

Attachment 4

Overall Goal Calculation (26.45)

Amount of Goal

The San Marcos Urban Transit District's overall goal for 2022-2024 is 1% of the federal assistance, which will be expended on DOT-assisted contracts exclusive of FTA funds to be used to purchase transit vehicles.

Methodology Used to Calculate Overall Goal

Contracting opportunities are for contracted services for Local, Paratransit, and Interurban routes, and Transit Plaza construction and landscaping. The method for determining the overall goals are as follows:

1. Determine the base figure for total federal dollars available for contracting opportunities.
2. Research and determine the NAICS job classifications code for those projects with contracting opportunities. Determine the number of certified DBE's by the NAICS code for Texas from the Texas Unified Certification Program (TUCP). Determine the number of all firms within the same job classification in Texas from the U.S. Census Bureau.
3. Base figure: Calculated by dividing the number of DBEs in Texas by the number of total firms in Texas (U.S. Census). Currently, the San Marcos Urban Transit District does not have any subrecipients of FTA funding.

$$\text{Base figure} = \frac{\text{Ready, willing, and able DBE's} - 277}{\text{All Firms ready, willing, and able} - 7,802}$$

When divided the numerator by the denominator and multiplied by 100, the base figure for our overall goal is 3.6%

The San Marcos Urban Transit District's local market area for this goal is the State of Texas due to the nature of the projects proposed during the goal period.

4. Relative Availability: Calculated by the number of DBEs in Texas.
5. % of Budget: Calculate available FTA funds by a project by the total budgeted amount available
6. Weighted Base Figure: Multiply the percentage of the budget by the relative availability of DBE firms
7. Adjustment: The San Marcos Urban Transit District did not include an adjustment of past participation in the final DBE goal due to the projects proposed being vastly different from what the District has completed in the past.

8. FTA funding not included in the goal-setting process: The San Marcos Urban Transit District will also purchase transit vehicles during this goal reporting period.

9. Public Consultation: The San Marcos Urban Transit District hosted a virtual public consultation to receive feedback on the proposed goal of 1%. The San Marcos Urban Transit District invited all the ready, willing, and able DBEs for the proposed projects, utilizing the contact information from the TUCP. There were no attendees, but the public can find a recording of the presentation on the City of San Marcos Transit website here:
<https://www.sanmarcostx.gov/2884/Department-Resources>

The video covers the proposed projects for 2022-2024, an overview of the goal-setting process, and how to find solicitations from the organization.

The San Marcos Urban Transit District did not receive any feedback or comments from the Public Notice in the local newspaper (found in attachment 7) or the public consultation process.

Project	NAICS Code	NAICS Code Description	FTA Funds	Number of DBE in the State of Texas from TxDOT	Number of Firms from US Census	Goal Base figure (base figure)	% of Budget	Weighted Goal
Contracted Service	485210	interurban and rural bus transportation	\$ 430,002	0	82	0%	10%	0%
Contracted Service	485113	bus and other motor vehicle transit systems	\$ 2,850,162	0	42	0%	65%	0%
Paratransit	485991	special needs and senior citizen transportation	\$ 985,258	5	115	4%	23%	1%
Transit Plaza	238990	all other specialty trade contractors	\$ 100,000	159	2,542	6%	2%	0%
Transit Plaza	561730	landscaping Services	\$ 10,000	113	5,021	2%	0%	0%
Total			\$ 4,375,422	277	7802	4%	100%	1%

Attachment 5

Breakout of Estimated Race-Neutral & Race Conscious Participation

The City of San Marcos will meet the maximum feasible portion of its overall goal of 1% by using race-neutral means of facilitating DBE participation.

The City of San Marcos will work towards increasing DBE participation by encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces by providing technical assistance and include DBEs and other small businesses.

We estimate that, in meeting our overall goal of 1%, we will obtain 1% from race neutral participation and 0% from race-conscious measures. The San Marcos Urban Transit District has no historical information available regarding past total DBE achievement and is unable to estimate that any of its DBE goals will be met by race conscious means. The City of San Marcos will review its DBE participation experience over the current and past two years. If the previous year's goals were achieved by race-neutral means the City of San Marcos will include but not limited to, advertising of the procurement packages in DBE and non-DBE publications, ensuring that DBE's are included on commodity vendor lists, ensuring bonding and insurance requirements are of a size and level appropriate for all small business, and prompt payment provisions are included in City of San Marcos and prime contractor contracts.

In order to ensure that our DBE program will be narrowly tailored to overcome the effects of discrimination, if we use contract goals we will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation (see 26.51(£)) and we will track and report race-neutral and race conscious participation separately. For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to, the following: DBE participation through a prime contract; a DBE obtained through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry DBE goal; DBE participation on a prime contract exceeding a contract goal; and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award. We will maintain data separately on DBE achievements in those contracts with and without contract goals, respectively.

Attachment 6

Form 1: Disadvantage Business Enterprise (DBE) Utilization

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

_____ The bidder/offeror is committed to a minimum of ___ % DBE utilization of this contract.

_____ The bidder/offeror (if unable to meet the DBE goal of ___ %) is committed to a minimum of. ___ % DBE utilization on this contract and submits documentation demonstrating good faith efforts.

Name of bidder/offeror's firm: _____

By: _____ Signature Title

Form 2: Letter of Intent

Name of bidder/offeror's firm:

Address: _____

City: _____ State: _____ Zip: _____

Name of DBE Firm: _____

City: _____ State: _____ Zip: _____

Telephone:

Description of work to be performed by DBE firm:

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is \$ _____

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By: _____ Signature Title

If the bidder/offeror does not receive award of the prime contract, any and all representation s in this letter of intent and affirmation shall be null and void

Attachment 7

Regulations: 49 CFR Part 26

An electronic code of federal regulations can be found at the U.S. Department of Transportation/Federal Transit Administration web site: <https://www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/dbe-regulations>

Attachment 7

Public Participation

The following goal information will be published in the San Marcos Daily Record.

PUBLIC NOTICE

The City of San Marcos (San Marcos Urban Transit District) Disadvantaged Business Enterprise Program

Notice is Hereby given that the San Marcos Urban Transit District is recommending a Disadvantaged Business Enterprise (DBE) participation goal of 1% for FTA funded transportation projects during Federal Fiscal Year 2022-2024, covering the period from October 1, 2022 through September 30, 2025.

This goal is in accordance with the regulations of US Department of Transportation 49 CFR Part 26. Details concerning the methodology used to obtain this goal are available to review for ten (10) days following the publication of this notice and can be obtained from the San Marcos City Clerk's Office located at 630 E. Hopkins Street, San Marcos, TX 78666, Monday, Wednesday, and Friday between the hours of 8:00 am-4:30 pm.

Written comments may be submitted to San Marcos Urban Transit District, 630 E. Hopkins Street, San Marcos, TX, 78666 or comments may be emailed directly to Pete Binion at pbinion@sanmarcostx.gov. Comments will be accepted for ten (10) days from the publication of this notice.

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This goal is in accordance with the regulations of US Department of Transportation 49 CFR Part 26. Details concerning the methodology used to obtain this goal are available to review for three (3) days following the publication of this notice and can be obtained from the San Marcos City Clerk's Office located at 630 E. Hopkins Street, San Marcos, TX 78666, Monday, Wednesday, and Friday between the hours of 8:00 am-4:30 pm.

Written comments maybe submitted to San Marcos Urban Transit District, 630 E. Hopkins Street, San Marcos, TX, 78666 or comments may be emailed directly to Pete Binion at pbinion@sanmarcostx.gov. Comments will be accepted for three (3) days from the publication of this notice.

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