

Brazos Transit District
Proposed
Overall Goal Calculation

The process used by BTD to establish its DBE goal for Fiscal year (FY) 2022 through 2024 is summarized below. BTD followed a two-step process based on documented evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing, and able to participate in BTD's FTA assisted contracts, which is referred to as relative availability of DBEs and establishes the base goal. The goal reflects BTD's expected level of participation by DBEs.

Step 1 – Establish Base Goal

BTD considered all the possible FTA assisted contracting opportunities for award in FY 2022 through 2024 and compiled the North American Industry Classification System (NAICS) codes for the work included in the contracting opportunities. BTD established a market area of three (3) TXDOT Work Districts (Bryan, Houston, and Lufkin) to determine the total number of DBE ready, willing, and able businesses and all ready, willing, and able businesses available to perform work in the same NAICS codes. Most identified DBEs are approved for statewide performance rather than being a local company. To establish a base goal, companies that are registered to work in one or all of the three work districts and compare it the number of ready, willing and able firms statewide.

- **Column 1** shows the possible NAICS codes for ready, willing, and able DBE's
- **Column 2** shows the type of industry the NAICS codes represents
- **Column 3** shows the dollar amount of the potential contracting opportunities by industry code.
- **Column 4** shows the percentage of contracting opportunities by industry code
- **Column 5** lists the total number of firms, which is based on the 2016 Fact Finder Census Data, in each NAICS code
- **Column 6** lists the total number of DBE firms, which is based on the Texas Unified Certification Program DBE database, in each NAICS code
- **Column 7** calculates the base figure for relative availability of DBEs for each industry code, which is the total number of ready, willing, and able DBE firms (Column 6) divided by the total number of ready, willing and able Firms (Column 5)
- **Column 8** is the result of multiplying the Base Goal percentage (Column 7) by the Possible Contracting Opportunities (Column3)
- **Column 9** is the result of dividing the total Expected DBE Dollars (Column 8) by the total Possible Contracting Opportunities (Column3)

BTD has no subrecipients to include in the DBE goal calculation.

BTD has excluded any FTA funding for transit vehicle from the goal-setting process.

Step 2 – Base Goal Adjustment

Previously, BTD had a FTA – approved DBE goal of 2.72% based on the statistical analysis conducted under Step 1, Establish a Base Goal, BTD will use the base goal of 2.42% as the overall goal. BTD will not adjust the Established Base Goal, but will institute a combination of race-neutral and race-conscious goals to achieve the program goal, due to during analysis of one construction project in a very rural area and majority of other expenses in operations.

During Analysis the following issues were found:

1. Construction project is in a very rural area with few DBE participants.
2. Due to COVID many small business have gone out of business.
3. The ability of DBEs to get financing, bonding and insurance.
4. Data on unemployment rate.

BTD will target the listed construction project for a race-conscious contract goal. By using the NAICS codes for the construction project and percentage of DBE's in the NAICS code is how BTD calculated the .50% race-conscious DBE goal. Race neutral goal will be used for expenses in the day-to-day operational expenses of BTD. In the construction RFP, compliance with the Good Faith Efforts requirement in 49 CFR Part 26.53 will be included and explained.

Public Participation

To comply with the U.S. DOT's Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Program (49 CFR part 26).

On June 28, 2021 BTD posted a Public Notice Draft Proposed Overall DBE Goal-setting Methodology for FY 2022 – 2024 on BTD's website at www.btd.org and will remain on the website for 30 consecutive calendar days. The Notice also informs the public that the draft proposal is available for inspection at BTD's principal office during normal business hours for 30 consecutive calendar days following the date of the Public Notice. No Public Comments were received.

Notice was published on BTD's website, posted at LULAC, The Small Business Administration and The Chamber of Commerce. Notices were emailed to DBE's in NAICS codes off the TCUP listing.

Public Consultation meetings were held:

July 8, 2021 – Notice and sign in sheet attached

July 13, 2021 – Notice and sign in sheet attached

Posted Public Notices - attached

Public Notice Announcement of Brazos Transit District Proposed Disadvantaged Business Enterprise Goal and Methodology, Public Comment and Meeting

June 21, 2021

Notice is hereby given by Brazos Transit District (BTD) of its proposed overall Disadvantaged Business Enterprises Goal and Methodology for its Federal Transit Administration-assisted contracts. The proposed overall Disadvantaged Business Enterprises goal for Federal Fiscal Year 2022-2024 is 2.72 percent.

As interested business stakeholders, you are invited to participate in a public consultation meeting to hear how BTD established the proposed Disadvantaged Business Enterprises goal and to obtain your comments on the proposed goal and methodology. The consultation meeting will be held on July 7, 2021 at 10:00 a.m.

Brazos Transit District
Conference Room
2117 Nuches Lane
Bryan, TX 77803

A copy of the draft Disadvantaged Business Enterprises goal and methodology is posted on BTD's website at www.btd.org and is available for inspection during normal business hours at BTD's main office located at 2117 Nuches Lane, Bryan, TX, 77803.

BTD also hereby solicit public comment from any group or individual wishing to comment on the above DBE overall goal and methodology. Public comment will be accepted by BTD for 30 days from the date of this notice; August 10, 2021. Comments can be done verbally during the consultation meeting or sent to the following:

Brazos Transit District
Attn: DBE Liaison Officer, Shirley Richards
2117 Nuches Lane
Bryan, TX 77803
Email: shirley@btd.org

Meeting location is accessible to persons with disabilities. With advance notification, accommodations may be provided for those with special needs or those who require language assistive services. If you have a request for a special need, please call 979-778-0607 ext 4552.

**Section 26.51: Breakout of Estimated
Race-Neutral & Race Conscious Participation**

BTD will meet the maximum feasible portion of its overall goal by using both race-neutral and race-conscious means of facilitating DBE participation. BTD uses race neutral means, including but not limited to providing DBE and SBE directories and advertising prime contract to DBEs, to increase DBE participation. BTD will use contract goals for the race-conscious participation.

BTD estimates that, in meeting our overall goal of 2.42%, BTD will obtain 1.92% from race neutral participation (through retail, professional, and administrative services) and .50% from race-conscious participation (thorough construction services).

The following is a summary of the estimated breakout of the race-neutral and race-conscious DBE participation:

In order to ensure that the BTD DBE program will be narrowly tailored to overcome the effects of discrimination, BTD will use contract goals as needed to reflect actual DBE participation and will track and report race-neutral and race-conscious participation separately.

For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to the following: DBE participation through a prime contract that a DBE obtains through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry DBE goal; DBE participation on a prime contract exceeding a contract goal; and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.