



TRANSIT AUTHORITY OF RIVER CITY (TARC) I.D. # 1105

**NOTICE OF AMENDED PROPOSED DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR
FEDERAL ASSISTED PROJECTS FOR FEDERAL FISCAL YEAR (FFY) 2017, 2018, 2019
DBE GOAL METHODOLOGY**

In March of 2010, the US Department of Transportation (USDOT) and the Federal Transit Administration (FTA) jointly issued a directive to FTA recipients, including the Transit Authority of River City (TARC), to change the process of reporting their DBE Goal from annually to once every three years in accordance with changes in 49 CFR Part 26. TARC was assigned to the Group A timeframe. This is TARC's third, three (3) year submittal under this process. TARC's DBE goal submittal was due on August 1, 2016 with its next submittal due August 1, 2019.

TARC is re-submitting the DBE Goal Methodology report on April 18, 2018 based on feedback from the FTA issued on March 19, 2018.

TARC is submitting an estimated overall revised DBE goal for FFY 2017 (October 1, 2016 through September 30, 2017), FFY 2018 (October 1, 2017 through September 30, 2018, and FFY 2019 (October 1, 2018 through September 30, 2019) at 12 percent for each and every FFY.

The amount of anticipated DOT-assisted contracts TARC expects to let during the next three Federal Fiscal Years (FFY 2017 FFY 2018, and FFY 2019), is estimated at a value of \$10.1 million.

The overall DBE goal for each FFY is estimated on TARC obtaining 3% DBE participation through race-neutral means and 9% DBE participation through race-conscious means.

The methodology used in estimating the submitted three-year goal is as follows. Note: The figures used for the projections are derived from current research and, if TARC finds any negative changes in the overall goal for any individual FFY, TARC will perform a shortfall analysis as proscribed in 49 CFR 26.47© and develop a correction plan to modify the DBE goal for the FFY in question. The shortfall analysis and corrective plan will be maintained in file for review.

STEP ONE:

TARC developed a list of the contracts that would be let in the next three years, including those that are planned, but not programmed with funds at this time. All of the contract opportunities utilize FTA/DOT assisted funds. TARC researched contracts of a similar nature previously issued and reviewed the DBE participation obtained for these contracts. TARC compared the classification of ready, willing, and able DBEs available in the present geographic area that would be utilized for contracts that would be issued during the upcoming three year period. See Attachment A-Projects and Base Figure Calculations for detail regarding TARC's upcoming projects.

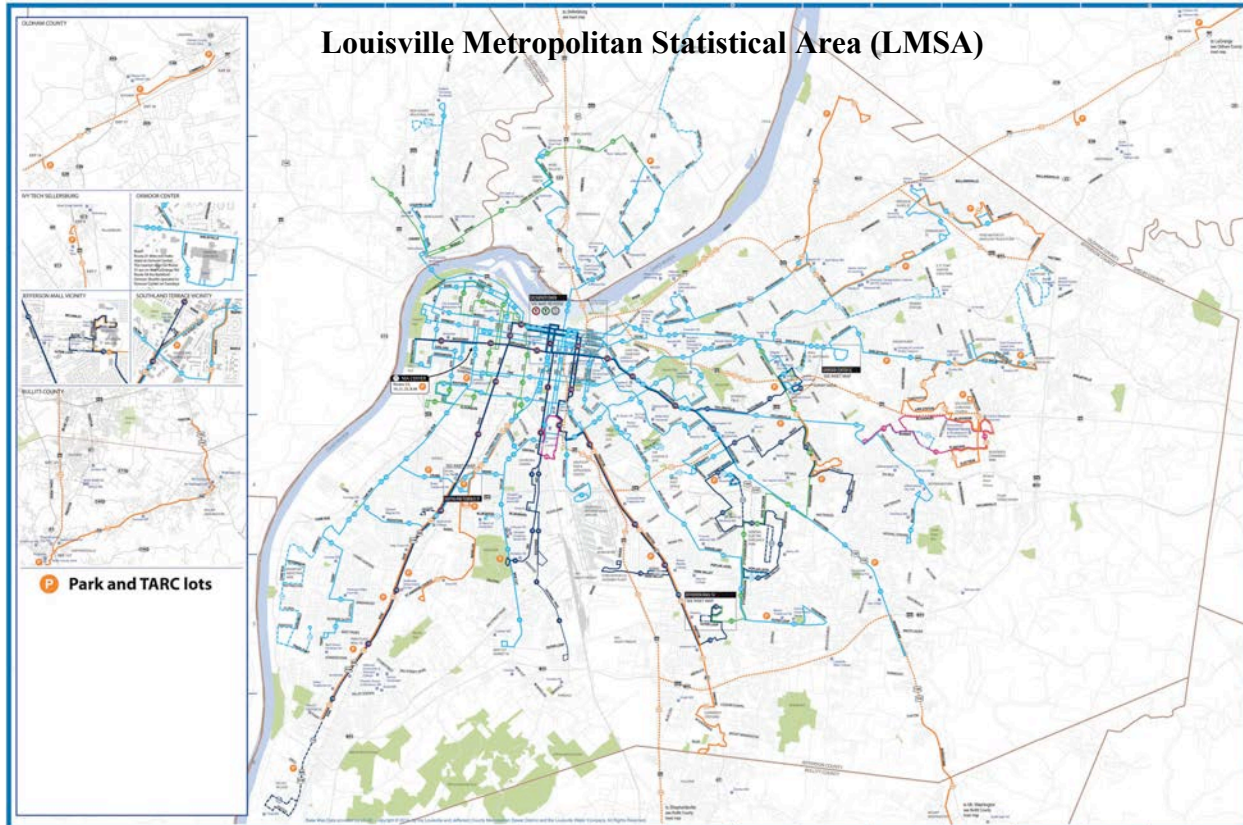
TARC determined the geographic areas from which it expects to draw the substantial majority of DBE contractors for its DOT-assisted contracts. Review of contracts awarded by TARC during the last three fiscal years indicates that the majority of the contractors /subcontractors awarded during this period were located in Kentucky and Indiana of those, the majority resided in the Louisville Metropolitan Statistical Area (LMSA) which includes Jefferson County in Kentucky and Clark and Floyd Counties in Indiana. Please see Figure A for TARC's geographic area.



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Figure A:



Thus, TARC elects to use this geographical territorial area for setting its three year goal. To calculate a Base Figure from the information obtained concerning the geographical territory the following formula is used.

$$\frac{\text{LMSA Ready, Willing and Able Certified DBE's}}{\text{All DBE's + Non-DBE Qualified Contractors or Consultants}}$$

The numerator represents all available UCP DBEs located in the Louisville Metropolitan Statistical Area (LMSA) that are ready, willing, and able to compete for DOT-assisted contracting. North American Industry Classification System (NAICS) codes were used to tailor the ready, willing, and able Certified DBE firms based specifically on the primary trades involved with TARC's contracting opportunities. To obtain the UCP DBE companies, TARC used the Kentucky Transportation Cabinet's Certified DBE Directory. See Attachment C for a copy of the Certified DBE Directory.

The denominator represents all Kentucky UCP DBE firms, all Non-DBE Qualified Contractors and Consultants. This information was pulled from the Census data County Business Patterns for the Louisville Metropolitan Statistical Area. See Attachment B for this data. The denominator was also tailored specifically to the TARC projects by using NAICS codes directly tied to the primary trades involved with the contracting opportunities that were specified in Attachment A.



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Prime and sub-contracting opportunities for TARC’s sub-recipients were not used in calculating the base figure or weighted base figure in Step 1. All of TARC’s 5310 sub-recipients currently request vehicles which are covered under the Transit Vehicle Manufacturing (TVM) DBE program. There are no other subrecipients with contracting opportunities that fall under the project list for FFY 2017, 2018, and 2019.

Numerical counts for each of the formula components:

RAW BASE FIGURE and WEIGHTED BASE FIGURE

| NAICS Codes from Project List | Amount of DOT/FTA Assisted Funds | Number of Available KYTC Certified DBE Firms | LMSA Census Data-Number of Total Firms (including KYTC Certified DBEs) | Relative Availability % | Weighted Percent % of All Projects for NAICS Code | Weighted Base Figure |
|--------------------------------------|---|---|---|--------------------------------|--|-----------------------------|
| 237310 | \$13,000.00 | 69 | *31 | 100.00% | 0.13% | 0.13% |
| 238110 | \$75,000.00 | 21 | 104 | 20.19% | 0.74% | 0.15% |
| 238120 | \$347,500.00 | 14 | *9 | 100.00% | 3.43% | 3.43% |
| 238130 | \$150,000.00 | 7 | 36 | 19.44% | 1.48% | 0.29% |
| 238140 | \$75,000.00 | 5 | 67 | 7.46% | 0.74% | 0.06% |
| 238160 | \$195,000.00 | 9 | 75 | 12.00% | 1.93% | 0.23% |
| 238210 | \$1,616,452.20 | 16 | 256 | 6.25% | 15.97% | 1.00% |
| 238220 | \$995,000.00 | 8 | 422 | 1.90% | 9.83% | 0.19% |
| 238310 | \$545,000.00 | 9 | 68 | 13.24% | 5.38% | 0.71% |
| 238320 | \$167,000.00 | 15 | 122 | 12.30% | 1.65% | 0.20% |
| 238330 | \$40,000.00 | 9 | 61 | 14.75% | 0.40% | 0.06% |
| 238340 | \$50,000.00 | 2 | 36 | 5.56% | 0.49% | 0.03% |
| 238350 | \$285,000.00 | 9 | 105 | 8.57% | 2.82% | 0.24% |
| 238910 | \$397,500.00 | 27 | 133 | 20.30% | 3.93% | 0.80% |
| 238990 | \$32,500.00 | 39 | 93 | 41.94% | 0.32% | 0.13% |
| 321911 | \$20,000.00 | 0 | 4 | 0.00% | 0.20% | 0.00% |
| 324121 | \$357,500.00 | 1 | 3 | 33.33% | 3.53% | 1.18% |
| 327110 | \$37,500.00 | 0 | 3 | 0.00% | 0.37% | 0.00% |
| 327992 | \$65,000.00 | 0 | 4 | 0.00% | 0.64% | 0.00% |
| 332321 | \$300,000.00 | 0 | 6 | 0.00% | 2.96% | 0.00% |
| 334118 | \$1,240,754.40 | 0 | 3 | 0.00% | 12.26% | 0.00% |
| 334310 | \$188,386.40 | 1 | 3 | 33.33% | 1.86% | 0.62% |
| 337127 | \$65,000.00 | 0 | 2 | 0.00% | 0.64% | 0.00% |
| 337212 | \$50,000.00 | 0 | 8 | 0.00% | 0.49% | 0.00% |
| 337214 | \$90,000.00 | 0 | 2 | 0.00% | 0.89% | 0.00% |
| 337215 | \$37,500.00 | 0 | 5 | 0.00% | 0.37% | 0.00% |
| 339940 | \$10,000.00 | 1 | 1 | 100.00% | 0.10% | 0.10% |



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STEP THREE:

Breakout of Race Neutral and Race Conscious Participation: TARC estimates that to meet its overall goal of 12 percent TARC will obtain 3 percent from race neutral participation and 9 percent through race conscious measures. TARC performed the required median analysis for a seven year period (the same time period used in Step Two. See Table 2 below for the calculations. See pages 6, 7, and 8 for adjustments to the Step Three process. Based on information from TARC’s Shortfall Analysis, other local agency Race Neutral achievement, and TARC’s continued efforts to the Small Business efforts and other DBE outreach programs and events; **TARC has adjusted the Race Neutral goal to the following:**

3 %

Table 2:

| UPDATED: Race Neutral Past Participation | | | |
|---|---------------------|------------------------------|--------------------|
| Year | Race Neutral | Total Contract Amount | Total DBE % |
| 2011 | \$32,025.00 | \$8,013,397.00 | 0.40% |
| 2014 | \$44,374.00 | \$7,274,082.00 | 1% |
| 2013 | \$64,916.00 | \$7,826,157.00 | 1% |
| 2012 | \$90,267.00 | \$4,397,433.00 | 2% |
| 2017 | \$1,168,617.00 | \$40,849,946.00 | 3% |
| 2016 | \$3,226,369.00 | \$31,754,012.00 | 10% |
| 2015 | \$3,597,461.00 | \$26,328,774.00 | 14% |
| Race Neutral Participation | | | 2% |
| Adjusted R/ N Participation | | | 3% |

NOTE: Since the completion of the initial DBE Methodology, TARC examined the FFY 2017 DBE goal attainment and determined that a shortfall analysis was required. TARC’s DBE goal during FFY 2017 was 13% with 1% Race Neutral Participation and 12% Race Conscious Participation. In reviewing the overall goal of 13%, the total achievement was 5.13% with a 7.87% shortfall.

Excerpt from TARC’s Shortfall Analysis:

“Upon review of the contract data, it was discovered that 33% of the anticipated project awards/potential contracts (estimated at \$5,200,000) were not awarded during the FFY 2017 reporting period. These projects may be awarded in FFY 2018 or FFY 2019. In addition, TARC’s largest project/contract for \$5,669,000 is not completed, but has only obtained .63% of a 14% DBE goal. Also, some ongoing contracts are failing to meet race conscious goals with 0% goal attainment. Other contracts have made some progress toward goals, but are lacking complete attainment. For instance, .8% achievement of \$396,121 or .3% of \$326,876 contract amounts. TARC holds interviews with Project Managers and Contractors to monitor DBE participation and discuss shortfalls when goals are not being met.



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TARC has made every effort to ensure all contracts that have potential DBE activity when reviewing the nature of the project against North American Industry Classification System (NAICS) codes. Each contract that has NAICS Codes that match those of the Kentucky Transportation Cabinet's Certified DBE Directory, TARC will assign a DBE goal that is reasonable based on the number of ready, willing, and able DBE businesses for those NAICS codes. TARC will continue to analyze all contracts, unless TARC begins to achieve more than the 12% race conscious goal for the agency.

TARC's goal for race neutral DBE participation was 1%. During FFY 2017, TARC obtained 2.8% race neutral achievement or \$1,168,452.10 out of \$40,849,946 in total awards. Based on this information, TARC will continue to strive to achieve more race neutral participation where possible. In addition, TARC's measures toward race neutral participation seem to be working based on the 2.8% goal attainment."

Additional Clarifications to Step One, Two and Three for DBE Methodology:

Based on the information gleaned from the FFY 2017 Shortfall Analysis, it has been determined that Step One, Step Two, and Step Three of the DBE Methodology need to be re-evaluated for effectiveness.

Step One, Two and Three Evaluations (Affecting both Race Conscious and Race Neutral Efforts):

1. Current capacity of DBEs to perform work in TARC's DBE program: The NAICS codes related to many of TARC's projects are related to construction, demolition, marketing/promotional business, installation of electrical equipment (fare collection), and some services like accounting or engineering consulting services. TARC usually completes 2-3 significant capital projects a year and has several ongoing contracts year round with DBE goals. The limited range of NAICS codes found in the KYTC DBE Directory leaves less room for prime contracts to be awarded for bus parts and accessories to DBEs which would lead to higher race neutral participation.
2. Evidence from Disparity Studies: There have been no disparity studies completed in the LMSA during the time of the Amended DBE Methodology or prior to the preparation of the DBE Methodology. At this time, this makes no impact to the Step One, Step Two, or Step Three calculations.
3. Local Market Adjustment: TARC's goal is not the goal of another recipient; therefore, this does not apply.
4. Statistical Disparities: TARC is unaware of any statistical disparities regarding financing, bonding, or education. TARC has been involved with the U.S. DOT Bonding Education program in previous years and continues to support efforts for ongoing education regarding financing and bonding options for DBE and SBE businesses. The U.S. DOT Bonding Education program has been planning to host more classes in the LMSA and TARC has offered to host the classes.
5. Data on employment, self-employment, education, training and union apprenticeship programs, to the extent you can relate it to the opportunities for DBEs to Perform: TARC is unaware of any data that is available regarding these issues. Therefore, there is no impact to the Step Two or Step Three calculations.
6. Other Considerations: After reviewing the shortfall analysis and DBE goals outlined by other agencies, TARC has determined that the 13% Base Figure submitted in August 2016 is higher than it should be based on ready, willing, and able DBE firms. There are several hindrances to the number of DBE firms available to TARC as explained below:



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- a. Many firms are certified as SBEs, MBEs, WBEs, HubZone, or through Louisville Metro (A Non-UCP) directly. Per direct conversations with firms, these same firms do not want to complete the application or go through the process of becoming a KYTC Certified DBE. We've been in shortfall at this level. Also, TARC is only allowed to count DBE participation using the KYTC Certified DBE Directory. While TARC operates in two counties in Indiana, TARC is unable to use any of the UCP DBEs from Indiana. Many of the DBEs in other states do not wish to complete the DBE process with KYTC because the application is not reduced because of reciprocity.
 - b. Other local agencies have the following overall DBE goals:
 - i. KYTC = 11% with 2.86% specified for Race Conscious Means
 - ii. Commonwealth of Kentucky = 13% overall (averaging at 2.85% per year) FY 14, FY 15, and FY 16 goal attainment with 1.12 % being Race Conscious.
 - c. TARC evaluated the planned and programmed projects and did re-calculate Step One completely. This re-calculation in Step One did cause the weighted base figure to go from 15% down to 14%. Step Two reviewing median past participation was used to further tailor TARC's overall goal down to 12%.
 - d. TARC's Race Neutral goal will now be 3%.
 - i. The 3% Race Neutral participation is largely based off of the FFY 2017 attainment and the increased efforts TARC has made to connect with DBEs and other potential DBE Firms. See Table 3 on page 12 for a list of events TARC has participated in throughout the term of this methodology goal period.
 - ii. In addition, the Step Three Race Conscious/Race Neutral breakdown should have been better assessed in the original methodology. Using the median analysis showed 2015 as having a much higher race neutral achievement. This high achievement was primarily due to TARC's Ultra Low Sulfur Diesel Fuel (ULSD) supplier (a DBE Prime) being paid almost \$3 million dollars in 2015. Conversely in 2016 this number was around \$1.2 million and in 2017 the amount dropped to around \$550,000. Several factors caused this number to drop. For a portion of 2016 and 2017, a non-DBE fuel contractor served TARC. In mid-2017, the same contractor works with TARC again, however, fuel rates have dropped, therefore, the aggregate spend with the contractor has also dropped. TARC will be issuing a new solicitation for the ULSD services in the next couple of months, but unfortunately we cannot guarantee the same DBE supplier will be awarded the contract. TARC solicits for ULSD once a year. Therefore, it is unreasonable to rely on that high level of participation based on unknown factors.
1. Race Neutral Participation: TARC has reviewed its past history of DBE utilization obtained without race-conscious measures and sets a revised goal of 3% DBE participation for DOT-assisted projects/contracts for FFY 2017, FFY 2018, and FFY 2019. TARC will continue to make efforts to increase Race Neutral Participation. One way TARC has recently made the contract process better for all of its contractors is through the use of Bonfire Interactive, procurement software that allows for interested bidders/proposers/contractors, etc. to obtain TARC's solicitation documents electronically. Interested parties can sign up for an account free of charge. The user/interested party can assign themselves to specific NAICS



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codes and every time TARC issues a solicitation with one of the pertinent NAICS codes, the user will be automatically notified. Bonfire also offers suppliers the ability to sign up with additional agencies and/or States using a single account. We believe this is good tool for DBE's/SBA's to seek and secure contracts not only with TARC, but with multiple government agencies. This is part of our effort to be a good community partner to all DBE's/SBA's and not just to firms that can offer products or services to TARC.

TARC is also able to send out direct notifications of projects at one time to as many possible participants that are available. This includes DBEs and other small businesses. This should increase participation on contracts where no Race Conscious goal has been established.

TARC holds How to To Business with TARC meetings for all interested, potential vendors every quarter. The meetings provide insight to the TARC bidding process, how to become DBE certified, explanation of TARC's DBE goals, and more. See Attachment D for a copy of TARC's revised presentation.

TARC actively distributes the KYTC Certified DBE listing, electronically to internal staff, prime contractors, and any individual or firm who has requested the listing. The KYTC Certified DBE listing is included in every RFP (electronically) and is distributed to every TARC staff member who is responsible for obtaining quotes for any type of service or good.

TARC is engaged with the U.S. DOT Bonding Education Program Small Business Transportation Resource Center. In April 2015, TARC assisted and attended the seven (7) course program. In addition, TARC is planning continue supporting the U.S. DOT Bonding Education Program by hosting the next courses at TARC's facilities.

2. Race Conscious Participation: (Contract Goals) TARC will use contract goals in an effort to obtain a revised 9 % DBE participation. This is the percentage of the Overall Goal that the Transit Authority of River City does not anticipate meeting using race neutral means. Contract goals will be established on DOT-assisted contracts by TARC for FFY 2017, FFY 2018, and FFY 2019, so that TARC will cumulatively satisfy each FFY Overall Goal. In this regard, the Transit Authority of River City expects to establish contracts goals only on those DOT-assisted contracts that have feasible subcontracting possibilities. The size of the contract goals on each contract will be adapted to the circumstances of each such contract. Contractors that have questions concerning the DBE goal established on any federally funded project may attend a pre-bid or pre-proposal meeting scheduled for each project prior to letting.
3. TARC believes that this estimated breakout of race-neutral and race-conscious DBE participation is reasonable to expect for FFY 2017, FFY 2018, and FFY 2019.
4. In the event that a shift in DBE participation toward either race neutral or race conscious occurs, TARC will document for file the apparent cause(s) of the shift and modify the DBE race neutral/race conscious participation accordingly to maintain and to meet TARC's next FY goal.



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PROCESS:

While supporting and participating in the establishment of the Unified Certification Program (UCP) agreement, TARC has increased its efforts to identify, educate and train program participants:

- TARC will ensure the distribution of the Kentucky UCP DBE Directory through print and electronic means, to the widest feasible universe of potential prime contractors and state, and local contracting agencies
- Mentoring, counseling, and recommending organizations that have a track record in training and technical assistance in all aspects of small business management.
- Assist small, minority and women owned businesses in being placed on TARC's bid mailing list and ensure that these opportunities are communicated and electronically linked to other supportive organizations.
- Attend various trade shows and outreach events to ensure that opportunities are communicated to all small, minority, and women owned businesses.
- Assist prime contractors on construction projects to utilize small, minority and women owned businesses.
- Support and participate in the functions of the State approved Unified Certification Program (UCP)
- Support small, minority and women initiatives by actively becoming board members and supporting local agencies, councils and programs.

Public Notice of the TARC DBE Goal Setting Methodology for each and every FFY 2017, FFY 2018, and FFY 2019 was published in the newspaper (Courier-Journal) with the largest circulation in the Louisville Metro area, the local minority newspaper (Louisville Defender), and on TARC's website, www.ridetarc.org. A period of 30 calendar days, beginning Monday, May 16, 2016 and ending Friday, June 17, 2016 was established as the period during which the public could submit written comments to TARC regarding the proposed goal set for the three years. No comments for the goal for FFY 2017, 2018, 2019 were received and the goal became final after approval by the TARC Board of Directors following the close of the public comment period. TARC received a few phone calls during the review period, but all of the inquirers basically stated that they saw the posted goal, but wanted to know what specific contract the goal was it for. An explanation of the Methodology process was provided and the caller's interest vanished. Essentially, they were looking for a contract to bid on.

As part of TARC's DBE goal setting process, TARC sought comment from DBE's, minority and women business owners, and from the general public by publishing, scheduling and holding a public forum program on Tuesday, June 14, 2016 from 2:30 p.m. to 5:30 p.m. No participation, attendees, or comments were received during the public forum. During the next goal methodology, TARC will make a marked improvement effort to get all stakeholders involved in the DBE methodology process. TARC plans to share the event on social media, send direct invitations to all DBEs on the KYTC Certified DBE Directory, and offer multiple meeting times to ensure access to all interested parties. In addition, TARC's Executive Director will directly invite other community agencies to participate in TARC's planned DBE methodology events and meetings. In addition, within the last year, TARC has hired a new Assistant Executive Director with a valuable background regarding diversity and inclusion. Last, on April 16, 2018, TARC's new Director of Diversity and Inclusion started working. This position will now be in charge of handling TARC's DBE compliance as related to DBE participation.



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SMALL BUSINESSES ELEMENT

The purpose of this section of TARC’s DBE program is to provide the guidelines that the Transit Authority of River City (TARC) has incorporated in its DBE Program to facilitate the focus on competition within DOT-assisted projects that includes small business concerns as well as including certified DBE firms. The following plan highlights the actions and activities that TARC’s uses to utilize small businesses that includes certified DBE firms.

STRATEGIC PLAN

TARC’s strategy focuses on proactively reaching out to the small business community and DBE’s. TARC will provide networking opportunities and technical assistance at pre-bid and pre-proposal meetings, at the same time TARC will work internally to ensure that small businesses and DBE’s are well represented in DOT-assisted contracts and subcontracts by proactively encouraging unbundling where feasible and other acquisition techniques. See Table 3 (on page 12) for a list of events that TARC staff attended during FFY 2017 and FFY 2018 to date, as well as other ongoing, outreach initiatives.

TARC DBE / SBE OUTREACH

| |
|---|
| * Monthly TSMSDC Meetings |
| * Monthly Louisville Purchasing Managers Meetings (DBE Firm Goals are Always on the Agenda) |
| * Annual KPTA Conference |
| * Annual KPPA Conference |
| * Lexington Bluegrass Minority Expo |
| * Lt. Governor Hammonds Reverse Trade Shows |
| * PTAC Weekly Webinars (Each Friday) |
| * PTAC Annual Trade Show & Training Seminars |
| * Louisville Small Business Summit |
| * Metro Council Diversity Fair |
| * Annual TSMSDC Business Gateway, Expo & Matchmaker Event |
| * Meet the Prime Events-Governor's Office |
| * Joint Utilities DBE Reception |
| * Ft. Knox Retiring Soldiers & Small Business Recruiting |
| * TARC Bus Rodeo (DBE/SBE Direct Outreach) |
| * How to become a DBE (Business Cards and Interior Bus Cards) |
| * Bid Notices directly to TSMSDC, Louisville Diversity Office, Louisville Defender, KYPTAC |

Table 3:

- TARC participates in small business and DBE outreach programs that include attending national events and conferences and various local trade association events.
- TARC has a Contract Administrator
 - that includes and updates all Kentucky UCP DBE businesses in TARC’s vendor database.



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- that actively researches the Internet, phone book, etc. for small businesses capable of providing necessary services, materials, etc required by TARC.
 - that adds all small business firms seeking contracting opportunities to TARC's vendor database,
 - that provides notification of solicitations issued to all similarly related service and/or product vendors found in TARC's vendor database,
 - that provides assistance and guidance with bid instructions and procedures whenever requested or as needed.
 - that attends minority fairs, conferences, etc. and represents TARC providing contracting information to interested parties.
- TARC's written procurement policy and procedures encourages race-neutral purchasing opportunities.
 - TARC's solicitation language and documents outlines the processes and requirements of inclusion of small businesses and DBE's.
 - TARC is continually updating its internal small business directory of participating firms that are certified small businesses to go along with the already established UCP certified DBE directory.
 - TARC will document the status of new and/or existing known small business firms requesting to do business with TARC and notify them of any/all available opportunities.

NOTE: TARC is not a certifying entity and uses the certifying capabilities of the Kentucky Transportation Cabinet, the Small Business Administration and other entities that perform acceptable certification through race-neutral methodology.

TOP LEVEL MANAGEMENT COMMITMENT

TARC's Board of Directors and Senior Management are committed to small business and DBE participation and inclusion.

- TARC's DBE goal is Executive Board approved.
- TARC's Executive Director and the organization support small businesses and DBE initiatives such as the local Tri-State Minority Supplier Development Council (TSMSSDC) Opportunity Fair. (Annually) National Minority Supplier Development Council (NMSDC) Conference. (Annually) TSMSSDC local corporate association membership. (Annually) Kentucky Minority and Women Construction Training Program (Presenter's) Lexington Bluegrass Minority Business Expo, Louisville Minority Business (MED) Week.

PLANNED EVENTS TO INCREASE SMALL BUSINESS AND DBE PARTICIPATION

- Hold public meetings to explain DBE goal setting methodology, business opportunities, collect comments and provide other information.
- TARC will continue to provide information to the small business community and DBE's on marketing their goods and services to TARC and respond to inquiries from the small business community and DBE's on procurement issues.



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- TARC will continue to attend annual events including the Procurement Technical Assistance Centers (PTAC) Reverse Trade Show, the Tri State Minority Supplier Development Council (TSMSSDC) Annual Trade Show, the Small Business Administration Bonding Education Program, the Louisville Small Business Summit, and the Annual Kentucky Public Procurement Association (KPPA) Trade Show and Training Seminars.

ACCURATE DATA REPORTING

TARC promotes measures to ensure small business and DBE data is accurately reported.

- TARC monitors prime contractors and follows procurement policy and procedures to ensure accurate small business and DBE data reporting.
- TARC corresponds with contracted small businesses and DBEs to ensure their concerns are heard and resolved.
- TARC through all outreach contacts and pre-bid meetings reemphasizes the need to ensure profiles and certifications for small business concerns and DBE's are updated and accurate.
- TARC uses the Kentucky Transportation Cabinet's certified UCP database for DBE certifications.
- TARC will use the Small Business Administration business database for small business certifications.
- TARC will endeavor to incorporate other certifying entities that utilize race-neutral certification methodology.

DEMONSTRATE LEVEL PLAYING FIELD AND OPPORTUNITIES

- On a regular basis TARC management reemphasizes with procurement staff TARC's race-neutral procurement policy and opportunities.
- TARC's website provides information on TARC's calendar events and procurement opportunities.

**TARC's PLANNED COLLABORATION WITH OTHER GOVERNMENT AGENCIES
ON SMALL BUSINESS PROCUREMENT INITIATIVES**

- TARC collaborates with local city government and state government on formulation of small business and DBE procurement policy and initiatives by:
 1. Participates in monthly senior management meetings to examine and commit to joint procurement opportunities
 2. Provides feedback and share best practices formally and informally.
 3. Established green environmental initiatives.



TRANSIT AUTHORITY OF RIVER CITY (TARC) I.D. # 1105

**NOTICE OF AMENDED PROPOSED DISADVANTAGED BUSINESS ENTERPRISE GOAL FOR
FEDERAL ASSISTED PROJECTS FOR FEDERAL FISCAL YEAR (FFY) 2017, 2018, 2019
DBE GOAL METHODOLOGY**

Authorization Approval

TARC's Disadvantaged Business Enterprise Liaison Officer (DBELO) and Contract Administrator have prepared the 2017, 2018, 2019 DBE Methodology in accordance with prescribed guidance established by the FTA.

Michael Ratchford

Michael Ratchford, DBELO

April 18, 2018

Date