

To: Administration & Finance Committee

Date: June 25, 2025

From: Kristina Martinez, Director of Human Resources

Reviewed by: RTH

SUBJECT: Disadvantaged Business Enterprise (DBE) Goal for Federal Fiscal Years (FFY) 2026-2028

Background:

County Connection has had a Disadvantaged Business Enterprise (DBE) Program in place since October 20, 1983. Pursuant to changes in the Regulations, 49 CFR Part 26, County Connection has revised its DBE Program at various times. The most recent revision was adopted by the Board of Directors and submitted to the Federal Transit Administration (FTA) on February 27, 2025. As part of the DBE Program, the regulations require grantees to establish a three-year overall goal for DBE participation in FTA-assisted contracts.

County Connection's next goal submission is due to FTA on August 1, 2025, covering FFY2026 through FFY2028. To that end, staff completed the DBE Overall Goal and Goal Setting Methodology and recommends a goal of 3.5% for FTA-assisted contracts. Calculation of this goal was based on a percentage of all FTA-assisted contracting funds (FTA Section 5307) anticipated to be expended during FFYs 2026-2028.

Prior to submission to the FTA, Federal regulations require that County Connection publish a notice on its official web site announcing the proposed goal. At its May 7, 2025 meeting, the A&F Committee authorized staff to post the proposed DBE overall goal on the County Connection website. The notice also informed the public that information on the proposed goal and methodology was available for inspection at the County Connection offices or electronically for thirty (30) days from the date of publication. Comments could also be submitted within that time frame.

At the conclusion of the review and comment period on June 8, 2025, County Connection received no comments or requests for information regarding the proposed goal and goal setting methodology.

Financial Implications:

An approved DBE Program, which includes a three-year DBE overall goal, will enable County Connection to continue to be eligible for federal financial assistance.

Recommendation:

Staff recommends that the A&F Committee forward a recommendation to the Board of Directors to adopt a DBE overall goal of 3.5% for FFY 2026-2028.

Action Requested:

Staff requests that the A&F Committee forward a recommendation to the Board of Directors to adopt a DBE overall goal of 3.5% for FFY 2026-2028 and authorize staff to forward the overall goal and goal setting methodology to the FTA.

Attachments:

1. DBE Overall Goal and Goal Setting Methodology, FFY 2026-2028

Central Contra Costa Transit Authority

Disadvantaged Business Enterprise (DBE) Overall Goal and Goal Setting Methodology FFY 2026-2028

Adopted by the
CCCTA Board of Directors
Date:
Resolution No.

Submitted to the
U.S. Department of Transportation
Federal Transit Administration
Date:

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EXECUTIVE SUMMARY

The U.S. Department of Transportation (U.S. DOT) revised its Disadvantaged Business Enterprise (DBE) Program by issuing a rule to help ensure fair competition for U.S. DOT-assisted contracts. Based on a provision in the Moving Ahead for Progress in the 21st Century Act (MAP-21) that reauthorized the U.S. DOT DBE Program, the rule ensures a level playing field on which minority, women and other disadvantaged small businesses can compete for federally assisted contracts. The rule, 49 CFR Part 26 (Regulations) titled, "Participation by Disadvantaged Business Enterprises in Department of Transportation Programs," was published in the *Federal Register* on February 2, 1999 and became effective March 4, 1999. The DBE Regulations were amended at various times and now require recipients to establish and submit overall goals for review every three years. The DBE Regulations are intended by U.S. DOT to pass the strict scrutiny required in the 1995 U.S. Supreme Court ruling in *Adarand v. Peña*. Many of the changes respond to the Court's requirement that affirmative action programs must be narrowly tailored to remedy past discrimination that could not otherwise be remedied through race-neutral means.

Key provisions of 49 CFR Part 26 applicable to the goal-setting methodology include:

- Establishment of DBE goals based on evidence of relative availability of DBEs as a percentage of firms in the relevant contracting markets.
- Use of race-neutral means to meet overall agency DBE goals to the maximum extent feasible. For contracts with subcontracting opportunities, contract-specific goals should only be used if race-neutral methods are insufficient to achieve the annual DBE goal.
- Increased reporting and monitoring during contract performance to ensure actual expenditure of contract funds with DBEs listed in the bid/proposal and contract.

The Central Contra Costa Transit Authority (CCCTA) has had a *DBE Program* in place since October 20, 1983. Pursuant to changes in the Regulations, CCCTA has revised its *DBE Program* at various times. The most recent revision was submitted to the FTA on February 27, 2025.

CCCTA established a 5.9% overall DBE goal for federal fiscal years (FFYs) 2023-2025 and it was submitted to the Federal Transit Administration (FTA) on July 26, 2022. CCCTA received FTA's concurrence on the overall DBE goal on August 12, 2022. CCCTA is now required to establish an overall DBE goal for FFYs 2026-2028 and to submit it to FTA by August 1, 2025. To that end, CCCTA developed a three-year overall goal for the participation of small, disadvantaged business enterprises in FTA-assisted contracts.

The recommended overall goal for DBE participation is 3.5%, which is expected to be met through race-neutral measures applicable to FTA-assisted contracts. Calculation of this goal was based on a percentage of all FTA-assisted contracting funds anticipated to be expended between October 1, 2025, and September 30, 2028. CCCTA anticipates receiving FTA Section 5307 grants, which will be used for operating assistance in the paratransit division. CCCTA also anticipates receiving Section 5307 capital grants in FY2026 and FY2028 for revenue fleet replacement for both its fixed route and paratransit vehicles. The 5307 capital grants will be used for contracting opportunities covered by the DBE program for transit vehicle manufacturers and are not included in the calculation of the DBE goal of 3.5%.

When establishing this three-year overall goal, CCCTA reviewed its operating and capital budget for FY2026 for its fixed-route and paratransit divisions. The operating budgets have not been developed for the two outlying fiscal years; however, it is anticipated the contracting opportunities will be

similar to those identified for FY2026. Thus, the goal is based on CCCTA's operating budget for FY2026.

The 3.5% overall goal identifies the relative availability of DBEs based on evidence of ready, willing and able DBEs in relationship to comparable businesses known to be available to compete for CCCTA's FTA-assisted contracts. The goal reflects staff's determination of the level of DBE participation expected to be achieved absent the effects of discrimination.

CCCTA intends to meet this three-year goal to the maximum extent feasible through race-neutral measures. To ensure public participation in the goal-setting process, CCCTA staff participated in outreach efforts with the DBE and contracting communities. The proposed overall goal was advertised on the CCCTA website, and the public was advised of a review and comment period.

METHODOLOGY FOR SETTING OVERALL DBE GOAL

The proposed three-year overall goal of 3.5% DBE participation is based on current and upcoming contracting opportunities in grants received or anticipated to be received from FTA that CCCTA will expend in FY2026 through FY2028. While the amounts of FTA assistance and budgeted items will differ each year, it is anticipated the types and percentages of contracting opportunities will be similar to those projected for FY2026. The total adjusted FTA-assisted funds for FY2026 are \$10,689,615, with \$1,044,676 in contracting opportunities and \$9,644,939 in non-contracting opportunities (see Attachment 1(a)).

This methodology includes an assessment of (1) the number, type and total dollar value of FTA-assisted contracting opportunities; (2) a two-step process prescribed in the U.S. DOT Regulations consisting of an analysis of the availability of DBE contractors/subcontractors relative to all businesses that are ready, willing and able to participate (referred to as "relative availability of DBEs"); and (3) the use of race-neutral methods to achieve the three-year goal.

A. Contracting Opportunities in FTA-Assisted Contracts

Construction, professional and other services, and procurement of supplies and equipment (except transit revenue vehicles) constitute CCCTA contracting opportunities. To determine FTA-funded contracting opportunities, budgets and current grants expected to be expended for the three-year term of FY2026 through FY2028 were reviewed. For the Section 5307 operating grants, the dollar value of the contracting opportunities equal to FTA's share of the total budget in the corresponding paratransit division was calculated. In this case, the total FY2026 operating budget is \$13,179,960 and the FTA-funded grants equate to \$1,644,495. Thus, FTA's share of the total operating budget is 12.5%.

The total projected operating budget for the paratransit division in FY2027 is \$12,339,000, and the corresponding FTA funds equate to \$1,655,000 (13.4%). For FY2028, the projected operating budget for the paratransit division is \$12,894,000 and FTA's share is \$1,688,000 (13.1%).

B. Consideration of Data Sources for Establishing the Base Figure of DBE Availability

CCCTA developed its three-year overall DBE goal based on the two-step process outlined in the Regulations. In Step 1, a base figure was calculated to determine the relative availability of DBEs in specific areas of expertise applicable to CCCTA's contracting activities. This data was

gathered from the California Unified Certification Program (CUCP) DBE Database and the U.S. Census Bureau, County Business Patterns. In Step 2, an assessment of relevant evidence available to CCCTA was analyzed to determine what adjustments, if any, were needed to narrowly tailor the base figure to CCCTA's contracting markets. The following is a review of data sources considered when establishing the base figure in Step 1.

1. U.S. Census Bureau Data

The Regulations suggest that one method of establishing the DBE base figure is to develop a percentage of DBE availability based upon the number of DBE's in the DBE directory firms relevant to CCCTA's contracting activities as the numerator. Data from the U.S. Census Bureau's County Business Patterns (CBP) is then used for all businesses relevant to CCCTA's market within the North American Industrial Classification System (NAICS) code as the denominator.

2. California UCP DBE Database

CCCTA analyzed the number of DBE firms using data from the California Unified Certification Program (CUCP) certified DBE database per major NAICS categories. As of April 2025, the DBE database consists of approximately 6,300 DBE firms. This database was used in Step 1 to establish ready, willing, and able DBEs relative to CCCTA's contracting opportunities. The CUCP only lists firms that are currently certified as DBEs. Any firm that does not continue to meet criteria established within the DBE program is decertified and removed from the database.

3. U. S. Small Business Administration Certified Firms

A business currently certified under the U.S. Small Business Administration (SBA) 8(a) Program or the Small Disadvantaged Business (SDB) Program is considered eligible for certification as a DBE in the California UCP, providing it meets the business size standard and other eligibility criteria established by U.S. DOT. Several SBA 8(a) and SDB certified firms are included in the California UCP DBE Database.

Information from the U.S. Small Business Administration was not used to determine the availability of DBE firms because (a) some firms may not meet the U.S. DOT business size standard and/or other eligibility criteria within the DBE Program and (2) the firms listed in the U.S. Small Business Administration Programs may also be listed the CUCP DBE Database, which could result in double-counting.

4. Bidders List

CCCTA has compiled a bidders list, as required by the Regulations, for use as an analytical tool to identify the relative availability of DBEs in its local market area for current and upcoming contracting opportunities.

5. DBE Disparity Studies

DBE disparity studies that comply with the U.S. Supreme Court's ruling in *City of Richmond v. J. A. Croson Co.* are frequently the basis for establishing race conscious DBE programs. In *Croson*, the local goals program for contracts with minority-owned

businesses was challenged. The Court found that race-based preference programs would be constitutionally valid only if there is evidence that discrimination in the marketplace caused the underutilization of minority-owned firms and that race-based preferences are necessary to remedy such discrimination. In addition, the Court ruled that any race-based remedies must be narrowly tailored.

CCCTA has not recently participated in a disparity study for use in the DBE three-year overall goal for FFYs 2026-2028. Other U.S. DOT recipients in the region have commissioned new studies that are currently underway, completed, or anticipated to begin. However, these studies measure services for contracting opportunities that are not similar to those of CCCTA. Should CCCTA's goals not be met through race-neutral measures, a local disparity study may be considered in the future.

6. Another U.S. DOT Recipient's Goal

CCCTA will not use the DBE goal of another U.S. DOT recipient for the goal-setting process because CCCTA's contracting opportunities do not closely mirror those of another agency.

C. Step 1: Establishing a Base Figure

A base figure was developed for FY2026 contracting opportunities to express the relative availability of DBEs as a percentage of all firms in the relevant contracting markets, as delineated by NAICS Codes.

1. Analyzing Available Businesses in the Relevant Contracting Markets

CCCTA's vendor listing indicates several contracts are awarded to vendors/contractors located within CCCTA's service area. A review of projected contracts revealed there are two NAICS Codes with potential contracting opportunities. While several contracts in the past have been awarded to local firms, others may be awarded to regional or statewide firms.

Due to limited information for specific NAICS Codes solely in Contra Costa County, staff decided to broaden the geographical data statewide and use information from the U.S. Census Bureau, County Business Patterns (CBP) to represent firms that may be interested to participate on CCCTA's projected contracts. This approach complies with a requirement in the Regulations to use as close as possible the same NAICS Codes and geographical base when determining the base figure for the overall goal. When calculating the total number of firms, CCCTA used the number of firms from the CBP as delineated by NAICS codes (refer to Attachment 2).

CCCTA anticipates receiving \$1,644,495 of FTA Section 5307 grants, which will be used for operating assistance in its paratransit division. Anticipated contracting opportunities for FY2026 through FY2028 include the following:

NAICS Code	Major Industry Group
485991	Purchased Transportation
485999	Other Transportation Services

2. Analyzing Available DBEs in the Relevant Contracting Markets

A similar analysis was conducted to determine the number of ready, willing and able DBEs available to participate as prime contractors or subcontractors on CCCTA's projected contracts. The California Unified Certification Program (CUCP) provides data on firms owned by Disadvantaged Business Enterprises (DBEs). The CUCP only lists firms that are currently certified as DBEs. Any firm that does not continue to meet criteria established within the DBE program is removed from the database. When calculating the total number of DBE's, CCCTA used the number of firms as delineated by NAICS codes (refer to Attachment 2).

3. Calculating the Base Figure

CCCTA compared the available DBE firms and all businesses in the relevant contracting markets. The percentage of DBE availability was determined for each NAICS Code by dividing the total number of DBE firms by the number of all businesses in that major NAICS Code.

Base Figure = Ready, willing, and able DBEs
All firms ready, willing, and able
(including DBEs and non-DBEs)

To determine the base figure of DBE availability, the calculation includes a weighting factor according to the FTA-assisted contracting expenditure patterns. The budgeted contract amounts were then determined, and a percentage of the total contracts was calculated for each NAICS Code to give a higher weight to areas where more dollars will be expended. The percentage of the total contracts was then multiplied by the percentage of availability for each NAICS Code.

Attachment 2 delineates the contracting opportunities for each NAICS Code. The total weighted base figure for total availability was calculated to be 3.5%.

D. Step 2: Adjusting the Base Figure

To determine if any adjustment to the base figure was warranted, CCCTA reviewed information related to the proven capacity of DBEs to perform similar contracts. This review included information from the U.S. Census Bureau, DBE achievements on CCCTA's prior and current contracting opportunities, and public comments received from representatives of DBE firms, resource agencies and other organizations.

1. U.S. Census Bureau Data

It is noted that there are shortcomings in using data from the U.S. Census Bureau. These limitations include: (a) the data is not current; and (b) the data includes firms that are not interested in or are unable to perform CCCTA's contracts.

2. Previous Experience in Meeting the DBE Goal with FTA-Assisted Contracts

The CCCTA Board of Directors adopted the FFY2023 through FFY2025 DBE overall goal of 5.9% on July 21, 2022, for FTA-assisted contracting opportunities. For FFY2026 through FFY2028, CCCTA will be primarily using federal grants in its paratransit division for operating assistance. Procurement opportunities for these funds are different from those anticipated in FY2023 through FY2025. Thus, CCCTA did not adjust its base figure based on past participation.

3. DBE Participation in Contracts Currently Underway

a. Paratransit and Other Transportation Services (NAICS Code 485991 and 485999)

On June 16, 2022, the CCCTA Board of Directors awarded a contract to Transdev Services, Inc., for maintenance and operation of paratransit services for a four-year base term, commencing July 1, 2022. No DBE goal was set on this project; however, the contractor indicated it would partner with a regional Transportation Network Company, Big Star Transit, LLC (a certified DBE), to assist in the achievement of County Connection's overall DBE goal. CCCTA may exercise its option to extend the contract for one (1) additional year term upon written notice to the Contractor.

4. Consultation with DBE Firms, Resource Agencies and Other Organizations

In an effort to provide public participation in the goal-setting process, CCCTA worked in concert with other U.S. DOT recipients in the region as members of the Business Outreach Committee (BOC) 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. Copies of the invitations for public participation sessions are included in Attachment 3.

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?

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. 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 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.

Through each of these forums, BOC member agencies had the opportunity to respond to questions. Additionally, agencies were able to provide information on resources, training programs, upcoming events, etc. that may be offered through the BOC or with other respective organizations.

No comments or questions were received during the public participation sessions regarding CCCTA's specific contracts or DBE goal-setting process for FFYs 2026-2028. As such, no additional adjustments were made to the base figure derived in Step 1.

PROJECTION OF PERCENTAGE OF THREE-YEAR OVERALL DBE GOAL TO BE ACHIEVED THROUGH RACE-NEUTRAL MEASURES

The U.S. DOT Regulations require that the maximum feasible portion of the DBE overall goal be met by using race-neutral methods. Race-neutral methods include efforts made to assure that bidding and contracting requirements facilitate participation by DBEs and other small businesses, such as unbundling large contracts to make them more accessible, encouraging prime contractors to subcontract portions of the work, and providing technical assistance, outreach and communications programs. Race-neutral DBE participation includes any time a DBE wins a prime contract through customary competitive procurement procedures, a DBE is awarded a subcontract on a prime contract that does not carry a DBE goal, or a DBE wins a subcontract, even if there is a DBE goal, from a prime contractor that did not consider its DBE status in making the award.

Because of the small dollar amounts of projected new formal contracts with subcontracting opportunities, CCCTA anticipates setting no contract-specific DBE goals on new contracts to be awarded in FY2026-2028. In conjunction with the Small Business Element in its DBE Program, CCCTA may consider setting an SBE goal on any new contracts with subcontracting opportunities when it is determined that CCCTA will not be able to achieve its DBE overall goal.

In addition, CCCTA will focus on developing, refining and implementing race-neutral methods for facilitating DBE participation by advising prospective contractors of the areas for possible subcontracting and of the availability of ready, willing and able subcontractors, including DBE firms, to perform such work. CCCTA will continue to solicit DBE participation on an ongoing basis, use DBE firms that have successfully completed prior projects, encourage eligible firms to become certified as DBEs, encourage DBE certified firms to maintain their certifications, assist with access and distribution of the California UCP DBE Database, and provide requested technical assistance and related services when feasible.

As a member of the Business Outreach Committee (BOC), CCCTA is assisting with annual projects that include a quarterly newsletter and outreach/networking events. The newsletter highlights agency contracting opportunities and provides information on resource agencies, contracting issues and upcoming outreach events held both in-person or virtually. The BOC plans to host outreach/networking events and certification workshops each year in addition to the public participation meetings focused on contracting and DBE availability for the goal-setting process. The outreach/networking events bring together agency buyers and project managers as well as prime contractors and subcontractors that may be interested in submitting bids or proposals for agency contracts. These events and the certification workshops have provided certification information to interested firms and encouraged them to apply and/or to maintain their current certification status.

Race-neutral measures will comprise 100% of the total contracting opportunities through various types of contracts, including construction, professional services, procurement of materials, supplies and equipment, and other services. CCCTA will monitor carefully its progress during the course of each year and will consider whether it will establish appropriate contract-specific SBE goals if other race-neutral methods do not appear sufficient to achieve the three-year overall DBE participation goal. All contracts that have DBE commitments will be monitored for compliance.

NOTICE OF PROPOSED THREE-YEAR OVERALL DBE GOAL

Federal Regulations require that CCCTA publish a notice on its official Web site announcing the proposed goal for FY2026-2028 contracts assisted by U.S. DOT. On May 9, 2025, the proposed goal was posted on the CCCTA website at <https://countyconnection.com/how-to-ride/civil-rights/>. A copy of the published notice is also included in Attachment 4.

The notice also informed the public that information on the proposed goal and methodology was available for inspection at CCCTA's office or electronically for thirty (30) days from the date of publication. Comments could also be submitted to CCCTA within that time frame. At the conclusion of the public review and comment period on June 8, 2025, CCCTA received no requests from the public for information regarding development of the proposed goal and no comments about the goal-setting methodology.

CALIFORNIA UNIFIED CERTIFICATION PROGRAM

The Regulations require all U.S. DOT recipients in their state to participate in a Unified Certification Program (UCP). U.S. DOT designated the California Department of Transportation (Caltrans) as the lead agency for development and implementation of the California UCP. To accomplish that task, statewide meetings were held, and a Memorandum of Agreement (MOA) was developed outlining California's plan for implementation of the UCP. Caltrans submitted the California UCP MOA on May 1, 2001, to U.S. DOT, and the U.S. DOT Secretary approved the MOA on March 13, 2002. Initial implementation of the California UCP began on January 1, 2002, and full implementation was accomplished within 18 months of the U.S. DOT approval date. The most recent amendment to the MOA was made on February 12, 2020.

As required by the California UCP MOA, CCCTA submitted a Declaration Letter to Caltrans advising it is a U.S. DOT recipient with an approved DBE Program in place, acknowledging it is in agreement with the MOA and declaring it will be participating as a non-certifying agency.

CCCTA is impacted by the California UCP as follows: (a) the MOA may propose an annual membership fee; (b) Certifying agencies within the CUCP certify firms as DBEs or ACDBEs; (c) all certified firms are included in the UCP DBE Database; and (d) CCCTA staff may participate as a non-certifying member of the UCP Executive Committee.

Attachment 1(a)

Budgeted Capital Grants and Operating Funds With FTA-Assisted Contracting Opportunities, FY2026

Type of Grant/ Budgeted Line Item		Professional Services	Equipment/ Supplies	Other Services	Construction	Non- Contracting	Contracting Total	
	Operating Grants							
	Section 5307, ADA Paratransit Operations						1,644,495	
	Total FTA Operating Funds						1,644,495	
	Total Operating Budget, Paratransit Division	8,372,658				4,807,302	13,179,960	
	Total FTA Grants, Fixed-Route & Paratransit						1,644,495	
	Total Operating Budget, Fixed-Route & Paratransit						13,179,960	
	FTA % of Total Operating Budgets						12.5%	
NAICS	Contracting Opportunities, Operating Budgets	Professional Services	Equipment/ Supplies	Other Services	Construction	Non- Contracting	Contracting	12.5%
485991	ADA Paratransit Services	8,217,658					8,217,658	1,025,337
485999	Other Transportation Services	155,000					155,000	19,340
	Total Operating Budget	8,372,658	-	-	-	4,807,302	8,372,658	1,044,676
	@12.5%	1,044,676	0	0	0	599,819	1,044,676	
	Total FTA Assisted Contracting & Noncontracting Opportunities, Operating Budgets							1,644,495
	Capital Grants	Professional Services	Equipment/ Supplies	Other Services	Construction	Non- Contracting	Contracting	Total
	FTA Section 5307 Capital Grant, Revenue Fleet Replacement, Fixed-Route and Paratransit Vehicles					9,045,120		9,045,120
	Total Capital Grants					9,045,120	-	9,045,120
	Total FTA Contracting & Noncontracting Opportunities					9,644,939	1,044,676	10,689,615
	Proof							10,689,615

Attachment 1(b)

Budgeted Capital Grants and Operating Funds
With FTA-Assisted Contracting Opportunities, FY2027

Type of Grant/ Budgeted Line Item		Professional Services	Equipment/ Supplies	Other Services	Construction	Non- Contracting	Contracting Total	
	Operating Grants							
	Section 5307, ADA Paratransit Operations						1,655,000	
	Total FTA Operating Grants						1,655,000	
	Total Operating Budget Paratransit Division						12,339,000	
	FTA % of Total Operating Budgets						13.4%	
NAICS	Contracting Opportunities, Operating Budgets	Professional	Equipment	Services	Construction	NonContract	Contracting	13.4%
485991	ADA Paratransit Services							
485999	Other Transportation Services							
	Total Paratransit Operating Budget @13.4%							
Total FTA Assisted Contracting & Noncontracting Opportunities, Paratransit Operating Budget								
	Capital Grants	Professional	Equipment	Services	Construction	NonContract	Contracting	Total
	Total Capital Grants							
	Total Contracting & Noncontracting Opportunities							
	Proof							

Attachment 1(c)



Budgeted Capital Grants and Operating Funds
With FTA-Assisted Contracting Opportunities, FY2028

Type of Grant/ Budgeted Line Item		Professional Services	Equipment/ Supplies	Other Services	Construction	Non- Contracting	Contracting Total	
	Operating Grants							
	Section 5307, ADA Paratransit Operations						1,688,000	
	Total FTA Operating Grants						1,688,000	
	Total Operating Budget Paratransit Division						12,894,000	
	FTA % of Total Operating Budgets						13.1%	
NAICS	Contracting Opportunities, Operating Budgets	Professional	Equipment	Services	Construction	NonContract	Contracting	13.1%
485991	ADA Paratransit Services							
485999	Other Transportation Services							
	Total Paratransit Operating Budget @13.1%							
	Total FTA Assisted Contracting & Noncontracting Opportunities, Paratransit Operating Budget							
	Capital Grants	Professional	Equipment	Services	Construction	NonContract	Contracting	Total
	FTA Section 5307 Capital Grant, Revenue Fleet Replacement, Fixed-Route Vehicles					20,800,000		
	Total Capital Grants					20,800,000	-	
	Total Contracting & Noncontracting Opportunities							
	Proof							

Attachment 2

DBE Availability, Overall Goal for FFY 2026-2028

Base Figure for DBE Availability by NAICS Codes

NAICS Code	Major Industry Group	Number of Certified DBEs	Number of All Firms	DBE Availability	Budget (@ 12.5%)	Weight	Goal
485991	Purchased Transportation	16	471	3.40%	1,025,337	98.15%	3.33%
485999	Other Purchased Transportation	22	337	6.53%	19,340	1.85%	0.12%
	Total Budget, Contracting Opportunities				\$ 1,044,677		
	Total Base Figure						3.5%
Source: U.S. Census Bureau, 2019 Economic Census, County Business Patterns							
	State of California (485991 & 485999)						
Source: California Unified Certification Program (DBE Database)							
	https://caltrans.dbesystem.com/						

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



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

DISCUSSION INCLUDES:

GOAL SETTING PROCESS

**AVAILABILITY OF
DBEs/NON-DBEs**

**ESTABLISH A LEVEL
PLAYING FIELD**



PUBLIC PARTICIPATION STAKEHOLDER MEETING

DBE Overall Triennial

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VIRTUAL: Wednesday, May 7, 2025

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

ZOOM:

https://goldengate-org.zoom.us/webinar/register/WN_pXqubEU4TcW6AgLXLUpSg

REGISTER HERE



DISCUSSION INCLUDES:

GOAL SETTING PROCESS

**AVAILABILITY OF
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PUBLIC PARTICIPATION STAKEHOLDER MEETING

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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

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**



Notice of Proposed Overall Three-Year DBE Goal



2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 countyconnection.com

NOTICE OF PROPOSED THREE-YEAR OVERALL DBE GOAL

The Central Contra Costa Transit Authority (CCCTA) announces a 3.5% proposed overall goal for participation by Disadvantaged Business Enterprises (DBEs) in CCCTA contracting opportunities that are budgeted to receive financial assistance from the U.S. Department of Transportation (DOT), Federal Transit Administration (FTA) during federal fiscal years (FFYs) 2026 through 2028.

Information on the development of the proposed goal and rationale is available for inspection at the CCCTA office, 2477 Arnold Industrial Way, Concord, CA 94520 for thirty (30) days following the date of this notice. Any person may also submit comments regarding the proposed goal to the DBE Officer for thirty (30) days from the date of this notice.

Please contact Kristina Martinez, DBE Officer at (925) 680-2031 or kmartinez@cccta.org to schedule an appointment for inspection of the proposed goal or to request inspection of the proposed goal electronically.

Bill Churchill, General Manager
May 9, 2025