

Attachment 3 – Overall Goal Calculation (Include Breakout of Estimated Race-Neutral & Race-Conscious Participation, Public Participation, and Contract Goal)

Amount of Goal

1. EZ-Rider and the city of Odessa's overall goal for Federal Fiscal Year (FFY) 2024-2026 is the following: 0% of the Federal financial assistance we will expend in DOT-assisted contracts representing prime contracting opportunities exclusive of FTA funds to be used for the purchase of transit vehicles.

Market Area:

The market area for the DBE analysis is the Midland, TX and Odessa, TX MSA. The source of data for the market area is identified as the Odessa District by the Texas Unified Certification Program (TUCP). Firms certified through the TUCP identify each district where they conduct business. Several firms do business in multiple districts throughout the State.

Determination of Market Area:

The counties of Midland, TX and Odessa, TX was used as the relevant market area for the following reasons:

- a. The agency's bid opportunities for this period are anticipated to be small. Historically, the agency has not received responses from out-of-area bidders on smaller contracting opportunities because of the cost of traveling to do business in the area.
- b. The oilfield and oilfield-related industries in the area provide large contracting opportunities for bidders, making competition difficult for smaller businesses with lower contract values like those EZ-Rider publishes. As a result, the agency has not historically received out-of-area bidders on contracting opportunities other than planning studies (which are not planned in this program period).

Methodology used to Calculate Overall Goal

Step 1: 26.45(c) Determine the base figure for the relative availability of DBEs.

In order to determine an overall goal, the following data sources were utilized to determine a base figure for the relative availability of DBEs:

United States Census Bureau – Community Business Patterns: 2021
<https://data.census.gov>

State of Texas – Texas Unified Certification Program (TUCP) DBE Directory
<https://txdot.txdotcms.com/Default.asp>

The agency also tested and adjusted the Community Business Patterns numbers of firms willing and able to work in the market area using local business listings.

The initial calculation of DBE availability was accomplished using data from the Texas Unified Certification Program (TUCP) DBE directory. The North American Industry Standard Classification (NAICS) code used in the calculation for the DOT-assisted contracts for FY 2024-2026 include the listed as follows:

237310 – Parking Lot Marking and Line Painting
314999 – Embroidering on Textile Products and Apparel
323113 – Screen Printing Apparel and Textiles
424720 – Petroleum and Petroleum Products Merchant Wholesalers (exc. bulk stations, terminals)
441310 – Automotive Tire Dealers
441330 – Automotive Parts and Supply Stores
441340 – Truck Tires and Tubes Dealers
449210 – Appliance Stores – Household Type

- 524210 – Insurance Agencies and Brokerages
- 541211 – Auditors’ Offices
- 541214 – Payroll Services
- 541810 – Advertising Agencies
- 812331 – Uniform (except industrial) Supply Services

The total number of DBE firms (1) divided by the total number of firms (424) produced a base figure of 0.24%. After weighting the base figure produced is 0.07%. See Table 1 below.

Table 1
DBE Availability Based on United States Census Community Business Patterns: 2021 and Texas Unified Certification Program (TUCP) Data for Odessa District

| NAICS | Project description | Total DBEs | Total All Firms | % DBE | % of Contract Dollars | Weighted Goal |
|--------|---|------------|-----------------|-------------|-----------------------|---------------|
| 237310 | Parking Lot Marking and Line Painting | 1 | 14 | 7.14% | 0.93% | 0.07% |
| 314999 | Embroidering on Textile Products and Apparel | 0 | 22 | 0.00% | 0.93% | 0.00% |
| 323113 | Screen Printing Apparel and Textile Products | 0 | 37 | 0.00% | 0.06% | 0.00% |
| 424720 | Petroleum and Petroleum Products Merchant Wholesalers (exc. bulk stations, terminals) | 0 | 17 | 0.00% | 58.56% | 0.00% |
| 441330 | Automotive Parts and Supply Stores | 0 | 48 | 0.00% | 18.59% | 0.00% |
| 441340 | Truck Tires and Tubes Dealers | 0 | 31 | 0.00% | 3.72% | 0.00% |
| 449210 | Appliance Stores, Household-type | 0 | 28 | 0.00% | 0.15% | 0.00% |
| 524210 | Insurance Agencies and Brokerages | 0 | 141 | 0.00% | 0.46% | 0.00% |
| 541211 | Auditors' Offices | 0 | 55 | 0.00% | 2.32% | 0.00% |
| 541214 | Payroll Services | 0 | 18 | 0.00% | 1.67% | 0.00% |
| 541810 | Advertising Agencies | 0 | 9 | 0.00% | 6.97% | 0.00% |
| 812331 | Uniform (except industrial) Supply Services | 0 | 4 | 0.00% | 5.64% | 0.00% |
| | Total | 1 | 424 | 7.1% | 100.00% | 0.07% |

Ready, willing, and able DBEs. Base figure = 1
 All firms ready, willing and able = 424

The data source or demonstrable evidence used to derive the numerator was: State of Texas – Texas Unified Certification Program (TUCP) DBE Directory

The data source or demonstrable evidence used to derive the denominator was: United States Census Bureau Community Business Patterns and local business listings: 2021

When we divided the numerator by the denominator we arrived at the base figure for our overall goal and that number was: 0.24%

Weighting was applied to ensure step one base figure is as accurate as possible. The Base figure after weighting is: 0.07%

Step 2: 26.45(d)

To project the value of contracts to be let during the three-year goal period, we used information from anticipated federal grant awards from FTA and TXDOT offices and the amounts projected to be prime contracting opportunities in operations categories. This amount excludes vehicle purchases. The contracting opportunities include parking lot marking, screen printing and embroidering of employee apparel, uniforms, fuel, automotive parts, tires, appliance purchases, insurance brokerage, auditor services, payroll services, and advertising/marketing services.

EZ-Rider identified fuel dealers and linen (uniform) supply firms as necessarily local to the Midland/Odessa area for the type of work required. For the calculation of firms willing and able to work in the market area for all other contracting opportunities, EZ-Rider took into consideration past experience with bid and quote response to determine the likelihood of out-of-area firms (DBE or otherwise) willingness to do business on small contracts in this market area.

EZ-Rider found no demonstrated evidence indicating that the availability of DBE’s for DOT-assisted

contracts for the fiscal year was higher or lower than the base figure indicates. No disparity studies in regards to the ability of DBE's to get financing, bonding and insurance have been conducted at this time. No additional data to measure the volume of past participation of DBE's capacity, employment, self-employment, education, training or any other data exist to justify and increase or decrease to our goal. However, based on historical evidence, type and value of available contracts, and number of DBEs within the market area, a goal of 0% has been determined.