



Marin County Transit District
Overall Disadvantaged Business Enterprise (DBE) Goal
Federal Fiscal Years 2017-19

Marin Transit
Overall Disadvantaged Business Enterprise (DBE) Goal
for Federal Fiscal Years 2017-19

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Introduction

Under the requirements of the Code of Federal Regulations 49 C.F.R. Part 26.45 (Participation by Disadvantaged Business Enterprises in U.S. Department of Transportation (USDOT) Programs), Marin County Transit District developed an overall Disadvantaged Business Enterprise (DBE) goal for DBE participation in Federal-assisted contracting opportunities for Federal Fiscal Year 2017 through Fiscal Year 2019. Marin Transit's proposed overall DBE goal for FFY 2017-19 is 6% of the federal financial assistance for FTA-assisted contracts, exclusive of contracts related to the purchase of transit vehicles.¹

The regulations require federal recipients to prepare the overall goal using a two-step process. According to the *USDOT Tips for Goal Setting*, the recipient must first determine a base figure for the relative availability of certified DBEs and potentially certified Minority and Woman-owned Business Enterprises, hereafter collectively referred to as Disadvantaged Business Enterprises (DBEs), in the relevant market area. The base figure is intended to be a measurement of the current ready, willing, and able DBEs as a percentage of all businesses ready, willing, and able to perform the recipient's anticipated FTA-assisted contracts.

Next, the recipient must examine all relevant evidence to determine what adjustment, if any, is needed to the base figure in order to arrive at an overall goal. The final adjusted figure is the recipient's overall goal, and represents the proportion of federal transportation funding that the recipient is expected to allocate to DBEs during the subsequent three federal fiscal years. Once the agency determines the adjusted overall goal, the process requires considering what portion of the goal will be met by race- and gender-neutral measures.

If a recipient finds that it can meet its overall goal with race- and gender-neutral measures, those measures must be utilized. In contrast, if the recipient determines it cannot achieve the entire overall goal using only race- and gender-neutral measures, it must establish a race- and gender-conscious portion of the overall goal. Development of a race- or gender-conscious goal is subject to a 2005 legal opinion that affects federal recipients in California. Subsequent to that opinion, *Western States Paving v. State of Washington (Western States)*², recipients in the Ninth Circuit cannot consider the use of a race- or gender-conscious goal unless a finding of statistically significant disparity has been made for the ethnic and gender groups to be included in the race- or gender-conscious goal. The Ninth Circuit determined that statistical findings demonstrating a "small disparity" are of insufficient probative value to meet the strict scrutiny standard. Citing *Croson*, the

¹ Effective February 28, 2011, the USDOT amended the DBE regulations set forth in 49 CFR Part 26 as described in the Federal Register, Volume 76, Number 19 and Vol.79 No. 191 October 2, 2014 Part II Disadvantaged Business Enterprise Program Implementation Modifications; 49 CFR Part 26 [Docket No. OST-2-12-0147]

² *Western States Paving Co. v. United States & Washington State Department of Transportation*, 407 F. 3d 983 (9th Cir. 2005).

Court declared that an inference of discriminatory exclusion could arise where there is a statistically significant disparity between the number of qualified minority contractors willing and able to perform a particular service and the number of such contractors actually engaged by the locality or its prime contractors.

This *Overall DBE Goal Setting Report* is based on the DBE regulations contained in 49 CFR Part 26.45, as amended, the decisions of the United States Federal Court, and the *USDOT Guidance Memorandum*. The goal identifies the relative availability of DBEs based on evidence of ready, willing, and able DBEs in relationship to all comparable businesses known to be available to compete in the Marin Transit's FTA-assisted contracts.

In April 2016, Marin County Transit District participated with peer Bay Area transit and transportation agencies in outreach sessions to obtain public participation and input in developing DBE goals. The overall DBE goal reflects staff's determination of the level of DBE participation expected absent the effects of discrimination.

Marin County Transit District will submit this goal for FFY 2017-2019 to the Federal Transit Administration (FTA) for review. The District's recommended overall DBE goal for the period is 6%, which reflects the weighted base figure. The 6% will be achieved through race-neutral methods. The FTA reporting period for the recommended overall goal will be October 1, 2017 to September 30, 2019.

Marin Transit Federally-assisted Contract Opportunities from Fiscal Years 2017 through 2019

Marin Transit has calculated the projected number, types of work, and dollar amounts of contracting opportunities that will be funded, in whole or in part, by U.S. DOT federal financial assistance for the three year reporting period. Exclusive of contracts for vehicle purchases, FTA-assisted contracting opportunities for Fiscal Years 2017 through 2019 are expected to consist of a minimum of seven contracts. Additional projects may be undertaken if additional revenue becomes available, and the overall DBE goal will be adjusted if necessary. The seven anticipated contracts are listed below in *Table 1*. Note that DBE goals for Transit Vehicle Manufacturers are established through a separate FTA process.

Table 1

Anticipated value of FTA-assisted contracts for FY 2017-19 (excluding transit vehicle purchases) and percent of total anticipated contract dollars

Operations

Rural and Seasonal Bus Service	\$2,250,000	30.67%
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Capital Projects

Infrastructure Improvements for Muir Woods Shuttle	\$683,584	9.31%
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Bus Stop Improvements	\$626,238	8.53%
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Downtown Novato Redwood & Grant Transfer Facility	\$2,897,000	39.48%
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Fareboxes	\$172,000	2.34%
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Technology

Emergency Radio System Upgrade or Replace	\$348,000	4.74%
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Paratransit Scheduling Software	\$360,000	4.90%
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Total Anticipated Value of Contracts	\$7,336,822	100%
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The total amount of anticipated funds available for DBE opportunities in federally-assisted contracts is \$7,336,822 during the three-year reporting period.

Overall DBE Goal Methodology

The overall goal is expressed as a percentage of the total amount of U.S. DOT funds Marin Transit anticipates expending in the three forthcoming fiscal years. As described below, Marin Transit used a two-step process to establish the overall DBE goal.

Step 1: Compute Base Figure

As specified in 49 CFR 26.45(c), Marin Transit developed a base figure to determine the relative availability of DBEs to perform work on the seven anticipated contracts. The formula for calculating the relative availability of DBEs for each project is:

$$\text{Base figure} = \frac{\text{Ready, willing, and able DBEs}}{\text{All firms ready, willing and able (including DBEs and non-DBEs)}}$$

Based on guidance from FTA and the U.S. DOT Office of Small and Disadvantaged Business Utilization, Marin Transit computed a weighted base figure that takes into account the relative size of the anticipated contracts.

The weighted base figure was developed by:

1) Using the most current **2016** California Unified Certification Program Directory to identify the number of registered DBEs willing to perform work in Marin County Transit District's market area for each of the anticipated contracts, based on the NAICS (North American Industry Classification System) code(s) most relevant to each contract. Marin County Transit District's market area is determined based on where the substantial majority of bidders are located, as documented in the District's Bidders List. For the purposes of the DBE goal, the market area is defined as the San Francisco–Oakland–Hayward, CA Metropolitan Statistical Area (MSA) combined with the Santa Rosa, CA Metro Area MSA. This combined area includes six counties: Alameda, Contra Costa, Marin, San Francisco, San Mateo, and Sonoma Counties.

2) Using **2014** County Business Patterns (CBP) data from the U.S. Census Bureau to identify the total number of businesses available in Marin County Transit District's market area for work on each contract, based on the same NAICS codes. This data was released on May 19, 2016.

3) Dividing the number of DBEs by the number of all businesses to determine the relative availability of DBES in the market area for each contract, and weighted for contracts with more than one identified work category. The proportion of DBEs available by procurement is listed under "% DBE" in Table 3.

The first listed anticipated procurement will be to select an operator for Marin Transit's rural West Marin Stagecoach and Muir Woods Shuttle services. The Muir Woods Shuttle service is provided in partnership with the U.S. National Park Service. The second anticipated procurement is to design and construct stop improvements to support the operation of the seasonal Muir Woods Shuttle at a Park and Ride facility near Highway 101. The project is in the early concept stage at this time, and the weighting of five anticipated cost areas is based on a general estimate. The third anticipated procurement will continue to construct bus stop improvements under a State of Good Repair grant. These funds will be expended as smaller prioritized projects are approved based on coordination with local jurisdictions where the projects are located.

The fourth procurement will build a combined bus stop, pedestrian safety enhancements, and passenger transfer facility in Downtown Novato. Unlike the other infrastructure projects, there is an engineer's estimate available for this project that was used to determine the work categories and potential subcontracting opportunities.

Table 2

Data on Availability of DBEs and Businesses for Anticipated Contracts by NAICS Code

Anticipated Contracts	NAICS Code	Six County Business Census Patterns (Data for Two MSAs combined) by NAICS Code	DBEs California Unified Certification Program
1. Rural and Seasonal Bus Service	485113-Bus & Other Motor Vehicle Transit Systems, 485210-Interurban & Rural Bus Transportation	16+8= 24	0+0= 0
2. Infrastructure Improvements for Muir Woods Shuttle	238110-Poured Concrete Foundation & Structure, 238130-Framing Carpentry, 238160-Roofing Contractors, 238910-Site Preparation, 541310-Architectural Services, 541330-Engineering Services	198+90+ 328+309+ 784+1,429= 3,138	55+13+9+ 72+75+256= 480
3. Bus Stop Improvement Projects	237310-Highway & Street Construction, 238110-Poured Concrete Foundation & Structure, 238910-Site Preparation; and 332311-Portable Buildings, Prefabricated metal, Manufacturing*	124+198+ 309+4 = 635	127+55+ 72+0 = 254

4. Downtown Novato Redwood & Grant Transfer Facility	237310-Highway and Street Construction, 238160-Roofing, 238210-Electrical, 238910-Site Preparation, 332322-Sheet Metal Work, 334220-Security Camera, 334290-Traffic Signal, 561730-Landscaping	124+328+ 1,098+309+69+2 8+6+ 1,350= 3,312	127+9+ 64+72+12 +4+3+19= 310
5. Fareboxes*	336999-All Other Transportation Equipment Manufacturing	1	0
6. Emergency Radio System Upgrade or Replace*	334220-Radio & Television Broadcasting & Wireless Communications Equipment Manufacturing	28	2
7. Paratransit Scheduling Software	541512-Computer Systems Design Services	1,389	8

* Marin Transit identifies two upcoming projects as sole source procurements consistent with existing systems, and will continue to purchase the shelters for a third - the Bus Stop Improvements Project - through a statewide CalACT purchasing agreement.

Table 3 extracts all of the NAICS codes from the anticipated projects and identifies the proportion of DBEs available to work in Marin County using the CUPC database of DBEs and the data from U.S. Census County Business Patterns for the two Metropolitan Statistical Areas by code.

Table 3**Relative Availability by NAICS Code for FFY 2017-19**

NAICS	Description	Available Businesses in the CBP	Number of Available DBEs	DBE % of Available Businesses by NAICS
485113	Bus & Other Motor Vehicle Transit Systems	16	0	0.00%
485210	Interurban & Rural Bus Transportation	8	0	0.00%
238110	Poured Concrete Foundation & Structure	198	17	8.59%
238130	Framing Carpentry	90	9	10.00%
238160	Roofing Contractors	328	4	1.22%
238910	Site Preparation	309	20	6.47%
541310	Architectural Services	784	34	4.34%
541330	Engineering Services	1,429	87	6.09%
237310	Highway & Street Construction	124	36	29.03%
332311	Portable Buildings, Prefabricated metal, Manufacturing	4	0	0.00%
238210	Electrical	1,098	23	2.09%
332322	Sheet Metal Work	69	4	5.80%
334290	Traffic Signal	6	0	0.00%
561730	Landscaping	1,350	5	0.37%
336999	All Other Transportation Equipment Manufacturing	1	0	0.00%
334220	Radio & Television Broadcasting & Wireless Communications Equipment Manufacturing-radio, security camera	28	0	0.00%
541512	Computer Systems Design Services	1,389	51	3.67%
Total		7,231	290	4.01%

Table 4 combines the data from the first two tables, and identifies the proportion of contract dollars by contract and NAICS Code.

Table 4

Contract	Contract Dollar Amount	NAICS Code	NAICS \$ Portion of Contract Award	NAICS % of Contract	% Total Contract Dollars
Rural and Seasonal Bus Service	\$2,250,000	485113 485210 <i>Total</i>	\$2,250,000*	100%	30.67%
Infrastructure Improvements for Muir Woods Shuttle (<i>Design & Construction</i>)	\$683,584	238110 238130 238160 238910 541310 541330 <i>Total</i>	102,538 136,717 136,717 68,358 102,538 136,717 \$683,584	15% 20% 20% 10% 15% 20% 100%	9.31%
Bus Stop Improvement Projects	\$626,238	237310 238110 238910 332311 <i>Total</i>	187,871 187,871 125,248 125,248 \$626,238	30% 30% 20% 20% 100%	8.53%
Downtown Novato Redwood & Grant Transfer Facility (<i>Construction only</i>)	\$2,897,000	237310 238160 238210 238910 332322 334220 334290 561730 <i>Total</i>	756,230 224,000 87,950 657,320 700,000 185,000 85,000 201,500 \$2,897,000	26.10% 7.73% 3.04% 22.69% 24.16% 6.39% 2.93% 6.96% 100%	39.48%
Fareboxes	\$172,000	336999	\$172,000	100%	2.34%
Emergency Radio System Upgrade/ Replace	\$348,000	334220	\$348,000	100%	4.74%
Paratransit Scheduling Software	\$360,000	541512	\$360,000	100%	4.90%
Total	\$7,336,822		\$7,336,822		100%

*No weighting assigned. As an operations contract, the service provider may be certified in either category.

Table 5 below aggregates anticipated contract expenditures by NAICS code identified for possible subcontracting opportunities. The table assigns both a proportionate dollar amount for each code and a percentage of the total anticipated contract dollars.

Table 5**Summary of Anticipated Dollar Amounts by NAICS Code**

NAICS	Description	Anticipated Contract Dollars	% of Total
485113	Bus & Other Motor Vehicle Transit Systems Interurban & Rural Bus Transportation	\$2,250,000	30.67%
485210			
238110	Poured Concrete Foundation & Structure	\$290,409	3.96%
238130	Framing Carpentry	\$136,717	1.86%
238160	Roofing Contractors	\$360,717	4.92%
238910	Site Preparation	\$782,568	11.60%
541310	Architectural Services	\$102,538	1.40%
541330	Engineering Services	\$136,717	1.86%
237310	Highway & Street Construction	\$946,304	12.87%
332311	Portable Buildings, Prefabricated metal, Manufacturing	\$125,248	1.71%
238210	Electrical	\$87,950	1.20%
332322	Sheet Metal Work	\$700,000	9.54%
334290	Traffic Signal	\$85,000	1.16%
561730	Landscaping	\$201,500	2.75%
336999	All Other Transportation Equipment Manufacturing	\$172,000	2.34%
334220	Radio & Television Broadcasting & Wireless Communications Equipment Manufacturing	\$533,000	7.26%
541512	Computer Systems Design Services	\$360,000	4.91%
Total		\$7,336,822	100%

*Operating contract dollars are not divided between NAICS codes.

The Base Figure is derived by dividing the number of ready, willing, and able DBE firms identified for each work category by the number of all firms identified for each corresponding work category (relative availability), weighting the relative availability for each work category by the corresponding work category weight from Table 4 (weighted ratio), and adding the weighted ratio figures together.

$$\text{Base Figure} = \sum \frac{(\text{Number of Ready, Willing, and Able DBEs})}{\text{Number of All Ready, Willing, and Able Firms}} \times \text{Weight} \times 100$$

Table 6**Weighted-Base Figures for FTA-Assisted Contract Expenditures FFY 17-19**

NAICS	Industry Description	NAICS Base Figure	% Total Expenditures	Weighted Base Figure
485113	Bus & Other Motor Vehicle Transit Systems	0.00%	30.67%	0.00%
485210	Interurban & Rural Bus Transportation	0.00%		
238110	Poured Concrete Foundation & Structure	8.59%	3.96%	0.34%
238130	Framing Carpentry	10.00%	1.86%	0.19%
238160	Roofing Contractors	1.22%	4.92%	0.06%
238910	Site Preparation	6.47%	11.60%	0.75%
541310	Architectural Services	4.34%	1.40%	0.06%
541330	Engineering Services	6.09%	1.86%	0.11%
237310	Highway & Street Construction	29.03%	12.87%	3.74%
332311	Portable Buildings, Prefabricated metal, Manufacturing	0.00%	1.71%	0.00%
238210	Electrical	2.09%	1.20%	0.03%
332322	Sheet Metal Work	5.80%	9.54%	0.55%
334290	Traffic Signal	0.00%	1.16%	0.00%
561730	Landscaping	0.37%	2.75%	0.01%
336999	All Other Transportation Equipment Manufacturing	0.00%	2.34%	0.00%
334220	Radio & Television Broadcasting & Wireless Communications Equipment Manufacturing	0.00%	7.26%	0.00%
541512	Computer Systems Design Services	3.67%	4.91%	0.18%
Total		4.01%	100%	6.02%

The **Weighted Base Figure** is equal to the sum of the **Weighted Ratios** for all NAICS Work Categories, and is calculated at 6.02%.

Step 2: Adjust Base Figure

Per 49 CFR 26.45(d), following calculation of a base figure, all available evidence must be examined to determine what adjustment, if any, is needed to the base figure to arrive at the overall DBE goal. The primary form of evidence available is the past participation of DBEs in Marin Transit contracting.

Bidders' List - Section 26.45(c.3)

Marin Transit maintains a Bidder's list as set forth in 49 CFR Part 26.11 of bidders for its federal and non-federally assisted projects. Marin Transit has reviewed this list and determined that the data derived from this list substantiates the market area for contractors, including DBE contractors, as outlined above.

Sources from Organizations and Institutions - Section 26.45(g.1)

Directly and through the Business Outreach Committee, Marin Transit communicates with various contractor associations, minority business associations, and the DBE and SBE business communities in general.

Historic DBE Participation

The District submitted its first DBE goal and methodology to FTA in November 2013 for FFY 2014-2016, with an identified a DBE goal of 2.9%. The DBE participation rate in Marin Transit's federally-assisted contracts is based on the proportion of new federally-assisted contracts awarded to DBEs during that time period:

FFY 2014: 20.33% (5304 State Planning Grant Study)

FFY 2015: 10.80%

First half of FFY 2016:0%

Using a method in the US DOT *Tips for Goal Setting*, the median of 10.80% percent is the historic participation rate. Based on this past participation rate, an adjusted goal would be determined in the following formula:

1. FFY 2017-19 Base Figure = 6.02%
2. Median Past Participation = 10.80%
3. Adjustment Factor = (base figure 6.02%) +(median of past participation 10.80%) divided by 2 = 8.5%

Adjusted Overall DBE Goal for FFY 2017-19

Marin Transit became a direct federal recipient in 2013. The District has had a limited number of federally-assisted contracts and experience with the DBE program. Marin Transit identified five anticipated contracts in determining the FFY 2014-16 goal. These included paratransit operations, a school-related transportation study, bus stop improvements, and changeable message signs for the Muir Woods Shuttle. The District ultimately did not purchase changeable message signs. Given the limited number and variety of federally-assisted projects, there is insufficient experience to justify a numerical adjustment of the base figure.

Two of the seven anticipated procurements in FFY 2017-19 will be sole source – Fareboxes and Emergency Radios – consistent with existing systems. For the bus stop improvements, shelters will be procured through a statewide CalACT purchasing agreement.

Based on this analysis, Marin County Transit District proposes an overall DBE goal of 6% of FTA funds that will be expended in FTA-assisted contracts in Fiscal Years 2017-2019, exclusive of funds for the purchase of transit vehicles.

Use of Race-Neutral Methods and DBE Contract Goals

The U.S. DOT regulations require that race-neutral methods be used to the maximum extent feasible to achieve the DBE overall goal. Race-neutral methods include making efforts to assure that bidding and contract requirements facilitate participation by DBEs and other small businesses; unbundling large contracts to make them more accessible to small businesses; encouraging prime contractors to subcontract portions of the work that they might otherwise perform themselves; and providing technical assistance, communications programs, and other support services to facilitate consideration of DBEs and other small businesses.

Because of the emphasis on race-neutral methods, Marin County Transit District does not propose to set contract-specific DBE goals on FTA-assisted contracts to be awarded in Federal Fiscal Year 2017 through Fiscal Year 2019. Instead, the District will focus on developing race-neutral methods for facilitating DBE participation. The District will advise prospective contractors of areas for possible subcontracting, and of the availability of ready, willing, and able subcontractors, including DBE firms, to perform such work. The District will carefully monitor its progress during the course of the year and may establish contract-specific goals if race-neutral methods do not appear sufficient to achieve the overall DBE participation goals for Federal Fiscal Year 2017 through Fiscal Year 2019. It is anticipated that the DBE goal for FTA-assisted contracts will be achieved through race-neutral methods.

Public Participation in Setting the Overall DBE Goal

Under 26.45(g), Marin Transit participates in various professional services and/or construction outreach and assistance events throughout the year. Marin Transit is a member of the Business Outreach Committee (BOC) a group of 14 transit and transportation agencies located in the San Francisco Bay Area that includes BART, SFMTA, Caltrans, SamTrans/JPB, AC Transit, Alameda CTC, the Metropolitan Transportation Commission, and other smaller agencies.

The BOC held a joint public participation meeting at the Alameda County Transportation Commission (ACTC) on April 12, 2016 to receive comments pertinent to the FFY 2017-2019 goal-setting processes. Marin Transit presented its upcoming procurements along with other opportunities projected for FFY 2017 and beyond. Members of the public were given opportunities to provide comments. The purpose of these sessions was to obtain input in the goal-setting process, specifically on the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to compete for U.S. DOT-assisted contracts.

The BOC and other participating agencies disseminated copies of a notice inviting representatives of various groups, organizations, and agencies to attend the public participation session. These included minority, women's, and general professional and trade organizations, and other organizations that could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the District's efforts to establish a level playing field for the participation of DBEs.

Copies of the notice were emailed and mailed in March/April 2016, to disadvantaged, minority, women businesses, and to general contractors groups and community organizations. These organizations are knowledgeable about the availability of disadvantaged and non-disadvantaged businesses and the effects of discrimination on contracting opportunities for DBEs. In the North Bay, these organizations include the Marin Small Business Development Center, North Bay Black Chamber of Commerce, Hispanic Chamber of Commerce of Marin, the Chambers of Commerce for individual Marin Cities and Towns, and the North Coast Builders Exchange.

Invitations to the public participation session were sent to 14,648 firms in the CUCP DBE listing, minority and women businesses, DOT grantees, and consultants/contractors. Invitations to the consultation meeting were sent to 160 community organizations and small business resources centers. The BOC conducted the consultation meeting and public participation session to provide information about the DBE program applicable to U.S DOT-funded contracts, and to obtain pertinent input from businesses and organizations that are most impacted by the DBE goals established for U.S. DOT-assisted contracts.

The session also provided information about the availability of certified and potential DBEs willing and able to compete for DOT-assisted contracts, an opportunity to discuss their concerns, and perspectives on how DOT recipients might more effectively administer their programs to improve DBE participation. During the public participation session, Marin Transit and peer agencies discussed their respective DOT-assisted contracting opportunities projected for FY 2016-2017, and a forecast of contracting opportunities through FFY's 2017/2018 and 2018/2019.

Of the 26 firms that attended the public participation meeting and the two firms that attended the consultation meeting, many emphasized the need for more outreach to the DBE community, and the need for additional notification about upcoming procurement activities. Other issues included:

- How goals are set;
- Validity of CUCP database;
- Lack of consequences for Agencies not meeting DBE goals;
- Transparency of actual DBE/SBE utilization;
- Length of time needed to obtain DBE certification;
- Prime contractors having pre-identified DBE/SBE subcontractors making it extremely difficult to get work;
- Suppliers being considered dealers, thus allowing only a portion of participation to count towards DBE goals;
- Why procurements are evaluated the way they are;
- Central database or place where firms can find out about, and sign up for contracting opportunities for all the regional transportation agencies;
- Difficulty in identifying and establishing a working relationship with the prime contractors bidding on federally funded projects; and

- How to find out about upcoming contracting opportunities before bid issuance.

The BOC advised the participants that it is currently addressing some of these issues by holding quarterly events (such as networking sessions, etc.) and issues a quarterly newsletter with upcoming contracting opportunities, helpful hints on how to respond to bids, information on no-cost educational courses, and contact information for each BOC member's DBE Liaison and/or Contract Administrators. For Marin Transit, the Federal Transit Administration Region IX Civil Rights Officer provided a 30-day extension to September 1, 2016 to submit the District's FFY 2017-19 DBE goal and methodology to FTA.

On August 2, 2016, Marin Transit posted a Public Notice of the availability of the proposed DBE goal methodology in English and Spanish, with a link to this document, for public review and comment on the District's website at www.marintransit.org. The notice also informs the public that the proposed goal and rationale are available for inspection during normal business hours for 30 days following the date of the Public Notice.

Conclusion

Marin Transit has prepared this goal setting and methodology report for submission to FTA, in compliance with the procedures outlined in 49 CFR Part 26, as amended, requiring DOT grantees to establish a DBE overall goal as a percentage of all FTA funds expected to be expended in the three forthcoming federal fiscal years. A 6% DBE overall goal has been established for all FTA-funded contracts anticipated to be awarded for FFY 2017-2019.

Marin Transit will monitor progress on the DBE overall goal by tracking each individual contract throughout the term of the contract for DBE participation and payments respective to the federal fiscal year of award.

Interested parties are encouraged to submit comments to:

Amy Van Doren, DBE Officer
Marin County Transit District
711 Grand Avenue, Suite 110
San Rafael, CA 94901

Or

Federal Transit Administration, Region IX
Attention: Civil Rights Officer
San Francisco Federal Building
90, 7th Street, Suite 15-300
San Francisco, CA 94103

Attachment 1

Public Notice Disadvantaged Business Enterprise (DBE) Goal For Fiscal Years 2017-2019

In accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26, Marin County Transit District announces its proposed goal over the following Fiscal Years 2017, 2018, and 2019 goal of 6% for DBE participation on contracts assisted by the Federal Transit Administration (FTA).

The proposed goal and its rationale are available for public review for the next 30 days during normal business hours from 8:30 a.m. to 5:00 p.m., Monday through Friday, at the offices of Marin County Transit District, 711 Grand Avenue, Suite 110 in San Rafael, CA 94901, and on our web page at www.marintransit.org/purchasing.html.

Written comments will be accepted by Marin County Transit District and FTA for 30 days following publication of this notice. The District's Federal Fiscal Year 2017-2019 goal may be adjusted by any comments received.

Interested parties are encouraged to submit comments to:

Amy Van Doren, DBE Officer
Marin County Transit District
711 Grand Avenue, Suite 110
San Rafael, CA 94901

Comments may also be submitted to the Federal Transit Administration, Region IX, Attention: Civil Rights Officer, San Francisco Federal Building, 90, 7th Street, Suite 15-300, San Francisco, CA 94103.

Empresa Comercial en Desventaja (DBE) meta de Marin Transit para los años fiscales 2017-2019

De acuerdo con los regulaciones del Departamento de Transportación de los EE.UU. (DOT), 49 CFR Parte 26, El Distrito de Tránsito de Marin (Marin Transit) anuncia su meta propuesta para los siguientes años fiscales 2017, 2018 y 2019 una meta del 6% participación en DBE en contratos con la ayuda de la Administración Federal de Transito (FTA).

La meta propuesta y su razón fundamental están disponibles para opinión pública para los próximos 30 días entre las horas normales 8:30 a 5:00p.m., Lunes a Viernes, en las oficinas de Marin Transit, 711 Grand Avenue, Suite 110 en San Rafael, CA 94901, y también por nuestra página de web www.marintransit.org/purchasing.html.

Comentarios escritos estarán aceptados por Marin Transit y FTA para 30 días después de publicación de la noticia presente. La meta del año fiscal 2017-2019 del Distrito puede ser ajustado por los comentarios recibidos.

Se anima a los interesados a enviar sus observaciones a:

Amy Van Doren, DBE Oficial
Marin County Transit District
711 Grand Avenue, Suite 110
San Rafael, CA 94901

Los comentarios también se pueden enviar a la Administración Federal de Transito, Region IX, Attention: Civil Rights Officer, San Francisco Federal Building, 90, 7th Street, Suite 15-300, San Francisco, CA 94103

