

PUBLIC FORUM



FEDERAL TRANSIT
ADMINISTRATION (FTA) -
OVERALL DBE
GOAL SETTING METHODOLOGY
FOR
FFY 2022/24 GOAL PERIOD

November 2, 2022

INTRODUCTIONS AND WELCOME

Karly Katona, Deputy Chief Operating Officer, ITC Joint Powers Authority

Lauren Jaquith, ITC DBE Program Team

LACK OF FIRST / LAST MILE TRANSIT NEED

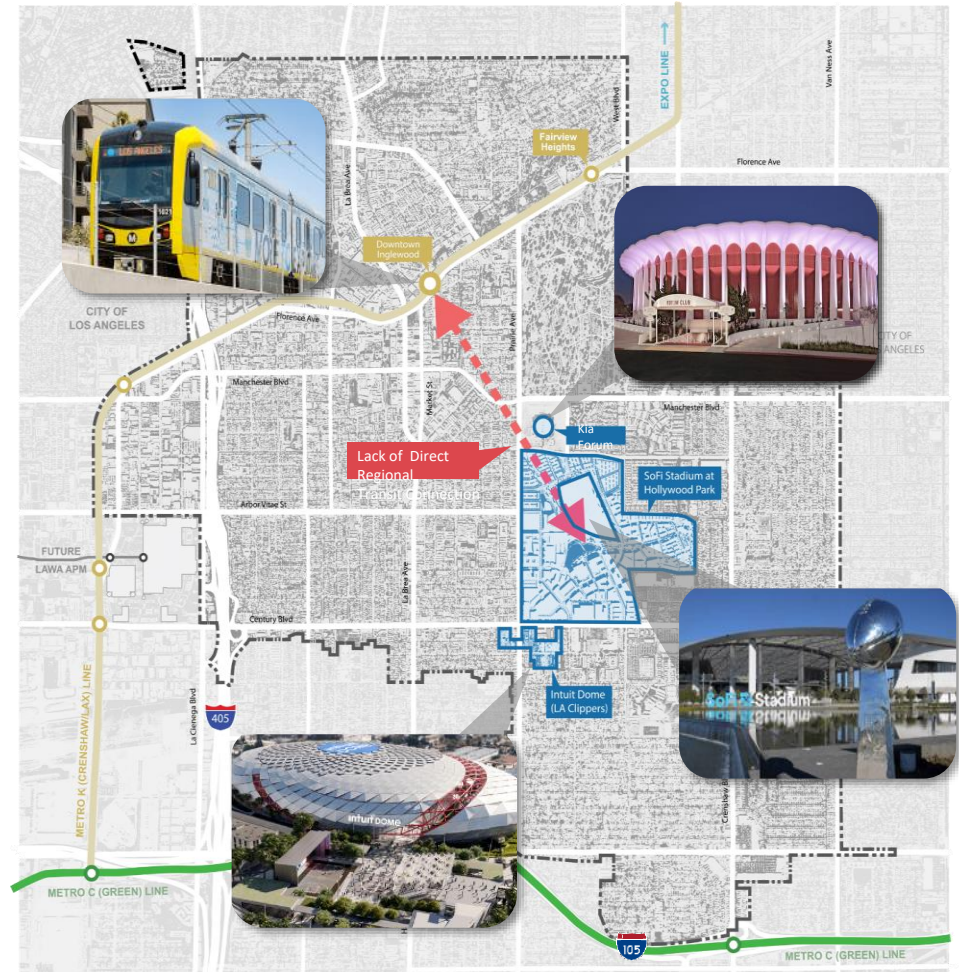


THE OPPORTUNITY

LA Metro's K (Crenshaw/LAX) Line provides access to/from the City of Inglewood and the greater LA County region. However, it is **located 1.5 miles from new transformative investments** including the Kia Forum, SoFi Stadium, Hollywood Park and the Intuit Dome.

The ITC Project will:

1. Link public transit to venues
2. Create environmental and socioeconomic benefits to Inglewood residents, venue employees, patrons and the region at-large
3. Improve transit access to the 2028 Summer Olympic and Paralympic Games



ITC PROJECT DESCRIPTION

1.6-mile fully elevated, automated transit system with three stations connecting the Metro K Line to the following regionally serving destinations:

- Downtown Inglewood / Market Street
- Kia Forum
- SoFi Stadium and Hollywood Park
- Intuit Dome

ITC Project will be constructed using an alternative delivery approach called Design-Build-Finance-Operate-Maintain (DBFOM)

Automated fixed guideway transit system:

- Rubber-tire (self or cable propelled)
- Monorail



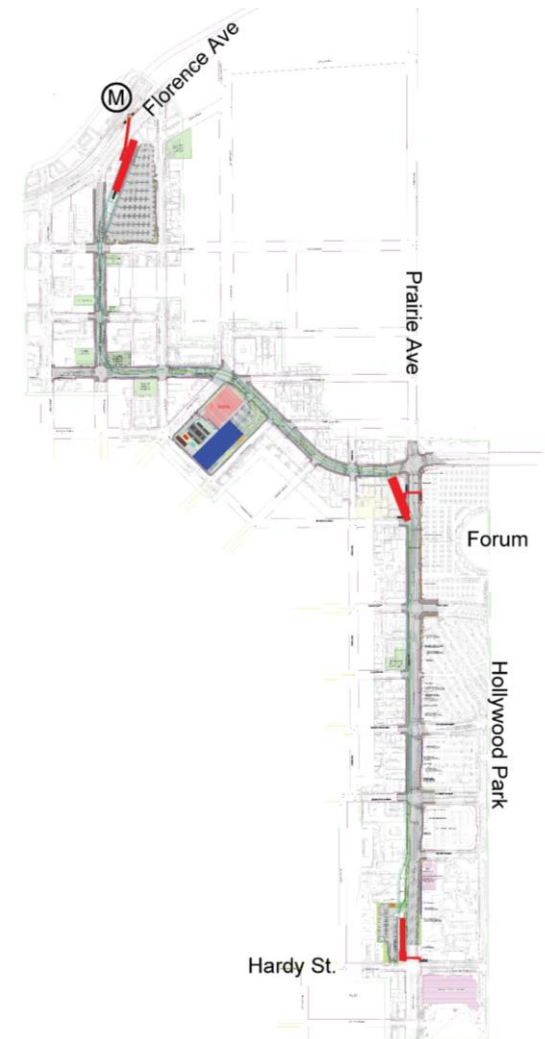
Mitsubishi Crystal Mover APM



Bombardier Innovia 300 APM



Bombardier Innovia 300 Monorail



ENVIRONMENTAL JUSTICE & EQUITY

Projected Annual Ridership

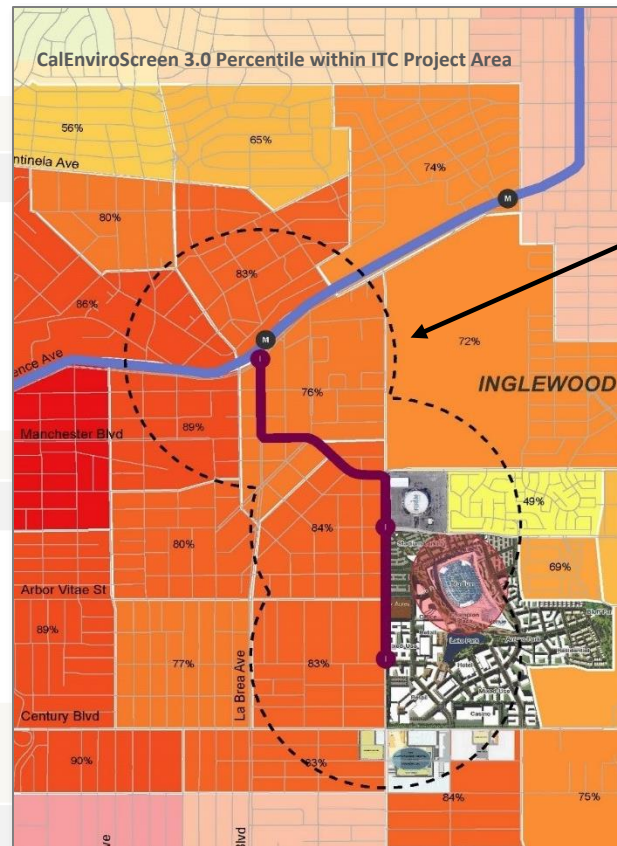
Year	Total Ridership*
2040	3.4 million

Projected Reduction of Annual Vehicle Miles Traveled

Year	Total VMT Reduction
2040	4.1 million

Annual GHG Emission Reductions

Year	GHG Emission Reductions (CO2e)
2040	414 metric tons



Environmental Justice
 More than 90% of area surrounding the Project is designated as a Disadvantaged and Low-Income Community

WIDESPREAD SUPPORT FOR ITC PROJECT

- US Senators Dianne Feinstein and Alex Padilla
- US Congresswoman Maxine Waters
- CA State Senators Steven Bradford, Sydney Kamlager-Dove, and Ben Allen
- CA State Assemblymember Isaac Bryan
- Los Angeles County Supervisors Janice Hahn, Hilda Solis, and Holly Mitchell
- City of Los Angeles, Mayor Eric Garcetti and by City Council Resolution; City of El Segundo, Mayor Drew Boyles; City of Torrance, City of Carson, Councilmember and former Mayor Pro Tempore Cedric L. Hicks Sr.
- Inglewood Unified School District; The Miracle Theatre; Hollywood Park
- Los Angeles Conservancy
- Los Angeles Rams and Chargers, Stadco Stadium
- Metro Chief Executive Officer, Stephanie Wiggins
- 2028 Summer Olympics Committee, Casey Wasserman
- Caltrans, Los Angeles Department of Transportation, Los Angeles World Airports, South Coast Air Quality Management District, South Bay Cities Council of Government, Southern CA Association of Governments, UCLA
- LA/OC Building Trades, Southwest Regional Council of Carpenters, Coalition for Clean Air, MoveLA, Los Angeles Cleantech Incubator, and other labor groups, environmental groups, transit advocates, and city stakeholders including homeowner associations, block clubs and local church organizations



JPA – METRO PARTNERSHIP

- Metro, City of Inglewood and the County of LA have partnered to officially launch the ITC Joint Powers Authority**, a single purpose entity focused on designing, constructing, operating and maintaining the ITC Project. Meetings have been held monthly since August.

- Metro Ranks the ITC Project as Tier 1 Priority**
 In Metro's update to the Board of Directors regarding priority projects for implementation in advance of the 2028 Olympic and Paralympic Games, the ITC Project was included as a Tier 1 Project.

- Metro's Golden Opportunity Package**
 In a December 8, 2021 letter signed by all 13 of its voting members, Metro's Board of Directors urged the Los Angeles County Legislative Delegation to support allocating funding for new transit infrastructure, the ITC Project is identified a priority opportunity.



Sharon Gookin
Deputy Chief
Executive Officer
Metro



Bryan Pennington
Chief Program
Management Officer
Metro



Angela George
Deputy Director
Dept of Public Works
County of Los Angeles



Artie Fields
City Manager
Board Vice Chair
City of Inglewood



Mike Bohlke
Transportation Expert
Board Chair
City of Inglewood

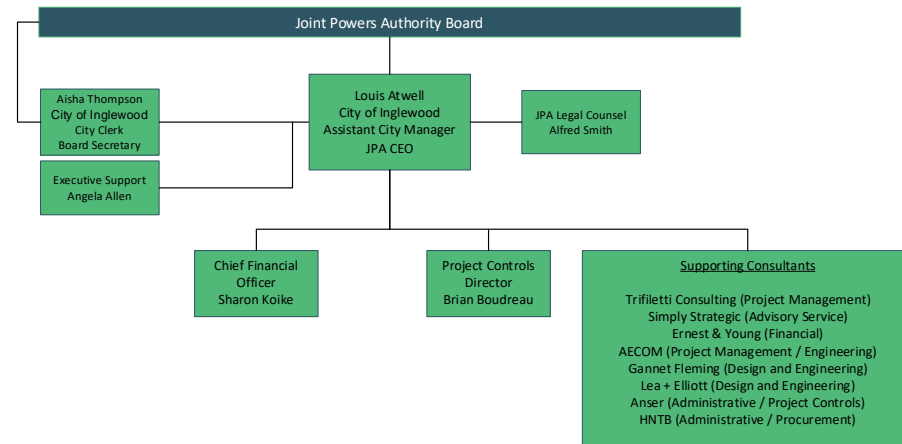
Debra Avila
Chief Vendor/Contract
Management Officer
Metro

Timothy Lindholm
Deputy Chief Officer
& Program Mgmt Officer
Metro

Lily O'Brien
Senior Deputy
Supervisor
County District 2

Mark Weinberg
Former City
Manager
City of Inglewood

Sabrina Holmes
Director of Parks, Recreation
& Library Services
City of Inglewood



CURRENT PROJECT STATUS

Environmental - State and Federal Near Complete

- CEQA Certification Complete and related entitlements approved in April 2022
- EA released on October 14 for 30-day public comment; EA anticipated to be completed in December

Governance - JPA Established

- Established JPA; facilitating phased governance transition from City to JPA
- Filling key roles within JPA org chart
- Establishing JPA as permitting entity to promote efficiency
- Negotiating 3rd party agreements, including Utility agreements

Procurement- Alternative Delivery Strategy Underway

- Shortlisted 3 developer teams which have matched up with technology supplies; volumes of Draft RFP have been released with final RFP anticipated to be released at the end of the year
- One-on-one meetings ongoing with developer teams

Real Estate Acquisition Underway

- Preparation for Right-of-Way Acquisitions, including Early Acquisition for one station location
- Preparing Real Estate Management and Business Relocation Plans and initiated outreach to businesses

THE RIGHT PROJECT, RIGHT PLACE, RIGHT NOW

- The ITC will create a **sustainable** source of transit, in support of **climate change goals**.
- Will **engage a local workforce** under a Community Workforce Agreement and create opportunities for **small and disadvantaged businesses**.
- Invests in a **historically disadvantaged area**.
- Creates a **first-last mile solution** to connect the regional public transit system with key destinations.
- Will have **significant ridership** among patrons and employees to and from venues and local residents.
- Will be a **model** when LA is on the **world stage during the Olympics**.

BACKGROUND

In anticipation of receiving direct assistance from the U.S. Department of Transportation (U.S. DOT) Federal Transportation Administration (FTA) funds for the Inglewood Transit Connector (ITC) Project, the ITC Joint Powers Authority (Owner), has developed its proposed Overall DBE Goal for Federal Fiscal Years (FFY) 2022-2024.

Pursuant to Section 26.45 of CFR, Part 26 “Participation by Disadvantaged Business Enterprises (DBEs) in US Department of Transportation Financial Assistance Programs” the overall goal must:

- Reflect the level of DBE participation ITC would expect, absent the effects of discrimination
- Based on demonstrable evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate on federally-funded contracts

ITC Joint Power Authority’s overall goal FFY period:

- Federal Fiscal Years 2022 – 2024
- October 1, 2021 – September 30, 2024

U.S. DOT's FIVE PRESCRIBED GOAL SETTING METHODOLOGIES

- ➔ **1. DBE Directories and Census Bureau Data**
- 2. Bidders List
- 3. Disparity Study
- 4. Goal of another DOT Recipient
- 5. Alternative Methods
 - *Local Market Conditions relative to availability of DBEs in jurisdiction*

SETTING OVERALL DBE GOAL



Base figure

- Availability analysis
- DBE Work Factor



Step 2 Adjustment

- Past DBE Goal Attainments
- Disparity Studies
- Other relevant factors

ITC JOINT POWER AUTHORITY'S ANTICIPATED PROJECTS FISCAL YEARS 2022-2024

Table 1 captured within the following slides, represents the Owner's U.S. DOT-assisted (FTA) defined contracting program, which includes primary scope areas and corresponding values anticipated to be procured as a part of the Inglewood Transit Connector (ITC) Project. This is the only project anticipated for award in the Overall Goal period. The project has viable subcontracting possibilities and corresponding availability of DBEs, a required criterion for Overall Goal consideration, and is anticipated to be awarded within the respective goal period. The Owner considered these scope areas in preparing its Proposed Overall DBE Goal-Setting Methodology.

TABLE 1: ITC PROJECT SCOPES AND VALUES

Infrastructure Project Cost - B1: Project Cost Classification for Infrastructure Work	
Scope(s)	Value
Project Management and Coordination	\$23,025,738
Field Offices and Sheds	\$11,457,402
Temporary Scaffolding and Platforms	\$7,886,313
Selective Site Demolition	\$2,784,344
Structure Demolition	\$1,832,467
Selective Demolition	\$1,956,852
Underground Storage Tank Removal	\$12,354
Structural Cast-In-Place Concrete Forming	\$36,920,254
Plain Steel Reinforcement Bars	\$28,708,333
Galvanized Reinforcement Steel Bars	\$6,624,228
Stressed Tendon Reinforcing	\$1,036,852
Cast-In-Place Concrete	\$9,547,494
Heavyweight Structural Concrete	\$16,926,792
Concrete Finishing	\$792,430
Tooled Concrete Finishing	\$5,264,924
Precast Structural Pre-tensioned Concrete	\$1,172,778
Concrete Unit Masonry	\$1,683,253
Stone Masonry	\$912,000
Structural Steel For Buildings	\$25,332,520
Metal Grating Stairs	\$49,929
Industrial Railings	\$955,215
Bar Gratings	\$7,195,052
Ornamental Railings	\$149,214
Sheet Waterproofing	\$72,202
Roof and Deck Insulation	\$932,605
Metal Wall Panels	\$4,596,909
Soffit	\$2,488,653
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Scope(s)	Value
Thermoplastic-Polyolefin Roofing	\$2,279,047
Flexible Flashing	\$188,242
Manufactured Gravel Stops and Fasciae	\$728,388
Elastomeric Joint Sealants	\$262,343
Metal Doors and Frames	\$347,943
Overhead Coiling Doors	\$87,087
All-Glass Entrances and Storefronts	\$827,840
Aluminum-Framed Storefronts	\$283,580
Curtain Wall and Glazed Assemblies	\$16,794,034
Maintenance of Finishes	\$559,542
Non-Structural Metal Framing	\$123,636
Gypsum Board	\$210,679
Thin-Set Ceramic Tiling	\$92,909
Mortar-Bed Quarry Tiling	\$1,975,463
Acoustical Tile Ceilings	\$275,086
Acoustical Metal Pan Ceilings	\$959,041
Resilient Tile Flooring	\$125,485
Acoustic Blanket Insulation	\$75,930
Exterior Painting	\$108,536
Interior Painting	\$382,855
Common Work Results for Specialties	\$202,530
Chalkboards	\$50,664
Signage	\$656,027
Post and Panel/Pylon Signage	\$986,227
Traffic Signage	\$30,681
Toilet, Bath, and Laundry Accessories	\$120,911
Common Work Results for Equipment	\$59,726
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Scope(s)	Value
Parking Ticket Dispensers	\$73,650
Loading Dock Equipment	\$25,640
Commercial Laundry and Dry Cleaning Equipment	\$50,409
Residential Appliances	\$9,656
Facility Solid Waste Handling Equipment	\$66,013
Hardwood Casework	\$138,411
Waste Receptacles	\$86,145
Interior Public Space Furnishings	\$9,617
Trash and Litter Receptacles	\$18,224
Facility Protection	\$206,247
Electric Traction Passenger Elevators	\$14,885,491
Escalators	\$11,545,380
Vehicle Lifts	\$482,044
Fire-Suppression Sprinkler Systems	\$1,656,726
Common Work Results for Plumbing	\$236,794
General-Duty Valves for Plumbing Piping	\$7,917
Facility Water Distribution Piping	\$642,324
Domestic Water Piping Specialties	\$96,265
Sanitary Waste and Vent Piping	\$1,266,663
Sanitary Waste Piping Specialties	\$59,637
Facility Storm Drains	\$544,310
Sump Pumps	\$89,372
General Service Packages Air Compressors and Receivers	\$159,667
Commercial Gas Domestic Water Heaters	\$100,468
Commercial Water Closets, Urinals, And Bidets	\$498,773
Eyewash Equipment	\$44,382
Drinking Fountains and Water Coolers	\$31,590
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Scope(s)	Value
Pneumatic Control System For HVAC	\$1,087,573
Air Curtains	\$128,871
Gas-Fired Radiant Heaters	\$135,524
Packages Outdoor HVAC Equipment	\$3,858,248
Air-Source Unitary Heat Pumps	\$188,071
Selective Demolition For Electrical	\$165,965
Medium-Voltage Cables	\$548,781
Low-Voltage Electrical Power Conductors And Cables	\$165,577
Grounding And Bonding For Electrical Systems	\$638,242
Raceway And Boxes For Electrical Systems	\$1,205,400
Pad-Mounted, Liquid-Filled, Medium-Voltage Transformers	\$767,833
Medium-Voltage Switchgear	\$664,233
Low-Voltage Distribution Transformers	\$172,549
Switchboards	\$301,201
Panelboards	\$419,480
Motor-Control Centers	\$94,444
Wiring Devices	\$418,531
Engine Generators	\$658,110
Automatic Transfer Switches	\$55,625
Interior Lighting Fixtures, Lamps, And Ballasts	\$1,286,821
LED Exterior Lighting	\$1,163,556
Operation and Maintenance of Communications Systems	\$49,467
Communications Cabinets, Racks, Frames And Enclosures	\$21,438
Communications Horizontal Cabling Applications	\$1,199,496
Data Communications Network Equipment	\$271,286
Sound Masking Systems	\$151,358
Integrated Credential Readers And Field Entry Management	\$276,420
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Scope(s)	Value
Video Surveillance Systems Infrastructure	\$495,635
Fire Sensors And Detectors	\$614,184
Selective Tree And Shrub Removal	\$217,132
Grading	\$13,579,224
Excavation	\$229,653
Dewatering	\$158,228
Fill - Backfill	\$2,129,689
Drilled Caissons	\$52,206,066
Schedules for Exterior Improvements	\$1,766,700
Base Courses	\$1,143,773
Asphaltic Base Courses	\$1,679,715
Asphalt Paving	\$4,319,351
Precast Concrete Unit Paving	\$1,876,584
Curbs And Gutters	\$785,696
Pavement Markings	\$135,045
Chain Link Fences And Gates	\$156,396
Segmental Retaining Walls	\$375,228
Site Seating And Tables	\$111,168
Underground Sprinklers	\$653,228
Soil Preparation	\$792,978
Seeding	\$57,408
Ground Covers	\$516,872
Trees	\$144,354
Planting Accessories	\$833,389
Public Water Utility Distribution Piping	\$2,057,524
Electrical Underground Ducts And Manholes	\$3,653,494
Roadway Signaling and Control Equipment	\$2,159,335
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Scope(s)	Value
Oil and Grease Separation and Removal Equipment	\$215,749
Engineering	\$29,316,664
Professional Liability Insurance	\$1,605,301
Surveys, Testing & Inspections	\$3,664,583
General Liability Insurance	\$3,734,893
Mobilization/Demobilization	\$7,329,166
Builder's Risk Insurance	\$1,757,597
Performance & Payment Bonds	\$2,411,865
Permitting	\$2,196,996
General Contractor OH&P	\$20,923,768
Operating System Project Cost - Attachment A2/C-1/C-2	
OS Capital - Guideway Equipment	\$26,419,366
OS Capital - Station Equipment	\$7,500,327
OS Capital - Fare Collection Equipment	\$0
OS Capital - Maintenance and Storage Facility Equipment	\$15,996,772
OS Capital - Power Distribution System Equipment	\$21,217,682
OS Capital - Automatic Train Control Equipment	\$21,507,265
OS Capital - Communications Equipment	\$7,147,059
OS Capital - Other OS Equipment or Facilities	\$4,939,738
OS Capital - OS Verification and Acceptance	\$9,229,416
OS Capital - OS Supplier's Project Management and Administration	\$65,124,020
Infrastructure Operations & Maintenance Attachments D-1/D-2	
Infrastructure O&M_Stations - Janitorial	\$9,328,560
Infrastructure O&M_Stations - Pest Control	\$880,050
Infrastructure O&M_Stations - Electrical	\$21,916,200
Infrastructure O&M_Stations - Utility - Water/Wastewater	\$267,660
Infrastructure O&M_Stations - General Building Maintenance	\$5,280,330
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Scope(s)	Value
Infrastructure O&M_Stations - Escalators	\$15,897,780
Infrastructure O&M_Stations - Elevators	\$10,901,340
Infrastructure O&M_MSF - Janitorial	\$4,708,140
Infrastructure O&M_MSF - Pest Control	\$757,050
Infrastructure O&M_MSF - Electrical	\$18,144,180
Infrastructure O&M_MSF - Water/Watershed	\$1,133,730
Infrastructure O&M_MSF - General Building Maintenance	\$4,542,210
Infrastructure O&M_MSF - Elevators	\$1,362,660
Infrastructure O&M_Misc. - Landscaping	\$1,301,160
Infrastructure O&M_Misc. - Parking Pavement	\$3,690,540
Infrastructure O&M_Misc. - IT Equipment	\$2,271,120
Infrastructure O&M_Misc. - Vehicles/Leases	\$999,300
Infrastructure O&M_Misc. - Waste Disposal	\$272,520
Infrastructure O&M_Misc. - Security Guards and Patrol Service	\$29,842,380
Infrastructure O&M_Guideway	\$4,731,480
Infrastructure O&M_Core Staff	\$31,492,710
Operating System (OS) Operations & Maintenance Attachments D-1/D-2	
Operating System O&M_Labor - Operations	\$47,244,979
Operating System O&M_Labor - Maintenance & other O&M Support	\$194,885,539
Operating System O&M_Materials	\$66,324,682
Operating System O&M_Uilities and Other Engineering Support	\$36,334,800
Future Capital Costs for Infrastructure - Attachment E-1	
Future Capital Costs_Stations - HVAC Replacement	\$137,643
Future Capital Costs_Stations - Escalators Overhaul	\$3,441,075
Future Capital Costs_Stations - Elevators Overhaul	\$1,101,144
Future Capital Costs_MSF - HVAC Replacement	\$458,810
Future Capital Costs_MSF - Elevators Overhaul	\$183,524
Future Capital Costs_Misc. - Pavement Rehab	\$3,914,223
Total	\$1,147,071,249.10

CALCULATING THE BASE FIGURE

Base figure is calculated utilizing a dollar-weighted calculation by industry based on contracts projected to be awarded by ITC Joint Powers Authority during FFYs 2022-24 (October 1, 2021 – September 30, 2024).

**Number of DBEs from DBE Directory
available in market area performing
work in same NAICS codes**

**2020 Census Bureau County Business
Pattern database number of
transportation-businesses available in
market area performing work in same
NAICS codes (Including DBEs and Non-
DBEs)**

= 16% Base Figure
(rounded from 16.16%)

PAST DBE PARTICIPATION: STEP-2 ADJUSTMENT

The Owner did not receive Federal Funds in the previous three fiscal years and did not set an Overall Goal on the previous goal period or collect detailed DBE Program award/attainment data. Although the Owner did consider awards to DBEs on non-federally funded projects in the market area, it was determined that these projects were not like in scope or scale to the ITC Project (Infrastructure).

Specifically, the Owner considered additional Automated Transit System (ATS)/Automated People Mover (APM) projects of a similar scope and/or market area, as indicated on the next slide:

PAST DBE PARTICIPATION: STEP-2 ADJUSTMENT

ATS/APM Projects			
Project Name	Market Area	Goal(s)	Notes
LAX Automated People Mover	Los Angeles	30% Small and Local Business Goal. SB Design Goal: 22% SB Construction Goal: 18%	SBE goal, goal not developed based on available DBE firms. Goal on O&M not available
Oakland Airport Connector	Northern California	Civil Construction & Trucking Goal 18% Professional Services (no goal)	Goal on O&M not available. CA market area, but northern.
Phoenix Sky Harbor International Airport (PHX) Automated People Mover (Sky Train)	Phoenix, Arizona	12%	Goal based strictly on O&M. Arizona is within region 9 but out of CA.
O'Hare International Airport's Automated Transit System (ATS) – the People Mover	Chicago	19%	Outside of market area

In review of the four (4) ATS/APM projects identified above, Owner found that none of the projects included DBE goals for projects within the market area that included infrastructure construction, operations and maintenance.

TRIENNIAL GOAL ADJUSTMENT

As the Owner did not have past attainment data and could not identify like projects with viable attainment data, the Owner has elected not to apply an adjustment to the Base Figure in accordance with the DOT's issued guidance "Tips for Goal-Setting in the Disadvantaged Business Enterprise (DBE) Program" which states in pertinent part:

"..an adjustment for past participation is not required if you are developing a DBE program for the first time and do not have any statistics on past DBE participation.

STEP-2: CONSIDERATION OF DISPARITY STUDIES

The Owner did not find it feasible to conduct an independent availability/disparity study; however, the Owner identified two disparity studies, inclusive of market areas like the ITC Joint Powers Authority's, to consider whether a Race-Conscious DBE Program should be implemented.

The two (2) identified Disparity Studies were:

- California Department of Transportation (Caltrans) Disparity Study
- Los Angeles County Metropolitan Transportation Authority (Metro) Disparity Study.

As Metro's Disparity Study satisfies the legal standards established, the ITC Joint Power Authority has elected to utilize this study as a basis for implementing a race-conscious component of its Overall DBE goal.

No numeric adjustment to base figure have been made.

STEP-2: CONSIDERATION OF OTHER EVIDENCE

The Owner did not receive any anecdotal evidence nor is it aware of any other factors or adverse considerations that would have had a material effect on DBEs availability within the Owner's marketplace, or on DBEs' ability to participate (meeting bonding, insurance and financial requirements) in the ITC Joint Powers Authority's FTA-assisted contracting programs at this time.

No adjustment to base figure.

DBE GOAL APPLICATION MEASURES

Race/Gender Neutral Measures

- DBE Subcontracting/Utilization Plans
- Technical Assistance
- Outreach Events
- Small Business Policy/Program
- Small Business Aspirational Goals

Race/Gender Conscious Measures

- Contract-Specific DBE Goals
- Responsiveness to DBE contract goals a requirement for award

In accordance with federal regulations and U.S. DOT guidance, the owner will attempt to meet the goal to the maximum extent feasible utilizing race-neutral measures. Where race-neutral measures are inadequate to meet the overall goal, the Owner will establish contract-specific DBE goals on U.S. DOT-assisted contracts with viable subcontracting opportunities and relative DBE availability.

RACE- AND GENDER- NEUTRAL AND RACE- AND GENDER-CONSCIOUS SPLIT

A. Consideration of the Amount by which the Owner has Exceeded Goals in the Past

The U.S. DOT has identified that the ITC Joint Power Authority may consider that the amount of past participation obtained through the use of DBE primes should be considered achieved race/gender-neutrally and that those attainments can be used as a basis for estimating a similar level of race/gender-neutral participation in the next overall goal period.

As the Owner has not previously received Federal assistance and has not procured a project of a similar scope and size, there is no viable data regarding participation by DBE prime contractors.

RACE- AND GENDER- NEUTRAL AND RACE- AND GENDER-CONSCIOUS SPLIT

B. Past Participation by DBE Prime Contractors

As the ITC Joint Power Authority has not previously received Federal assistance and has not procured a project of a similar scope and size, there is no viable data regarding participation by DBE prime contractors.

C. Consider Past Participation by DBE Subcontractors on Contracts without Goals

As the ITC Joint Power Authority has not previously received Federal assistance and has not procured a project of a similar scope and size, there is no viable data regarding participation by DBE subcontractors on race-neutral contracts.

RACE- AND GENDER- NEUTRAL AND RACE- AND GENDER-CONSCIOUS SPLIT

D. Consider MBE/WBE/DBE Participation Pursuant to Race/Gender-Neutral State or Local Programs.

The ITC Joint Power Authority does not currently track MBE/WBE/DBE participation on Race/Gender-Neutral or Local Programs. The Owner will consider methods of tracking this information in the future for use in considering the proper race/gender-neutral application.

E. Consider Concrete Plans to Implement New Race-Neutral Methods

The ITC Joint Power Authority is considering including Small Business aspirational goals on Design-Build projects in addition to applying a DBE contract goal. The purpose of this would be to encourage utilization of Small and Disadvantaged businesses, inclusive of minority, woman, and veteran-owned businesses, and increase their likelihood of successfully participating.

RACE- AND GENDER- NEUTRAL AND RACE- AND GENDER-CONSCIOUS SPLIT

As the ITC Joint Power Authority has not previously received Federal assistance and has not procured a project of a similar scope and size, there is no viable attainment data to determine what percent of the **16%** Overall DBE Goal can be met race-neutrally. The ITC Joint Power Authority considered attainment data on ATS/ATM Projects with a similar scope and/or market area:

ATS/APM Projects			
Project Name	Market Area	Goal(s)	Notes
LAX Automated People Mover	Los Angeles	35% Small and Local Business	SBE goal, goal not developed based on available DBE firms. Goal on O&M not available
Oakland Airport Connector	Northern California	Civil Construction & Trucking Goal: 20.21% Professional Service: 33.1%	Goal on O&M not available. CA market area, but northern.
Phoenix Sky Harbor International Airport (PHX) Automated People Mover (Sky Train)	Phoenix, Arizona	15%	Goal based strictly on O&M. Arizona is within region 9 but out of CA.
O'Hare International Airport's Automated Transit System (ATS) – the People Mover	Chicago	19% Goal but attainment data not available	Outside of market area

MONITORING DBE PARTICIPATION

The ITC Joint Power Authority will continue to monitor its DBE participation during the overall goal period to determine whether the application of the ITC Joint Power Authority's race-neutral/race-conscious measures to meet the proposed Overall DBE Goal of **16%** remains on target.

PUBLIC PARTICIPATION AND FACILITATION

Public Facilitation

Community Letter sent to local/ethnic chambers of commerce and other business/community organizations in the market area (94).

Public Notice sent to Small and Disadvantaged businesses within market area via constant contact (3,227).

JPA Public Forum for in-person (virtual) engagement with the community to review and provide feedback on the proposed goal and methodology

On-going Outreach through industry forums, JPA public form, pre-proposal/pre-bid conferences and outreach events.

Website Supportive Services are provided to DBE and SB firms through ITC Joint Power Authority's website, inclusive of access to the DBE Program, past Overall Goal and proposed Overall Goal.

Website: <https://envisioninglewood.org/>

QUESTIONS AND COMMENTS

By email:

inglewoodtransitconnector@cityofinglewood.org

In person or by mail:

*Inglewood Transit Connector
DBE Liaison Officer
One Manchester Boulevard
Inglewood, CA 90301*

***DBE Goal Comment period began on October 24
and ends November 22, 2022***