

**THE SAN JOAQUIN REGIONAL  
RAIL COMMISSION  
(SJRRC)**



**FFY 2017 – 2019 DISADVANTAGED  
BUSINESS ENTERPRISE GOAL AND  
GOAL SETTING METHODOLOGY**

**SJRRC BOARD OF  
COMMISSIONERS APPROVAL:**

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Bob Johnson, Chair

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## EXECUTIVE SUMMARY

The San Joaquin Regional Rail Commission (“SJRRRC”) has completed its analysis for the annual overall Disadvantaged Business Enterprise (“DBE”) goal applicable to the SJRRRC’s contracting opportunities funded in whole or in part by the Federal Transit Administration (“FTA”) in Federal Fiscal Year (“FFY”) 2017 - 2019.

The annual overall DBE goal represents the percentage of DBE firms who are ready, willing and able to participate in the SJRRRC’s FTA-assisted contracting opportunities each fiscal year. The goal is expressed as a percentage of all FTA funds the SJRRRC anticipates expending in the fiscal year.

The SJRRRC has chosen the following methodology to establish the annual overall goal in accordance with the Department of Transportation (“DOT”) federal regulations governing the DBE program and recent guidance from DOT.

### STEP 1.

The SJRRRC determined a base figure for the relative availability of DBEs in the specific areas of expertise involved in the SJRRRC’s FTA-assisted contracting opportunities for FFY 2017- 2019 by using the Caltrans Unified Certification Program (“CUCP”) database of DBE’s, the most recent national U.S. Census Bureau’s County Business Pattern database for the State of California and then weighting each area of expertise according to the amount of FTA assistance that is projected to be spent in the area.

### STEP 2.

The SJRRRC examined other evidence regarding DBE availability for the SJRRRC’s geographic and contracting market, past participation, and contracting opportunities to determine if any adjustments to the base figure were needed in order to arrive at a narrowly tailored annual overall goal.

Based upon this analysis, the SJRRRC proposes an **annual overall DBE race-neutral goal of 2.0% for FFY 2017 - 2019 for FTA-assisted contracts.**

## I. FTA-ASSISTED CONTRACTING OPPORTUNITIES

The SJRRC has identified and analyzed the FTA-assisted contracting opportunities for FFY 2017-19 by federal dollar amounts and the North American Industry Classification Codes (NAICS) for the relevant types of work.

In Fiscal Years 2017-2019 SJRRC anticipates federal funding involvement on the following projects:

FTA Assisted Capital Projects	Est. Project Cost
<b>1. Stockton Track Extension</b>	\$22,000,000
<b>2. eTicketing</b>	\$ 2,000,000
<b>3. Locomotive Overhauls</b>	\$ 1,500,000
<b>4. Capital Lease</b>	\$ 9,727,548
<b>5. Right of Way Rail line improvements</b>	\$12,000,000
	\$47,227,548

Due to operating along the Union Pacific Rail Road lines, SJRRC is limited on bid opportunities as UPRR requires all work done on or in conjunction with their lines be completed by their workforce. Therefore, Capital Lease payments, Rail line improvements, and parts of the Stockton Track Extension projects were all excluded from the DBE goal setting process. Further, the contract for the Locomotive Overhaul was awarded to Motive Power Industries in 2009. SJRRC will be exercising the options clause of that contract in 2016-17, therefore this project has also been removed from the current processes. This leaves the Stockton Track Extension and eTicketing as the only projects eligible for DBE contract opportunity in this cycle.

### Stockton Track Extension:

This project extends the passenger track from the downtown Stockton Cabral station to the SJRRC/ACE Rail Maintenance Facility (RMF) and separates the ACE and Amtrak passenger trains from the following Railroads that operate in this congested area of the downtown:

- Union Pacific (UPRR) Operates two north/south mainline subdivisions in the project area
- Burlington Northern/Santa Fe (BNSF): Operates east/west on its own mainline and leases right to operate on UPRR lines going north out of Stockton in the project area
- Central California Traction (CTC): Operates out of the Port of Stockton through the project area
- Stockton Terminal and Eastern (ST&E): Switches freight with UPRR in the project area

This project represents an opportunity to efficiently access the most modern rail maintenance facility in the Central Valley, improve safety and capacity in one of the busiest freight corridors in California, and create jobs in the chronically disadvantaged economy of Stockton.

The project provides capacity for additional ACE trains and new connections between ACE and the San Joaquins.

Key elements of the project are:

- Installation of 1.3 miles of new passenger track and roadbed to connect to new rail maintenance facility
- 1 overcrossing structure widening
- Upgraded signal system and connections
- Improved crossovers
- Vehicle and pedestrian safety improvements to 6 at-grade rail crossings on local and collector streets

For this project the following applicable NAICS categories and available DBE firms were identified:

NAICS	Description	Available DBE Firms
<b>237</b>	Heavy Construction As a Group	
237110	Water and Sewer Line and Related Structures Construction	42
237210	Land Subdivision	3
237310	Highway, Street and Bridge Construction	59
237990	Other Heavy & Civil Engineering Construction	53
	Total	<b>157</b>
<b>238</b>	Civil and Heavy Construction As a Group	
238110	Poured Concrete Foundation and Structure Contractors	23
238120	Structural Steel and Precast Concrete Contractors	19
238140	Masonry Contractors	4
238210	Electrical Contractors	35
238910	Site Preparation Contractors	31
	Total	<b>112</b>
<b>541</b>	Special Services as a Group	
541310	Architectural Services	35
541330	Engineering Services	145
541620	Environmental Consulting	100
	Total	<b>280</b>

### Electronic Ticketing (eTicketing):

The Altamont Corridor Express (ACE) currently uses paper tickets issued on a distance-based system. Upgrading to an Electronic Ticketing program will improve fare collections, fiscal reporting, security, and convenience. This system would immediately validate tickets used on board, and allow for on-board ticket sales with real time validation of credit card sales. The system also allows for a better accounting of on-board sales and insures timely compliance with established revenue remittance procedures. The other main component of the system is the ability to create a positive train manifest in real time. Completion and implementation of the E-Ticketing project will allow for the following:

- Station Ticket Sales
- On-Board Ticket Sales
- On-Board Ticket Validation
- Real Time Validation of Credit Card Transactions
- Internet Based Recharging of Fare Media
- Real Time Passenger Manifesting
- Detailed Ridership Data by Origin and Destination
- Automated Accounting Procedures
- Selling of other Services (i.e. Paramount Great America Tickets)

Key elements to this project that will allow for DBE bid opportunities include

- project management,
- construction management,
- electronic infrastructure and
- a high level of programming

For this project the following applicable NAICS categories and available DBE firms were identified:

NAICS	Description	Available DBEs
<b>541</b>	Special Services As a Group	
541310	Architectural Services	35
541330	Engineering Services	145
541511	Custom Computer Programming Services	77
541512	Computer Systems Design Services	88
	Total	<b>345</b>

Over the next few years, the SJRRC anticipates receiving an estimated \$45 million in FTA funds. Of that the total contracting amount of FTA assistance the SJRRC anticipates awarding on these projects in FFY 2017 - 2019 is \$11,000,000, or 24% (see **Table 1**). The SJRRC has determined that the FTA-assisted contracting opportunities will involve work in (14) 2007 NAICS codes, some of which have been grouped into major three digit NAICS classifications.

Table 1				
<i>FFY 2017 - 2019 Allocated FTA Dollars by NAICS Codes</i>				
Projects	NAICS	Description	FTA Funds	%of FTA
Stockton Track Extension  e-Ticketing	<b>237</b>	<b>Heavy Construction As a Group</b>	<b>\$5,500,000</b>	<b>50%</b>
	237110	Water and Sewer Line and Related Structures Construction		
	237210	Land Subdivision		
	237310	Highway, Street and Bridge Construction		
	237990	Other Heavy & Civil Engineering Construction		
	<b>238</b>	<b>Civil and Heavy Construction As a Group</b>	<b>\$3,500,000</b>	<b>32%</b>
	238110	Poured Concrete Foundation and Structure Contractors		
	238120	Structural Steel and Precast Concrete Contractors		
	238140	Masonry Contractors		
	238210	Electrical Contractors		
	238910	Site Preparation Contractors		
	<b>541</b>	<b>Special Services As a Group</b>	<b>\$2,000,000</b>	<b>18%</b>
	541310	Architectural Services		
	541330	Engineering Services		
541511	Custom Computer Programming Services			
541512	Computer Systems Design Services			
541620	Environmental Consulting			
		Total FTA Funds		
				\$11,000,000
				\$45,000,000
		% of Allocated FTA Funds		24%

## II. GOAL METHODOLOGY

### 1. Determining a Base Figure

The base figure was developed to express the relative availability of DBEs within the SJRRC market area in the specific areas of expertise involved in the proposed FTA-assisted contracting opportunities. For this purpose, the SJRRC has opted to include all of California as the Market Area in setting the DBE goal. Due to the size of the agency and the cost of the projects involved, it is unlikely that an out of state contractor will be submitting proposals.

Determining DBE availability was done by comparing data from the CUCP DBE database (comprised of the Caltrans maintained CUCP DBE database) and the U.S. Census Bureau's County Business Pattern (CBP) database. For each NAICS code, CBP data from the State of California was used to determine the total number of businesses. The total number of DBEs for each NAICS code was determined by using the most closely matched 2007 NAICS codes from the CUCP DBE database. The total number of DBEs was compared to the total number of all firms to show the percentage of DBEs available in each area of expertise. (**Table 2**)

$$\text{Base Figure} = \sum \frac{\text{Number of DBEs registered in specialized category}}{\text{Number of all CBP firms by specialized category}}$$



Table 2				
<i>% of DBE Availability by NAICS</i>				
NAICS	Description	DBE	CBP	Availability
<b>237</b>	<b>Heavy Construction As a Group</b>			
237110	Water and Sewer Line and Related Structures Construction	42	840	0.05
237210	Land Subdivision	3	728	0.0041
237310	Highway, Street and Bridge Construction	59	781	0.0755
237990	Other Heavy & Civil Engineering Construction	53	338	0.1568
		<b>157</b>	<b>2687</b>	<b>0.0584</b>
<b>238</b>	<b>Civil and Heavy Construction As a Group</b>			
238110	Poured Concrete Foundation and Structure Contractors	23	1691	0.0136
238120	Structural Steel and Precast Concrete Contractors	19	378	0.0502
238140	Masonry Contractors	4	1227	0.0032
238210	Electrical Contractors	35	7572	0.0046
238910	Site Preparation Contractors	31	2331	0.0132
		<b>112</b>	<b>13199</b>	<b>0.0084</b>
<b>541</b>	<b>Special Services As a Group</b>			
541310	Architectural Services	33	3139	0.0105
541330	Engineering Services	145	8053	0.0180
541511	Custom Computer Programming Services	77	10671	0.0072
541512	Computer Systems Design Services	88	6458	0.0136
541620	Environmental Consulting	100	1439	0.0694
		<b>445</b>	<b>29760</b>	<b>0.0149</b>
		<b>714</b>	<b>45646</b>	<b>0.0156</b>

## 2. Adjusting the Base Figure

Key factors considered when adjusting the Base Figure were as follows:

a. **Market Area:**

In years past SJRRC limited the market area for DBE firms to within a 100 mile radius of the proposed project locations. With the list of available DBE firms already slim, SJRRC has opted to not eliminate any firms regardless of location or likelihood to bid, instead the entire state of California is included.

b. **Past Participation:**

Over the past five years, SJRRC has maintained and/or awarded 28 prime contracts, of which five had DBE participation, and one was awarded to a DBE as the prime contractor. Weighing the participation percentage based on number of previously awarded is difficult as the projects identified in this program as materially different from the prior contracts.

In reviewing past participation, between April and September 2011, 13% DBE participation was reported in construction management contracts for the ACE Track Extension project.

The 2012/13 reporting dropped to 0% participation due to contracts to the UPRR for contractual requirements as part of the SJRRC/UPRR Trackage Rights Agreement for the Altamont Corridor Express. UPRR as part of their Union agreement are required to use their Union forces to complete the improvements.

The 2013/14 DBE reporting increased to 10% participation.

In 2014/15 and 2015/16, DBE participation was 0% as the contracts awarded were to the UPRR for contractual requirements as part of the SJRRC/UPRR Trackage Rights Agreement for the Altamont Corridor Express. UPRR as part of their Union agreement are required to use their Union forces to complete the improvements.

<b>Federal Fiscal Year</b>	<b>FTA DBE Participation</b>
<b>FY2011/12</b>	13%
<b>FY2012/13</b>	0%
<b>FY2013/14</b>	10%
<b>FY2014/15</b>	0%
<b>FY2015/16</b>	0%
<b>Median Participation</b>	<b>0%</b>

While an analysis of past DBE participation was completed, the results were not used in the goal setting process, because of two things, the ongoing UPRR contractual required projects, and the anticipated project to be completed as part of this program are different from the previously completed projects.

c. Project List:

As outlined in section I, only two of the proposed projects scheduled for DOT assistance in the upcoming triennial period will be eligible for DBE participation. Past projects included the complete rehabilitation of the downtown Stockton Cabral station, a bridge expansion over Miner Avenue and a state of the art rail maintenance facility. The scale of these projects significantly opened-up opportunities for DBE participation. Those projects are now complete and the SJRRC will not be undergoing projects of that scale. Therefore, SJRRC cannot accurately consider a historic median of past projects in setting its new goal and will not be used to calculate the goal.

d. Bid opportunities:

Operating along the Union Pacific Rail Road lines limits bid opportunities on SJRRC sponsored projects as UPRR requires all work done on or in conjunction with their lines be completed by their workforce. The largest project being proposed for the upcoming years is the Stockton Track Extension and falls directly under this restriction.

e. Public Participation:

On January 19, 2017 SJRRC hosted a DBE Community Engagement meeting to which invites were extended to 24 Chambers of Commerce and Small Business Development Centers ranging from Sacramento to the Silicon Valley and Oakland to be distributed to their participants. At this meeting we had the current proposed DBE Goal Setting Methodology available for review as well as project descriptions for proposed upcoming projects. We also had members from our procurement, management, and project development teams, including bi-lingual staff available to engage the public and answer questions. No response came from this effort.

f. Weighted Percentage:

SJRRC adjusted the amount of FTA-assisted contracting opportunities available to DBEs based on the percentage of FTA funds projected to be used to purchase specialized equipment for the bridge construction, concrete foundation and rail track construction for the Stockton Track Extension Project, as well as engineering and computer design services for the eTicketing project. (Table 3)

With the list of available DBE firms already slim, SJRRC did not eliminate any firms regardless of location or likelihood to bid. Instead the available DBE firms in each category were multiplied by the percentage of DOT funds allocated toward the related project, giving the weighted DBE percentage for each group of 1.9, only 0.4% higher than the availability calculation and therefore having no effect on the base figure. **(Table 3)**

$$\text{Weighted Base Figure} = \sum \frac{\text{Number of DBEs registered in specialized category}}{\text{Number of all CBP firms by specialized category}} \times \text{weight} \times 100$$

Table 3

*DBE Availability by % of FTA Dollars*

NAICS	Description	DBE	CBP	Availability	% of Total FTA Dollars	Weighted DBE %
<b>237</b>	<b>Heavy Construction As a Group</b>					
237110	Water and Sewer Line and Related Structures Construction	42	840	0.05		
237210	Land Subdivision	3	728	0.0041		
237310	Highway, Street and Bridge Construction	59	781	0.0755		
237990	Other Heavy & Civil Engineering Construction	53	338	0.1568		
		157	2687	0.0584	0.1222	0.0071
<b>238</b>	<b>Civil and Heavy Construction As a Group</b>					
238110	Poured Concrete Foundation and Structure Contractors	23	1691	0.0136		
238120	Structural Steel and Precast Concrete Contractors	19	378	0.0502		
238140	Masonry Contractors	4	1227	0.0032		
238210	Electrical Contractors	35	7572	0.0046		
238910	Site Preparation Contractors	31	2331	0.0132		
		112	13199	0.0084	0.0777	0.0006
<b>541</b>	<b>Special Services As a Group</b>					
541310	Architectural Services	33	3139	0.0105		
541330	Engineering Services	145	8053	0.0180		
541511	Custom Computer Programming Services	77	10671	0.0072		
541512	Computer Systems Design Services	88	6458	0.0136		
541620	Environmental Consulting	100	1439	0.0694		
		445	29760	0.0149	0.0444	0.0006
	<b>Total</b>			<b>0.0817</b>	<b>0.2443</b>	<b>0.0199</b>

In evaluating the two main components the Base Figure, and the Weighted DBE Availability, the weighted DBE Availability of 1.99% will be rounded up to **2.00%** and used as the DBE goal.

### III. PROPOSED OVERALL DBE GOAL

Taking all the information into consideration and weighing heavily on the DOT assisted contract opportunities proposed to be available in this triennial period, SJRRC proposes **to use the weighted DBE Availability figure and set an annual overall DBE goal of 2.0% be set for FFY 2017 - 2019 for FTA-assisted contracts.**

As part of the prescribed goal-setting methodology, SJRRC must project the percentage of its Proposed Overall DBE Goal that can be met utilizing race-neutral and race-conscious measures. Because of the emphasis placed on race-neutral methods and the types of contracting opportunities, the SJRRC proposes that the FFY 2017–2019 goal will be met by race-neutral measures.

### IV. RACE NEUTRAL MEANS TO ACHIEVE THE DBE ANNUAL OVERALL GOAL

SJRRC plans to continue or implement the following Race neutral measures to maximize bidding and contracting opportunities to DBE and Small Business firms:

- A. Publicly announce all bid opportunities
- B. Invite DBE firms to bid based on past participation
- C. Unbundling large contracts to make them more accessible,
- D. Encouraging prime contractors to subcontract portions of the work, and
- E. Participate in outreach and communications programs

In years past SJRRC has had a difficult time meeting DBE goals on a consistent year to year basis. This was not due to using Race-neutral measures but because contract opportunities tend to be very restrictive as described in Section I and contracts tend to span over several years. SJRRCs procurement policy utilizes multi-year agreements.

For example; when breaking ground on a multi-million dollar Rail Maintenance Facility owned by the Commission, DBE participation was reported at 19%. This was a multi-year project to which the DBE participation was reported at the time of contract award therefore reflecting at 0% in subsequent years.

SJRRC will carefully monitor its progress during the course of the year and may establish appropriate contract-specific goals if race-neutral methods do not appear sufficient to achieve the overall annual DBE participation for FFY 2017-2019. At such time the SJRRC will consult local disparity studies to assist in the new determination.

### V. SMALL BUSINESS PROGRAM

#### 1. Definition of a Small Business Enterprise:

For purposes of this Program and in accordance with the State of California’s definition of “microbusiness” as set forth in California Government Code section 14837, a “Small Business Enterprise” is defined as:

- a) A business that, together with its affiliates, has average annual gross receipts of two million seven hundred fifty thousand dollars (\$2,750,000) or less over the previous three years, or

b) Is a small business manufacturer with 25 or fewer employees.

2. Compliance with State of California Small Business Eligibility Requirements:

SJRRC will utilize the State of California certification to verify the status as a small business for participation in SJRRC' Small Business Program. Contractors will only be eligible to benefit from the Program if they are a State of California Certified Microbusiness. Accordingly, the definition of a "Small Business Enterprise" will be modified as necessary to remain consistent with the State of California's definition and certification eligibility of "microbusiness".

3. Small Business For Contracts <\$100,000:

SJRRC will set aside contracts for Small Business Enterprises (SBEs), provided that an adequate number of qualified small businesses can compete for the work. The State of California small business directory will be consulted to determine if there is an adequate pool of certified SBE vendors in the market area that are ready, willing, and able to perform. The contract opportunity will be advertised in accordance with the procurement policy, but only Small Businesses will be eligible for award. In those circumstances when only a single proposal or bid that has been solicited under this Program has been received, the contract will be re-solicited, unless there is a sound documented business reason to justify the lack of competition.

4. Self Perform Limit for Contracts >\$1,000,000:

For contracts over \$1,000,000, SJRRC shall use contract goals for SBE participation on contracts that have subcontracting possibilities. Contract goals shall be enforceable and compliance with the goal or good faith efforts to do so shall be a condition of contract award. Contract goals need not be established on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work and availability of SBEs to perform the particular type of work). The contract work items will be compared with eligible SBE contractors willing and available to work on the project. A determination will be made regarding which items are likely to be performed by the prime contractor and which ones are likely to be performed by subcontractor(s). The goal will then be incorporated into the contract documents. Contract goals will be expressed as a percentage of the total amount of a contract.

## VI. PUBLIC PARTICIPATION

### 1. Consultation

SJRRC has not previously undergone efforts to consult with minority and women's groups specifically outside of general publication or invitations to bid on capital projects. As a small agency qualified under the provisions in FTA Circular 4702.1B section IV SJRRC is not required to develop a formal Public Participation Plan and is instead represented by the local Council of Governments of San Joaquin County. However, on January 19<sup>th</sup>, 2017 the SJRRC held a DBE Community Engagement meeting to which invites were extended to 24 Chambers of Commerce and Small Business Development Centers ranging from Sacramento to the Silicon Valley and Oakland. (Attachment A)

The goal of the outreach is to establish contacts and relationships with the DBE community, share a little bit of who SJRRC is and the contract opportunities coming available in the next few years, and collect comments on the proposed goals set out in this document. SJRRC would then review all comments received and evaluate discussions held during the engagement and determine if changes to the goals set will require adjustment.

The DBE Community Engagement meeting was held on Thursday, January 19, 2017 at the SJRRC Headquarters in Stockton, CA, at 10:00am, to which there were no attendees. Staff and information remained available until 12:00pm.

Staff met with Mr. Paul Guerrero on March 21, 2017 to discuss the methodology used in the program. The meeting was a result of Public Comments Mr. Guerrero made at the March 3, 2017 San Joaquin Regional Rail Commission meeting on the methodology used in the Program

### 2. Publication of Proposed Goal

The proposed FFY 2017-2019 DBE goal was made available to the public advising that the SJRRC and U.S. DOT will accept public comments on the proposed goal and methodology for a period of forty-five (45) days from the date of publication.

Notices were posted in the following locations:

- a. SJRRC/ACE Headquarters located at 949 E Channel Street, Stockton, CA 95202 – 30 Days
- b. Website at [www.acerail.com](http://www.acerail.com) – continuous (Attachment B)
- c. Prominent newspapers along the ACE operating corridor – 10 days: (Attachment C)
  - The Stockton Record,
  - San Jose Mercury News
  - Tri-Valley Herald.

Notice ran in prominent newspapers along the ACE corridor for ten days and remains on the ACERail website, no comments have been received to date.

## ATTACHMENT A



*Dedicated to  
passengers*

*Responsive  
to change*

*Committed  
to growth*

**Commissioners**

**Bob Johnson**  
City of Lodi

**Moses Zapien**  
San Joaquin County

**Steve Dresser**  
City of Lathrop

**Debby Moorhead**  
City of Manteca

**Christina Fugazi**  
City of Stockton

**Michael Maciel**  
City of Tracy

**Executive Director  
Stacey Mortensen**

November 28, 2016

**RE: Disadvantaged Business Enterprise Community Engagement**

The San Joaquin Regional Rail Commission is looking to engage California's Disadvantaged Business Enterprise (DBE) community and would like to invite you and your various organizational affiliates to attend a Public Participation Meeting.

As a recipient of Federal Transit Administration (FTA) funds, SJRRC is required to set a DBE participation goal outlining what percent of FTA dollars will be awarded to DBE contracts. In order to meet with this requirement, SJRRC seeks to engage the DBE community on the FTA assisted contract opportunities projected over the next few years and review the methodology used to reach a baseline goal.

At this meeting we hope to share opportunities with Disadvantaged and Small Businesses, build relationships, collect comments, and establish a viable list of those ready, willing and able to participate in upcoming bid opportunities.

Please join us:

**Where:** San Joaquin Regional Rail Commission Headquarters  
Board Room  
949 East Channel Street  
Stockton, CA 95202

**When:** Thursday, January 19, 2017  
10:00a – 12:00p





## ATTACHMENT B



www.acerail.com/About/Title-VI

ACE PAC  
 ACE FOR THE ENVIRONMENT  
 BOARD OF DIRECTORS  
 CONTRACT OPPORTUNITIES  
**DBE/SBE AND TITLE VI**  
 EMPLOYMENT  
 HISTORY OF ACE  
 EVENTS & NEWS  
 MEDIA  
 PUBLIC PROJECTS  
 PRIVACY & DISCLOSURE POLICY  
 SAN JOAQUIN JOINT POWERS

FOR YOU ▾ GETTING YOU THERE ▾ TICKETS ▾ ABOUT ▾ CONTACT ▾

### DBE/SBE AND TITLE VI

[About](#) > DBE/SBE and Title VI

The San Joaquin Regional Rail Commission (SJRRC) is committed to a policy of non-discrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation services. Any person who believes that he or she has been subjected to discrimination under Title VI on the basis of race, color or national origin may file a Title VI complaint with SJRRC within 180 days from the date of the alleged discrimination.

**— Our commitment to non-discrimination**

**FFY 2014 – 2016 Disadvantaged Business Enterprise Goal and Goal-setting Methodology Report**  
 To review the document please click [here](#). For any comments on the DBE documentation, please contact [publiccomments@acerail.com](mailto:publiccomments@acerail.com)

**FFY 2017 - 2019 Disadvantaged Business Enterprise Goal and Goal-setting Methodology Report**  
 To review the document please click [here](#). For any comments on the DBE documentation, please contact [publiccomments@acerail.com](mailto:publiccomments@acerail.com)

**Filing a Complaint with SJRRC**

## **ATTACHMENT C**

### **NOTICE OF PUBLIC COMMENT PERIOD BEFORE THE SAN JOAQUIN REGIONAL RAIL COMMISSION**

NOTICE IS GIVEN that the public comment period will open to receive oral and written statements regarding the Adoption of Federal Transit Administration Disadvantaged Business Enterprise Goal of 2% for fiscal years 2017-19. Comment period will remain open for a period of 45 days. All persons interested in this matter are invited to appear on May 5, 2017 at the Board of Directors meeting at 949 E Channel St. Stockton, CA 95202 at 8:00am or to contact the San Joaquin Regional Rail Commission at 209-944-6220 or by sending an email to [publiccomments@acerail.com](mailto:publiccomments@acerail.com)

**#1093408 4/10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 2017**

BY: Stacey Mortensen, Executive Director  
San Joaquin Regional Rail Commission