



OVERALL DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL SETTING FOR THE CITY OF LOMPOC

Recipient# 1651

Period FFY 2022 to FFY 2024

Effective date: October 1, 2021

City of Lompoc
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OVERALL DBE GOAL

The City of Lompoc’s overall DBE goal for the period Federal Fiscal Years (FFYs) 2022-2024 is 0.91 percent of the federal financial assistance the City will expend on DOT-assisted contract opportunities exclusive of vehicle purchases.

PROGRAM OF PROJECTS

The Santa Barbara County Association of Governments (SBCAG) approved the City of Lompoc’s FTA program of projects for FFYs 2022-2024 in July 2021. These projects include:

1. Continuation of existing contract for transit service operations. Currently awarded to RATP Dev, this five-year contract includes two one-year options. The contract was executed on July 1, 2016, and the second option year will expire on June 30, 2023.
2. Procurement of a new transit services operations contract beginning July 1, 2023.

| City of Lompoc Program of Projects 2022-2024 | | | | |
|---|---------------------|------------------------|----------------------|----------------------------|
| Project | Total budget | Federal dollars | Local dollars | Include in DBE goal |
| Transit Operations (existing contract) | \$3,200,000 | \$1,600,000 | \$1,600,000 | NO |
| Transit Operations (new contract) | \$2,000,000 | \$1,000,000 | \$1,000,000 | YES |
| Totals | \$5,200,000 | \$2,600,000 | \$2,600,000 | |

MARKET AREA

The market area for determining the DBE goal is based on the potential availability of respondents for the identified program of projects for the triennial period.

Given there are no established qualified bidders based in the immediate region for Transit Operations, the market area for this project is expanded to include all of California. Search criteria included firms willing, ready, and able to work in Caltrans District 5 (five-county area) or which indicated ability to work state-wide.

Caltrans District 5 is made up of five counties that cover an expansive contiguous geographic area. The five counties of District 5 are (north to south) Santa Cruz, San Benito, Monterey, San Luis Obispo, and Santa Barbara. There is approximately a three-hour driving time from the most northern end of the District to the City of Lompoc and almost two hours driving time to the most southern end of the district. There are 33 cities and 7,788,809 acres in the five-county district, with a population of over 1.3 million people and a plethora of businesses, both DBE and non-DBE. The geographic divide of Los Padres National Forest, along District 5’s eastern border, and the distances and time required to reach major populations in Fresno, King, Tulare, or Kern County (District 6) make them unlikely participants for the limited and low dollar value contract opportunities with City of Lompoc Transit’s federally assisted projects.

However, should additional federally assisted contracts become available to support larger specialized projects; the local area market and overall DBE goal will then be adjusted if necessary to reflect a greater geographic area from which qualified vendors and DBEs could be contracted.

METHODOLOGY FOR GOAL CALCULATION

Step 1 – Develop a Base Figure (49 CFR 26.45(c))

| Source of Data | Contract or Sub-contract | NAICS Code | Total Number of Entities | Number of DBE Entities | % DBE |
|-------------------------|--------------------------|------------|--------------------------|------------------------|--------------|
| 2017 Economic Census | Urban Transit Systems | 485113 | 55 | 1 | 1.82% |
| Unweighted Total | | | | | 1.82% |

Transit Operations

Using the State of California Unified Certification Program (CUCP), the City searched the CUCP to identify DBE firms with the NAICS Code of 485113 – Bus and Other Motor Vehicle Transit Systems. Through the UCP Directory, only one DBE firm was identified as being willing to work in District 5 (though that firm was based in Florida).

The City also searched the 2017 U.S. Economic Census and 2019 U.S. Census County Business Patterns report to determine the total number of firms ready, willing and able to respond to a request for proposals. An initial search revealed no firms operating under the designated NAICS Code in any of the five counties comprising District 5. As such, the search was expanded to include all of California. Given the nature of transit operations consulting, where contractors may be willing to expand into markets where they are not currently located, this was an appropriate expansion. Through the 2017 Economic Census, the City identified 55 potential DBE and non-DBE firms under NAICS 48511.

The total number of DBE entities ready, willing, and able: $\frac{1}{55}$
The total number of all firms ready, willing, and able: 55 = **1.82% base figure**

The unweighted DBE percentage, therefore, is 1.82 percent. Given there is only one contract, no further weighting is possible.

Step 2 – Adjust your Base Figure (49 CFR 26.45(d))

Project documentation indicates an absence of participation in bidding opportunities by DBEs for the past three years. Likewise, the City of Lompoc has not had many projects out for bid during that same time period. One exception was an RFP for Transit Operations Services in 2016 that yielded one certified DBE which was awarded the current contract. That firm, Roadrunner Management Services, was purchased by a non-certified organization, thereby reducing the pool of potential DBE participants. As a result, there was 0% DBE participation during each of the past three years.

Median participation (last three years) = 0%
Adjusted goal = (1.82% + 0%)/2 = 0.91%

The Caltrans 2019 Disparity Study for FTA Contracts was reviewed as part of this goal-setting effort. No additional information was identified that would indicate further adjustment of the goal is appropriate.

A 2018 Los Angeles County Metropolitan Transportation Authority study found disparities with respect to MBEs/WBEs as a whole, WBEs, Black American-owned businesses, and Hispanic American-owned businesses. A 2014 Imperial County Transportation Commission study found significant disparities among the 11,385 contracts and subcontracts it reviewed, with DBEs receiving just 33 percent of the contract dollars they might be expected to receive based on their availability.

Despite this information showing there is some disparity in the utilization of DBEs throughout the state, no studies were available from within the City's jurisdiction. (Note: The MPO – SBCAG – did not have any disparity study.) As such, no Step 2 adjustment was made in response to a disparity study.

The City of Lompoc will utilize the 0.91% adjusted base figure as its goal.

PUBLIC PARTICIPATION

On December 6, 2021, a notice was placed on the City of Lompoc's website advising that the proposed overall DBE goal would be available for inspection at the COLT office at 1300 W. Laurel Ave. Lompoc, CA, through December 13, 2021. The FTA advised that newspaper publication was not required. In addition, per 49 CFR 26.45 (g)(2), the City has elected not to conduct the 30-day comment period, though a defined comment period was included within the notice on the City's website.

A virtual stakeholder outreach conference was held at 10 a.m. on December 10, 2021, by Richard Fernbaugh, Aviation/Transportation Administrator. This conference had been advertised via email to a number of local and regional business organizations, including those focused on women-owned and minority-owned businesses. There were no participants in this conference.

Following the comment deadline, the local DBE Liaison Officer had not received any comments directly nor from the FTA Regional Office and therefore no modifications were made to the Proposed Overall DBE Goal. The DBE goal will be presented to the Lompoc City Council for adoption on February 1, 2022, as part of a regularly scheduled and properly noticed public meeting.

PUBLIC NOTICE CITY OF LOMPOC TRANSIT LOMPOC, CALIFORNIA

FTA Disadvantaged Business Enterprise (DBE) Goal for FFYs 2022-2024

In accordance with requirements of the U.S. Department of Transportation as set forth in 49 CFR Part 26, as amended, the City of Lompoc (Lompoc Transit), hereby notifies the public it is recommending the following Disadvantaged Business Enterprise (DBE) goal for applicable professional services, construction, and other prime contracting opportunities during FFYs 2022-2024, beginning October 1, 2021 and ending September 30, 2024. The overall DBE goal for FFYs 2022-2024 is 0.91 percent. Information pertaining to this goal and description of how it was selected is available for inspection from 8:00 a.m. to 5:00 p.m. local time at the City of Lompoc Transit office located at 1300 W. Laurel Ave., Lompoc, CA. Written comments on this goal will be accepted until December 13, 2021. The comments are for informational purposes only and may be sent to the DBE Officer, 1300 W. Laurel Ave. Lompoc, CA 93436, and to the Regional Civil Rights Officer, Federal Transit Administration, Region 9, San Francisco Federal Building, 90 Seventh Street, Suite 15-300, San Francisco, CA 94103.

A virtual meeting to discuss the proposed goal and methodology and consult with area stakeholders will take place on Friday, December 10, 2021, at 10 a.m. Any individual or organization who is interested in providing information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, or offering other information that would impact the development of the City's DBE goal is invited to participate.

RACE NEUTRAL/RACE CONSCIOUS PARTICIPATION

The City of Lompoc Transit will strive to maximize goal attainment using race-neutral means. Given limited data availability regarding past DBE participation, it is not possible to determine whether race-neutral methods will be effective in meeting program goals. Until such time as a benchmark of DBE participation can be established, DOT regulations require all contracts to be negotiated, to the extent possible, with race-neutral goals.

The City estimates it can meet the 0.91% goal using race-neutral means. To assure goal achievement, the City will, annually, evaluate and consider race-conscious measures and elements should the City not meet its goals through race-neutral participation. The City will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation and will track and report race-neutral and race-conscious participation separately.

For reporting purposes, the race-neutral DBE participation includes, but is not limited to, the following:

- Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate participation by DBEs and other small businesses and by making contracts more accessible to small businesses;
- Providing opportunities for pre-bid questions and technical assistance; and
- Using California UCP lists when communicating proposal opportunities.