



## **Western Contra Costa Transit Authority (WestCAT)**

**Disadvantaged Business Enterprise Triennial Goal  
FFY 2026 - FFY 2028**

**May 2025**

**Western Contra Costa Transit Authority  
(WestCAT)- Recipient ID 5624**

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## Introduction

Western Contra Costa Transit Authority, also known as WestCAT, implements a Disadvantaged Business Enterprise (DBE) Program in accordance with Title 49 of the Code of Federal Regulations, Part 26 (49 CFR Part 26). The DBE regulations require United States Department of Transportation (U.S. DOT) recipients to implement a DBE program and set triennial DBE participation goals.

The methodology to calculate the DBE Triennial Goal is a two-step process described in 49 CFR Part 26. Step-One of the methodology establishes a base figure for the anticipated U.S. DOT-assisted contracts to be awarded in the period. The base figure is derived from the relative availability of ready, willing and able DBEs in relationship to all comparable businesses that are ready, willing and able to participate in the anticipated U.S. DOT-assisted contracts. Step-Two relies on WestCAT's examination of evidence from its local market area to determine if an adjustment to the base figure is needed.

The DBE goal reflects WestCAT's determination of the level of DBE participation expected absent the effects of discrimination. As a recipient of federal money through the Federal Transit Administration (FTA), WestCAT has included a narrative description accompanied by tables and calculations in its goal setting and methodology to provide a clear explanation of how WestCAT developed its DBE Triennial Goal for FFY 2026-2028.

## Summary

In determining the DBE goal for the federal fiscal period of October 1, 2025 - September 30, 2028 based on the Federal Fiscal Year of October 1 – September 30, WestCAT reviewed the anticipated FTA- assisted contracting opportunities over this period, exclusive of any FTA funds to be used for the purchase of transit vehicles as transit vehicle purchases are excluded from the goal setting process. WestCAT then determined a base figure that represented the percent of DBE participation that would be expected if there existed a level playing field between DBE firms and non-DBE firms. Evidence available from WestCAT's local market area was examined to determine if an adjustment to the base figure was warranted. This methodology was then brought before relevant stakeholders in the DBE and non-DBE community in May 2025 before the DBE goal was set at two percent (2%) for FFY 2026-2028.

The DBE goal is posted on WestCAT's website: [DBE Program \(web\)](#)

## FTA Money

WestCAT receives FTA-assisted money from various funding sources which includes FTA and the Metropolitan Transportation Commission (MTC). During FFY 2026-2028, WestCAT anticipates receiving \$1,129,682 in Americans with Disabilities Act (ADA) operating assistance. WestCAT

currently contracts its fixed-route and paratransit services to a private contractor, MV Transportation, and applies the ADA operating assistance toward supplementing the cost of operating ADA paratransit service.

WestCAT also anticipates receiving \$336,000 towards project management, \$3,361,500 for hydrogen fueling station equipment, \$85,500 for hydrogen fueling station design, \$211,500 for utility upgrades for the hydrogen fueling station, \$418,500 for installation of a mobile fueler, \$834,189 for workforce development training associated with the hydrogen fueling station project and hydrogen fuel cell buses, and \$1,629,000 for maintenance facility modification on its existing property in Pinole, California.

Table 1 reflects the anticipated FTA-assisted contracting opportunities subject to the overall Triennial Goal period of FFY 2026-2028. ADA operating assistance, project management, hydrogen fueling station equipment, hydrogen fueling station design, utility upgrades for the hydrogen fueling station, installation of a mobile fueler, workforce development training associated with the hydrogen fueling station project and hydrogen fuel cell buses, and maintenance facility modification are the contracting opportunities listed in the table. The total dollar amount is \$8,005,871.

**Table 1- FTA-Assisted Contracting Opportunities**

<b>Description of Contract</b>	<b>FTA Dollars</b>
ADA operating assistance	\$1,129,682
Project management	\$336,000
Hydrogen fueling station equipment	\$3,361,500
Hydrogen fueling station design	\$85,500
Utility upgrades for hydrogen fueling station	\$211,500
Installation of mobile fueler	\$418,500
Workforce development training	\$834,189
Maintenance facility modification	\$1,629,000
<b>Total</b>	<b>\$ 8,005,871</b>

## **Determining Local Market Area**

The following areas were considered in determining WestCAT's local market area:

- 1) The area in which WestCAT spends the majority of its contracting dollars
- 2) The area in which the substantial majority of the contractors and subcontractors with which WestCAT does business are located

WestCAT's service area includes 17.8 square miles of West Contra Costa County, which is also where WestCAT's headquarters is located. Currently all of the contracting dollars are spent in Contra Costa County.

WestCAT determined the majority of past and current vendors are from the Bay Area and located in the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma. WestCAT will use these counties to determine the number of DBEs and all firms in its local market area.

## Goal Methodology

### Step-One: Determining Base Figure

Base figures were calculated for contracts to be awarded during FFY 2026-2028 to determine the relative availability of DBEs in specific areas of expertise using the North American Industrial Classification System (NAICS) codes. WestCAT examined NAICS codes that would be associated with transportation providers able to provide its fixed route and paratransit service and NAICS codes associated with the hydrogen fueling station project.

At this time, WestCAT contracts with one transportation provider for fixed route and paratransit services. The layout of WestCAT's facility in Pinole, California currently is only able to accommodate one contracted transportation provider. Limited facility space and parking space, as well as the current design and layout of WestCAT's facility, and additional costs associated with housing two transportation providers, reasonably allow for only one contracted transportation provider.

The NAICS code is identified in column A, NAICS description in column B, and associated contracting opportunity in column C of Table 2.

**Table 2-NAICS Code and Associated Contracting Opportunity**

<b>A. NAICS CODE</b>	<b>B. NAICS DESCRIPTION</b>	<b>C. CONTRACTING OPPORTUNITY</b>
485113	Bus and other Motor Vehicle Transit Systems	ADA operating assistance
541618	Other Management Consulting Services	Project management
423830	Industrial Machinery and Equipment Merchant Wholesalers	Hydrogen fueling station equipment
541330	Engineering Services	Hydrogen fueling station design

237130	Power and Communication Line and Related Structures Construction	Utility upgrades for hydrogen fueling station
237120	Oil and Gas Pipeline and Related Structures Construction	Installation of mobile fueler
61151	Technical and Trade Schools	Workforce development training
236220	Commercial and Industrial Building Construction	Maintenance facility modification

**Number of DBEs:** To determine the number of DBEs in WestCAT's nine county market area, WestCAT searched the California Department of Transportation's CUCP<sup>1</sup> database for DBEs that are certified in the identified NAICS code. The number of DBEs identified is displayed in column C of Table 3.

**Number of All Firms (DBEs and non-DBEs):** To determine the number of all firms (DBEs and non-DBEs) in WestCAT's nine county market area, WestCAT searched the United States Census Bureau's most recent California Business Patterns (CBP)<sup>2</sup> database, 2022 data table, for all firms in the identified NAICS codes. Numbers of all firms identified are displayed in column D of Table 3.

**Relative Availability of DBE Firms:** Relative availability is derived by dividing the number of DBEs available in a particular NAICS code by the number of all firms in that NAICS code. Column E in Table 3 displays the relative availability of DBE firms for the associated NAICS code.

Table 3 displays the NAICS code in column A, NAICS description in column B, DBEs available to perform the work in column C, all firms available in column D, and the calculated relative DBE availability in column E.

**Table 3- DBE Availability by NAICS Code**

A. NAICS CODE	B. NAICS DESCRIPTION	C. DBEs AVAILABLE TO PERFORM THIS WORK	D. ALL FIRMS AVAILABLE	E. RELATIVE DBE AVAILABILITY
485113	Bus and other Motor Vehicle Transit Systems	0	13	0.0000

<sup>1</sup>Caltrans Disadvantaged Business Enterprise System: [Caltrans DBE System \(web\)](#)

<sup>2</sup> As found with the U.S. Census data tool, County Business Patterns, CBP Tables 2022

541618	Other Management Consulting Services	64	290	0.2207
423830	Industrial Machinery and Equipment Merchant Wholesalers	1	416	0.0024
541330	Engineering Services	87	2352	0.0370
237130	Power and Communication Line and Related Structures Construction	9	85	0.1059
237120	Oil and Gas Pipeline and Related Structures Construction	1	11	0.0909
61151	Technical and Trade Schools	0	240	0.0000
236220	Commercial and Industrial Building Construction	18	845	0.0213

**Calculating Weighted Base Figure:** Contract dollars of each industry classification were divided by the total contract dollars resulting in percentage of total dollars per classification. This weighted percentage is displayed in column D of Table 4.

Table 4 displays the NAICS code in column A, contracting opportunity in column B, FTA dollars in column C, weighted percentage of total FTA dollars in column D, DBE availability in column E and base figure in column F.

**Table 4- Calculating Weighted Base Figure**

A. NAICS CODE	B. CONTRACTING OPPORTUNITY	C. FTA DOLLARS	D. WEIGHTED % OF TOTAL FTA DOLLARS	E. DBE AVAILABILITY	F. BASE FIGURE
485113	ADA operating assistance	\$1,129,682	0.1411	0.0000	0.0000
541618	Project management	\$336,000	0.0420	0.2207	0.0093
423830	Hydrogen fueling station equipment	\$3,361,500	0.4199	0.0024	0.0010
541330	Hydrogen fueling station design	\$85,500	0.0107	0.0370	0.0004

237130	Utility upgrades for hydrogen fueling station	\$211,500	0.0264	0.1059	0.0028
237120	Installation of mobile fueler	\$418,500	0.0523	0.0909	0.0048
61151	Workforce development training	\$834,189	0.1042	0.0000	0.000
236220	Maintenance facility modification	\$1,629,000	0.2035	0.0213	0.0043
	<b>Total</b>	<b>\$8,005,871</b>	<b>1</b>		<b>0.0226</b>
				<b>Expressed as a %</b>	<b>2.26%</b>
				<b>Rounded Weighted Base Figure</b>	<b>2%</b>

**Overall Goal Base Figure:** The base figure for the overall goal was calculated by multiplying the weighted percentage of funds to be expended for each NAICS code by DBE relative availability for each NAICS code.

## Step-Two: Adjusting Step-One Base Figure

49 C.F.R. Section 26.45 Part 26 requires an examination of available relevant evidence to determine what additional adjustment to the Base Figure is needed, if any, to narrowly tailor the Base Figure to WestCAT's marketplace and to establish the overall DBE goal. To adjust the base figure, WestCAT reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within WestCAT's local market area, in accordance with prescribed narrow tailoring provisions set forth in 49 CFR Part 26.45. Evidence considered in making an adjustment to the base figure included WestCAT's past DBE participation, disparity studies, and consultation/public participation information.

WestCAT did not consider past participation as relevant for adjusting the base figure due to the infrequency of contracting opportunities.

WestCAT reviewed disparity studies in its local market area and found a San Francisco Bay Area Rapid Transit District (BART) Disparity Study issued on January 12, 2017<sup>3</sup> and a California Department of Transportation (Caltrans) Disparity Study that was completed on August 6,

<sup>3</sup> As found online in the January 12, 2017 San Francisco Bay Area Rapid Transit District Disparity Study Volume 1 (PDF) [BART Disparity Study \(PDF\)](#)



2021<sup>4</sup>. Caltrans is currently completing a new disparity study with results expected to be available in September 2025.

The BART Disparity Study documented a statistically significant disparity in construction procurements for African American owned firms, Asian American owned firms, Hispanic American owned firms and Caucasian female owned firms. The BART Disparity Study also documented a statistically significant disparity in professional services procurements for Asian American owned firms, Hispanic American owned firms and Caucasian female owned firms.

WestCAT did not find the BART Disparity Study to be relevant to WestCAT as BART's marketplace is significantly larger than WestCAT's marketplace and the types of contracts awarded by BART are not substantially similar to the contracts awarded by WestCAT.

The Caltrans Disparity study "examined disparity analysis results separately for construction and professional services work to assess whether contracting outcomes differ by industry.... minority- and woman-owned businesses considered together exhibited substantial disparities on both construction (disparity index of 73) and professional services (disparity index of 50) contracts. Results for individual groups indicate that:

- All groups except non-Hispanic white woman-owned businesses (disparity index of 133) and Native American-owned businesses (disparity index of 81) showed substantial disparities on construction contracts. A disparity index of 81 indicates a disparity, but it does not reach the threshold to be considered substantial.
- All groups except Subcontinent Asian American-owned businesses (disparity index of 110) showed substantial disparities on professional services contracts."

WestCAT did not find the Caltrans Disparity Study to be relevant to WestCAT. The Caltrans Disparity Study is based on the statewide marketplace. WestCAT's marketplace consists of the counties of Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma. WestCAT does not believe the general statewide statistical findings of the disparity study can be applied to WestCAT's limited market area given the demographic differences between the various regions in California. In addition, the types of contracts awarded by Caltrans are not substantially similar to the contracts awarded by WestCAT.

After reviewing the information, WestCAT did not make any adjustments to its overall base figure.

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<sup>4</sup> As found online in the August 6, 2021 Caltrans Disparity Study Executive Summary (PDF): [Caltrans Disparity Study \(PDF\)](#)

## Race-Neutral/Race-Conscious

Consistent with the intent of leveling the competitive playing field for DBE firms, the U.S. DOT requires the maximum feasible portion of the DBE overall goal be achieved by race-neutral means. When a DBE firm wins a prime contract through normal competitive means, receives a subcontract from a prime that does not have a DBE goal attached, or receives a subcontract from a prime that did not consider its DBE status when making the award, it is considered to have done so through race-neutral means.

Race-conscious means, such as contract goals, take race into consideration. However, two complications arise in this area: one, California Proposition 209 requires that race-conscious means for contracts only apply to U.S. DOT-funded contracts; and two, the Ninth Circuit Court of Appeals ruled in *Western States Paving Co, Inc. v. Washington State Department of Transportation*, 407 F.3d 983 (9<sup>th</sup> Cir. 2005), that race-conscious means can only be used on U.S. DOT-funded contracts when there is evidence of discrimination against specific groups. WestCAT strives to meet its goal through race-neutral means. However, if WestCAT finds a disparity study relevant to its market area and contracting opportunities, WestCAT may consider requesting approval from the FTA to use race-conscious means if it determines the need in the future.

## Public Participation/Publication

WestCAT is a member of the Business Outreach Committee (BOC) in the San Francisco Bay Area. The BOC is a consortium of San Francisco Bay Area Transit and Transportation Agencies. BOC members include: Alameda-Contra Costa Transit District, Alameda County Transportation Commission, California Department of Transportation, California High Speed Rail Authority, Central Contra Costa Transit Authority, City of Rio Vista, City of Santa Rosa, Eastern Contra Costa Transit Authority, Golden Gate Bridge Highway and Transportation District, Livermore Amador Valley Transit Authority, Marin Transit, Metropolitan Transportation Commission, Napa Valley Transportation Authority, Port of Oakland, San Francisco Bay Ferry/WETA, San Francisco County Transportation Authority, San Francisco International Airport, San Francisco Bay Area Rapid Transit District, San Francisco Municipal Transportation Agency, San Mateo County Transit District/Peninsula Joint Power Authority, Santa Clara Valley Transportation Authority, Santa Cruz Metropolitan Transit District, Solano County Transit, Sonoma-Marin Area Rail Transit, Sonoma-Marin Area Rail Transit District, Transbay Joint Powers Authority and Western Contra Costa Transit Authority.

WestCAT participates in BOC group programs, activities and efforts in the San Francisco Bay Area. These efforts help to create a level playing field on which DBEs and small businesses can compete fairly, enhance outreach and communication efforts with these firms, and provide appropriate assistance and information for participation in DOT-assisted contracts. Through the BOC, WestCAT conducts outreach to introduce procurement opportunities to construction firms, professional services firms, product suppliers and manufacturers. The BOC publishes a

quarterly “Contracting Opportunities” newsletter that features contracting opportunities, resources, and guidance for small businesses and DBEs. WestCAT publishes its contracting opportunities in the newsletter and current issues of the newsletter are placed on WestCAT’s website at [www.westcat.org](http://www.westcat.org).

WestCAT, in collaboration with other BOC members, conducted a virtual public participation consultation session and a virtual public participation stakeholder session on May 7, 2025 and an in-person public participation stakeholder session on May 13, 2025 to solicit and receive public comments on the goal setting process and the proposed DBE Triennial Goal.

Interested parties were notified that BOC member agencies were beginning the process of establishing overall DBE Triennial Goals for contracts and procurements that may be financed in whole or in part by the FTA for FFY 2026-2028. The sessions included an overview of the DBE program, DBE goal setting exercise, open forum for input on proposed DBE goals, and notice of upcoming contracting opportunities. WestCAT discussed its proposed DBE Triennial Goal and provided an opportunity for feedback on the proposed goal at the consultation and stakeholder sessions.

The details of the May 2025 public participation sessions are in the Appendix.

A public notice announcing its proposed DBE Triennial Goal was placed on WestCAT's website on May 30, 2025: [DBE Program \(web\)](#) .

## Conclusion

WestCAT’s proposed DBE Triennial Goal for FTA-assisted contracts for FFY 2026-2028 is two percent (2%).

## Appendix

- 1) DBE Triennial Goal Public Notice and Triennial Goal Posted on WestCAT Website
- 2) Public Participation Sessions- May 7, 2025 and May 13, 2025

## DBE Triennial Goal Public Notice and Triennial Goal Methodology Posted on WestCAT Website

### DBE Program

[DBE Program](#) (PDF)

### DBE Goal

#### Federal Fiscal Years 2026-2028

In accordance with requirements of the U.S. Department of Transportation as set forth in 49 C.F.R. Part 26, Western Contra Costa Transit Authority (WCCTA) hereby notifies the public that it is has calculated its anticipated DBE goal for applicable federally assisted contracting opportunities during Federal Fiscal Year (FFY) 2026-2028. The proposed DBE goal for FFY 2026-2028 is 2%. The DBE Goal Methodology is posted below and is also available for inspection from 9:00am to 4:00pm Monday - Thursday at WestCAT's Administrative Office located at 601 Walter Avenue, Pinole, CA 94564 for 30 days following the original date of publication of this public notice on May 30, 2025. Written comments on this goal will be accepted for 30 days following the original date of publication of this public notice on May 30, 2025. The comments may be sent to: Western Contra Costa Transit Authority, Attn: DBE Liaison Officer, 601 Walter Avenue, Pinole, CA 94564. Telephone: (510) 724-3331 Fax: (510) 724-5551 Email: [civilrights@westcat.org](mailto:civilrights@westcat.org)

[English DBE Goal Public Notice FFY 2026-2028](#) (PDF)

[Spanish DBE Goal Public Notice FFY 2026-2028](#) (PDF)

[DBE Goal Methodology FFY 2026-2028](#) (PDF)

## Public Participation Sessions- May 7, 2025 and May 13, 2025

### Consultation with DBE Firms, Resource Agencies and Other Organizations

In an effort to provide public participation in the goal-setting process, WestCAT worked in concert with other U.S. DOT recipients in the region as members of the Business Outreach Committee (BOC) in order to solicit and receive public comments.

Agency staff members held consultation and public participation stakeholder sessions on May 7, 2025, and May 13, 2025. The purpose of these sessions was to provide the public with a forum for commenting on the three-year goal setting process for participating agencies. The BOC distributed an electronic invitation and event flyer to approximately 9,200 businesses and the flyer was also advertised in the Small Business Exchange publication. Agency staff members announced their proposed goals, briefly described their contracting opportunities for FFYs 2026-2028, and requested specific information on the availability of ready, willing, and able DBEs for projects.

The first public participation session on May 7, 2025, included a consultation meeting with various trade groups, minority, women and general contractor groups and community organizations seeking input and/or consultation in establishing three-year overall goals. Notices of the sessions were distributed to approximately 250 groups and organizations, which included Chambers of Commerce, members of the Builders Exchange, the U.S. Small Business Administration, Small/Minority/Women Business Development agencies, and Veteran Outreach organizations throughout the Bay Area. They are knowledgeable about the availability of disadvantaged and non-disadvantaged businesses and the effects of discrimination in contracting opportunities for DBEs.

In addition to BOC member agencies, 10 representatives from various businesses and organizations attended the consultation session. Topics for discussion included training and mentorship, strategies to increase DBE participation, barriers to contracting opportunities, suggestions for resources, the goal setting process, any comments on the proposed goals, and how the BOC could assist firms in their mission. Some of the specific questions between the BOC member agencies and the representatives included:

1. What are some recommended strategies to attract and increase DBE participation?
2. What role do you see for your organization in helping transportation agencies meet their DBE goals?
3. What long-term impacts have you seen when DBEs are repeatedly passed over or excluded from opportunities?
4. From your perspective, what are the most significant barriers DBEs in your community face when trying to access DOT-funded contracting opportunities?
5. What suggestions do you have for agencies to work together with your organizations/clients to level the playing field?

Norcal APEX, who was also in attendance during this session, introduced themselves and the services provided to assist DBEs. Additional comments received from attendees included:

1. Many small businesses are good at what they do, but don't necessarily have the skills to take the next step on networking and communication. Consider hosting a workshop to assist small businesses in these areas.
2. DBEs are under resourced and unfamiliar with contract language. These businesses can benefit from a step-by-step approach through the contracting process.
3. The amount of time filling out a bid could go into servicing another contract.
4. There is also a sales process outside of the bidding process; it would be beneficial to know who businesses can contact or connect with outside of a bid.

During the public participation stakeholder sessions on May 7, 2025, and May 13, 2025, a presentation on the DBE goal-setting process was led by the Golden Gate Bridge, Highway, and Transportation District (GGBHTD), which provided an overview of the DBE Program, goal-setting process, proposed DBE goals by agencies, and an open forum. The presentation also included a goal-setting exercise which provided the opportunity for representatives to understand and share information regarding the availability of certified and potential DBEs who are ready, able, and willing to compete for DOT-assisted contracts.

In addition to BOC member agencies, 42 participants attended the public participation sessions. Through this forum, agencies had the opportunity to respond to questions and provide information on resources, training programs, and upcoming events that may be offered through the BOC or with other respective organizations. Questions and comments included:

1. Is there any data around the allocation of dollars based on different demographics?
2. Small businesses are not necessarily looking for high dollar volume bids. How do we access opportunities that do not go to bid?
3. The RFQ and RFP process can be quite the undertaking when you only have a handful of staff to prepare the necessary documents. How can firms advocate for themselves to get assigned a task order?
4. Is there any oversight on prime contractors to ensure they are meeting DBE goals?
5. How do agencies track DBE participation when there is no contract goal?
6. Is there a central database that lists all of the NAICS codes for each DBE firm?
7. Are DBEs allowed to partner with a non-DBE?

8. Does RN/RC include construction?
9. Why does only one agency have a RC goal?
10. Are disparity studies effective?
11. With the current Administration, have agencies received comments about DBE participation, and is the 8(a) program under question?
12. Consider hosting more Meet the Prime events or programs. There are many DBEs who do not have the experience to connect with other businesses.
13. Is there a set aside program, and are there any incentives for DBE participation without a task-by-task?
14. It is helpful to see the history of goal attainment by each of the agencies.
15. It is great to see a consortium of agencies working together for DBEs and should be continued as best practice.

WestCAT received no comments on its proposed DBE Triennial Goal after the public participation sessions.



# PUBLIC PARTICIPATION CONSULTATION MEETING

DBE Overall Triennial

Goal Setting

FFY 2026-2028

Join public transit and transportation agencies as they present their proposed Federal Transit Administration (FTA) Triennial Overall Disadvantaged Business Enterprise (DBE) goals for contracting opportunities in the upcoming Federal Fiscal Year (FFY) 2026-2028. Your input is valuable in this important process! Questions, contact Artemisé Davenport, [adavenport@goldengate.org](mailto:adavenport@goldengate.org)



**VIRTUAL: Wednesday, May 7, 2025**

10:00 a.m. - 11:00 a.m. (PST)

**REGISTER HERE**



**ZOOM:**

[https://goldengate-org.zoom.us/webinar/register/WN\\_1xK3uyRDRI6MsNqBFkaJtw](https://goldengate-org.zoom.us/webinar/register/WN_1xK3uyRDRI6MsNqBFkaJtw)

**DISCUSSION INCLUDES:**

**GOAL SETTING PROCESS**

**AVAILABILITY OF  
DBEs/NON-DBEs**

**ESTABLISH A LEVEL  
PLAYING FIELD**





# PUBLIC PARTICIPATION STAKEHOLDER MEETING

DBE Overall Triennial

## Goal Setting FFY 2026-2028

Join public transit and transportation agencies as they present their proposed Federal Transit Administration (FTA) Triennial Overall Disadvantaged Business Enterprise (DBE) goals for contracting opportunities in the upcoming Federal Fiscal Year (FFY) 2026-2028. Your input is valuable in this important process! Questions, contact Artemisé Davenport, [adavenport@goldengate.org](mailto:adavenport@goldengate.org)



**VIRTUAL: Wednesday, May 7, 2025**

12:00 p.m. - 1:30 p.m. (PST)

**ZOOM:**

[https://goldengate-org.zoom.us/webinar/register/WN\\_pXqubEU4TcW6AgLXLUpSg](https://goldengate-org.zoom.us/webinar/register/WN_pXqubEU4TcW6AgLXLUpSg)

**REGISTER HERE**



### DISCUSSION INCLUDES:

**GOAL SETTING PROCESS**

**AVAILABILITY OF  
DBEs/NON-DBEs**

**ESTABLISH A LEVEL  
PLAYING FIELD**



# PUBLIC PARTICIPATION STAKEHOLDER MEETING

DBE Overall Triennial

Goal Setting

FFY 2026-2028

Join public transit and transportation agencies as they present their proposed Federal Transit Administration (FTA) Triennial Overall Disadvantaged Business Enterprise (DBE) goals for contracting opportunities in the upcoming Federal Fiscal Year (FFY) 2026-2028. Your input is valuable in this important process!

Questions, contact Artemisé Davenport, [adavenport@goldengate.org](mailto:adavenport@goldengate.org)



**Tuesday, May 13, 2025 | 10:30p - 12:30p**

**375 Beale Street, Suite 800**

**San Francisco, CA 94105**

**REGISTER HERE**



**DISCUSSION INCLUDES:**

**PROPOSED DBE  
GOALS**

**GOAL SETTING  
PROCESS**

**AVAILABILITY OF  
DBEs/NON-DBEs**

**ESTABLISH A LEVEL  
PLAYING FIELD**





## Small Business Exchange public participation session advertisements

APRIL 24, 2025 - APRIL 30, 2025

SMALL BUSINESS EXCHANGE 7

**EVENTS**

**2025 National Small Business Week Virtual Summit**  
May 6-7, 2025

**National Small Business Week Virtual Summit 2025**  
2-DAY VIRTUAL SUMMIT  
Dates: May 6-7, 2025  
Time: 10:00 AM - 6:00 PM ET / 7:00 AM - 3:00 PM PT  
Location: Fully Online

Small business owners and entrepreneurs are invited to attend the National Small Business Week Virtual Summit on May 6-7, co-hosted by SCORE – the nation's largest network of volunteer, expert business mentors – and the U.S. Small Business Administration (SBA).

This free, two-day event, designed to connect entrepreneurs with resources, knowledge and community, will offer:

- Expert-led webinars covering vital business topics to help you stay competitive
- Direct access to business experts for personalized guidance and advice
- Networking opportunities with fellow entrepreneurs and industry leaders
- Free business tools you can implement immediately
- Innovative solutions from leading sponsors to streamline your operations
- A government resource guide to funding, contracts and support programs
- Inspiring success stories from business owners who have overcome similar challenges

### PUBLIC PARTICIPATION STAKEHOLDER MEETING

DBE Overall Triennial  
Goal Setting  
FFY 2026-2028

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**VIRTUAL: Wednesday, May 7, 2025**  
12:00 p.m. - 1:30 p.m. (PST)

**ZOOM:**  
[https://goldengate.org.zoom.us/join/register?wn\\_oXqubEUSTCwBqgZLAUoGg](https://goldengate.org.zoom.us/join/register?wn_oXqubEUSTCwBqgZLAUoGg)

**DISCUSSION INCLUDES:**

GOAL SETTING PROCESS

AVAILABILITY OF DBEs/NON-DBEs

ESTABLISH A LEVEL PLAYING FIELD

**EVENTS**

### PUBLIC PARTICIPATION STAKEHOLDER MEETING

DBE Overall Triennial  
Goal Setting  
FFY 2026-2028

Join public transit and transportation agencies as they present their proposed Federal Transit Administration (FTA) Triennial Overall Disadvantaged Business Enterprise (DBE) goals for contracting opportunities in the upcoming Federal Fiscal Year (FFY) 2026-2028. Your input is valuable in this important process! Questions, contact Artemise Davenport, [adavenport@goldengate.org](mailto:adavenport@goldengate.org)

**Tuesday, May 13, 2025 10:30p - 12:30p**  
375 Beale Street, Suite 800  
San Francisco, CA 94105

**DISCUSSION INCLUDES:**

PROPOSED DBE GOALS

GOAL SETTING PROCESS

AVAILABILITY OF DBEs/NON-DBEs

ESTABLISH A LEVEL PLAYING FIELD

**VIRTUAL EVENT**  
Owners Committee Presents:  
**The Magic of Talent Retention:  
Creating a Culture that Inspires  
and Endures**

**THURSDAY  
May 22, 2025  
10:00am - 11:00am**

SBA, Delta Mission, SVA, San Francisco, Golden Gate Bridge, etc.

**SPONSORSHIPS AVAILABLE**

**EMCEE**  
Doris Collins  
Chief of Project Management  
San Francisco County

**SPEAKERS**  
Miguel Higuera, PhD, WHI, LEAN  
Manager, Project  
The Walt Disney Company

Araceli Zumbado  
Construction Manager  
Port of Los Angeles

**PROGRAM**  
Public agencies struggle with talent retention and attracting top industry talent. FTA's new DBE goal setting process is a challenge. How can you ensure your DBE goals are realistic and achievable? This session will explore the challenges of DBE goal setting and provide strategies for success.

**CONTINUING EDUCATION CREDITS AVAILABLE**


**SPONSOR HERE**

EMCEE, SPEAKERS, SPONSORS, etc.


Western Contra Costa Transit Authority (WestCAT)  
DBE Triennial Goal FFY 2026-2028  
May 2025

## WestCAT Website- public participation sessions advertised in WestCAT News

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Thursday  
5/1/2025

**WESTCAT NEWS**

No. 72809664  
Founded 1977

Bus Advertising RFP  
Proposals due before 4pm on June 5, 2025

All Aboard Bay Area Transit Day – May 6th.  
Ride with us!

In Person Public Participation Stakeholder Meeting  
DBE Overall Triennial Goal Setting FFY 26-28

Virtual Public Participation Stakeholder Meeting  
DBE Overall Triennial Goal Setting FFY 26-28

Virtual Public Participation Consultation Meeting  
DBE Overall Triennial Goal Setting FFY 26-28

Ride to Win!  
Big Win on Transit

## WestCAT Website- public participation session information

### BUSINESS OUTREACH COMMITTEE (BOC) BROCHURE

[Doing Business with Bay Area Transit Agencies \(PDF\)](#)

### BUSINESS OUTREACH COMMITTEE (BOC) NEWSLETTERS

- [BOC Newsletter-Winter 2024 \(PDF\)](#)
- [BOC Newsletter-Winter 2023 \(PDF\)](#)
- [BOC Newsletter-Summer 2022 \(PDF\)](#)
- [BOC Newsletter-Winter-Spring 2022 \(PDF\)](#)

### BUSINESS OUTREACH COMMITTEE (BOC) OUTREACH EVENTS

- 2025 Virtual BOC Public Participation Consultation Meeting- DBE Overall Triennial Goal Setting FFY26-28, May 7, 2025 from 10-11am: [Public Participation Consultation Meeting Flyer \(PDF\)](#)
- 2025 Virtual BOC Public Participation Stakeholder Meeting- DBE Overall Triennial Goal Setting FFY26-28, May 7, 2025 from 12-1:30pm: [Public Participation Stakeholder Meeting Flyer \(PDF\)](#)
- 2025 In Person BOC Public Participation Stakeholder Meeting- DBE Overall Triennial Goal Setting FFY26-28, May 13, 2025 from 10:30am-12:30pm: [Public Participation Stakeholder Meeting Flyer \(PDF\)](#)
- 2025 BOC Meet the Buyers Panel Discussion & Business Networking, April 10, 2025: [Meet the Buyers Event Flyer \(PDF\)](#)
- 2024 BOC Meet the Primes Panel Discussion & Business Networking, November 8, 2024: [Meet the Primes Event Flyer \(PDF\)](#)
- DBE Certification Workshops, June 12 & 13, 2024: [Certification Workshop Event Flyer \(PDF\)](#)
- DBE Meet the Buyers, November 2, 2023: [Meet the Buyers Event Flyer \(PDF\)](#)
- DBE Certification Workshops, June 22 & 29, 2023: [Certification Workshop Event Flyer \(PDF\)](#)
- Estimating and Bidding, June 6 & 13, 2023: [Event Flyer \(PDF\)](#)
- Procurement Series, February 7 & 16, 2023: [Event Flyer \(PDF\)](#)
- DBE Meet the Primes, August 18, 2022: [Event Flyer \(PDF\)](#)
- DBE Goal Setting Public Participation Meeting, April 1 & 26, 2022: [Event Flyer \(PDF\)](#)
- DBE Meet the Buyers, January 27, 2022: [Event Flyer \(PDF\)](#)

### DBE PUBLIC PARTICIPATION MEETINGS

- 2025 Virtual Public Participation Consultation Meeting- DBE Overall Triennial Goal Setting FFY26-28, May 7, 2025 from 10-11am: [Public Participation Consultation Meeting Flyer \(PDF\)](#)
- 2025 Virtual Public Participation Stakeholder Meeting- DBE Overall Triennial Goal Setting FFY26-28, May 7, 2025 from 12-1:30pm: [Public Participation Stakeholder Meeting Flyer \(PDF\)](#)
- 2025 In Person Public Participation Stakeholder Meeting- DBE Overall Triennial Goal Setting FFY26-28, May 13, 2025 from 10:30am-12:30pm: [Public Participation Stakeholder Meeting Flyer \(PDF\)](#)
- Public Participation Meeting, April 11 & 26, 2022: [Event Presentation \(PDF\)](#)
- Public Participation Meeting, April 11 & 26, 2022: [Event Flyer \(PDF\)](#)
- Public Participation Meeting, April 11 & 26, 2022: [Invitation Letter \(PDF\)](#)