ATL Board Meeting
August 6, 2020
Proposed Agenda

I. Call to Order
II. Approval of the Board Minutes for July 9, 2020 – Action Item
III. Approval of the Agenda for August 6, 2020 – Action Item
IV. Public Comment
V. 2020 ARTP Status Update
VI. ATL Bond List Scenario Review
VII. ATL DBE Program Update
VIII. Executive Director’s Report
IX. New Business
X. Call to Adjourn
AGENDA

► Overview of ARTP 2020 Update Schedule

► Summary of Call for Projects

► Next Steps: Project- and Plan-Level Evaluation and Public Outreach
## ARTP 2020 Update Schedule

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<tr>
<td>Review and Amend Methodologies and Analyses</td>
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<td>Create Draft &amp; Final 2020 ARTP Update Document</td>
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<td>WE ARE HERE</td>
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CALL FOR PROJECTS PROCESS

1. May & June

► Placed Initial Calls to Project Sponsors

► Distributed and Collected Checklist Surveys

► Developed Pared Down Web Forms for Every Sponsor
# CALL FOR PROJECTS PROCESS

## ATL Regional Transit Plan (ARTP): MARTA

Welcome to the 2020 Call for Projects! We're excited to work with you. Below you'll find a table of the 2019 projects you identified as requiring updates based on your completed project checklist survey.

### Updating Project Information

To modify a project please select the blue "UPDATE" button. To update project information, you will be required to enter your organization’s unique sponsor identification (ID) number. Your organization’s sponsor ID was included as a part of the email with credentials to access this page and provides access to all listed projects. Selecting "UPDATE" will open a customized web form, pre-populated with the information submitted last year, for you to edit.

### Adding New Projects

To add a new project please click on the yellow “Add a New Project” button located in each project row. This will open up a web form where you can add a new project and all project information.

### Removing Existing Projects

If your organization indicated on the project checklist survey that ATL staff should remove a specific project, that project has been deleted and will not appear here as a part of your project list. To remove additional existing projects please email Aileen Daney. Please include a list of the project name(s) and project description(s) in the body of the email. ATL staff will respond with an email confirming that the project(s) has been removed and will not appear as a part of the ARTP 2020 Update project list.

If you have any questions during the process please contact Aileen Daney

### Checklist Survey Based Project Updates

<table>
<thead>
<tr>
<th>Name of Project</th>
<th>Project Category</th>
<th>Project Description</th>
<th>Project Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>UPDATE</td>
<td>Add New Project</td>
<td>Auxiliary Power Switch Gear</td>
<td>State of Good Repair</td>
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</tbody>
</table>

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1 - 5 / 14
2020 ARTP - MARTA Expansion Project Update

Please complete this form for each of your 2019 Expansion Projects which your survey noted did not need any updates. This form includes only the newly required 2020 fields.

If you need to save your work and return to the form before the end of the Call for Projects and Project Updates period (July 12th, 2020), please select/enter place holder values in the required fields if you do not yet have the information, submit the form, and return to the form as you left it by selecting the update button on your assigned ATL webpage.

The name and photo associated with your Google account will be recorded when you upload files and submit this form. Not aileen.daney@gmail.com? Switch account

* Required

Email address *

j@obbs@itsmarta.com

Sponsor ID *

ARTP

First Name *
**CALL FOR PROJECTS PROCESS**

<table>
<thead>
<tr>
<th>1. May &amp; June</th>
<th>2. June &amp; July</th>
</tr>
</thead>
<tbody>
<tr>
<td>► Placed Initial Calls to Project Sponsors</td>
<td>► Opened Call for Projects on June 8(^{th})</td>
</tr>
<tr>
<td>► Distributed and Collected Checklist Surveys</td>
<td>► Held 4 Virtual Support Sessions for New and Existing Sponsors</td>
</tr>
<tr>
<td>► Developed Pared Down Web Forms for Every Sponsor</td>
<td>► Closed Call for Projects on July 10(^{th})</td>
</tr>
<tr>
<td></td>
<td>► Evaluated Project Submissions for Completeness</td>
</tr>
</tbody>
</table>
CALL FOR PROJECTS PROCESS

1. May & June
► Placed Initial Calls to Project Sponsors
► Distributed and Collected Checklist Surveys
► Developed Pared Down Web Forms for Every Sponsor

2. June & July
► Opened Call for Projects on June 8th
► Held 4 Virtual Support Sessions for New and Existing Sponsors
► Closed Call for Projects on July 10th
► Evaluated Project Submissions for Completeness

3. July & August
► Followed Up with Sponsors on Incomplete or Unclear Submissions
► Kick Off Project- and Plan-Level Evaluation Process
CALL FOR PROJECTS SUMMARY – PROJECT SPONSORS

► Aerotropolis CIDs
► ATL
► Buckhead CID*
► City of Atlanta
► City of Brookhaven
► City of Chamblee
► City of Doraville

► CobbLinc
► DeKalb County
► Douglas County
► Fulton County
► Gwinnett County Transit (GCT)
► MARTA
► SRTA

* New Project Sponsor
CALL FOR PROJECTS SUMMARY

► 25 new projects submitted
► 66 projects significantly updated
► 8 projects were removed by project sponsors
► 24% of projects assumed federal or state discretionary funding
### Call for Projects Summary

If a project enters any portion of a district, it is included in the total. Projects can cover multiple districts.

<table>
<thead>
<tr>
<th>District</th>
<th>Project Total</th>
<th>New Projects</th>
<th>Updated Projects</th>
<th>Removed Projects</th>
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<tr>
<td>1</td>
<td>13</td>
<td>2</td>
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<td>83</td>
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<td>59</td>
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<td>13</td>
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<td>16</td>
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<td>10</td>
<td>14</td>
<td>3</td>
<td>4</td>
<td>3</td>
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</table>
### CALL FOR PROJECTS SUMMARY

#### NEW PROJECTS

- **Mix of local and high capacity transit service**

- **Technology upgrades** such as transit signal priority (TSP), TNC partnership zones, fleet electrification, and communication enhancements

- **Transit hubs** with features like fare card kiosks, restrooms, multi-modal connections to ride share and bike share

#### UPDATED PROJECTS

- More detailed and refined project descriptions

- Tweaks to cost assumptions

- Minimal shifts in funding assumptions

- Project schedules have moved up as sponsors have progressed in project development
NEXT STEPS

► Project- and Plan-Level Evaluation
PROJECT EVALUATION FRAMEWORK

1. FUNDING ASSUMPTION
   Project assumes State or Federal discretionary funds

2. REGIONAL SIGNIFICANCE*
   Project meets 3 out of 6 criteria to be considered regionally significant

3. FOUR-QUADRANT ANALYSIS
   Project has higher impact

4. SIX GOVERNING PRINCIPLES ALIGNMENT
   Project meaningfully advances principles

5. PROJECT READINESS
   Project meets funding requirements or has local match

*State of Good Repair projects continue through Project Performance Framework regardless of Regional Significance Analysis outcome

- 6-Year List
- 20-Year List
PLAN EVALUATION FRAMEWORK

- Jobs served
- Travel time cost savings
- (Re)development potential

- Benefits: reduction in travel time, vehicle operating costs, crashes, emissions, state of good repair costs
- Costs: capital and operations

- Travel time savings
- System-wide delay reduction
- Access to jobs

- VMT reduction
- Emissions reduction
- State of Good Repair
- Fuel savings

- Percentage population served — communities of interest
- Affordable mobility benefits
- Low-wage industry benefits

- Introduction of new transit mode or technology
- Creative use of existing/new technology
- Technology or other modern applications to lower project capital and/or O&M costs
NEXT STEPS

► Project- and Plan-Level Evaluation

► Create Public Outreach Plan
  ► District Downloads
  ► Stakeholder and transit operator meetings
  ► Include both online and analog outreach opportunities
SCHEDULE OF FUTURE ARTP UPDATES & ACTION ITEMS

September 3
Planning Committee Meeting
► Results of Project- and Plan-Level Analysis
► Public Outreach Plan

October 1
Board Meeting
► Draft Project Fact Sheet Template and Document Template

November 5
Planning Committee Meeting
► Summary of District Downloads
► Draft ARTP 2020 Update

December 3
Board Meeting
► Final ARTP 2020 Update (Action Item)
Thank you

Questions
ATL FY 2022 BOND LIST RECOMMENDATIONS

Jon Ravenelle
Transit Funding Director

August 6, 2020
Background

The ATL is statutorily required to annually prepare and submit a list of projects of regional and state significance to the Governor’s Office of Planning and Budget (OPB) and General Assembly for potential inclusion in the state bond package.
Project Eligibility

Projects included in the Bond List scenarios were required to meet the following criteria:

- Project is included **in the ATL’s adopted ARTP**
- Project **performed well in Project Performance Framework**
- Project must **fully spend bond funds within 5 years** per state requirements (85% within 3 years)
Project Performance Framework

1. FUNDING ASSUMPTION
   Project assumes State or Federal discretionary funds

2. REGIONAL SIGNIFICANCE*
   Project meets 3 out of 6 criteria to be considered regionally significant

3. FOUR-QUADRANT ANALYSIS
   Project has higher impact

4. SIX GOVERNING PRINCIPLES ALIGNMENT
   Project meaningfully advances principles

5. PROJECT READINESS
   Project meets funding requirements or has local match

*State of Good Repair projects continue through Project Performance Framework regardless of Regional Significance Analysis outcome.
Recommended Project List

Seven projects are strongly aligned with ATL Governing Principles.

- 9 projects
- 78% well aligned with ATL Governing Principles
- 11% aligned with ATL Governing Principles
- 11% not aligned with ATL Governing Principles

- ADA Compliant Sidewalks
- Transit Signal Priority
- I-285 Transit in Express Lanes (top end west)
- I-285 Transit in Express Lanes (top end east)
- Cumberland Transfer Center
- Capitol Ave / Summerhill BRT
- Clayton County Transit Initiative - BRT
- Station Rehabilitation - Program Schedule
- Track Renovation Phase IV

Tier 1: Strongly Aligned
Tier 2: Well Aligned
Tier 3: Aligned
<table>
<thead>
<tr>
<th>Project Name</th>
<th>Sponsor</th>
<th>Description</th>
<th>Project Type</th>
<th>Quadrant</th>
<th>Total Capital Cost</th>
<th>Funding Phase</th>
<th>Estimated Construction Start Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capitol Ave/ Summerhill BRT</td>
<td>MARTA</td>
<td>BRT service from the Atlanta BeltLine on the south to the downtown core in the north.</td>
<td>Expansion</td>
<td>Q1: HI/LC</td>
<td>$96M</td>
<td>Implementation</td>
<td>Q1 FY23</td>
</tr>
<tr>
<td>Clayton County Transit Initiative – BRT</td>
<td>MARTA</td>
<td>BRT along routes 191 and 196 connecting Hartsfield-Jackson Atlanta International Airport to Clayton County Justice Center.</td>
<td>Expansion</td>
<td>Q2a: HI/HC</td>
<td>$375M</td>
<td>Design/ Engineering</td>
<td>Q3 FY23</td>
</tr>
<tr>
<td>I-285 Transit in Express Lanes</td>
<td>Various</td>
<td>High capacity transit from I-20 in DeKalb County, along the Top End of I-285 to I-20 in Cobb County with stations in Fulton County. Four segments correspond to the GDOT Express Lanes program.</td>
<td>Expansion</td>
<td>Q2a: HI/HC*</td>
<td>$660M*</td>
<td>Design</td>
<td>Q3 FY23**</td>
</tr>
<tr>
<td>Transit Signal Priority</td>
<td>CobbLinc</td>
<td>Transit signal priority on routes from City of Marietta to Cumberland CID/Town Center CID.</td>
<td>Enhancement</td>
<td>Q1: HI/LC</td>
<td>$500K</td>
<td>Implementation</td>
<td>Q2 FY22</td>
</tr>
<tr>
<td>State Route 316 Park-and-Rides and Commuter Express Service</td>
<td>GCT</td>
<td>Expansion of commuter service to SR 316, with two new park-and-rides and new route.</td>
<td>Expansion</td>
<td>Q1: HI/LC</td>
<td>$35.875M</td>
<td>Implementation</td>
<td>Q1 FY22</td>
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<tr>
<td>Cumberland Transfer Center</td>
<td>CobbLinc</td>
<td>Development of new Cumberland Mall Transfer Center.</td>
<td>Enhancement</td>
<td>Q1: HI/LC</td>
<td>$50M</td>
<td>ROW/Design/ Potential P3</td>
<td>Q2 FY25</td>
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<td>Track Renovation Phase IV</td>
<td>MARTA</td>
<td>Fourth phase of MARTA’s rail restoration efforts in restoring heavy rail lines as part of the Authority’s ongoing State of Good Repair work and systemwide upgrades.</td>
<td>State of Good Repair</td>
<td>Q1: HI/LC</td>
<td>$205M</td>
<td>Implementation</td>
<td>Ongoing</td>
</tr>
<tr>
<td>Station Rehabilitation – Program Schedule</td>
<td>MARTA</td>
<td>Rehabilitation for all 38 stations, staged six or seven a year until complete.</td>
<td>State of Good Repair</td>
<td>Q2a: HI/HC</td>
<td>$685M</td>
<td>Implementation</td>
<td>Ongoing</td>
</tr>
<tr>
<td>ADA Compliant Sidewalks</td>
<td>CobbLinc</td>
<td>Sidewalks, curbs, ramps, and crosswalk in compliance with the ADA, along CobbLinc local bus routes within unincorporated Cobb County.</td>
<td>State of Good Repair</td>
<td>Q2b: LI/LC</td>
<td>$6.25M</td>
<td>Implementation</td>
<td>Q2 FY22</td>
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* Does not include westside segment

** Date aligns with planned GDOT I-285 Top End East construction start date. All other project segments construction dates follow I-285 Top End East segment.
Bond List Scenarios
Scenario Development

Overall project list was distilled into one of three scenarios:

**Scenario A** - Geographic Equity
Projects are distributed across ATL districts and jurisdictions

**Scenario B** - Higher Impact/Lower Cost
Projects scored the best in the four quadrant matrix model which analyzed projects based on impact and cost-effectiveness

**Scenario C** - State of Good Repair
Projects will replace or rehabilitate existing transit infrastructure or systems to maintain their current purpose and capacity
Scenario A
Geographic Equity

All projects are strongly aligned with ATL Governing Principles.

Scenario A Projects

Given the ongoing GDOT Express Lane investments across the entirety of I-285 Top End and the interconnected nature of the proposed Top End transit projects, ATL staff considered them as a single project with four segments. A coordinated approach to funding these project segments ensures that the transit component aligns with GDOT’s Express Lane design and implementation.
I-285 Top End Transit in Express Lanes

Sponsor: Various
Description: High capacity transit from I-20 in DeKalb County, along the Top End of I-285 to I-20 in Cobb County with stations in Fulton County. Four segments correspond to the GDOT Express Lanes program.
Project Type: Expansion
Quadrant: Q2a (Higher Impact/Higher Cost)*
Total Capital Cost: $660M*
Funding Phase: Design
Estimated Construction Start: Q3 FY23**

* Does not include westside segment
** Date aligns with planned GDOT I-285 Top End East construction start date. All other project segments construction dates follow I-285 Top End East segment.
Capitol Ave/Summerhill BRT

Sponsor: MARTA
Description: BRT service from the Atlanta BeltLine on the south to the downtown core in the north.
Project Type: Expansion
Quadrant: Q1 (Higher Impact/Lower Cost)
Total Capital Cost: $96M
Funding Phase: Implementation
Estimated Construction Start: Q1 FY23
Clayton County Transit Initiative - BRT

**Sponsor:** MARTA

**Description:** BRT along routes 191 and 196 connecting Hartsfield-Jackson Atlanta International Airport to Clayton County Justice Center.

**Project Type:** Expansion

**Quadrant:** Q2a (Higher Impact/Higher Cost)

**Total Capital Cost:** $375M

**Funding Phase:** Design/Engineering

**Estimated Construction Start:** Q3 FY23
Scenario B
Higher Impact/Lower Cost

All projects are strongly aligned with ATL Governing Principles.

Tier 1: Strongly Aligned
Tier 2: Well Aligned
Tier 3: Aligned
Scenario B  Higher Impact/Lower Cost Projects

Transit Signal Priority

**Sponsor:** CobbLinc  
**Description:** Transit signal priority on routes from City of Marietta to Cumberland CID/Town Center CID  
**Project Type:** Enhancement  
**Quadrant:** Q1 (Higher Impact/Lower Cost)  
**Total Capital Cost:** $500K  
**Funding Phase:** Implementation  
**Estimated Construction Start:** Q2 FY22
Scenario B Higher Impact/Lower Cost Projects

SR 316 Park-and-Rides & Commuter Express Service

Sponsor: Gwinnett County Transit

Description: Expansion of commuter service to SR 316, with two new park-and-rides and new route.

Project Type: Expansion

Quadrant: Q1 (Higher Impact/Lower Cost)

Total Capital Cost: $35.875M

Funding Phase: Implementation

Estimated Construction Start: Q1 FY22
**Capitol Ave/Summerhill BRT**

**Sponsor:** MARTA  
**Description:** BRT service from the Atlanta BeltLine on the south to the downtown core in the north.  
**Project Type:** Expansion  
**Quadrant:** Q1 (Higher Impact/Lower Cost)  
**Total Capital Cost:** $96M  
**Funding Phase:** Implementation  
**Estimated Construction Start:** Q1 FY23
Cumberland Transfer Center

Sponsor: CobbLinc

Description: Development of new Cumberland Mall Transfer Center.

Project Type: Enhancement

Quadrant: Q1 (Higher Impact/Lower Cost)

Total Capital Cost: $50M

Funding Phase: ROW/Design/Potential P3

Estimated Construction Start: Q2 FY25
Scenario C
State of Good Repair

One project is **strongly aligned** with ATL Governing Principles.

33% 33% 33%

3 projects

One project is **well aligned** with ATL Governing Principles.

---

**Tier 1: Strongly Aligned**

**Tier 2: Well Aligned**

**Tier 3: Aligned**

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**Scenario C Projects**

- ADA Compliant Sidewalks
- Station Rehabilitation - Program Schedule
- Track Renovation - Phase IV
Track Renovation Phase IV

**Sponsor:** MARTA

**Description:** Fourth phase of MARTA’s rail restoration efforts in restoring heavy rail lines as part of the Authority’s ongoing State of Good Repair work and systemwide upgrades.

**Project Type:** State of Good Repair

**Quadrant:** Q1 (Higher Impact/Lower Cost)

**Total Capital Cost:** $205M

**Funding Phase:** Implementation

**Estimated Construction Start:** Ongoing
Scenario C  State of Good Repair Projects

Station Rehabilitation – Program Schedule

Sponsor: MARTA

Description: Rehabilitation for all 38 stations, staged six or seven a year until complete

Project Type: State of Good Repair

Quadrant: Q2a (Higher Impact/Higher Cost)

Total Capital Cost: $685M

Funding Phase: Implementation

Estimated Construction Start: Ongoing
**Scenario C State of Good Repair Projects**

**ADA Compliant Sidewalks**

**Sponsor:** CobbLinc

**Description:** Sidewalks, curbs, ramps, and crosswalk in compliance with the ADA, along CobbLinc local bus routes within unincorporated Cobb County.

**Project Type:** State of Good Repair

**Quadrant:** Q2b (Lower Impact/Lower Cost)

**Total Capital Cost:** $6.25M

**Funding Phase:** Implementation

**Estimated Construction Start:** Q2 FY22
Thank you

Questions
ATL’S DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM OVERVIEW

Cathy Gesick
Compliance & DBE Officer
BACKGROUND

► ATL is a direct recipient and is eligible to apply and receive funding directly from FTA
  o FTA Direct Recipients expecting to award more than $250,000 in prime contracts in a fiscal year are required to establish a DBE program

► DBE programs must:
  o Set three-year goals for DBE participation (DBE Goal)
  o Include a signed policy statement outlining objectives and implementation responsibilities
  o Be posted on the agency website
  o Be circulated to agency staff and distributed among DBE and non-DBE business communities
  o Be included in procurement solicitations
FTA DBE PROGRAM OBJECTIVES/PURPOSE

1. Ensure nondiscrimination in the award and administration of FTA-assisted contracts

2. Create a level playing field on which DBEs can compete fairly for FTA-assisted contracts

3. Help remove barriers to the participation of DBEs in FTA-assisted contracts

4. Promote the use of DBEs in all types of federally-assisted contracts and procurement activities
WHAT IS A DBE?

▶ USDOT defines Disadvantaged Business Enterprises (DBE) as:
  o “For-profit small business concerns where socially and economically
disadvantaged individuals own at least a 51% interest and also control
management and daily business operations.”

▶ African Americans, Hispanics, Native Americans, Asian-Pacific and Subcontinent
Asian Americans, and women are presumed to be socially and economically
disadvantaged
  o Other individuals can also qualify on a case-by-case basis

▶ To be regarded as economically disadvantaged:
  o An individual DBE must have a personal net worth that does not exceed $1.32
  million
  o A firm must meet SBA size criteria AND have average annual gross receipts not
to exceed $23.98 million
WHAT IS A DBE? (continued)

- To be regarded as socially disadvantaged:
  - Individuals subjected to racial or ethnic prejudice or cultural bias within American society
  - Prejudice or bias is due to their identities as members of these groups and without regard to their individual qualities as persons
  - Social disadvantage must stem from circumstances beyond their control

- To participate in a DBE program: a small business owned and controlled by socially and economically disadvantaged individuals must receive DBE certification from the relevant state—generally through the state Uniform Certification Program
DBE GOALS

Based on:

- The demonstrable evidence of the availability of ready, willing, and able (RWA) DBEs relative to all RWA businesses, and
- The expected contracting opportunities for FTA-assisted contracts over the three-year DBE goal period
- DBE goal reflects what agency would expect the level of DBE participation to be absent the effects of discrimination.

FTA does not approve agency goals, rather it reviews and concurs on the methodology.

Goals must be updated every three years.
DBE GOAL SETTING METHODOLOGY

Step 1:
► Use all available data to develop a base figure with the formula:
  o Base Figure = DBEs / All firms (including DBEs)
► Accurately account for all contracting opportunities
► Use weighting whenever possible

Step 2:
► Determine if any adjustment to the base figure is needed based on available evidence
  o (i.e. current capacity of existing DBEs, past participation, disparity studies, consultation and input from interested parties such as minority business associations)
► Adjust the base figure, if applicable (none needed for the ATL)

Additional Element:
► DBE goals can be met via Race Neutral (a DBE wins contract competitively) or Race Conscious (the contract goals establish DBE participation) contracting
## ATL’s DBE Goal - Calculation

<table>
<thead>
<tr>
<th>Contract Category</th>
<th>Total FY20-FY22 Anticipated Contract Amount</th>
<th>Category Weight</th>
<th># RWA DBEs</th>
<th>Total RWA Firms CBP</th>
<th>DBE Base Figure</th>
<th>DBE Weighted Base Figure</th>
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<tr>
<td>Other Management Consulting</td>
<td>$2,920,000</td>
<td>82.95%</td>
<td>338</td>
<td>3,155</td>
<td>10.71%</td>
<td>8.89%</td>
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<tr>
<td>Technology</td>
<td>$600,000</td>
<td>17.05%</td>
<td>181</td>
<td>4,225</td>
<td>4.28%</td>
<td>0.73%</td>
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<tr>
<td>Total</td>
<td>$3,520,000</td>
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<td>519</td>
<td>7,380</td>
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<td>9.62%</td>
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ATL’S DBE GOAL

► Covers FY2020-2022
► Inclusive of Technology and Consulting Contracts
► Race Neutral Methods
► 9.62%
With the transfer of Xpress responsibilities to the ATL, contract goals are likely to be established and included in select solicitations.
DBE GOAL UPDATE – FUTURE MILESTONES

August/September
ATL Staff
- Update DBE goal methodology to include the Xpress contracting opportunities

October
Public Participation Activities
- Post updated goal for public comment
- Disseminate goal to interested parties, public meeting, & consultants

November
ATL Board Update
- Provide overview of DBE program/goal methodology and comments

August-November
ATL Staff
- Coordinate with FTA as needed for DBE update

Ongoing
ATL Staff
- Continue efforts to further increase DBE participation
- Additional DBE program staff support
Questions?
Executive Director’s Report
UPCOMING ITEMS OF INTEREST:

- Upcoming Xpress Operations RFP Release
- Vanpool Contract Increase
- ATL Roadmap Progress Measures
- Contact-free Smartphone Fare Payment Pilot
- Title VI Program Updates
Title VI of the Civil Rights Act of 1964 (Title VI) prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance.

ATL Program originally approved by ATL Board in March 2019

Update underway to include Xpress operations component

Public Comment Period: August 4 – September 3, 2020

Public Comment Hearings: August 25, 2020
Noon – 2:00 PM
6:00 PM – 8:00 PM

More details available online at: https://atltransit.ga.gov/accessibility-civil-rights/
August/September
ATL Staff

► Update Title VI Policy to include Xpress component opportunities
► Conduct public comment period for proposed policy

September 3
Board Committee Day

► Admin Committee – present revised policy for approval
► Operations Committee – provide ATL Title VI program overview with service standards and Xpress

October
Board Meeting

► Present Revised Title VI Policy for full board approval
Thank You.