



# PUBLIC PARTICIPATION CONSULTATION MEETING

FTA DBE OVERALL  
TRIENNIAL GOAL SETTING  
FFY 2026 - 2028





# A G E N D A

- Overview of DBE Program
- Goal Setting Process
- Agencies Proposed DBE Goals
- Healthy Discussion/Comments

This meeting is being  
recorded. Presentation is  
available:

<https://www.goldengate.org/di>

[strict/doing](https://www.goldengate.org/di) -

[business/business](https://www.goldengate.org/di) -outreach -

[committee/](https://www.goldengate.org/di)



# HOUSEKEEPING TIPS

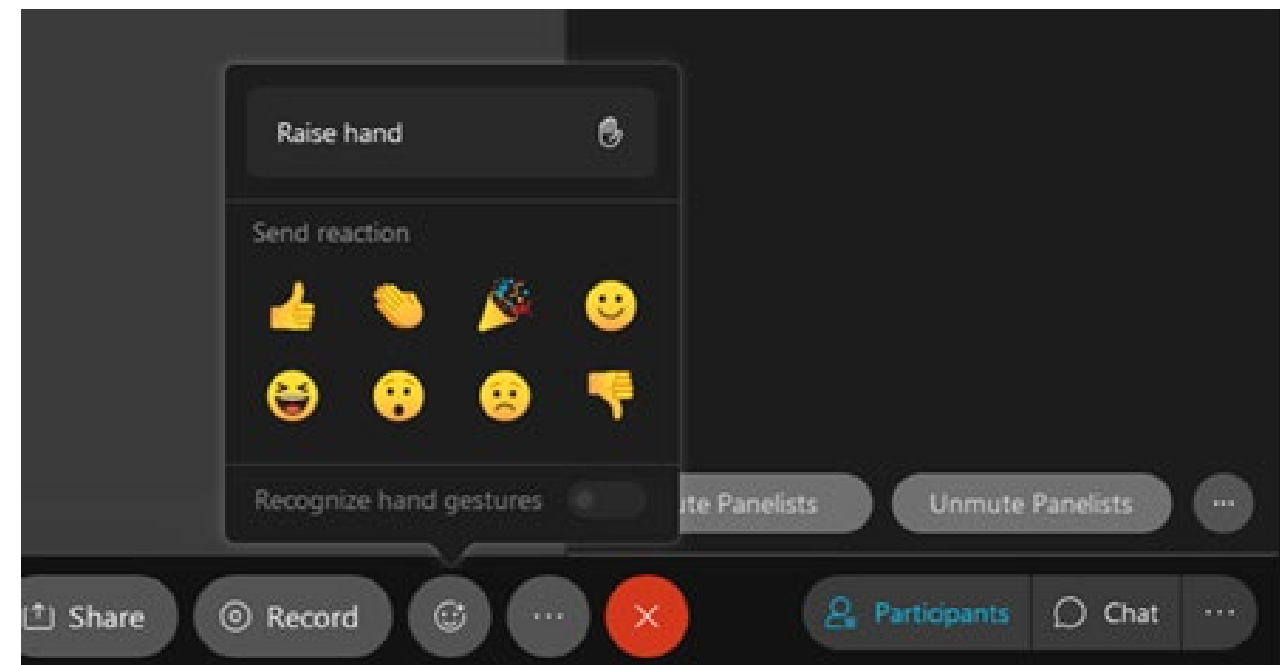
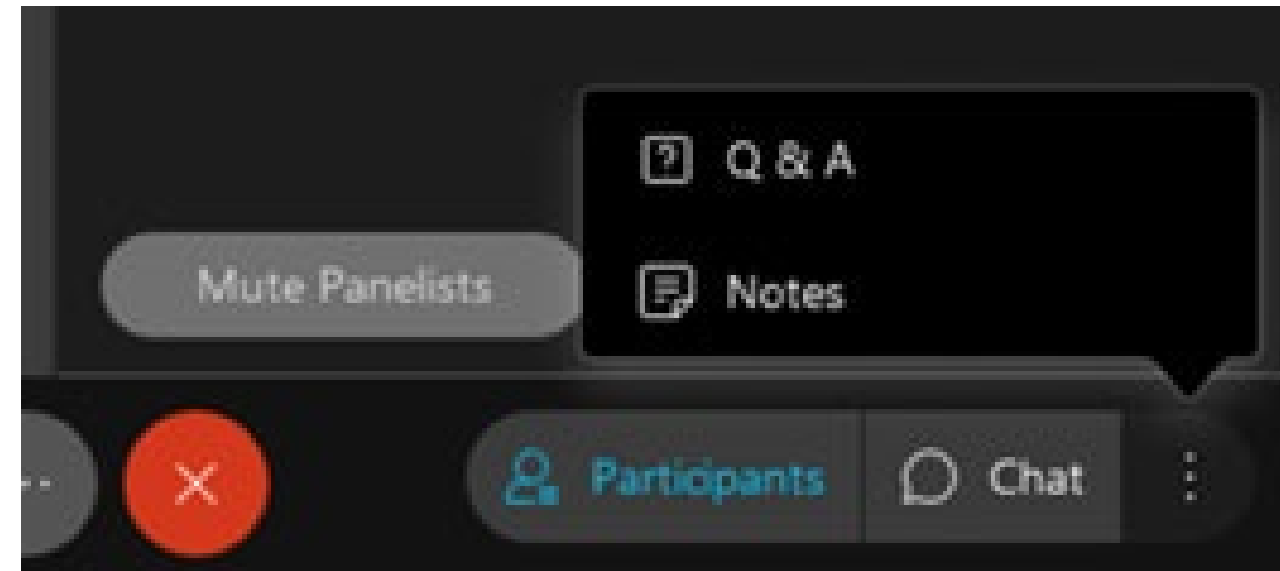
- This is an open forum.
- Use “Raise Hand” feature to unmute.
- Please keep the discussion healthy.

“We are in this together!”

PANELS:

Q&A: Submit questions (identify agency)

Chat Box: Resources





# WHO WE ARE

A consortium of Bay Area Transit and Transportation agencies committed to expanding opportunities for small businesses with our agencies.

- Host outreach - certification workshops, technical assistance, meet & greets, etc.
- Quarterly newsletters
- <https://www.goldengate.org/district/doing-business/business-outreach-committee/>







Federal Highway  
Administration



Federal Transit  
Administration



Federal Aviation  
Administration

OPERATING  
ADMINISTRATIONS  
TITLE 49 C.F.R. PART 23 & 26



# OVERVIEW OF DBE PROGRAM

The [Disadvantaged Business Enterprise Program \(DBE\)](#) Program is a legislatively mandated U.S. DOT program that applies to Federal-aid highway dollars expended on federally-assisted contracts issued by U.S. DOT recipients. The U.S. Congress established the DBE program in 1983 to:

- Ensure nondiscrimination in the award and administration of DOT-assisted contracts.
- Help remove barriers to the participation of DBEs in DOT-assisted contracts, and
- Assist the development of firms that can compete successfully in the marketplace outside of the DBE program.





# OVERVIEW OF DBE PROGRAM

Implementation of the DBE program is guided by U.S. DOT regulations found at 49 Code of Federal Regulations Part 26.

## Who Qualifies as a DBE?

- A for-profit small business as defined by SBA standards.
- At least 51% owned by socially and economically disadvantaged individuals. Annual Personal Net Worth (PNW) < \$2.047M.
- Daily operations and management must be controlled by those individuals who are socially & economically disadvantaged.
- Annual gross size standards cannot exceed \$31.84M (transit and highway) 3-5 fiscal years.
- United States citizen or lawfully admitted permanent resident.





# OVERVIEW OF DBE PROGRAM

Presumed to be socially and economically disadvantaged according to federal law:

- Black Americans
- Hispanic Americans
- Native Americans
- Asian-Pacific Americans
- Subcontinent Asian Americans
- Women
- Any additional groups whose members are designated as socially and economically disadvantaged by SBA as may become effective





# GOAL SETTING PROCESS

## FTA Tier 1 Recipients :

- Recipients that will award prime contracts (excluding transit vehicle purchases) with a cumulative total value exceeding \$670,000 for planning, operating, and capital projects must implement a full DBE Program.
- DBE Triennial Overall Goal setting is required every three (3) years, applicable to FTA-assisted contracts.
- 8 Minimum Requirements to the Goal Setting Process.





# GOAL SETTING PROCESS

## 8 Minimum Requirements

- Identify the projects that will be expended with FTA funds (excluding TVMs) over the next three years.
- Determine relevant geographic market area (GMA).
- Gather the data to develop the Step One Base Figure.
- Identify data sources.
- Review evidence - Step Two Adjustment, if necessary.
- Identify Race - Neutral/Race Conscious split.
- Consult with outside stakeholders - Public Participation Meetings.
- Notify the public - advertise proposed goal on website/media outlets.

**Submit DBE Goal Methodology to OA by August 1st**





# GOAL SETTING PROCESS

## STEP ONE

Determine Base Figure for relative availability of DBEs by one of the following methods:

- Use of DBE Directories and Census Bureau Data
- Bidders List
- Disparity Study
- Goal of another DOT Recipient
- Alternative Methods using demonstrable evidence

## STEP TWO

Examine all evidence available in jurisdiction to determine what adjustments, if any is needed to the base figure. Evidence may include:

- Current capacity of DBEs to perform work measured by volume
- Disparity studies
- Base figure from another recipient
- Affects stopping DBEs to form, grow, and compete
- Data on employment, education, training, and union apprenticeship programs



# GOAL SETTING PROCESS

## PRESCRIBED FORMULA

$$\frac{\text{\# of ready, willing, and able DBEs}}{\text{\# of all firms, ready, willing, and able (including DBEs and non-DBEs)}} = \text{Step One Base Figure \%}$$

Historical **Median** Past Participation (HMPP)  
Step 1 Base Figure + HMPP = \% ÷ 2 = \% Step Two





# BOC DBE GOAL ATTAINMENT

## FTA FFY 2021 - 2024

Public Agency	DBE Goal FFY 21-22	DBE Achievement	DBE Goal FFY 22-23	DBE Achievement	DBE Goal FFY 23-24	DBE Achievement
AC Transit	10.0%	13.5%	24%	.29%	24%	10.2%
Caltrain	13.5%	11.5%	12.8%	8.6%	12.8%	7.1%
County Connection	4.65%	4.2%	5.9%	1.1%	5.9%	4.6%
GGBHTD	3.2%	0.8%	1.4%	0.4%	1.4%	2.8%
MTC	5.0%	24.4%	12.0%	14.38%	12.0%	0%
SamTrans	3.0%	0.0%	4.68%	0.0%	4.68%	5.0%
San Francisco Bay Ferry	0.24%	0.26%	0.48%	0.01%	0.48%	0.12%
WestCat	0%	0%	0%	0%	0%	0%

**Acronyms:** Alameda Contra Costa Transit District (AC Transit), Peninsula Corridor Joint Powers Board (Caltrain), Central Contra Costa Transit Authority (County Connection), Golden Gate Bridge, Highway & Transportation District (GGBHTD), Metropolitan Transportation Commission (MTC), San Mateo County Transit District (SamTrans), San Francisco Bay Ferry Water Emergency Transportation Authority (San Francisco Bay Ferry), Western Contra Costa Transit Authority (WestCat)



# PROPOSED DBE GOALS

## FTA FFY 2026 - 2028

Agency	Proposed DBE Goal (RN/RC Split)
AC Transit	RN: 19.5% / RC: 0%
Caltrain	RN: 10% / RC: 0%
County Connection	RN: 3.5% / RC: 0%
GGBHTD	RN: 1.1% / RC: 0%
MTC	RN: 7% / RC: 14%
SamTrans	RN: 3.8% / RC: 0%
San Francisco Bay Ferry	RN: 0.24% / RC: 0%
WestCat	RN: 2% / RC: 0%

**Note:** DBE participation attainment on non-federal contracts and procurement activities are not reflected in the proposed goals



# COMMENT PERIOD

30

Day comment period

The public may inspect and/or provide comments on each agencies' DBE Goal Methodology by visiting their website

BOC Public Participation Meeting  
Triennial Overall DBE Goal FFY  
2026-2028



<https://forms.cloud.microsoft/r/uD4S0SQmBM>

Carefully review instructions to submit comments  
and note the comment period deadline.



# UPCOMING MEETINGS

## Virtual Stakeholder Meeting

May 7th @ 12:00 p.m.- 1:30 p.m.

Registration: [https://goldengate-org.zoom.us/webinar/register/WN\\_pXqubEU4TcW6AgLXLaUpSg](https://goldengate-org.zoom.us/webinar/register/WN_pXqubEU4TcW6AgLXLaUpSg)

## In-Person Stakeholder Meeting

375 Beale Street, Suite 800, San Francisco, CA 94105

May 13th @ 10:30 a.m. - 12:30 p.m.

Registration: <https://BOCPublicParticipationMeeting2025.eventbrite.com>

## SamTrans/Caltrain Triennial Goal Consultation & Outreach Event

1250 San Carlos Avenue, San Carlos, CA 94070

June 17th @ 10:00 a.m. - 1:00 p.m.

Registration: <https://docs.google.com/forms/d/e/1FAIpQLSdhCtoFWkbNQjXMLw0kdktAnRePaXtUghjP5MbDJO3Rdut9Zw/viewform>

\*\*\***SAVE THE DATES**\*\*\*

## BART's Stakeholder Meetings – BBC Research & Consulting

2150 Webster Street, Oakland, CA 94501

**Session #1** – Tuesday, July 15, 4:30 p.m. - 6:00 p.m., In-person, Board Room

**Session #2** – Wednesday, July 16, 10:30 a.m. - 12:00 p.m., In-person, Multipurpose Room

**Session #3** – Monday, July 21, via Zoom – Time TBD

# UPCOMING CONTRACTING OPPORTUNITIES

- Visit: <https://www.goldengate.org/district/doing-business/business-outreach-committee/>
- Scroll to “Contracting Opportunities from Other Agencies”
- Register as a vendor!



STAY  
IN THE  
KNOW



# PROPOSED DISCUSSION QUESTIONS

What kinds of training, mentorship, or business development support do DBEs in your network need to compete successfully for contracts?

What are some recommended strategies to attract and increase DBE participation?

What role do you see for your organization in helping transportation agencies meet their DBE goals?

What long-term impacts have you seen when DBEs are repeatedly passed over or excluded from opportunities?

From your perspective, what are the most significant barriers DBEs in your community face when trying to access DOT-funded contracting opportunities?

What suggestions do you have for agencies to work together with your organization/clients to level the playing field?



# THANK YOU!

