

# **GOLDEN GATE BRIDGE, HIGHWAY AND TRANSPORTATION DISTRICT**



## ***OVERALL DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL ANALYSIS REPORT FEDERAL FISCAL YEARS 2019/2020 – 2021/2022***

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*Contracts Assisted by the Federal Transit Administration*

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## **SUMMARY**

The Golden Gate Bridge, Highway and Transportation District (District) has developed a **3.2%** overall Disadvantaged Business Enterprise (DBE) goal applicable to Federal Fiscal Year (FFY) 2019/20, 2020/21, and 2021/22 contracting opportunities assisted by the Federal Transit Administration (FTA) in accordance with revisions to 49 Code of Federal Regulations (CFR) Part 26 published in the Federal Register on October 2, 2014.

The goal is applicable to a total of \$23,020,000 of FTA dollars that are budgeted for 10 contracts anticipated to be awarded from October 1, 2019, through September 30, 2022. It is understood that in the event of changed circumstances, the District will evaluate such changes to determine whether the present goal continues to be realistic or whether mid-course adjustments will be necessary.

The DBE goals developed for FTA-assisted contracts identify the relative availability of DBEs, based on evidence of ready, willing and able DBEs in relationship to all comparable businesses that are likely to be available to compete for the District's FTA-assisted contracts. The three-year overall goal reflects the District's determination of the level of DBE participation that would be expected absent the effects of discrimination.

The steps taken in the development of the District's goal are in accordance with 49 CFR Part 26, issued by the U.S. Department of Transportation (U.S. DOT). A narrative description accompanied by tables and calculations is contained in this report to provide a clear explanation of how the District developed its DBE goal for FFY 2019/2020 through 2021/2022.

## **RELEVANT AVAILABLE EVIDENCE**

The District examined all evidence in its jurisdiction to determine which sources might be considered for its DBE goal-setting methodology in the Step One and Step Two process:

### **DATA CONSULTED**

➤ ***Census Bureau's County Business Pattern (CBP) Database***

The District used the Census Bureau's CBP database, updated as of April 2016, to obtain the number of all firms (DBEs and non-DBEs) ready, willing and able to bid for the District's FTA-assisted contracts. This data is used in Step One of the goal-setting process.

➤ ***California Unified Certification Program (CUCP) Database***

The District used the CUCP database to determine the number of certified DBEs ready, willing and able to bid for the District's FTA-assisted contracts. This data is used in Step One of the goal-setting process.

➤ ***Actual DBE Participation in Past Race/Gender-Neutral Contracts***

Actual DBE participation in race/gender-neutral contracts in past years as well as other applicable analysis was used to determine whether adjustment to the Step One Base Figure is necessary. This data was used in Step Two of the goal-setting process.

➤ ***Data from Disparity Studies Performed by Other Agencies***

Several Bay Area transit agencies [San Mateo County Transit District (SamTrans)/ Peninsula Corridor Joint Powers Board (Caltrain), Bay Area Rapid Transit District (BART), Santa Clara Valley Transportation Authority (VTA) and the California Department of Transportation (Caltrans)]; have completed disparity studies in the past. The local market areas of these agencies do overlap with that of the District. However, the types of contracts (specifically marine contracts) and the size of contracts let by the aforementioned agencies are not similar to the District and therefore limit the District's use in order to make a Step One Base Figure or Step Two adjustment.

➤ ***Bidders List***

The District maintains a bidders list, as required under 49 CFR Part 26.11, of all bidders (DBEs and non-DBEs) on District contracts. Staff reviewed its list and determined the data was not comprehensive enough to solely determine the relative availability of DBEs in its local market area.

➤ ***Goals of Other U.S. DOT Recipients***

The District did not consider the goals of other U.S. DOT recipients due to the fact other recipients do not have substantially similar contracting opportunities and/or marketplace as the District.

➤ ***Metropolitan Statistical Areas***

The Consolidated Metropolitan Statistical Area (CMSA) which closely matches the District's marketplace is San Francisco-Oakland-San Jose. However, this area does not cover all the counties that are in the District's marketplace, and therefore, would be an incomplete source for the District's goal-setting process. The Census Bureau's CBP database is a more appropriate source to obtain data on the specific counties in the District's marketplace as discussed above.

➤ ***Sources from Organizations and Institutions***

The District did not receive information about past discrimination in public contracting; discrimination in private contracting; discrimination in credit, bonding or insurance; data on employment, self-employment, training or union apprenticeship programs; and/or data on firm formation that could be used to make an adjustment to the base figure in Step Two of the goal-setting process.

## **DETERMINING LOCAL MARKET AREA**

The following areas were considered in determining the District's local market area: 1) the area in which the substantial majority of the contractors and subcontractors with which the District does business are located, and 2) the area in which the District spends the substantial majority of its contracting dollars.

The District identified the locations of all its contractors and subcontractors by examining its bidders list, which includes business addresses for both successful and unsuccessful bidders. It has been determined that the majority of the contractors and subcontractors with which it does

business are located in the counties of Alameda, Contra Costa, Marin, Sacramento, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma.

The District is composed of four divisions: District, Bridge, Bus, and Ferry. Its facilities are located in the counties of San Francisco, Marin, and Sonoma. The District determined that it spends substantial contracting dollars in all facilities.

Based on the above information, it was determined that the boundaries of the District's local market area include the nine counties of Alameda, Contra Costa, Marin, Sacramento, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma. The District will use these counties to determine the number of DBEs and all firms in its local market area.

## **CONTRACTS ASSISTED BY FTA**

A total of **\$23,020,000** of FTA dollars is budgeted for 10 contracts to be awarded during Federal Fiscal Year 2019/2020 through 2021/2022. See **Exhibit 1 below**. A two-step process is used to determine the overall goal for these contracts.

### **Exhibit 1: Contracts subject to overall three-year goal.**

<b>A. DESCRIPTION OF CONTRACT</b>	<b>B. FTA DOLLARS</b>
<b>Ferry Division</b>	
Service Life Extension Program (SLEP) Larkspur, San Francisco, Sausalito Ramps and Piers	\$200,000
Service Life Extension Program (SLEP) Larkspur, San Francisco, Sausalito Hose Replacement	\$60,000
Dry Docking and Capital Improvements for Ferry Fleet	\$6,000,000
San Francisco Terminal Roll Down Gates and Passenger Queuing Modifications	\$280,000
Ferry Passenger Wi-Fi	\$80,000
Gangways & Piers - Sausalito Construction	\$9,200,000
Larkspur Ferry Service and Parking Expansion Environmental Clearance and Preliminary Design Study	\$1,000,000
<b>Total</b>	<b>\$16,820,000</b>
<b>Bus Division</b>	
San Rafael Parking Lot and Solar Panel Improvements	\$2,800,000
San Rafael Bus Administration Building Roof, HVAC and Dispatch Improvements	\$800,000
<b>Total</b>	<b>\$3,600,000</b>
<b>Bridge Division</b>	
South Approach and Pier Security Improvements	\$2,600,000
<b>Total</b>	<b>\$2,600,000</b>
<b>FTA \$ GRAND TOTAL</b>	<b>\$23,020,000</b>

## **Step One. Determining Base Figures**

Base figures were calculated for contracts budgeted for award to determine the relative availability of DBEs in specific areas of expertise using the North American Industrial Classification System (NAICS) codes. The District identified 21 NAICS codes as pertinent areas of expertise for these contracts. The NAICS codes and descriptions are identified in **Exhibit 2, Columns A and B on page FTA-5**.

Number of DBEs: To determine the number of DBEs in the District's nine-county market area, the District searched the CUCP database for DBEs that are certified in the NAICS codes identified for prime contracts and subcontracts. The numbers of DBEs identified are displayed in **Column C of Exhibit 2**.

Number of All Firms (DBEs and non-DBEs): To determine the number of all firms (DBEs and non-DBEs) in the District’s nine-county market area, the District searched the Census Bureau’s most recent CBP database for all firms specializing in the NAICS codes identified for prime contracts and subcontracts. Numbers of all firms identified are displayed in **Column D of Exhibit 2**. To ensure percentages reflect “apples to apples”, the District included the number of DBE firms in the denominator shown in **Column E of Exhibit 2**.

Relative Availability of DBE Firms: Relative availability is derived by dividing the number of DBEs available in a particular NAICS code by the number of all firms in that NAICS code. **Exhibit 2** shows this equation carried out for the CUCP/CBP databases. The resulting relative availability figures are displayed in **Column F of Exhibit 2**.

**Exhibit 2: DBE Availability by NAICS Code**

A. NAICS CODE NUMBER	B. NAICS DESCRIPTION	C. CUCP DBEs	D. ALL FIRMS IN LOCAL MARKET AREA	E. ALL FIRMS (INCLUDING DBES)	F. RELATIVE DBE AVAIL.
236210	Industrial Building Construction	31	81	112	27.7%
236220	Commercial and Institutional Building Construction	46	970	1016	4.5%
237310	Highway, Street, and Bridge Construction	27	188	215	12.6%
237990	Other Heavy and Civil Engineering Construction	38	65	103	36.9%
238110	Poured Concrete Foundation and Structure Contractors	32	377	409	7.8%
238120	Structural Steel and Precast Concrete Contractors	19	74	93	20.4%
238160	Roofing Contractors	6	603	609	1.0%
238210	Electrical Contractors and Other Wiring Installation Contractors	39	1925	1964	2.0%
238220	Plumbing, Heating, and Air-Conditioning Contractors	14	2161	2175	0.6%
238320	Painting and Wall Covering Contractors	16	1250	1266	1.3%
238330	Flooring Contractors	3	501	504	0.6%
238390	Other Building Finishing Contractors	5	204	209	2.4%
238910	Site Preparation Contractors	37	467	504	7.3%
238990	All Other Specialty Trade Contractors	57	629	686	8.3%
332312	Fabricated Structural Metal Manufacturing	3	49	52	5.8%
336611	Ship Building and Repair	0	11	11	0.0%
518210	Data Processing, Hosting, and Related Services	13	1050	1063	1.2%
532490	Other Commercial and Industrial Machinery and Equipment Rental and Leasing	4	269	273	1.5%
541330	Engineering Services	139	2525	2664	5.2%
541370	Surveying and Mapping (except Geophysical) Services	22	103	125	17.6%
541611	Administrative Management and General Management Consulting Services	151	2791	2942	5.1%

**FTA Funds to be Expended in Each Specific Area and Calculating Base Figure:** To determine the FTA dollars that will be expended for each specific area of expertise, the FTA-assisted contracts and subcontracts identified by project managers were categorized according to their NAICS industry classifications. **See Exhibit 3, Column B, in the below table.** Contract dollars of each industry classification were divided by the total contract dollars (\$23,020,000) resulting in percentage of total dollars per contract and classification, called the “weighted” percentage. The results are shown in **Exhibit 3, Column D.**

**Exhibit 3: Calculating Weighted FTA Dollars and Base Figures**

- **Column C ÷ Total FTA Dollars = Column D, Weighted Percentage**
- **Column D x Column E = Base Figure per NAICS, Column F**

<b>A. NAICS CODE</b>	<b>B. NAICS DESCRIPTION AND ASSOCIATED CONTRACTS</b>	<b>C. FTA DOLLARS</b>	<b>D. WEIGHTED % OF TOTAL FTA DOLLARS</b>	<b>E. DBE AVAIL.</b>	<b>F. BASE FIGURE</b>
<b>236210</b>	<b>Industrial Building Construction</b>				
	Service Life Extension Program (SLEP) Larkspur, San Francisco, Sausalito Ramp Repairs	\$ 44,000	0.0019	27.7%	0.1%
	Service Life Extension Program (SLEP) Larkspur, San Francisco, Sausalito Hose Replacement	\$ 60,000	0.0026	27.7%	0.1%
<b>236220</b>	<b>Commercial and Institutional Building Construction</b>				
	San Francisco Terminal Roll Down Gates and Passenger Queuing Modifications	\$ 208,000	0.0090	4.5%	0.0%
	San Rafael Bus Administration Building Roof, HVAC, and Dispatch Improvements	\$ 200,000	0.0087	4.5%	0.0%
<b>237310</b>	<b>Highway, Street, and Bridge Construction</b>				
	Service Life Extension Program (SLEP) Larkspur, San Francisco, Sausalito Ramp Repairs	\$ 40,000	0.0017	12.6%	0.0%
	San Rafael Parking Lot and Solar Panel	\$ 800,000	0.0348	12.6%	0.4%
	South Approach and Pier Security Improvements	\$ 920,000	0.0400	12.6%	0.5%
	Gangway and Pier - Sausalito Construction	\$ 480,000	0.0209	12.6%	0.3%
<b>237990</b>	<b>Other Heavy and Civil Engineering Construction</b>				
	Gangway and Pier - Sausalito Construction	\$ 6,696,000	0.2909	36.9%	10.7%
<b>238110</b>	<b>Poured Concrete Foundation and Structure Contractors</b>				
	Service Life Extension Program (SLEP) Larkspur, San Francisco, Sausalito Ramp Repairs	\$ 28,000	0.0012	7.8%	0.0%
<b>238120</b>	<b>Structural Steel and Precast Concrete Contractors</b>				
	South Approach and Pier Security Improvements	\$ 400,000	0.0174	20.4%	0.4%
	Gangways and Piers - Sausalito Construction	\$ 1,280,000	0.0556	20.4%	1.1%
<b>238160</b>	<b>Roofing Contractors</b>		0.0000		
	San Rafael Bus Administration Building Roof, HVAC, and Dispatch Improvements	\$ 320,000	0.0139	1.0%	0.0%
<b>238210</b>	<b>Electrical Contractors and Other Wiring Installation Contractors</b>				
	San Francisco Terminal Roll Down Gates and Passenger Queuing Modifications	\$ 32,000	0.0014	2.0%	0.0%
	Ferry Passenger Wi-Fi	\$ 56,000	0.0024	2.0%	0.0%
	San Rafael Parking Lot and Solar Panel	\$ 2,000,000	0.0869	2.0%	0.2%



	South Approach and Pier Security Improvements	\$	640,000	0.0278	2.0%	0.1%
	Gangway and Pier - Sausalito Construction	\$	400,000	0.0174	2.0%	0.0%
	San Rafael Bus Administration Building Roof, HVAC, and Dispatch Improvements	\$	32,000	0.0014	2.0%	0.0%
<b>238220</b>	<b>Plumbing, Heating, and Air-Conditioning Contractors</b>					
	Dry Docking and Capital Improvements for Ferry Fleet	\$	16,000	0.0007	0.6%	0.0%
	Gangways and Piers - Sausalito Construction	\$	320,000	0.0139	0.6%	0.0%
	San Rafael Bus Administration Building Roof, HVAC, and Dispatch Improvements	\$	240,000	0.0104	0.6%	0.0%
<b>238320</b>	<b>Painting and Wall Covering Contractors</b>					
	San Rafael Bus Administration Building Roof, HVAC, and Dispatch Improvements	\$	8,000	0.0003	1.3%	0.0%
<b>238330</b>	<b>Flooring Contractors</b>					
	Dry Docking and Capital Improvements for Ferry Fleet	\$	320,000	0.0139	0.6%	0.0%
<b>238390</b>	<b>Other Building Finishing Contractors</b>					
	Service Life Extension Program (SLEP) Larkspur, San Francisco, Sausalito Ramp Repairs	\$	88,000	0.0038	2.4%	0.0%
<b>238910</b>	<b>Site Preparation Contractors</b>					
	Ferry Passenger Wi-Fi	\$	8,000	0.0003	7.3%	0.0%
<b>238990</b>	<b>All Other Specialty Trade Contractors</b>					
	Ferry Passenger Wi-Fi	\$	16,000	0.0007	8.3%	0.0%
	South Approach and Pier Security Improvements	\$	640,000	0.0278	8.3%	0.2%
<b>332312</b>	<b>Fabricated Structural Metal Manufacturing</b>					
	San Francisco Terminal Roll Down Gates and Passenger Queuing Modifications	\$	40,000	0.0017	5.8%	0.0%
<b>336611</b>	<b>Ship Building and Repair</b>					
	Dry Docking and Capital Improvements for Ferry Fleet	\$	5,584,000	0.2426	0.0%	0.0%
<b>518210</b>	<b>Data Processing, Hosting, and Related Services</b>					
	Dry Docking and Capital Improvements for Ferry Fleet	\$	40,000	0.0017	1.2%	0.0%
<b>532490</b>	<b>Other Commercial and Industrial Machinery and Equipment Rental and Leasing</b>					
	Dry Docking and Capital Improvements for Ferry Fleet	\$	40,000	0.0017	1.5%	0.0%
<b>541330</b>	<b>Engineering Services</b>					
	Larkspur Ferry Service and Parking Expansion Environmental Clearance and Preliminary Design Study	\$	876,000	0.0381	5.2%	0.2%
<b>541370</b>	<b>Surveying and Mapping (except Geophysical Services)</b>					
	Gangway and Pier - Sausalito Construction	\$	24,000	0.0010	17.6%	0.0%
<b>541611</b>	<b>Administrative Management and General Management Consulting Services</b>					
	Larkspur Ferry Service and Parking Expansion Environmental Clearance and Preliminary Design Study	\$	124,000	0.0054	5.2%	0.0%
	<b>TOTAL FTA-ASSISTED CONTRACTS</b>	\$	<b>23,020,000</b>	<b>100.0%</b>	<b>OVERALL BASE FIGURE</b>	<b>14.5%</b>

Next, Base Figure for the overall goal was calculated by multiplying the weighted percentage of funds to be expended for each NAICS (**Exhibit 3, Column D**) by DBE relative availability for each NAICS (carried forward from Exhibit 2 and shown in **Exhibit 3, Column E**). Base Figure per NAICS is shown in **Exhibit 3, Column F**. Finally, Base Figures for all NAICS were totaled, resulting in a **14.5% Overall Base Figure**.

Calculating Base Figure per Individual Contract: To determine the base figure for each contract, the percentage of work (prime and sub) identified by project managers was multiplied by the DBE relative availability (carried forward from **Exhibit 2**), and totaled for each contract. See **Exhibit 4** below.

#### EXHIBIT 4: Base Figure Breakdown Per Individual Contract

Description of Contract	NAICS Code and Description for Prime and Subcontracting Opportunities	% of Individual Contract Dollars	Relative DBE Availability	Base Figure Per Contract
<b>San Francisco Terminal Roll Down Gates and Passenger Queuing Modifications</b>	Prime: 236220 Commercial and Institutional Building Construction	75.0%	4.5%	3.4%
	Sub: 238210 Electrical Contractors and Other Wiring Installation Contractors	11.0%	2.0%	0.2%
	Sub: 332312 Fabricated Structural Metal Manufacturing	14.0%	5.8%	0.8%
	<b>Contract Total</b>	<b>100%</b>		<b>4.4%</b>
<b>SLEP Larkspur, San Francisco, Sausalito Hose Replacement</b>	Prime: 236210 Industrial Building Construction	100.0%	27.7%	27.7%
	<b>Contract Total</b>	<b>100%</b>		<b>27.7%</b>
<b>SLEP Larkspur, San Francisco, Sausalito Ramp Repairs</b>	Prime: 236210 Industrial Building Construction	22.0%	27.7%	6.1%
	Sub: 237310 Highway, Street, and Bridge Construction	20.0%	12.6%	2.5%
	Sub: 238110 Poured Concrete Foundation and Structure Contractors	14.0%	7.8%	1.1%
	Sub: 238390 Other Building Finishing Contractors	44.0%	2.4%	1.1%
	<b>Contract Total</b>	<b>100%</b>		<b>10.8%</b>
<b>Ferry Passenger Wi-Fi</b>	Prime: 238210 Electrical Contractors and Other Wiring Installation Contractors	70.0%	2.0%	1.4%
	Sub: 238910 Site Preparation Contractors	10.0%	7.3%	0.7%
	Sub: 238990 All Other Specialty Trade Contractors	20.0%	8.3%	1.7%
	<b>Contract Total</b>	<b>100%</b>		<b>3.8%</b>
<b>Dry Docking and Capital Improvement for Ferry Fleet</b>	Prime: 336611 Ship Building and Repair	93.1%	0.0%	0.0%
	Sub: 238220 Plumbing and HVAC Contractors	0.2%	0.6%	0.0%
	Sub: 238330 Flooring Contractors	5.0%	0.6%	0.0%
	Sub: 518210 Data Processing, Hosting, and Related Services	1.0%	1.2%	0.0%
	Sub: 532490 Other Commercial and Industrial Machinery and Equipment Rental and Leasing	1.0%	1.5%	0.0%
	<b>Contract Total</b>	<b>100%</b>		<b>0.1%</b>

<b>San Rafael Bus Administration Building, Roof, HVAC and Dispatch Improvements</b>	Prime: 236220 Commercial and Institutional Building Construction	25.0%	4.5%	1.1%
	Sub: 238160 Roofing Contractor	40.0%	1.0%	0.4%
	Sub: 238210 Electrical Contractors and Other Wiring Installation Contractors	4.0%	2.0%	0.1%
	Sub: 238220 Plumbing, Heating, and Air-Conditioning Contractors	30.0%	0.6%	0.2%
	Sub: 238320 Painting and Wall Covering Contractors	1.0%	1.3%	0.0%
	<b>Contract Total</b>	<b>100%</b>		<b>1.8%</b>
<b>San Rafael Parking Lot and Solar Panel Project</b>	Prime: 237310 Highway, Street, and Bridge Contractors	20.0%	12.6%	2.5%
	Sub: 237310 Highway, Street, and Bridge Contractors	8.5%	12.6%	1.1%
	Sub: 238210 Electrical Contractors and Other Wiring Installation Contractors	71.4%	2.0%	1.4%
	<b>Contract Total</b>	<b>100%</b>		<b>5.0%</b>
<b>South Approach and Pier Security Improvements</b>	Prime: 237310 Highway, Street, and Bridge Contractors	32%	12.6%	4.0%
	Sub: 237310 Highway, Street, and Bridge Contractors	3%	12.6%	0.4%
	Sub: 238120 Structural Steel and Precast Concrete Contractors	15%	20.4%	3.1%
	Sub: 238210 Electrical Contractors and Other Wiring Installation Contractors	25%	2.0%	0.5%
	Sub: 238990 All Other Specialty Trade Contractors	25%	8.3%	2.1%
<b>Contract Total</b>	<b>100%</b>		<b>10.0%</b>	
<b>Gangways and Piers - Sausalito Construction</b>	Prime: 237990 Other Heavy and Civil Engineering Construction	72.8%	36.9%	26.9%
	Sub: 237310 Highway, Street, and Bridge Construction	5.2%	12.6%	0.7%
	Sub: 238120 Structural Steel and Precast Concrete Contractors	14.0%	20.4%	2.9%
	Sub: 238210 Electrical Contractors and Other Wiring Installation Contractors	4.3%	2.0%	0.1%
	Sub: 238220 Plumbing and HVAC Contractors	3.5%	0.6%	0.0%
	Sub: 541370 Surveying and Mapping (except Geophysical) Services	0.2%	17.6%	0.0%
	<b>Contract Total</b>	<b>100%</b>		<b>30.5%</b>
<b>Larkspur Ferry Service and Parking Expansion Environmental Clearance and Preliminary Design Study</b>	Prime: 541330 Engineering Services	80.0%	5.2%	4.2%
	Sub: 541330 Engineering Services	7.6%	5.2%	0.4%
	Sub: 541611 Administrative Management and General Management Consulting Services	12.4%	5.1%	0.6%
	<b>Contract Total</b>	<b>100%</b>		<b>5.2%</b>

## **Step Two. Adjusting Step One Base Figures**

In adjusting the District's Step One Base Figure of **14.5%**, the District examined past participation as considerable evidence of DBE participation it expects in the absence of discrimination. The District also considered other data that would help better measure the percentage of work that DBEs would be likely to obtain in the absence of discrimination to make the Step One Base Figure as precise as possible.

### ***Past Participation***

In accordance with the U.S. DOT *Tips for Goal Setting*, as of December 22, 2014, the District examined DBE participation (based on awards and commitments) on FTA-assisted projects for FFY 2015/2016 – 2017/2018.

FFY 2015-2016: Awards/Commitments 1.1%

FFY 2016-2017: Awards/Commitments 5.4%

FFY 2017-2018: Awards/Commitments 5.3%

In adjusting the Step One Base Figure, the District determined DBE historical past participation percentage is **9.9%**.

### **Calculations:**

FFY 2019/2020- 2021/2022 Base Figure: 14.5%

Historical Median Past Participation: 5.3%

Adjustment: (base figure 14.5%) + (historical median past participation 5.3%) =  $19.8 \div 2 = 9.9\%$ .

In evaluating the adjusted figure in Step Two, the District determine it would not use past participation due to contracts in FFY20-22 are not similar. The District then considered other information, particularly in past marine construction projects to make further adjustments.

### ***Other Considered Information***

The District evaluated the specific nature of the contracts budgeted for award in FFY 2019/2020 – 2021/2022, and past participation on marine construction projects as a whole, and found that further refinements were warranted to measure actual relative availability of DBEs to perform the types of contracts (both prime and sub) that the District will let.

After investigating historical data in the District's marine construction contracts and contacting 94 DBE firms in the District's local market area certified in the NACIS code for prime work, evidence suggests DBE firms were unlikely to perform as prime contractors but could potentially perform as subcontractors for three contracts included in the overall goal. Therefore, staff determined adjustments were warranted to zero out the prime work for the following three contracts:

1. SERVICE LIFE EXTENSION PROGRAM (SLEP) LARKSPUR, SAN FRANCISCO, AND SAUSALITO RAMPS AND PIERS
2. SOUTH APPROACH AND PIER SECURITY IMPROVEMENTS
3. GANGWAYS AND PIERS – SAUSALITO CONSTRUCTION

## SERVICE LIFE EXTENSION PROGRAM (SLEP) LARKSPUR, SAN FRANCISCO, AND SAUSALITO RAMPS AND PIERS

This project includes rehabilitation work at each of the District’s three ferry terminals and is considered specialized as the prime work will require a marine construction contractor to perform work over the water with specialized marine equipment. The prime contractor work includes removing and replacing hydraulic cylinders that raise and lower the ferry gangplanks, removing and replacing steel and rubber fenders located on the berthing platforms, repairing steel piling, and repairing miscellaneous steel and aluminum structures. The contractor must develop, design, install and later remove temporary supports and structures to temporarily brace and support the existing structures when performing the repair work. The existing facilities where the work will be performed are partially located in the water, requiring work boats, barges, cranes and other such marine equipment. The work also requires special insurance associated with performing work on the water.

District staff conducted research by contacting 31 DBE firms certified in NAICS code 236210 in the District’s local market area, to inquire if their firm was experienced in marine construction, held marine insurance and was ready willing and able to perform as a prime contractor for this project. Staff also viewed websites of firms to verify projects and work expertise. Research findings suggest the scope of work for this particular project was outside the normal scope of work of the DBE firms to perform as a prime. Following discussions with the project manager, the District’s Step Two adjustment is based on an assessment of DBE availability solely on subcontracting opportunities and excludes the prime work in NAICS code 236210, Industrial Building Construction for this project.

Step 1: Results from Base Figure Calculation: 10.8%.

Step 2: Removed prime work from calculation. Possible subcontracting opportunities are available, resulting in an adjusted base figure of 4.7%.

NAICS Code and Description for Prime and Subcontracting Opportunities	% of Total Individual Contract Dollars	Relative DBE Availability	Base Figure Per Contract
<b>Service Life Extension Program (SLEP) Larkspur, San Francisco, and Sausalito Ramps and Piers</b>			
Prime: 236210, Industrial Building Construction	22.0%	0.0%	0.0%
Sub: 237310, Highway, Street, and Bridge Construction	20.0%	12.6%	2.5%
Sub: 238110, Poured Concrete Foundation and Structure Contractors	14.0%	7.8%	1.1%
Sub: 238390, Other Building Finishing Contractors	44.0%	2.4%	1.1%
<b>Contract Total</b>			<b>4.7%</b>

## SOUTH APPROACH AND PIER SECURITY IMPROVEMENTS

This project is estimated at \$3.2 million and is a complex project requiring protection of security sensitive information, coordination of multiple subcontractors, suppliers and vendors, coordination of work with multiple other contractors working in the same geographic area, working in a public park area with thousands of tourists yearly, and complying with restrictive National Park Service Special Use Permit requirements. The project is also considered specialized as some work involves complex excavation and shoring necessary to install security features and some work will

be conducted in the water and on an existing pier requiring boat access, cranes and marine equipment.

Staff conducted research by contacting 26 DBE firms certified in NAICS code 237310 to inquire if their firm would be able to perform as a prime contractor for this project. Staff also viewed the websites of these firms to verify the type of project experience and firms’ capabilities. Research findings suggest this type of work is outside of the normal scope of work for these firms. In addition, most firms performed as subcontractors and not as primes. Following discussions with the project manager, it was determined DBE firms were unlike to perform as a prime contractor. Therefore, the District’s Step Two adjustment is based on an assessment of DBE availability solely on subcontracting opportunities and excludes the prime work in NAICS code 237310, Highway, Street, and Bridge Contractors for this project.

Step 1: Results from Base Figure Calculation: 10.0%.

Step 2: Removed prime work from calculation. Possible subcontracting opportunities are available resulting in an adjusted base figure of 6.0%.

<b>NAICS Code and Description for Prime and Subcontracting Opportunities</b>	<b>% of Total Individual Contract Dollars</b>	<b>Relative DBE Availability</b>	<b>Base Figure Per Contract</b>
<b>South Approach And Pier Security Implementation</b>			
Prime: 237310, Highway, Street, and Bridge Contractors	32.0%	0.0%	0.0%
Sub: 237310, Highway, Street, and Bridge Contractors	3.0%	12.6%	0.4%
Sub: 238120, Structural Steel and Precast Concrete Contractors	15.0%	20.4%	3.1%
Sub: 238210, Electrical Contractors and Other Wiring Installation Contractors	25.0%	2.0%	0.5%
Sub: 238990, All Other Specialty Trade Contractors	25.0%	8.3%	2.1%
<b>Contract Total</b>			<b>6%</b>

## **GANGWAYS AND PIERS – SAUSALITO CONSTRUCTION**

The Gangways and Piers, Sausalito Construction project is a large project estimated at approximately \$12 million. Due to the size and specialized nature of this project, the bonding requirements, financial requirements, and special marine insurance will likely limit the prospective prime contractors for the work to companies that exceed the DBE size standards. Unbundling this contract is not practical and would severely impact the efficiency of the District’s transit operations and would result in overly complicated procurement and contract administration activities associated with having multiple construction contracts. In addition, the geographic area will not accommodate independent access for multiple contractors.

The prime work for this project includes constructing a temporary steel and timber pier supported on steel piles, removing and relocating an existing 43 foot by 110 foot steel float, installing steel piling for the temporary float, constructing a new 46 foot by 145 foot concrete float, demolishing an existing concrete pier, constructing a new steel pile supported concrete pier, removing numerous existing utility lines, installing new utility lines, installing a new hydraulic lift system and electrical control system, lighting and other associated work. The prime must coordinate multiple suppliers, vendors, fabricators and subcontractors, develop extensive and detailed work plans, traffic control plans, water pollution prevention plans and monitoring plans, and must stage

the work during restrictive environmental work windows and local city restrictive work windows. The prime must also coordinate all the work and subcontractors to minimize impacts to the District's transit operations. The work will take place primarily on the water requiring specialized marine boats, barges and equipment and the duration of the project is estimated at approximately 3 years, which will require the prime contractor to have adequate cash flow and resources.

Staff conducted research by contacting 37 DBE firms certified in NAICS code 237990 in the District's local market area to inquire if their firm was experienced in marine construction, held marine insurance, and/or was able to perform the duties described above as a prime contractor. Research findings suggest this type of work was outside the normal scope of work these firms provided and/or bonding requirements would be an issue.

After further discussion with the project manager, the District determined DBE firms were unlikely to perform as a prime contractor. Therefore, the District's Step Two adjustment is based on an assessment of DBE availability solely on subcontracting opportunities, and excludes the prime work in NAICS code 237990, Other Heavy and Civil Engineering for this project.

Step 1: Results from Base Figure Calculation: 30.5%.

Step 2: Removed prime work from calculation. Possible subcontracting opportunities are available resulting in an adjusted base figure of 3.7%.

NAICS Code and Description for Prime and Subcontracting Opportunities	% of Total Individual Contract Dollars	Relative DBE Availability	Base Figure Per Contract
<b>Gangways and Piers, Sausalito Construction</b>			
Prime: 237990, Other Heavy and Civil Engineering Construction	72.8%	0.0%	0.0%
Sub: 237310, Highway, Streets, and Bridge Contractors	5.2%	12.6%	0.7%
Sub: 238120, Structural Steel and Precast Concrete Contractors	14.0%	20.4%	2.9%
Sub:238210, Electrical Contractors and Other Wiring Installation Contractors	4.3%	2.0%	0.1%
Sub: 238220, Plumbing, Heating, and Air-Conditioning Contractors	3.5%	0.6%	0.0%
Sub: 541370, Surveying and Mapping (except Geophysical) Services	0.2%	17.6%	0.0%
<b>Contract Total</b>			<b>3.7%</b>

## Overall Goal

To determine FTA dollars projected for DBEs on each contract, the FTA dollars budgeted for each contract (from **Exhibit 1, Column B**) was multiplied by the adjusted availability per contract. The total of the projected DBE participation dollars was then divided by the total of the budgeted FTA dollars for all contracts, resulting in a **3.2%** overall goal. See **Exhibit 5 below**.

### Exhibit 5: Overall Triennial DBE Goal

A. DESCRIPTION OF CONTRACT	B. FTA DOLLARS	C. DBE AVAILABILITY PER CONTRACT	D. FTA \$ Projected for DBEs
<b>Ferry Division</b>			
Service Life Extension Program (SLEP) Larkspur, San Francisco, Sausalito Ramps and Piers	\$200,000	4.7%	\$9,400
Service Life Extension Program (SLEP) Larkspur, San Francisco, Sausalito Hose Replacement	\$60,000	27.7%	\$16,620
Dry Docking and Capital Improvements for Ferry Fleet	\$6,000,000	0.0%	\$0
San Francisco Terminal Roll Down Gates and Passenger Queuing Modifications	\$280,000	4.4%	\$12,320
Ferry Passenger Wi-Fi	\$80,000	1.4%	\$1,120
Gangways & Piers - Sausalito Construction	\$9,200,000	3.7%	\$340,400
Larkspur Ferry Service and Parking Expansion Environmental Clearance and Preliminary Design Study	\$1,000,000	5.2%	\$52,000
<b>Total</b>	<b>\$16,820,000</b>		<b>\$431,860</b>
<b>Bus Division</b>			
San Rafael Parking Lot and Solar Panel Improvements	\$2,800,000	5.0%	\$140,000
San Rafael Bus Administration Building Roof, HVAC and Dispatch Improvements	\$800,000	1.8%	\$14,400
<b>Total</b>	<b>\$3,600,000</b>		<b>\$154,400</b>
<b>Bridge Division</b>			
South Approach and Pier Security Improvements	\$2,600,000	6.0%	\$156,000
<b>Total</b>	<b>\$2,600,000</b>		<b>\$156,000</b>
<b>FTA \$ GRAND TOTAL</b>	<b>\$23,020,000</b>		<b>\$742,260</b>
<b>FTA \$ BUDGETED FOR DBEs</b>	<b>\$742,260</b>		
<b>ANNUAL OVERALL GOAL</b>	<b>3.2%</b>		

## Race/Gender-Neutral Measures

### *Summary of Race Neutral Methods of Achieving DBE Participation*

U.S. DOT regulations require that the maximum feasible portion of the overall DBE goal be achieved through race-neutral measures. Neutral efforts are programs and other initiatives that assist small businesses in general and are not limited to minority- or women-owned firms. In the past 18 years, with five exceptions, the District has consistently met its DBE participation goals



on FTA-assisted contracts using race-neutral measures. See **Table 1** for DBE achievement from 2000 to current.

**Table 1: Goals and DBE Achievement 2000 through Current:**

<b>Fiscal Year</b>	<b>Overall Goal</b>	<b>Achievement</b>	<b>% of Goal Achieved</b>
2000-2001	7%	8%	114%
2001-2002	8%	10%	125%
2002-2003	3%	4%	133%
2003-2004	4%	6%	150%
2004-2005	5%	8%	160%
2005-2006	7%	7%	100%
2006-2007	1%	1%	100%
2007-2008	4%	.5%	12%
2008-2009	4.5%	.3%	7%
2009-2010	3.4%	8.4%	247%
2010-2011*	3.1%	1.9%	61%
2011-2012	3.1%	5.9%	190%
2012-2013	3.1%	4.9%	158%
2013-2014	5.9%	11.4%	193%
2014-2015*	5.9%	.4%	7%
2015-2016*	5.9%	1.1%	19%
2016-2017	3.3%	5.4%	167%
2017-2018	3.3%	5.3%	161%
2018-2019	3.3%	TBD	TBD

\* Shortfall Analysis and Corrective Action plan completed.

TBD = To be determined.

The District continues to focus on expanding race/gender-neutral outreach through participation in the “Business Outreach Committee” (BOC), a consortium of 26 Bay Area transit and transportation agencies formed in an effort to maximize outreach efforts. The District’s DBE Program Administrator currently holds the chair position of this group. The BOC agencies include the following: Alameda-Contra Costa Transit District, Alameda County Transportation Commission, Bay Area Rapid Transit, California Department of Transportation, California High Speed Rail Authority, Central Contra Costa Transit Authority, City of Rio Vista, City of Santa Rosa, Golden Gate Bridge, Highway and Transportation District, Livermore Amador Valley Transit Authority, Marin Transit, Metropolitan Transportation Commission, Napa Valley Transportation Authority, Peninsula Corridor Joint Powers Board, San Francisco Bay Area Water Emergency Transit Authority, San Francisco County Transportation Authority, San Francisco Municipal Transportation Agency, San Mateo County Transit District, Santa Clara Valley Transportation Authority, Santa Cruz Metropolitan Transit District, Solano County Transit, Sonoma County Department of Transportation and Public Works, Sonoma-Marin Area Rail Transit District, Transbay Joint Powers Authority, Tri Delta Transit, and Western Contra Costa Transit Authority. The BOC publishes a quarterly “Contracting Opportunities” newsletter that features contracts, contacts, resources, and guidance for small businesses and DBEs. Forty-two (42) issues have been published to date.

The District continues to expand its race/gender-neutral efforts to introduce small businesses to District contracting and procurement opportunities. As an effort to increase DBE participation, the District has published a *Doing Business Guide with the Golden Gate Bridge, Highway and Transportation District* on its website. In addition, the District has implemented a new procurement portal that allows vendors to register and build their firm's profile and to identify their firm as a certified DBE. District staff utilizes the portal to seek DBE firms registered with the applicable NAICS code to announce solicitations. The District also utilizes its SBE program to set SBE contract-specific goals on FTA-assisted contracts to foster disadvantaged and small business participation. Thus far, the District's SBE program has been successful in obtaining DBE/SBE participation.

Another method of race/gender-neutral efforts is conducting extensive outreach. The District is an active participant in the BOC. Through the BOC, the District conducts outreach events with the primary purpose of introducing District opportunities to a wide array of construction and engineering firms, as well as product suppliers and manufacturers. The following is a sampling of the outreach events the District has participated in the past federal fiscal years: DBE certification workshops/webinars presented by certifying CUCP agencies, Bay Area Small Business Expos and Matchmaking Fairs hosted by the California Public Utilities Commission, Meet the Buyers and Meet the Primes events hosted by the BOC, Public Agency Night hosted by Construction Management Association of America and Women's Transportation Seminars, Caltrans Quarterly Joint Professional Liaison Networking and Matchmaking events hosted by Caltrans, 2019 Public Meeting and Prime Networking event hosted by Santa Clara Valley Transportation Authority, and a 2019 Procurement Fair hosted by Norcal Procurement and Technical Assistance Center (PTAC). Norcal PTAC is hosted by Humboldt University and Norcal Small Business Development Center. This year, the BOC plans to collaborate with NorCal PTAC to offer DBE supportive services and technical assistance.

In addition to outreach events, the BOC also issues a quarterly newsletter that lists contracting opportunities, tips for successful bids, contact information, announcement of Bay Area public meetings and events, and any other pertinent information to communicate to the disadvantaged and small business community. The District will continue to publish its contracting opportunities in every BOC newsletter issued. The BOC has also developed an annual schedule of events. Upcoming events includes a DBE Certification Workshop, Meet the Buyers and Meet the Primes events, and a Contractors' Academy.

The District will continue its regular race/gender-neutral activities, including:

- Ensuring that bidding and contract requirements facilitate participation by DBEs and other small businesses by including DBE language throughout District bid documents:
  - ✓ The District's DBE Program policy.
  - ✓ A nondiscrimination assurance from the contractor (and each subcontract the prime contractor signs with a subcontractor).
  - ✓ A statement that encourages prime contractors to use financial institutions owned and controlled by socially and economically disadvantaged individuals in the community.
  - ✓ The website address for the DBE directory identifying all firms eligible to participate as DBEs in the District's program.
  - ✓ A section that provides the DBE certification standards.

- ✓ A section providing areas for possible subcontracting, and of the availability of ready, willing and able subcontractors, including DBE firms, to perform such work.
- Ensuring contracts are accessible to small businesses, and if not, making efforts to unbundle large contracts to make them more accessible.
- Encouraging prime contractors to subcontract portions of the work that they might otherwise perform themselves.
- Providing technical assistance and other support services to facilitate consideration of DBEs and other small businesses.
- Advertising contracts in the *Small Business Exchange*, a minority-owned small business-focused publication.
- At pre-bid conferences, providing prospective contractors/consultants with the following:
  - ✓ Applicable small business/DBE requirements.
  - ✓ Areas for possible subcontracting opportunities.
  - ✓ A helpful guide to navigate through the CUCP database to create lists of the ready, willing and able small businesses, including DBE firms, to perform such work.
  - ✓ Bidder's request for small business/DBE assistance form.
  - ✓ Small business/DBE database websites.
- Providing the link to the District's new procurement portal and encouraging all firms to register as vendors to be informed of newly-posted contracting opportunities that match their products/services.
- Regularly notifying certified DBEs and non-DBEs about networking events.
- Providing lists of planholders to DBE subcontractors, subconsultants and suppliers and urging them to contact and introduce their services to potential prime bidders or proposers.
- On a quarterly basis, reminding and encouraging officers, division managers, department heads, purchasers and buyers to utilize DBE firms.
- Coordinating events specifically for District procurement staff to meet and network with disadvantaged and small businesses.

## **Public Participation**

### *Consultation with Various Groups, Organizations and Officials*

Member agencies of the BOC conducted a Consultation and Public Participation meeting on April 2, 2019, at Alameda-Contra Costa Transit District. The first session began at 12:00PM – 1:00PM, and was dedicated to various trade groups, minority, women's and general contractor groups, community organizations, and other officials and organizations. An invitation letter and flyer was distributed to over 170 groups and organizations such as the African American, Black, Hispanic, Asian, Filipino and American Indian Chambers of Commerce in the areas of Sacramento, San

Francisco, San Jose, and Sonoma; the Builders Exchange in the counties of Alameda, Contra Costa, San Francisco, San Joaquin and Santa Clara; the U.S. Small Business Administration; NorCal Mechanical Contractors Association; National Association of Women Business Owners, San Francisco Bay Area Chapter; Marin Builders Association; Veterans Business Outreach Center; National Organization of Minority Architects, San Francisco Chapter; Women in Consulting; Department of General Services Office of Small Business Certification and Resources; National Association of Women in Construction; American Subcontractors Association; Small Business Development Centers at various junior and state colleges; Minority Business Development Agency U.S. Department of Commerce, etc. Out of all organizations invited, only one firm attended representing the Conference of Minority Transportation Officials, Northern California (COMTO). The firm is a certified DBE.

For the first session, the BOC sought feedback on issues within the DBE/SBE community, challenges to the DBE program, and how agencies can better assist DBEs/SBEs the community-based organizations service.

The following questions were proposed:

- What are the major barriers for your members in competing for contracting opportunities?
- What trades are there a lack/plethora of DBE participation?
- What types of technical assistance do your members need most?
- Do you have suggestions for resources and references that the BOC should develop, maintain, and disseminate to your members?
- How can the Business Outreach Committee assist you in your mission?

Adam Gehlert and Cheryl Chambers with VSCE, Inc., were the only two present for the consultation meeting. Some of their questions and comments included the following:

- How could have the BOC better reach contractors since their firm was the only participant in the meeting?
- What is the difference between both sessions held?
- Mr. Gehlert stated it would be great if one main website (at least at a regional level) could be developed that list all agency's contracting opportunities instead of contractors having to register though each individual agency's website.
- Ms. Chambers suggested more outreach and partnering up with different organizations such as COMTO would be an additional resource to reaching DBE firms.
- Ms. Chambers stated DBEs need assistance on financial forms in the procurement process if they have never gone through the process before.
- Mr. Gehlert described payment mechanisms their firm has in place that are consistent with state law.

The second session of the consultation process was open to the general public to receive comments and questions on the goal setting process, discuss anticipated contracting opportunities from various transit agencies over the next three years and to answer any questions or concerns. Meeting invitation and registration information was sent to over 8,700 businesses, DBE firms included. Over 70 firms registered; however, only 35 were in attendance.

Santa Clara Valley Transportation Authority presented on the Goal Setting Process. The presentation included a slide with various agencies proposed goal listed, including the District's. The meeting provided a forum for representatives from businesses and organizations to share their views about the availability of certified and potential DBEs ready, willing and able to compete for U.S. DOT-assisted contracts, how agencies arrived at their proposed goal, and to provide their perspectives on how U.S. DOT recipients might more effectively administer their programs to improve DBE/SBE participation.

Following the DBE goal setting presentation, K. Patrice Williams of NorCal Procurement Technical Assistance Center provided an overview of a no-cost service available to DBEs. Ms. Williams stated DBE supportive services include bid matching, strategic planning, procurement counseling, assistance with bid proposals/submittals and DBE certification.

Finally, the meeting was open for discussion. Members of the BOC provided responses to the following questions and comments:

- Are race-neutral goals being phased out?
- Are you finding more success in race-conscious goals?
- How does WestCAT have a 0% goal? This does not look good from an outside perspective.
- Is there anywhere on your website(s) where we can see past DBE participation and goal attainment? It would help to see the attainment and how DBEs could help agencies achieve those goals.
- What level of tier are DBEs participating on contracts? How can DBEs move from the 5th or 6th tier to the 1st or 2nd tier?
- I am not a DBE, but a SBE. What resources are available to SBEs?
- How do you start looking at teams before a RFP is even put out? Most teams are already formed beforehand.

One participant requested all agencies make a coordinated effort in creating one major report that captures cumulative data related to the DBE program. She stated that this report may include progress, challenges, participation, payments, etc. She further went on to state that there are challenges with DBEs and SBEs being paid on time and suggested DBE programs should help small businesses grow and profit in the State of California.

The BOC responded to the requestor and provided a list of DBE goals and attainment for the last three years of all agencies represented. The sign-in sheet, registration list (for both sessions), and BOC DBE Goals and Achievements are posted on the District's website.

### ***Adjustments Made Based on Comments from Various Groups, Organizations, and Officials***

Since the comments received at the public participation sessions do not specifically address the District's contracting opportunities or proposed goal projected for FFY 2019/2020 through 2021/2022, no additional adjustments will be made to the DBE availability figures. The District will focus on areas of concern received from the public in an effort to improve its race-neutral measures. This includes providing more one-on-one networking events with prime contractors, publishing DBE goals and attainments more visibly on the District's website, and providing more resources to DBEs and SBEs. In addition, these concerns will be addressed in future BOC outreach events or via its newsletter.

### ***Publication of Goal***

On June 27, 2019, the District published its proposed 3.2% overall goal and its goal methodology, accompanied by a comment card, on its official website at [www.goldengate.org](http://www.goldengate.org) (see **Appendix A**). As an additional source to inform the public of its proposed goal, the District published its proposed goal in the Small Business Exchange.

Per modifications to 49 CFR Part 26.45, effective November 3, 2014, the District has elected to eliminate the 30-day comment period and inspection of the District's goal methodology at a specified location. However, information on the development of the proposed goal and rationale are available on the District's website for review. In the event significant comments are made on the District's proposed goal, the District will consider making any adjustments or modifications before August 1, 2019.

### ***Conclusion***

The overall DBE goal for FTA-assisted contracts for FFY 2019/2020 through 2021/2022 is **3.2%** with DBE participation sought on a race/gender neutral basis.

# APPENDIX A

## Proof of Proposed Goal Posted to Official Website

On the Go? [Go Mobile!](#) Visit the Golden Gate mobile-friendly Web site.

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**TRANSIT**

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- Going Green!

### Diversity Program for Contracts

[Click Here to Register for All Solicitation Notifications](#)

Thank you for your interest in participating in the Golden Gate Bridge, Highway and Transportation District's (District) Diversity Program for Contracts. This page contains information on the District's Diversity Program, including the official policy, Disadvantaged Business Enterprises (DBE) goals, newsletters, upcoming forums, etc.

If you have any questions or would like further information regarding this Program, please contact Artemise Davenport, DBE Program Administrator, at 415-257-4581 or [adavenport@goldengate.org](mailto:adavenport@goldengate.org).

#### Notice of Proposed Overall DBE Goal for Federal Fiscal Years 2019/2020 through 2021/2022

The Board of Directors of the Golden Gate Bridge, Highway and Transportation District announces a proposed 3.2% overall goal for the participation of Disadvantaged Business Enterprises for Federal Transit Administration (FTA)-assisted contracts.

- Read the [Notice \(PDF\)](#)
- Also read: [Draft DBE Goal Methodology for FFY 2019/2020 through FFY 2021/2022](#)
- [Comment Card](#)

#### Diversity Program for Contracts

The District, a recipient of federal financial assistance from the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) of the U.S. DOT, is required to implement a DBE Program in accordance with 49 CFR Part 26, which is incorporated herein by this reference.

- Read more: ["Diversity Program for Contracts" \(PDF\)](#)

#### Small Business Enterprise Element (SBE)

The District has established a Small Business Enterprise (SBE) element within its DBE Program as one of its race-neutral methods of achieving small business participation, including disadvantaged business participation, on particular contracts with subcontracting opportunities. This SBE element applies to all District Contracts and Professional Service Agreements, regardless of funding source, where race-neutral and gender-neutral methods are employed.

It is the policy of the District to ensure nondiscrimination in the award and administration of all contracts and to create a level playing field on which SBEs can compete fairly for contracts and subcontracts relating to the District's construction,

### NOTICE OF PROPOSED OVERALL DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR FEDERAL FISCAL YEARS 2019/2020 THROUGH 2021/2022

The Board of Directors of the Golden Gate Bridge, Highway and Transportation District announces a proposed 3.2% overall goal for the participation of Disadvantaged Business Enterprises in contracting opportunities that are budgeted to receive federal financial assistance from the U.S. Department of Transportation, as administered by the Federal Transit Administration, for the period beginning October 1, 2019 and ending September 30, 2022.

Information on the development of the proposed goal and its rationale is available on the District's website at [www.goldengate.org](http://www.goldengate.org).

/s/Amorette Ko-Wong, Secretary of the District. Dated: July 1, 2019