

Appendix G. DBE GOAL CALCULATIONS

A.G.1 OVERALL GOAL CALCULATION

A.G.1.1 Amount of Goal

- 1) The City of DeKalb's overall goal for the following time period October 1, 2024 to September 30, 2026 is the following: 3.95% of the Federal financial assistance we will expend in DOT-assisted contracts. *[Exclusive of FTA funds to be used for the purchase of transit vehicles.]*
- 2) \$9.9 million dollars is the amount of DOT-assisted contracts that City of DeKalb expects to award during the next three (3) fiscal years. This means that the City of DeKalb has set a goal of expending \$394,092 with DBEs during this period.

Table 1. FTA Funded Projects

FTA Funded Projects	FY25	FY26	FY27	3-Year Goal	Excluded Projects
Operating Assistance	\$1,900,000	\$2,000,000	\$2,100,000	\$6,000,000	
New Transit Buses				\$0	\$2,492,439
Onboard Technology Enhancements	\$400,000	\$292,000		\$692,000	
Transit Planning Study	\$400,000			\$400,000	
Bus Stop/Wayfinding Signage	\$35,000			\$35,000	
Bus Cameras			\$200,000	\$200,000	
Transit Facility	\$1,450,000	\$1,200,000		\$2,650,000	
Total Funded Projects	\$4,185,000	\$3,492,000	\$2,300,000	\$9,977,000	\$2,492,439

- 3) Each contract for which subcontracting opportunities exist shall have a DBE subcontractor goal set based on the identified DBE for specific types of projects. For FY25-27, the following projects and goals have been set:

Table 2. City of DeKalb DBE Goals

DBE Goal*	% Goal	FY25 \$ Goal	FY26 \$ Goal	FY27 \$ Goal	3-Year \$ Goal
Total Goal	3.95%	\$165,308	\$137,934	\$90,850	\$394,092
Race Neutral	3.36%	\$140,511	\$117,244	\$77,223	\$334,978
Race Conscious	0.59%	\$24,796	\$20,690	\$13,628	\$59,114

A.G.1.2 . Methodology used to Calculate Overall Goal

A.G.1.2.1 Step 1:

Determine the base figure for the relative availability of DBEs.

In order to determine the relative availability of DBEs, the number of DBEs serving the area and the number of firms which could potentially serve the area had to be determined. The figures were determined using the following methodology:

1. **DBEs Serving DeKalb Metropolitan Area:** DeKalb uses the IDOT Illinois Unified Certification Program (<http://www.idot.illinois.gov/doing-business/certifications/disadvantaged-business-enterprise-certification/il-ucp-directory/index>), to identify all state registered DBE firms. DBE firms are required to identify which IDOT Districts they are able to serve. DeKalb is in IDOT District 3, therefore all DBEs who serve District 3 are considered able to serve the DeKalb Metropolitan Area. When reviewing the location of firms willing to provide services in District 3, firms are located throughout Illinois and the USA but the majority of firms are located in the Chicago and Rockford Metropolitan Statistical Areas.
2. **Available Firms in DeKalb Service Area:** DeKalb is located 65 miles from Chicago and 43 miles from Rockford via the major transportation routes. DeKalb is considered part of the Chicago Metropolitan Statistical Area, however, when identifying the main service area for firms providing services to the DeKalb region, both the Chicago and Rockford MSAs are considered a part of the service area. The total number of available firms (by NAICS code) was determined by adding together the firms in the Chicago and Rockford MSAs as determined by 2022 MSA Business Patterns (NAICS) (<http://censtats.census.gov>).

It is not possible to determine the exact correspondence of DBE firms which will serve DeKalb to the number of total firms which will serve DeKalb. There are many DBE firms throughout Illinois and the USA registered to provide services in the DeKalb region, however, we are unable to determine how many total firms in those areas are willing to provide services in DeKalb. Additionally, it is often found that firms that serve the Chicago and Rockford areas are unwilling to serve DeKalb because we bid out so few projects and they are often much smaller in scope, therefore it is more desirable to bid on the larger (and much more numerous) projects in those areas.

In an effort to provide a reasonably accurate computation of an overall DBE Goal with data that is currently available, the best estimate that could be identified was to compare total DBEs which serve the DeKalb region, to firms within the Rockford and Chicago MSAs, which are relatively close enough to DeKalb to be considered within the DeKalb service area.

The 3.95% figure is determined from the FTA's Weighted Base Average method as shown below.

	NAICS Code	Project	Amount of DOT funds on project:	% of total DOT funds (weight)
1)	561110	Transit Facility General Contractor Project Management	\$395,560.00	0.0464
2)	236220	Transit Facility Project Construction	\$2,241,506.00	0.2631
3)	424720	Fuel	\$423,000.00	0.0496
4)	485113	Fixed Route Transit Contractor	\$1,563,000.00	0.1834
5)	485113	Paratransit Contractor	\$2,571,000.00	0.3017
6)	339950	Bus Stop Wayfinding Signage	\$35,000.00	0.0041
7)	541620	PEL Study	\$400,000.00	0.0469
8)	423410	Bus Cameras	\$200,000.00	0.0235
9)	541511	ADP Software Acquisition (Fixed Route)	\$541,644.00	0.0636
10)	541511	ADP Software Acquisition (Paratransit)	\$150,000.00	0.0176
				0.0000
Total FTA-Assisted Contract Funds			\$8,520,710.00	1

	NAICS Code	Project	Number of DBEs available to perform this work	Number of all firms available (including DBEs)	Relative Availability	
1)	561110	Transit Facility General Contractor Project Management	20	1162	0.0172	
2)	236220	Transit Facility Project Construction	76	1045	0.0727	
3)	424720	Fuel	5	45	0.1111	
4)	485113	Fixed Route Transit Contractor	0	21	0.0000	
5)	485113	Paratransit Contractor	0	21	0.0000	
6)	339950	Bus Stop Wayfinding Signage	4	191	0.0209	
7)	541620	PEL Study	52	209	0.2488	
8)	423410	Bus Cameras	0	16	0.0000	
9)	541511	ADP Software Acquisition (Fixed Route)	73	2597	0.0281	
10)	541511	ADP Software Acquisition (Paratransit)	73	2597	0.0281	
	Combined Totals		303	7904	3.83%	Overall availability of DBEs

	NAICS Code	Project	Weight	x	Availability	Weighted Base Figure
1)	561110	Transit Facility General Contractor Project Management	0.046	x	0.01721	0.0008
2)	236220	Transit Facility Project Construction	0.263	x	0.07273	0.0191
3)	424720	Fuel	0.050	x	0.11111	0.0055
4)	485113	Fixed Route Transit Contractor	0.183	x	0.00000	0.0000
5)	485113	Paratransit Contractor	0.302	x	0.00000	0.0000
6)	339950	Bus Stop Wayfinding Signage	0.004	x	0.02094	0.0001
7)	541620	PEL Study	0.047	x	0.24880	0.0117
8)	423410	Bus Cameras	0.023	x	0.00000	0.0000
9)	541511	ADP Software Acquisition (Fixed Route)	0.064	x	0.02811	0.0018
10)	541511	ADP Software Acquisition (Paratransit)	0.018		0.02811	0.0005
					Total	0.0395
					Expressed as a % (*100)	3.95%
					Weighted Base Figure:	3.95%

A.G.1.2.2 Step 2

After calculating a base figure of the relative availability of DBEs, evidence was examined to determine if an adjustment was needed to the base figure in order to arrive at the overall goal.

The City of DeKalb will not be adjusting the DBE Goal percentage. It has been a challenge for the City of DeKalb to find ready, willing and available DBE vendors in the local service area.

When bidding previous projects, we chose to contact identified DBEs that had applicable skills for the projects being bid. For the majority of projects, we have been unsuccessful in getting bids from DBE firms. When asking these firms why they choose not to bid, the primary reason is that our projects are smaller than most projects available in the Rockford and Chicago areas. Located between two larger urban areas and being on the fringe of both, it is more attractive for DBE firms to bid on the more readily available projects in the Chicago and Rockford metropolitan areas.

We continue to talk with transit agencies in other smaller urban and rural areas in Illinois to work together to increase participation among minority and female firms in these areas, but to this point we have found no evidence that there is a sufficient amount of DBE representation in the DeKalb area to warrant an adjustment to the identified goal.

A.G.1.3 Public Participation

A.G.1.3.1 Publishing of Goals:

We published our goal information in these publications:

- The DeKalb News Chronicle
- The City of DeKalb Website: www.cityofdekalb.com
- Comments and responses received shall be available on the City of DeKalb Website.
- Contact area Chambers and Economic Development Corps to request they send notice of the DBE Goals to their members.

A.G.1.3.2 Publishing of Transportation Projects:

When the City of DeKalb or Transdev Services Inc bid out on transportation projects, the following public participation shall occur:

- Publish project in the DeKalb News Chronicle
- Publish Project on the City of DeKalb Website: <http://www.cityofdekalb.com>
- Publish Project in any applicable journals and transit related organizations (i.e. APTA, Transit Talent, etc.)
- Email project bid announcement to all applicable DBE firms serving the DeKalb area.

A.G.1.4 Breakout of Estimated

A.G.1.5 Race-Neutral & Race Conscious Participation

City of DeKalb will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. City of DeKalb uses the following race-neutral means to increase DBE participation: *[List the things that you actually do. See Section 26.51(b) for examples]*

- When a project is identified, all NAICS codes applicable to the project will be identified. We shall then identify all DBE firms, which serve District 3 in the IDOT UCP that provide services for those NAICS codes and contact them directly about the project. This list shall also be made available as part of the RFP if the bidder plans to subcontract part of the bid so that they have the opportunity to contact those DBE firms. *(*Note: Only the list of firms in Illinois shall be identified, but the bidder shall be allowed to contact and use DBEs from other states as long as they are registered in that state's UCP and proof of that certification is provided.)*
- Using the System for Award Management (SAM) [<https://www.sam.gov/portal/public/SAM/>], a list of small businesses, which provide services for the identified NAICS codes, shall also be obtained, and those businesses shall be contacted and listed in the RFP.
- Projects large enough to be broken up into smaller tasks to allow opportunities for DBE and Small-Business firms to participate, will be assigned a DBE subcontractor goal for the project bid based

on the DBE goal set for that type of project (Architecture, Construction, Financial, Manufacturing, Professional, Supplier, Trucking, or Miscellaneous).

Staff performed a number of things to increase DBE participation by consulting with local business to see if there was an opportunity for those small businesses to become DBE vendors. The vendors did not want to pursue becoming a DBE. Staff attended minority business fairs and networking events, in hopes to find DBE vendors or find vendors that were in the process of becoming DBE vendors. Unfortunately, staff was unable to find DBE vendors or upcoming DBE vendors. Staff has made contact with the Illinois Procurement Technical Assistance Center (PTAC) and requested information for DBE vendors in the area. The PTAC assist businesses with becoming DBEs. Staff is hopeful to utilize the PTAC for upcoming micro purchases, small purchases and larger procurement. Since the creation of the DBE Plan there have been few opportunities to solicit any DBEs in a larger procurement such as an RFP, RFB etc.

We estimate that, in meeting our overall goal of 3.95%, we will obtain 85% from race-neutral participation and 15% through race-conscious measures, however, since only contracts with sub-contracting opportunities lend themselves to race-conscious measures, it is difficult to determine the type of contract that will be used until the scope of the project is determined.

The following is a summary of the basis of our estimated breakout of race-neutral and race-conscious

Over the next 3 years, we anticipate using Federal FTA funds for various projects. As these projects are identified on an as needed basis, we cannot identify specific projects beyond the first year. The following projects are only possible projects that may be implemented over the next three (3) years:

- Bus Purchases – Any buses purchased shall be obtained from IDOT and other state procurement programs and shall use only vendors in the FTA vendor program and therefore exempt from this DBE goal.
- Operating Assistance – The majority of our FTA funds are used to provide operating assistance to pay for paratransit and fixed route contracts. Both contracts are fulfilled by Transdev Services Inc.
- Additional 5307 Funds – Any additional projects using 5307 funds will be smaller in nature, however we will attempt to make any requests for projects attractive to potential DBE vendors.
- Transit Facility – We are currently in the final stages of A/E and will be looking at construction to begin for a new transit facility. However, the primary source of funding will be attained through IDOT funding opportunities and will therefore be based on IDOT DBE goals rather than City of DeKalb DBE goals.
- Bus Cameras – We will be using FTA funds to improve our video surveillance systems throughout our bus fleet. This would assist in maintaining video records on the safety and security of our passengers and drivers. In turn, this would reduce liability for the operator.
- Onboard Technology Enhancements – We will be using FTA funds to improve our Onboard Technology systems.
- Fuel – The City of DeKalb pays for the Fixed Route and Paratransit Contractor's Fuel for all revenue vehicles.

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(f)) and we would 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 obtains 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.