Total Funding	\$296,975,079	\$818,136,142	\$1,376,672,882	\$2,491,784,103	100%

Source: ARTS Metropolitan Transportation Plan 2050, Chapter 6 Financial Plan, 2020

South Carolina Total Projected Expenditures by Improvement Type

Expenditures by Type	Tier 1 FY 2021-2024	Tier 2 FY 2025-2034	Tier 3 FY 2035-2050	Grand Total	
Widening / Capacity Projects	\$14,585,828	\$39,123,534	\$79,604,882	\$133,314,244	22%
Operations Budget	\$6,515,003	\$17,475,179	\$35,556,847	\$59,547,029	10%
Bridges	\$1,736,408	\$4,657,564	\$9,476,772	\$15,870,744	3%
Safety studies / defined projects	\$660,700	\$319,425	\$1,634,025	\$2,614,150	0.4%
Safety Lump Sum	\$2,548,182	\$8,287,752	\$15,879,049	\$26,714,983	5%
Ped/Bike Lump Sum	\$2,083,690	\$5,589,076	\$11,372,126	\$19,044,892	3.2%
Transit Lump Sum	\$6,432,813	\$14,145,594	\$25,594,948	\$46,173,355	8%
Available for other transit improvements	\$165,538	\$3,553,147	\$10,416,785	\$14,135,470	2%
Maintenance Lump Sum	\$29,431,811	\$82,178,880	\$170,525,032	\$282,135,723	47%
Total Funding	\$64,159,974	\$175,330,152	\$360,060,466	\$599,550,592	100%

Source: ARTS Metropolitan Transportation Plan 2050, Chapter 6 Financial Plan, 2020

Highway and Freeway Analysis

New construction and future improvements to both the I-20 and I-520 will help all residents within the MPO area as well as those outside. Enhancements to I-520 with the assistance of Federal funds will assist in developing a stronger link to minorities and low-income people living in the southern portions of Richmond County. Future HOV lanes, additional lanes, and access points to the highways and freeways will help improve vehicular circulation and make local roads safer for pedestrians and non-commuting travelers. This will also reduce the travel time through improved traffic conditions along federal highways for distance commuters between Columbia and Atlanta, while simultaneously refining linkages between Aiken and Richmond County, and improving access to major employers and healthcare in the region.

Local Roads Analysis

Maintenance, expansion, and creation of new local roads will benefit minorities and low-income residents throughout the ARTS area by providing better access to alternative travel routes, improved traffic conditions, and reduced travel time. People living in West Columbia County outside the MPO boundary will be able to drive into the urban areas of Columbia County in less time than before the improvements were made to local roads. Currently, people living outside Columbia County's portion of ARTS must travel fifteen miles to access government facilities, central business district, and other urban amenities. People living in Aiken County outside the ARTS must travel even further – an average of 20 miles – to access the government and business facilities of North Augusta and Augusta. People in Richmond County are able to

access a variety of alternative and improved local routes and reduced congestion within the County while also accessing surrounding counties in less time. Improvements to local roads in these counties will facilitate better access for minorities and low-income people who live outside the ARTS.

Pedestrian Analysis

ARTS Bicycle and Pedestrian Plan, as part of the Metropolitan Transportation Plan, documents the various pedestrian-oriented transportation developments occurring throughout the area. Many residents of all races, ages, incomes, and disabilities now have access to greater avenues for walking, cycling, and recreation. Aiken County continues to promote Safety Routes to School by expanding it to other schools throughout the County, while Augusta promotes its Age-Friendly designation by GA AARP through walkability surveys in neighborhoods throughout the County. Columbia County is ensuring pedestrian safety by insisting on sidewalks in any new construction and road improvement projects.

Public Transit Analysis

Best Friends Express in Aiken County, South Carolina and Augusta Transit in Richmond County, Georgia continue to provide public transportation for residents throughout their area. Both constantly seek new opportunities to expand their service to other minority and low-income neighborhoods so even more people may have access to public transportation. Columbia County continues to promote its non-fixed route service through marketing, where people of all income levels can make reservations from the comfort of their home and be delivered to the destination of their choosing.

Key Findings

ARTS continued efforts to ensure there is no discrimination within its planning area are based on some of the findings the analyses presented. The Metropolitan Transportation Plans various transportation modes are documented below.

1. The highway system consisting of I-520 and I-20 which bisect the counties in the region primarily between Columbia and Richmond County in Georgia and Aiken County in South Carolina, benefits all four counties areas.
Minority and low-income populations are located outside each of the four counties' urban cores but all within the ARTS boundary. Age and racial demographics are equally distributed throughout the metropolitan area. Constant maintenance, improvements, and expansion of the two highways are critical for the ARTS MPO area. Each of the counties is anticipating population and employment growth while more and more commuters continue to travel along these two highways. The addition of HOV lanes, expansion of existing system, installation of an additional access point, and other necessary improvements to the highway network will provide greater safety for elderly and slow drivers while allowing others to travel more freely.
2. Public transportation in the ARTS areas is always attempting to expand into additional minority and low-income neighborhoods.
17% of public transit funding allocation is improving operational service, in the ARTS MTP 2050 Plan. Richmond County's 9 fixed bus routes and Aiken County's 3 fixed-bus routes continue to provide minority and low-income residents with the public transit needs while seeking to expand into other neighborhoods. Columbia County's rural transportation on-demand route currently is not assisted by the ARTS, it is a self-sustaining system implemented by the county as an independent means to addressing their population. In Richmond County, public transportation providers are planning to expand their marketing initiatives in an effort to increase ridership and will eventually be linked to park and ride facilities throughout the ARTS area.

Complaints and Compliance Review

Currently, there are no complaints and/or lawsuits on file with either the ARTS, Augusta Transit, or Best Friends Express. All complaints and lawsuits are a matter of public record and none are found nor were any recently filed. ARTS has not been subject to any civil rights compliance reviews.

Public Involvement

Input from the public is an important part of the ARTS' transportation planning process. Transportation presentations to local neighborhood organizations, speaker bureaus, and other community venues, the ARTS staff have collected a wide range of information from the public. ARTS has acquired online pooling to collect information from the public. This has been instrumental in collecting and compiling data at public meetings highlighting transportation issues to be addressed in the Metropolitan Transportation Plan. Findings from these numerous grassroots public participation events are documented and should be incorporated into the ARTS Title VI Plan.

ARTS Committee Involvement

The ARTS is composed of four committees: Citizen Advisory Committee (CAC), Technical Coordinating Committee (TCC), South Carolina Policy Subcommittee, and Policy Committee (PC). The CAC and TCC evaluate plans, programs, and initiatives presented to them by ARTS staff and make their recommendations to the PC. The PC is the governing body of ARTS and votes on whether to approve or reject such plans, programs and recommendations. The following tables below provide a summary of the racial composition of the counties from which the members are drawn from. Table 10 and Table 11 provides a breakdown of race composition for each of the county areas in the MPO boundary. Table 12 and Table 13 provides a breakdown of race composition for each of the county areas based on the entire population. Table 14 provides a summary of ARTS committee voting members by gender and race.

Table 10: ARTS Population by Race - 2020 Decennial Census

Race	Richmond	Columbia	Aiken	Edgefield	MPO	Percent
White	68,397	85,149	87,908	2,633	244,087	50.43%
Black	112,947	23,755	32,708	974	170,384	35.20%
American Indian	511	284	395	9	1,199	0.25%
Asian	3,907	6,823	1,679	17	12,426	2.57%
Hawaiian	391	234	76	0	701	0.14%
Other	905	786	579	27	2,297	0.47%
Two or More	8,100	7,625	5,656	145	21,526	4.45%
Hispanic	11,449	10,420	9,325	190	31,384	6.48%
Total	206,607	135,076	138,326	3,995	484,004	100.00%

Source: Decennial Census 2020

Table 11: ARTS Population by Race - ACS 5-Year Estimates (2018-2022)

Race	Richmond	Columbia	Aiken	Edgefield	MPO	Percent
White	67,416	88,897	90,088	2,522	248,923	51.33%
Black	113,697	22,057	34,407	905	171,066	35.28%
American Indian	185	24	177	4	390	0.08%
Asian	3,201	6,203	1,563	3	10,970	2.26%
Hawaiian	144	0	4	0	148	0.03%
Other	1,395	1,485	448	21	3,349	0.69%

Two or More	9,152	6,840	3,600	207	19,799	4.08%
Hispanic	10,963	10,660	8,465	193	30,281	6.24%
Total	206,153	136,166	138,752	3,855	484,926	100.00%

Source: American Community Survey, 5-Year Estimates, 2018-2022

Table 12: County Population by Race - 2020 Decennial Census

Race	Richmond	Columbia	Aiken	Edgefield	Total	Percent
White	68,397	99,111	107,918	14,890	290,316	52.11%
Black	112,947	27,621	39,465	8,301	188,334	33.81%
American Indian	511	354	530	67	1,462	0.26%
Asian	3,907	7,102	1,773	118	12,900	2.32%
Hawaiian	391	271	96	6	764	0.14%
Other	905	897	669	93	2,564	0.46%
Two or More	8,100	8,796	6,831	811	24,538	4.40%
Hispanic	11,449	11,858	11,526	1,371	36,204	6.50%
Total	206,607	156,010	168,808	25,657	557,082	100.00%

Source: Decennial Census 2020

Table 13: County Population by Race - ACS 5-Year Estimates (2018-2022)

Race	Richmond	Columbia	Aiken	Edgefield	Total	Percent
White	67,416	102,875	110,521	14,874	295,686	52.88%
Black	113,697	26,446	41,616	8,486	190,245	34.03%
American Indian	185	24	201	58	468	0.08%
Asian	3,201	6,628	1,696	55	11,580	2.07%
Hawaiian	144	0	4	41	189	0.03%
Other	1,395	1,498	500	73	3,466	0.62%
Two or More	9,152	7,946	4,861	794	22,753	4.07%
Hispanic	10,963	11,504	10,466	1,800	34,733	6.21%
Total	206,153	156,921	169,865	26,181	559,120	100.00%

Source: American Community Survey, 5-Year Estimates, 2018-2022

Table 14: ARTS Committee Demographics

Committee	Demographic	Count
Technical Coordinating Committee	White, Male	13
	Black, Male	1
	Other, Male	1
	White, Female	3
	Black, Female	3
	Other, Female	0
Total		21
Committee	Demographic	Count
Citizens Advisory Committee	White, Male	2
	Black, Female	1
	Hispanic, Male	1
Total		4
Committee	Demographic	Count

Policy Committee	White, Male	10
	Black, Male	1
	White, Female	3
	Black, Female	1
	Hispanic, Male	1
Total		16

Source: ARTS

Minority Representation on Decision Making Bodies

The Citizen Advisory Committee provides for public involvement in the ARTS process. The membership is structured so that all portions of the study area are represented. It serves as a sounding board for and a generator of community interest. It provides a balance to the technical input provided by the Technical Coordinating Committee. The Citizen Advisory Committee has four (4) members; two (2) White males, one (1) Black male, one (1) Hispanic male, one (1) Black female. Several seats on the CAC are vacant as ARTS revises its current bylaws to encourage appointments to the current vacancies.

The Technical Coordinating Committee is the group that conducts the technical review of planning studies relating to the transportation system in the ARTS area. Its membership is composed of key staff member of participating government jurisdiction in the ARTS process. The Technical Coordinating Committee has Twenty-one (21) members: thirteen (13) White males, one (1) black male, three (3) White females, one (1) Other Race male, and three (3) Black females.

The South Carolina Policy Subcommittee serves in an advisory capacity to the ARTS Policy Committee and is responsible for ensuring that the South Carolina portion of ARTS is kept up-to-date. The South Carolina Subcommittee is comprised of local elected officials (voting members), and federal, state, and local appointed personnel (nonvoting members) representing the South Carolina part of the study area.

The Policy Committee is responsible for the establishment of policy and overall guidance of ARTS. In carrying out its responsibilities, it receives recommendations and in turn, makes the decision that actually sets transportation priorities. Its membership consists of the elected representatives of each of the governmental units in the ARTS area. The Policy Committee has sixteen (16) members: ten (10) White males, one (1) Black male, one (1) Black Female, one (1) Hispanic male and three (3) White females.

The Transit Citizen Advisory Committee (TCAC) acts as a representative body for the citizens of Augusta, Georgia, and serves in an advisory capacity to the Augusta Transit Department. They are a positive catalyst between Augusta Transit, the community, and the Augusta Commission. The TCAC provides comments on transportation, plans, programs, and respective transit studies and will assist Augusta Transit in publicizing transportation projects and plans to neighborhoods and provide feedback, to the department. The following table is a list of their meet members and demographic.

Augusta Planning and Development Department regularly attends TCAC meetings to provide updates on the MTP, TIP, and public transit planning activities. TCAC meets on the fourth Thursday of every month at 4:00 p.m. and consists of twelve (12) members: three (3) black males, three (3) black females, two (2) white females, and four (4) vacancies. Since the COVID-19 pandemic, Augusta Transit holds its regularly scheduled TCAC meetings through virtual zoom meetings.

Public involvement during the period covered by this Title VI Update is through formal as well as informal public and committee meetings on the following dates. ARTS takes an active role with local media – interviews, articles, and press releases – ensuring the public is always notified of public meetings. This was

done in coordination with social media – Facebook and Twitter – each meeting is initiated through a comprehensive media broadcast notifying residents and businesses in all four counties of these events.

ARTS Committee Meetings for the Fiscal Year 2021 to the Fiscal Year 2024

TCC/CAC MEETINGS @ 10:30 am	PC MEETINGS @ 11 am
Wednesday, July 7, 2021	Thursday, July 22, 2021
* Monday, August 30, 2021	Monday, August 30, 2021
x Wednesday, September 1, 2021	Thursday, September 16, 2021
Monday, November 1, 2021	Thursday, November 18, 2021
Thursday, January 6, 2022	Thursday, January 20, 2022
Wednesday, February 16, 2022	Thursday, March 3, 2022
Wednesday, May 4, 2022	Tuesday, May 24, 2022
* Thursday, June 9, 2022	Thursday, June 9, 2022
Wednesday, September 7, 2022	Thursday, September 22, 2022
Wednesday, November 2, 2022	Thursday, November 17, 2022
Wednesday, January 4, 2023	Thursday, January 19, 2023
Wednesday, March 1, 2023	Thursday, March 16, 2023
Wednesday, May 3, 2023	Thursday, May 18, 2023
Wednesday, July 5, 2023	Thursday, July 20, 2023
Wednesday, September 6, 2023	Thursday, September 21, 2023
Wednesday, November 1, 2023	Thursday, November 16, 2023
Wednesday, January 10, 2024	Thursday, January 25, 2024
Wednesday, March 6, 2024	Thursday, March 21, 2024
* Special Called Meeting X Cancelled Meeting	

Methodology

The CAC works in conjunction with TCC reviewing various planning documents presented to them including but not limited to the Metropolitan Transportation Plan, Congestion Management Process, Unified Planning Work Program, and Title VI as well as any others prepared by ARTS. These documents are presented to them for comments and recommendations for the PC. ARTS staff are permitted sometimes to incorporate their comments into the plans, programs, and initiatives before presenting to PC.

Public involvement is conducted by the ARTS staff by attending civic organizations, neighborhood association meetings, and other community venues where the Metropolitan Transportation Plan and Transportation Improvement Programs are presented and all comments are welcome.

The ARTS adopted Public Participation Plan updated in 2021, guides efforts to involve the public in the planning process and to provide information about transportation planning activities. It includes notification procedures for public hearings and meetings, as well as public notification and information dissemination processes for specific ARTS products such as the Transportation Improvement Program.

Public Participation Contacts

A contact list is maintained by the ARTS for the entire area, consisting of neighborhood organizations, faith-based organizations, stakeholders, public leaders, and many more. This list is used to keep people informed through the ARTS News Letter, make reservations for presentations, and gather information from an organized and structured public participation process. All meetings held by CAC, TCC, and PC are open to the public. The meeting agendas are posted online as well as distributed to interested citizens, neighborhood organizations, and stakeholders.

Public notices are included during the public involvement process for Metropolitan Transportation Plan, Transportation Improvement Plan, and Special Transportation Projects. Plan documents are placed in over thirty locations throughout the region for access to the public. These locations include public facilities, libraries, community centers, and government buildings.

Public Notice

All public participation events from speaker bureaus to public meetings are posted on the website and/or distributed through flyers and bill drops inviting the public to attend a community meeting near them. The following is a list of locations ARTS has reserved for public meetings and speaker bureaus, each encouraging the local residents and businesses to participate in the transportation planning process in their area. Notifications for all public events and community meetings including public hearings are conducted through written publications in The Augusta Chronicle, The Aiken Standard, Columbia County News-Times as well as The Metro Courier and The Urban Pro Weekly. All information concerning ARTS is also made available through social media sites such as Facebook and Twitter/Instagram in conjunction with the city and ARTS independent webpages.

Speaker Bureaus

- Trinity on the Hill Methodist Church
- Columbia County Exchange Club at Snelling Center
- Augusta Chamber of Commerce Advocacy Council
- Augusta Exchange Club at First Baptist Church
- Augusta Canal Authority at Enterprise Mill
- Aiken Chamber of Commerce
- Merchants Association of Columbia County
- Sierra Club at Unitarian Universalist Church
- Wheel Movement- Richmond County, GA
- Friends of Our Greenway-North Augusta, SC
- Augusta Transit Citizen Advisory Committee

Table 15: ARTS Public Review/ Comment Meeting Venues

Public Meeting Venues		
Hephzibah City Hall 2530 Highway 88 Hephzibah, GA 30815	Warren Road Community Center 300 Warren Road Augusta, GA 30907	Augusta-Richmond County Municipal Building 535 Telfair Street, 1ST Floor Augusta, GA 30901
Liberty Community Center 1040 Newmantown Road Grovetown, GA 30813	Oak Point Community Center 703 East Boundary Augusta, GA 30901	Augusta Transit- Transfer Facility 1546 Broad Street Augusta, GA 30904
Sand Hills Community Center 2540 Wheeler Road	North Augusta Community Center 495 Brookside Avenue	Evans Government Complex, Auditorium 630 Ronald Reagan Drive

Augusta, GA 30904	North Augusta, SC 29841	Evans, GA 30809
Carrie J. Mays Family Life Center 1014 Eleventh Avenue Augusta, GA 30901	Odell Weeks Activity Center 1700 Whiskey Road Aiken, SC 29803	Aiken County Government Center 1930 University Pkwy, 1st Floor Aiken, SC 29801
First Baptist Church of Evans 515 N. Belair Road Evans, GA 30809	Smith Hazel Recreation Center 400 Kershaw Street NE Aiken, SC 29801	Zoom.com. https://us02web.zoom.us/j/9946694292

Documentation

The ARTS Public Participation Plan located in the Attachment lists all the documentation strategies implemented by the MPO. All documents are a matter of public record and available on the city's webpage as well as the ARTS webpage. ARTS publicizes at least seven (7) days prior to MPO planning meetings.

Marketing Strategies

1. Press Releases – Used to announce upcoming meetings and activities and to provide information on specific issues related to transportation planning.
2. Print Display Ads – Used to advertise public meetings and review and comment periods for transportation plans and projects. Display ads are published in area newspapers and distributed at public facilities throughout the ARTS area.
3. Direct Mailings – Used to advertise public meetings and review and comment periods for transportation plans and projects, or to provide information to a targeted area.
4. ARTS Newsletter – A quarterly publication used to provide information on transportation issues, projects, documents, contacts and resources.
5. ARTS Website – Used to display general information about ARTS, copies of major ARTS transportation documents, committee meeting schedules, agendas and minutes, project updates, and the ARTS Newsletter. The website is also used to advertise public meetings and review and comment periods for transportation plans and projects.
6. Speaking Engagements – The MPO shall make staff available to speak to civic groups, neighborhood associations, and other interested parties about ARTS transportation planning and projects.
7. ARTS Committee Meetings – The ARTS committee meetings will be a regularly-scheduled forum for the discussion of, and updates on regional transportation needs, plans, programs and activities.
8. ARTS Public Meetings – ARTS public meetings will be held in conjunction with the update of the MTP and the TIP, and the development of any special studies related to regional transportation issues.
9. Comment Cards – Comment cards will be distributed at public meetings to obtain feedback on regional transportation needs, plans, programs, and activities.
10. Surveys – Surveys will be used to obtain information from the general public and other stakeholders.
11. Visualization Techniques – The MPO will use GIS maps, sketches, drawings, and similar tools at public meetings to both convey information and elicit public input about transportation plans and projects.

Monitor of Sub-recipient

Each jurisdiction within the ARTS boundary is encouraged to participate in federally funded programs dedicated to transportation. Furthermore, they are also subject to review by the MPOs for Title VI compliance, ensuring there is no discrimination. From Metropolitan Transportation Plan projects to Transportation Improvement Programs seeking federal and state funds, each jurisdiction must show Augusta Regional Transportation Study that they are not discriminating and the projects will ensure all burden and benefits are evenly distributed. ARTS Policy Council makes the decisions, taking into account public input from the Citizen Advisory Council and professional consultation from the Technical Coordinating Committee. These committees monitor all programs and projects for Title VI and all manner of transportation related projects, programs and policies.

Minority Participation

Planning activities conducted by ARTS rely heavily on public involvement, mainly from the minorities, neighborhood organizations, faith-based centers, speaker bureaus, and community meetings. Recent community meetings for the update to the Metropolitan Transportation Plan included minorities at every meeting voicing their support for the Augusta Transit and Best Friends Express the need for more routes, alternative means of public transportation such as light rail, and many other views on particular road projects. The same input is gathered from speaker bureau meetings and community events.

ARTS/MPO – Monitor Report of Title VI Activities

A close working relationship has been established between the Augusta Planning and Development Department and Augusta Transit. The Augusta Transit Department does not maintain a planning staff of its own. The Augusta Planning & Development Department (APDD) provides public transportation planning and FTA grant administrative compliance assistance to Augusta Transit. It also allows the Augusta Planning & Development Department to coordinate the planning activities with the administration of the FTA grant program. For example, as part of the assistance provided to Augusta Transit in complying with FTA grant program requirements, the APDD provides technical assistance needed to update Title VI submission assist with ADA compliance.

The Augusta Planning & Development Department, recently, completed the data analysis update to monitor benefits and burdens of the MPO transportation planning process and Augusta Transit's service with respect to minority communities. Public Transportation services to these communities are evaluated by the following service standards:

- Each census tract in the service area with a minority population that is equal to or more total percentage of all minorities in the service area is monitored;
- An inventory is made of the transit service provided to these areas;
- An assessment is made of the performance of each route operating in each minority area;
- The performance of service provided in minority areas is compared to system policy standards.

Information Dissemination

An adopted Public Participation Plan guides effort to involve the public in ARTS planning process and to provide information about transportation planning activities. It includes notification procedures for public hearings and meetings, as well as public notification and information dissemination processes for specific ARTS products such as the Transportation Improvement Program.

In addition to the Public Participation Plan, the Citizen Advisory Committee (described in more detail below) has become an important mechanism for obtaining both citizen input and providing information to the public about current ARTS activities. Citizens Advisory Committee members have become proactive

in encouraging public involvement in transportation planning. Members have begun distributing ARTS documents in their neighborhoods, meetings with other citizen groups to discuss transportation issues, attending public meetings and hearings, and encouraging others to participate as well. Since the Citizen Advisory Committee members represent a cross-section of area residents, including minority residents, their actions have become an important aspect of citizen participation in the ARTS process.

Notifications procedures for public meetings, public hearings, and public review of certain ARTS products include purchased notices in local newspapers, news releases to local media, and direct mail notifications of interested individuals, direct mail notifications to 17 neighborhood association in Richmond County, and posting of notices in 37 public places. Purchased notices are placed in The Augusta Chronicle, The Aiken Standard and Columbia County News-Times, the local general circulation newspapers, and in The Metro Courier and The Urban Pro Weekly primarily minority-oriented newspapers.

List of Public Notice Publications

- Augusta Planning and Development Department
- Aiken County Planning and Development Department
- Columbia County Development Services
- City of Aiken Planning Department
- North Augusta Planning and Economic Development
- Augusta Engineering Department
- Columbia County Engineering Services Department
- North Augusta Department of Energy and Public Works
- City of Aiken Public Works and Engineering
- Aiken County Engineering
- Augusta Traffic Engineers
- Burnetown Town Hall
- GA DOT Augusta Area Engineering's Office
- SC DOT Area Engineer
- Grovetown City Hall
- Fort Gordon
- August Transit
- Best Friends Express
- Columbia County Public Transit
- Richmond County Transit
- All Public Libraries in Columbia, Aiken, and Richmond County
- Hephzibah City Hall
- Blythe City Hall
- Lower Savannah Council of Governments (LSCOG)
- Central Savannah River Area Regional Commission (CSRA-RC)

It is impossible to list all instances of media involvement in disseminating information about transportation planning-related activities. All media involvement, other than the purchased notices, is voluntary non-purchased activity, usually as part of news reporting. The activity is rather extensive as evidenced by the list of transportation-related newspapers. Coverage by the electronic media is not as well quantified but is also extensive.

Media coverage is difficult to estimate accurately. Circulation and audience figures for some local media provide an estimate. The urbanized area population in 2010 was estimated over 300,000. The daily circulation of the Augusta Chronicle, the newspaper with the largest daily circulation, is approximately 80,000. The weekly circulation of The Metro Courier is approximately 10,000. It is estimated that all Augusta radio stations have an average-quarter hour listening audience in excess of 50,000 persons or slightly more than 17% of the urbanized area population. However, this represents the maximum audience, not the audience of the station covering transportation planning and activities. Radio stations that do cover transportation planning meetings and activities draw approximately 50% of the total audience. Local minority-oriented radio stations like all radio stations are utilized only to the extent of receiving press releases concerning transportation planning meetings and activities.

Notification of members of the MPO Policy Committee, Technical Coordinating Committee, and Citizens Advisory Committee remain the same. Agendas are mailed to all members at least one week prior to a meeting.

ARTS also has its own independent webpage in conjunction with the Columbia County and Augusta's city webpages. This page is maintained and updated by ARTS Staff through the IT-GIS Department of the City of Augusta. Social media also plays a very important role in public notifications as ARTS also has its own Facebook and Twitter pages so people are kept informed and up to date on regional transportation planning activities.

Minority Participation in the Decision-Making Process

The Augusta Regional Transportation Study MPO Policy Committee, as described below in the Minority Representation on Decision Making Bodies Section of this Title VI Program, has approval authority for ARTS public transportation planning matters. Citizens' participation and more specifically minority participation in ARTS public transportation planning is through members in the ARTS Technical Coordinating Committee and Citizen Advisory Committee and through involvement in ARTS public transportation planning activities.

Efforts to encourage minority participation in public transportation planning activities include:

- Purchase notices in the minority oriented newspaper
- Press releases to minority oriented media for public meetings, hearings, and announcements of document availability;
- Speaker Bureau presentation and Community meetings throughout the ARTS area
- Locating public hearing and public meetings at accessible facilities located in or near minority neighborhoods; i.e. The Augusta Richmond County Civic Center and the Municipal Building; and
- Public hearing and meeting notices are mailed to 17 neighborhood associations, at least six of which represent neighborhoods consisting primarily of minority residents.

In addition to the efforts described above to involve minorities in public transportation planning, the Augusta Transit Department organized a Transit Advisory Committee that meets monthly to discuss public transit issues. This committee will be made up of 10 representatives from each district with a total of 10 members. ARTS planning staff assists the AT with technical support on the committees' activities.

2050 MTP Public Meetings

In FY 2020, public meetings were held between Tuesday, August 8th, 2019, and Thursday, October 10th, 2019 in which the public was invited to review and comment on the ARTS 2050 Metropolitan Transportation Plan (MTP).

Location	Date	Time
Aiken County Government Complex Sandlapper Room 1930 University Parkway Aiken, SC 29801	August 8th, 2019	5:30 pm to 8:00 pm
TW Josey High School Media Center 1701 15th Street Augusta GA 30901	August 8th, 2019	5:30 pm to 8:00 pm
First Baptist Church of Augusta 3500 Walton Way Ext Augusta GA 30909	October 10th, 2019	5:30 pm to 8:00 pm
Columbia County Government Center Auditorium, Building A 630 Ronald Reagan Drive Evans, GA 30809	October 10th, 2019	5:30 pm to 8:00 pm

TIP Public Meetings

In FY 2024, in person and virtual public meetings were held between Thursday, August 10, 2023 to Thursday, August 24th, 2023. The purpose of the Virtual Public Meetings was to allow the public to review and comment on the ARTS MPO draft Georgia FY 2024-2027 and South Carolina FY 2021-2027 TIP.

A series of public meetings is scheduled for the following dates, times and locations:

DATE/TIME	LOCATION
Thursday, August 10, 2023, 6:00PM-8:00PM	Public Meeting #1 – Robert Howard Community Center, 103 Diamond Lakes Way, Hephzibah, GA 30815, Multipurpose Room
Tuesday, August 15, 2023, 6:00PM-8:00PM	Public Meeting #2 – Zoom Meeting
Tuesday, August 22, 2023, 6:00PM-8:00PM	Public Meeting #3 – Zoom Meeting
Thursday, August 24, 2023, 6:00PM-8:00PM	Public Meeting #4 – Columbia County Board of Commissioners, Evans Auditorium A, 630 Ronald Reagan Drive, Evans, GA 30809

TIP Public Notice

Announcements were posted on the below websites and local newspapers:

Publication	Run Date	Languages
Augusta Chronicle	7/30/2023	English
Augusta Chronicle	8/4/2023	English, Spanish & Korean
Urban Pro Weekly	7/27/2023 - 8/9/2023 and 8/9/2023 - 8/22/2023	English, Spanish & Korean
ARTS MPO Website	8/1/2023 - 8/31/2023	English, Spanish & Korean
Facebook (Paid Advertising)	8/8/2023 - 8/31/2023	English, Spanish & Korean

4. Limited English Proficiency Plan

Introduction

The purpose of this Limited English Proficiency policy guidance is to clarify the responsibilities of recipients of Federal financial assistance from the U.S. Department of Transportation (DOT) and assist them in fulfilling their responsibilities to Limited English Proficient (hereinafter “LEP”) persons, pursuant to Title VI of the Civil Rights Act of 1964 and implementing regulations. It was prepared in accordance with Title VI of Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq., and its implementing regulations provide that no person shall be subjected to discrimination on the basis of race, color, or national origin under any program or activity that receives federal financial assistance.

Executive Order 13166

Executive Order 13166 “Improving Access to Services for Persons with Limited English Proficiency was signed into law by President William J. Clinton on August 11, 2000,” reprinted at 65 FR 50121 (August 16, 2000), directs each Federal agency that is subjected to the requirements of Title VI to publish guidance for its respective recipients clarifying that obligation. Executive Order 13166 further directs that all such guidance documents be consistent with the compliance standards and framework detailed in the Department of Justice’s (“DOJ”) Policy Guidance with the compliance standards and framework titled Improving Access to Services for Persons with Limited English Proficiency. The purpose of this order was to ensure that people who had very limited ability to read, write, and speak English were provided the necessary assistance so they may access the same service as those who knew English proficiently. This order was geared to safeguard the use of federal funds. Each Federal agency is required to follow Title VI stipulations; any agency receiving federal funds is equally required to follow them as well. U.S. Department of Transportation’s publication of Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient Persons ensures people are not excluded from DOT assistance programs and activities simply due to communication.

Plan Summary

Augusta, Georgia has developed this Limited English Proficiency Plan (LEP) to help identify reasonable steps to provide language assistance for LEP persons seeking meaningful access to Augusta Transit services as required by Executive Order 13166. A Limited English Proficiency person is one who does not speak English as their primary language and who has a limited ability to read, write, or understand English.

Elements

The essential elements of a Limited English Proficiency Plan are as follow:

1. Identification of LEP persons
2. Identification of Language Assistance
3. Training Staff
4. Notices to LEP persons

This plan details procedures on how to identify a person who may need language assistance, the ways in which assistance may be provided, training staff, how to notify LEP persons that assistance is available, and information for future plan updates.

Four-Factor Analysis

The first two elements – Identification of LEP Persons, and Language Assistance - are conducted through a four-factor analysis. While determining the extent of the obligation to provide LEP services in the development of its plan, Augusta, Georgia through Augusta Transit Department and Augusta Planning and Development Department conducted the four-factor LEP analysis as it applies to public transit and metropolitan transportation planning relative to guidance under the U.S. Department of Transportation.

The four-factor analysis includes:

1. Identification of the number or proportion of LEP persons eligible in the AT service area who may be served or likely to encounter ARTS metropolitan transportation planning process and an AT program, activity, or service;
2. The frequency with which LEP individuals come in contact with ARTS, metropolitan transportation planning process, and an AT service.
3. The nature and importance of the program, activity, or service provided by the AT to the LEP population;
4. The resources available to the AT and overall cost to provide LEP assistance.

A brief description of these considerations for the ARTS metropolitan transportation planning process and AT services is provided in the following sections.

ARTS uses the four-factor analysis to identify the number of LEP persons, frequency of LEP persons utilizing the program, nature of the program, and availability and cost of resources. Data is compiled using 2010.

1st Factor: Number or proportions of LEP persons in ARTS

Table 16: Countywide LEP Population in ARTS MPO area

	Columbia		Richmond		Aiken		Edgefield	
Speak Only English	112,460	83%	179,418	87%	120,948	89%	1,186	90%
Speak English Only or Speak English "Very Well"	10,646	8%	9,973	5%	5,412	4%	36	3%
Speak English "Less than "Very Well"	4,588	3%	3,259	2%	2,201	2%	39	3%

Source: US Census Bureau, American Community Survey, 5-Year Estimates, 2018-2022

2nd Factor: Frequency of LEP person contact with ARTS

While the number of LEP persons in the ARTS area is relatively low, the frequency of how often they will utilize public transportation services in the region may increase. They will facilitate the requirements to develop appropriate strategies necessary to meet their language needs. It is this small yet growing number of LEP persons in the ARTS area who will make the most use of public transportation and ARTS staff will be prepared and ensure they receive the same quality services as everyone else in the region.

3rd Factor: Nature or importance of the program for LEP persons

Public input during various phases of the Metropolitan Transportation planning process and TIP. From public meetings regarding Transportation Improvement Programs to attending local speaker bureau and civic organization meetings, meeting local residents directly and exchanging information with them about local transportation issues helps ARTS understand and plan for their needs. Presentations, handouts, and

personal conversations are conducted with the public to show ARTS's commitment to the growing regional transportation network.

4th Factor: Availability of resources and overall costs

LEP plan is primarily funded through FTA Section 5303 program, assisting local and regional transportation agencies with resources necessary to meet the needs of LEP persons. Assistance through these programs comes in the form of the following initiatives for ARTS:

- Provide translation on an as-needed basis.
- Coordination with Board of Education to assist in data collection and analysis of LEP persons in the ARTS area.
- GIS analysis of LEP persons in the ARTS area and their use of transportation in urbanized and rural areas.
- Publication of ARTS documents in multiple languages upon request by the public.

Safe Harbor Stipulation

This stipulation of Title VI provides recipients of federal funds an absolute certainty means of verifying their compliance to Limited English Proficiency requirements through written translation. Safe Harbor is met when agencies provide a written translation of all vital documents for any language for groups of people that consist of 5% or 1,000 – whichever is less – of the people serviced by the agency. Not providing all translation does not constitute a breach of the safe harbor, simply a guideline in the event they seek to ensure absolute compliance. Oral communication can also be conducted in situations where extensive writing proves overburden to the agency.

AT implementation of the four-factor analysis relative to public transit services and operations:

1. Number and Proportion of (LEP) Persons Served or Encountered in the Service Area Population. The Augusta Transit (AT), has examined the information posted from the U.S. Census Bureau's report of 2010 on Richmond County, Georgia. As can be seen from the table at the end of this analysis, the area then had and may still have 181,028 persons altogether, including 2,896 persons (1.6% of the total population) who said they spoke English "less than very well". Of these LEP persons, a population of 11,168 were estimated as Limited-English persons, while a population of 3,334 were counted as persons who spoke a language other than English; German, French, Korean, Chinese, Arabic, Gujarathi, Vietnamese, Japanese, Persian, Thai, or Portuguese.

2. Frequency in which LEP Persons Come into Contact with the Program:

AT has never had a request for an interpreter. Supervisors report having little to no contact with LEP individuals who make themselves known by requesting assistance. Of the few requesting assistance, most are Hispanics. Supervisors say they have been able to handle questions by pointing to or writing down schedule information. Two supervisors have reported helping an LEP Asian Indian gentleman by phoning his wife or a friend, both of whom could function as an interpreter.

3. Nature or Importance of the Program

The parts of Richmond County served by AT including hospitals, schools, stores, libraries, parks, community centers, recreation facilities, government buildings, and numerous businesses (e.g., hotels) where LEP individuals may work. The Hispanic community (5,560 persons or 3% of the total population) constitutes the largest non-English group. (According to census tracts, Hispanics make up 2.17% of the population where AT provides route service.) AT has reached out to LEP members of this group by printing brochures and maps in Spanish and by advertising in El-Augustino, the area's monthly Hispanic newspaper.

4. Resources Available and Cost:

To assess the available resources, Augusta Georgia through AT has identified and contacted local individuals who are willing and able to interpret or translate for LEP Hispanics, and has learned of their fees. AT is exploring the feasibility of using the telephonic interpreting services of Language Line ([www. LanguageLine.com](http://www.LanguageLine.com)) to assist non-Hispanic LEP persons, and has contacted the East Central Georgia Regional Library about assembling a list of local organizations that can help with reaching and assisting current and potential LEP riders.

How to Identify an LEP Person Who Needs Language Assistance?

Below are tools to help identify persons who may need language assistance:

1. Examine records request for language assistance from past meetings and events to anticipate the possible need for assistance at upcoming meetings;
2. When AT-sponsored workshops or conferences are held, set up a sign-in sheet table, have a staff member greet, and briefly speak to each attendee. To informally gauge the attendee's ability to speak and understand English, ask a question that requires a full-sentence reply.
3. Have the Census Bureau's "I Speak Cards" at the workshop or conference sign-in sheet table. While staff may not be able to provide translation assistance at this meeting, cards are an excellent tool to identify language needs for future meetings. Also, have the cards available at the AT Customer Service Area; and
4. Survey drivers and other first-line staff on an annual basis at the beginning of each fiscal year regarding their experience of having any direct or indirect contact with LEP individuals.

Language Assistance Measures

Augusta Georgia through AT and APDD has or will implement the following LEP procedures. The creation of these steps are based on the very low percentage of persons speaking other languages or not speaking English at least "well", and the lack of resources available in the AT and ARTS service area:

1. Census Bureau's "Speak Cards" are to be located at the Customers Service window in the Transit Facility at all times.
2. When an interpreter is needed, in person or on the telephone, and the staff has exhausted the above options, staff will first attempt to determine what language is required. Staff shall use the telephone interpreter service- Language Line Service at <http://www.languageLine.com>. On the Language Line home page, the staff will select the Need an Interpreter Now link and follow the directions to receive and access the code.

Staff Training

This plan is part of each ARTS staff member's library, serving as a resource for Title VI requirements and policies currently in place. Certain staff members are proficient in other languages while others will be provided the necessary training so they too may interact with the public more directly. This document is made available both as a hard copy and online as a digital one so they may access it anywhere. The public may also obtain a copy of this for their reference in any language they require.

Training topics are listed below:

1. Understanding the Title VI policy and LEP responsibilities;
2. What language assistance services the AT offers;
3. Use of LEP "I Speak Cards";
4. How to use the Language Line interpretation and translation services;
5. Documentation of language assistance request;
6. How to handle a Title VI and / or LEP complaint (See Attachment E).

LEP Notifications

Augusta Georgia through ARTS regularly publicizes a local newsletter throughout the year in a variety of languages primarily but not limited to Spanish to ensure LEP persons are kept up to date on local transportation planning projects. ARTS and AT also publicizes notices and reviews of reports and publications through a variety of media outlets informing LEP persons of public transportation services and MPO transportation planning meetings. These initiatives include the following:

- Signs in Spanish and Asian (Korean) Languages on buses and at transit stations
- Local newspapers, news outlets, television and radio stations
- Neighborhood and faith-based organizations as well as stakeholder groups
- Presentations in schools, civic leagues, and speaker bureaus

The following are few options that ARTS and AT will incorporate when and /or if the need arises for LEP outreach:

1. If the staff knows that they will be presenting a topic that could be of potential importance to an LEP person or if staff will be hosting a meeting or a workshop in a geographic location with a known concentration of LEP persons, meeting notices, flyers, advertisements, and agendas will be printed in an alternative language, based on known LEP population in the area.
2. When running a general public meeting notice, staff will insert the clause, based on the LEP population and when relevant, that translates into "A (insert alternative Language) translator will be available". For example: "Un traductor del idioma español estará disponible" This means "A Spanish translator will be available".
3. Key printed materials, including but not limited to maps and (schedules in the future) will be translated and made available at the AT Transit Center, in the Office of Augusta Planning and Development Department, and in public places listed in ARTS public participation plan, onboard vehicles and in communities when a specific and concentrated LEP population is identified.

Continued efforts to reach out to the public will be implemented as funding become more available.

Monitoring and Updating to LEP Plan

The LEP Plan is monitored and updated along with the ARTS Participation Plan both of which are subject to review by the ARTS Technical Coordinating Committee and Citizen Advisory Committee. Both plans are also guiding public outreach tools as part of the ARTS MTP and TIP. All documents are available to the public in the primary LEP languages, Spanish and Asian (Korean), upon request.

At a minimum, AT will follow the Title VI Program update schedule for the LEP Plan. Each update should examine all plan components such as:

1. How many LEP persons were encountered?
2. Were their needs met?
3. What is the current LEP population in Augusta Georgia and ARTS MPO area?
4. Has there been a change in the types of languages where translation services are needed?
5. Is there still a need for continued language assistance for previously identified projects, plans, programs, and services? Are there other programs that should be included?
6. Have AT's available resources, such as technology, staff, and financial costs changed?
7. Has Augusta Georgia fulfilled the goals of the LEP Plan?
8. Were any complaints received?

Dissemination of the AT Limited English Proficiency Plan

Augusta Georgia through the APDD and AT will include the LEP plan on its websites (www.augustaga.gov) together with its Title IV Policy and Complaint Procedures. August Georgia's Notice of Rights under Title VI to the public posted in public places including Offices of APDD, AT, transit transfer facility, on all AT vehicles, and in selected printed materials also refers to the LEP Plan's availability.

Any person, including social service, nonprofit, and law enforcement agencies, and other community partners with internet access will be able to access the plan. Copies of the LEP Plan will be provided, on request, to any person(s) requesting the document via phone, in person, by mail or email. LEP person(s) may obtain copies/translations of the plan upon request. Any questions or comments regarding this plan should be directed to the Augusta Transit Department and Augusta Planning and Development Department.

LEP Complain Processing

The public is also permitted to use the Title VI Complaint forms for any violations they feel may have been made against them in regards to this LEP Plan. Title VI Complaint Form is provided in the Appendix as well as online.

S1601: LANGUAGE SPOKEN AT HOME

Table 17: American Community Survey (ACS) 5-Year Estimates, 2018-2022, of Population Language Spoken At Home in Richmond County, Georgia

	Total		Percent		Percent of specified language speakers							
Subject					Speak English only or speak English "very well"		Percent speak English only or speak English "very well"		Speak English less than "very well"		Percent speak English less than "very well"	
	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error	Estimate	Margin of Error
Population 5 years and over	192,650	±164	(X)	(X)	189,391	±615	98.3%	±0.3	3,259	±571	1.7%	±0.3
Speak only English	179,418	±1,067	93.1%	±0.6	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	13,232	±1,088	6.9%	±0.6	9,973	±990	75.4%	±3.9	3,259	±571	24.6%	±3.9
SPEAK A LANGUAGE OTHER THAN ENGLISH												
Spanish	7,242	±705	3.8%	±0.4	5,504	±689	76.0%	±5.8	1,738	±444	24.0%	±5.8
5 to 17 years old	1,538	±428	0.8%	±0.2	1,255	±445	81.6%	±12.9	283	±190	18.4%	±12.9
18 to 64 years old	4,945	±529	2.6%	±0.3	3,678	±517	74.4%	±6.2	1,267	±319	25.6%	±6.2
65 years old and over	759	±114	0.4%	±0.1	571	±148	75.2%	±16.4	188	±126	24.8%	±16.4
Other Indo-European languages	2,822	±713	1.5%	±0.4	2,383	±610	84.4%	±8.0	439	±261	15.6%	±8.0
5 to 17 years old	361	±266	0.2%	±0.1	361	±266	100.0%	±12.3	0	±34	0.0%	±12.3
18 to 64 years old	1,966	±644	1.0%	±0.3	1,594	±518	81.1%	±10.4	372	±254	18.9%	±10.4
65 years old and over	495	±182	0.3%	±0.1	428	±175	86.5%	±10.4	67	±51	13.5%	±10.4
Asian and Pacific Island languages	2,310	±374	1.2%	±0.2	1,351	±296	58.5%	±8.3	959	±247	41.5%	±8.3
5 to 17 years old	188	±142	0.1%	±0.1	113	±102	60.1%	±46.2	75	±115	39.9%	±46.2
18 to 64 years old	1,507	±313	0.8%	±0.2	933	±253	61.9%	±11.0	574	±205	38.1%	±11.0
65 years old and over	615	±80	0.3%	±0.1	305	±95	49.6%	±14.5	310	±100	50.4%	±14.5
Other languages	858	±338	0.4%	±0.2	735	±321	85.7%	±12.9	123	±112	14.3%	±12.9
5 to 17 years old	74	±94	0.0%	±0.1	0	±34	0.0%	±41.7	74	±94	100.0%	±41.7
18 to 64 years old	760	±331	0.4%	±0.2	718	±321	94.5%	±8.8	42	±68	5.5%	±8.8
65 years old and over	24	±30	0.0%	±0.1	17	±28	70.8%	±55.2	7	±11	29.2%	±55.2

CITIZENS 18 YEARS AND OVER												
All citizens 18 years old and over	156,275	±600	(X)	(X)	154,624	±596	98.9%	±0.2	1,651	±293	1.1%	±0.2
Speak only English	147,344	±1,038	94.3%	±0.6	(X)	(X)	(X)	(X)	(X)	(X)	(X)	(X)
Speak a language other than English	8,931	±889	5.7%	±0.6	7,280	±851	81.5%	±3.3	1,651	±293	18.5%	±3.3
Spanish	4,881	±595	3.1%	±0.4	4,025	±532	82.5%	±5.2	856	±277	17.5%	±5.2
Other languages	4,050	±749	2.6%	±0.5	3,255	±741	80.4%	±5.6	795	±195	19.6%	±5.6
Source: US Census Bureau, American Community Survey, 5-Year Estimates, 2018-2022												

APPENDICES

Appendix A: Title VI Program Checklist for All Grantees

All recipients should submit the following information to the Federal Transit Administration (FTA) as part of their Title VI Program. Sub-recipients shall submit the information below to their direct recipient.

Provision	Circular Reference	Citation in DOT Title VI Regulations or reference to the DOT Order on Environmental Justice	Reporting Requirement
Title VI Complaint Procedures	Chapter IV, part 2	49 CFR 21.9(b)	A copy of their procedures for filing a Title VI complaint INCLUDED AS ATTACHMENT
Record of Title VI investigations, complaints, or lawsuits	Chapter IV part 3	48 CFR 21.9(b)	A list of any Title VI investigations, complaints, or lawsuits filed with the agency since the time of the last submittal NO INVESTIGATIONS, COMPLAINTS OR LAWSUITS HAVE BEEN FILED SINCE THE LAST SUBMITTAL
Access to Services by Persons with Limited English Proficiency	Chapter IV, part 4	49 CFR 21.5(b) and the DOT Limited English Proficiency Guidelines	Either a copy of the agency's plan for providing access to meaningful activities and programs for persons with Limited English Proficiency which was based on the DOT Limited English Proficiency guidance or a copy of the agency's alternative framework for providing access to activities and programs. ACTIONS DESCRIBED IN PLAN NARRATIVE
Notifying beneficiaries of their rights under Title VI	Chapter IV part 5	49 CFR 21.9(d)	A notice that it complies with Title VI and procedures the public may follow to file a discrimination complaint. INCLUDED AS ATTACHMENT
Provision	Circular Reference	Citation in DOT Title VI Regulations or reference to the DOT Order on Environmental Justice	Reporting Requirement
Inclusive public participation	Chapter IV part 9	DOT Order 5610	A summary of public outreach and involvement activities undertaken since the last submission and a description of steps taken to ensure that minority persons had meaningful access to these activities. ACTIONS DESCRIBED IN PLAN NARRATIVE

Appendix B: Title VI Program Checklist for Recipients Serving Urbanized Areas with Populations of 200,000 People or Greater

All recipients providing service to geographic areas with 200,000 people or greater should submit the following information to the Federal Transit Administration (FTA) as part of their Title VI Program.

Provision	Circular Reference	Citation	Information to be included in the Title VI report
Demographic Data Collection	Chapter V, Part 1	49 CFR 21.9(b);	<p>Either demographic maps and charts prepared since the most recent decennial census, results of customer surveys that include demographic information, or demographic information on beneficiaries through the locally developed procedure.</p> <p>INCLUDED AS ATTACHMENT</p>
Service Standards	Chapter V, Part 2	49 CFR 21.5(b)(2); 49 CFR 21.5(b)(7); Attachment C to 49 CFR 21	<p>System-wide service standards (such as standards for vehicle load, vehicle headway, distribution of transit amenities, on-time performance, transit availability, and transit security).</p> <p>INCLUDED IN PLAN NARRATIVE</p>
Service Policies	Chapter V, Part 3	49 CFR 21.5(b)(2); 49 CFR 21.5(b)(7); Attachment C to 49 CFR 21	<p>System-wide policies (such as policies for vehicle assignment or transit security).</p> <p>INCLUDED IN PLAN NARRATIVE</p>
Equity Evaluation of Service and Fare Changes	Chapter V, Part 4	49 CFR 21.5(b)(2); 49CFR 21.5(b)(7); Attachment C to 49 CFR 21;	<p>An analysis of the impacts on minority and low-income populations of any significant service and fare changes that occurred since the previous report was submitted. INCLUDED IN PLAN NARRATIVE</p>
Monitoring	Chapter V, Part 5	49 CFR 21.5(b)(2); 49CFR 21.5(b)(7); Attachment C to 49 CFR 21;	<p>The results of either level of service monitoring, quality of service monitoring, analysis of customer surveys, or locally developed monitoring procedure.</p> <p>INCLUDED IN PLAN NARRATIVE</p>

Appendix C: FTA FISCAL YEAR 2023 CERTIFICATIONS AND ASSURANCES

Federal Fiscal Year 2023 Certifications and Assurances for FTA Assistance Programs

Name of Applicant: The Augusta Regional Transportation Study

The Applicant agrees to comply with applicable provisions of Categories 01 - 21. ✓

OR

The Applicant agrees to comply with applicable provisions of the Categories it has selected:

Category	Description	
1	Certifications and Assurances Required of Every Applicant	
2	Public Transportation Agency Safety Plans	_____
3	Tax Liability and Felony Convictions	
4	Lobbying	
5	Private Sector Protections	
6	Transit Asset Management Plan	
7	Rolling Stock Buy America Reviews and Bus Testing	_____
8	Urbanized Area Formula Grants Program	
9	Formula Grants for Rural Areas	
10	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____
12	Enhanced Mobility of Seniors and Individuals with Disabilities Programs	
13	State of Good Repair Grants	
14	Infrastructure Finance Programs	_____
15	Alcohol and Controlled Substances Testing	_____
16	Rail Safety Training and Oversight	
17	Demand Response Service	
18	Interest and Financing Costs	_____
19	Cybersecurity Certification for Rail Rolling Stock Operations	
20	Tribal Transit Programs	
21	Emergency Relief Program	

Federal Fiscal Year 2023 FTA Certifications and Assurances Signature Page

Required of all Applicants for federal assistance to be awarded by FTA in FY 2025.

AFFIRMATION OF APPLICANT

Name of Applicant: The Augusta Regional Transportation Study

Name and Relationship of the Authorized Representative: Carla Delaney, MPO Project Director

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2025, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek, federal assistance to be awarded during federal fiscal year 2025.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute.

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature: 

Date: 12/5/2023

Name and Relationship of the Authorized Representative: Carla Delaney, MPO Project Director

AFFIRMATION OF APPLICANT'S ATTORNEY

For: The Augusta Regional Transportation Study

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature: Wayne Brown Date: 1-2-24

Name of Attorney for Applicant: Wayne Brown

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

**CERTIFICATION
OF THE
AUGUSTA REGIONAL TRANSPORTATION STUDY
METROPOLITAN PLANNING ORGANIZATION**

Be it known to all, the below signees do hereby endorse and certify the Augusta Regional Transportation Study MPO, and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

- 1. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**
 - a) Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
 - b) All major modes of transportation are members of the MPO
 - c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
 - d) Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
 - e) Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
 - f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
 - g) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).
- UPWP (23 CFR Part 450.308)**
 - a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
 - b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
 - c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
 - d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.

- e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.

LRTP/MTP (23 CFR Part 450.324)

- a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
 - b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
 - c) The LRTP/MTP is fiscally constrained.
 - d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).
 - e) All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.
 - f) The LRTP/MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
 - g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
 - h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - i) The transit authority's planning process is coordinated with the MPO's planning process.
 - j) In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP/MTP in accordance with 40 CFR Part 93.
-
- a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
 - b) Each project included in the TIP is consistent with the LRTP/MTP.
 - c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
 - d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
 - e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
 - f) The MPO TIP is included in the STIP by reference, without modification.
 - g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - h) In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan (23 CFR Part 450.316)

- a) A 45-day comment period was provided before the Participation Plan was adopted/revised.
- b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
- d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
- g) Additional time is provided if the "final" document is significantly different from the draft originally made available for public review.
- h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.

List of Obligated Projects (23 CFR Part 450.334)

- a) The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- b) The annual listing is made available to the public via the TIP or the LRTP/MTP.

In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

- a) The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- e) The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- f) If applicable, the MPO ensures priority programming and expeditious implementation of

TCMs from the STIP.

- III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21
 - a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
 - b) The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
 - c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
 - d) The MPO has a documented policy on how Title VI complaints will be handled.
 - e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
 - f) As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity
 - a) The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects
 - a) The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts
 - a) The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38
 - a) The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights

Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally- Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.

- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance
- a) The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.
- IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender
- a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
 - b) The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;
- X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.
- a) The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments.


Dr. William Molnar, Policy Committee Chairman
Augusta Regional Transportation Study (ARTS) Metropolitan Planning Organization
Date: 7/11/23


Digitally signed by Vivian Canizares
Date: 2023.09.28 10:18:48-04'00'
Vivian Canizares, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning
Date


Digitally signed by Matt Markham
Date: 2023.09.28 10:34:18 -04'00'
Matthew Markham, Deputy Director of Planning
Georgia Department of Transportation, Office of Planning
Date

Appendix E: AUGUSTA TRANSIT (AT) TITLE VI PUBLIC COMPLAINT PROCESS

If you believe that you have been excluded from participation in, been denied the benefits of, or been subjected to discrimination under any Augusta, Georgia service, program, or activity receiving federal financial assistance, including, but not limited to, service, projects, or activities provided by or administered by the Augusta Planning and Development Department, the Augusta Transit Department, the Augusta Engineering Department, you may file an official Title VI Complaint with the Office of The Administrator of Augusta, Georgia and/or the designated representative, (hereafter "Title VI

Coordinator”). The following steps describe the procedures to file a complaint and how Augusta, Georgia will respond.

1. The complaint must be submitted to the Title VI Coordinator no later than thirty (30) working days after the date of the alleged discrimination.
2. A Title VI Complaint Form can be obtained by calling (706) 821-1721, (706) 821-1796 or by downloading the form from these websites at www.augustaga.gov; <http://www.augustaga.gov/290/Planning-and-Development>; and www.augustaga.gov/arts
3. Please provide the following information on the complaint form or you may submit a signed written statement that contains all of the following written information:
 - Your name, address and how to contact you (phone number, email address, etc.);
 - The basis of the alleged discrimination complaint (race, color, or national origin);
 - How, why, when, and where you believe you were excluded from participation in, were denied the benefits of, or were subjected to discrimination. If the alleged incident occurred on the bus, give date, time of day, and bus number if available;
 - Include the location, names, and contact information of any witnesses;
 - Indicate whether you have filed the complainant with Federal Transit Administration; and
 - You must sign your letter of complaint.

If you, as the complainant, are unable to read and/or write a complaint, the Title VI Coordinator will assist you with the complaint. Augusta, Georgia is committed to providing open access to its services to persons with limited ability to speak or understand English; if requested by complainant, the Title VI Coordinator will provide language translation services.

4. The complaint shall be sent to any of the following address:

Office of the Administrator
535 Telfair Street, Suite 910, Augusta, GA 30901

Augusta Transit Department
2844 Regency Blvd, Augusta, GA 30904

Augusta Planning and Development Department
535 Telfair Street, Suite 300, Augusta, GA 30901

5. All complaints will be investigated promptly. Reasonable measures will be undertaken to preserve any information that is confidential. The Title VI Coordinator will review every complaint, and when necessary, begin the investigation process. At a minimum the investigating will:
 - Identify and review all relevant documents, practices and procedures;
 - Identify and interview persons with knowledge of the alleged discrimination, that is, the person making the complaint; witnesses or anyone identified by the Complainant; anyone who may have been subject to similar activity, or anyone with relevant information.
6. Upon completion of the investigation, the Title VI Coordinator will complete a final report for Augusta, Georgia. The investigation process and final report should take no longer than ninety (90) days after

receipt of the complaint. If a Title VI violation is found to exist, remedial steps as appropriate and necessary will be taken immediately. The Complainant will also receive a copy of the final report together with any remedial steps.

If no violation is found and the complainant wishes to appeal the decision, he or she may contact the Federal Transit Administration, 230 Peachtree Street NW, Suite 800, Atlanta, GA 30303 Attention: Regional Civil Rights Officer, or by calling (404) 865-5628, or web site http://www.fta.dot.gov/civilrights/title6/civil_rights_5104.html

Complainants may also file their initial Title VI complaint directly to the Federal Transit Administration no later than 180 days after the date of the alleged discrimination.

APPENDIX F: TITLE VI COMPLAINT FORM AUGUSTA, GEORGIA

File # _____

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

AT works to ensure nondiscriminatory transportation in support of our mission to provide quality, dependable, safe, accessible, and affordable transit service, to enhance the social and economic quality of life for all Augusta-Richmond County citizens. AT’s Title VI Coordinator is responsible for the Civil Rights Compliance and Monitoring to ensure the non-discriminatory provision of transit services and programs.

Complainant Name _____

Mailing Address _____

Telephone Numbers _____

(Home)

(Work)

Email Address _____

List type of discrimination (please check all that apply):

Race () Color () National Origin ()

Other _____

Please indicate your race/color, if it is a basis of your complaint _____

Please describe your national origin, if it is a basis of your complaint _____

Location where incident occurred _____

Time and date of incident _____

Name/Position title of the person who allegedly subjected you to Title VI discrimination:

Briefly describe the incident (use a separate sheet, if necessary): _____

Did anyone else witness the incident? Yes () No ()

List witnesses (Use a separate sheet, if necessary)

Name _____

Address _____

Telephone Number _____

Name _____

Address _____

Telephone Number _____

Have you filed a complaint about the alleged discrimination with the Federal Transit Administration?

Yes () No () If yes, when? _____

Signature _____

Date _____

Appendix G: AUGUSTA TRANSIT'S FARE/SERVICE CHANGE POLICY AND PROCEDURES

The policy of Augusta Transit is to evaluate transit fares and routes every three years or when needed. In the event there is a need for a change in fares, elimination or reduction of services and that change affects at least 20% of the ridership, Augusta Transit will schedule a public hearing. The purpose of the public hearing will be to solicit comments from transit riders and the public regarding the proposed changes.

Augusta Transit's procedures for informing the public are as follows:

1. Notices of Public Hearings will be published in local newspapers: The Augusta Chronicle, Metro Courier, and El-Augustino. Notices will also be given to all media outlets for maximum coverage.
2. Notices of Public Hearings will be posted in all transit vehicles and at the Downtown Transfer Facility.
3. Conduct the public meeting.
4. Review and consider comments made at the public hearing.
5. Submit recommendations for fare/service changes to the Public Services Committee for approval.
6. Submit the recommendations by the Public Services Committee to the Full Commission for final approval.
7. Upon receiving approval from the Full Commission, fare/service changes will be implemented within 30 days after the date of approval

APPENDIX H: Augusta Transit Demographics Charts

Title VI PLAN

APDD – Internal Use Only

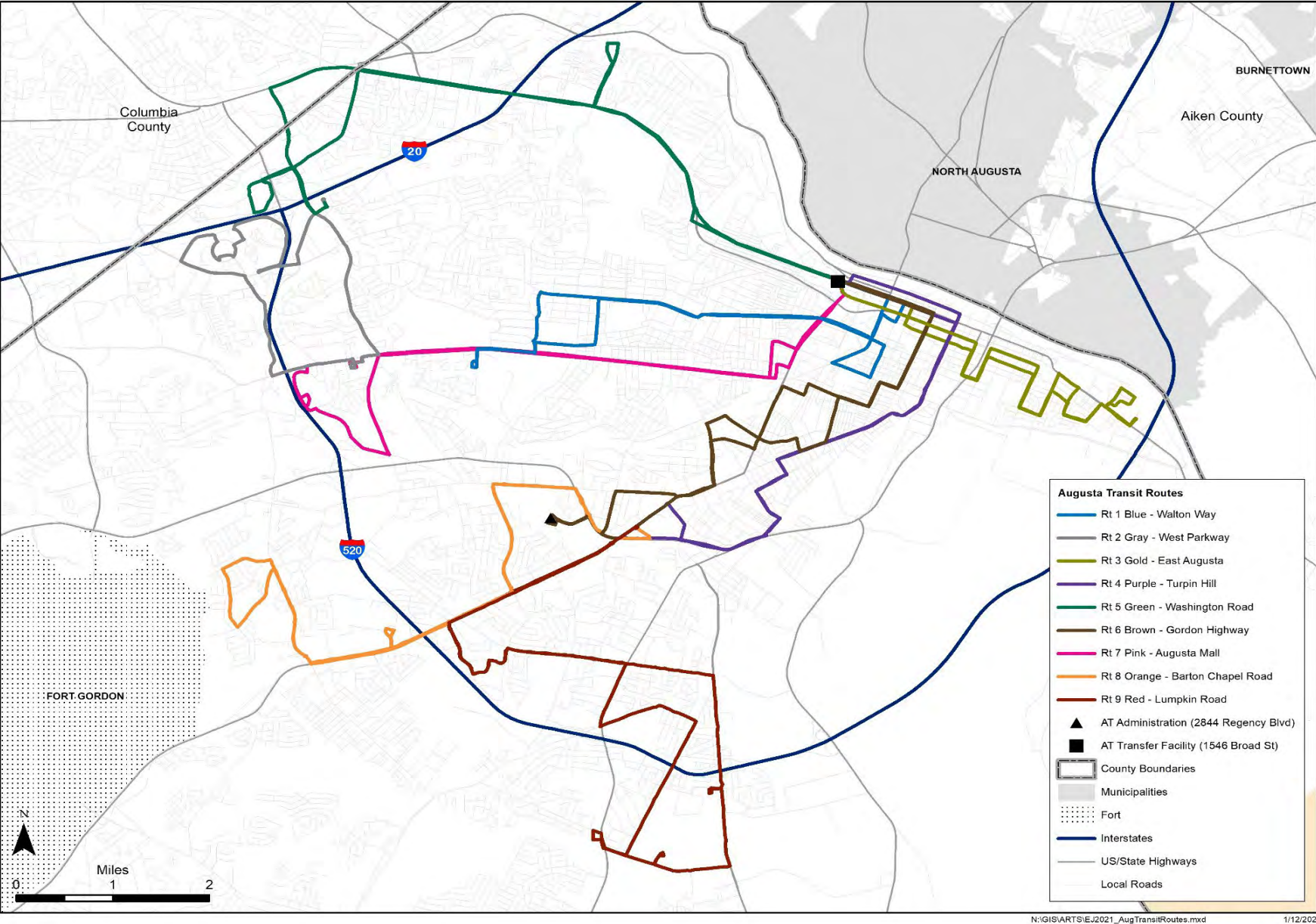
Title VI PLAN

Augusta Transit Service Area: Population/ Race Distribution Chart																	
2020 Census	Total Population	Black Pop.		Hispanic Pop.		Native American Pop.		Asian Pop.		Native Hawaiian and Other Pacific Islander Pop.		Other Race Pop.		Two or More Races Pop.		Total Minority Pop.	
Tract	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
1	3754	1239	33.00%	146	3.89%	14	0.37%	48	1.28%	8	0.21%	64	1.70%	182	4.85%	1555	41.42%
2	2679	1514	56.51%	85	3.17%	16	0.60%	19	0.71%	4	0.15%	23	0.86%	159	5.94%	1735	64.76%
3	1105	660	59.73%	24	2.17%	7	0.63%	1	0.09%	0	0.00%	17	1.54%	91	8.24%	776	70.23%
6	2254	1451	64.37%	66	2.93%	2	0.09%	13	0.58%	0	0.00%	27	1.20%	87	3.86%	1580	70.10%
7	1155	942	81.56%	19	1.65%	2	0.17%	17	1.47%	2	0.17%	7	0.61%	37	3.20%	1007	87.19%
10	2681	1168	43.57%	156	5.82%	4	0.15%	82	3.06%	0	0.00%	55	2.05%	149	5.56%	1458	54.38%
11	1725	78	4.52%	51	2.96%	5	0.29%	45	2.61%	4	0.23%	12	0.70%	59	3.42%	203	11.77%
12	4501	2188	48.61%	173	3.84%	15	0.33%	48	1.07%	4	0.09%	41	0.91%	245	5.44%	2541	56.45%
13	1261	734	58.21%	32	2.54%	1	0.08%	16	1.27%	0	0.00%	18	1.43%	51	4.04%	820	65.03%
14	1194	1037	86.85%	22	1.84%	0	0.00%	23	1.93%	2	0.17%	14	1.17%	42	3.52%	1118	93.63%
16.02	4022	991	24.64%	106	2.64%	7	0.17%	65	1.62%	2	0.05%	45	1.12%	177	4.40%	1287	32.00%
16.03	1504	894	59.44%	82	5.45%	6	0.40%	24	1.60%	6	0.40%	28	1.86%	87	5.78%	1045	69.48%
16.04	3431	2655	77.38%	189	5.51%	14	0.41%	77	2.24%	6	0.17%	72	2.10%	177	5.16%	3001	87.47%
101.01	2969	353	11.89%	121	4.08%	11	0.37%	107	3.60%	8	0.27%	45	1.52%	197	6.64%	721	24.28%
101.04	4512	1922	42.60%	252	5.59%	12	0.27%	242	5.36%	6	0.13%	103	2.28%	279	6.18%	2564	56.83%
101.05	4916	983	20.00%	271	5.51%	14	0.28%	153	3.11%	8	0.16%	93	1.89%	382	7.77%	1633	33.22%
101.07	2496	991	39.70%	103	4.13%	7	0.28%	112	4.49%	0	0.00%	31	1.24%	151	6.05%	1292	51.76%
101.08	2327	1452	62.40%	175	7.52%	6	0.26%	69	2.97%	8	0.34%	72	3.09%	117	5.03%	1724	74.09%
101.09	3464	1002	28.93%	199	5.74%	4	0.12%	144	4.16%	11	0.32%	78	2.25%	234	6.76%	1473	42.52%
102.01	5372	880	16.38%	197	3.67%	6	0.11%	142	2.64%	10	0.19%	57	1.06%	343	6.38%	1438	26.77%

Augusta Transit Service Area: Population/ Race Distribution Chart																	
2020 Census	Total Population	Black Pop.		Hispanic Pop.		Native American Pop.		Asian Pop.		Native Hawaiian and Other Pacific Islander Pop.		Other Race Pop.		Two or More Races Pop.		Total Minority Pop.	
Tract	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
102.03	4375	2404	54.95%	330	7.54%	23	0.53%	122	2.79%	51	1.17%	131	2.99%	314	7.18%	3045	69.60%
102.05	2192	1023	46.67%	154	7.03%	6	0.27%	98	4.47%	3	0.14%	75	3.42%	137	6.25%	1342	61.22%
102.06	4940	2067	41.84%	251	5.08%	12	0.24%	207	4.19%	7	0.14%	90	1.82%	334	6.76%	2717	55.00%
102.07	5782	3490	60.36%	369	6.38%	17	0.29%	82	1.42%	2	0.03%	122	2.11%	362	6.26%	4075	70.48%
102.08	6392	4304	67.33%	353	5.52%	30	0.47%	294	4.60%	12	0.19%	150	2.35%	427	6.68%	5217	81.62%
103	4768	3730	78.23%	204	4.28%	6	0.13%	28	0.59%	3	0.06%	115	2.41%	167	3.50%	4049	84.92%
104	3555	2954	83.09%	113	3.18%	15	0.42%	7	0.20%	1	0.03%	69	1.94%	116	3.26%	3162	88.95%
105.06	4485	2984	66.53%	165	3.68%	18	0.40%	18	0.40%	2	0.04%	79	1.76%	163	3.63%	3264	72.78%
105.07	5765	4174	72.40%	342	5.93%	20	0.35%	52	0.90%	10	0.17%	167	2.90%	299	5.19%	4722	81.91%
105.08	3514	2262	64.37%	182	5.18%	5	0.14%	33	0.94%	2	0.06%	101	2.87%	202	5.75%	2605	74.13%
105.09	4261	2583	60.62%	152	3.57%	17	0.40%	40	0.94%	9	0.21%	56	1.31%	205	4.81%	2910	68.29%
105.1	4976	2774	55.75%	179	3.60%	7	0.14%	46	0.92%	0	0.00%	89	1.79%	185	3.72%	3101	62.32%
105.11	3490	2387	68.40%	136	3.90%	6	0.17%	9	0.26%	0	0.00%	58	1.66%	157	4.50%	2617	74.99%
105.12	4743	3843	81.02%	290	6.11%	15	0.32%	44	0.93%	2	0.04%	144	3.04%	235	4.95%	4283	90.30%
105.13	3272	2609	79.74%	93	2.84%	3	0.09%	27	0.83%	7	0.21%	41	1.25%	159	4.86%	2846	86.98%
105.14	3733	3140	84.11%	187	5.01%	10	0.27%	29	0.78%	3	0.08%	75	2.01%	171	4.58%	3428	91.83%
105.15	3625	2174	59.97%	481	13.27%	21	0.58%	34	0.94%	3	0.08%	305	8.41%	249	6.87%	2786	76.86%
106.01	2431	2169	89.22%	51	2.10%	2	0.08%	16	0.66%	0	0.00%	15	0.62%	66	2.71%	2268	93.29%
106.02	2451	2327	94.94%	25	1.02%	1	0.04%	6	0.24%	3	0.12%	12	0.49%	66	2.69%	2415	98.53%
107.06	6045	3230	53.43%	349	5.77%	37	0.61%	53	0.88%	6	0.10%	173	2.86%	357	5.91%	3856	63.79%
107.07	2914	2428	83.32%	97	3.33%	28	0.96%	25	0.86%	2	0.07%	26	0.89%	130	4.46%	2639	90.56%
107.08	5584	4319	77.35%	263	4.71%	26	0.47%	64	1.15%	12	0.21%	117	2.10%	294	5.27%	4832	86.53%
107.09	4929	4255	86.33%	237	4.81%	7	0.14%	45	0.91%	12	0.24%	97	1.97%	202	4.10%	4618	93.69%
107.1	5743	3476	60.53%	393	6.84%	42	0.73%	89	1.55%	36	0.63%	185	3.22%	321	5.59%	4149	72.24%
107.11	3496	2321	66.39%	172	4.92%	13	0.37%	50	1.43%	21	0.60%	64	1.83%	194	5.55%	2663	76.17%
107.13	5476	4540	82.91%	217	3.96%	20	0.37%	117	2.14%	19	0.35%	60	1.10%	226	4.13%	4982	90.98%

Augusta Transit Service Area: Population/ Race Distribution Chart																	
2020 Census	Total Population	Black Pop.		Hispanic Pop.		Native American Pop.		Asian Pop.		Native Hawaiian and Other Pacific Islander Pop.		Other Race Pop.		Two or More Races Pop.		Total Minority Pop.	
Tract	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
107.14	3425	2865	83.65%	147	4.29%	14	0.41%	43	1.26%	11	0.32%	51	1.49%	189	5.52%	3173	92.64%
108.01	2189	462	21.11%	405	18.50%	10	0.46%	68	3.11%	24	1.10%	91	4.16%	415	18.96%	1070	48.88%
108.02	6177	398	6.44%	1721	27.86%	1	0.02%	446	7.22%	7	0.11%	702	11.36%	595	9.63%	2149	34.79%
109.03	5019	1546	30.80%	230	4.58%	33	0.66%	22	0.44%	11	0.22%	68	1.35%	319	6.36%	1999	39.83%
109.04	3639	1655	45.48%	137	3.76%	12	0.33%	44	1.21%	7	0.19%	72	1.98%	239	6.57%	2029	55.76%
109.05	4841	1019	21.05%	206	4.26%	25	0.52%	15	0.31%	12	0.25%	77	1.59%	326	6.73%	1474	30.45%
109.07	2104	659	31.32%	87	4.13%	6	0.29%	23	1.09%	12	0.57%	43	2.04%	135	6.42%	878	41.73%
109.08	4559	1602	35.14%	158	3.47%	15	0.33%	53	1.16%	10	0.22%	52	1.14%	264	5.79%	1996	43.78%
110	1946	945	48.56%	44	2.26%	11	0.57%	68	3.49%	5	0.26%	21	1.08%	76	3.91%	1126	57.86%
111	2449	1949	79.58%	60	2.45%	3	0.12%	111	4.53%	0	0.00%	27	1.10%	64	2.61%	2154	87.95%
Source: US Census Bureau, 2020 Decennial Census																	

APPENDIX I: Augusta Transit Route Map



A. PURPOSE

PLANEAR SU VIAJE ES SIMPLE...

1. Empezar por encontrar su destino en el mapa al reverso.
2. Encuentre el punto de partida donde puede abordar el autobús y vaya a la parada más próxima.
3. Decida cual ruta o rutas debe tomar. Algunos viajes requieren más de un autobús, lo cual quiere decir que usted debe pasarse de un autobús a otro.
4. Si debe pasarse, encuentre el cruce de las dos rutas. Aquí es donde usted se bajará del primer autobús y abordará el segundo.
5. Planee llegar a su parada de autobús de acuerdo a la hora anunciada en la "tarjeta de ruta individual" para su ruta. (Las tarjetas de ruta están disponibles en la Estación de Autobuses o en la Internet)

ABORDANDO EL AUTOBÚS

Encontrando Su Parada de Autobús

Los rótulos de paradas de autobús están colocados por toda la ciudad a lo largo de las rutas. Encuentre la parada de autobús más cercana y espere que el autobús llegue a su parada. Tenemos más de cien paradas de autobús con techo y bancos para su comodidad mientras espera.

Encontrando Su Autobús

Cuando vea venir el autobús, asegúrese que es el autobús correcto, leyendo el número de ruta y destino en el rótulo en la parte delantera del autobús. Si piensa pasarse a otro autobús, pídale al conductor una boleto de transferencia ("transfer slip").

- Párese a plena vista del conductor del autobús y levante su brazo o póngase de pie si está sentado, para que el conductor sepa que usted quiere abordar el autobús.
- Por favor deje que primero se bajen los pasajeros antes de abordar.

Pagando su Tarifa - Cambio Exacto

Dinero efectivo, pases y boletos de transferencia pueden ser utilizados en todos los autobuses. Si usa dinero en efectivo debe utilizar el pago exacto - los conductores no llevan cambio.

- Por favor entregue el pago exacto, lábralo para depositarlo en la caja de tarifas.
- Coloque los monedas en la parte superior izquierda y los billetes en la parte superior derecha de la caja.

Pasarse de un Autobús a otro es Fácil

Si usted necesita ir a más de un autobús por día, cuando su boleto pida al conductor un boleto de transferencia. Transferirle cuando aborde el siguiente autobús. El boleto de transferencia cuesta \$0.50 para tarifa regular y \$0.25 para tarifa de descuento. Los billetes de transferencia no pueden ser utilizados para viajar en la dirección opuesta o para hacer su viaje de vuelta.

Bajándose del Autobús

La mayor parte del tiempo los conductores pasarán paradas sin detenerse si nadie está esperando el autobús, o no se que un pasajero le pida detenerse. Avísele al conductor tirando del cordón o barra sobre la ventana. Por favor avise con suficiente tiempo para que el autobús se detenga suavemente.

PASES Y TARIFAS

Los pases permiten viajes ilimitados durante un mes o una semana por un bajo precio. Están disponibles en la Estación de Autobuses en la calle Broad.

Tarifas	Tarifas de Descuento*	
Tarifa Regular	\$ 1.25	\$ 0.60
Tarifa de transferencia	\$ 0.50	\$ 0.25

Pases

Pase Semanal (ilimitado)	\$ 15.00	\$ 7.50
Pase Mensual (ilimitado)	\$ 50.00	\$ 25.00

Las Tarifas de Descuento* son para personas mayores de 65 años, incapacitados con tarjeta de Medicare, con identificación de APT o APD y para estudiantes. Debe presentar la identificación necesaria para recibir la tarifa de descuento. Tarifa de Estudiante - los descuentos están disponibles entre 6:00 AM y 5:00 PM, Lunes a Viernes, durante el año escolar.

Estudiantes de Universidad viajan gratis

Los estudiantes de universidades locales viajan gratis en el autobús con la identificación adecuada del semestre o cuatrimestre actual de las siguientes universidades:

- Augusta State University
- Paine College
- Augusta Technical College

TIPS PARA SU VIAJE

Asientos de Cortesía

Los asientos delanteros están reservados para pasajeros de edad avanzada y para personas con discapacidades.

Accesibilidad de Sillas de Ruedas

Todos los autobuses del APT (Transporte Público de Augusta) tienen rampas para el acceso fácil de pasajeros en sillas de ruedas o que tienen dificultad subiendo escaleras.

No se permiten Animales, Fumar o Comida

Visite nuestra página de Internet:
http://www.augusta.gov/departments/public_transport.html

Downtown Augusta

The Augusta Regional Transportation Study (ARTS) Participation Plan is designed to ensure timely and meaningful input into the metropolitan transportation planning process. The Participation Plan outlines the process to involve all interested parties in the regional transportation planning process and the development and amendment of major transportation studies undertaken as part of ARTS. The overall objective is to provide a process that is proactive, provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement. The Participation Plan replaces the ARTS Public Involvement Policy adopted on October 22, 1998. The update is in response to changes to the metropolitan transportation planning process. This Plan fulfills requirements outlined in the Final Rule for Statewide and Metropolitan Transportation Planning as published in the Federal Register on February 14, 2007, by the Federal Highway Administration and Federal Transit Administration. The rules were effective on March 16, 2007. The regulations are a result of the passage of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) (Pub. L. 109-59, August 10, 2005).

B. INTRODUCTION

The Augusta Regional Transportation Study (ARTS) is the transportation planning process established for the Augusta GA – Aiken SC urbanized area. The Federal-Aid Highway Act of 1962 established the requirement for transportation planning in urban areas throughout the country. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century, adopted in 1998, and SAFETEA-LU, enacted on August 10, 2005, are the most recent laws extending the federal requirement for transportation planning.

In keeping with the original federal mandate, the ARTS planning process is cooperative, continuous, and comprehensive. The ARTS planning process is cooperative because it brings together local elected officials, state and federal transportation personnel, citizens, and other interested parties to plan and program transportation projects. ARTS participants continuously evaluate transportation needs and plan for long-term improvements. The ARTS process is comprehensive because it considers all modes of transportation, including cars, trucks, buses, airplanes, railroads, bicycles, and pedestrians.

The ARTS area includes the urbanized part of the Augusta region, as defined by the U. S. Bureau of Census, plus the area expected to become urbanized over the next twenty years. The study area now encompasses an area that includes all of Richmond County, Georgia, part of Columbia County, Georgia, the Fort Gordon Military Reservation, part of Aiken County, South Carolina, and part of Edgefield County, South Carolina. Incorporated places within the study area include the Georgia cities of Augusta, Hephzibah, Blythe and Grovetown, and the South Carolina cities of Aiken, North Augusta, and Burnetown.

ARTS Committees

The ARTS planning process is guided by four committees: the Policy Committee (PC), the South Carolina Policy Subcommittee, the Technical Coordinating Committee (TCC), and the Citizens Advisory Committee (CAC). The Policy Committee meets quarterly and is responsible for prioritizing projects and making final decisions on ARTS planning and programming issues. The committee is comprised of local elected officials, representatives of the Georgia and South Carolina Departments of Transportation, representatives of the Federal Highway Administration and Federal Transit Administration, the ARTS Project Director, and the

Chairman of the CAC. The South Carolina Policy Subcommittee serves in an advisory capacity to the Policy Committee, and is responsible for insuring that the South Carolina portion of ARTS is kept up-to-date. The South Carolina Subcommittee is comprised of local elected officials (voting members), and federal, state and local appointed personnel (nonvoting members) representing the South Carolina part of the study area.

The Technical Coordinating Committee (TCC) meets 6 times each year, normally in conjunction with the Citizens Advisory Committee, and is responsible for completing all technical work related to the ARTS planning process. The TCC maintains all of the required transportation related documentation, and serves in an advisory capacity to both the Policy Committee

and Citizens Advisory Committee. The TCC is comprised of transportation engineers, planners, and managers from the federal, state, and local levels.

The Citizens Advisory Committee (CAC) meets 6 times each year, normally in conjunction with the TCC, and is responsible for providing citizen input on all aspects of the ARTS planning process. The CAC is comprised of citizens from throughout the urban area. The role of the CAC is crucial to the success of the ARTS transportation planning process.

ARTS Staff

The Augusta Planning & Development Department (APDD) is the designated Metropolitan Planning Organization (MPO) for the ARTS. The Director of the APDD is the ARTS Project Director and is responsible for overall supervision of staff work on the planning process. In addition to staff of the APDD, employees of the Georgia Department of Transportation (GDOT), the South Carolina Department of Transportation (SCDOT), the Aiken County Planning and Development Department (ACPDD), and the Lower Savannah Council of Governments (LSCOG) are involved in ARTS planning activities. The ACPDD staff is responsible for planning activities in the Aiken County part of the study area. The LSCOG is responsible for planning and administrative activities for Aiken County Transit. Planners with GDOT and the SCDOT coordinate state-level aspects of any studies, assist with technical analysis, and play a major role in the development and utilization of the ARTS travel demand model.

C. PARTICIPATION STRATEGY

The ARTS Participation Plan encompasses five (5) components: Consultation, Public Access, Public Outreach and Education, Public Input and Evaluation

i. CONSULTATION

OBJECTIVE: To ensure that major regional transportation documents, including the Participation Plan, are developed in consultation with the general public and other interested parties, and reflect existing and future plans for development of the region. This also involves efforts to identify and include all interested parties in the transportation planning process. The following strategies shall be used to achieve this objective:

Consultation Strategies

1. The MPO shall maintain and update a list of stakeholders, and potential stakeholders, for the purpose of disseminating information about ARTS transportation plans and projects. Special attention shall be given to include members of potentially underserved groups.
2. The MPO has identified and involved groups that are traditionally underserved in the ARTS area in the transportation planning process. The ARTS will create and initiate a method (through census, GIS or other similar means) to identify those communities with high concentrations of minority, low-income, disabled or elderly populations. In addition, the MPO will also identify media that serves these communities and maintain a mailing/contact list to notify these media outlets of all regularly scheduled ARTS committee meetings.
3. The MTP and TIP shall be prepared and / or amended by the MPO in consultation, as appropriate, with agencies and officials responsible for other planning activities in the study area. This consultation shall include, as appropriate, contacts with State, local, Indian Tribe and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation and historic preservation.

During the development of the ARTS MTP and TIP the MPO will compare available plans, maps and inventories from state and local resource agencies to determine which resource will be directly or indirectly affected by the plan or program. The consultation process will include the following steps:

- An initial identification of the resources and responsible agencies likely to be affected by the plan or program
- A review of available information (plans, maps and inventories) derived from agency websites

- Consult with the responsible agency or agencies regarding the potential impact of the plan or program
 - Document action taken in the consultation process, including acknowledging the receipt of comments and suggestions from resource agencies, for inclusion in the ARTS MTP and TIP.
4. The MTP and TIP shall be prepared by the MPO with due consideration of governmental agencies and nonprofit organizations (including representatives of the agencies and organizations) that receive federal assistance from a source other than the U.S. Department of Transportation.
 5. The procedures for processing administrative modifications and amendments to the MTP and TIP shall be the same as those published by the Georgia Department of Transportation in December 2009 and included as Appendix G (as amended on March 4, 2010).

ii. PUBLIC ACCESS

OBJECTIVE: To ensure that the general public and other interested parties have timely and convenient access to agendas, meetings, documents and other information related to the regional transportation planning process. The following strategies shall be used to achieve this objective:

Public Access Strategies

1. All ARTS plans and documents shall be made available for the public to review at the ARTS office. Copies and summaries of draft documents also will be available for public review in planning offices and other locations in Richmond, Aiken and Columbia Counties (see Appendix for locations). Single copies of the current ARTS plans and documents shall be provided free of charge upon request. Copies of the Transportation Improvement Program (TIP) and Metropolitan Transportation Plan shall be distributed to all other participating agencies.
2. Updates to and amendments of the MTP and TIP will be available for a 30-day public review and comment period. A 15-day public review and comment period is allowed in the event of special circumstances. Special circumstances are limited to instances in which time constraints would cause the MPO to miss a deadline for approval of a project or projects (As amended on February 8, 2010).
3. The development of the ARTS Participation Plan, and any future amendments to the plan, will be subject to a 45-day public review and comment period
4. The MPO shall provide reasonable access to technical and policy information used in the development of the MTP and TIP.
5. The MPO shall provide, upon request and 48-hour notice, assistance to those with special needs, at ARTS meetings.
6. Public meetings will be held at convenient and accessible locations and times. All meetings, public hearings and formal events of the ARTS shall be held in facilities that are accessible by persons with disabilities. Generally speaking, meetings will be held at public facilities (see Appendix for locations), on weekday evenings and at locations that are handicapped accessible and served by public transit.

iii. PUBLIC OUTREACH AND EDUCATION

OBJECTIVE: To use effective tools and techniques to provide information about the regional transportation plans and issues to the general public and other stakeholders. The desired outcome is that the public provides meaningful input on a transportation plan or issue based upon accurate and complete information and the potential impact of alternative actions. The following strategies shall be used to achieve this objective:

Public Outreach and Education Strategies

1. All ARTS meeting agendas will be distributed at least seven (7) days in advance to all committee members, area media outlets and other interested parties. Agendas and minutes of meetings will be posted on the ARTS web site.

2. All public meeting notices and notices or public review and comment periods will be published at least seven (7) days in advance of the meeting date or the start of the review and comment period. The notices also will be posted on the ARTS web site.
3. The MPO will provide the media with information pertaining to the adoption, revision or amendment of all MPO plans at least seven (7) days prior to the date of the final action.
4. Use the following tools and techniques to inform the media, general public and other interested parties about transportation plans, programs and activities:
 - a. Press Releases – Used to announce upcoming meetings and activities and to provide information on specific issues related to transportation planning.
 - b. Print Display Ads – Used to advertise public meetings and review and comment periods for transportation plans and projects. Display ads are published in area newspapers and distributed at public facilities throughout the ARTS area.
 - c. Fact Sheets and Brochures– Used to provide general information about ARTS plans and programs, such as the MTP, TIP and Unified Planning Work Program. Fact sheets available in print and electronic format. Brochures will be used to provide summary information about ARTS and its transportation planning activities.
 - d. Direct Mailings – Used to advertise public meetings and review and comment periods for transportation plans and projects, or to provide information to a targeted area.
 - e. ARTS Newsletter – A quarterly publication used to provide information on transportation issues, projects, documents, contacts and resources.
 - f. ARTS Website – Used to display general information about ARTS, copies of major ARTS transportation documents, committee meeting schedules, agendas and minutes, project updates and the ARTS Newsletter. The website is also used to advertise public meetings and review and comment periods for transportation plans and projects.
 - g. Speaking Engagements – The MPO shall make staff available to speak to civic groups, neighborhood associations and other interested parties about ARTS transportation planning and projects.

iv. PUBLIC INPUT

OBJECTIVE: To obtain meaningful and diverse input from the general public and other interested parties on regional transportation needs, plans, programs and activities. Inherent in this objective is the MPO's responsibility to provide timely response to public input, to document the input, and to recommend changes / amendments to plans based on public comments and suggestions.

Public Input Strategies

1. Identify Interested Parties – An interested party or stakeholder is defined as any person or group that is affected by a transportation plan, program or project, including those who may not be aware that they are affected. Stakeholders may include the general public; environmental; health, neighborhood, citizen and civic organizations; traditionally underserved communities such as people with disabilities, low income, and racial/ethnic minorities, as well as affected public agencies.
2. Citizens Advisory Committee – The ARTS Citizens Advisory Committee will continue to be a source of ongoing input on behalf of the general public. Efforts will be made to ensure that the committee membership reflects the diverse needs and interests of the region.
3. ARTS Committee Meetings – The ARTS committee meetings will be a regularly-scheduled forum for the discussion of, and updates on regional transportation needs, plans, programs and activities.
4. ARTS Public Meetings – ARTS public meetings will be held in conjunction with the update of the MTP and the TIP, and the development of any special studies related to regional transportation issues.
5. Comment Cards – Comment cards will be distributed at public meetings to obtain feedback on regional transportation needs, plans, programs and activities.

6. Project Steering Committees – Ad-hoc committees will be used as needed to coordinate and participate in the completion of special regional transportation studies. Committee members will participate in facilitated meetings / workshops, complete surveys and provide input during all phases of the study (e.g. needs assessment, background research, setting goals, objectives and strategies, identifying projects). Project steering committees have been used effectively on past special studies.
7. Surveys – Surveys will be used to obtain information from the general public and other stakeholders.
8. Visualization Techniques – The MPO will use GIS maps, sketches, drawings and similar tools at public meetings to both convey information and elicit public input about transportation plans and projects.
9. Project Web Pages – Project web pages will be used in conjunction with special studies to provide information and elicit input on the planning process, project schedule and project updates. Project web pages may include surveys and comment cards.

v. EVALUATION OF PARTICIPATION PLAN


OBJECTIVE: To continually evaluate the effectiveness of the strategies, tools and techniques used as part of the Participation Plan. The desired outcomes include increased public involvement in, and awareness of, the regional transportation planning process, and the use of tool and techniques that generate increased public input in regional transportation plans and programs.

Evaluation Strategies – The MPO will use the following mix of quantitative and qualitative criteria to evaluate the effectiveness of public participation tools and techniques used in the regional transportation planning process. The table included as Appendix F summarizes how these criteria apply to the various public participation tools and techniques used by ARTS.

1. Number of phone calls, letters and e-mails received inquiring about specific projects and scheduled public meetings, or requesting more information about the regional transportation planning process.
2. Number of people attending public meetings on the MTP, TIP or an ARTS special study project.
3. Number of issues / concerns expressed by the Citizens Advisory Committee and the response to, or change resulting from, the issue or concern.
4. Number of newspaper articles / television interviews generated by press releases and other notices to the media.
5. Number or percent of public meeting attendees indicating how they became aware of the meeting (e.g. direct mail, newspaper display ad, television, website, word-of-mouth).
6. Number of “hits” on the ARTS website per month, or number of “hits” on a project specific web page.
7. Number and type of public comments received regarding the MTP, TIP and special studies projects.
8. Number and type of plan / project changes resulting from public comments.

D. ADOPTION AND AMENDMENT OF PARTICIPATION PLAN

1. The ARTS Participation Plan shall be adopted by the ARTS Policy Committee only after consultation with interested parties, a 45-day public review and comment period, and the consideration of any comments received from the general public and other interested parties.
2. Amendments to the ARTS Participation Plan shall be adopted by the ARTS Policy Committee only after consultation with interested parties, a 45-day public review and comment period, and the consideration of any comments received from the general public and other interested parties.
3. Appendices to the Participation Plan include supplemental information, such as comments received about the Participation Plan and a list of locations where ARTS plans are available for public review. Updates to the appendices are not subject to the consultation and public review and comment requirements. Revisions to appendices will be distributed to all ARTS committees, applicable federal, state and local agencies and other interested parties.
4. The ARTS Participation Plan, and any amendments or updates to the plan, will be made available at public facilities throughout the study area, and will also be posted on the ARTS Web site.



PUBLIC MEETING NOTICE INVITATION TO COMMENT ON REGIONAL TRANSPORTATION PROJECTS

공개 회의 공지 댓글 초대 지역 교통 프로젝트

The public is invited to review and comment on the Georgia FY 2024-2027 and South Carolina FY 2021-2027 Transportation Improvement Program (TIP) for the Augusta Regional Transportation Study (ARTS). ARTS includes the urbanized portions of Richmond and Columbia Counties in Georgia, and Alcon and Edgefield Counties in South Carolina. The TIP features federally-funded transportation projects that are scheduled to be implemented in the ARTS planning area over the next four years in Georgia and South Carolina. The projects focus on improvements to roads, bridges, public transit, and bicycle and pedestrian facilities. A series of public meetings is scheduled for the following dates, times, and locations:

오거스타 지역 교통 연구(ARTS)를 위한 조지아 FY 2024-2027 및 사우스 캐롤라이나 FY 2021-2027 교통 개선 프로그램(TIP)을 검토하고 의견을 제시할 대중을 초대합니다. ARTS에는 조지아의 리치몬드 및 컬럼비아 카운티와 사우스캐롤라이나의 에디슨 에지필드 카운티의 도시화된 부분이 포함됩니다. TIP는 조지아와 사우스캐롤라이나에서 향후 4년 동안 ARTS 계획 영역에서 구현될 예정인 연방 자금 지원 교통 프로젝트를 특징으로 합니다. 이 프로젝트는 도로, 교량, 대중 교통, 자전거 및 보행자 시설 개선에 중점을 둡니다. 일련의 공개 회의가 다음 날짜, 시간 및 장소에 예정되어 있습니다:

DATE/TIME 날짜/시간	LOCATION 장소
Thursday, August 10, 2023, 6:00PM-8:00PM 목요일, 8월 10일 2023년 오후 6시-오후 8시	Public Meeting #1 – Robert Howard Community Center, 103 Diamond Lakes Way, Hephzibah, GA 30815, Multipurpose Room 공개 회의 #1 – 오버트 하워드 커뮤니티 센터, 103 다이몬드호수웨이, 헵지바, 조지아 30815, 다목적실
Tuesday, August 15, 2023, 6:00PM-8:00PM 화요일, 8월 15일 2023년 오후 6시-오후 8시	Public Meeting #2 – Zoom Meeting https://us02web.zoom.us/j/9946694292 공개 회의 #2 – 줌 미팅회의
Tuesday, August 22, 2023, 6:00PM-8:00PM 목요일, 8월 22일 2023년 오후 6시-오후 8시	Public Meeting #2 – Zoom Meeting https://us02web.zoom.us/j/9946694292 공개 회의 #2 – 줌 미팅회의
Thursday, August 24, 2023, 6:00PM-8:00PM 목요일, 8월 24일 2023년 오후 6시-오후 8시	Public Meeting #4 – Columbia County Board of Commissioners, Evans Auditorium A, 630 Ronald Reagan Drive, Evans, GA 30809 공개 회의 #4 – 컬럼비아 카운티 위원회, 에반스 강당 A, 630, 로널드 레이건 드라이브, 에반스, 조지아 30809

The TIP documents can be viewed online at this website:
교통 개선 프로그램 문서는 다음 웹사이트에서 온라인으로 볼 수 있습니다:
<https://www.augustaga.gov/1994/Transportation-Improvement-Program>

Please contact the Augusta Planning and Development Department (APDD) at (706) 821-1796 for more information. Persons with special needs related to handicapped accessibility or foreign language may contact APDD for assistance. For more information on ARTS, please visit www.augustaga.gov/arts or email arts@augustaga.gov. 자세한 내용은 (706) 821-1796 으로 Augusta 계획 및 개발 부서(APDD)에 문의하십시오. 장애인 접근성 또는 외국어와 관련하여 특별한 도움이 필요한 사람은 APDD에 연락하여 도움을 받을 수 있습니다. ARTS에 대한 자세한 내용은 www.augustaga.gov/arts를 방문하거나 arts@augustaga.gov로 이메일을 보내주세요.

Carla Delaney, Director
Augusta Planning and Development Department
535 Telfair Street * Suite 300 * Augusta, GA * 30901
칼라 딜레이니, 감독
오거스타 기획개발부 535 텔페어 스트리트 * 스위트 300 * 오거스타, GA * 30901

This announcement shall serve to fulfill the public review/comment and time requirements for the Federal Transit Administration (FTA) Section 5307 and 5339 Program of Projects funded through the FTA Urbanized Area Formula Grant Program and managed by Augusta Transit and the Lower Savannah Council of Governments. Pursuant to federal requirements, if no public comments are received during the 30-day public review and comment period, then the "Program of Projects" is final.

이 발표는 연방교통국 도시화 지역 공식 프로그램(FTA) 섹션 5307 및 5339 프로그램에 대한 공개 검토/댓글 및 시간 요구 사항을 충족시키기 위해 카츠라 드루잉 협회는 하위사바나 협회로부터 관리하는 프로젝트의 연방 교통국(FTA) 섹션 5307 및 5339 프로그램에 대한 공개 검토/댓글 및 시간 요구 사항을 충족하는 데 사용됩니다. 연방 요구 사항에 따라 30일의 공개 검토 및 의견 수렴 기간 동안 공개 댓글이 접수되지 않으면 "프로그램 프로젝트"가 최종 결정됩니다.

AG-56706844

Appendix M: Public Meeting Notices in FY 2021

FY 2021 Virtual Public Meeting Notice -English

VIRTUAL PUBLIC MEETING NOTICE INVITATION TO COMMENT ON REGIONAL TRANSPORTATION PROJECTS INVESTMENT PRIORITIES



The public is invited to review and comment from December 21, 2020 to January 14, 2021 on the Georgia FY 2021-2024 and South Carolina FY 2021-2027 Transportation Improvement Program (TIP) for the Augusta Regional Transportation Study (ARTS). The TIP features federally-funded transportation projects scheduled to be implemented in the ARTS planning area over the next four years in Georgia and the next seven years in South Carolina. The projects focus on improvements to roads, bridges, public transit, and bicycle and pedestrian facilities.

A series of VIRTUAL public meetings is scheduled for the following dates and times:

Date	Time
Tuesday, January 12	5:30 – 6:30 pm
Wednesday, January 13	12:00 noon – 1:00 pm
Wednesday, January 13	5:30 – 6:30 pm
Thursday, January 14	12:00 noon – 1:00 pm
Thursday, January 14	5:30 – 6:30 pm

Join Zoom Meeting

Link: <https://us02web.zoom.us/j/9946694292>

Dial in: +1 929 205 6099

Meeting ID: 994 669 4292

The Transportation Improvement Program (TIP) documents can be viewed online at this website:

<https://www.augustaga.gov/1994/Transportation-Improvement-Program>

The TIP projects can be viewed through the interactive map at this website:

<https://augustagis.maps.arcgis.com/apps/webappviewer/index.html?id=1b7c864794654a4c955cd82fc3b1c837>

The public may email comments from December 21, 2020 (beginning period) – January 14, 2021 (ending period) regarding the TIP to arts@augustaga.gov.

Please contact the Augusta Planning & Development Department at (706) 821-1796 for more information about documents for public review and the community meetings. Persons with special needs related to handicapped accessibility or foreign language may contact the Planning and Development Department for assistance.

For more information on ARTS, please visit www.augustaga.gov/arts or email arts@augustaga.gov or 535 Telfair Street, Suite 300, Augusta, GA 30901.

FY 2021 Virtual Public Meeting Notice -Korean



대중교통 2020년 12월 21일부터 2021년 1월 14일까지 조지아 FY 2021-2024 및 사우스 캐롤라이나 FY 2021-2027 교통 개선 프로그램 (ARTS)에 대한 TIP (Transportation Improvement Program)을 검토하고는 할 수 있습니다. ARTS에는 조지아의 Richmond 및 Columbia 카운티와 South Carolina의 Aiken 및 Edgefield 카운티의 도시와 일부 부분이 포함됩니다. 이는 향후 4년 동안 조지아에서, 향후 7년 동안 사우스 캐롤라이나에서 시행될 예정인 임차 차량 전용 교통 프로젝트를 특징으로 합니다. 이 프로젝트는 도로, 교차로, 대중 교통, 자전거 및 보행자 시설 개선에 중점을 둡니다.

일련의 가상 공개 회의가 다음 날짜와 시간으로 예정되어 있습니다.

날짜	시간	Join Zoom Meeting
1월 12일 화요일	오후 5:30 - 6:30	Link: https://us02web.zoom.us/j/9946694292
1월 15일 수요일	12:00 - 오후 1:00	Dial in: +1 929 205 6099
1월 15일 수요일	오후 5:30 - 6:30	Meeting ID: 994 669 4292
1월 14일 목요일	12:00 - 오후 1:00	
1월 14일 목요일	오후 5:30 - 6:30	

Join Zoom Meeting

Link: <https://us02web.zoom.us/j/9946694292>

Dial in: +1 929 205 6099

Meeting ID: 994 669 4292

TIP (Transportation Improvement Program) 문서는 다음 웹 사이트에서 온라인으로 볼 수 있습니다.

<https://www.augustaga.gov/1994/Transportation-Improvement-Program>

웹 프로젝트는 이 웹 사이트의 대화 형 지도를 통해 볼 수 있습니다.

<https://augustagis.maps.arcgis.com/apps/webappviewer/index.html?id=1b7c864794654a4c955cd82fc3b1c837>

대중교통 회의에 관한 2020년 12월 21일 (시작 시간) - 2021년 1월 14일 (종료 시간) 사이에 arts@augustaga.gov로 의견을 이메일로 보낼 수 있습니다.

공개 검토 및 커뮤니티 회의를 위한 문서에 대한 자세한 내용은 Augusta 계획 및 개발 부서 ((706) 821-1796)에 문의하십시오. 장애인 접근성 또는 외국어와 관련하여 특별한 도움이 필요한 사람과 계획 및 개발 부서에서 도움을 요청할 수 있습니다. ARTS에 대한 자세한 정보는 www.augustaga.gov/arts를 방문하거나 arts@augustaga.gov로 이메일을 보내거나 535 Telfair Street, Suite 300, Augusta, GA 30901을 참조하십시오.

FY 2021 Virtual Public Meeting Notice -Spanish

INVITACIÓN A COMENTARIOS SOBRE LOS PROYECTOS DE TRANSPORTE REGIONAL PRIORIDADES DE INVERSIÓN



El público está invitado a revisar y comentar desde el 21 de Diciembre del 2020 al 14 de Enero del 2021 sobre el Programa de Mejoras al Transporte (TIP) Georgia FY 2021-2024 y South Carolina FY 2021-2027 para el Estudio de Transporte Regional de Augusta (ARTS). El TIP incluye proyectos de transporte financiados federalmente y programados a ser implementados en el área de planificación de ARTS durante los próximos cuatro años en Georgia y los próximos siete años en Carolina del Sur. Los proyectos se enfocan en mejoras a las carreteras, puentes, transporte público e instalaciones peatonales y de ciclismo.

Una serie de reuniones VIRTUALES están programadas durante las próximas horas y fechas:

Fecha	Hora
Martes, 12 de Enero	5:30 - 6:30 pm
Miércoles, 13 de Enero	12:00 mediodía - 1:00 pm
Miércoles, 13 de Enero	5:30 - 6:30 pm
Jueves, 14 de Enero	12:00 mediodía - 1:00 pm
Jueves, 14 de Enero	5:30 - 6:30 pm

Únase a la reunión por medio de Zoom

Enlace: <https://us02web.zoom.us/j/9946694292>

Tel: +1 929 205 6099

Identificación: 994 669 4292

Los documentos del Programa de Mejoras al Transporte (TIP) pueden ser vistos en línea por medio de esta página:

<https://www.augustaga.gov/1994/Transportation-Improvement-Program>

Los proyectos del TIP pueden ser vistos por medio del mapa interactivo en esta página:

<https://augustagis.maps.arcgis.com/apps/webappviewer/index.html?id=1b7c864794654a4c955cd82fc3b1c837>

El público puede enviar sus comentarios sobre el TIP por medio de correo electrónico del 21 de Diciembre (inicio del periodo) al 14 de Enero (fin del periodo) al: arts@augustaga.gov.

Para contactar al Departamento de Planificación y Desarrollo de Augusta al (706) 821-1796 para más información sobre los documentos disponibles para revisión pública o sobre las reuniones de comunidad. Personas con necesidades especiales relacionadas a discapacitaciones o idioma, pueden contactar la Departamento de Planificación y Desarrollo para asistencia.

Para mas información sobre ARTS visite:

www.augustaga.gov/arts o contacte ARTS al correo electrónico: ARTS@augustaga.gov o visítenos a la dirección 535 Telfair Street, Suite 300, Augusta, GA 30901.

Appendix N: Title VI Questionnaires AUGUSTA-RICHMOND COUNTY, GEORGIA Title VI Compliance Questionnaire for Local Agencies

Local Agency: _____

Date: _____

Name/Title: _____

I. Administration

A. Staff Composition and Program Administration

1. Provide breakdown of your administrative staff by race, color, national origin, sex, and their positions.
2. How many federally funded projects have you managed during the last two years? Dollar amount?
3. Have you designated an EEO Officer or Title VI Coordinator? Provide name and time in the position.
4. Do you have a Title VI Policy, Assurances and Plan in place? Provide proof of public dissemination of your Title VI policy.

B. Complaint Procedure

1. Do you have a Title VI complaint procedure for external discrimination complaints? If so, please provide a copy. To what extent is the community aware of it?
2. Have you received any Title VI related complaints during the past two years? If so, how many? What were the outcomes? Where there any Title VI complaint lodged by beneficiaries or participants? If so, explain the issues involved.
3. Do you have a Title VI Notice to Public? If so, please provide copy.

C. Training

1. Has your staff received any training (formal or informal) regarding Title VI?

2. Are you considering scheduling Title VI training sometime soon? If so, when and who will present it?

II. Planning Activities

A. Public Involvement

1. Are minority members of the community invited to participate in public hearings? How do you go about doing that?
2. Were accessible location, adequate time, and translation services considered or provided during the coordination of hearings?
3. Is the Hearing Coordinator keeping records in attendance? Is the information broken down by race, color, national origin, and sex (by visual identification)?
4. Have planning manuals, directives, guidelines, and policies been reviewed for Title VI compliance purposes?

III. Consultant Contracts Activities

1. Are Title VI assurances and provisions included on consultant contracts?
2. Are DBE goals being included and met for consultant contracts? If not, what provisions have been taken to meet them?
3. Have directives, operational procedures, guidelines, and policies been reviewed for Title VI compliance purposes?

IV. Design/Environmental Activities

1. Are minority members of the community invited to participate in public hearings? How do you go about doing that?
2. Are accessibility of locations, adequate time, and translation services considered during the coordination of hearings? Was any other effort made to promote maximum attendance by those affected by the project, including member of minority communities?
3. Is the Hearing Coordinator keeping records in attendance? Is the information broken down by race, color, national origin, sex, (by visual identification)?
4. Have location and design manuals, directives, operational procedures, guidelines, and policies been reviewed for Title VI compliance purposes?

5. Is statistical data being collected on race, color, national origin, and sex on communities affected by a construction project?

V. Right of Way Activities

1. Are DBE goals for real estate appraisers being met? If not, what provisions have been taken to help reach these goals?
2. Is Title VI language being incorporated in all acquisition, negotiation, property management communications, and contracts?
3. Are Title VI language and assurance statements being included in all surveys for property owners and tenants after the conclusion of all business?
4. Are all values and communications associated with appraisals conducted in an equitable fashion?
5. Do deeds, permits, and leases contain Title VI compliance clauses?
6. Is statistical data being gathered on race, color, national origin, and sex for all relocatees?

VI. Construction and Maintenance Activities

1. Are contractor selection procedures been reviewed to determine uniformity in their application to minority and nonminority contractors?
2. Are minority contractors and subcontractors being informed about contracting opportunities with your organization?
3. Are construction rules and regulations being applied in an equitable fashion? Have you received any complaints within the last two years?
4. Are Title VI assurances being included in all contracts, subcontracts, and material supply agreements?

Appendix N: AUGUSTA-RICHMOND COUNTY, GEORGIA Title VI Compliance Questionnaire for Planning Organizations

MPO/RDC: _____

Date: _____

Name/Title: _____

I. Administration

A. Staff Composition and Program Administration

1. Provide breakdown of the administrative staff by position, race, color, gender, and national origin. Include organizational chart.
2. Provide makeup of the planning organization's Board of Directors by race, color, gender or national origin. Identify the voting members.
3. Describe the various programs administered by the planning organization and their funding sources.
4. Does the planning organization have an Affirmative Action Plan with respect to employment?

B. Complaint Procedure

1. Do you have a Title VI complaint procedure? To what extent is the community made aware of it?
2. Have you received any Title VI related complaints during the past two years? How many? Outcome? Any Title VI complaint lodged by beneficiaries or participants? Explain issues involved.
3. Provide copy of your complaint procedure and proof of public dissemination of Title VI policy.

C. Training

1. Has your staff received any training (formal or informal) regarding Title VI of the Civil Rights Act of 1964?
2. Are you considering scheduling Title VI training sometime soon? If so, when and who will present it?

II. Planning Process

A. Public Involvement

1. To what extent citizen participation has been provided in the transportation planning process? Any policy in that regard? Explain.
 2. Citizen Advisory Committees: How are the members selected? For how long? What is their make up in terms of race, color, national origin, sex, and position?
 3. Are organizations representing minorities/disadvantaged individuals made aware of planning processes and offered the opportunity to provide input? How?
 4. How are the needs of the minorities/disadvantaged persons addressed during the planning process?
 5. What statistics are kept on beneficiaries of services or programs by race, religion, color, and sex?
- B. Hearings
1. What statistics are kept on public hearings participation by race, religion, color, national origin, and sex (by visual identification)?
 2. Are minority group concerns addressed in a timely manner? Explain process.
 3. Are public meeting announcements made available in languages other than English, according to the affected minority population(s)?
 4. Are accessible location (geographically and structurally), appropriate time, and translation services being planned/provided during public hearings?
- C. Procurement of Contracts
1. How are the Request for Proposals (RFP) solicited? What are the requirements for submitting RFPs?
 2. What kind of participation do DBE firms have in the RFP process? Are there goals or are goals included? Do you meet them?
 3. Do you keep record of DBE firms during the RFP process? Provide list.
 4. How does the planning organization promote the participation of qualified minority/women consultants?

5. How does the planning organization monitor consultant's adherence with Title VI requirements?
6. Provide the number, dollar value(s), and type of contract(s) used by the planning organization during the last two fiscal years. Identify contractors by race, color, national origin, and sex.
7. How many federally funded projects did you manage during the last fiscal year? Provide dollar amount for each one of them. How much of that money went to consultant contracts? DBEs?

D. Environmental Impact

1. Are minority members of the community invited to participate in public hearings pertaining to environmental issues? Are you keeping statistics on public hearing participation by race, color, national origin, and sex? Please present proof.
2. Do you have procedures for the identification of environmental impacts? How do you approach environmental issues in minority/ disadvantaged communities? Explain.
3. Are those environmental issues discussed with the affected community during public hearings? Have special provisions such as language interpreters been provided during public meetings?
4. Are these efforts documented? If so, please provide documentation.
Could you list the major transportation projects planned or executed during the last two years where social, environmental, economic, or demographic adverse impacts were identified? To what extent did Title VI issues appear as a consequence of a project? Describe.

APPENDIX A

The text below, in its entirety, is in all contracts entered into by AUGUSTA GEORGIA. All of the text except the final section, entitled "Incorporation of Provisions," should be included in any contract entered into by any AUGUSTA GEORGIA contractor.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the "Contractor"), agree as follows:

1. *Compliance with Regulations*

The Contractor shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation (hereinafter referred to as DOT), Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. *Nondiscrimination*

The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. *Solicitations for Subcontracts, Including Procurement of Materials and Equipment*

In all solicitations either by competitive bidding or negotiations made by the Contractor for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Contractor of the Contractor's obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color, sex, or national origin.

4. *Information and Reports*

The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by Augusta Georgia or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the Contractor shall so certify to Augusta Georgia, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. *Sanctions for Noncompliance*

In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, Augusta Georgia shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the Contractor under the contract until the Contractor complies; and/or
- b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. *Incorporation of Provisions*

The Contractor shall include the provisions of paragraphs (1) through (5) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The Contractor shall take such action with respect to any subcontractor or procurement as Augusta Georgia or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request Augusta Georgia enter into such litigation to protect the interests of the state and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B

The following clauses shall be included in any and all deeds affecting or recording the transfer of real property, structures, or improvements thereon, or interest therein from the United States.

Granting Clause

NOW, THEREFORE, Augusta Georgia—as authorized by law, and upon the condition that the state of Georgia will accept title to the lands and maintain the project constructed thereon, in accordance with and in compliance with Title 23, United States Code, the Regulations for the Administration of Federal Aid for Highways; the policies and procedures prescribed by the Federal Highway Administration of the Department of Transportation; and all requirements imposed by or pursuant to Title 49, Code of Federal

Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252: 42 USC 2000d to 2000d-4)—does hereby remise, release, quitclaim, and convey unto the state of Georgia all the right, title, and interest of AUGUSTA GEORGIA in and to said land described in Exhibit A attached hereto and made a part thereof.

Habendum Clause

TO HAVE AND TO HOLD said lands and interests therein unto the state of Georgia, and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which the federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the state of Georgia, its successors, and assigns.

The state of Georgia, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree, as a covenant running with the land for itself, its successors and assigns, that (1) no person shall, on the grounds of race, color, sex, disability, national origin, age, or religion, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed*, (2) that the state of Georgia shall use the lands, and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination of Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended, (3) that in the event of breach of any of the above mentioned nondiscrimination conditions, the agency shall have a right to reenter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in, and become the absolute property of, AUGUSTA GEORGIA and its assigns as such interest existed prior to this instruction.¹

APPENDIX C

The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by AUGUSTA GEORGIA pursuant to the provisions of Assurance 7.

The LESSEE, for himself or herself, his or her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land, that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this lease, for a purpose for which AUGUSTA GEORGIA program or activity is extended, or for another purpose involving the provision of similar services or benefits, the LESSEE shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally Assisted Programs of the Department of

Transportation—Effectuation of Title VI of the Civil Rights Act of 1964, as said Regulations may be amended.

That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to terminate the lease, and to reenter and repossess said land and the facilities thereon, and hold the same as if said lease had never been made or issued.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by AUGUSTA GEORGIA pursuant to the provisions of Assurance 7.

The LESSEE, for himself or herself, his or her personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant, and agree as a covenant running with the land, that (1) no person, on the grounds of race, color, sex, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and furnishing of services thereon, no person on the grounds of race, color, sex, and national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the LESSEE shall use the premises in compliance with all requirements imposed by or pursuant to Title 49,

Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation— Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to terminate the [license, lease, permit, etc.] and to reenter and repossess said land and the facilities thereon, and hold the same as if said [license, lease, permit, etc.] had never been made or issued.

*[Include in deeds subject to a reverter clause]

That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to reenter said land and facilities there-on, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the STATE and its assigns.

¹ Reverter Clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI of Civil Rights Act of 1964.

Agency Name: Augusta Transit



2nd DRAFT REPORT March 2024

Title VI Plan

Date Adopted: March 29, 2024



Title VI Plan Activity Log

Date	Activity (Review/Update/Addendum/ Adoption/Distribution)	Concerned Person (Signature)	Remarks

**Title VI Plan Activity Log
(Continued)**

Date	Activity (Review/Update/Addendum/ Adoption/Distribution)	Concerned Person (Signature)	Remarks

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List of Acronyms

Acronym	Definition
ACS	American Community Survey
ADA	The Americans With Disabilities Act
ARTS	Augusta Regional Transportation Study
ARTS	Augusta Regional Transportation Study
CEO	Chief Executive Officer
CFR	Code of Federal Regulations
DBE	Disadvantaged Business Enterprise
DOT	Department of Transportation
DR	Demand Response
FTA	Federal Transit Administration
GDOT	Georgia Department of Transportation
LAP	Language Assistance Plan
LEP	Limited English Proficiency
LOF	Letter of Finding
MB	Motor Bus
MPO	Metropolitan Planning Organization
NEPA	National Environmental Policy Act
PPP	Public Participation Plan
TCAC	Transit Citizens Advisory Committee
TPO	Transportation Planning Organization
USDOT	U.S. Department of Transportation

1.0 Title VI/Nondiscrimination Policy Statement and Management Commitment to Title VI Plan

49 CFR Part 21.7(a): Every application for Federal financial assistance to which this part applies shall contain, or be accompanied by, an assurance that the program will be conducted or the facility operated in compliance with all requirements imposed or pursuant to [49 CFR Part 21].

Augusta Transit assures the Georgia Department of Transportation (GDOT) that no person shall on the basis of race, color, national origin, age, disability, family or religious status, as provided by Title VI of the Civil Rights Act of 1964, Federal Transit Laws, 49 CFR Part 21 Unlawful Discrimination, Nondiscrimination In Federally-Assisted Programs Of The Department Of Transportation (DOT) and as per written guidance under Federal Transit Administration (FTA) Circular 4702.1B, dated October 2012, be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination or retaliation under any program or activity undertaken by the agency.

Augusta Transit further agrees to the following responsibilities with respect to its programs and activities:

1. Designate a Title VI Liaison that has a responsible position within the organization and access to the recipient's Chief Executive Officer (CEO) or authorized representative.
2. Issue a policy statement signed by the Executive Director or authorized representative, which expresses its commitment to the nondiscrimination provisions of Title VI. The policy statement shall be circulated throughout the Recipient's organization and to the general public. Such information shall be published where appropriate in language other than English.
3. Insert the clauses of Section 4.5 of this plan into every contract subject to the Acts and the Regulations.
4. Develop a complaint process and attempt to resolve complaints of discrimination against Augusta Transit.
5. Participate in training offered on the Title VI and other nondiscrimination requirements.
6. If reviewed by GDOT or any other state or federal regulatory agency, take affirmative actions to correct any deficiencies found within a reasonable time period, not to exceed ninety (90) days.
7. Have a process to collect racial and ethnic data on persons impacted by the agency's programs.
8. Submit the information required by FTA Circular 4702.1B to the GDOT (refer to Appendix A of this plan).

THIS ASSURANCE is given in consideration of and for the purpose of obtaining any and all federal funds, grants, loans, contracts, properties, discounts or other federal financial assistance under all programs and activities and is binding. The person whose signature appears below is authorized to sign this assurance on behalf of the agency.

Signature: _____

Printed Name: _____

Executive Director/Signatory Authority, Augusta Transit, Date: Month/Day/Year

2.0 Introduction & Description of Services

Augusta Transit submits this Title VI Plan in compliance with Title VI of the Civil Rights Act of 1964, 49 Code of Federal Regulations (CFR) Part 21, and the guidelines of FTA Circular 4702.1B, published October 1, 2012.

Augusta Transit is a direct recipient of FTA funds and provides service in Augusta, Georgia aka Richmond County GA. A description of the current Augusta Transit system is included in Appendix B.

Title VI Liaison

The Office of the Administrator of Augusta, Georgia
(Title VI Coordinator) or his or her designated representative
Employed by Augusta-Richmond County
706-821-2400
535 Telfair Street, Suite 910
Augusta, GA 30901

Alternate Title VI Contact

The Office of the Administrator of Augusta, Georgia
(Title VI Coordinator) or his or her designated representative
Employed by Augusta-Richmond County
706-821-2400
535 Telfair Street, Suite 910
Augusta, GA 30901

2.1 First Time Applicant Requirements

FTA Circular 4702.1B, Chapter III, Paragraph 3: Entities applying for FTA funding for the first time shall provide information regarding their Title VI compliance history if they have previously received funding from another Federal agency.

Augusta Transit is not a first-time applicant for FTA/GDOT funding.

During the previous three years, FTA or GDOT did complete a Title VI compliance review of Augusta Transit. Augusta Transit has not been found to be in noncompliance with any civil rights requirements.

FTA Circular 4702.1B, Chapter III, Paragraph 2: Every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with the Title VI regulations.

2.2 Annual Certifications and Assurances

In accordance with 49 CFR Section 21.7(a), every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual certifications and assurances. Primary recipients will collect Title VI assurances from sub-recipients prior to passing through FTA funds.

Augusta Transit will remain in compliance with this requirement by annual submission of certifications and assurances as required by GDOT and/or FTA.

2.3 Title VI Plan Concurrence and Adoption

This Title VI Plan received GDOT concurrence on date XXXX. The Plan was approved and adopted by Augusta, Georgia Board of Commissioners during a meeting held on date XXXX. A copy of the meeting minutes and GDOT concurrence letter is included in Appendix C of this Plan.

3.0 Title VI Notice to the Public

FTA Circular 4702.1B, Chapter III, Paragraph 5: Title 49 CFR 21.9(d) requires recipients to provide information to the public regarding the recipient's obligations under DOT's Title VI regulations and apprise members of the public of the protections against discrimination afforded to them by Title VI.

3.1 Notice to Public

Recipients must notify the public of its rights under Title VI and include the notice and where it is posted in the Title VI Plan. The notice must include:

- A statement that the agency operates programs without regard to race, color and national origin
- A description of the procedures members of the public should follow in order to request additional information on the grantee's nondiscrimination obligations
- A description of the procedure members of the public should follow in order to file a discrimination complaint against the grantee

A sample of the notice is included in Appendix D of this Plan. The sample notice should be translated into other languages, as necessary.

3.2 Notice Posting Locations

The Notice to Public will be posted at many locations to apprise the public of Augusta Transit's obligations under Title VI and to inform them of the protections afforded them under Title VI. At a minimum, the notice will be posted in public areas of Augusta Transit's office(s) including the reception desk and meeting rooms, and on the Augusta Transit's website at www.augustatransit.com. Additionally, Augusta Transit will post the notice at transfer facilities, stops and on transit vehicles as required.

An example of this notice as posted in the fleet of revenue service vehicles is included in Appendix D of this Title VI Plan along with any translated versions of the notice, as necessary. This notice may be provided on request in any other language which meets the Safe Harbor threshold (See Appendix G).

4.0 Title VI Procedures and Compliance

FTA Circular 4702.1B, Chapter III, Paragraph 6: All recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public.

4.1 Complaint Procedure

Any person who believes he/she/they has/have been discriminated against on the basis of race, color or national origin by Augusta Transit may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form (refer to Appendix E). Augusta Transit investigates complaints received no more than 180 days after the alleged incident. Augusta Transit will process complaints that are complete.

Once the complaint is received, Augusta Transit will review it to determine if our office has jurisdiction. The complainant will receive an acknowledgement letter informing him/her/them whether the complaint will be investigated by our office.

Augusta Transit has ninety (90) days to investigate the complaint. If more information is needed to resolve the case, Augusta Transit may contact the complainant. The complainant has ten (10) business days from the date of the letter to send the requested information to the investigator assigned to the case. If the investigator is not contacted by the complainant or does not receive the additional information within ten (10) business days, Augusta Transit can administratively close the case. A case can also be administratively closed if the complainant no longer wishes to pursue their case.

After the investigator reviews the complaint, she/he/they will issue one of two letters to the complainant: a closure letter or a Letter of Finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. A LOF summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member or other action will occur.

If the complainant wishes to appeal the decision, she/he/they may contact the Federal Transit Administration (FTA), 230 Peachtree Street NW, Suite 800, Atlanta, GA 30303 Attention: Regional Civil Rights Officer, or by calling (404) 865-5623, or web site

http://www.fta.dot.gov/civilrights/title6/civil_rights_5104.html. Complainants may also file their initial Title VI complaint directly to the FTA no later than 180 days after the date of the alleged discrimination.

The complaint procedure will be made available to the public on the Augusta, Georgia website (<https://www.augustaga.gov/2105/Title-VI-Program>).

4.2 Complaint Form

A copy of the complaint form in English, Spanish, Korean and Chinese is provided in Appendix E and on the Augusta, Georgia website (<https://www.augustaga.gov/2105/Title-VI-Program>).

4.3 Record Retention and Reporting Policy

FTA requires that all direct and primary recipients (GDOT included) document their compliance by submitting a Title VI Plan to their FTA regional civil rights officer once every three (3) years. Augusta Transit will submit Title VI Plans to GDOT for concurrence on an annual basis or any time a major change in the Plan occurs. Compliance records and all Title VI related documents will be retained for a minimum of three (3) years and reported to the primary recipient annually.

4.4 Sub-recipient Assistance and Monitoring

Augusta Transit does not have any sub-recipients to provide monitoring and assistance. As a sub-recipient to GDOT, Augusta Transit utilizes the sub-recipient assistance and monitoring provided by GDOT, as needed. In the future, if Augusta Transit has sub-recipients, it will provide assistance and monitoring as required by FTA Circular 4702.1B.

4.5 Sub recipients and Subcontractors

Augusta Transit is responsible for ensuring that subcontractors Transportation Planning Organizations (TPOs) are in compliance with Title VI requirements. Sub recipients may not discriminate in the selection and retention of any subcontractors. Subcontractors also may not discriminate in the selection and retention of any subcontractors. Augusta Transit, subcontractors, and/or TPOs may not discriminate in their employment practices in connection with federally assisted projects. Subcontractors and TPOs are not required to prepare or submit a Title VI Plan. However, the following nondiscrimination clauses will be inserted into every contract with contractors and subcontractors subject to Title VI regulations.

Nondiscrimination Clauses

During the performance of a contract, the contractor, for itself, its assignees and successors in interest (hereinafter referred to as the “Contractor”) must agree to the following clauses:

1. **Compliance with Regulations:** The Contractor shall comply with the Regulations relative to nondiscrimination in Federally-assisted programs of the U.S. Department of Transportation (hereinafter, “USDOT”) Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
2. **Nondiscrimination:** The Contractor, with regard to the work performed during the contract, shall not discriminate on the basis of race, color, national origin, sex, age, disability, religion or family status in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in the discrimination prohibited by section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.
3. **Solicitations for Subcontractors, including Procurements of Materials and Equipment:** In all solicitations made by the Contractor, either by competitive bidding or negotiation for work to be

performed under a subcontract, including procurements of materials or leases of equipment; each potential subcontractor or supplier shall be notified by the Contractor of the subcontractor's obligations under this contract and the Regulations relative to nondiscrimination on the basis of race, color, national origin, sex, age, disability, religion or family status.

4. **Information and Reports:** The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the *GDOT and/or FTA*, to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information the Contractor shall so certify to the *GDOT and/or the FTA*, as appropriate, and shall set forth what efforts it has made to obtain the information.
5. **Sanctions for Noncompliance:** In the event of the Contractor's noncompliance with the nondiscrimination provisions of this contract, Augusta Transit shall impose contract sanctions as appropriate, including, but not limited to:
 - a. withholding of payments to the Contractor under the contract until the Contractor complies, and/or
 - b. cancellation, termination or suspension of the contract, in whole or in part.
6. **Incorporation of Provisions:** The Contractor shall include the provisions of paragraphs (1) through (6) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. The Contractor shall take such action with respect to any subcontract or procurement as Augusta Transit, *GDOT and/or FTA*, may direct as a means of enforcing such provisions including sanctions for noncompliance.

Disadvantaged Business Enterprise (DBE) Policy

As a condition of your agreement with *GDOT*, Augusta Transit and its contractors and subcontractors agree to ensure that Disadvantaged Business Enterprises (DBEs) as defined in 49 CFR Part 26, as amended, have the opportunity to participate in the performance of contracts. Augusta Transit and its contractor and subcontractors shall not discriminate on the basis of race, color, national origin, or sex in the performance of any contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of *GDOT*-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of the contract or such other remedy as the recipient deems appropriate.

E-Verify

As a condition of our agreement with *GDOT*, vendors and contractors of Augusta Transit shall utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the vendor or contractor while contracted with Augusta Transit. Additionally, vendors and contractors shall expressly require any subcontractors performing work or providing services

pursuant to work for Augusta Transit shall likewise utilize the U.S. Department of Homeland Security's E-Verify system to verify the employment eligibility of all new employees hired by the subcontractor while working for Augusta Transit.

5.0 Title VI Investigations, Complaints, and Lawsuits

FTA Circular 4702.1B, Chapter III, Paragraph 7: In order to comply with the reporting requirements of 49 CFR 21.9(b), FTA requires all recipients to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin: active investigations....; lawsuits, and complaints naming the recipient.

In accordance with 49 CFR 21.9(b), Augusta Transit must record and report any investigations, complaints, or lawsuits involving allegations of discrimination. The records of these events shall include the date the investigation, lawsuit, or complaint was filed; a summary of the allegations; the status of the investigation, lawsuit, or complaint; and actions taken by Augusta Transit in response; and final findings related to the investigation, lawsuit, or complaint. The records for the previous three (3) years shall be included in the Title VI Plan when it is submitted to GDOT.

Augusta Transit has had no investigations, complaints, or lawsuits involving allegations of discrimination on the basis of race, color, or national origin over the past three (3) years.

6.0 Public Participation Plan

FTA Circular 4702.1B, Chapter III, Paragraph 4.a.4: Every Title VI Plan shall include the following information: A public participation plan that includes an outreach plan to engage minority and limited English proficient populations, as well as a summary of outreach efforts made since the last Title VI Plan submission. A recipient's targeted public participation plan of minority populations may be part of efforts that extend more broadly to include constituencies that are traditionally underserved, such as people with disabilities, low-income populations, and others.

Augusta Transit has adopted and follows the Public Participation Plan (PPP) developed by the Arts Regional Transportation Study (ARTS) Metropolitan Planning Organization (MPO). The PPP ensures that all members of the public, including minorities and Limited English Proficient (LEP) populations, are encouraged to participate in the decision-making process for Augusta Transit. Policy and service delivery decisions need to take into consideration community sentiment and public opinion based upon well-executed outreach efforts.

The public outreach strategies described in the PPP are designed to provide the public with effective access to information about Augusta Transit services and to provide a variety of efficient and convenient methods for receiving and considering public comment prior to implementing changes to services. The PPP is included as Appendix F to this Title VI Plan.

Current Outreach Efforts

Augusta Transit is required to submit a summary of public outreach efforts made over the last three (3) years. The following is a list and short description of Augusta Transit's recent, current, and planned outreach activities.

Date	Venue	Outreach Activity	Summary
Various dates in 2021	Broad Street Transfer Facility	COVID19 Clinic	Augusta Transit in partnership with the Georgia Department of Public Health hosted a COVID-19 vaccination clinic at the Broad Street Transfer Center.
July 2021	Broad Street Transfer Facility	Farmers Market	Augusta Transit in partnership with the Growing Augusta hosted a farmers' market where fresh fruits and vegetables were available.
March 2022	Project Life On Gordon Hwy	Project Life	Augusta Transit in partnership with Project Life a nonprofit that provides free food and clothing to the community. Showcased transit service offerings, disseminated information and answered questions.
June 2022	Robert Howard Community Center	Augusta on Display	Participated in an event showing City of Augusta Departments to the community. Showcased transit service offerings, disseminated transit information and answered questions.

Date	Venue	Outreach Activity	Summary
September 2022	Downtown Augusta	Arts-in-the-Heart Festival	Conducted a Rider and Non-Rider transit survey. Showcased transit service offerings, disseminated transit information and answered questions.
March 2023	Downtown Augusta	St. Patrick's Day Parade	For the first time an Augusta Transit 40ft bus participated in the St. Patrick's Days parade increasing the awareness of the availability of transit service especially to nonriders.
March 2023	Evans GA	Careers on Wheels/ Career Day	Augusta Transit 40ft bus showcased to elementary school students at Belair K-8 School (Columbia County) increasing awareness of transit jobs and the benefits of transit.
March 2023	Atlanta GA	Transit Day at the Capitol	Representatives from Augusta Transit visited the state Capitol to showcase transit service offerings, disseminate information and answer questions from elected officials and the public.
June 2023	Downtown Augusta	Juneteenth Parade	For the first time an Augusta Transit 40ft bus participated in the Juneteenth parade increasing the awareness of the availability of transit service especially to nonriders.
August 2023	East Augusta	Ride the Bus Day/ Transit Equity Day	Partnering with an environmental nonprofit organization promoted the importance of transit access and service in Augusta.
August 2023 to date	Downtown Augusta	Community Access to Portable Showers	On the last business day of every month provides free transportation from selected locations in downtown Augusta to Richmond County Health Clinic on Laney Walker Blvd. Project Refresh provides access to a refreshing shower as a basic human right.
January 2024	Laney Walker/ Bethlehem Neighborhood	MLK Jr Parade	For the first time an Augusta Transit 40ft bus participated in each parade increasing the awareness of the availability of transit service especially to nonriders.
February 2024	Atlanta GA	Transit Day at the Capitol	Representatives from Augusta Transit visited the state Capitol to showcase transit service offerings, disseminate information and answer questions from elected officials and the public.
March 2024	McBean GA	Careers on Wheels/ Career Day	Augusta Transit 40ft bus showcased to McBean Elementary School students increasing awareness of transit jobs and the benefits of transit.
March 2024	Downtown Augusta	St. Patrick's Day Parade	An Augusta Transit 40ft bus participated in the St. Patrick's Days parade increasing the awareness of the availability of transit service especially to nonriders.

Date	Venue	Outreach Activity	Summary
June 2024	Downtown Augusta	Juneteenth Parade	An Augusta Transit 40ft bus participated in the Juneteenth parade increasing the awareness of the availability of transit service especially to nonriders.
Date TBD	Augusta GA	Community Meeting Rerouting route #1 Blue Line/Walton Way	Public input to determine the need to extend route #1 Blue Line/Walton Way to serve existing and proposed multifamily homes on Damascus Way and Walden Drive

7.0 Language Assistance Plan

FTA Circular 4702.1B, Chapter III, Paragraph 9: 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).

Augusta Transit operates a transit system within Richmond County GA. The Language Assistance Plan (LAP) aka Limited English Proficiency Plan has been prepared to address Augusta Transit's responsibilities as they relate to the needs of individuals with Limited English Proficiency (LEP). Individuals, who have a limited ability to read, write, speak or understand English are categorized LEP.

Currently, in the Augusta Transit service area there are approximately 3,259 residents or 1.6% of the population 5 years and older, who describe themselves as not able to communicate in English very well (Source: US Census, American Community Survey, 5-Year Estimates, 2018-2022). Augusta Transit is federally mandated (Executive Order 13166) to take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of its programs and activities for individuals who are LEP. Augusta Transit has utilized the U.S. Department of Transportation (DOT) LEP Guidance Handbook and performed a four-factor analysis to develop its LAP. The LAP is included in this Title VI Plan as Appendix G.

8.0 Transit Planning and Advisory Bodies

FTA Circular 4702.1B, Chapter III, Paragraph 10: Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.

The Transit Citizens Advisory Committee (TCAC) of Augusta Transit is an advisory council of elected members appointed for two-year terms by Augusta, Georgia Commissioners. Each TCAC member represents one (1) of the 10 Augusta, Georgia districts. In addition to these 10 members, two (2) TCAC members are legislative appointments. A full complement of TCAC approaches 12 members, however, in February 2024, there were four (4) unfilled vacancies.

TCAC acts as a representative body for the citizens of Augusta, Georgia and serves in an advisory capacity to the Augusta Transit. They are a positive catalyst between Augusta Transit, the community and the August, Georgia Commission. TCAC provides comments on transportation, plans, programs and respective transit studies and assists Augusta Transit in publicizing transportation projects and plans to their respective neighborhoods and community to provide feedback, to Augusta Transit.

TCAC meets on the fourth Thursday of every month at 4:00 p.m. and currently consists of seven (7) members: two (2) black males, one (1) white male, two (2) white females, three (3) African American females, and four (4) vacancies. During the COVID-19 Pandemic, Augusta Transit hosted its regularly scheduled TCAC meetings through virtual ZOOM meetings. However, starting during the 4th quarter 2023 TCAC meetings took the hybrid format allowing in-person and virtual attendance.

The following tables provides a racial demographic breakdown of Augusta Transit's service, and a racial breakdown of the membership of the TCAC.

Body	Total	White	Black/African American	Native American	Asian American	Other	Hispanic/Latino
Augusta, Georgia Service Area Population	206,153	81,425	122,578	2,281	5,534	7,178	10,963
%	100.0%	39.5%	59.4%	1.1%	2.7%	3.5%	5.1%
Source: Table DP05 American Community Survey, 5-Year Estimates, 2018-2022							

Committee	Demographic	Count
Transit Citizens Advisory Committee (TCAC) Membership Demographics (February 2024)	White, Male	1
	Black, Male	2
	Latino, Male	0
	Asian, Male	0
	Native American, Male	0
	Other, Male	0
	White, Female	2
	Black, Female	3
	Latino, Female	0
	Asian, Female	0
	Native American, Female	0
	Other, Female	0
	Total Vacancies	4

Augusta Transit will make efforts to encourage minority participation on the TCAC. These efforts are made by distributing information about the participation on the TCAC at public meetings, throughout the transit system and posting membership vacancies on social media. Augusta Transit also makes potential members aware of the required steps to be considered for TCAC membership. Any interested individual must reside in Richmond County GA and submit their name to the City of Augusta Talent Pool <https://forms.augustaga.gov/Forms/CABApplication>. Once names have been lodged the applicant must approach an Augusta, Georgia Commissioner and advise the Commissioner of their interest in becoming a TCAC Board member. If an applicant meets the TCAC membership criteria a Commissioner nominates the applicant to the TCAC following which full approval by the Augusta, Georgia Commission is required to confirm the nomination.

Augusta Transit will utilize the minority population demographic maps included in Appendix I in order to focus on the areas in which the TCAC participation information is distributed. Encouraging minority participation in the fulfillment of its mission Augusta Transit:

- Regularly posts to its Facebook Page which currently has more than 1,100 followers
- Actively engages with the community at numerous neighborhood events (Chapter 6.0) which have been found to be very effective increasing awareness of transit service offerings
- Presents at Town Hall/Breakfast meetings hosted by locally elected officials
- Offers TCAC meeting participation in a hybrid format permitting inperson and virtual attendance to increase its community reach

9.0 Title VI Equity Analysis

FTA Circular 4702.1B, Chapter III, Paragraph 4.a.8: If the recipient has constructed a facility, such as vehicle storage, maintenance facility, operation center, etc., the recipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.

Title 49 CFR, Appendix C, Section (3)(iv) requires that “the location of projects requiring land acquisition and the displacement of persons from their residences and business may not be determined on the basis of race, color, or national origin.” For purposes of this requirement, “facilities” does not include bus shelters, as they are considered transit amenities. It also does not include transit stations, power substations, or any other project evaluated by the National Environmental Policy Act (NEPA) process. Facilities included in the provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc. In order to comply with the regulations, Augusta Transit will ensure the following:

1. Augusta Transit will complete a Title VI equity analysis for any facility during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin. Augusta Transit will engage in outreach to persons potentially impacted by the siting of the facility. The Title VI equity analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site.
2. When evaluating locations of facilities, Augusta Transit will give attention to other facilities with similar impacts in the area to determine if any cumulative adverse impacts might result. Analysis should be done at the Census tract or block group level where appropriate to ensure that proper perspective is given to localized impacts.
3. If Augusta Transit determines that the location of the project will result in a disparate impact on the basis of race, color, or national origin, Augusta Transit may only locate the project in that location if there is a substantial legitimate justification for locating the project there, and where there are no alternative locations that would have a less disparate impact on the basis of race, color, or national origin. Augusta Transit must demonstrate and document how both tests are met. Augusta Transit will consider and analyze alternatives to determine whether those alternatives would have less of a disparate impact on the basis of race, color, or national origin, and then implement the least discriminatory alternative.

Augusta Transit has constructed the following facility.

- Augusta Transit Operations and Maintenance Facility constructed in 2018. The new facility (image below) is located at 2844 Regency Blvd, Augusta, GA 30904. The Title VI Equity Analysis report

prepared during the planning stage for the Operations & Maintenance Facility is included in Appendix J of this Title VI Plan.



The Title VI Equity Analysis report prepared during the planning stage is included in Appendix J of this Title VI Plan.

10.0 System-Wide Service Standards and Service Policies

FTA Circular 4702.1B, Chapter III, Paragraph 10: All fixed route transit providers shall set service standards and policies for each specific fixed route mode of service they provide.

Augusta Transit is a fixed route service provider and also provides complimentary ADA paratransit services.

FTA Circular 4702.1B requires that all fixed route service providers prepare and submit system-wide service standards and service policies as a part of their Title VI Plan. These standards and policies as described below address how service is distributed across Augusta Transit's service area to ensure that the manner of the distribution affords existing and potential users access to services.

Augusta Transit has adopted the following system-wide standards and policies to ensure service design and operations practices do not result in discrimination on the basis of race, color, or national origin. Service policies differ from service standards in that they are not necessarily based on a quantitative threshold.

10.1 Service Standards

FTA requires that all fixed route transit providers develop quantitative standards for all fixed route modes of operation for the following indicators. Augusta Transit has prepared standards for all modes it operates including Motor Bus (MB), ADA Paratransit Demand Response (DR) and Rural 5311 program.

a. Vehicle Load

Vehicle Type	Average Passenger Capacities			
	Seated	Standing	Total	Maximum Load Factor
29' Low Floor Bus	26	6	32	1.1
35' Low Floor Bus	31/32	8	40	1.2
40' Low Floor Bus	38	10	48	1.3

b. Vehicle Headway

POLICY HEADWAYS (MINUTES) AND PERIODS OF OPERATION				
WEEKDAY	Peak	Base	Evening	Night
Urban Radial	40	60-80	60	--
Cross-Town	40	40	60	--
<i>* Peak: 7-9 am and 4-6 pm; Base 9am - 4pm; Evening: 6-9:30 pm; Night: 9:30pm-Midnight; "--" means no service is provided during that time period.</i>				

POLICY HEADWAYS (MINUTES) AND PERIODS OF OPERATION			
SATURDAY	Day	Evening	Night
Urban Radial	60	60	--
Cross-Town	40	40	--
<i>* Day 7am - 6pm; Evening: 6-9:30 pm; Night: 9:30pm – Midnight; "--" means no service is provided during that time period.</i>			

c. On-Time Performance

A vehicle is considered on time if it departs a scheduled time point no more than one (1) minute early and no more than five (5) minutes late. The Augusta Transit on-time performance objective is 90% or greater. Augusta Transit continuously monitors on-time performance and system results are published and posted as part of monthly performance reports covering all aspects of operations.

d. Service Availability

It is a goal of Augusta Transit to distribute transit service so that 75% of all residents in the service area are within a ¼ mile walk of fixed route bus service. In March 2024, approximately 33% of the urbanized population (estimate 167,511 American Community Survey (ACS) 5yr Estimates 2018-2022) are within a ¼ mile walk of fixed route bus service. With each Decennial Census more formerly rural areas of Richmond County are classified as urban. This dynamic presents an ongoing challenge for Augusta Transit to meet its service frequency and area coverage goals given the availability of revenue service vehicles in a continually expanding urbanized area.

10.2 Service Policies

The development of service policy aids in the optimal use of limited resources within a transit agency. Service policy standards as presented in this section have the objective to: 1) evaluate existing fixed route services to identify underperforming or routes that surpass expectations; 2) evaluate deficiencies causing performance issues; and 3) evaluate proposals for new service. Transit service provision aims to evolve in synch with a growing and dynamic service area; and the application of service standards can be used to achieve this goal. The standards presented in this section are not an exhaustive compilation but presents standards that are easily implementable and have the potential to make a timely positive impact.

a. Transit Asset Management

Transit Asset Management (TAM) is a business model that uses the condition of assets to guide the optimal prioritization of funding at transit properties in order to keep transit networks in a State of Good Repair (SGR). Following TAM protocols allows Augusta Transit manage the life cycle of assets which in turn impacts customer level of service. Current TAM guidelines from GDOT governing rolling stock are as follows (Useful Life Benchmark (ULB) represents the recommended age of replacement):

- Automobile 8 years
- Trucks 8 years
- Medium Duty Bus (29ft-30ft) 12 years
- Heavy Duty Bus (35ft-40ft) 14 years
- Cutaway Bus ULB 5 years

b. Schedule Timings and Frequency/Headway

All nine (9) fixed route services operate according to a schedule. Clock-pattern schedules provide consistent and easy to understand schedule for riders. Clock-pattern (aka clock-face or cyclical) schedules result in even increments of bus operations such as every 60, 30, 15 minutes at the same minutes in each hour. Consistent headways throughout a service period may not reduce passenger difficulty in memorizing schedules if buses are scheduled at irregular departure times.

Recommended Service Policy Schedule Timings and Frequency/Headway

- Peak hours (7 a.m. thru 9 a.m., and 4 p.m. thru 6 p.m.) 30 minute headways
- Off-peak hours and Saturday 60 minute headways

c. Bus Travel Speeds

Bus travel speed can be used as a quantitative measure of service quality. The higher the average speed for a given distance then less time it will take to cover that distance. Bus travel speed is a critical service standard impacting several operational performance measures such as revenue miles per hour, passenger miles per hour, etc. It can also be used to differentiate bus transit markets, e.g., local bus versus limited express bus.

Recommended Service Policy: Bus Travel Speed

- Many factors will influence the average travel speed of Augusta Transit's fixed route buses such as road type, transit service type offered, and level of congestion. However, it is

recommended that an operating speed between 13-15 mph is feasible for Augusta Transit's fixed route operations.

d. Bus Route Travel Distance

Bus route distance is a function of the spatial dispersal of trip generators (e.g., home, work) and trip attractors (e.g., work, shopping) and the route connectivity and directedness between origin and destination. Currently, Route #2 Gray Line/West Parkway operates the shortest roundtrip route at 9.20 miles compared to Route #5 Green Line/Washington Rd at 20 miles roundtrip.

Recommended Service Policy: Bus Travel Distance

- Recommended goals for travel distance are directly related to average travel speed, headways and duration. The adoption of average speed and associated headways (taking into account required schedule recovery times) will guide the determination of optimal distance for each route.

e. Directness of Travel

Directness of travel (aka circuitry of travel) is a concept to operate as directly as possible between two points to minimize travel distance. However, transit operators must also consider maximizing access to passengers to as many destinations as feasible and this may result in diversions away from the most direct route. In some cases route directness and passenger accessibility are often in conflict with each other.

Directness of travel is a key factor attracting and retaining riders who may have access to more than one mode of transportation. This operational characteristic has influenced the growth of limited stop, express bus and bus rapid transit systems in heavily congested urban areas and downtowns with limited availability of cheap parking.

Recommended Service Policy: Directness of Travel

- Augusta Transit fixed routes should not be more than 50 percent longer in route mileage distance than a comparable route by car. For example, if the car distance is ten (10) miles the ideal fixed route transit distance should be no more than fifteen (15) miles.
- The travel time on any fixed route should not take longer than 250% of the travel time by car. For example, if the travel duration by car takes 30 minutes the comparable duration by fixed route transit should be no greater than 75 minutes.

f. Transfers

A bus transfer results from a rider transferring to another bus route [or mode] in order to complete a trip. Transfers can be free or at an additional cost to the ticket purchased. The number of transfers can be limited to one (1) or two (2) on a single trip but this limitation is dependent on the structure and connectivity of the transit network.

Increasing the number of transfers required to make a trip may:

- Increase the indirectness of a trip;
- Increase the overall time to complete a trip; and,
- Complicate an understanding of the trip especially to infrequent riders

All of the above potential outcomes are dependent on consistent ontime performance of timed connections at each transfer point to ensure that transferring riders can make a trip within a reasonable timeframe.

Recommended Service Policy: Transfers

- No trip should require more than one (1) transfer and such a trip take no more than 90 minutes to complete (this includes the time waiting to transfer).

g. Two Way Service

Asymmetrical routes further increase the complexity of riding transit. Asymmetrical routes occur when on a two-way street (eastbound and westbound directions) each bus direction operates on a different street. Asymmetrically designed routes may increase catchment area but minimize service effectiveness. It also impacts route directness depending on the direction of travel.

Recommended Service Policy: Two Way Service

- Routes should be designed to operate in two (2) directions on the same two-way street. Symmetrical operations (where each bus direction travels along the same two-way street) minimize passenger confusion, improves service effectiveness and makes it easy for riders to know how to get back to where they came from.

h. Distribution of Transit Amenities

During the months of March thru August 2021 Augusta Transit conducted a Bus Stop Inventory (BSI). This BSI supplemented previous efforts in the collection of information about bus stops serving Augusta Transit's fixed route operations. This initiative aimed to compile a physical and digital inventory of fixed route bus stops served by Augusta Transit in Augusta-Richmond County and identify bus stop amenities and accessibility associated with each bus stop.

The BSI entailed visiting 619 active fixed route bus stops served by nine (9) fixed routes in Augusta-Richmond County. Findings indicate that:

- 96% lit from surrounding streetlights
- 85% do not have a bus shelter
- 67% incorporate a dedicated bus stop pole
- 59% are easily accessible by wheelchair
- 50% route number and timetable map available
- 31% no physical signage or structure indicating its status

Recommended Service Policy: Distribution of Transit Amenities

- 100% bus stops must be uniquely identified along with some form of single-use structure (such as a pole) together with signage differentiating it from other roadway structures
- 100% bus stops must be ADA accessible
- Incorporate lighting in all bus stop shelters sourced from a utility provider or solar powered
- Ensure that all bus stops provide an appropriate level of safety and security for all transit riders
- Develop and apply empirical criteria to the placement of amenities (simi-seats, bus schedules, benches) and/or shelters at bus stops

11.0 Appendices

APPENDIX A	FTA CIRCULAR 4702.1B REPORTING REQUIREMENTS FOR TRANSIT PROVIDERS
APPENDIX B	CURRENT SYSTEM DESCRIPTION
APPENDIX C	TITLE VI PLAN ADOPTION MEETING MINUTES AND GDOT CONCURRENCE LETTER
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Appendix A

FTA Circular 4702.1B Reporting Requirements for Transit Providers

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Every three years, on a date determined by FTA, each recipient is required to submit the following information to the Federal Transit Administration (FTA) as part of their Title VI Program. Sub-recipients shall submit the information below to their primary recipient (the entity from whom the sub-recipient receives funds directly), on a schedule to be determined by the primary recipient.

General Requirements

All recipients must submit:

- ☐ Title VI Notice to the Public, including a list of locations where the notice is posted
- ☐ Title VI Complaint Procedures (i.e., instructions to the public regarding how to file a Title VI discrimination complaint)
- ☐ Title VI Complaint Form
- ☐ List of transit-related Title VI investigations, complaints, and lawsuits
- ☐ Public Participation Plan, including information about outreach methods to engage minority and limited English proficient populations (LEP), as well as a summary of outreach efforts made since the last Title VI Program submission
- ☐ Language Assistance Plan for providing language assistance to persons with limited English proficiency (LEP), based on the DOT LEP Guidance
- ☐ A table depicting the membership of non-elected committees and councils, the membership of which is selected by the recipient, broken down by race, and a description of the process the agency uses to encourage the participation of minorities on such committees
- ☐ Primary recipients shall include a description of how the agency monitors its sub-recipients for compliance with Title VI, and a schedule of sub-recipient Title VI Program submissions
- ☐ **A Title VI equity analysis if the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc.**
- ☐ A copy of board meeting minutes, resolution, or other appropriate documentation showing the board of directors or appropriate governing entity or official(s) responsible for policy decisions reviewed and approved the Title VI Program. For State DOTs, the appropriate governing entity is the State's Secretary of Transportation or equivalent. The approval must occur prior to submission to FTA.
- ☐ Additional information as specified in Chapters IV, V, and VI, depending on whether the recipient is a transit provider, a State, or a planning entity (see below)

Requirements of Transit Providers

All Fixed Route Transit Providers must submit:

- ☐ All requirements set out in Chapter III (General Requirements)
- ☐ Service standards
 - Vehicle load for each mode

- Vehicle headway for each mode
- On time performance for each mode
- Service availability for each mode
- ☐ Service policies
 - Transit Amenities for each mode
 - Vehicle Assignment for each mode

Transit Providers that operate 50 or more fixed route vehicles in peak service and are located in an Urbanized Area (UZA) of 200,000 or more people must submit:

- ☐ Demographic and service profile maps and charts
- ☐ Demographic ridership and travel patterns, collected by surveys
- ☐ Results of their monitoring program and report, including evidence that the board or other governing entity or official(s) considered, was aware of the results, and approved the analysis
- ☐ A description of the public engagement process for setting the “major service change policy,” disparate impact policy, and disproportionate burden policy
- ☐ Results of service and/or fare equity analyses conducted since the last Title VI Program submission, including evidence that the board or other governing entity or official(s) considered, was aware of, and approved the results of the analysis

Appendix B

Current System Description

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Historical Context

Augusta, Georgia aka the City of Augusta (COA) purchased the Augusta Coach Company, a privately-owned company, in October of 1973 and began operating its routes and schedules. In January 1996 the City of Augusta and Richmond County consolidated to form one government and one entity. In January 2011 the Augusta, Georgia Commission voted to explore the possibilities of privatizing the administration and operations of Augusta Transit. After several meetings and public hearings on May 17, 2011, the Augusta, Georgia Commission approved the privatization of Augusta Public Transit. Currently, AT contracts RATP Dev USA Inc., (RATP Dev) through Augusta Transit Management (ATM) to operate and maintain its transit services. RATP Dev is an international multimodal transportation provider operating, managing and maintaining transportation services.

Mission, Program goals and Objectives

Augusta Transit provides fixed and demand responsive routes serving Augusta-Richmond County. Augusta Transit's mission is to 'give our customers access to all regions of Augusta-Richmond County by providing quality, dependable, safe, accessible, and affordable transportation, thereby enhancing the mobility of the general public as well as the transportation disadvantaged.'

Program goals are guided by its Bus Replacement Program, Public Transportation Agency Safety Program (PTSAP) and Program and Projects. Furthermore, transit service objectives are influenced by the Future Mobility 2050 Long Range Transportation Plan (LRTP) developed by the Augusta Regional Transportation Study (ARTS) Metropolitan Planning Organization (MPO) in collaboration with Augusta Transit; namely: Goal #2: Mobility, Accessibility and Connectivity which aims 'to increase access, expand, and improve the reliability of public transportation.'

In 2022, Augusta Transit developed a Climate Action Plan which has the following goals to accomplish by 2031:

- Transition to clean energy fueled revenue and non-revenue vehicles (Transition)
- Increase operational efficiencies and renewable energy use at all facilities (Operational Efficiency)
- Increase the proportion of Augusta-Richmond County population living within ¾ mile of a clean energy transit service (Transit Reach)

Organizational Structure

Augusta Transit is an independent transit system established under the laws of the State of Georgia serving Augusta-Richmond County. Secondly, is a department of COA providing fixed and demand responsive routes serving the Augusta-Richmond County urbanized area.

Since August 1, 2011, Augusta, Georgia has utilized a contractor to provide operations and maintenance of the transit system. Richmond Transit rural service vans are also maintained by the contractor. A designee of Augusta, Georgia (namely the Transit Director) conducts contractor oversight, monitoring of the system and strategic planning.

Augusta, Georgia provides the operations, administration and maintenance facility, major equipment items, bus shelters, signs, benches, trash receptacles, revenue, and non-revenue vehicles. Schedules and

system maps, tickets, transfers, passes, paratransit applications, envelopes, and passenger guides are provided by the Contractor. Augusta Transit consists of four (4) operational divisions: Administrative, Operations, Maintenance, and Special Services.

Administrative Division

The Administrative Division (staff are all Augusta, Georgia employees) is responsible for administering, and implementing policies and procedures received from the federal, state, and local levels within the guidelines of federal and state laws, Augusta-Richmond County policies and procedures, and departmental policies and procedures. Administration reports to the Transit Director or other designated person and works with co-workers, Augusta, Georgia employees, contractor staff and the public to ensure proper implementation of transit policies.

Operations Division

The Operations Division (Contractor Staff) is responsible for managing and implementing all Transit service policies and procedures within the guidelines of federal and state laws and Augusta-Richmond County policies and procedures. The General Manager of the Contractor reports to the Transit Director. The General Manager ensures that contract staff operate and provide support to the transit system in order to fulfill Augusta Transit's mission. Additionally, the Operations Manager oversees bus operators to ensure each driver operates a transit bus following a designated schedule and route within the guidelines of federal and state laws, local and departmental policies and procedures, and Federal Transit Administrator's Alcohol and Drug Policy.

Maintenance Division

The Maintenance Division (Contractor Staff) is responsible for ensuring that all vehicles, buildings, and equipment are clean, safe, dependable, reliable, and ready to serve the riding public; it also performs preventive maintenance checks and services, scheduled services, scheduled repairs, and emergency repairs for Augusta Transit within the guidelines of relevant federal and state laws, and Transit Department policies. The Maintenance Manager reports to the General Manager (Contractor) who in turn works with contractor staff, COA transit employees, salesmen, and representatives from bus/equipment manufacturers to provide efficient and safe transit service.

Special Services Division

The Special Services Division (Contractor staff) is responsible for maintaining and supervising the Americans with Disabilities Act (ADA) Paratransit and Rural Programs. Special Services Manager (Contractor staff) oversees the program's overall operations within the guidelines of departmental standards and procedures, verbal instructions, and the Americans with Disabilities Act. Special Services implements all transit service policies and procedures within the guidelines of federal and state laws and Augusta Policies and Procedures. The Special Services Manager reports to the General Manager (Contractor) who in turn works with contractor staff, COA transit employees, and representatives of federal and state agencies, persons with disabilities, social

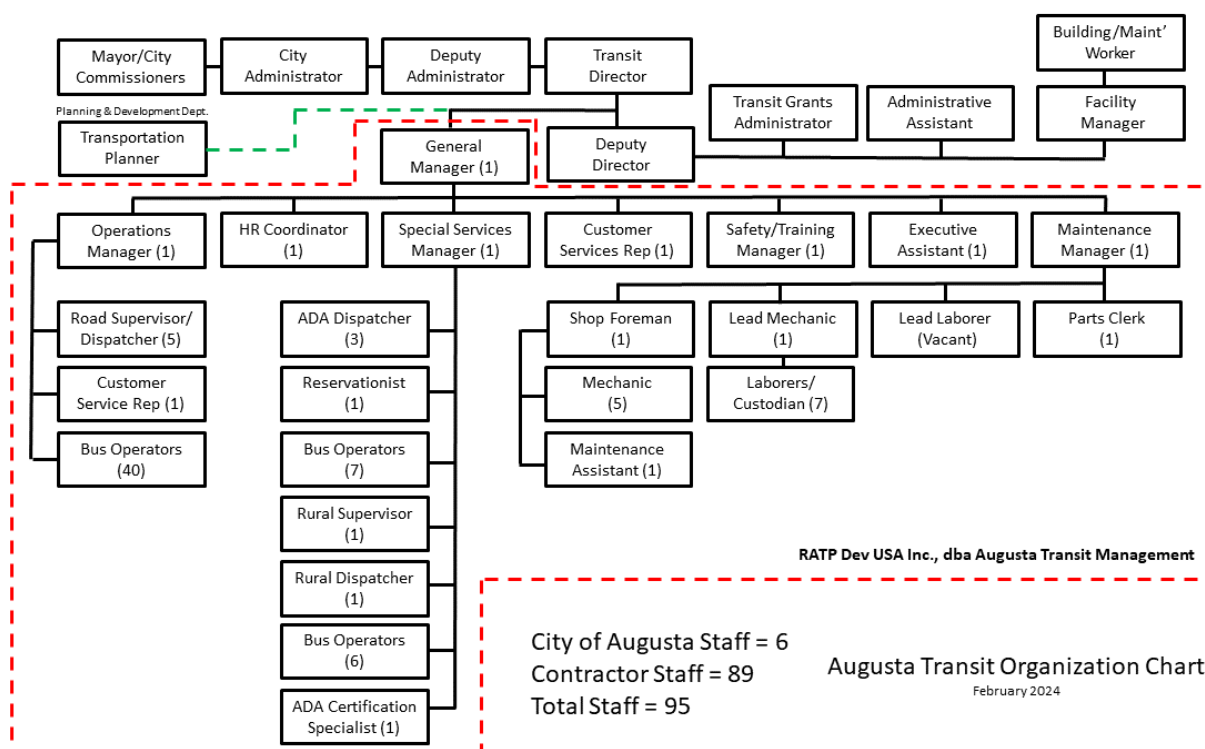
workers, and medical personnel who are affiliated with physically and mentally challenged people in the community to provide support to the public transit service.

Physical Location of Augusta Transit

Augusta Transit's administrative and operational divisions and maintenance garage are housed in a 34,176 sq ft facility located at 2844 Regency Blvd, Augusta, GA 30904. This facility, Augusta Transit Operations and Maintenance Facility officially opened in 2019 at a cost of \$18 million. In addition, the property includes the Terrence Alton Dicks training room, conference room, commercial bus wash, chassis wash and ample parking spaces for buses, paratransit vans, staff and visitor vehicles. All divisions function as one unit to maintain the daily operation of Augusta Transit in its service to the public in a courteous and professional manner.

Staffing & Personnel

Including Contractor staff approximately 95 persons are directly engaged in work relating to Augusta Transit services. Six of the 95 persons are Augusta, Georgia COA employees and the balance are employed by the Contractor or Contractor's local subsidiary Augusta Transit Management (ATM). The Maintenance Department is comprised of mechanics, a parts clerk and laborers, approximately 16 persons. The largest cadre of personnel are bus drivers/operators approximating 40 persons. However, post COVID19 Pandemic it has been a daily challenge to attract, train and retain fixed route bus operators.



The operation of a fixed route bus or ADA Cutaway van requires all drivers to have a Commercial Driver's License (CDL) with Passenger Endorsement. Cutaway or transit vans operated by Richmond Transit (rural) personnel only require a standard driver's license. Only Contractor employees that have completed all of the required safety and driver training requirements are allowed to drive any revenue service vehicle. The carrying of a CDL by fixed route or ADA bus operators creates the opportunity to operate Richmond Transit rural vans as and when the need arises.

Training, Management and Other Administrative Tasks

The Transit Director has ultimate responsibility for the management and administration of Augusta Transit (COA employees and the Contractor). The Contractor's General Manager is responsible for the management and administration of their staff to fulfill all contractual obligations of the client, Augusta Transit.

Training of the maintenance, special services and operational staff is the responsibility of the Contractor. All new bus/ADA/van operator employees must fulfill a specified amount of on-the-road drivers training, which includes riding with a training driver, behind-the-wheel training, and training on proper use of wheelchair lifts and other securement devices found inside a revenue service vehicle. Furthermore, safe operations and maintaining a safe environment are a recurrent and pervasive theme of Augusta Transit and its Contractor. All safety sensitive personnel are required to complete the requisite state and federal safety and security training throughout their careers at August Transit.

The Special Services Manager is responsible for the annual renewal of all liability insurance for both Federally funded and GDOT owned vehicles, as well as vehicle registration renewal. Additionally, the Special Services Manager is responsible for the timely submission of security clearance applications of bus drivers who transport passengers to/from Fort Eisenhower (formerly Fort Gordon). It is the Operations, maintenance and Special Services Managers' shared responsibility to administer all aspects of fixed route transit, ADA and rural transit operations and to control access and usage of all agency vehicles.

Service Description

Augusta, Georgia operates a public transit system known as Augusta Transit and Richmond Transit. A fixed route service area of 25 square miles with a county population of 202,081 (2022 National Transit Database (NTD)). Currently, Augusta Transit's transit service is made up of nine (9) fixed routes and ADA paratransit service, 619 bus stops (including transfer facilities), 92 shelters, 71 trash cans and 92 benches. Richmond Transit provides rural services, enabling rural-based riders connect with rural and urban destinations in the county. Augusta Transit fixed routes are (February 2024):

- Route 1 - Blue Line/Walton Way
- Route 2 - Gray Line/West Parkway
- Route 3 - Gold Line/East Augusta
- Route 4 - Purple Line/Turpin Hill
- Route 5 - Green Line/Washington Road
- Route 6 - Brown Line/Gordon Highway
- Route 7 - Pink Line/ Augusta Mall

- Route 8 - Orange Line/Barton Chapel
- Route 9 - Red Line/Lumpkin Road

Typical fixed route headways vary from a minimum 40 minutes to a maximum 1 hour 20 minutes. Fixed route service is provided primarily within Augusta-Richmond County. However, Route #5 Green Line/Washington Road serves the West Town Shopping Center at Washington Rd/Davis Rd just inside Columbia County, Georgia. Augusta Transit local buses interface with the Best Friend Express (BFE) operating in Aiken County at Augusta Transit's Broad Street Transfer Facility (BSTF).

Augusta Transit does not operate any transit service on Sunday. However, new routes may be added, existing routes modified, or service hours extended to include holiday or Sunday service as Augusta, Georgia deems necessary. Such changes in service area operations and dynamics will be developed as needed, meeting all FTA and GDOT regulations.

ADA complementary paratransit service operates within Augusta-Richmond County, Georgia. The program provides origin to destination paratransit service to eligible and certified persons with disabilities within a three quarter (3/4) mile corridor along all local fixed route bus routes within Augusta, Georgia. Origin to destination paratransit operations are due to passengers needing assistance beyond the curb because of their disability. Scheduling, dispatching, and reservations are handled through the use of Augusta Transit's QRyde computer software.

Rural transit service (funded by SEC 5311) operated by Richmond Transit serves the rural parts of Augusta-Richmond County, Georgia and operates in compliance with Georgia Department of Transportation (GDOT) guidelines.

Hours Of Service

The current Fixed Routes operating hours for local service is Monday through Saturday; 6:30 a.m. through approximately 8:00 p.m. Complementary paratransit (ADA) service is provided on the same days and during the same hours as local fixed route service. Rural transportation operating hours is Monday through Friday; 6:00 a.m. through approximately 6:00 p.m. Augusta Transit in line with Augusta, Georgia does not operate on the following holidays:

- New Year's Day
- Martin Luther King, Jr. Day
- Good Friday
- Memorial Day
- Juneteenth
- Independence Day
- Labor Day
- Veteran's Day
- Thanksgiving Day
- Day After Thanksgiving (exception regular service operated)
- Christmas Eve (exception regular service operated till 6pm)
- Christmas Day

Days of operations for Augusta Transit fixed route and ADA paratransit services are provided below.

Year	2019	2020	2021	2022	2023
Weekday Service Days	254	256	255	253	252
Saturday Service Days	52	51	51	52	52
Total Service Days	306	307	306	305	304
Rain & Snow Days	51	56	68	59	54

Augusta Transit's Bus Fleet and Support Vehicles

Augusta, Georgia's fleet consists of eighteen (18) fixed route buses, seven (7) paratransit vans, six (6) rural service vans, and a small fleet of supervisor and maintenance vehicles. All buses are either equipped with a wheelchair lift, or ramp and are ADA accessible. The majority of revenue earning vehicles are equipped with Sierra Wireless Modems, Trapeze Rangers, 800 MHz radios, Automatic Vehicle Locator (AVL), Automatic Passenger Counters (APC) and GFI/SPX Odyssey Fareboxes.

AUGUSTA TRANSIT FIXED ROUTE FLEET							
#	VEH. NO.	MAKE	MODEL	LENGTH FT	YR MFG	SEATS/ STANDEES	AGE @ 12/23 YRS
1	9009	GILLIG	GILLIG LOW FLOOR	40	2009	38/10	14
2	9010	GILLIG	GILLIG LOW FLOOR	40	2009	38/10	14
3	9011	GILLIG	GILLIG LOW FLOOR	40	2009	38/10	14
4	1001	ORION	ORION7	35	2010	32	13
5	1002	ORION	ORION7	35	2010	32	13
6	1101	ORION	ORION7EPA	35	2011	32	12
7	1102	ORION	ORION7EPA	35	2011	32	12
8	1103	ORION	ORION7EPA	35	2011	32	12
9	1104	ORION	ORION7EPA	35	2011	32	12
10	1601	GILLIG	BRTPLUS LOW FLOOR	40	2016	38/10	7
11	1602	GILLIG	BRTPLUS LOW FLOOR	40	2016	38/10	7
12	1603	GILLIG	BRTPLUS LOW FLOOR	40	2016	38/10	7
13	2301	GILLIG	G27E102H2	29	2023	26	0.5
14	2302	GILLIG	G27E102H2	29	2023	26	0.5
15	2303	GILLIG	G27B102	35	2023	31	0.5
16	2304	GILLIG	G27B102	35	2023	31	0.5
17	2305	GILLIG	G27B102	35	2023	31	0.5
18	2306	GILLIG	G27B102	35	2023	31	0.5

AUGUSTA TRANSIT ADA PARATRANSIT FLEET						
#	VEHICLE	MAKE	MODEL	YR. MFG	SEAT CAPACITY	AGE @ 12/23 YRS
1	1604	CHEV/BUS 6WC	G4500	2016	10	7
2	1605	CHEV/BUS 6WC	G4500	2016	10	7
4	1608	CHEV/BUS 6WC	G4500	2016	10	7
5	2309	FORD	E450	2023	14	0.5
6	2310	FORD	E450	2023	14	0.5
7	2312	FORD	E450	2023	14	0.5

RICHMOND TRANSIT (RURAL) FLEET						
#	VEH. NO.	MAKE	MODEL	YR. MFG	SEAT CAPACITY	AGE @ 12/23 YRS
1	3724	GOSHEN	E-3502WC	2017	10	6
2	3826	GOSHEN	E-3502WC	2017	10	6
3	3827	GOSHEN	E-3502WC	2017	10	6
4	3968	GOSHEN	E-3502WC	2017	10	6
5	4213	FORD	GLAVAL	2022	10	1
6	4214	FORD	GLAVAL	2022	10	1

AUGUSTA TRANSIT SUPPPORT VEHICLE FLEET						
#	VEH. NO.	MAKE	MODEL	YR. MFG	SEAT CAPACITY	AGE @ 12/23 YRS
1	96	INTERNAT.	4600 LP	1992	3	31
2	5010	FORD	RANGER	2006	3	17
3	1005	FORD	Expedition	2011	8	12
4	1110	FORD	F-150	2011	3	12

Augusta Transit adopts the GDOT Transit Asset Management Plan (TAM) to determine Useful Life Benchmarks (ULB) (recommended age for replacement) for its vehicle fleet. Current values are:

- Bus 35ft - 40ft at 14 yrs;
- Bus 29ft – 30ft at 12 yrs
- Cutaway Bus at 7 yrs
- Van at 8 yrs

AT intends to transition its fossil fuel burning fleet (revenue and non-revenue vehicles) to clean energy vehicles (electric, Compressed Natural Gas (CNG), hydrogen or hybrid). Driving this transition, in February 2021 Mayor Hardie Davis Jr. of Augusta, Georgia proposed the conversion of Augusta's motor vehicle fleet to zero-emission electric vehicles. Such a move would affect Augusta's transit operator, including all vehicle types belonging to AT and RT. The pace of transition will be dependent on available federal, state and/or local funding.

Current Fares and Farebox Revenue

Fares, fare structure, and ticket media are subject to change. Current fares charged are as follows:

Fare Type (Fixed Route)	Cost
Adult One-way	\$1.25
Youth Under Age 18 (I.D. Required)	\$0.60 (sixty cents)
Senior Citizens (I.D. or Medicare Card Required)	\$0.60 (sixty cents)
Persons with Disabilities (AT issued ID Card Required)	\$0.60 (sixty cents)
Children under 42" Height	Free
Augusta Transit Transfers (each)	\$0.50 (fifty cents)

Special reduced fares for senior citizens and persons with disabilities are available all day (on fixed route services), Monday through Saturday.

Fare Type (Paratransit)	Cost
Adult One-way Paratransit	\$2.50
Adult One-way Paratransit	\$3.50
Adult One-way Paratransit	\$6.00

Paratransit fares (double the fixed route fare) are determined by the number of fixed routes buses and transfers required to complete a trip. Paratransit fares are twice the fare for a comparable trip on the fixed route system. Augusta Transit does not provide service outside the $\frac{3}{4}$ mile fixed route corridor. Paratransit fares are as follows:

Trip	Fixed Route	Paratransit
One (1) fixed route bus no transfer	\$1.25	\$2.50
Two (2) fixed route buses including one (1) transfer	\$1.75	\$3.50
Three (3) fixed route buses including one (1) transfer	\$3.00	\$6.00

Richmond Transit (rural) fares are as follows:

Fare Type (Rural)	Cost
Adult One-way	\$3.00

Revenue from farebox and ticket sales for AT is presented below.

Year	2019	2020	2021	2022	2023
Farebox Cash Revenue	\$324,652.16	\$74,140.04	\$112,275.25	\$220,001.36	\$201,734.13
Tickets & Passes Revenue	\$117,443.50	\$33,719.25	\$40,165.50	\$90,975.25	\$99,618.50
Total	\$442,095.66	\$107,859.29	\$152,440.75	\$310,976.61	\$301,352.63

Due to the pandemic fixed route, ADA paratransit and RT fares were not charged from April 1, 2020 thru July 14, 2021.

Transfers

Transfers are valid for up to two (2) hours from the time they are issued. Transfers are valid only on one (1) different route from the route that issued the transfer. Taking a trip requiring three (3) buses will involve paying two (2) regular fares and one (1) transfer. Passengers are required to ask for a transfer on boarding the bus. No transfers are available on RT (i.e., rural services).

Discounted Tickets and Passes

Regular riders are able to save money on individual fares through purchasing weekly or monthly passes as follows:

Pass Type	Cost (Regular)	Discounted
7 Day Pass	\$15.00	\$7.50
31 Day Pass	\$50.00	\$25.00

Passes allow unlimited trips with transfers for the valid period. Tickets are discounted ½ off for Youth Under Age 18, Senior Citizens, and Persons with Disabilities (all require ID to verify eligibility).

All pass sales are final and non-refundable. AT is not responsible for lost or stolen passes. Passes and fares are subject to AT rules, regulations and tariffs and are not valid if damaged. Failure for a passenger to pay the appropriate fare constitutes fare evasion. Riders are encouraged to protect their tickets and/or passes.

Supervisors or Customer Service representatives at the BSTF are able to sell weekly and/or monthly passes to passengers. The Executive Secretary (located at Augusta Transit administrative headquarters) sells Green Tickets (one ride plus transfer), weekly and/or monthly passes and tickets (purchased in bulk).

Paratransit Reservations

Reservations are accepted Monday through Friday between 8:00 a.m. and 5:00 p.m., AT's business hours. Augusta, Georgia reserves the right to change the days or hours of paratransit reservations according to Federal Guidelines without an additional charge to Augusta, Georgia.

Rural Transit Reservations

Reservations are accepted Monday through Friday between 8:00 a.m. and 2:00 p.m. Augusta, Georgia reserves the right to change the days or hours of paratransit reservations according to GDOT Guidelines without an additional charge to Augusta, Georgia.

Insurance

Augusta, Georgia is self-insured. However, as transit services are contracted out insurance relating to transit service operations is the responsibility of the Contractor. Indeed, the Contractor is responsible for the procurement and maintenance of insurance against claims for injuries to persons or damages to property, or theft which may arise from or in connection with transit operations; Augusta, Georgia owned or leased transfer centers, park and ride lots or bus stops; or theft of any and all transit vehicles and equipment either owned by Augusta, Georgia or leased by Augusta, Georgia or otherwise used by the Contractor or Augusta, Georgia in connection with the operation of the transit system.

Safety and Security

Augusta Transit, including its contractor, strives to provide the safest and most secure experience for the riding public and our employees. All levels of management and employees are accountable for the delivery of the highest level of safety performance, starting with the Transit Director. Every employee must practice workplace safety, use equipment, tools, and materials properly, and be trained in the agency's work rules and procedures for his or her respective areas of responsibility, including contingency plans for abnormal and emergency conditions.

In providing the safest and most secure transit environment (for both riders, transit staff and anyone in contact with the transit system) Augusta Transit has developed and implemented a Safety Management System (SMS) the objectives of which are to:

- Increase the safety of our transit system by proactively identifying, assessing, and controlling risks;
- Continually improve safety performance;
- Improve the commitment of transit leadership to safety; and
- Foster a culture of safety awareness and responsiveness.

In July 19, 2018, the FTA promulgated its final rule 49 C.F.R. Part 673 - Public Transportation Agency Safety Plan (PTASP) which requires recipients of FTA Chapter 5307 funds to develop and implement a safety plan based on SMS principles and methods. In light of this FTA requirement, Augusta Transit is committed to:

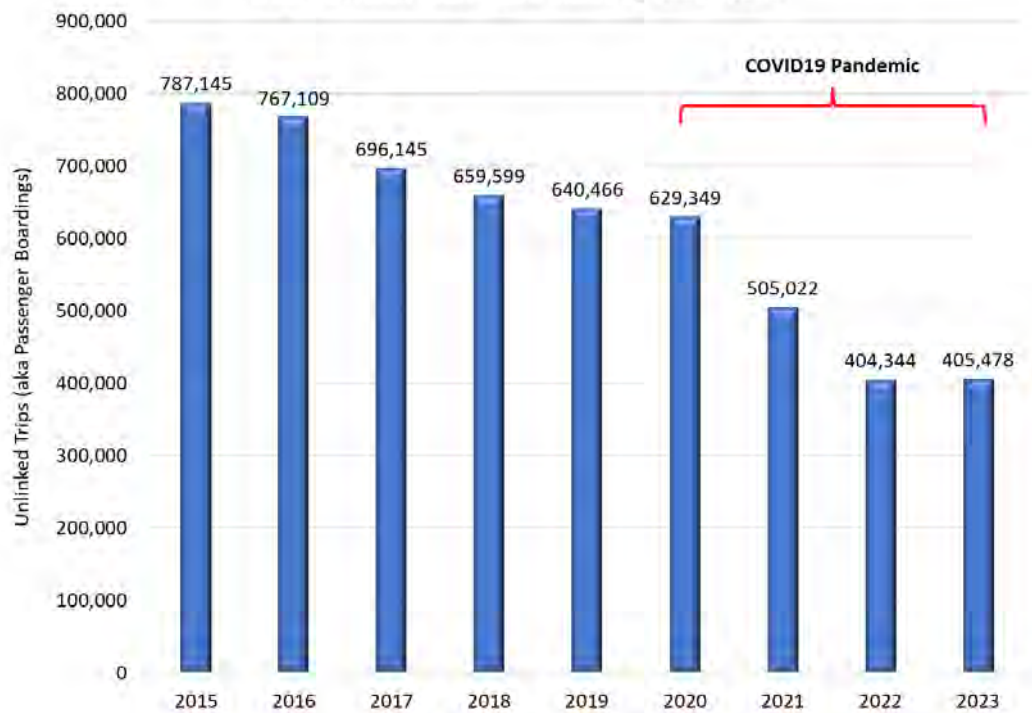
- Supporting an organizational culture that fosters safe practices, encourages effective employee safety reporting and communication, and actively manages safety with the same attention to results as paid to other management systems of the organization;

- Continuously monitor the implementation of SMS and PTASP principles throughout the organization while conveying to all staff, managers, supervisors, and employees that SMS and PTASP are important to the highest level of the organization;
- Communicating the purpose and benefits of the SMS to all staff, managers, supervisors, and employees. This communication will specifically define the duties and responsibilities of each employee throughout the organization and all employees will receive appropriate information and SMS training;
- Integrating the management of safety as a primary responsibility of all managers and employees, including contractors;
- Defining for all staff, managers, and employees alike their accountability and responsibility for the delivery of the organization's safety performance and the overall implementation of our Safety Plan;
- Establishing and implementing a proactive safety program to manage risks to a level that is acceptable and consistent with safety performance;
- Ensuring protections for any employee who discloses a safety concern through the employee safety reporting program;
- Complying with, and wherever possible, exceeding the expectations of legislative and regulatory requirements and standards;
- Ensuring all staff are provided with adequate and appropriate safety-related information, personal protective equipment (PPE) and training, are competent in safety management matters, and are allocated only to tasks commensurate with their skills;
- Establishing and measuring safety performance against realistic and data-driven safety performance indicators and safety performance targets;
- Continually improving our safety performance through management processes that ensure appropriate safety management actions are taken and are effective;
- Verify externally supplied systems and services to support our operations are delivered to meet our safety performance standards; and
- Verify that the strategies and guidelines to address infectious disease planning and response are consistent with the Centers for Disease Control and Prevention (CDC) and the Georgia Department of Public Health and local health authorities in order to minimize exposure to infectious diseases in accordance with 49 USC section 5329 (d)(1)(D).

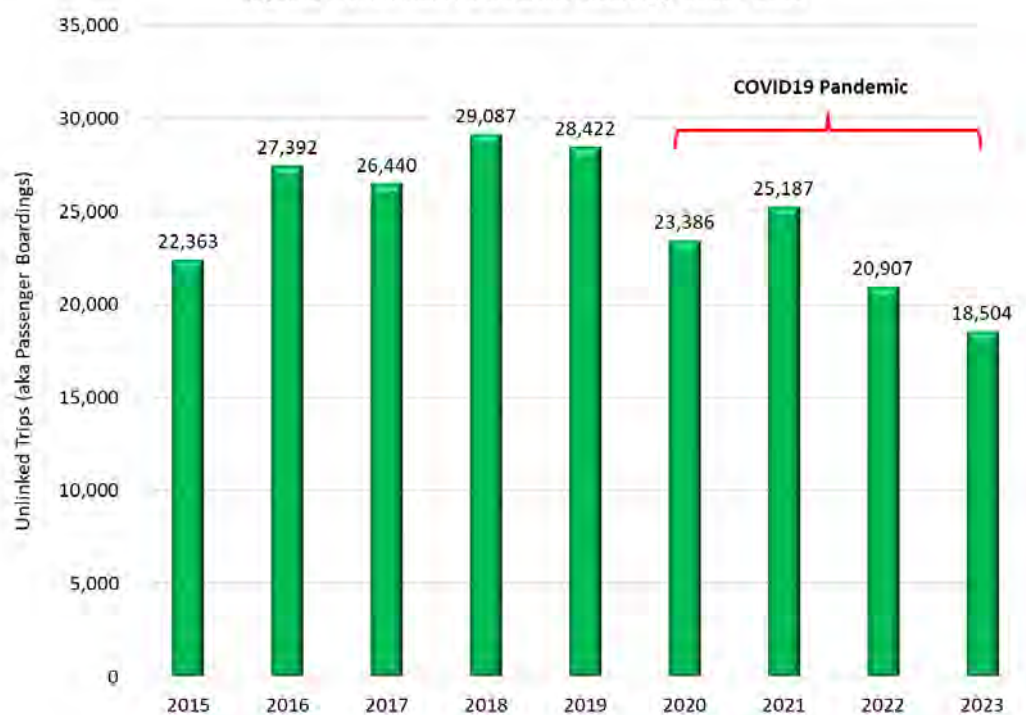
Ridership

In recent years, APT fixed route ridership has been declining from a peak 787K in 2015 to 405K in 2023. The COVID19 Pandemic accelerated the downward ridership trend. Additionally, an aging fixed and ADA bus fleet during the period 2021-2023 negatively impacted ridership, reliability and the overall perception of transit service offerings in Augusta-Richmond County. In 2023 Augusta Transit replaced several aging revenue service vehicles with five (5) new and three (3) used fixed route buses in addition to four (4) ADA paratransit vans. This investment curtailed service unreliability and stimulated an uptick in fixed route ridership.

Augusta Transit Fixed Route Ridership 2015 - 2023



Augusta Transit ADA Paratransit Ridership 2015 - 2023



Stimulating ridership gains Augusta Transit in 2023 initiated a bus stop upgrade program where all bus stops will have a bus stop sign and be ADA accessible. Selected bus stops will include benches, shelter and trash cans as determined by rider demand. Security at transit facilities will also be enhanced and Augusta Transit will continue to partner with local law enforcement to ensure that bus stops and transfer facilities are safe spaces for all users. It is anticipated that as new replacement revenue service vehicles join the fleet, transit service will be extended to South Augusta, an increasingly urbanized area currently unserved by fixed route transit.

Appendix C

Title VI Plan Adoption Meeting Minutes and GDOT Concurrence Letter

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Insert a copy of the Title VI Plan adoption meeting minutes and the GDOT concurrence letter.

Appendix D

Title VI Sample Notice to Public

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TITLE VI CIVIL RIGHTS 1964 PROGRAM

Pursuant to Federal Regulations of U.S. Department of Transportation

Notice to Public

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 (42 U.S.C. Section 2000d). Augusta, Georgia is committed to a policy of non-discrimination in its operations, including the responsibilities of the Augusta Planning and Development Department to facilitate and implement federal regulations relative the Metropolitan Transportation Planning process in the support of the Augusta Regional Transportation Study – MPO to develop the Long Range Transportation Plan, Transportation Improvement Program and other required plans and program; and operations, including the responsibilities of the Augusta Public Transit.

If you believe you have been subjected to discrimination in any Augusta, Georgia service, program or activity receiving federal financial assistance, you may file a Complaint in the Augusta, Georgia Administrator's Office (Title VI Coordinator) at (706) 821-2400; 535 Telfair Street, Suite 910 Augusta, GA 30901; the Augusta Planning and Development Department at (706) 821-1796, 535 Telfair Street, Suite 300 Augusta, GA 30901; or with the Augusta Public Transit Department, 2844 Regency Blvd, Augusta Georgia 30904. Any Complaint or question regarding Augusta, Georgia's Title VI Program will be directed to the Office of the Administrator.

Title VI Statement of Policy: Augusta, Georgia is committed to a policy of non-discrimination in its operations, including its responsibilities under Title VI of the Civil Rights Act of 1964. As a result, Augusta, Georgia will utilize its best efforts to assure that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subject to discrimination under any program that receives federal funds and its related benefits.

Objectives: Towards this end, it is Augusta, Georgia's objective to:

1. Ensure that the level and quality of services under any program that receives federal funds are provided without regard to race, color, or national origin;
2. Identify and address, as appropriate, disproportionately high, and adverse human health and environmental effects, including social and economic effects, of programs and activities on minority populations and low-income populations;
3. Promote the full and fair participation of all affected populations in transportation planning and program decision making;
4. Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit Environmental Justice populations including but not limited to minority populations and low-income populations;
5. Ensure meaningful access to programs and activities by persons with limited English proficiency.

Responsibility: All Directors, managers, supervisors, and employees share in the responsibility of making Augusta, Georgia's Title VI Program a success. Augusta, Georgia will ensure that third party contractors and/or sub-recipients receiving federal funds shall adhere to and implement this policy to the fullest extent possible.

Any complaints or questions regarding Augusta, Georgia's Title VI Program should be directed to the Augusta,

Georgia Administrator's Office at (706) 821-2400; 535 Telfair Street, Suite 910 Augusta, Georgia 30901.

Title VI Notification Procedures: Augusta, Georgia, as a condition for receiving financial assistance from the Federal Transportation Administration (FTA) and Federal Highway Administration (FHWA), ensures that:

1. Augusta, Georgia will compile, maintain, and timely submit Title VI information required by the FTA and FHWA, copies of which will be available to the general public.
2. Augusta, Georgia makes it known to the public that any person or persons alleging discrimination on the basis of race, color, or national origin as regards the provision of transportation services and transit-related benefits may file a Complaint in the Office of the Administrator of Augusta, Georgia, with the Augusta Planning and Development Department, the Augusta Public Transit Department, or the Federal Transit Administration – Region IV. Any complaint or questions regarding Augusta's Title VI Program will be directed to the Office of the Administrator of Augusta, Georgia.
3. Informal Complaint - Any member of the general public who feels that his or her rights under Title VI of the Civil Rights Act of 1964 have been violated in any manner may first speak informally with the Administrator of Augusta, Georgia or her/his designated representative in order to see if the matter can be resolved informally. The Administrator or her/his designated representative will investigate the complaint and make a determination on its merits. Complaining parties will receive notification of the determination of the Administrator. As pertaining to public transit services and operations of the Augusta Public Transit Department and/or any sub-recipient of federal funds, all complaints whether informal or formal are referred to the Office of Administrator and/or designated representative.
4. Formal Complaint - Any complaining individual who does not feel that his or her concerns have been resolved informally may then file a formal written complaint in the Office of the Administrator, 535 Telfair St., Suite 910 Augusta, GA 30901, phone (706) 821-2400. A Formal Complaint should be submitted no later than thirty (30) days from the date of the last alleged discriminatory act.

With regard to public transit services and operations of the Augusta Public Transit Department and/or any sub-recipient of federal funds, all complaints whether informal or formal are referred to the Office of Administrator of Augusta, Georgia or her/his designated representative.

The Office of the Administrator of Augusta, Georgia (Title VI Coordinator) or his or her designated representative will set a mutually agreed-upon time and place for the review process with the complaining individual or their representatives within thirty (30) working days of filing the complaint. The

complainant may submit documents or other information to be included with the record and considered in the review process.

The complainant will generally be issued a letter of findings and recommendations from the Office of the Administrators within forty-five (45) working days after filing a formal complaint. If additional time is required to investigate the complaint, then all parties will be notified by the Administrator's Office. Individuals may withdraw their formal grievance and decide to seek mediation or an informal resolution at any point in the complaint process.

Procedures to correct any deficiencies found through the complaint will be initiated within a forty five

(45) day period from the issuance of the final findings of the Administrator. If no deficiencies are found to exist as a result of the complaint, a written response will be sent to the complainant within fifteen (15) working days from the completed investigation, detailing the investigation and the results of that investigation. Any complainant not satisfied with the results of the investigation may further appeal his or her complaint to the offices of the Federal Transit Administration, Regional Civil Rights Office, 230 Peachtree St., NW, Suite 800, Atlanta, GA 30303.

1. Augusta, Georgia, through the Augusta Planning and Development (APDD) and Augusta Public Transit Department, will notify the general public of its Title VI responsibilities by posting this statement on the physical office bulletin board, Public Transit terminal, transit terminal office and web sites. The statement will be posted to meet requirements of individuals within the minority populations as well as persons with limited English proficiency.

This notice and complete contents of this program are available at the following locations:

- The Augusta Planning and Development Department
- The Augusta Public Transit Department
- The Augusta Human Resource Department
- Office of Equal Employment Opportunity of Augusta, Georgia
- Augusta Public Transit Department website
- ARTS web site
- Aiken County Website
- Aiken County Planning Department

Appendix E

Title VI Complaint Form

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Title VI Public Complaint Process

If you believe that you have been excluded from participation in, been denied the benefits of, or been subjected to discrimination under any Augusta, Georgia service, program or activity receiving federal financial assistance, including, but not limited to, service, projects or activities provided by or administered by the Augusta Planning and Development Department, the Augusta Public Transit Department, the Augusta Engineering Department, you may file an official Title VI Complaint with the Office of The Administrator of Augusta, Georgia and/or the designated representative, (hereafter "Title VI Coordinator"). The following steps describe the procedures to file a complaint and how Augusta, Georgia will respond.

1. The complaint must be submitted to the Title VI Coordinator no later than thirty (30) working days after the date of the alleged discrimination.
2. A Title VI Complaint Form can be obtained by calling (706) 821-1721, (706) 821-1796 or by downloading the form from these websites at www.augustaga.gov; <http://www.augustaga.gov/290/Planning-and-Development>; and www.augustaga.gov/arts
3. Please provide the following information on the complaint form or you may submit a signed written statement that contains all of the following written information:
 - Your name, address and how to contact you (phone number, email address, etc.);
 - The basis of the alleged discrimination complaint (race, color, or national origin);
 - How, why, when and where you believe you were excluded from participation in, were denied the benefits of, or were subjected to discrimination. If the alleged
 - incident occurred on the bus, give date, time of day, and bus number if available;
 - Include the location, names and contact information of any witnesses;
 - Indicate whether you have filed the complaint with Federal Transit Administration; and
 - You must sign your letter of complaint.

If you, as the complainant, are unable to read and/or write a complaint, the Title VI Coordinator will assist you with the complaint. Augusta, Georgia is committed to providing open access to its services to persons with limited ability to speak or understand English; if requested by complainant, the Title VI Coordinator will provide language translation services.

4. The complaint shall be sent to any of the following addresses:

Office of the Administrator
535 Telfair Street, Suite 910, Augusta, GA 30901

Augusta Transit Department
2844 Regency Boulevard, Augusta, GA 30904

Augusta Planning and Development Department
535 Telfair Street, Suite 300, Augusta, GA 30901

5. All complaints will be investigated promptly. Reasonable measures will be undertaken to preserve any information that is confidential. The Title VI Coordinator will review every complaint, and when necessary, begin the investigation process. At a minimum the investigating will:
 - Identify and review all relevant documents, practices and procedures;
 - Identify and interview persons with knowledge of the alleged discrimination, that is, the person making the complaint; witnesses or anyone identified by the Complainant; anyone who may have been subject to similar activity, or anyone with relevant information.
6. Upon completion of the investigation, the Title VI Coordinator will complete a final report for Augusta, Georgia. The investigation process and final report should take no longer than ninety (90) days after receipt of the complaint. If a Title VI violation is found to exist, remedial steps as appropriate and necessary will be taken immediately. The Complainant will also receive a copy of the final report together with any remedial steps.

If no violation is found and the complainant wishes to appeal the decision, he or she may contact the Federal Transit Administration, 230 Peachtree Street NW, Suite 800, Atlanta, GA 30303 Attention: Regional Civil Rights Officer, or by calling (404) 865-5628, or web site http://www.fta.dot.gov/civilrights/title6/civil_rights_5104.html Complainants may also file their initial Title VI complaint directly to the Federal Transit Administration no later than 180 days after the date of the alleged discrimination.



Augusta, Georgia Title VI Complaint Form

File # _____

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

The Title VI of the Civil Rights Act of 1964 guarantees fair treatment for all people and provides for Augusta Georgia through the Title VI Coordinator, Augusta Planning and Development Department (APDD), and Augusta Transit (AT), to identify and address, as appropriate, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations, such as undertaking reasonable steps to ensure that Limited English Proficient (LEP) persons have meaningful access to the programs, services, and information.

Augusta Georgia through the Title VI Coordinator, APDD, and AT works to ensure nondiscriminatory transportation in support of our mission to provide quality, dependable, safe, accessible, and affordable transit service, to enhance the social and economic quality of life for all citizens of Augusta-Richmond County and ARTS/MPO area. The Title VI Coordinator is responsible for the Civil Rights Compliance and Monitoring to ensure non-discriminatory provision of transit services and programs.

Complainant Name _____

Mailing Address _____

Telephone Numbers _____
(Home) (Work)

Email Address _____

List type of discrimination (please check all that apply):

Race Color National Origin

Other _____

Please indicate your race/color, if it is a basis of your complaint _____

Please describe your national origin, if it is a basis of your complaint _____

Location where incident occurred _____

Time and date of incident _____

Name/Position title of the person who allegedly subjected you to Title VI discrimination:



Briefly describe the incident (use a separate sheet, if necessary):

Did anyone else witness the incident? Yes No

List witnesses (Use a separate sheet, if necessary)

Name _____

Address _____

Telephone Number _____

Name _____

Address _____

Telephone Number _____

Have you filed a complaint about the alleged discrimination with the Federal Transit Administration?

Yes No If yes, when? _____

Signature

Date

Appendix F

Public Participation Plan (PPP)

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AUGUSTA REGIONAL TRANSPORTATION STUDY PUBLIC PARTICIPATION PLAN



Augusta Planning & Development Department
535 Telfair Street, Augusta, GA 30901
Phone: (706) 821-1796
Fax: (706) 821-1806
Web: <https://www.augustaga.gov/2119/Public-Outreach>

This public participation process for the Metropolitan Transportation Plan, Transportation Improvement Program, Special Projects, other plans and programs satisfies the Federal Transit Administration's Program of Projects public participation requirement for Georgia Department of Transportation and participating transit grantees in the ARTS urbanized area, including Augusta Public Transit and Lower Savannah Council of Government in South Carolina part of the urbanized area served by Best Friend Express and Dial-a-Ride transit system.

Amended and Adopted December 7, 2017
Revised June 30, 2017
Amended September 6, 2012
Revised 2021

AUGUSTA REGIONAL TRANSPORTATION STUDY

PUBLIC PARTICIPATION PLAN

Augusta Planning & Development Department

535 Telfair Street, Augusta, GA 30901

Phone: (706) 821-1796

Fax: (706) 821-1806

Web: <https://www.augustaga.gov/2119/Public-Outreach>

"No person in the United States shall, on the grounds of race, color, sex, age, national origin, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity as provided by Title VI of the Civil Rights of 1964, the Civil Rights Restoration Act of 1987, and any other related non discrimination Civil Rights laws and authorities under any program or activity receiving federal financial assistance." (Pub. L. 88-352)

Amended and Adopted December 7, 2017

Revised June 30, 2017

Amended September 6, 2012

Revised 2021

USDOT/FHWA/FTA:

The contents of this report reflect the views of the persons preparing the document and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the views or policies of the Georgia Department of Transportation, South Carolina Department of Transportation, the Federal Highway Administration, or the Federal Transit Administration. This report does not constitute a standard, specification, or regulation.

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A. The Purpose of a Public Participation Plan

The public participation plan seeks to establish a model and forum to ensure timely and meaningful public input into the metropolitan transportation planning process. The plan outlines the process to engage all interested parties in planning the regional transportation network and the development of major transportation studies undertaken as part of the ARTS. The overall objective is to provide a process that is proactive, provides complete information, timely public notice, full public access to key decisions, and opportunities for early and continuing involvement.

The Federal-Aid Highway Act of 1962 established the requirement for transportation planning in urban areas throughout the country. In order to create an environment for sustained economic growth, efficient resource consumption, modal safety, and multimodal transportation planning, the Moving Ahead for Progress in the 21st Century Act (MAP-21) was signed into law on July 6, 2012. Building on the legacy of the previous Federal laws governing surface transportation funding, MAP-21 reinforces the 3-C principles of planning, e.g., cooperative, continuous, and comprehensive. The public participation plan seeks to fully demonstrate the 3-C principles of planning.

The ARTS planning process is cooperative, continuous, and comprehensive. The planning process is cooperative because it brings together local elected officials, state and federal transportation personnel, citizens, and other interested parties to plan and program transportation projects. ARTS participants continuously evaluate transportation needs and plan for long-term improvements. The ARTS process is comprehensive because it considers all modes of transportation, including cars, trucks, buses, airplanes, railroads, bicycles, and pedestrians.

The Fixing America's Surface Transportation Act (FAST Act), signed into law on December 4, 2015, and emphasizes public involvement as a hallmark of the planning process. The regulations implementing FAST require that the Metropolitan Planning Organization (MPO) develop and use a participation plan that provides a variety of stakeholders the opportunity to participate fully in the regional transportation planning process. The regulations require that the MPO board include officials of public agencies that administer or operate major modes of transportation, including providers of public transportation. FAST and the regulations require that the development of the regional transportation plan and transportation improvement program be developed in consultation with agencies and officials responsible for other planning activities in the region.

B. Metropolitan Planning Organization: Augusta Regional Transportation Study (ARTS)

ARTS is the regional transportation planning process for the Augusta, GA – Aiken, SC urbanized area. The Augusta Planning & Development Department (APDD) coordinates the transportation planning process for the ARTS by achieving the following:

- Providing information and technical support to all of the committee members.
- Preparing documents, studies, programs, and plans.
- Fostering interagency coordination across all of the committees and other sub or ad-hoc committees.
- Facilitating input and feedback from the public.
- Recommending documents/processes to the committees for approval.

1. MPOs Function

As the regional transportation policy-making and planning body, the MPO seeks to ensure that federal and state spending on transportation occurs through a comprehensive, cooperative, and continuing process. ARTS functions can be classified into four goals:

- 1) Establish a setting that is fair and impartial
- 2) Evaluate transportation alternatives
- 3) Cooperatively develop, update, and approve:
 - Unified Planning Work Program (UPWP)
 - Metropolitan Transportation Plan (MTP/formerly LRTP)
 - Transportation Improvement Program (TIP)
- 4) Involve the public (residents and key affected groups)

2. ARTS-MPO Area Makeup (Land Mass, Population, Jobs, Residents and Boundary Map)

The ARTS area includes the urbanized part of the Augusta region, as defined by the U. S. Bureau of Census, and the area expected to become urbanized over the next twenty years. The study area encompasses 793 square miles and includes all of Richmond County, Georgia, part of Columbia County, Georgia, the Fort Gordon Military Reservation, part of Aiken County, South Carolina, and part of Edgefield County, South Carolina. Incorporated places within the study area include the Georgia cities of Augusta, Hephzibah, Blythe and Grovetown, and the South Carolina cities of Aiken, North Augusta, New Ellenton, and Burnetown. The Savannah River bisects the study area. Interstate 20 crosses the study area and connects to the I-75 and I-85 corridors in Atlanta, the I-26 and I-77 corridors in Columbia, South Carolina, and the I-95 corridor in Florence, South Carolina (*Figure 1*).

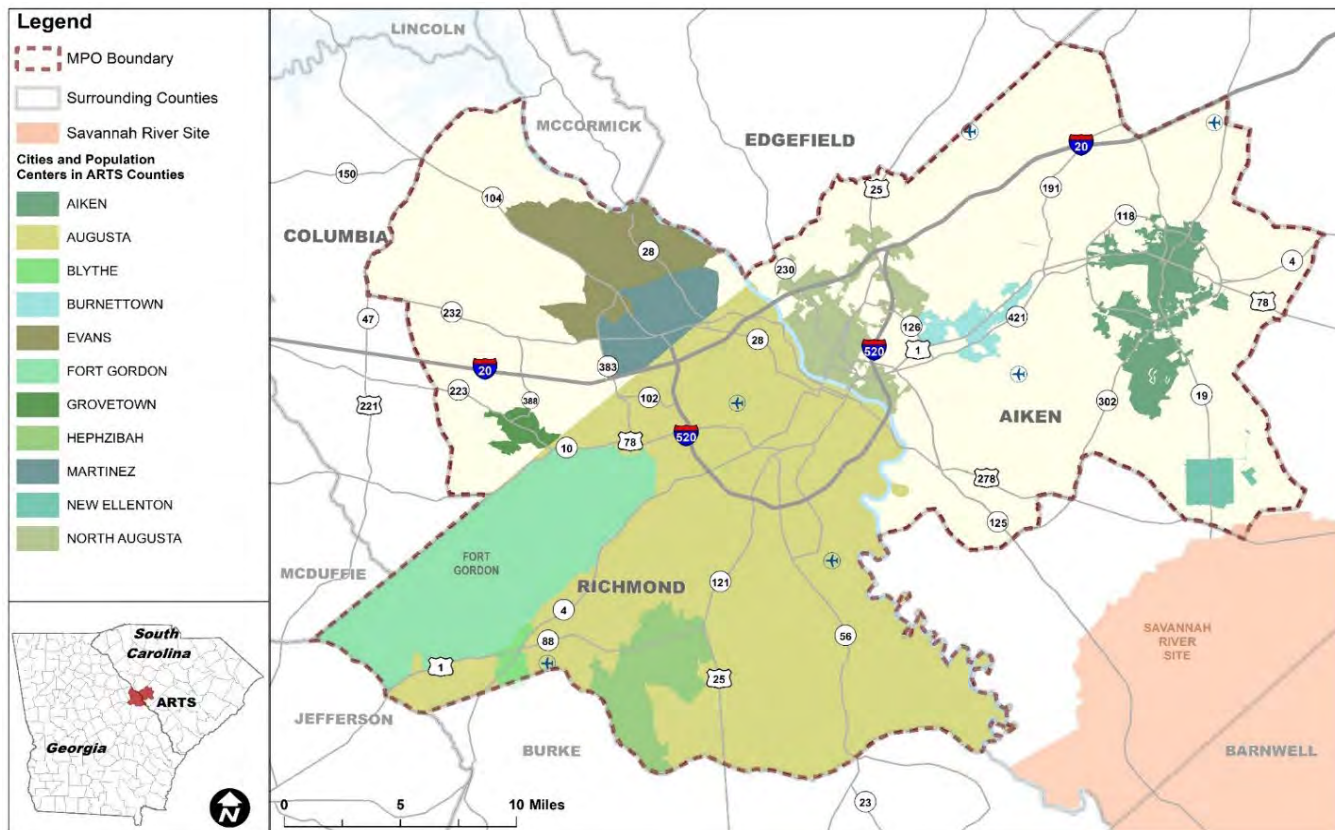


Figure 1: ARTS Planning Area

C. ARTS Organizational Structure

The ARTS planning process is implemented by four (4) committees: The Policy Committee (PC), the South Carolina Policy Subcommittee, the Citizens Advisory Committee (CAC), the Technical Coordinating Committee (TCC). The South Carolina Technical Coordinating Committee is also involved in the process. *Figure 2* shows the basic organizational structure of the ARTS.



Figure2: ARTS Organizational Structure

The *Policy Committee* meets bi-monthly and is responsible for prioritizing and making final decisions on ARTS planning, projects, and programming issues. Voting members of the committee include local elected officials, representatives of the Georgia and South Carolina Departments of Transportation, representatives of the public transit agencies, and the Garrison Commander at Fort Gordon. The South Carolina Policy Subcommittee serves in an advisory capacity to the ARTS Policy Committee and is responsible for ensuring that the South Carolina portion of ARTS is kept up-to-date. The South Carolina Subcommittee is comprised of local elected officials (voting members), and federal, state, and local appointed personnel (nonvoting members) representing the South Carolina part of the study area.

The *South Carolina Policy Subcommittee* serves in an advisory capacity to the Policy Committee and coordinates projects in the South Carolina part of the study area. The Subcommittee meets quarterly and includes local elected officials and federal, state, and local appointed personnel.

The *Technical Coordinating Committee* (TCC) is responsible for completing all technical work related to the ARTS planning process. The TCC maintains all of the required transportation-related documentation and serves in an advisory capacity to both the Policy Committee and Citizens Advisory Committee. The TCC is comprised of transportation engineers, planners, and managers from the federal, state, and local levels.

The *Citizens Advisory Committee* (CAC) is responsible for providing citizen input on all aspects of the ARTS planning process. The CAC is comprised of citizens from throughout the urban area. The role of the CAC is crucial to the success of the ARTS transportation planning process. The committee is responsible for advising the Policy Committee on public concerns and opinions regarding the ARTS study findings and recommendations. Its duties include providing a forum to obtain public views on transportation issues and problems, reviewing transportation reports and recommendations to ensure that local goals are considered, and directing issues of public concern to the attention of the TCC and PC.

APDD also works with several ad-hoc and advisory committees such as the Transit Citizen Advisory Committee for the Augusta Public Transit. The MPO also collaborates with SC ARTS Bicycle and Pedestrian Committee (BPAC) which was formed in June 2013, and its mission is to advise SC ARTS and the County and Local Jurisdictions on implementation of the Urbanized Aiken County Bicycle and Pedestrian Plan and other opportunities to promote safe bicycling and walking in Aiken County.

D. PARTICIPATION STRATEGY

The ARTS PP encompasses six (6) components: Consultation, Public Access, Public Outreach and Education, Public Input, Evaluation of Public Participation Plan, and Public Participation Reports.

1. Consultation

OBJECTIVE: To ensure that major regional transportation documents, including the Participation Plan, are developed in consultation with the general public and other interested parties and reflect existing and future plans for the development of the region. This also involves efforts to identify and include all interested parties in the transportation planning process. The following strategies achieve this objective:

Consultation Strategies

1. The ARTS staff has identified and involved groups that are traditionally underserved in the transportation planning process. The ARTS staff will create and initiate a method (through census, GIS, or other similar means) to identify those communities with high concentrations of minority, low-income, disabled and elderly populations. In addition, the staff will also identify media that serves these communities and maintain a mailing/contact list to notify these media outlets of all regularly scheduled ARTS committee meetings.
2. Transportation plans, programs, and studies shall be prepared and/or amended by the MPO in consultation, as appropriate, with agencies and officials responsible for other planning activities in the study area. This consultation shall include, as appropriate, contacts with state, local, Indian Tribe, and private agencies responsible for planned growth, economic development, environmental protection, airport operations, freight movements, land use management, natural resources, conservation, and historic preservation.
3. During the development of the ARTS transportation planning documents, available plans, maps, and inventories from state and local resource agencies will be reviewed to determine which resource will be directly or indirectly affected by the plan or program. The consultation process will include the following steps:
 - Initial identification of the resources and responsible agencies likely to be affected by the plan or program.
 - A review of available information (plans, maps, and inventories) derived from agency websites, and all other sources.
 - Consult with the responsible agency or agencies regarding the potential impact of the plan or program.
 - Document the action taken in the consultation process, including acknowledging the receipt of comments and suggestions from resource agencies, for inclusion in the ARTS MTP and TIP.
4. The transportation plans and programs prepared by the MPO shall be completed with consideration of governmental agencies and nonprofit organizations (including

representatives of the agencies and organizations) that receive federal assistance from a source other than the U.S. Department of Transportation.

5. MPO staff will partner with all local media outlets, be guest speakers, interview, and engage them in the public participation process.
6. ARTS will coordinate outreach efforts with GDOT and SCDOT when the DOTs are conducting public meetings on transportation projects in the region. When a public meeting is held by SCDOT in the ARTS planning area, this public meeting will be in lieu of a public meeting by ARTS staff. SCDOT will notify ARTS staff of such public meetings, use local media, and outreach strategies for public notification.

2. Public Access

OBJECTIVE: To ensure that the general public and other interested parties have timely and convenient access to agendas, meetings, documents, and other information related to the regional transportation planning process. The following strategies achieve this objective:

Public Access Strategies

1. All ARTS plans and documents are available for the public to review at the ARTS office. Copies and summaries of draft documents also will be available for public review in planning offices and other locations in Richmond, Aiken, Columbia, and Edgefield counties (see Appendix for locations). **Single copies of the adopted ARTS plans and documents shall be provided free of charge upon request.** All participating agencies receive copies of the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP).
2. Updates to amendments of the MTP and TIP will be available for a 21-30-day public review and comment period.
3. The development of the ARTS Participation Plan, and any amendments to the plan, will be subject to a 45-day public review and comment period.
4. The MPO shall provide reasonable access to technical and policy information used in the development of the transportation planning plans, programs, and studies.
5. The MPO shall provide, upon request and 48-hour notice, assistance to those with special needs, at ARTS meetings.
6. Public meetings will be held at convenient and accessible locations and times. All ARTS meetings, public hearings, and formal events of the ARTS shall be held in facilities that are accessible by persons with disabilities. Generally speaking, meetings will be held at public facilities (see Appendix for locations), on weekday evenings, and at locations that are handicapped accessible and served by public transit.
7. Virtual meetings, voting, and surveys will be part of the ARTS platform, and whenever possible ARTS meetings will be streamed online and/or recorded and archived for viewing by the public on the ARTS web page.

8. ARTS maintains and updates a website and online public forum ensuring all project information is made available to the public for review, comments, and general knowledge. This website and public forum are located at www.augustaga.gov/arts and <http://www.augustaga.gov/2135/Online-Public-Forum>
9. Ensure that adequate transportation options are available to and from venue locations to constituents who would like to attend a meeting.
10. Consider a safe, supervised area for children who come with a parent or legal guardian to the meetings.
11. Disabled persons should contact the Augusta Planning and Development Department for assistance.

3. Public Outreach and Education

OBJECTIVE: To use effective tools and techniques to provide information about the regional transportation plans and issues to the general public and other stakeholders. The desired outcome is that the public provides meaningful input on a transportation plan or issue-based upon accurate and complete information and the potential impact of alternative actions. The following strategies achieve this objective:

Public Outreach and Education Strategies

1. The MPO shall maintain and update a list of stakeholders, and potential stakeholders, for disseminating information about ARTS transportation plans and projects. Special attention is given to Environmental Justice population groups. This involves GIS mapping to identify underserved population groups, including:
 - a. Minorities
 - b. Low-income
 - c. Elderly
 - d. Households with No Vehicle Available
 - e. Hispanic
2. Use the following tools and techniques to inform the media, general public, and other interested parties about transportation plans, programs, and activities:
 - a. **Press Releases** – Used to announce upcoming meetings and activities and to provide information on specific issues related to transportation planning.
 - b. **Print Display Ads** – Used to advertise public meetings and review and comment periods for transportation plans and projects. Display ads are published in area newspapers and distributed at public facilities throughout the ARTS area.
 - c. **Fact Sheets and Brochures**– Used to provide general information about ARTS plans and programs, such as the MTP, TIP, and Unified Planning Work Program (UPWP). Fact sheets are to be available in print and electronic format. Brochures will be used to provide summary information about ARTS and its transportation planning activities.

- d. **Direct Mailings** – Used to advertise public meetings and review and comment periods for transportation plans and projects, or to provide information to a targeted area.
 - e. **Flyers and Bill Drop** – Flyers in multiple languages will be included in all water bills detailing the location and time of all public meetings. The languages include Korean, Chinese, Spanish, and English. Examples of community meeting flyers in these languages are found in the appendix.
 - f. **ARTS Newsletter** – A quarterly publication used to provide information on transportation issues, projects, documents, contacts, and resources.
 - g. **ARTS Website** – Used to display general information about ARTS, copies of major ARTS transportation documents, committee meeting schedules, agendas and minutes, project updates, and the ARTS Newsletter. The website is also used to advertise public meetings and review and comment periods for transportation plans and projects.
 - h. **Speaking Engagements** – The MPO staff is available to speak to civic groups, neighborhood associations, and other interested parties about ARTS transportation planning and projects.
 - i. **Social Media** – ARTS maintains and updates a Facebook and Twitter site providing information on public meetings, events, and gathers information from them.
 - j. **Live-ARTS** will use social media platforms to live stream and record meetings and events while garnering public opinion on proposed initiatives.
 - k. **Surveys**- ARTS will use online surveys to expand the reach and receipt of public comments.
3. All ARTS meeting agendas will be distributed at least seven (7) days in advance to all committee members, area media outlets, and other interested parties. Agendas and minutes of meetings will be posted on the ARTS website.
 4. All public meeting notices will be published at least seven (7) days in advance of the meeting date or the start of the review and comment period. The notices also will be posted on the ARTS website.
 5. Letters of introduction will be sent to the media outlets in the ARTS region. These letters will highlight the public involvement objectives of advertising meetings or publicizing press releases through the media.
 6. Two-color or full-color formats will be considered for print advertisements. Color captures the reader's attention and has the potential of increasing the readership of the advertisement or announcement. The placing of color ads will be weighed against the advertising costs and the return on investment (i.e., the numbers of persons responding to the ad or notice).
 7. Actively pursue speaking engagements at various venues and meetings. ARTS staff will proactively identify upcoming meetings and establish contact with meeting hosts in order to seek speaking opportunities.

- a. For example, meetings of the Rotary Club, Kiwanis Club, neighborhood associations, or homeowners associations provide opportunities for speaking engagements.
8. Develop active partnerships with ARTS regional leaders, e.g., commissioners. ARTS staff will seek interviews or meetings with ARTS regional leaders in order to increase their awareness of ARTS and ultimately seek their buy-in as ARTS ambassadors.
9. Participation will be sought in ARTS regional events, e.g., community fairs, church meetings, cultural festivals. Several of these events occur throughout the years in the ARTS region and can provide informal speaking engagements for ARTS staff or distribution opportunities of ARTS materials.
10. Hosting meetings at smaller more localized venues. Through dialogue with community associations, ARTS will seek to host meetings at more localized venues, e.g., churches, neighborhood association meetings, etc. Hosting meetings at localized venues may require fewer resources in terms of person hours and facility set-up, be more conducive to increasing diversity in meeting attendees and increase ARTS awareness as ARTS will piggyback on a meeting that was already scheduled.
11. Encourage involvement by educational institutions. Increasing ARTS awareness and involvement by students may be achieved by ARTS presentations at careers days, guest lectures, or seeking ideas from students as to how they see the ARTS region in 2050.
12. Television and Radio engagements. It is proposed that local television and radio engagements will be pursued significantly increasing public awareness about ARTS's purpose and initiatives. ARTS representatives may seek to be invited as a guest on a local TV or radio program to field questions from listeners or viewers.
13. ARTS website and social media. Active and more aggressive use will be made by strengthening the ARTS online presence and engaging social media. Currently, all ARTS announcements, documentation, funding opportunities, etc., are available online.
14. Additional opportunities for public comment will be provided on revised regional transportation plans if changes were made to the draft document provided during the formalized public review and comment process. This includes both administrative modifications and amendments. The public will have the opportunity to view the changes on the ARTS website and/or the online public forum mapping application. ARTS MPO staff will accept comments through all communication formats identified in the Public Participation Plan.

4. *Public Input*

OBJECTIVE: To obtain meaningful and diverse input from the general public and other interested parties on regional transportation needs, plans, programs, and activities. Inherent in this objective is the MPO's responsibility to provide timely response to public input, document input, and recommend plans changes/amendments based on public comments and suggestions.

Public Input Strategies

1. **Identify Interested Parties** – An interested party or stakeholder is defined as any person or group that is affected by a transportation plan, program, or project, including those who may not be aware that they are affected. Stakeholders may include the general public; environmental, health, neighborhood, citizen, and civic organizations; traditionally underserved communities, such as people with disabilities, low income, and minorities; as well as affected public agencies. This list of interested parties will include, but is not limited to:
 - Neighborhood & Homeowners Associations
 - Civic Associations
 - Special interest groups
 - Chambers of Commerce
 - Ministerial Associations
 - Speaker's Bureau
2. **Citizens Advisory Committee** – The ARTS Citizens Advisory Committee will continue to be a source of ongoing input on behalf of the public. Efforts will be made to ensure that the committee membership reflects the diverse needs and interests of the region.
3. **ARTS Committee Meetings** – The ARTS committee meetings will be a regularly-scheduled forum for the discussion of, and updates on regional transportation needs, plans, programs, and activities.
4. **ARTS Public Meetings** – ARTS public meetings will be held in conjunction with the update of the MTP and the TIP, and the development of any special studies related to regional transportation issues.
5. **Comment Cards** – Comment cards will be distributed at public meetings to obtain feedback on regional transportation needs, plans, programs, and activities.
6. **Project Steering Committees** – Ad-hoc committees will be used as needed to coordinate and participate in the completion of special regional transportation studies. Committee members will participate in facilitated meetings/workshops, complete surveys, and provide input during all phases of the study (e.g. needs assessment, background research, setting goals, objectives, and strategies, identifying projects). Project steering committees have been used effectively in past special studies.
7. **Surveys** – Surveys will be used to obtain information from the public and other stakeholders.

8. **Online Surveys.** A variety of online survey tools like Survey Monkey will be used to evaluate ARTS constituents' views and perspectives on ARTS issues. Online surveys have the potential to reach a significantly wider audience in the ARTS region.
9. **Wireless polling.** Wireless polling offers the ability to conduct surveys during a meeting and provides immediate feedback to participants. Wireless polling allows participants to provide input anonymously, and the results are used in planning documents.
10. **Visualization Techniques** – The MPO will use GIS maps, sketches, drawings, and similar tools at public meetings to convey information and elicit public input about transportation plans and projects.
11. **Project Web Pages** – Project web pages will be used in conjunction with special studies to provide information and elicit input on the planning process, project schedule, and project updates. Project web pages may include surveys and comment cards.
12. **ARTS Public Forum** – An online tool informing the public about project specifications and gathering input from them.

5. Evaluation of Participation Plan

OBJECTIVE: To continually evaluate the effectiveness of the strategies, tools, and techniques used as part of the Participation Plan. The desired outcomes include increased public involvement in, and awareness of, the regional transportation planning process, and the use of tools and techniques that generate increased public input in regional transportation plans and programs.

Evaluation Strategies

The MPO will use the following mix of quantitative and qualitative criteria to evaluate the effectiveness of public participation tools and techniques used in the regional transportation planning process.

1. Clarity and adequacy of presentation materials, displays, and materials can be measured by the percentage of attendees who found presentation materials, displays, and materials visually appealing.
2. Comment forms or questions can be measured by the number of completed comment forms returned and the number of questions asked at community meetings.
3. Community meeting evaluation forms can be measured by the percentage of attendees completing the forms.
4. Community transportation surveys can be measured by persons completing online surveys and the percentage of attendees at community meetings completing the survey.
5. The convenience of community meeting venue locations can be measured by the percentage of meeting attendees satisfied with venue location.
6. Engage citizens and other public at public events can be measured by the number of meetings and attendees.
7. Engage citizens at private or civic events can be measured by the number of meetings and attendees.
8. Engage citizens from environmental justice populations can be measured by meetings in environmental justice areas.
9. Inquiries from the public can be measured by the percentage of attendees who felt questions were answered adequately.
10. The nearness of community meeting venues to public transit can be measured by the number of meetings within ¼ mile of a transit stop.
11. Newspaper and legal advertisements can be measured by the number of newspapers and public notices published.
12. Public awareness of community meetings can be measured by the percentage of attendees hearing about community meetings from different sources.

13. Understanding of presentations, map displays, and materials can be measured by the percentage of attendees who had a clear understanding of presentations, map displays, and materials
14. The number of media interviews and appearances.
15. Online presence and accessibility can be measured by the number of visits, aka "hits", and downloads from the website.

6. *Public Participation Reports*

OBJECTIVE: To document all public outreach and gathering activities, consolidate all information into clear and a concise report, and demonstrate to the public how their involvement shapes regional transportation planning. This is an essential component of the transportation planning process.

Public Participation Strategies

1. Goal Setting Survey – All plans consist of goals and objectives. The public plays a critical role in determining the goals and objectives of all transportation plans. They provide information through surveys, questionnaires, and comments.
2. Meeting Evaluation Survey – The public also provides invaluable information on public meeting access, comfort, convenience, legibility, opportunity to get answers, sufficient information, and other qualitative factors shaping public meetings.
3. Public Transit Surveys – ARTS staff periodically travels via public transit vehicles and engages riders in conversation, gathering information from them regarding public transit service. Public transit agencies use the survey results to improve public transportation service.

E. Inclusive Involvement

1. Limited English Proficiency (LEP)

Limited English Proficiency Plan

Executive Order 13166, titled Improving Access to Services for Persons with Limited English Proficiency, was signed by President Clinton on August 11, 2000. The purpose of this executive order was to ensure that people who had very limited ability to read, write, and speak English were provided the necessary assistance so they may access the same service as those who knew English proficiently. This order was geared to safeguard the use of federal funds. Each Federal agency is required to follow Title VI stipulations; any agency receiving federal funds is equally required to follow them as well. U.S. Department of Transportation's publication of *Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient Persons* ensures people are not excluded from DOT-assistance programs and activities simply due to communication.

Elements

The essential elements of a Limited English Proficiency Plan are as follow:

1. Identification of LEP persons
2. Identification of Language Assistance
3. Training Staff
4. Notices to LEP persons

Four-Factor Analysis

The first two elements – Identification of LEP Persons and Language Assistance - are conducted through a four-factor analysis as stipulated in the Department of Transportation's guidance these factors include:

1. Number or Proportions of LEP persons in ARTS
2. Frequency of LEP persons contact with ARTS
3. Nature or importance of the program for LEP persons
4. Available resources and overall costs

Safe Harbor Stipulation

This stipulation of Title VI provides recipients of federal funds an absolute means of verifying their compliance with Limited English Proficiency requirements through written translation. Safe Harbor is met when agencies provide a written translation of all vital documents for any language for groups of people that constitute 5% or 1,000 – whichever is less – of the people serviced by the agency. Not providing all translation does not constitute a breach of safe harbor, but is simply a guideline in the event they seek to ensure absolute compliance. Oral communication can also be conducted in situations where extensive writing may overburden the agency.

LEP Plan Development

ARTS uses the Four-Factor Analysis to identify the number of LEP persons, the frequency of LEP persons utilizing the regional transportation planning program, the nature of the program, and the availability and cost of resources. Data is compiled using the U.S. Census and the MTP.

LEP Notifications

ARTS regularly publicizes a newsletter in a variety of languages to ensure LEP persons are kept up to date on local transportation planning projects. ARTS also publicize through a variety of media informing LEP persons about public transportation projects, services, and meetings. Examples include:

- Signs in Spanish and Asian on buses and at transit stations
- Local newspapers, news outlets, television and radio stations
- Neighborhood and faith-based organizations, as well as stakeholder groups
- Presentations in schools, civic leagues, and speaker bureaus

Monitoring and Updating the LEP Plan

The LEP Plan is monitored and updated along with the ARTS Participation Plan. Both plans are also part of the ARTS MTP and updated accordingly. All documents are available to the public in any language they require.

LEP Complaint Processing

The public can use the Title VI Complaint forms for any violations they feel may have been made against them in regards to the LEP Plan. The Title VI Complaint Form is included in the Appendix, as well as online.

2. Georgia's Open Meetings Law (Georgia Code 50-14-1)

Georgia's Open Meetings Law requires state and local governmental bodies to conduct business so citizens can review and monitor their elected officials and others working on their behalf. The law requires that government meetings be open to the public and governmental bodies provide reasonable notice of all meetings. (*Georgia's Sunshine Laws: A Citizen's Guide to Open Government, Office of the Georgia Attorney General, 2001*)

3. South Carolina's Open Meeting Law (South Carolina Code 30-4-60)

The South Carolina General Assembly finds that it is vital in a democratic society that public business be performed in an open and public manner so that citizens shall be advised of the performance of public officials and of the decisions that are reached in public activity and in the formulation of public policy. Toward this end, provisions of this chapter must be construed to make it possible for citizens, or their representatives, to learn and report fully the activities of their public officials at a minimum cost or delay to the persons seeking access to public documents or meetings.

4. Georgia Open Records Process (Georgia Code 50-18-70)

Open records requests may be made to any custodian of the desired records. A written request is not required but is advisable to eliminate any dispute as to what was requested or when the request was made. The records custodian is allowed a "reasonable amount of time" to determine

whether the records requested are subject to access under the Law. However, the custodian must respond to all requests within three business days.

If the records exist and are subject to inspection but are not available within three business days, a written description of such records and a timetable for their inspection and copying must be provided within that time. Records maintained by computer shall be made available where practicable by electronic means, including Internet access, subject to reasonable security restrictions preventing access to none requested or none available records. If access to a record is denied in whole or in part, the records custodian must provide in writing the specific legal authority exempting such record from disclosure. (*Georgia's Sunshine Laws: A Citizen's Guide to Open Government, Office of the Georgia Attorney General, 2001*)

5. *The Americans with Disabilities Act of 1990*

The Americans with Disabilities Act (ADA) became law in 1990. The ADA is a civil rights law that prohibits discrimination against individuals with disabilities in all areas of public life, including jobs, schools, transportation, and all public and private places that are open to the public. The purpose of the law is to make sure that people with disabilities have the same rights and opportunities as everyone else. The ADA is divided into five titles (or sections) that relate to different areas of public life. Title II of the act prohibits discrimination based on disability by "public entities," which are programs, services, and activities operated by state and local governments.

F. *Environmental Justice*

Both FTA and FHWA are unique in that they address Title VI and Environmental Justice as a means to ensure local jurisdictions receiving their funds comply with federal regulations. The primary goal of the ARTS Participation Plan is to ensure all transportation plans and programs are accessible to all people regardless of race, national origin, or income, including meaningful participation in the planning process. Environmental Justice Analysis is used by ARTS to determine community meeting venues. Appendix J includes a detailed analysis of Environmental Justice in the study area.

Environmental Justice is defined by the U.S. Environmental Protection Agency, Office of Environmental Justice, as "the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies."

Executive Order 12898, Environmental Justice in Minority Populations and Low-Income Populations, 1994, directs federal agencies to make achieving environmental justice part of their mission. The order highlights Title VI of the Civil Rights Act of 1964, which prevents discrimination of any kind by any programs receiving financial assistance from the federal government.

Executive Order 12898 requires Federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental effects, including the interrelated social and economic effects of their programs, policies, and activities on minority populations and low-income populations in the United States.

Adverse effects are defined by the Department of Transportation as predominately borne by a minority or low-income population, and the burdens imposed area appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority and non-low-income population.

Environmental Justice operates in tandem with Title VI of the Civil Rights Act of 1964 to ensure everyone's transportation needs are met, that the benefits and burdens of transportation projects are distributed evenly, adverse effects are mitigated and there is no presence of discrimination at any level.

Regulations and Circulars

FHWA Order 6640.23 Purpose: This directive establishes policies and procedures for compliance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898). FTA circular 4703.1 is an equally valuable resource for Environmental Justice. FTA Circular 4703.1 Purpose: Provide recipients of Federal Transit Administration financial assistance with guidance in order to incorporate environmental justice principles into plans, projects, and activities that receive funding from FTA.

FTA Principles of Environmental Justice:

- Avoid disproportionately high and adverse human and environmental effects
- Ensure full and fair participation by all potentially affected communities
- Prevent the denial, reduction, or delay in benefits

U.S. Department of Transportation (DOT) defines guiding Environmental Justice principles as:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- Ensure full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income population.

As indicated in the Executive Order, the foregoing requirements are to be carried out to the greatest extent practicable, permitted by law, and consistent with the principles set forth in the report on the National Performance Review. Compliance with FHWA and FTA is a key element in the environmental justice strategy adopted by FHWA to implement Executive Order 12898 and can be achieved within the framework of existing laws, regulations, and guidance.

Definitions of Minority and Low-Income under FHWA Order 6640.23 and FTA Circular 4703.1

- Minority – a person who is Black or, Hispanic or Latino, Asian American, American Indian, and Alaskan Native, or Native Hawaiian and Other Pacific Islander including elderly and disabled.
- Low-Income – a person whose household income is at or below the 150% of the Department of Health and Human Services (HHS) poverty guidelines.

FTA recommends local authorities establish their own thresholds similar to those used when applying for programs such as Community Services Block Grant. They are investigated independently but their results may overlap. In an effort to ensure a more comprehensive Environmental Justice analysis, ARTS methodology incorporates three additional socioeconomic categories: Elderly (65 years old and over), Vehicle Limitation (one vehicle or less), and Hispanic population.

The changing landscape of Federal policies plays an important role in setting guidelines and regulations, influencing the state and regional transportation planning process. The most recent transportation laws include:

- Intermodal Surface Transportation and Efficiency Act of 1991 (ISTEA)
- Transportation Equity Act of 21st Century of 1994 (TEA-21)
- Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users of 2005 (SAFETEA-LU)
- The Moving Ahead for Progress in the 21st Century Act of 2012 (MAP-21)
- The Fixing America's Surface Transportation Act (FAST) of 2015

Of these laws, the U.S. Department of Transportation, Federal Transit Administration continues to enforce SAFETEA-LU for projects funded in Fiscal Year 2012 and prior years that are still not completed. All of these are also reflected in the Georgia Department of Transportation's Environmental Justice Identification and Proposed Outreach Report. Both GDOT and ARTS are subject to FHWA and FTA regulations. ARTS is further required to meet these requirements through the FHWA certification review process. The ARTS Environmental Justice Plan promotes a fair transportation planning process while meeting state and federal requirements.

1. Analysis Method

FHWA and FTA provide MPOs with the Environmental Justice Planning Guidelines necessary to meet federal Title VI regulations. These terms and analytical concepts in the guidelines include:

Minority Population – any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed USDOT program, policy, or activity.

Low-Income Population – any readily identifiable groups of low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons who will be similarly affected by a proposed USDOT program, policy, or activity.

Disabled Population – people with mobility and/or self-care limitations.

Elderly Population – people 65 years and older.

Children – people 16 years and younger.

Adverse Effects – means the totality of significant individual or cumulative human health or environmental effects including interrelated social and economic effects such as increased traffic congestion, isolation, exclusion within a given community or denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

Disproportionately high and adverse effect on Minority and Low-Income Populations – Adverse Effect that is primarily on a minority and/or low-income population or they suffer a great adverse effect than non-minority and/or non-low-income population.

Benefits – Specific project, corridor or sub-area, benefits are in the purpose and needs statement. How the Long Range Transportation Plan and Transportation Improvement Program promotes safety, mobility, economic productivity, human and natural environment, and other goals identified in the local plans for all population served by the transportation agency.

Evaluation is based on:

1. Identification of impacts
2. Quantitative and qualitative tests on positive and negative impacts

2. ARTS Methodology

The ARTS Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) include certain principles to address Environmental Justice:

1. Identify, address, and ensure there are no disproportionate or adverse impacts on regional communities, especially minority and low-income populations.
2. Promote and market full and fair participation by all residents and communities in the planning process through the Participation Plan.
3. Assure benefits from federal transportation projects and programs are received equally in all populated areas.

ARTS utilizes a simplified version of GDOT's Environmental Justice Planning Guidelines as their procedures while following strict FTA analysis standards:

1. **Analysis:** Identify Target Population, burdens, and benefits and correlate them to one another
2. **Plan:** Present mitigation strategies for identified burdens and make Environmental Justice Recommendations
3. **Public Involvement:** Document public participation methodologies used
4. **Implementation:** Evaluate the implementation of the Environmental Justice process as part of the public involvement process

3. Unit of Geographic Analysis

The ARTS area includes all of Richmond County and portions of Columbia, Aiken, and Edgefield counties. This area consists of 95 census tracts, all with data provided by the U.S. Census and based on their TIGER/Line Data files. The primary data used for all Environmental Justice analysis is the five-year, 2008-2012 American Community Survey and 2010 Decennial Census data.

4. Environmental Justice Criteria and Measurement

Data is compiled for each census tract for the following population and household groups:

- Non-Hispanic Minority Population
- Hispanic Minority Population
- Elderly Population (65 and over)
- Low-Income Population (150% HHS Poverty Guidelines)
- Households with No Vehicle Available

Determine Disproportionate High and Adverse Effect

Socioeconomic data is compiled for the ARTS area. The Environmental Justice analysis determines if there are any adverse impacts on the community cohesion and economic vitality based on the following thresholds – elderly, minority Hispanic, minority non-Hispanic race, low-income, and vehicle limitation – rather than just two as recommended by FTA and DOT. These five criteria and their relationship to one another also help determine if there are any adverse effects related to a proposed transportation project in the study area.

5. Effect Analysis

Environmental Justice factors are also studied in conjunction with one another. Individual census tracts may meet multiple criteria. These particular census tracts are considered highly and adversely affected. A second analysis of each individual census tract, based on thresholds for each category, is conducted to determine which census tracts are adversely affected and to what extent. The results of this analysis are summarized in the Environmental Justice map (Figure 10) illustrating which census tracts meet single or multiple criteria based on the following classifications of adverse effects.

- Not adversely effected
- Least adversely effected (1 criterion)
- Moderate adversely effected (2 criteria)
- Severely adversely effected (3 or more)

G. Public Involvement

Input from the public is an important part of the ARTS transportation planning process. Presentations to local organizations, public meetings, and surveys are some of the methods used to obtain public input. Information obtained will be documented and incorporated into the ARTS Environmental Justice Plan.

Committee Involvement

The ARTS is composed of four committees: Citizen Advisory Committee (CAC), Technical Coordinating Committee (TCC), the South Carolina Policy Subcommittee, and Policy Committee (PC). The CAC and TCC evaluate plans, programs, and initiatives presented to them by ARTS staff and make their recommendations to the Policy Committee. The South Carolina Policy Subcommittee serves in an advisory capacity to the Policy Committee and coordinates projects in the South Carolina part of the study area. The Policy Committee makes the final decision on all plans, programs, and studies.

1. Methodology

The CAC works in conjunction with the TCC reviewing various planning documents, including but not limited to the Metropolitan Transportation Plan, Transportation Improvement Program, Congestion Management Process, Unified Planning Work Program, and Title VI Plan. Both the CAC and TCC provide comments on plans and projects and make recommendations to the Policy Committee. Staff is responsible for public outreach and education activities on behalf of ARTS, and for coordinating the completion of all work elements in the Unified Planning Work Program.

Public Participation Contacts

ARTS staff maintains a contact list that includes many individuals, neighborhood organizations, faith-based organizations, interest groups, elected and appointed officials, to name a few. The list keeps people informed about ARTS, fosters input on transportation projects and issues, and is a source of referrals to additional individuals and groups. All ARTS committee meetings are open to the public and advertised through the media. Meeting agendas are posted online and distributed to people and organizations on the contact list.

Notices are published advertising public comment periods and/or public meetings concerning the Long Range Transportation Plan, Transportation Improvement Plan, and special transportation studies. Plan documents are accessible to the public at more than thirty (30) locations in the region. These locations include public facilities, libraries, community centers, and government buildings.

Environmental Justice Issues

ARTS has publicized the Title VI Complaint Form through their webpage, so people can submit civil rights complaints related to the transportation planning process. Each complaint is given due consideration, and any problems are identified and resolved in an expedient manner.

2. Implementation

The Augusta Regional Transportation Study has always satisfied FTA requirements for Title VI. In their latest 2020 Triennial Review, they stated, "no deficiencies were found with the FTA requirements for Title VI." It is the MPO's hope this Environmental Justice Plan will demonstrate to both FTA and FHWA that the region's Environmental Justice needs are met and will continue to expand on them through their continued assistance.

3. Monitor and Update

The Augusta Planning and Development Department developed the Environmental Justice Plan with the help of local residents. It is maintained, monitored, and updated periodically by ARTS as new information becomes available

H. Specific Plan Requirements

The Augusta Regional Transportation Study is a bi-state metropolitan planning organization and as such it must adhere to the criteria set by both Georgia's and South Carolina's Department of Transportation offices. Each state has established public comment and review periods that though similar are different. ARTS has established one unified process for adoption and changes to the Public Participation Plan. However, ARTS has identified a hybrid method for obtaining compliance with both states as it pertains to the three essential transportation planning plans and programs.

1. Public Participation Plan

ARTS will provide a forty-five calendar day public comment/review period prior to the adoption or amendment of the Public Participation Plan. Notice will be advertised in the local newspaper, ARTS website, and online media platforms.

2. Adopting a New Plan or Program

The Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP) will follow the same process for adoption. The process for adopting a new MTP, TIP, and UPWP is outlined below:

- 1. Project Submittal-** Sponsors submit detailed project information including name, location, termini, project description, length, total costs by each phase, phase years, and funding (both federal and state).
- 2. Consultation and Evaluation-** ARTS MPO Staff evaluate to ensure the project meets the goals and objectives of the long-range transportation plan.
- 3. Financial Constraint-** Fiscal constraint per phase must be reaffirmed and documented as part of the adoption process.
- 4. Prioritization of Projects-** Objectives, and goals within the long-range transportation plan in addition to project readiness and available funding must be exhibited in the ranking of projects.
- 5. Committee Review and Approval (1st Round) -** Multiple committees meet to review and reconcile the technical and procedural implications of adoption.

6. *Public Review*- The adoption of a new MTP and TIP will require a minimum of 21 days of public comment not including the first date that the notification is advertised. The UPWP will not be reviewed by the public.
7. *Committee Review and Approval (2nd Round)* - Incoming public comments are presented to staff and the committees prior to adoption by the Policy Committee.
8. *Additional Public Comment and Notification or Revisions*- In the event the draft version undergoes changes in scope, projects, funding, and character, a second round of public comments is to be afforded for 21 days, not including the initial date that the notice is advertised.
9. *Adoption by Policy Committee*- After all of the public reviews, The Policy Committee provides final review and adoptions of the new MTP, TIP, and UPWP.
10. *Publish Final Adopted Version*- ARTS MPO Staff will place the final version of the document along with a table of all the public comments on the ARTS website.

3. Amendments and Modifications to Adopted Plans and Programs

Georgia and South Carolina DOTs have two classifications for official changes: modifications or amendments. However, the DOTs differ on the criteria and timelines for modifications. ARTS MPO has two policies for amendments and modifications based on each state's guidelines.

i. **Georgia Modifications and Amendments**

- Georgia administrative modifications will not require a public review and comment period.
- Provisions of 23 CFR Part 450 for amendments require public review and comment and responses to all comments, either individually or in summary form. For amendments and modifications, there shall be a 14-day public review and comment period, not including the initial date the notice was advertised. All amendments should be approved by FHWA and/or FTA.
- For a more detailed explanation of the STIP and TIP process, see *Appendix D: Georgia STIP and TIP Amendment Process*

ii. **South Carolina Modifications and Amendments**

- South Carolina administrative modifications and Amendments will require a 21-day public comment and review period.
- For a more detailed explanation of the STIP and TIP process see *Appendix E: South Carolina and TIP Amendment Process*.

I. Appendices

Appendix A: Adoption Resolution

(Place Holder)

Appendix B: Public Notice of Meetings & Review of ARTS Documents

The participation plan will be updated accordingly following the public comment period of 45 days.

Appendix C: Public Participation Checklist & ARTS Stakeholder List

i. Public Participation Checklist

Project: _____

Date: _____

Public Participation Tool	Description	Method Used Yes / No
Transportation Planning web site	Public web site for dissemination of information	
Transportation Planning Feedback Database	Database that compiles feedback for evaluation	
Identify Interested Parties or Stakeholders	Method used to identify different groups that would be affected by a project	
Display Ad	Newspaper or print advertisements	
Direct Mailings	Used to more accurately target affected areas.	
Press Releases	Press releases to announce meetings, projects, et cetera.	
TV Message Boards	Government access channel announcement board.	
Project specific web sites	For use with other tools to provide detailed information	
Citizen Advisory Committee	Committee which is part of most planning studies.	
Small Group Meetings	Meetings that are held at the request of affected groups.	
E-mail Announcements	Used with other tools to increase public announcements	
Public Hearings	Used for the adoption of documents such as the TIP or UPWP.	
Comment Forms	Used to solicit public feedback and used for evaluation purposes.	
Surveys	Used to solicit public feedback on specific issues	
Posters and Flyers	Distributed in public areas to increase visibility	
Visualization Techniques	Drawing/sketches, aerial photography, pictures, “visual choice” surveys	
Public information	Available in an electronically accessible format (e.g. PDF documents)	
Public meetings	Held at convenient and accessible locations and times.	

ii. **ARTS Stakeholder List**

STATE RESOURCE AGENCIES				
GEORGIA				
<u>ORGANIZATION</u>	<u>ADDRESS</u>	<u>PHONE</u>	<u>WEBSITE</u>	<u>INFORMATION AVAILABLE</u>
Georgia Department of Natural Resources	2 Martin Luther King Jr. Drive	800-241-4113	http://www.gaepd.org	Data, maps and regulations on air quality
Environmental Protection Division	Suite 1152, East Tower Atlanta, GA 30334			
Georgia Department of Transportation	One Georgia Center 600 W Peachtree St NW Atlanta, GA 30308, US		www.dot.ga.gov	Transportation plans, multimodal transportation
Georgia Department of Transportation Air Quality Branch	One Georgia Center 600 W Peachtree St NW Atlanta, GA 30308, US	404-657-6698	www.dot.ga.gov/DOT/plan-prog/planning/aq/	Data, maps and regulations on congestion mitigation and air quality improvement
Georgia Department of Transportation Office of Intermodal Programs	One Georgia Center 600 W Peachtree St NW Atlanta, GA 30308, US	404-651-9200	www.dot.ga.gov/	Data, maps and regulations on Georgia's aviation, rail, transit, and waterways
Georgia Government		800-496-7442	www.georgia.gov	Data, information on state government, tourism, transportation, employment
Georgia Department of Natural Resources, Historic Preservation Division	254 Washington Street SW Ground Level Atlanta, GA 30324	404-656-2840	www.gashpo.org	Data and information on historic and archeological sites
Georgia Department of Parks and Historic Sites	2 MLK Jr. Dr., Suite 1352 East Atlanta, GA 30334	800-864-7275	www.gastateparks.org/	Maps and information on state parks
Georgia Forestry Commission	2615 Tobacco Road Hephzibah, GA 30815	706-771-4922	richmondunit@gfc.state.ga.us	Maps & information on forest management and enforcement
Historic Augusta	415 Seventh Street Augusta, GA 30903	706-724-0436	http://www.historicaugusta.org/	Data, maps and information on historic resources
CSRA Regional Commission	3023 Riverwatch Parkway, Ste A Augusta, GA 30907-2016	706-210-2000 x 130	www.csrarc.ga.gov	Data, maps and information on transportation, transit, planning, environmental & land use management.
Augusta Metro Chamber of Commerce	701 Greene Street Augusta GA 30903	706-821-1308	www.augustachamber.net	Maps, information on tourism, environment, business, manufacturing
Chamber of Commerce - Columbia County	4424 Evans to Locks Road Evans, GA 30809	803-651-0018		Maps, information on tourism, environment, business, manufacturing

Destination 20/20 Task Force	701 Greene Street Augusta GA 30903	706-821-1300		Maps, information on environment, business, cultural
Augusta Housing Authority	1425 Walton Way P. O. Box 3246 Augusta, GA 30903	706-312-3112	www.augustapha.org	
CSRA Area Agency on Aging	3023 Riverwatch Parkway, Ste A Augusta, GA 30907	706-210-2000	www.csrarc.org	
Easter Seals of East Georgia	1500 Wrightsboro Road Augusta, GA 30904	706-667-9695		

iii. Neighborhood Associations

Richmond County Neighborhood Alliance
Summerville Neighborhood Association
West Augusta Alliance
Olde Town Neighborhood Association
East Augusta Neighborhood Association
Harrisburg – West End Neighborhood Association
Heritage Pine N`eighborhood Association
Turpin Hill Neighborhood Association
Sandridge Community Association
Sand Hills Neighborhood Association
Laney Walker – Bethlehem Neighborhood Association

iv. Environmental Justice/Community Meeting Venues

ENVIRONMENTAL JUSTICE /COMMUNITY MEETING VENUES	ADDRESS	CITY	STATE	ZIP
Augusta-Richmond County Municipal Building	535 Telfair Street	Augusta	GA	30901
Carrie J. Mays Family Life Center	1014 Eleventh Ave	Augusta	GA	30906
Diamond Lakes Community Center	103 Diamond Lakes Way	Hephzibah	GA	30815
Gracewood Community Center	2309 Tobacco Rd	Augusta	GA	30906
Hephzibah City Hall	2530 GA-88	Hephzibah	GA	30815
Oak Pointe Community Center	730 E Boundary	Augusta	GA	30901
Sand Hills Community Center	2540 Wheeler Rd	Augusta	GA	30904
Unitarian Universalist Church of Augusta	3501 Walton Way Ext	Augusta	GA	30909
Warren Road Community Center	300 Warren Rd	Augusta	GA	30907
Evans Government Complex	630 Ronald Reagan Drive	Evans	GA	30809
First Baptist Church of Evans	515 N. Belair Road Evans	Evans	GA	30809
Liberty Park Community Center	1040 Newmantown Rd	Grovetown	GA	30813
Aiken County Government Center	1930 University Pkwy	Aiken	SC	29801
North Augusta Community Center	495 Brookside Ave	North Augusta	SC	29841

Odell Weeks Activity Center	1700 Whiskey Rd	Aiken	SC	29803
Riverview Park Activities Center	100 Riverview Park Drive	North Augusta	SC	29841
Dyess Park	902 James Brown Blvd	Augusta	GA	30901
Eastview Park	644 Aiken St	Augusta	GA	30901
Henry Brigham Community Center	2463 Golden Camp Rd	Augusta	GA	30906
McDuffie Woods Park	3431 Old McDuffie Rd	Augusta	GA	30906
Smith Hazel Recreation Center	400 Kershaw St NE	Aiken	SC	29801

Appendix D: Georgia STIP and TIP Amendment Process

Georgia Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process

The federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Fixing America's Surface Transportation Act (FAST). The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. Part 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”
- Amendment “means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and Long Range Transportation Plans (LRTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

Administrative Modifications for Initial Authorizations

The following actions are eligible as Administrative Modifications to the STIP/TIP/LRTP:

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance

areas (less than 10% change in project termini). This change would not alter the original project intent.

- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects.
- E. Roadway project phases may have a cost increase up to \$2,000,000 or 20% of the amount to be authorized.
 - If the STIP amount is \$10,000,000 or less, the cost may be increased up to \$2,000,000.
 - If the STIP amount is greater than \$10,000,000, the cost may be increased by a maximum of 20%.
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

- 1. It does not affect the air quality conformity determination.
- 2. It does not impact financial constraint.
- 3. It does not require public review and comment.

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendments for Initial Authorizations

The following actions are considered amendments to the STIP/TIP/MTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes or a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP which require re-demonstration of fiscal constraint, or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F.)

Amendments to the STIP / TIP / MTP are developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the STIP will be balanced during the STIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the STIP becomes effective is when FHWA and FTA approve it.
3. The STIP is developed on the state fiscal year which is July 1-June 30.
4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Additional Funding Request After the Initial Authorization

Additional funding requests for all phases after the receiving initial authorization for those phases shall be a modification and be reported at each month's end except under the following conditions:

- A. The Initial Work Authorization for the phase is older than 10 years.
- B. The additional funding request exceeds the Initial Work Authorization by greater than \$10 million.

Appendix E: South Carolina STIP and TIP Amendment Process

South Carolina Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process

Administrative modification for projects in the South Carolina portion of ARTS is based on the Sliding Scale for Statewide Transportation Improvement Programs (STIP). Table 4 shows the sliding scale. The sliding scale only applies to initial authorizations that vary from the STIP entry for statewide programs.

Table 4: Cost Threshold – South Carolina

STIP Budget (in Millions by Phase of Work)	Limit Requiring Right Sizing (in Millions by Phase of Work)	Limit Requiring Correction (in Millions by Phase of Work)	Limit Requiring Amendment (in Millions by Phase of Work)
< \$1	Increase less than 100%	100 % or greater	Not applicable for phase of work less than \$10 million
> \$1 to \$3	Increase less than \$1.5	Increase greater than \$1.5	
> \$3 to \$5	Increase less than \$2	Increase greater than \$2	
> \$5 to \$10	Increase less than \$3	Increase greater than \$3	
>\$10	Increase less than \$3	Increase greater than \$3 million	Increase of 50% or greater. Any increase greater than \$10 million

The following table provides guidance on the thresholds for Administration Modifications and Amendments to the MTP and TIP within the ARTS MPO. The table is a summary of the processes from both SCDOT and GDOT.

Table 5: Guidance on Administrative Modification or Amendment

Type of Action	Administrative Modification	Amendment
Adding or deleting a project	No	Yes
Adding or deleting lump sum projects and Statewide Program projects that do not involve new capacity	Yes	No
Adding or deleting an entire phase	No	Yes
Change in project intent or scope	No	Yes (ex. change in # of through lanes)
Change in termini	<10%	10% or more
Splitting or Combining Projects	Yes	No
Federal funding category change	Yes	No
Shift project phase within 4-year window	Inside 4-year window	Outside 4-year window

Addition of an annual TIP	No	Yes
Georgia Project cost increase	Phase has a cost increase of <\$2 million or 20% of the original amount to be authorized	Phase has a cost increase of \$2 million or greater and >20% of amount to be authorized
South Carolina Project cost increase	Total original cost for phase of work in TIP/STIP is \$10,000,000 or less and will remain at or below <\$50,000,000 after cost change.	Total original cost for phase of work in TIP/STIP is >\$10 million to \$50 million and cost change is greater than \$10 million OR Total original cost for phase of work in TIP/STIP is >\$50 million and cost change is increases by 25% or greater
Does the project affect air quality in non-attainment areas?	No	Not applicable to ARTS area
Does the project affect financial constraint?	Financial constraint remains as a positive balance	Project creates negative balance for financial constraint
Change in transit program cost (FTA)[South Carolina]	Within 25% difference of original cost	25% or more above or 25% or move below original cost
Change in transit funding source (FTA) [South Carolina]	No	Yes

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the STIP becomes effective is when FHWA and FTA approve it.
3. The STIP is based on the state fiscal year, which is July 1 - June 30.
4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal constraint will be maintained in the STIP at all times.

Appendix F: TMA Certification

CERTIFICATION OF THE AUGUSTA REGIONAL TRANSPORTATION STUDY

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Augusta Regional Transportation Study (ARTS), and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- All major modes of transportation are members of the MPO.
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- Roles and responsibilities are defined for the development of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.

UPWP

- The UPWP documents detail the activities to be performed with Title 23 and the Federal Transit Act.
- The UPWP activities are developed, selected and prioritized with input from the State and public transit agencies.
- The UPWP provides funding for the professional development of MPO staff.
- The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
- Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- Planning activities and status reports are submitted quarterly by the MPO to GDOT.

MTP

- The MTP incorporates a minimum 20-year planning horizon.
- The MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
- The MTP is fiscally constrained.
- The development of the MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).
- All of the Moving Ahead for Progress in the 21st Century Act (MAP-21) planning factors were considered in the planning process.

- The MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the MTP in TMA's.
- The MPO approves the MTP in a timely manner without entering into a planning lapse.
- Amendments to the MTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves MTP amendments in accordance with the procedures outlined in the MPO's Public Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended MTP in accordance with 40 CFR Part 93.

TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the MTP.
- The MPO, GDOT, SCDOT and the transit operators collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the MTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan

- A 45-day comment period is provided before the Participation Plan process is adopted/revised.
- Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- Opportunities are provided for participation at the local, state, and federal level for environmental resources and permit agencies where appropriate.
- The public involvement process demonstrates explicit consideration and responsiveness to the public input received during the planning and program development process.
- The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- The disposition of comments and changes in the final MTP and /or TIP are documented and reported when significant comments are submitted.
- Additional time is provided if the "final" document is significantly different from the draft originally made for public review.
- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full and open access for all.

Congestion Management Process (CMP) (applies to Transportation Management Areas)

- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.

List of Obligated Projects

- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the MTP.

II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

- The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the MTP with TIP development and the development of Transportation Control Measures (TCM) if applicable.
- The MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.
- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).

IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity

- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance because of race, color, creed, national origin, sex, or age.

V. Section 1101(b) of MAP-21 (Pub. L. 112-141) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects

- GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.

VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts

- The MPO as required by Title VI of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;

VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38

- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.

VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance

- The MPO has identified strategies and services to meet the (transportation planning and programming) needs of older persons'.

IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments.

Dr. William Molnar, ARTS Chairman of Policy Committee

Date

Radney Simpson, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

Date

Matt Markham, Planning Deputy Director/Office Administrator

Date

Appendix G: Title VI Certification and Assurances



Title VI Assurances

AUGUSTA GEORGIA (hereinafter referred to as the "Recipient"), HEREBY AGREES THAT as a condition to receiving any federal financial assistance from the U.S. Department of Transportation, it will comply with Title VI of the Civil Rights Act of 1964, 78 Stat. 252, 42 USC 2000d—42 USC 2000d—4 (hereinafter referred to as the Act), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary Part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the Regulations), and other pertinent directives, to the end that in accordance with the Act, Regulations, and other pertinent directives, no person in the United States shall, on the grounds of race, color, sex, or national origin be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives federal financial assistance from the Department of Transportation, including the Federal Highway Administration, and HEREBY GIVES ASSURANCE THAT it will promptly take any measures necessary to effectuate this agreement. This Assurance is required by Subsection 21.7(a)(1) of the Regulations.

More specifically and without limiting the above general assurance, the Recipient hereby gives the following specific assurances to its Federal Aid Highway Program.

1. That the Recipient agrees that each "program" and each "facility" as defined in Subsections 21.23(e) and 21.23(b) of the Regulations, will be (with regard to a "program") conducted, or will be (with regard to a "facility") operated in compliance with all requirements imposed by, or pursuant to, the Regulations.
2. That the Recipient shall insert the following notification in all solicitations for bids for work or material subject to the Regulations made in connection with the Federal Aid Highway Program and in adapted form in all proposals for negotiated agreements:

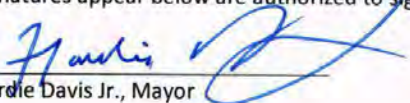
"Augusta Georgia in accordance with Title VI of the Civil Rights Act of 1964 and 78 Stat. 252, 42 USC 2000d—42 and Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in federally assisted programs of the Department of Transportation issued pursuant to such Act, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement, minority business enterprises will be afforded full opportunity to submit bids in response to this invitation and will not be discriminated against on the grounds of race, color, sex, or national origin in consideration for an award."

3. That the Recipient shall insert the clauses of Appendix A of this Assurance in every contract subject to the Act and the Regulations.
4. That the Recipient shall insert the clause of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting a transfer of real property, structures, or improvements thereon, or interest therein.
5. That where the Recipient receives federal financial assistance to construct a facility, or part of a facility, the Assurance shall extend to the entire facility and facilities operated in connection therewith.



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

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


Hardie Davis Jr., Mayor

06/22/2016
Date

ACM
6/21/16

Attachments: Appendices A, B and C.

APPENDIX A

The text below, in its entirety, is in all contracts entered into by AUGUSTA GEORGIA. All of the text except the final section, entitled “Incorporation of Provisions,” should be included in any contract entered into by any AUGUSTA GEORGIA contractor.

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the “Contractor”), agree as follows:

1. Compliance with Regulations

The Contractor shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation (hereinafter referred to as DOT), Title 49, Code of Federal Regulations, part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

2. Nondiscrimination

The Contractor, with regard to the work performed by it during the contract, shall not discriminate on the grounds of race, color, sex, or national origin in the selection and retention of subcontractors, including procurement of materials and leases of equipment. The Contractor shall not participate either directly or indirectly in discrimination prohibited by Section 21.5 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulations.

3. Solicitations for Subcontracts, Including Procurement of Materials and Equipment

In all solicitations either by competitive bidding or negotiations made by the Contractor for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Contractor of the Contractor’s obligations under this contract and the Regulations relative to nondiscrimination on the ground of race, color, sex, or national origin.

4. Information and Reports

The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information and its facilities as may be determined by Augusta Georgia or the Federal Highway Administration to be pertinent to ascertain compliance with such Regulations, orders, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the Contractor shall so certify to Augusta Georgia, or the Federal Highway Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

5. Sanctions for Noncompliance

In the event of the Contractor’s noncompliance with the nondiscrimination provisions of this contract, Augusta Georgia shall impose such contract sanctions as it or the Federal Highway Administration may determine to be appropriate, including, but not limited to:

- a. Withholding of payments to the Contractor under the contract until the Contractor complies; and/or
- b. Cancellation, termination, or suspension of the contract, in whole or in part.

6. Incorporation of Provisions

The Contractor shall include the provisions of paragraphs (1) through (5) in every subcontract, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto.

The Contractor shall take such action with respect to any subcontractor or procurement as Augusta Georgia or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: Provided, however, that in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request Augusta Georgia enter into such litigation to protect the interests of the state and, in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

APPENDIX B

The following clauses shall be included in any and all deeds affecting or recording the transfer of real property, structures, or improvements thereon, or interest therein from the United States.

Granting Clause

NOW, THEREFORE, Augusta Georgia—as authorized by law, and upon the condition that the state of Georgia will accept title to the lands and maintain the project constructed thereon, in accordance with and in compliance with Title 23, United States Code, the Regulations for the Administration of Federal Aid for Highways; the policies and procedures prescribed by the Federal Highway Administration of the Department of Transportation; and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation (hereinafter referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252: 42 USC 2000d to 2000d-4)—does hereby remise, release, quitclaim, and convey unto the state of Georgia all the right, title, and interest of AUGUSTA GEORGIA in and to said land described in Exhibit A attached hereto and made a part thereof.

Habendum Clause

TO HAVE AND TO HOLD said lands and interests therein unto the state of Georgia, and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which the federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and shall be binding on the state of Georgia, its successors, and assigns.

The state of Georgia, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree, as a covenant running with the land for itself, its successors and assigns, that (1) no person shall, on the grounds of race, color, sex, disability, national origin, age, or religion, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed*, (2) that the state of Georgia shall use the lands, and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination of Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended, (3) that in the event of breach of any of the above mentioned nondiscrimination conditions, the agency shall have a right to reenter said lands and facilities on said land, and the above described land and facilities shall thereon revert to and vest in, and become the absolute property of, AUGUSTA GEORGIA and its assigns as such interest existed prior to this instruction.¹

APPENDIX C

The following clauses shall be included in all deeds, licenses, leases, permits, or similar instruments entered into by AUGUSTA GEORGIA pursuant to the provisions of Assurance 7.

The LESSEE, for himself or herself, his or her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant and agree as a covenant running with the land, that in the event facilities are constructed, maintained, or otherwise operated on the said property described in this lease, for a purpose for which AUGUSTA GEORGIA program or activity is extended, or for another purpose involving the provision of similar services or benefits, the LESSEE shall maintain and operate such facilities and services in compliance with all other requirements imposed pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act of 1964, as said Regulations may be amended.

That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to terminate the lease, and to reenter and repossess said land and the facilities thereon, and hold the same as if said lease had never been made or issued.

The following shall be included in all deeds, licenses, leases, permits, or similar agreements entered into by AUGUSTA GEORGIA pursuant to the provisions of Assurance 7.

The LESSEE, for himself or herself, his or her personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does hereby covenant, and agree as a covenant running with the land, that (1) no person, on the grounds of race, color, sex, or national origin, shall be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land and furnishing of services thereon, no person on the grounds of race, color, sex, and national origin shall be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the LESSEE shall use the premises in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, part 21, Nondiscrimination in Federally Assisted Programs of the Department of Transportation— Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations may be amended.

That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to terminate the [license, lease, permit, etc.] and to reenter and repossess said land and the facilities thereon, and hold the same as if said [license, lease, permit, etc.] had never been made or issued.

*[Include in deeds subject to a reverter clause]

That in the event of breach of any of the above nondiscrimination covenants, the STATE shall have the right to reenter said land and facilities there-on, and the above described lands and facilities shall thereupon revert to and vest in and become the absolute property of the STATE and its assigns.

¹ Reverter Clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title

Appendix G

Language Assistance Plan (LAP)/ Limited English Proficiency (LEP) Plan

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Augusta Transit Limited English Proficiency (LEP) Plan



Prepared by:



**Augusta Transit
2844 Regency Blvd
Augusta, GA 30909**

April 2023

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Appendix A: Limited English Proficiency Persons by Census Tract and Estimated
LEP Population within $\frac{1}{4}$ of an Augusta Transit Fixed Route Service

Appendix B: Population 5yrs and Older by Census Tract and Size of Limited English
Proficiency Population

Appendix C: Title VI Complaint Form

Introduction

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. Augusta Transit (AT) receives Federal funds on an annual basis for operational and capital expenses. 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."

Recipients of public transportation funding from the Federal Transit Administration (FTA), including AT, are required to develop policies, programs, and practices that ensure that Federal and state transit dollars are used in a manner that is nondiscriminatory. This document details how AT incorporates nondiscrimination policies and practices in providing services to the public in particular the Limited English Proficiency (LEP) community. AT defines a LEP person as an individual limited by their ability to speak English less than "very well" or "not at all" as reported by the U.S. Census Bureau.



Purpose

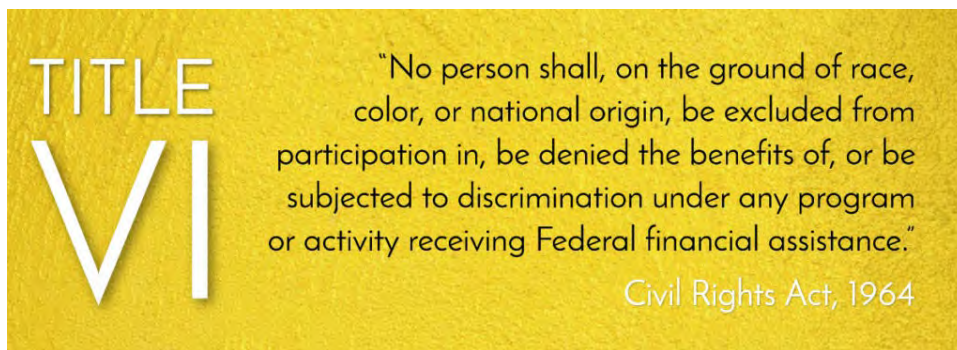
The purpose of this LEP plan (or policy guidance) is to clarify the responsibilities of AT as a recipient of Federal financial assistance from the U.S. Department of Transportation (DOT). This plan will guide AT as it fulfills its responsibilities to the LEP community, pursuant to Title VI of the Civil Rights Act of 1964 and implementing regulations. This LEP plan will demonstrate the efforts AT undertakes to make its transit services accessible to all persons without regard to their ability to understand or communicate in English.

Title VI Policy and Augusta Transit's Operational Objectives

AT is committed to ensuring that no person shall, on the ground of race, color, national origin, age, sex, religion, disability or family status, as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity, whether those programs and activities are federally funded or not. Furthermore, Title VI prohibits conduct that has a disproportionate effect on LEP persons because such conduct constitutes national origin discrimination.

Toward this end AT's operational objectives are to:

- I. Ensure that the level and quality of transportation service is provided without regard to race, color, or national origin, age, sex, religion, disability or family status;
- II. Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority, low-income and LEP population groups;
- III. Promote the full and fair participation of all affected populations in transportation decision making;
- IV. Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority, low-income and LEP population groups; and,
- V. Ensure meaningful access to programs and activities by LEP persons.



Augusta Transit Description

AT is a department of the City of Augusta (COA) providing fixed and demand responsive routes serving the Augusta-Richmond County. AT's mission is to 'give our customers access to all regions of Augusta-Richmond County area by providing quality, dependable, safe, accessible, and affordable transportation, thereby enhancing the mobility of the general public as well as the transportation disadvantaged.' Currently, AT contracts RATP Dev USA Inc., (RATP Dev) through Augusta Transit Management (ATM) to operate and maintain its transit services. RATP Dev is an international multimodal transportation provider operating, managing and maintaining transportation services.



Service Description

AT provides a fixed route service over an area of 25 square miles with a county population of 201,793 (2020 National Transit Database (NTD)). AT's fixed route system of nine (9) routes is primarily radial with the majority of services terminating at the Broad Street Transfer Facility (BSTF) near Downtown Augusta (1546 Broad Street). The nine (9) fixed routes are: Route 1 Blue Line/Walton Way; Route 2 Gray Line/West Parkway; Route 3 Gold Line/East Augusta; Route 4 Purple Line/Turpin Hill; Route 5 Green Line/Washington Road; Route 6 Brown Line/Gordon Highway; Route 7 Pink Line/ Augusta Mall; Route 8 Orange Line/Barton Chapel; and Route 9 Red Line/Lumpkin Road.

Complimentary Paratransit service (for persons with a permanent or temporary disability that prevents them from using fixed-route services) is also offered. Paratransit services follow a 1.5-mile corridor around each fixed route service. Additionally, the fixed route network is comprised of 618 bus stops (including transfer facilities), 92 shelters, 71 trash cans and 92 benches. Typical fixed route headways vary from a minimum 40 minutes to a maximum 1 hour 20 minutes.



Hours of Service

The current fixed route operating hours for local service is Monday through Saturday; 6:30 a.m. through approximately 8:00 p.m. However, late evening or Sunday services are not provided. Paratransit service (meeting Americans with Disability Act (ADA) needs) is provided on the same days and during the same hours as local fixed route service.

Vehicle Fleet

December 2022 AT's fleet consisted of fifteen (15) fixed route buses, eight (8) paratransit vans, and a small fleet of supervisor and maintenance vehicles. In December 2022, three (3) used 40ft Gillig buses were added to the fixed route fleet. During the 1st quarter 2023, three (3) 40ft buses joined the fleet on a temporary basis for 12 months.

Limited English Proficiency Plan

AT operates a transit system within the urbanized portion of Augusta-Richmond County, GA. This LEP plan has been prepared to address AT's responsibilities as they relate to the needs of individuals with LEP within its service area. AT recognizes that individuals who have a limited ability to read, write, speak or understand English are defined as LEP persons.

In Augusta-Richmond County 3,303 persons (1.72%) of the 192,281 population 5 years and older describe themselves as not able to communicate in English "very well" (Source: US Census, 2021 5-yr Estimates, American Community Survey (ACS)). Of these 3,303 persons, 823 (or 25%) live within ¼ mile of a fixed route operated by AT (see Appendix A for calculations). AT accepts that for LEP individuals within its service area, public transit may not be their primary transportation mode. Nevertheless, ensuring that LEP persons have access to its services it is important that AT be able to communicate effectively with current and potential riders.

When AT communicates effectively with existing and potential riders, it is in a better position to demonstrate a safer, more reliable, convenient, and accessible transit system for all within its service area. AT is committed to taking reasonable steps to fulfill its mission statement and ensure meaningful access for the LEP community in accordance with Title VI. Indeed, AT is federally mandated (Executive Order 13166) to take responsible steps to ensure meaningful access to the benefits, services, information and other important portions of its programs and activities for individuals who are LEP.

AT's LEP plan addresses how services will be provided through general guidelines and procedures including the following:

- Identification: Identifying LEP persons in the service areas
- Notification: Providing notice to LEP persons about their right to language services or assistance
- Interpretation: Offering timely interpretation to LEP persons upon request
- Translation: Providing timely translation of important documents benefitting LEP persons
- Staffing: Identifying AT staff to assist LEP customers
- Training: Providing training on LEP to responsible employees

Four Factor Analysis

The US Department of Transportation (USDOT) Four Factor Analysis provides guidance to transit agencies receiving Federal financial assistance in taking reasonable steps to ensure meaningful access to all of its services, programs, and activities utilized by LEP persons. The USDOT guidance states transit agencies will provide written translation of vital documents for each eligible LEP language group that meets the Department of Justice (DOJ) Safe Harbor provision of five (5) percent of the population or 1,000 persons, whichever is less, identified as a LEP speaker within the service area. Such practices will be considered strong evidence of compliance with the recipient's written translation obligations.

The USDOT Four Factor Analysis assesses the following criteria:

- Factor 1: The number or proportion of LEP persons eligible to be served or likely to be encountered by an AT service, program, or activity
- Factor 2: The frequency with which LEP individuals come in contact with an AT service, program, or activity
- Factor 3: The nature or importance of AT's services, programs, or activities provided to LEP individuals
- Factor 4: The resources available to AT and the associated costs to provide LEP assistance

Factor 1: The number and Proportions of LEP Persons in Augusta-Richmond County

The Factor 1 analysis documents the number or proportion of LEP persons in Augusta-Richmond County and AT's service area eligible to be served or likely to be encountered by AT's fixed or paratransit service, program, or activity. AT utilized various external data, such as the update to the 2020 U.S. Decennial Census and the American Community Survey (5-yr estimates) to gather this data. Results are presented in Table 1.

Table 1 indicates that Black or African American alone comprises 54% of Augusta-Richmond County's population 5yrs and older. Black or African American alone represents the largest population group by race in Augusta-Richmond County followed by White alone at 33%. Hispanic or Latino (of any race) represents only 5.30% of the county's population 5yrs and older.

Table 2 clearly defines that the majority of persons 5yrs and older in Augusta-Richmond County only speak one language at home, namely English. However, of those who speak other languages at home, Spanish, is the dominant language spoken by approximately 179,000 persons age 5yrs and older.

Table 1: Augusta-Richmond County Population by Race (2021)

Demographic	Population	Percent of Total Population
Not Hispanic or Latino		
White alone	66,848	32.5%
Black or African American alone	110,804	53.9%
American Indian and Alaska Native alone	333	0.2%
Asian alone	3,030	1.5%
Native Hawaiian and Other Pacific Islander alone	97	0.0%
Some other race alone	816	0.4%
Two or more races	12,781	6.2%
Hispanic or Latino (of any race)		
Mexican	4,488	2.2%
Puerto Rican	1,629	0.8%
Cuban	305	0.1%
Other Hispanic or Latino	4,542	2.2%
Total Population	205,673	100.0%

Source: DP05ACS Demographic And Housing Estimates, American Community Survey 2021 5yr

Table 2: Augusta-Richmond County Languages Spoken at Home (2021)

Language Spoken at Home 5yrs and older	Population	Percent of Total Population
Total Population 5yrs and older	192,281	100.0%
Speak only English	179,346	93.3%
Other than English: Spanish	7,149	3.7%
Other than English: Other Indo-European Languages	2,747	1.4%
Other than English: Asian and Pacific Island Languages	2,198	1.1%
Other than English: Other Languages	841	0.4%
Total Speak a Language Other than English	12,935	6.7%

Source: S1601 Demographic And Housing Estimates, American Community Survey 2021 5yr

Table 3 details the top 10 languages spoken at home for 2015 (2021 data not available). Notwithstanding there has been minimal change between 2015 and 2021, approximately 50% of persons 5yrs and older who spoke another language at home other than English spoke Spanish followed by German and Korean.

Table 4 presents LEP population by languages spoken at home other than English. It becomes evident that the largest LEP community (54%) speak Spanish at home (1,772 / 3,303). Overall, the LEP population (3,303 persons) approximates 1.7% of the total population 5yrs and older in Augusta-Richmond County. Figure 1 illustrates the percentage distribution of LEP persons of the population 5yrs and older by census tract in Augusta-Richmond County in 2020 (see also Appendix B).

Table 3: Augusta-Richmond County Top 10 Languages in Detail Spoken at Home by Population 5yrs and Older (2015)

Rank	Language	Population	Percent of Population Speaking Languages other than English at home	Percent of Total Population 5yrs and Older
1	Spanish or Spanish Creole	5,476	49.8%	2.9%
2	German	1,055	9.6%	0.6%
3	Korean	512	4.7%	0.3%
4	Other Asian languages	512	4.7%	0.3%
5	French (incl. Patois, Cajun)	414	3.8%	0.2%
6	Hindi	403	3.7%	0.2%
7	Tagalog (Philippines)	333	3.0%	0.2%
8	African languages	276	2.5%	0.1%
9	Arabic	231	2.1%	0.1%
10	Other Pacific Island languages	219	2.0%	0.1%
	Other Languages	1,571	14.3%	0.8%
	Total	11,002	100.00%	5.9%

Source: B16001 Demographic And Housing Estimates, American Community Survey 2015

Table 4: Augusta-Richmond County LEP Speakers by Languages Spoken at Home (2021)

LEP Speakers by Language Spoken at Home 5yrs and older	LEP Population	Percent of Total LEP Population	Percent of Total Population 5yrs and Older
Speak English less than Very Well: Spanish	1,772	53.65%	0.9%
Speak English less than Very Well: Other Indo-European Languages	492	14.90%	0.3%
Speak English less than Very Well: Asian and Pacific Island Languages	863	26.13%	0.4%
Other than English: Other Languages	176	5.33%	0.1%
Total: Speak English less than Very Well	3,303	100.00%	1.7%

Source: S1601 Demographic And Housing Estimates, American Community Survey 2021 5yr

Limited English Proficiency Persons Percent of Population 5yrs and older in Augusta Richmond County

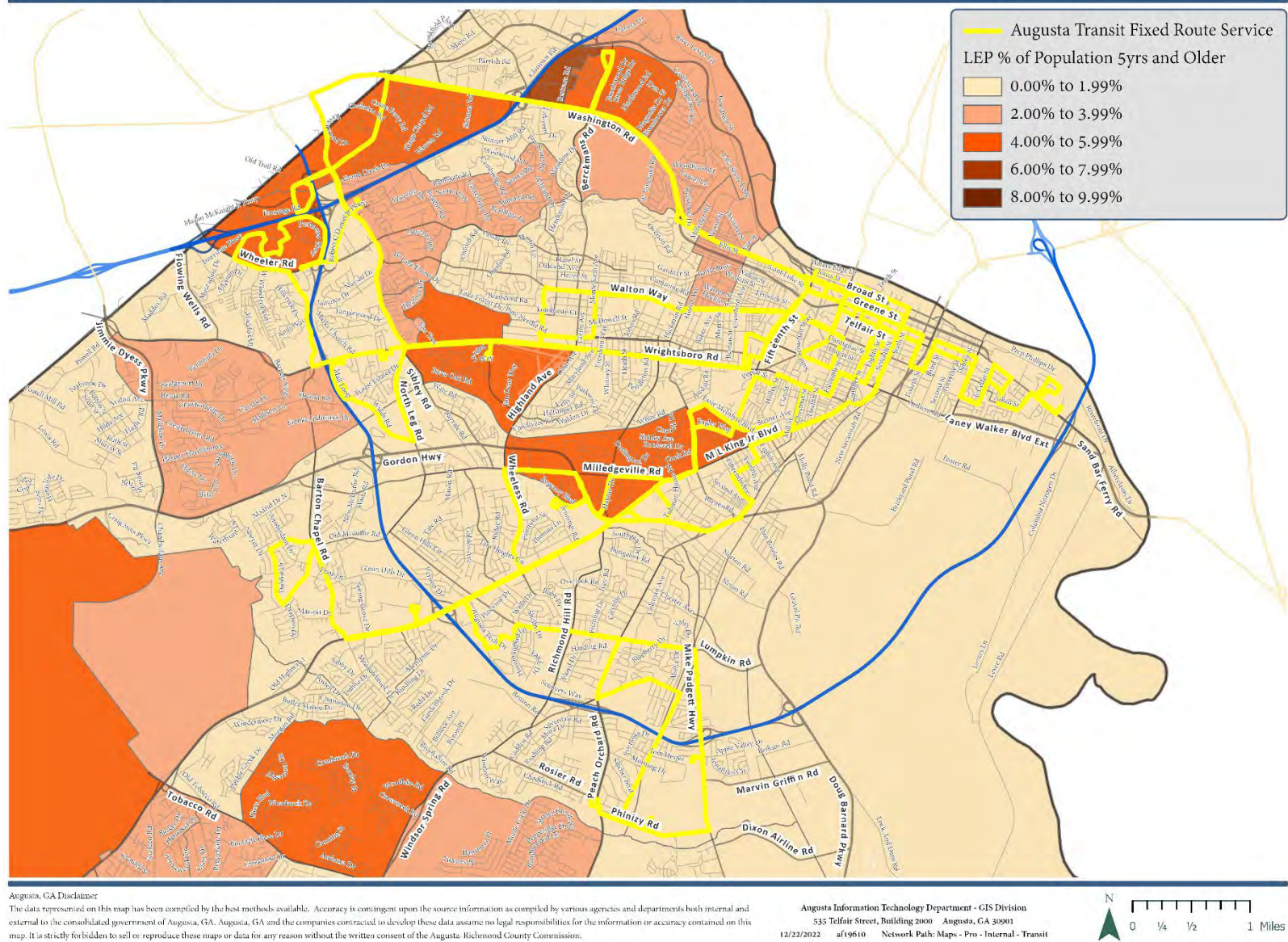


Figure 1 - LEP Proportion of total Population 5yrs and older in Augusta-Richmond County (2020 5yr ACS)

Factor 2: The frequency with which LEP individuals come in contact with an AT service, program, or activity

Federal guidance stipulates an assessment of the number or proportion of LEP persons eligible to be serviced or encountered and the frequency of these encounters. The more frequent the contact with a particular LEP language group, the more likely enhanced services will be needed. Factor 1 identified 179,346 (93.3%) persons 5yrs and older in Augusta-Richmond County who spoke English only and 12,935 (6.7%) persons 5yrs and older who speak a language other than English at home in 2021 (Table 2). Of these 12,935 approximately 3,303 (25%) were identified as LEP persons (Table 4).

Table 5 presents the population 16yrs and older in Augusta-Richmond County who travel by means of public transportation and the ability to speak English.

Table 5: Means of Transportation to Work by Language Spoken at Home and Speak English Less than 'Very Well' (2021)

Commute Mode	Population 16yrs and older using commute mode	Speak Spanish & Speak English Less than 'very well'	Percent of Population 16yrs and older using commute mode	Speak Other Languages & Speak English Less than 'very well'	Percent of Population 16yrs and older using commute mode
Car, Truck or Van - Drove Alone	108,805	1,087	1.0%	1,110	1.0%
Car, Truck or Van - Carpooled	10,293	305	3.0%	77	0.7%
Public Transportation	1,242	0	0.0%	0	0.0%
Walked	2,239	9	0.4%	106	4.7%
Taxicab, Motorcycle or other means	3,087	23	0.7%	8	0.2%
Worked from Home	5,389	72	1.3%	25	0.5%
Total	131,055	1,487	1.1%	1,326	1.0%

Source: B08513 Means Of Transportation To Work By Language Spoken At Home And Ability To Speak English For Workplace Geography American Community Survey 2021 5yr

Table 5 indicates that approximately 1,242 persons 16yrs and older (or 0.9% of 131K) utilize public transportation as a means of transportation to work in Augusta-Richmond County. Of those persons who spoke Spanish but English less than 'very well' or spoke Other Languages and English less than 'very well,' (highlighted row in Table 5) zero persons in both groups used public transit as a commute mode in 2021. Reasons influencing this low or non-use of public transit by LEP persons:

- Difficulty in finding transit information in a language other than English
- Difficulty in understanding how transit works in Augusta-Richmond County
- LEP persons may travel with friends, family or others speaking the same language through carpooling and therefore have no need to use public transit

A point of caution is warranted interpreting that data in Table 5. The data in Table 5 represents persons who are employed and indicated as such when surveyed. There are LEP persons who do not work (or may work in the informal sector) and are not counted in Table 5 (3,303 Total LEP population - 1,487 - 1,326 = 490) and such persons might have used public transit for trip making in 2021.

The methods utilized for Factor 2 assessment include analysis of Census data. AT has not assessed the frequency with which LEP individuals come into contact with the transit system or requests for translated documents. However, the most recent onboard transit ridership survey conducted in 2018¹ found that of the 231 respondents only two (2) or 0.86% self-identified as Hispanic/Latino. This result in 2018 does support the low use of public transit by foreign language speakers in Augusta-Richmond County and the even lower use (or nonuse) by LEP persons.

At the time of writing this report phone calls are not recorded by the Dispatch Office at the Broad Street Transfer Facility (primary call center for Augusta Transit information); however, anecdotal evidence suggests that phone inquiries by Spanish speaking LEP persons are very infrequent if at all. During 2022 AT received zero requests for translated documents in any language, despite online ridership surveys being available in Spanish and Korean.

Factor 3: The nature or importance of AT's services, programs, or activities provided to LEP individuals

The third factor looks at the importance of AT's services to the Augusta-Richmond County community in the context that public transportation is vital to many people's lives. AT strives to provide public transportation in its service area giving people access to work, healthcare, and other programs and/or services. Without access to public transportation, many of these individuals would not be able to take advantage of other services that could potentially be life changing or life sustaining. Therefore, lack of understandable information about public transportation services may have an adverse effect on LEP persons potentially frustrating their ability to access health care, education, employment or other essential services.

¹ Augusta Regional Transportation Study 2018 Ridership Transit Survey Report & Audit

AT understands the need for better communication and engagement with LEP persons and groups. In all cases, finding opportunities for the involvement of all stakeholders is actively considered when conducting operational and planning tasks. The Transit Citizens Advisory Committee (TCAC) that meets monthly is one such organization that facilitates communication between the transit community and AT. Furthermore, AT and its contracted staff must ensure that all segments of the Augusta-Richmond County community, including LEP persons, have opportunity to be involved in all aspects of the transit service provided. The impact of proposed transit and transportation investments on underserved and under-represented population groups Augusta-Richmond County is a critical stage in the evaluation process in the use of Federal funds by transit agencies.



Factor 4: The resources available to AT and the associated costs to provide LEP assistance

The Factor Four (4) analysis documents the resources available to the recipient of federal funds to assure meaningful access to transit service by LEP persons. AT strives to ensure that pertinent information is available regarding services, programs, and activities including surveys, bus routes and fares. While riding buses public service announcements can be heard. Information on services, programs and activities can also be obtained from the Operational and Administrative Office headquarters (2844 Regency Blvd, Augusta, GA 30904). Regarding its online presence, AT has an easy to remember website domain name www.augusttransit.com.



Table 5 indicated that persons who speak a foreign language at home and are LEP use public transit very rarely if at all. It may be concluded that AT serves a very small proportion of LEP persons in Augusta-Richmond County. Given the small number of LEP persons in AT's service area potential challenges in serving this community are as follows:

- It may become burdensome to produce written translations of core AT documents such as bus schedules in multiple languages in advance of any request. The effort and time required from a professional source to provide these translated documents and resources may become operationally prohibitive.

- Providing translation assistance to LEP persons would be funded entirely from existing AT operating funds and would compete with other operational requirements for funding. However, there may be opportunities to partner with the Augusta Regional Transportation Study (ARTS) Metropolitan Planning Organization (MPO) to fund such activities and reduce the cost burden to AT.

For AT to provide translated summaries of core products as requested by LEP persons each document would need to be translated by a native speaker or a professional translator. AT has used native speakers in the translation of ridership surveys. The use of online translation services such as Google Translate for these tasks is discouraged by the Federal Transportation Administration (FTA). Online translation services despite convenient may be limited in their translation proficiency and accuracy of the intended meaning when read by a native speaker.

The two (2) most recent AT ridership surveys in 2018 and 2022 made available survey forms in English, Spanish and Korean languages. There was a very low take up of the Spanish survey and zero take up of the Korean. Despite this, AT accepts that “the more important the activity, information, service, or program, or the greater the possible consequences of the contact to the LEP individuals, the more likely language services are needed,”² and will continue to take the initiative in providing documents and ridership surveys in languages other than English to meet the needs of LEP persons.

² https://www.lep.gov/sites/lep/files/resources/final_guidance_2002.pdf

Safe Harbor Stipulation

Safe Harbor offers recipients of federal funds greater certainty in the fulfillment of written translations in languages other than English. Indeed, “A “safe harbor” means that if a recipient provides written translations under these circumstances, such action will be considered strong evidence of compliance with the recipient's written-translation obligations under Title VI.”³ The failure to provide written translations of vital documents does not mean there is non-compliance by AT. Safe Harbor provides increased certainty of compliance than can be provided by the Four-factor analysis. Safe Harbor stipulations are provided in Table 6.

Table 6: Safe Harbor Stipulations and Languages

Size of Language Group	Recommended Provision of Written Language Assistance	# LEP persons affected in Augusta-Richmond County	Expected Action by Augusta Transit
1,000 or more in the eligible population in the market area or among current beneficiaries	Translated vital documents	1,772 Spanish (Table 4)	On request
More than 5% of the eligible population or beneficiaries <i>and</i> more than 50 in number	Translated vital documents	Not applicable	Not applicable
More than 5% of the eligible population or beneficiaries <i>and</i> 50 or less in number	Translated written notice of right to receive free oral interpretation of documents	Not applicable	Not applicable
5% or less of the eligible population or beneficiaries and less than 1,000 in number	No written translation is required	1,531 (all other LEP languages Table 4)	On request at AT's discretion

Within Augusta-Richmond County approximately 1.7% of the population 5yrs and older is considered LEP (Table 4). Of the total LEP population, Spanish is the dominant LEP language group that meets the population threshold ($1,772 > 1,000$) for which written translations of vital documents should be provided to meet the Safe Harbor standard. Based on the low numbers of LEP persons who commute using public transit (Table 5) or encountered by AT customer facing or operational staff, it is expected that written translations of core documents would be on request only. Nevertheless, AT has access to resources and has taken measures to provide appropriate accommodations (orally or in writing) to adhere to the spirit of the Safe Harbor regulations.

³ https://www.lep.gov/sites/lep/files/resources/final_guidance_2002.pdf

Limited English Proficiency Plan and its Application

Identifying LEP Individuals Who Need Language Assistance

Federal guidance provides that there should be an assessment of the number or proportion of LEP individuals eligible to be serviced or encountered and the frequency of encounters pursuant to the first two factors in the Four-factor analysis. AT has identified the number and proportion of LEP individuals within its service area using United States Census data (see Table 4). As presented earlier, 93% of the service area population speaks English only. The largest non-English spoken language in the service area is Spanish. Of those whose primary spoken language at home is Spanish approximately 25% (1,772 (see Table 4) / 7,149 (see Table 2)) identify themselves as speaking less than “very well.”



AT may identify language assistance need for a LEP community by:

- Examining records to see if requests for language assistance have been received in the past, either at meetings or over the phone, to determine whether language assistance might be needed at future events or meetings.
- Engaging with vehicle operators and customer facing staff (i.e., Dispatchers, Transit Operation Supervisors, etc.) who may notify management any contacts with LEP persons.

Language Assistance Measures

Federal guidance suggests that an effective LEP should include information about the ways in which language assistance will be provided. This refers to listing the different language services a transit agency provides and how staff can access this information.

For this task Federal guidance recommends that transit agencies consider developing strategies that train staff as to how to effectively deal with LEP individuals when they either call agency centers or otherwise interact with the agency.

AT has undertaken the following actions to improve access to information and services for LEP individuals:

- Survey transit drivers and other front-line staff annually on their experience concerning any contacts with LEP persons during the previous year.

- When an interpreter is needed in person or on the telephone, staff will contact AT Spanish-speaking staff.
- AT will utilize the demographic maps (created by GIS Department City of Augusta) in order to better provide the above efforts to LEP persons within its service area.

Training Staff

Federal guidance states staff members of an agency should know their obligations to provide meaningful access to information and services for LEP persons and that all employees in public contact positions should be properly trained.



Suggestions for implementing the Language Assistance Plan, involve:

1. Identifying AT staff who are likely to come into contact with LEP individuals; and,
2. Identifying Spanish-speaking AT staff that can provide translation services.

In the case of AT, the most important staff training is for customer facing staff and bus operators. The following training will be provided to these two (2) groups:

1. Information on Title VI Procedures and LEP responsibilities
2. Information of Spanish-speaking AT staff
3. How to document language assistance requests
4. How to handle a potential Title VI/LEP complaint (see Appendix C for Title VI complaint form)

Public Involvement and LEP Populations

AT works cooperatively with ARTS (the region's MPO) to identify the existence of LEP populations, the size of any such populations, and determine what methods may be used to assist those populations and assign resources for the tasks involved. Supporting AT's public involvement program involves partnering with ARTS to provide language assistance for LEP persons seeking meaningful access to programs. To comply, public hearings and other public events are held at ADA accessible locations, collateral materials are offered in English and Spanish as required, and translation services are available upon request. Public hearings and other public events are advertised in multiple languages giving contact information to be used if special assistance or accommodations are needed.

Oral Language Assistance

The number of LEP residents in Augusta-Richmond County along with their infrequent interaction with AT has meant that AT is rarely asked to provide oral language services. This, however, does not necessarily mean that there is no need for translation arising from customer interactions or public outreach events or that this need will not be made known in the future. AT and ARTS continue to explore ways to ensure that future language needs will be met. Additionally, AT encourages LEP persons in Augusta-Richmond County not to shy away from engaging with customer facing staff when investigating local transportation options.

Providing Notice to LEP Persons

AT will make Title VI information available online 24/7 on its official website www.augustatransit.com. Title VI information in English is also available upon request from AT's administrative head office. Key documents are written in English. Notices are also posted in City of Augusta official website and on buses. Additionally, when staff prepare documentation, schedules or meetings, for which the target audience is expected to include LEP individuals, then documents, meeting notices, flyers, and agendas will be printed in an alternative language based on known LEP population groups.

Monitoring and Updating the Plan

The plan will be reviewed and updated on an ongoing basis. Updates will consider the following:

- The number of documented LEP person contacts encountered annually
- How the needs of LEP persons have been addressed
- Determination of the current LEP population in the service area
- Determination as to whether the need for translation services has changed
- Determine whether AT's financial resources are sufficient to fund language assistance resources needed



AT understands the value that transit service plays in the lives of individuals who rely on this service, and the importance of any measures undertaken to make the use of transit system easier. AT is always open to suggestions from all sources, including customers, AT or contractor staff, other transportation agencies with similar experiences with LEP communities, and the general public, regarding additional methods to improve accessibility to LEP communities.

Appendix A

Limited English Proficiency Persons by Census Tract and Estimated LEP Population
within $\frac{1}{4}$ of an Augusta Transit Fixed Route Service

Census Tract # Order	Census Tract Number	Census Tract Total Acreage	1/4 mile buffer each side of a fixed route (Transit Buffer)	Transit Buffer %	Estimate Speak English less than "very well" Population 5 years and over	Estimate Speak English less than "very well" Population 5 years and over within 1/4 mile Transit Buffer
1	1.00	1,196	291	24.3%	84	20
2	2.00	674	271	40.2%	75	30
3	3.00	444	334	75.2%	0	0
4	6.00	603	439	72.8%	0	0
5	7.00	306	306	100.0%	0	0
6	10.00	488	396	81.2%	0	0
7	11.00	528	393	74.3%	0	0
8	12.00	918	274	29.8%	0	0
9	13.00	467	293	62.6%	0	0
10	14.00	325	311	95.8%	23	22
11	16.02	924	193	20.9%	69	14
12	16.03	147	91	61.8%	29	18
13	16.04	1,084	455	42.0%	109	46
14	101.01	2,125	406	19.1%	116	22
15	101.04	2,006	217	10.8%	37	4
16	101.05	1,266	733	57.9%	200	116
17	101.07	689	121	17.5%	7	1
18	101.08	192	78	40.7%	82	33
19	101.09	608	322	53.0%	150	80
20	102.01	1,490	245	16.4%	113	19
21	102.03	1,280	988	77.2%	8	6
22	102.05	661	548	82.8%	86	71
23	102.06	1,494	354	23.7%	0	0
24	102.07	No Fixed Route Transit Line		0.0%	40	0
25	102.08	2,497	96	3.9%	127	5
26	103.00	1,325	894	67.5%	301	203
27	104.00	1,203	801	66.6%	0	0
28	105.06	1,116	664	59.5%	50	30
29	105.07	1,701	737	43.3%	75	32
30	105.08	856	280	32.8%	0	0
31	105.09	1,016	114	11.3%	3	0
32	105.10	1,339	815	60.9%	0	0
33	105.11	1,841	1,002	54.4%	23	13
34	105.12	1,277	464	36.3%	57	21
35	105.13	1,343	113	8.4%	7	1
36	105.14	1,515	557	36.8%	22	8
37	105.15	1,713	323	18.9%	20	4
38	106.01	847	422	49.8%	0	0
39	106.02	17,743	339	1.9%	4	0
40	107.06	7,635	62	0.8%	18	0
41	107.07	No Fixed Route Transit Line		0.0%	20	0
42	107.08	No Fixed Route Transit Line		0.0%	254	0
43	107.09	1,743	3	0.1%	167	0
44	107.10	No Fixed Route Transit Line		0.0%	231	0
45	107.11	No Fixed Route Transit Line		0.0%	101	0
46	107.13	No Fixed Route Transit Line		0.0%	8	0
47	107.14	No Fixed Route Transit Line		0.0%	89	0
48	108.01	2,458	3	0.1%	65	0
49	108.02	No Fixed Route Transit Line		0.0%	217	0
50	109.03	No Fixed Route Transit Line		0.0%	7	0
51	109.04	No Fixed Route Transit Line		0.0%	64	0
52	109.05	No Fixed Route Transit Line		0.0%	60	0
53	109.07	No Fixed Route Transit Line		0.0%	0	0
54	109.08	No Fixed Route Transit Line		0.0%	81	0
55	110.00	803	774	96.4%	4	4
56	111.00	588	491	83.5%	0	0
				Total	3,303	823

Source: S1601 Demographic and Housing Estimates, American Community Survey 2021 5yr

Appendix B

Population 5yrs and Older by Census Tract and Size of Limited English Proficiency
Population

Census Tract # Order	Tract Number	Estimate!!Total!!Population 5 years and over	Estimate!!Speak English less than very well!!Percent of specified language speakers!!Population 5 years and over"	Percent
1	1.00	4,249	84	1.98%
2	2.00	2,354	75	3.19%
3	3.00	904	0	0.00%
4	6.00	2,628	0	0.00%
5	7.00	1,118	0	0.00%
6	10.00	2,996	0	0.00%
7	11.00	1,656	0	0.00%
8	12.00	4,688	0	0.00%
9	13.00	1,792	0	0.00%
10	14.00	1,388	23	1.66%
11	16.02	3,972	69	1.74%
12	16.03	933	29	3.11%
13	16.04	2,712	109	4.02%
14	101.01	3,076	116	3.77%
15	101.04	2,679	37	1.38%
16	101.05	3,456	200	5.79%
17	101.07	2,237	7	0.31%
18	101.08	1,199	82	6.84%
19	101.09	2,914	150	5.15%
20	102.01	4,270	113	2.65%
21	102.03	3,953	8	0.20%
22	102.05	1,994	86	4.31%
23	102.06	1,979	0	0.00%
24	102.07	5,592	40	0.72%
25	102.08	5,005	127	2.54%
26	103.00	5,089	301	5.91%
27	104.00	3,023	0	0.00%
28	105.06	5,697	50	0.88%
29	105.07	4,610	75	1.63%
30	105.08	3,051	0	0.00%
31	105.09	5,101	3	0.06%
32	105.10	5,037	0	0.00%
33	105.11	3,385	23	0.68%
34	105.12	4,758	57	1.20%
35	105.13	2,813	7	0.25%
36	105.14	3,021	22	0.73%
37	105.15	3,400	20	0.59%
38	106.01	2,421	0	0.00%
39	106.02	2,511	4	0.16%
40	107.06	5,610	18	0.32%
41	107.07	3,005	20	0.67%
42	107.08	5,913	254	4.30%
43	107.09	5,176	167	3.23%
44	107.10	5,236	231	4.41%
45	107.11	4,193	101	2.41%
46	107.13	5,617	8	0.14%
47	107.14	2,904	89	3.06%
48	108.01	2,303	65	2.82%
49	108.02	4,964	217	4.37%
50	109.03	4,173	7	0.17%
51	109.04	4,189	64	1.53%
52	109.05	4,417	60	1.36%
53	109.07	2,220	0	0.00%
54	109.08	4,909	81	1.65%
55	110.00	1,624	4	0.25%
56	111.00	2,167	0	0.00%
	Total	192,281	3,303	1.72%
			Max	6.84%
			Min	0.00%

Source: S1601 Demographic and Housing Estimates, American Community Survey 2021 5yr

Appendix C

Title VI Complaint Form



Title VI Public Complaint Process

If you believe that you have been excluded from participation in, been denied the benefits of, or been subjected to discrimination under any Augusta, Georgia service, program or activity receiving federal financial assistance, including, but not limited to, service, projects or activities provided by or administered by the Augusta Planning and Development Department, the Augusta Public Transit Department, the Augusta Engineering Department, you may file an official Title VI Complaint with the Office of The Administrator of Augusta, Georgia and/or the designated representative, (hereafter "Title VI Coordinator"). The following steps describe the procedures to file a complaint and how Augusta, Georgia will respond.

1. The complaint must be submitted to the Title VI Coordinator no later than thirty (30) working days after the date of the alleged discrimination.
2. A Title VI Complaint Form can be obtained by calling (706) 821-1721, (706) 821-1796 or by downloading the form from these websites at www.augustaga.gov; <http://www.augustaga.gov/290/Planning-and-Development>; and www.augustaga.gov/arts
3. Please provide the following information on the complaint form or you may submit a signed written statement that contains all of the following written information:
 - Your name, address and how to contact you (phone number, email address, etc.);
 - The basis of the alleged discrimination complaint (race, color, or national origin);
 - How, why, when and where you believe you were excluded from participation in, were denied the benefits of, or were subjected to discrimination. If the alleged
 - incident occurred on the bus, give date, time of day, and bus number if available;
 - Include the location, names and contact information of any witnesses;
 - Indicate whether you have filed the complaint with Federal Transit Administration; and
 - You must sign your letter of complaint.

If you, as the complainant, are unable to read and/or write a complaint, the Title VI Coordinator will assist you with the complaint. Augusta, Georgia is committed to providing open access to its services to persons with limited ability to speak or understand English; if requested by complainant, the Title VI Coordinator will provide language translation services.

4. The complaint shall be sent to any of the following addresses:

Office of the Administrator
535 Telfair Street, Suite 910, Augusta, GA 30901

Augusta Transit Department
2844 Regency Boulevard, Augusta, GA 30904

Augusta Planning and Development Department
535 Telfair Street, Suite 300, Augusta, GA 30901

5. All complaints will be investigated promptly. Reasonable measures will be undertaken to preserve any information that is confidential. The Title VI Coordinator will review every complaint, and when necessary, begin the investigation process. At a minimum the investigating will:
 - Identify and review all relevant documents, practices and procedures;
 - Identify and interview persons with knowledge of the alleged discrimination, that is, the person making the complaint; witnesses or anyone identified by the Complainant; anyone who may have been subject to similar activity, or anyone with relevant information.
6. Upon completion of the investigation, the Title VI Coordinator will complete a final report for Augusta, Georgia. The investigation process and final report should take no longer than ninety (90) days after receipt of the complaint. If a Title VI violation is found to exist, remedial steps as appropriate and necessary will be taken immediately. The Complainant will also receive a copy of the final report together with any remedial steps.

If no violation is found and the complainant wishes to appeal the decision, he or she may contact the Federal Transit Administration, 230 Peachtree Street NW, Suite 800, Atlanta, GA 30303 Attention: Regional Civil Rights Officer, or by calling (404) 885-5628, or web site http://www.fta.dot.gov/civilrights/title6/civil_rights_5104.html Complainants may also file their initial Title VI complaint directly to the Federal Transit Administration no later than 180 days after the date of the alleged discrimination.



Augusta, Georgia Title VI Complaint Form

File # _____

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

The Title VI of the Civil Rights Act of 1964 guarantees fair treatment for all people and provides for Augusta Georgia through the Title VI Coordinator, Augusta Planning and Development Department (APDD), and Augusta Transit (AT), to identify and address, as appropriate, disproportionately high and adverse effects of its programs, policies, and activities on minority and low-income populations, such as undertaking reasonable steps to ensure that Limited English Proficient (LEP) persons have meaningful access to the programs, services, and information.

Augusta Georgia through the Title VI Coordinator, APDD, and AT works to ensure nondiscriminatory transportation in support of our mission to provide quality, dependable, safe, accessible, and affordable transit service, to enhance the social and economic quality of life for all citizens of Augusta-Richmond County and ARTS/MPO area. The Title VI Coordinator is responsible for the Civil Rights Compliance and Monitoring to ensure non-discriminatory provision of transit services and programs.

Complainant Name _____

Mailing Address _____

Telephone Numbers _____
(Home) (Work)

Email Address _____

List type of discrimination (please check all that apply):

Race Color National Origin

Other _____

Please indicate your race/color, if it is a basis of your complaint _____

Please describe your national origin, if it is a basis of your complaint _____

Location where incident occurred _____

Time and date of incident _____

Name/Position title of the person who allegedly subjected you to Title VI discrimination:



Briefly describe the incident (use a separate sheet, if necessary):

Did anyone else witness the incident? Yes _____ No _____

List witnesses (Use a separate sheet, if necessary)

Name _____

Address _____

Telephone Number _____

Name _____

Address _____

Telephone Number _____

Have you filed a complaint about the alleged discrimination with the Federal Transit Administration?

Yes _____ No _____ If yes, when? _____

Signature

Date

Appendix H

Operating Area Language Data:

Augusta Transit Service Area

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Augusta Transit Operating Area Language Data: B16001 - LANGUAGE SPOKEN AT HOME BY THE POPULATION 5 YEARS AND OVER (YEAR 2022)				
<u>Criteria</u>	<u>Population</u>	<u>% Total Population</u>	<u>% Population >5yrs</u>	<u>% Population >5yrs speaking languages other than English</u>
Total Population (2022)	206,153	100.0%		
Population 5 years and over	192,650	93.5%	100.0%	
Population 5 years and over speak only English	179,418		93.1%	
Population 5 years and over speak a language other than English	13,232		6.9%	100.0%
Population 5 years and over speak a language other than English: Spanish	7,242			54.7%
Population 5 years and over speak a language other than English: Other Indo-European languages	2,822			21.3%
Population 5 years and over speak a language other than English: Asian and Pacific Island languages	2,310			17.5%
Population 5 years and over speak a language other than English: Other languages	858			6.5%
Source: Table B16001 American Community Survey, 5-Year Estimates, 2018-2022				

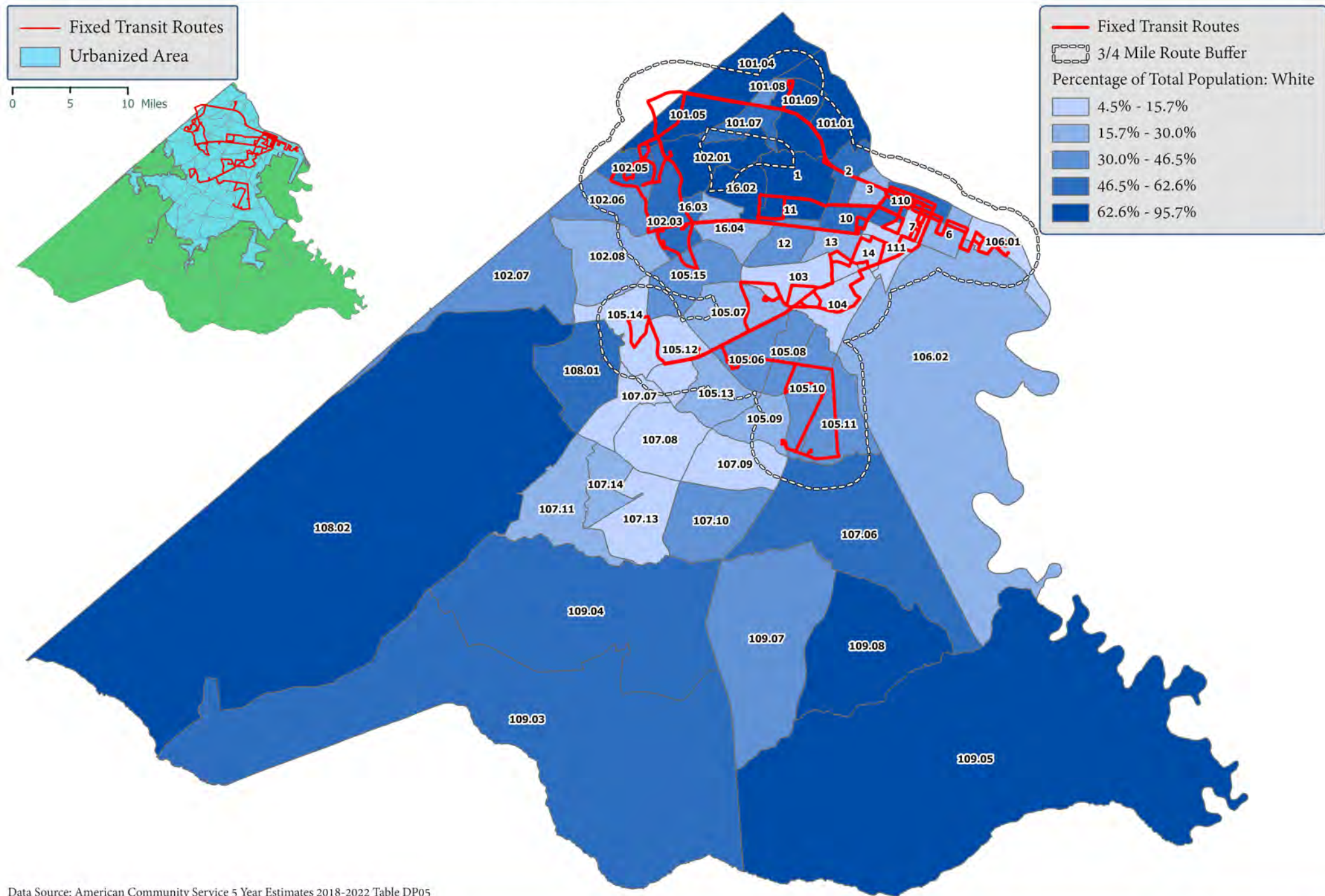
Augusta Transit Operating Area Language Data: B16001 – SPEAK ENGLISH LESS THAN VERY WELL 5 YEARS AND OVER (YEAR 2022)			
<u>Criteria</u>	<u>Population</u>	<u>% Total Population</u>	<u>% LEP Population >5yrs</u>
Total Population (2022)	206,153	100.0%	
Population 5 years and over	192,650	93.5%	
Population 5 years and over speak English less than very well	3,259	1.6%	100.0%
Population 5 years and over speak English less than very well: Spanish	1,738		53.3%
Population 5 years and over speak English less than very well: Other Indo-European languages	439		13.5%
Population 5 years and over speak English less than very well: Asian and Pacific Island languages	959		29.4%
Source: Table B16001 American Community Survey, 5-Year Estimates, 2018-2022			

Appendix I

Demographic Maps

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White Proportion of Total Census Tract Population Year 2022



Data Source: American Community Service 5 Year Estimates 2018-2022 Table DP05

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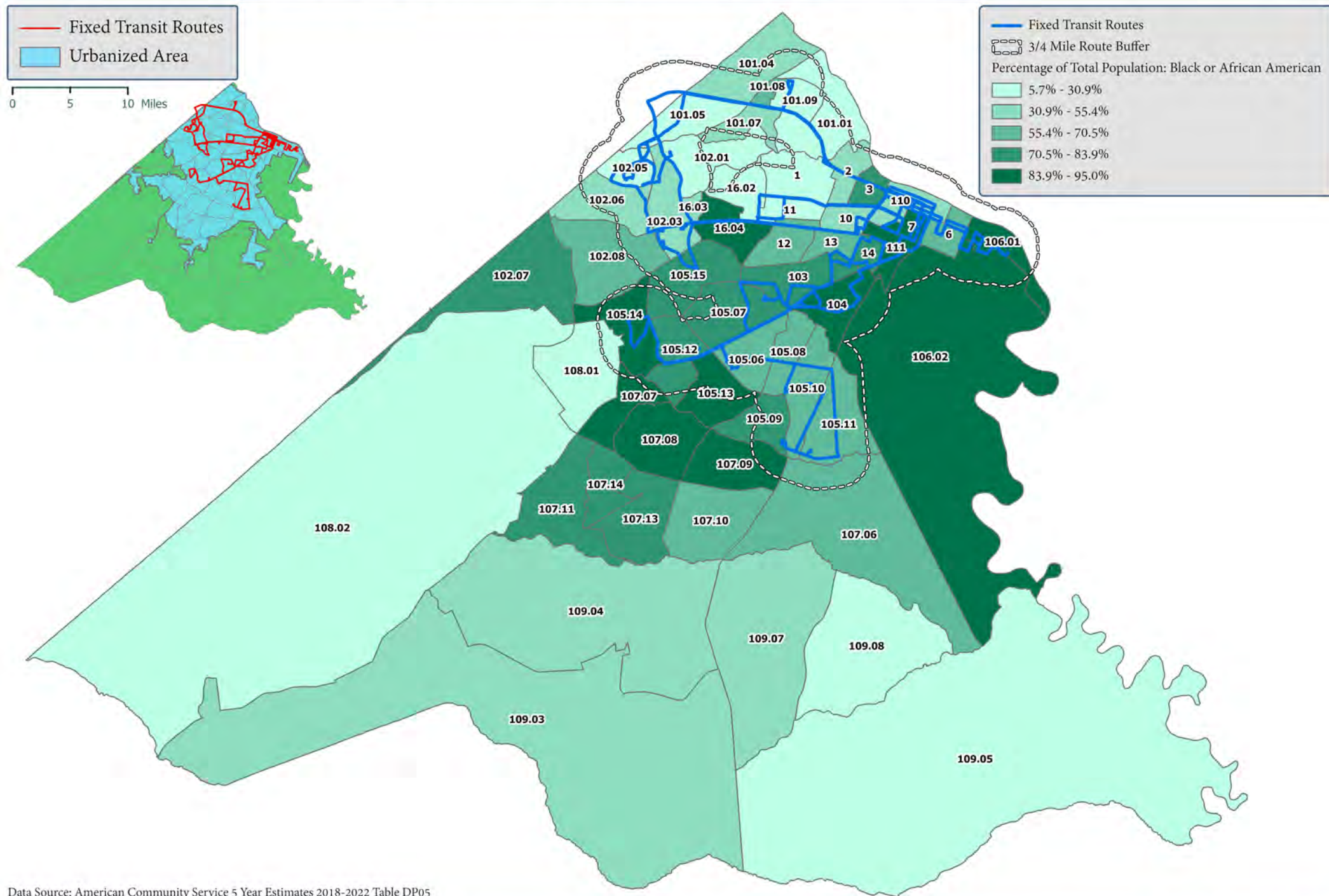
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Black or African American Proportion of Total Census Tract Population Year 2022



Data Source: American Community Service 5 Year Estimates 2018-2022 Table DP05

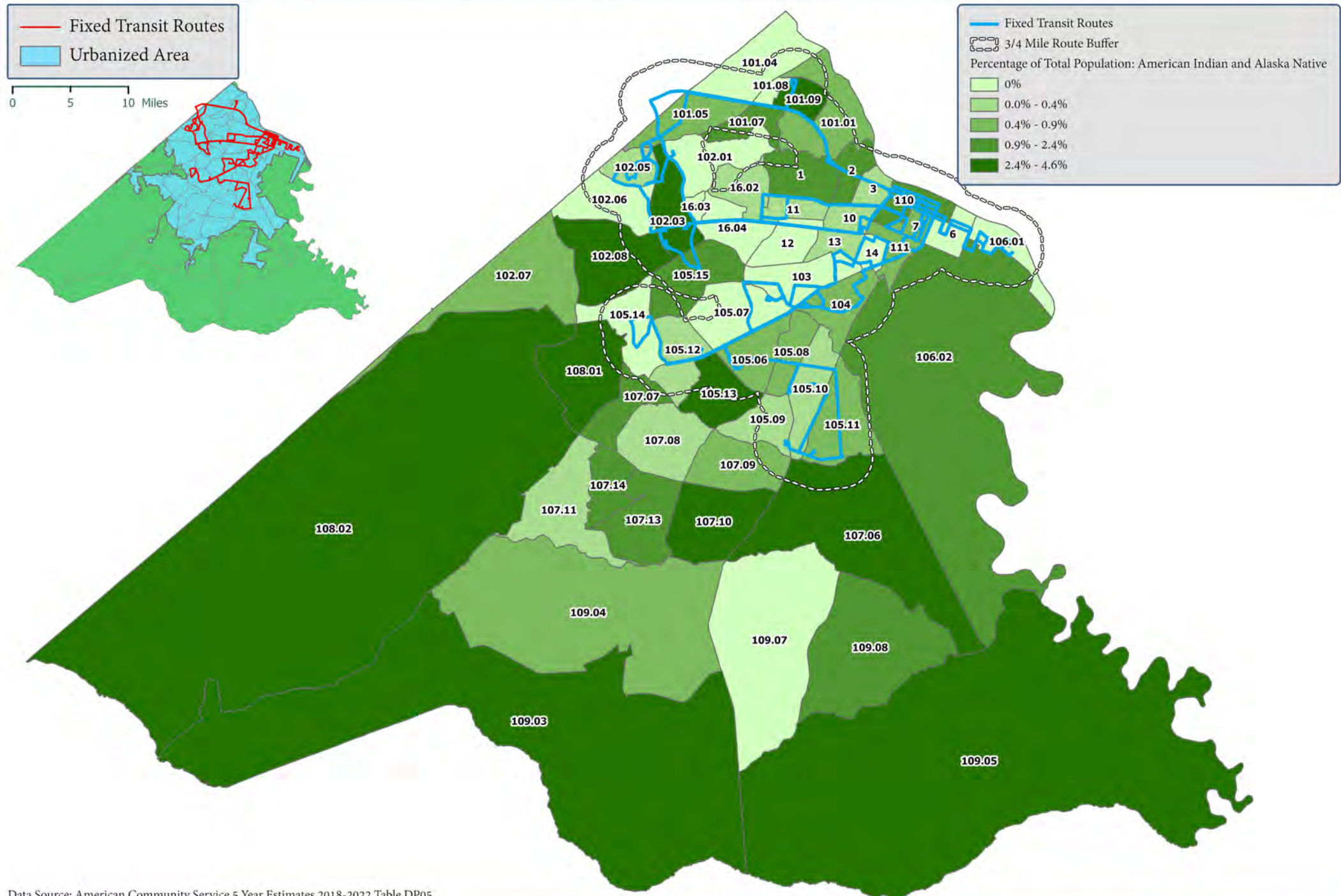
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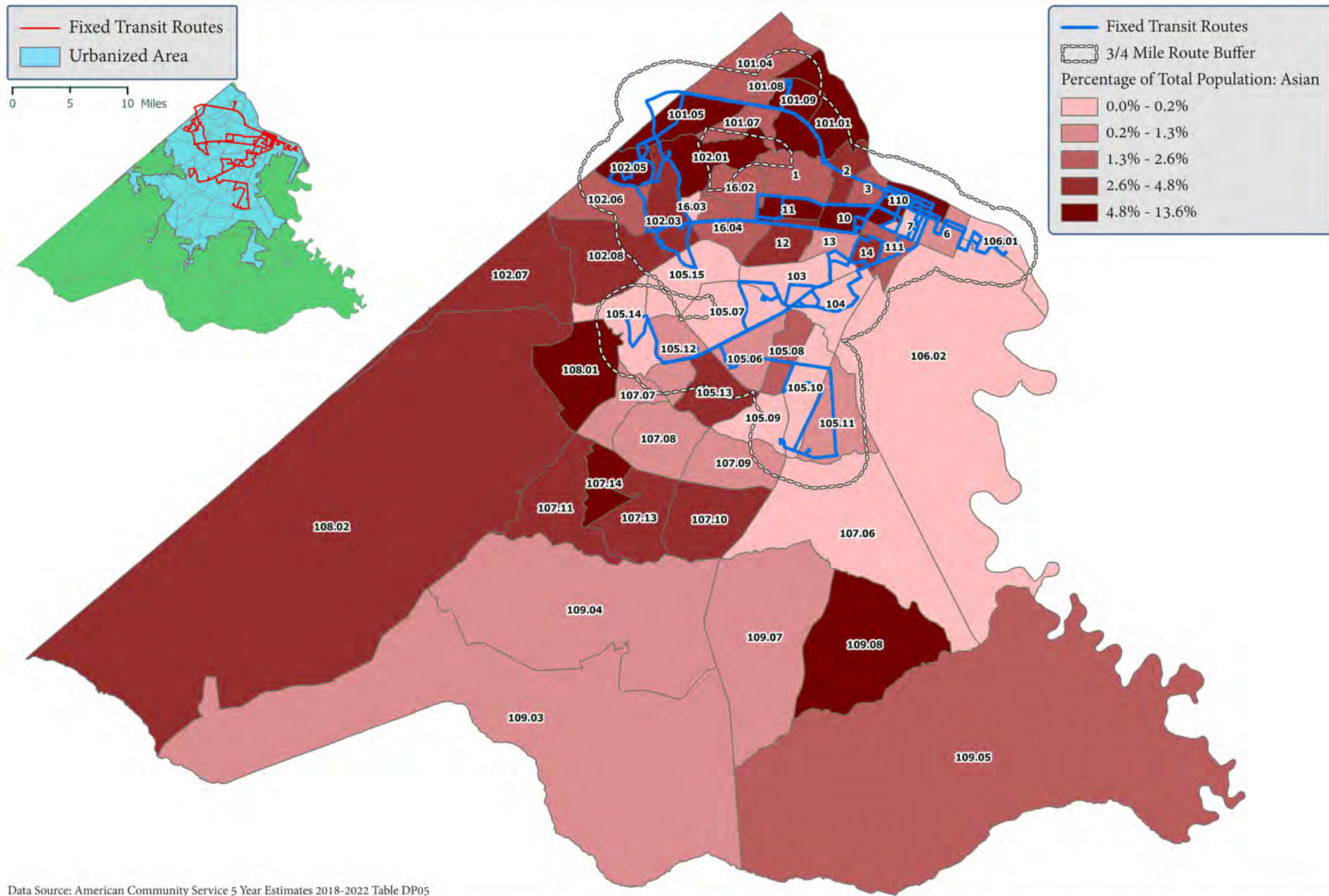
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Data Source: American Community Service 5 Year Estimates 2018-2022 Table DP05

Asian Proportion of Total Census Tract Population Year 2022



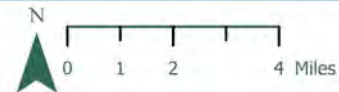
Data Source: American Community Service 5 Year Estimates 2018-2022 Table DP05

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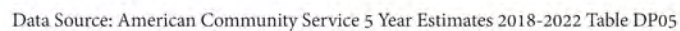
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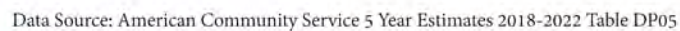
Augusta
GEORGIA
INFORMATION TECHNOLOGY



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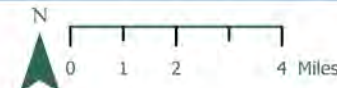
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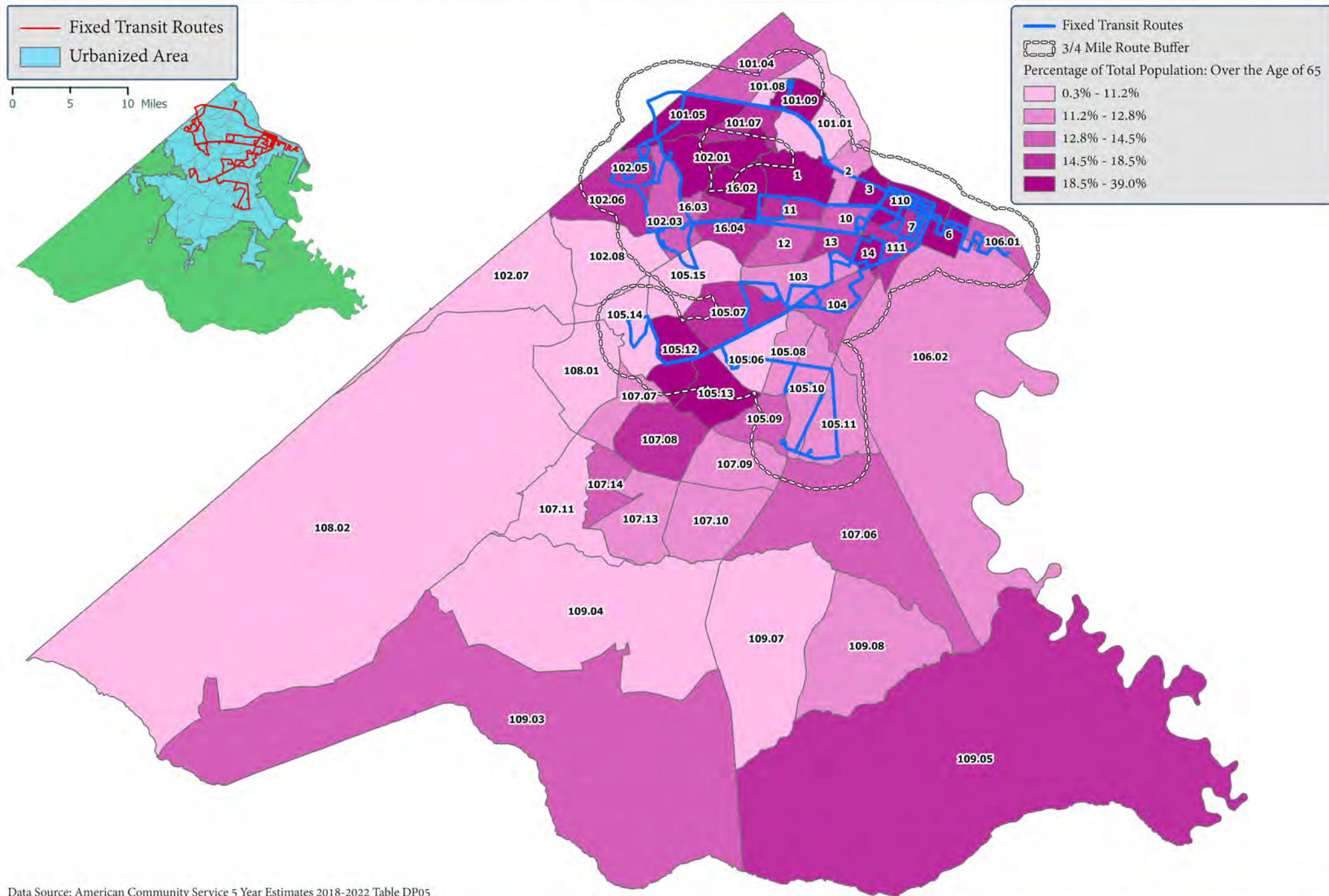
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MORGAN TOWN, FLORIDA

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Proportion of Seniors (65yrs and Older) of Total Census Tract Population Year 2022



Data Source: American Community Service 5 Year Estimates 2018-2022 Table DP05

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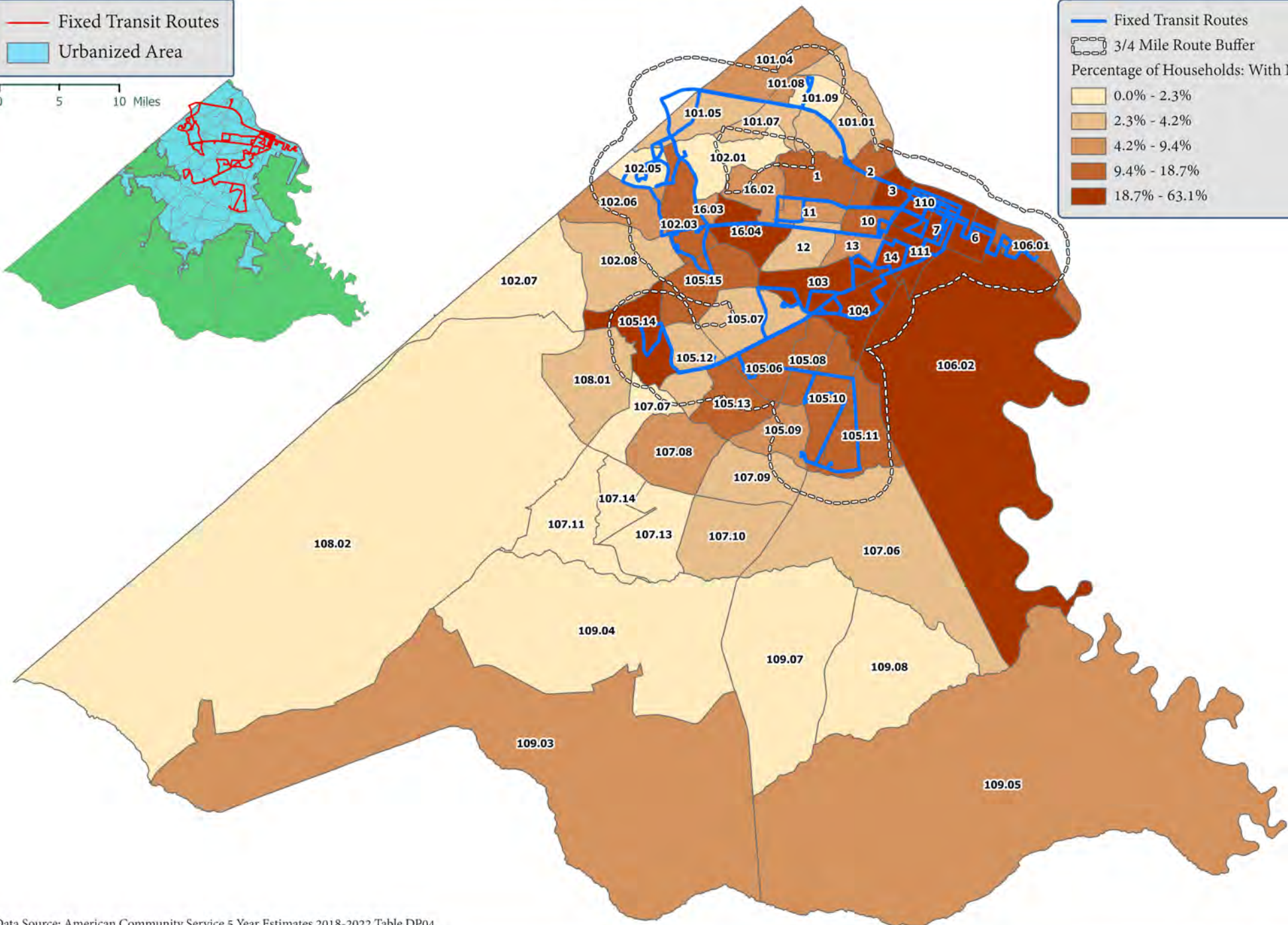


Percentage of Occupied Households with Zero Vehicles Year 2022

Fixed Transit Routes
Urbanized Area

0 5 10 Miles

Fixed Transit Routes
3/4 Mile Route Buffer
Percentage of Households: With No Vehicles
0.0% - 2.3%
2.3% - 4.2%
4.2% - 9.4%
9.4% - 18.7%
18.7% - 63.1%



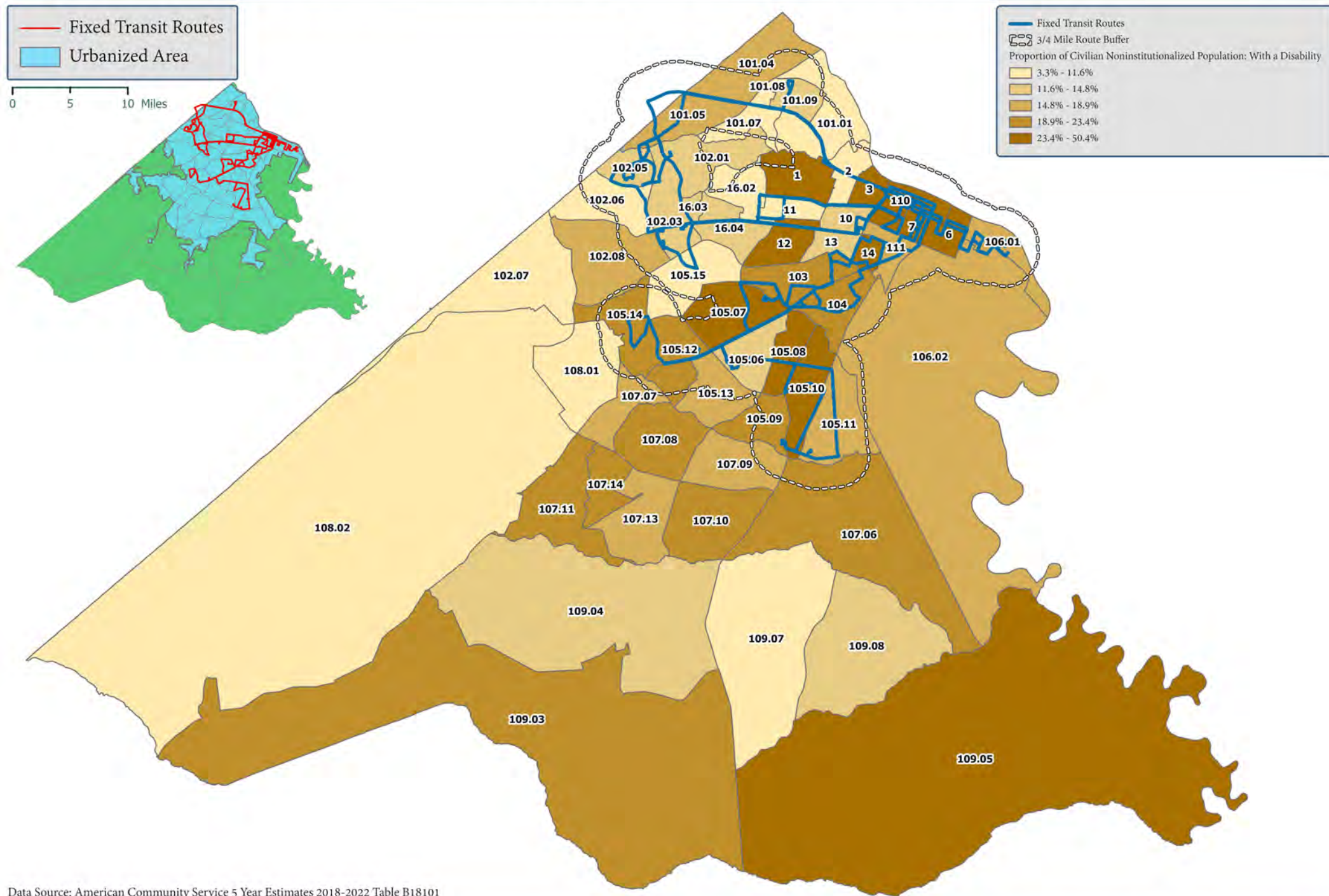
Data Source: American Community Service 5 Year Estimates 2018-2022 Table DP04

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0 1 2 4 Miles

Proportion of Civilian Noninstitutionalized Population with a Disability Year 2022



Data Source: American Community Service 5 Year Estimates 2018-2022 Table B18101

Augusta, GA Disclaimer

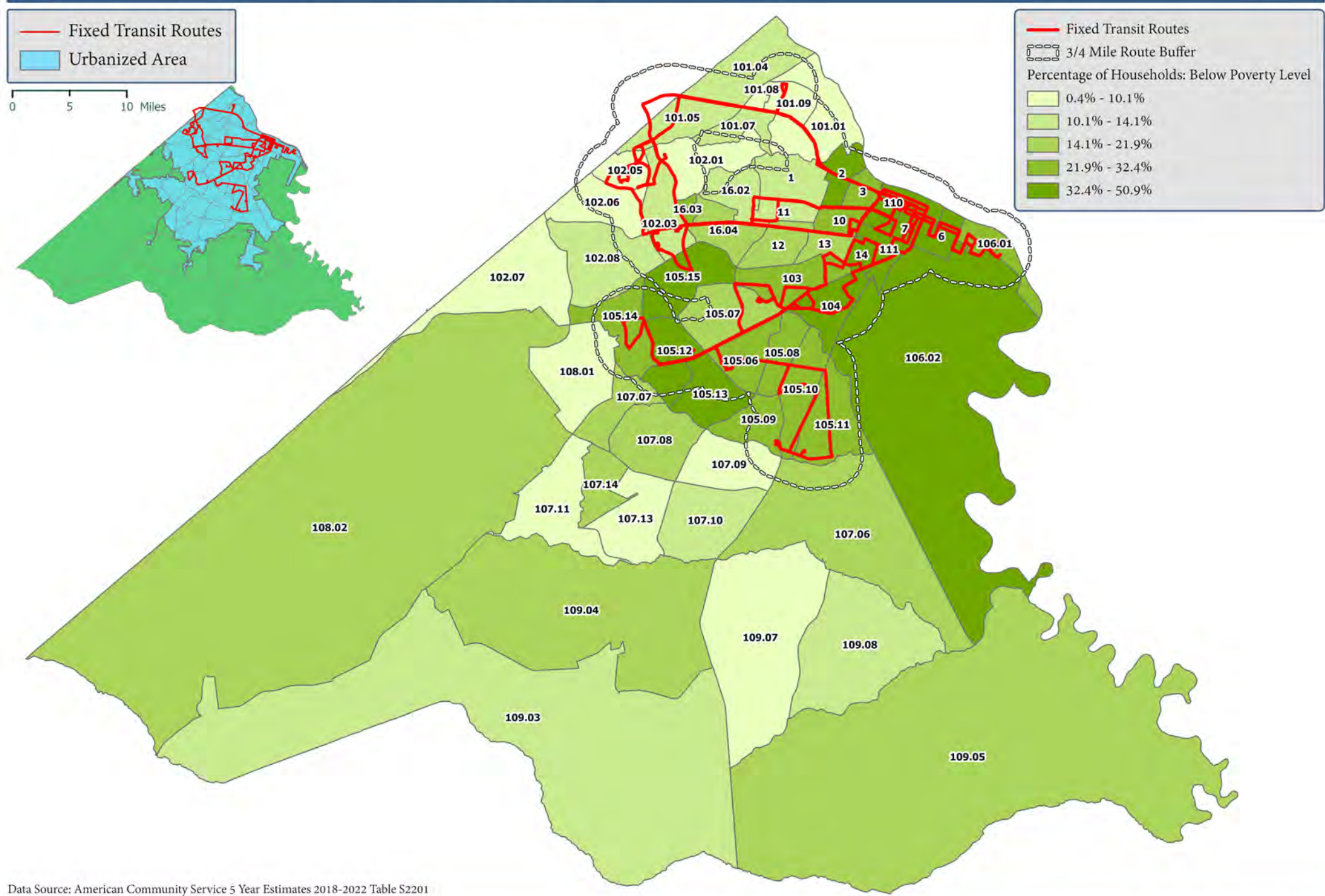
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Proportion of Households Below Poverty Level Year 2022



Data Source: American Community Service 5 Year Estimates 2018-2022 Table S2201

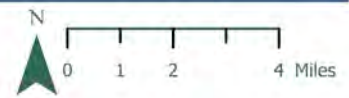
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Appendix J

Title VI Equity Analysis

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AUGUSTA PUBLIC TRANSIT

EQUITY ANALYSIS REPORT

2844 REGENCY BOULEVARD, GA

MAIN STREET CONNECTIONS



EXECUTIVE SUMMARY

Augusta Public Transit (APT) has prepared a Transit Equity Analysis for their new bus maintenance and administrative facility to be located at 2844 Regency Boulevard, Augusta, Georgia. The transit facility is currently in the planning phase, and is slated for construction in 2017. Because the facility was funded utilizing Federal Transportation Administration (FTA) funds, APT must comply with FTA's Title VI, Civil Rights regulations of the new maintenance facility. These requirements are defined in FTA's Circular C 4702.1B, dated October 1, 2012. Chapter III, Section 13 refers to the Determination of Site or Location of Facilities. Specifically, Title 49 CFR Section 21.9 (b)(3) states "In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, national origin;" Compliance is defined as no disparate impacts or disproportionate burden occurs as a result of the construction of APT's transit facility. This transit equity analysis will provide an in depth overview of the requirements to illustrate APT's compliance with Title VI requirements.

APT's TITLE VI COMPLIANCE

APT has an established Title VI Compliance process to ensure that they are meeting all Civil Rights requirements. APT's most recent Title VI report was finalized in March 2015, and approved by FTA in January 2016. APT's Title VI policy is extremely comprehensive and includes detailed information regarding APT's Title VI complaint process, as well as demographic mapping illustrating the densities and locations of minority populations within APT's service area. APT has a designated Title VI officer who responds to grievances and customer complaints should they arise. APT's Title VI policy includes a detailed procedure that is followed to ensure that passenger complaints regarding discrimination are handled fairly, and that all complaints are resolved in a timely fashion. APT's Title VI Report, as well as the website details the Title VI process, so that the process is transparent and any passengers who may wish to file a complaint have clear guidance on the process, and what to expect as an outcome.

PROJECT BACKGROUND

PROJECT PLANNING

The project planning and site selection process for APT's new transit facility began in 2013. Augusta Public Transit's (APT) current vehicle maintenance facility is beyond its useful life to repair or rehabilitate, in a practical and cost effective manner. The purpose of the new operations and maintenance facility, is to allow Augusta Public Transit (APT) the opportunity to move from their current facility, to a new space for improved operational efficiency of the current fleet. In addition, the new facility will allow APT to expand operations to meet current ridership needs,

and enhance public transportation in the region. A new facility is also necessary to properly maintain APT's capital assets. The facility will have five (5) maintenance bays, a chassis wash, and bus wash located within a full service lane. The facility will be designed to easily retrofit and accommodate CNG vehicles should APT choose this vehicle configuration in the future.

The administration portion of the facility will provide offices and work stations to meet current as well as future staffing needs. Other features of the new facility will include: a driver breakroom with lockers, a dispatch and mobility center to support APT's paratransit needs, and several training rooms to accommodate multiple department training needs. The facility will also be supported with a stand by generator to fully operate the facility when emergencies arise.

To date, the site selection search has identified two potentially viable sites for the facility, one located at 2844 Regency Boulevard, and another site located at 1517 Gordon Highway. The project site selection process has included a Phase I Environmental Site Assessment (ESA) for this site. The Phase I ESA results did not identify hazardous materials on this particular site.

Because the site selection process is not yet finalized, there have been no public hearings held at this time. Once the site has been selected, the public hearing process will begin. The public hearing process will allow local residents the opportunity to voice their opinion on the project location, and enables the project team to describe the project more fully and to showcase the facility rendering and site plan. The Categorical Exclusion for this site is currently in the preparation phase, and once fully complete, will be submitted to FTA for their review and approval of the final site selected at 2844 Regency Boulevard. APT's maintenance facility will most likely fall under a c (9) categorical exclusion under Section 771.118. The c (9) determination is the "construction of facilities that is consistent with existing land use and zoning requirements, and uses primarily land disturbed for transportation use." The site selected for the facility location is in an area that is zoned for a bus maintenance facility, which allows for those associated uses and activities.

PLANNING STUDIES

There have been numerous planning and transportation planning studies developed in the Augusta, Georgia-Richmond County area over the past decade. The list below illustrates recent studies with the most relevance to this particular project.

- ✓ Augusta-Richmond County Comprehensive Plan (October 2008)
- ✓ APT Transit Development Plan (December 2009)
- ✓ Augusta-Richmond MPO Regional Freight Plan (Draft January 2009)
- ✓ Augusta Regional Transportation Study (September 2006)
- ✓ Augusta Regional Transportation Study Transportation Vision 2040

APT TRANSIT FACILITY DETAILS

APT's new transit facility will be located at 2844 Regency Boulevard, Augusta GA 30904. Once complete, the facility will encompass a total of 30,124 square feet, of which 20,783 square feet will be comprised of bus maintenance operations, 2,325 square feet designated for administrative and office space use, 1,885 square feet for operations, and 5,130 square feet in shared area use. There will be space to accommodate 40 buses to be housed on site, and additional space to accommodate 9 transit support vehicles. Employee parking will total 86 spaces, with 4 visitor parking spaces for a total of 90 parking stalls on the site. The lot size located at 2844 Regency Boulevard is 4.9 acres in size, and construction is anticipated to begin in March of 2017.

FIGURE 1- AERIAL SITE VIEW

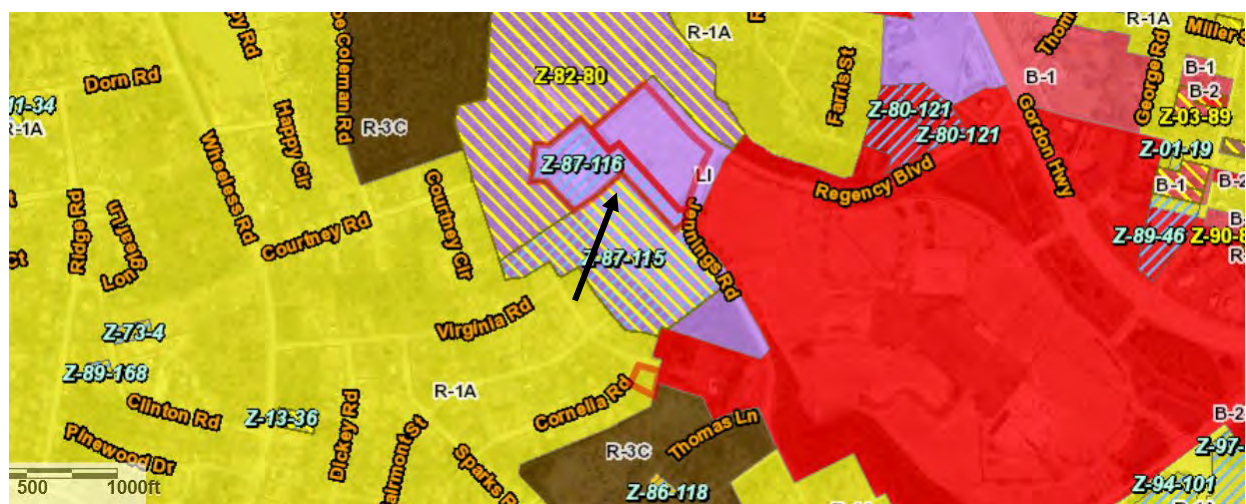


Zoning for the proposed facility located at 2844 Regency Boulevard and 2413 Jennings Road is zoned Light Industry (LI), shown in Figure 2 below. According to the City of Augusta's "Comprehensive Zoning Ordinance," the uses allowed in this zone specific to APT's proposed facility include: general storage, warehouse facilities, light manufacturing, storage of heavy equipment and trucks, and automotive repair and storage. Automotive repair is allowed under the stipulation that "all repair work and vehicle storage shall be conducted within an area enclosed on all sides by a solid wall, or finished fence not less than six (6) feet in height." As shown in the map below the project site is immediately surrounded by Light Industrial Zones on all sides and a large B-2 Business zone shown in red to the southeast of the site. The site is situated in an area with good roadway access to Route 278, yet situated off the main corridor for ease of access to the site. It is also located in area behind a large vacant mall, and other vacant industrial parcels. The siting of the facility at the location at 2844 Regency Boulevard/2413 Jennings Road

provides the opportunity to breathe new life into an underutilized industrial location. Since APT is the public transit system in the community, the project also brings about a local presence to this location.

Several use restrictions of the LI zone specific to the proposed transit facility include the emissions of noxious gases and odors associated with the facility use, as well as noise or vibrations associated with the facility. Parking of vehicles other than employees or customers of the facility is not permitted within 50 feet of an R-1 zone. Because the site is at 2844 Regency Boulevard 4.9 acres in size, and the site at 2413 Jennings Road is 4.75 acres, the facility will be able to meet the parking requirements. The facility is not expected to emit noxious gases or odors associated with its use, nor is excessive noise anticipated with the maintenance of transit vehicles in an indoor environment.

FIGURE 2- ZONING MAP



The population data in the City of Augusta Georgia, and Richmond County is shown in Table 1 below. It is important to note that the Augusta- Richmond County GA-SC Metropolitan Statistical Area (MSA) as of 2014 has a total population of 564,873. For the purposes of this study, we are focusing on the City of Augusta - Richmond County data set due to the location of the study site, and to accurately compare the demographic information of the area as a whole to the $\frac{3}{4}$ of a mile site analysis.

Of the total population in the City of Augusta/Richmond County, African Americans represent the majority of the population at 55% with whites as the second largest group at 39%. The three other population groups of Hispanic, Asian and Other which includes Native American make up 4%, 2%, and 2% of the population respectively. In the State of Georgia as a whole, whites

represent 60% of the population, and the African American population represents 30% of the population state wide.

Table #1 - Population Data

	<i>Augusta-Richmond County</i>	<i>Percent</i>	<i>Columbia County</i>	<i>Percent</i>	<i>State of Georgia</i>	<i>Percent</i>
US Total Population	195,844	100%	124,053	100%	9,687,653	100%
Total White	76,573	39%	94,867	76%	5,787,440	60%
Total African American	107,182	55%	18,439	15%	2,950,435	30%
Total Hispanic	8,053	4%	6,175	5%	853,689	9%
Total Asian	3,312	2%	4,761	4%	314,467	3%
Total Other	3,683	2%	2,497	2%	427,822	4%

Source: US Census

Table 2 below illustrates the relevant economic data for the City of Augusta/Richmond County Consolidated area, Columbia County Georgia, and the State of Georgia as a comparison. The low income population in Augusta/Richmond County is higher than the state of Georgia as a whole, and higher than Columbia County. Conversely, the median household income is highest in Columbia County, and higher in the state of Georgia as compared to Augusta/Richmond County by nearly \$12,000.

Table #2 - Economic Data

	<i>Augusta/Richmond County GA</i>	<i>Columbia County GA</i>	<i>State of Georgia</i>
Median Household Income	\$37,593	\$68,516	\$49,342
Mean Travel time to Work	20 mins	24.7 mins	27.2 mins
Persons In Poverty	25.7%	9.5%	18.3%
Population per Square Mile	647.5	427.6	168.4

Source: US Census

3/4 MILE SITE ANALYSIS

Proposed Construction Site:

2844 Regency Boulevard, Augusta GA






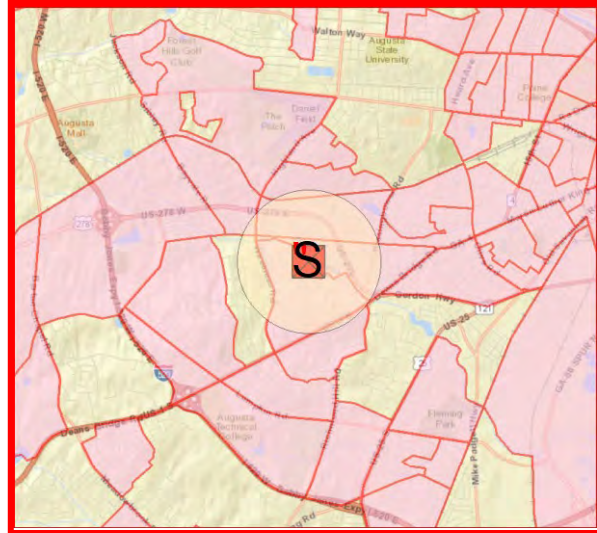
LOW INCOME

The designated construction area has evidence of low to moderate income population. These designated areas indicate 51% or more of individuals are in low or moderate income families. However, because the proposed construction area is in an already industrialized area it is not anticipated it will pose any additional impact on said populations.

The Area Median Income in the Augusta/Richmond County Metropolitan Statistical Area (MSA) for a family of four in 2016 is \$59,100. Low income in the Augusta MSA is considered \$24,840 for a family of one, and \$35,460 for a family of four to be considered eligible for Low Income Housing Tax Credits or eligible for the HOMES program. These figures are derived from the Federal Housing and Urban Development Area Median Income rates.

Legend



-  ¾ miles Buffer Zone
-  2844 Regency Boulevard, Augusta GA
-  Low to Moderate Income Areas






POPULATION DENSITY

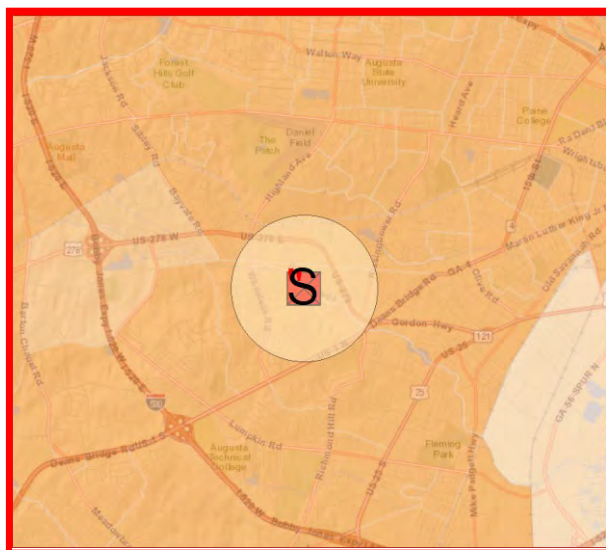
The designated area ¾ of a mile radius from the proposed site occupies seven (7) census block groups, with an estimated population of 2,793 individuals. The average population density within the ¾ of a mile radius is 2,472 persons per square mile. This falls within the higher population density range in the proposed construction area. Because the proposed construction area is in an already industrialized area it is not anticipated it will pose any additional impact on said populations.

Legend

-  ¾ miles Buffer Zone
-  2844 Regency Boulevard, Augusta GA

2012 Population Density



-  1,001 to 10,000 people
-  101 to 1,000 people
-  100 or less people









SENIOR POPULATION

Within the $\frac{3}{4}$ of a mile radius from the proposed construction site, there is both low and moderate senior populations as illustrated on the map below. There is both an estimated senior population of less than 2%, and the range of 2.1% to 10%. This statistic is not significant however, and the proposed site is determined to have no significant impact on senior populations within the $\frac{3}{4}$ radius of the proposed site.

Legend

-  $\frac{3}{4}$ miles Buffer Zone
-  2844 Regency Boulevard, Augusta GA

Population 65+ Years Old

-  27.1% or more
-  19.1% to 27%
-  10.1% to 19% (US Avg: 13.5%)
-  2.1% to 10%
-  2% or less
-  No population




AFRICAN AMERICAN POPULATION






The African American population within $\frac{3}{4}$ of a mile from the proposed facility location is in the range of 19.1% - 30% which is the high range. The significance of this range for this area is low due to the fact that the African American population makes up the majority of the population at 55%. The proposed construction site is located in an industrial zone, and is not anticipated it will pose any additional impact on said populations.

Legend

 ¾ miles Buffer Zone

 2844 Regency Boulevard, Augusta GA

Percent African American population

-  Very High (More than 30%)
-  High (19.1% - 30%)
-  Average (7.1% - 19%)
-  Low (7% or less)
-  None



OTHER POPULATION DEMOGRAPHICS

Other population demographics by race located within the designated ¾ mile proposed construction site include the following: Native American (less than 1%), Asian (less than 2%), Pacific Islander (less than .5%), and other populations approx. 1%. This population falls within the low-range of approximately less than 2%. Therefore, there is no significant impact or disproportionate burden on these populations residing ¾ of a mile from the proposed facility.

Table #3 - Population Data

	<i>City Augusta/Richmond Co.</i>	<i>Percent</i>	<i>¾ Mile Site</i>	<i>Percent</i>
Total Population	195,844	100%	2,793	100%
Total White	76,573	39%	1092	39%
Total African American	107,182	55%	1528	54.7%
Total Asian	3,312	2.5%	47	1.70%
Total Other	3,683	1.6%	126	4%
Low Income	-	25.7%	627	51%

Source: US CENSUS

CONCLUSION

Augusta Public Transit is committed to the compliance of Title VI requirements outlined in FTA's Circular 4702.1B, and ensures continuing compliance with the timely update of the Title VI Policy, the open process by which the public was informed of the new facility, the full transparency of APT's Title VI process, and in the preparation of this Transit Equity Analysis Report for the construction of the new transit maintenance facility. The data and analysis that was performed as part of the Categorical Exclusion that was approved as part of the planning process for the transit facility, as well as the public hearings that occurred illustrate compliance with respect to Title VI regulations.

Based upon the results of this analysis, it has been determined that there are no disparate impacts or disproportionate burden on minority or low income populations based on the results of this study. The proposed transit facility is to be located within an industrial zone with the express purpose of siting businesses used for heavy manufacturing. The facility location, and the associated uses of the transit facility in this zone is consistent with the allowable land uses designed to minimize impacts to nearby residential communities. The data in this report shows that there are 2,793 residents living within $\frac{3}{4}$ of a mile radius of the facility. The resulting analysis shows that the demographics within the greater August region compared to the $\frac{3}{4}$ of a mile radius within the proposed facility site are virtually the same. Although the percentages for the low to moderate income population is higher in the $\frac{3}{4}$ of a mile radius at 51% as compared to the region as a whole, it is not significant enough to pose a disparate impact to low income populations. Overall the facility location is well suited for the purposes of constructing APT's transit maintenance facility, and does not indicate disparate impacts or disproportionate burden on minority or low income populations as a result of siting the facility in this location.