

Overall Disadvantaged Business Enterprise (DBE) Goal Methodology For Federal FY 2019-2021

(November 11, 2019)

Purpose

As required by the Code of Federal Regulations, specifically 49 CFR Part 26, West Virginia University (WVU) is required to submit to the Federal Transit Administration (FTA) its triennial Disadvantaged Business Enterprise (DBE) goal before October 1, 2018. The triennial goal covers the period starting October 1, 2019 through September 30, 2021 (or federal fiscal years 2019, 2020 and 2021).

A public notice was disseminated through the Tri-State Minority Supplier Development Council, and posted on WVU's Procurement, Contracting and Payment Services website at:

<https://procurement.wvu.edu/supplier-relationship-management/disadvantaged-business-enterprise-program>

If substantive comments are received, WVU may submit a change to the triennial goal to the FTA.

WVU's Proposed Triennial DBE Goal

WVU's proposed triennial goal is 4% of the total amount of FTA-assisted contract awards expected to occur during the triennial period. As required by 49 CFR Part 49, the 4% goal excludes the purchase of transit vehicles. WVU anticipates awarding FTA-assisted contracts totaling \$2,270,000. This means that WVU has set a DBE goal to award \$108,800 to DBEs during the triennial period.

Geographic Preference:

We decided that our market area encompasses the State of West Virginia. Included were all counties in West Virginia. This decision is in support of the West Virginia Forward (WV Forward) Program – a collaboration among West Virginia University, the West Virginia Department of Commerce and Marshall University. Over time, this partnership has developed into a larger, statewide effort to identify West Virginia's unique assets and pair them with economic trends that will leverage growth and development opportunities to strengthen and diversify all regions of the state. More information regarding WV Forward can be found at: <https://wvforward.wvu.edu/>.

Information Sources Used:

In calculating the over goal, we used the WV DOT UCP Directory, and the US Census Data.

Methodology Used to Calculate Overall Goal:

The methodology used by WVU to establish its 4% DBE goal is prescribed in 49 CFR Part 26:

Step 1: 26.45(c) The base figure for the relative availability of DBEs was determined. Reference Attachment 1.

Column D: Percentage of Total Awards

The "Elements of Work" were identified along with the "Estimated Award per Element", to determine the "Percentage of Total Award" for weighting purposes.

Fascia Repairs – The WVU PRT guideway has corten steel panels that line the outsides of the structure above areas accessible by the public. These corten steel panels prevent debris from falling from the guideway structure onto the public. A design flaw in the panels traps debris and water causing approximately 10 inches of the bottom of

the panels to rust. This rust has made the bottom sections unstable and susceptible to falling. Each section weighs approximately 400 lbs. The resolution is to hire a contractor to cut and remove the rusted bottom section of the panel. WVU has identified and prioritized the worst sections of fascia to modified and plan to resolve the issue over the course of two years.

Structural Repairs - The WVU PRT guideway and structures are over 40 years old and need repair. WVU is hiring an outside consulting firm to conduct a full structural assessment of the PRT guideway and stations. This project will fund identified deficiencies that need repair.

MOCU Upgrade – The WVU PRT Manual Operation Control Units (MOCU) are utilized to manually drive WVU PRT vehicles for testing and when there are issues that prevent their automated operation. These units were designed and built in the early 1970s and have reached the end of their life. The units need a design update and new units are needed to replace the originals due to obsolescence of parts. This project will fund the design of a redesigned MOCU unit and the production of 10 units afterwards.

CCTV Camera Upgrade Project - The WVU PRT CCTV system is over 10 years old and need of an upgrade to leverage modern technologies. Parts for the legacy system are becoming hard to procure. The upgrade will increase WVU PRT safety by providing a larger viewing area and improved images to WVU PRT Central Control Operators.

Columns E/F: # of DBEs and # of All Firms

The “# of DBE’s” and “# of All Firms” for each Element of Work were identified based on the West Virginia, Department of Transportation (DOT), and the 2016 United States Census for businesses in WVU’s market area.

Column G: Relative Availability

The “Relative Availability” of each work element (weighted) was calculated dividing the # of DBEs by the # of All Firms (Column E / Column F).

Column H: Weighted DBE Goal

The “Weighted DBE Goal” was calculated by multiplying the Relative Availability times the Percentage of Total Awards (Column G x Column D).

Total DBE: Total DBE Goal.

Goal: The total DBE Goal of 4% was calculated by totaling the numbers in Column H.

Step 2: 26.45(d) Adjustments. After calculating a base figure for the relative availability of DBE’s, WVU attempted to apply other practical methods to determine if any adjustment were needed to the arithmetic 4% DBE goal determined in Step 1.

Because the goods and services to be awarded using FTA-assistance during the triennial period (a) are highly specialized and unique to the “personal rapid transit systems” (there are only 2 similar systems nationwide), and (b) will replace systems that are not routinely purchased, there was limited historical and anecdotal data to draw upon in determining if the arithmetic calculation in Step 1 should be adjusted.

To reflect as accurately as possible the DBE participation that would be expected in the absence of discrimination, the 4% figure will be used as WVU's triennial DBE goal.

Breakout of Estimated Race-Neutral & Race Conscious Participation:

26.51. WVU will meet the overall goal of 4% through race neutral participation

Comments or Questions

The purpose of this communication is to explain WVU's rationale for establishing its triennial DBE goal. Individuals who wish to offer comments or have questions are encouraged to contact the individuals listed below.

Comments will be accepted through July 30, 2018. Comments were received from the local transit authority and based on the minimal comments no changes were made to the goal of 4%. Other agencies, companies and individuals offer no substantial comments; therefore, no change was made to the 4% goal that was proposed by WVU.

If substantive comments are received, WVU may submit a change to the triennial goal to the FTA.

Questions on the methodology can be addressed to:

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Fiscal Years 2019 - 2021					
DBE Goal					
NAICS Code	Project	Weight	x	Availability	Weighted Base Figure
488490	Fascia Repairs	0.03529	x	0.00000	
238120	Fascia Repairs	0.32316	x	0.10000	0.0323
335999	MOCU Upgrade	0.06618	x	0.00000	
327310	Structural Repairs	0.01103	x	0.00000	
532412	Structural Repairs	0.00221	x	0.00000	
237310	Structural Repairs	0.08603	x	0.03509	0.0030
238110	Structural Repairs	0.00551	x	0.03571	0.0002
423610	CCTV Camera Upgrade	0.14118	x	0.01724	0.0024
238210	CCTV Camera Upgrade	0.16471	x	0.00357	0.0006
237130	CCTV Camera Upgrade	0.16471	x	0.00000	
0	0	0.00000	x		
				Total	0.0386
				Expressed as a % (*100)	3.86%
				Rounded, Weighted Base Figure:	4%