Federal Transit Administration (FTA)
Overall Disadvantaged Business Enterprise (DBE)
Goal-Setting Methodology

Federal Fiscal Years (FFYs) 2019 – 2021
Goal Period

August 1, 2018
Submitted in fulfillment of:
Title 49 Code of Federal Regulations Part 26
Fiscal Years 2019-2021
Overall Goal for
Disadvantaged Business Enterprise
Participation in Federal Transit Administration
Assisted Programs
(Including Goal Setting Methodology)

Prepared by
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Adopted by
GETD Board of Directors
July 17, 2018

Submitted to
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Federal Transit Administration
San Francisco, California
August 1, 2018

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I. EXECUTIVE SUMMARY

The U.S. Department of Transportation (DOT) prescribes its Disadvantaged Business Enterprise (DBE) program and requirements for recipients of Federal funds from DOT in the Code of Federal Regulations (CFR) Title 49, Part 26 (Regulations). Specific instructions are found in Section 26.45 entitled "How do recipients set overall goals."

As a recipient of DOT financial assistance via the Federal Transit Administration (FTA), Golden Empire Transit District (GETD) has established a recommended overall DBE goal for FFYs 2019-21 of 1.95% based on all FTA-assisted contracting funds anticipated to be awarded between October 1, 2018 and September 30, 2021.

The goal is based on demonstrable evidence of the availability of ready, willing and able DBE's relative to all businesses ready, willing and able to participate in our FTA-assisted contracts. The overall goal reflects GETD's determination of the level of DBE participation expected to be achieved absent the effects of discrimination. GETD intends to meet this goal to the maximum extent feasible through race-neutral measures and does not intend to establish specific goals for any contracts unless needed.

II. DBE GOAL FOR FY 19-21

The proposed overall DBE Goal for FY 19-21 is 1.95%. The goal applies to FTA-funded contracts awarded by GETD from October 2018 through September 30, 2021. The analysis described herein indicated the proposed goal of 1.95% could be achieved entirely through race and gender neutral measures. In accordance with the decision by the U.S. Court of Appeals, USDOT recipients in the Ninth Circuit in Western States Paving Company v. United States and Washington State Department of Transportation, USDOT recipients in the Ninth Circuit, which includes California, cannot consider the use of race or gender conscious goals unless a finding of statistically significant disparity (disparity study) has been made for the ethnic and gender groups to be included in the race or gender conscious goal. GETD has not conducted a disparity study and, therefore, did not consider the use of a race or gender conscious goal as part of the overall goal. However, based on the results of the analysis described in Sections IV and V of this report, GETD believes it can achieve the weighted goal figure calculated in Step One entirely through race and gender neutral measures (as discussed in Section VI). A summary of disparity studies conducted by Caltrans and the Los Angeles County Metropolitan Transportation Authority is provided in Section V of this report.
III. METHODOLOGY FOR SETTING THE OVERALL DBE GOAL

As noted in Section I (Executive Summary), the DBE goal was calculated using the two-step process described in the “Tips for Goal Setting” guidance provided by USDOT. The two-step process for calculating the overall DBE goal is to:

Step 1: Calculate a base figure to determine the relative availability of DBEs, and  
Step 2: Adjust the base figure if necessary.

The DBE Directory and Census Data method was used to calculate the base figure of the relative availability of DBEs to perform the types of contracts that GETD intends to do. A detailed description of the methodology used in Step One and associated calculations and assumptions are provided in Section IV. In Step Two, past DBE participation and projects from previous years in relation to projects proposed in FYs 19-21 was utilized to determine if the base figure should be adjusted. A description of the analysis conducted for Step Two is provided in Section V.

A description of the public outreach and notification activities undertaken in support of DBE goal-setting is provided in Section VII.

Determination of Local Market Area
Bakersfield is located in California’s 23rd Congressional District, which is represented by Kevin McCarthy. Bakersfield is a significant hub for both agriculture and oil production. Industries included in this area are natural gas and other energy extraction, aerospace, mining, petroleum refining, and food processing. Although the region hosts abundant green and leafy vegetation due to the hydrology of the Tulare Basin, Bakersfield has a hot desert climate with long, hot, dry summers and brief cool, slightly moist winters.

The local market area where a majority of our contractors and subcontractors come from is the counties comprising Caltrans District 6, which includes Madera, Fresno, Tulare, Kings, and Kern counties.

The boundaries of the local market area is determined by examining the area in which the substantial majority of the contractors and subcontractors that are more likely to submit bids for the type of projects that will be performed in the upcoming years.
IV. STEP ONE – BASE FIGURE CALCULATION

The purpose of Step One is to determine what percentage of DBEs represents all firms that are ready, willing, and able to compete for USDOT-assisted contracting. This percentage is calculated by dividing the number of DBEs ready, willing, and able to bid for the types of work to be funded during a three-year period by the number of all firms (DBEs and non-DBEs) ready, willing, and able to bid for the types of work to be funded during the same three-year period. The calculation is summarized in the equation below.

\[
\text{Step One – Base Figure} = \frac{\text{Ready, Willing, and Able DBEs}}{\text{All Firms Ready, Willing, and Able (Including DBEs and non-DBEs)}}
\]

To complete the calculation, the first item of work was to develop a list of contracts that GETD intends to do in FYs 19-21. This list of anticipated projects/contracts is provided below. A total of eight anticipated contracts were identified, with a total value of $7,484,026.
### FEDERAL GRANTS WITH FY 19-2021 CONTRACTING OPPORTUNITY

<table>
<thead>
<tr>
<th>Project</th>
<th>Antic. Federal Grants FY 19-21 Capital &amp; Planning</th>
<th>3-Yr Total Maintenance &amp; Planning</th>
<th>Amount with Contracting Opportunity</th>
<th>Amount without Contracting Opportunity</th>
<th>Notes - see below</th>
</tr>
</thead>
<tbody>
<tr>
<td>Replace Shop Heaters</td>
<td>$25,000</td>
<td></td>
<td>$25,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IT Long Range Plan</td>
<td>$775,958</td>
<td></td>
<td></td>
<td>$775,958</td>
<td></td>
</tr>
<tr>
<td>Bus stop Improvements (including shelters and amenities)</td>
<td>$110,000</td>
<td></td>
<td></td>
<td>$110,000</td>
<td></td>
</tr>
<tr>
<td>CNG Station Repair</td>
<td>$150,000</td>
<td></td>
<td></td>
<td>$150,000</td>
<td></td>
</tr>
<tr>
<td>Remodel Southwest Transit Center</td>
<td>$1,365,985</td>
<td></td>
<td></td>
<td>$1,365,985</td>
<td></td>
</tr>
<tr>
<td>Remodel Downtown Transit Center</td>
<td>$4,676,307</td>
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<td></td>
<td>$4,676,307</td>
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</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>$7,103,250</strong></td>
<td></td>
<td><strong>$6,327,292</strong></td>
<td><strong>$775,958</strong></td>
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</tr>
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</table>

#### CAPITAL GRANTS

#### PLANNING GRANTS

<table>
<thead>
<tr>
<th>Project</th>
<th>Antic. Federal Grants FY 19-21 Capital &amp; Planning</th>
<th>3-Yr Total Maintenance &amp; Planning</th>
<th>Amount with Contracting Opportunity</th>
<th>Amount without Contracting Opportunity</th>
<th>Notes - see below</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Planning &amp; Programming</td>
<td>$380,776</td>
<td>$380,776</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Design Downtown &amp; Southwest Transit Centers</td>
<td>$380,776</td>
<td>$380,776</td>
<td>$380,776</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
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<td><strong>$380,776</strong></td>
<td><strong>$380,776</strong></td>
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</table>

#### SUMMARY

<table>
<thead>
<tr>
<th>Project</th>
<th>Antic. Federal Grants FY 19-21 Capital &amp; Planning</th>
<th>3-Yr Total Maintenance &amp; Planning</th>
<th>Amount with Contracting Opportunity</th>
<th>Amount without Contracting Opportunity</th>
<th>Notes - see below</th>
</tr>
</thead>
<tbody>
<tr>
<td>Capital Totals</td>
<td>$7,103,250</td>
<td></td>
<td>$0</td>
<td>$775,958</td>
<td></td>
</tr>
<tr>
<td>Planning Totals</td>
<td>$380,776</td>
<td></td>
<td>$380,776</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td><strong>$7,484,026</strong></td>
<td><strong>$6,708,068</strong></td>
<td><strong>$775,958</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Data Sources and Assumptions**

The DBE firms that are ready, willing, and able to perform the anticipated work were identified using the California Unified Certification Program (CUCP) Statewide DBE Directory. DBE firms that indicated a willingness to work in the counties that comprise Caltrans District 6 (Madera, Fresno, Tulare, Kings, and Kern) were selected. North American Industry Classification (NAICS) codes were then assigned to each project to help identify DBEs and all firms that are ready, willing, and able to compete for the anticipated projects. NAICS codes were obtained from the US Census Bureau web page located at: [http://www.census.gov/eos/www/naics/](http://www.census.gov/eos/www/naics/).

The following table and calculations were used to calculate the base figure.
<table>
<thead>
<tr>
<th>Source of Data</th>
<th>Contract or Sub-contract</th>
<th>NAICS Code</th>
<th>Total Number of Entities</th>
<th>Number of DBE Entities</th>
<th>% DBE</th>
</tr>
</thead>
<tbody>
<tr>
<td>U.S. Census County Business Patterns and Non-employer Statistics Combined Report, CA UCP website</td>
<td>Nonresidential Building Construction</td>
<td>2362</td>
<td>655</td>
<td>42</td>
<td>6.41%</td>
</tr>
<tr>
<td></td>
<td>Industrial Building Construction (CNG Station Dryer)</td>
<td>236210</td>
<td>6</td>
<td>0</td>
<td>0.00%</td>
</tr>
<tr>
<td></td>
<td>Industrial Building Construction (Shop heater)</td>
<td>236210</td>
<td>364</td>
<td>77</td>
<td>21.15%</td>
</tr>
<tr>
<td></td>
<td>Commercial &amp; Institutional Building Construction (Bus Stop Improvements)</td>
<td>236220</td>
<td>2,103</td>
<td>134</td>
<td>6.37%</td>
</tr>
<tr>
<td></td>
<td>Utility System Construction</td>
<td>2371</td>
<td>264</td>
<td>24</td>
<td>14.63%</td>
</tr>
<tr>
<td></td>
<td>Foundation, Structure, &amp; Building Exterior Contractors</td>
<td>2381</td>
<td>1,358</td>
<td>55</td>
<td>4.05%</td>
</tr>
<tr>
<td></td>
<td>Building Equipment Contractors</td>
<td>2382</td>
<td>2,113</td>
<td>25</td>
<td>1.18%</td>
</tr>
<tr>
<td></td>
<td>Building Finishing Contractors</td>
<td>2383</td>
<td>2,479</td>
<td>26</td>
<td>1.05%</td>
</tr>
<tr>
<td></td>
<td>Other Specialty Trade Contractors</td>
<td>2389</td>
<td>2,693</td>
<td>101</td>
<td>3.75%</td>
</tr>
<tr>
<td></td>
<td>Software Publishers (Long Range IT Plan)</td>
<td>511210</td>
<td>351</td>
<td>13</td>
<td>3.70%</td>
</tr>
<tr>
<td></td>
<td>Administrative Management &amp; General Management Consulting Services (Transit Center Design)</td>
<td>541611</td>
<td>4,575</td>
<td>5</td>
<td>0.11%</td>
</tr>
<tr>
<td>Unweighted Total</td>
<td></td>
<td></td>
<td>16,861</td>
<td>502</td>
<td>2.98%</td>
</tr>
</tbody>
</table>

**Nonresidential Building Construction**

Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 2362 – Nonresidential Building Construction. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 42 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: 42
The total number of all firms ready, willing, and able: 655 = 6.41% base figure

**Industrial Building Construction (CNG Station Dryer)**

Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 236210 – Industrial Building Construction. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 0 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: 0
The total number of all firms ready, willing, and able: 6 = 0.00% base figure
**Industrial Building Construction (Shop Heater)**
Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 236210 — Industrial Building Construction. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 77 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: \( \text{77} \)
The total number of all firms ready, willing, and able: \( \text{364} \)
\[ \text{21.15\% base figure} \]

**Commercial and Institutional Building Construction (Bus Stop Improvements)**
Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 236220 — Commercial and Institutional Building Construction. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 134 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: \( \text{134} \)
The total number of all firms ready, willing, and able: \( \text{2,103} \)
\[ \text{6.37\% base figure} \]

**Utility System Construction**
Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 2371 — Utility System Construction. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 24 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: \( \text{24} \)
The total number of all firms ready, willing, and able: \( \text{164} \)
\[ \text{14.63\% base figure} \]
**Foundation, Structure, & Building Exterior Contractors**

Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 2381 – Foundation, Structure, & Building Exterior Contractors. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 55 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: 55
The total number of all firms ready, willing, and able: 1,358 = 4.05% base figure

**Building Equipment Contractors**

Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 2382 – Building Equipment Contractors. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 25 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: 25
The total number of all firms ready, willing, and able: 2,113 = 1.18% base figure

**Building Finishing Contractors**

Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 2383 – Building Finishing Contractors. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 26 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: 26
The total number of all firms ready, willing, and able: 2,479 = 1.05% base figure
Other Specialty Trade Contractors
Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 2389 – Other Specialty Trade Contractors. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 101 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: 101
The total number of all firms ready, willing, and able: 2,693 = 3.75% base figure

Software Publishers
Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 511210 – Software Publishers. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 13 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: 13
The total number of all firms ready, willing, and able: 351 = 3.70% base figure

Administrative Management and General Management Consulting Services
Using the State of California Unified Certification Program (CUCP), GETD searched the CUCP to identify DBE firms with the NAICS Code of 541611 – Administrative Management and General Management Consulting Services. GETD also searched the County Business Patterns and Non-employer Statistics combined report to determine the total number of firms ready, willing, and able to respond to a request for proposals. The search area included all firms willing to work in the counties comprising Caltrans District 6. Research revealed 5 certified or potential DBEs for this NAICS code.

The total number of DBE entities ready, willing, and able: 5
The total number of all firms ready, willing, and able: 4,575 = 0.11% base figure
The unweighted DBE percentage, therefore, is 2.98%. USDOT recommends that weighting be used to help ensure that the Step One Base Figure is as accurate as possible. Therefore, contract costs were broken down as follows:

<table>
<thead>
<tr>
<th>NAICS code</th>
<th>Category</th>
<th>Estimated contract cost</th>
<th>Percent of total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2362</td>
<td>Nonresidential Building Construction</td>
<td>$372,985.00</td>
<td>4.98%</td>
</tr>
<tr>
<td>236210</td>
<td>Industrial Building Construction (CNG Station Dryer)</td>
<td>$150,000.00</td>
<td>2.00%</td>
</tr>
<tr>
<td>236210</td>
<td>Industrial Building Construction (Shop heater)</td>
<td>$25,000.00</td>
<td>0.33%</td>
</tr>
<tr>
<td>236220</td>
<td>Commercial &amp; Institutional Building Construction (Bus Stop Improvements)</td>
<td>$110,000.00</td>
<td>1.47%</td>
</tr>
<tr>
<td>2371</td>
<td>Utility System Construction</td>
<td>$347,307.00</td>
<td>4.64%</td>
</tr>
<tr>
<td>2381</td>
<td>Foundation, Structure, &amp; Building Exterior Contractors</td>
<td>$2,946,000.00</td>
<td>39.36%</td>
</tr>
<tr>
<td>2382</td>
<td>Building Equipment Contractors</td>
<td>$1,142,000.00</td>
<td>15.26%</td>
</tr>
<tr>
<td>2383</td>
<td>Building Finishing Contractors</td>
<td>$538,000.00</td>
<td>7.19%</td>
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<tr>
<td>2389</td>
<td>Other Specialty Trade Contractors</td>
<td>$696,000.00</td>
<td>9.30%</td>
</tr>
<tr>
<td>511210</td>
<td>Software Publishers (Long Range IT Plan)</td>
<td>$775,958.00</td>
<td>10.37%</td>
</tr>
<tr>
<td>541611</td>
<td>Administrative Management and General Management Consulting Services (Transit Center Design)</td>
<td>$380,776.00</td>
<td>5.09%</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td><strong>$7,484,826.00</strong></td>
<td><strong>99.99%</strong></td>
</tr>
</tbody>
</table>
To weight the base figure, we divided the number of DBEs ready, willing, and able in each category by the total number of businesses in that category, then multiplied that figure by the corresponding percentage in the chart above. This resulted in a weighted figure for each category. These were added together and multiplied by 100 to get an adjusted base figure/percentage.

<table>
<thead>
<tr>
<th>NAICS Code</th>
<th>DBEs (A)</th>
<th>Total Businesses (B)</th>
<th>DBE firm ratio (C=A/B)</th>
<th>Project Weight (D)</th>
<th>Weighted figure (C*D)</th>
<th>Adjusted base figure</th>
<th>Adjusted percentage</th>
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</thead>
<tbody>
<tr>
<td>2362</td>
<td>42</td>
<td>655</td>
<td>.0641</td>
<td>.0498</td>
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<td></td>
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<td>.0200</td>
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<td>2381</td>
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<td>2382</td>
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<td></td>
<td></td>
<td>.0375</td>
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Weighting increased the base figure from 2.98% to 3.75%.

**V. STEP TWO BASE FIGURE ADJUSTMENT**

The purpose for Step Two of the goal setting calculation is to adjust the Step One figure to make it more precise, if necessary. The factors listed below were considered to determine whether such an adjustment is necessary.

- Past DBE participation, and
- Disparity studies conducted in the local market area.

**Past DBE Participation**

The DBE goals achieved in the previous three federal fiscal years were examined to determine the median DBE participation although GETD did not have any examples of the proposed project types in these years. The DBE goals achieved in the past three fiscal years are:
FFY 13/14 = 0.1%
FFY 14/15 = 0.1%
FFY 15/16 = 0.2%
FFY 16/17 = 2.5%

Median = 0.15%

The median DBE participation goal for the previous four-year period was 0.15%. This was averaged with the weighted base figure, which resulted in an adjusted base figure based on the median past participation.

\[
\text{Median past performance (0.15%) + weighted base figure (3.75%)} = \frac{z}{2} = 1.95\%
\]

**Transit Vehicle Purchase**

While not included in the DBE Goal Setting, Golden Empire Transit will be purchasing twenty-seven (27) forty-foot replacement vehicles and eight (8) GET-A-LIFT vehicles within the next three years. The projected cost for the twenty-seven buses is $14,850,000; GETD will expect to receive approximately $11,880,000 in FTA funding. The estimated cost for the eight (8) GET-A-LIFT vehicles is $872,000, with estimated FTA funding of $697,600.

**Disparity Studies Conducted in the Local Market Area**

While not located within Caltrans District 6, which has been defined as the local market area, the Los Angeles County Metropolitan Transportation Authority (Metro) conducted a disparity study in 2012 known as the Metro 2012 DBE Program Disparity Study. The study documented a disparity for African Americans, Asian-Pacific Americans, Subcontinent Asian Americans and Hispanic Americans. The study also initially found that Caucasian females were over utilized. In a subsequent analysis, it was determined that Caucasian females were underutilized.

Given GETD has typically been able to meet its DBE goals through race/gender-neutral means, no further adjustment based on this disparity study is proposed.
VI. Calculating the Race/Gender-Neutral and Race/Gender-Conscious Split

During the prior goal period, GETD’s DBE goal was 0.4%. In two of the three years of that period, GETD exceeded its goal using race- and gender-neutral measures. Therefore, based on its past performance, GETD believes it will be able to achieve its current goal of 1.95% through race- and gender-neutral measures.

VII. Public Notice and Consultation

The public notice and consultation process for setting the DBE Goal for FFYs 2019-2021 is provided on the following pages, along with copies of all correspondence.

DBE Goal Setting Consultation Process
On May 9, 2018, GETD mailed the “Notice to Disadvantaged Business Enterprise Resource and Assistance Agencies” (copy provided below) to the Resource organizations below.

- Greater Bakersfield Chamber of Commerce, 1725 Eye Street, Bakersfield, CA 93303
- Delano Chamber of Commerce, 931 High Street, Delano, CA 93215
- Wasco Chamber of Commerce, 675 Oak Avenue, Wasco, CA 93280
- Arvin Chamber of Commerce, 800 Walnut Drive, Arvin, CA 93203

The letter notified these groups of GETD’s goal and requested consultation with each. Subsequently, GETD sent these organizations a follow-up letter on June 7, 2018 (copy provided below), inviting them to a meeting at the GETD office on June 20, 2018, as well as a follow-up phone call.