



**FFY 2026-2028 DISADVANTAGED BUSINESS ENTERPRISE GOAL AND GOAL SETTING
METHODOLOGY**

AVAILABLE FOR PUBLIC REVIEW/COMMENT: August 5, 2025 – September 19, 2025

**SUBMITTED TO U.S. DEPARTMENT OF TRANSPORTATION FEDERAL TRANSIT ADMINISTRATION:
AUGUST 1, 2025**

Table of Contents

Executive Summary	2
I. FTA-Assisted Contract Opportunities.....	3
II. Goal Methodology	10
1. Determining a Base Figure.....	10
2. Adjusting the Base Figure	12
III. Proposed Overall DBE Goal	16
IV. Race Neutral Means to Achieve DBE Annual Overall Goal	17
Attachments	
A – Public Notice	18
B – Website and other Postings	19
C – DBE Events List.....	19

EXECUTIVE SUMMARY

The San Joaquin Regional Rail Commission (“Rail Commission”) has completed its analysis for the annual overall Disadvantaged Business Enterprise (“DBE”) goal applicable to the Rail Commission’s contracting opportunities funded in whole or in part by the Federal Transit Administration (“FTA”) in Federal Fiscal Year (“FFY”) 2026 - 2028.

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

The Rail Commission 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 Rail Commission determined a base figure for the relative availability of DBEs in the specific areas of expertise involved in the Rail Commission’s FTA-assisted contracting opportunities for FFY 2026-2028 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 (“CBP”) 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 Rail Commission examined other evidence regarding DBE availability for the Rail Commission’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 Rail Commission proposes an **annual overall DBE race-neutral goal of 1% for FFY 2026-2028 for FTA-assisted contracts.**



I. FTA-ASSISTED CONTRACTING OPPORTUNITIES

The Rail Commission has identified and analyzed the FTA-assisted contracting opportunities for FFY 2026-2028 by federal dollar amounts and the North American Industry Classification Codes (NAICS) for the relevant types of work.

In Fiscal Years 2026-2028 The Rail Commission anticipates federal funding involvement on the following projects:

FTA Assisted Capital Projects	Est. Project Cost – Federal Portion Only
1. ACE Capital Access Fees	\$ 7,782,038
2. ACE Positive Train Control Capital Components	\$ 2,649,865
3. ACE Midlife Overhaul	\$ 4,925,608
4. ACE Capitalized Maintenance	\$ 16,985,088
5. ACE Rolling Stock Procurement/Options	\$ 2,564,259
6. Stockton Track Extension	\$ 5,808,812
7. ACE Tracy Station Improvements & Egress	\$ 506,419
8. ACE Extension Manteca Station and Parking Lot Extension	\$ 6,001,000
9. ACE North Lathrop Transfer Station	\$ 900,000
10. ACE Locomotive Zero-Emission Engine Conversion (Study)	\$ 1,500,000
11. ACE Security Camera Upgrade	\$ 187,903
12. ACE Public Information Display System (PIDS)	\$ 1,100,000
13. ACE Ticketing Platform Project – Phase 1	\$ 2,564,259
14. ACE Ripon Station Multimodal Station Project	\$ 914,243
15. ACE Revenue Service Communication Equipment	\$ 1,373,654
TOTAL	\$ 55,763,148

1. ACE Capital Access Fees

The Commission entered into a trackage agreement on August 11, 1997, with Union Pacific Railroad (Railroad) to secure the trackage rights from Stockton to San Jose for the initial commitment period of 10 years. The 7th Amendment for the ACE Service extended the period from 2023 to 2028 for a cost not to exceed \$16,212,580. This trackage rights agreement will be renegotiated before December 31, 2028.

2. ACE Positive Train Control Capital Components

The project is to replace obsolete Positive Train Control Components on ACE locomotives and cab cars. This is scheduled for substantial completion in FY25/26, but capital component replacement is ongoing.

3. ACE Midlife Overhaul

As part of the Rail Commission's commitment to maintaining assets in a State of Good Repair, work is continuing to overhaul 30 ACE railcars. The Rail Commission's Transit Asset Management Plan (TAM) identified midlife overhauls as a key initiative to ensure ACE's revenue fleet operates at maximum performance. The Project includes a new paint scheme, seats, flooring, updated exterior paint scheme, and on-board information system including digital audio and LCD screens, etc. These overhaul projects will improve passenger experience and reduce maintenance. This is a multi-year project started in FY19/20 and is scheduled to be completed in 2025/2026.



4. ACE Capitalized Maintenance

Track Safety Capital Projects. Track Maintenance ROW. The Rail Commission commits \$1,125,000 per year per train per year to capitalized maintenance track improvements. Track improvement projects require executed contracts between UPRR and the Commission and are anticipated to be funded with a combination of Federal, State, and local grants. These projects include track maintenance and safety Capital Projects within the railroad right of way.

5. ACE Rolling Stock Purchase/Options

The purchase of two (2) expansion locomotives as well as the associated spare parts and training will allow the ACE service to provide efficient and reliable transportation for residents throughout the existing and the future expanded service areas. The anticipated delivery date for the second locomotive is mid-2028. This is because modifications need to be made to the locomotive to accommodate hydrogen/hybrid/Tier IV engine solutions. The final acceptance will be in late 2028. Unit #1 was received and accepted in Sept. 2024.

6. Stockton Track Extension

This project will create a direct track connection between the Rail Maintenance Facility with the Cabral Station. To facilitate the alignment of the new track, a bridge over Harding Way will be constructed adjacent to the existing bridge. Work this fiscal year will focus on fiber optic utility relocations.

7. ACE Tracy Station Improvements & Egress

This project will reconfigure and improve the existing parking lot and curb returns at the station entrance to promote more efficient vehicular traffic flow leaving the station and allowing better entry and exit. Work will continue into the 25/26 budget cycle.

8. ACE Manteca Station and Parking Lot Extension

Directly connected to the Manteca Transit Center, the Manteca station \$649,800 includes construction of a center loaded platform station with the pedestrian overcrossing to access the platform. Track work associated with the station construction is included in the Lathrop Wye and Track Extension Project. The Manteca Station includes a bus connecting to the Manteca Transit Center, a kiss and ride drop off area, and vehicle parking.

9. ACE North Lathrop Transfer Station

The North Lathrop Transfer Station is a very important station on the Valley Rail Corridor because it allows for platform-to-platform transfer between San Jose-Stockton/Natomas trains and Ceres/Merced-Natomas trains. Property for the station is located at the Sharpe Army Depot in Lathrop. A very long pedestrian overcrossing connects a center loaded platform west of the existing Fresno Subdivision Mainlines. About 2.4 miles of track will be constructed between MP 92 and MP 94.40. Ample parking will be provided in addition to a robust bus transfer facility and dedicated passenger drop off area.

10. ACE – Zero Emission Engine Conversion (Study)

The project is to identify and recommend a proven technology or combination of technologies to allow the existing locomotives to be converted to near zero emission units. Hydrogen battery hybrid technology was selected. The study still has a few avenues to research and further develop fuel and charging infrastructure needs. This study is expected to be completed in FY25/26.

11. Security Cameras Upgrade

This project applies federal and local funds for security-related equipment and services for ACE service. This includes upgrades to access control systems, cameras, and other security-related equipment and systems, as well as staff time and a third party contracts for related work and agency required transit safety trainings, exercises and briefings and is expected to be ongoing to meet the FTA 1% set aside amount that is required for formula funds.

12. ACE Public Information Display System (PIDS)

Project for existing ACE stations to upgrade and replace the current PIDS system with a modern system and install the purchased cabinets and related hardware.

13. ACE Ticketing Platform Project – Phase 1

The New ACE Ticketing Platform will replace and upgrade the existing fare collection system through a new mobile ticketing system. At a high level, the new ticketing platform will include replacing all mechanical validators with electronic validators, updating paper fare products to printed barcodes or Limited Use (LU) smart cards, and updating the mobile application. A Point-of-Sale System will be integrated with the new ticketing system in this first phase to support in-person ticket sales, fare program ticket sales, and group ticket sales. The ticketing system launched to passengers in Summer 2025 with a small balance of activities to be completed at the beginning of FY25/26.

14. ACE Ripon Multimodal Station Project

The Ripon Station includes a center loaded platform station with the pedestrian overcrossing to access the platform. Almost one mile of track will be constructed as part of this project between MP 103.2 to MP 104.11. The Rail Commission is working closely with the City of Ripon to define the project requirements and anticipates the inclusion of a bus stop, kiss and ride drop off area, and two (2) areas for passenger parking. To enhance the access to the station, roadway improvements at and around the station are planned for this project as well.

15. ACE Revenue Service Communication Equipment

This project will replace and upgrade onboard communications equipment for the ACE service. During the overhaul program being completed by a third-party contractor with a subcontractor completing the installation at the ACE Rail Maintenance Facility. Activities for this project include the installation of Passenger Information Systems, automated announcements, information screens on the trains for passengers, improved Wi-Fi, and security cameras.

Additional Factors

Due to operating on the Union Pacific Railroad (UPRR) and Burlington Northern and Santa Fe Railway (BNSF) owned lines, the Rail Commission is limited on bid opportunities as UPRR, and BNSF require all work done on or in conjunction with their lines be completed or reviewed by their workforce. Therefore, the Capital Lease Program and parts of the other projects on the railway were excluded from the DBE goal setting process. Furthermore, TransitAmerica, Inc. (TASI), the Rail Commission's Contracted Operator and Maintainer, performs much of the Preventative Maintenance, Positive Train Control work, and Railcar Midlife Overhaul in house. As a result, Railcar Midlife Overhaul, Preventative Maintenance, and Positive Train Control have been excluded from the DBE goal setting process.



The Rail Commission will work with vendors on potential subcontracted DBE participation for parts procurement, when possible, for those projects listed above. This leaves the following projects:

1. Stockton Track Extension
2. ACE Tracy Station Improvements & Egress
3. ACE Extension Manteca Station and Parking Lot Extension
4. ACE North Lathrop Transfer Station
5. ACE Locomotive Zero-Emission Engine Conversion (Study)
6. ACE Security Camera Upgrade
7. ACE Public Information Display System (PIDS)
8. ACE Ticketing Platform Project – Phase 1
9. ACE Ripon Station Multimodal Station Project
10. ACE Revenue Service Communication Equipment

Allocated FTA Dollars by NAICS Code

During Federal Fiscal Year 2026-2028, the Rail Commission anticipates having an estimated \$55,763,148 in FTA funds available for expenditure. Of the total amount of FTA assistance available, the Rail Commission anticipates awarding \$20,856,290, or 37.40% (see Table 1) for the ten (10) projects outlined above in FFY 2026-2028. The Rail Commission has determined that the FTA-assisted contracting opportunities will involve work in forty-six (46) 2022 NAICS codes, which have been grouped into major three-digit NAICS classifications in Table 2.

Table 1

NAICS Code	Industry Title	Total Estimated Cost (Federal Share)	% of Federal Funding
23	Construction	\$15,955,062	28.61%
33	Manufacturing	\$1,042,814	1.87%
42	Wholesale Trade	\$1,042,815	1.87%
48 - 49	Transportation and Warehousing	\$417,126	.75%
53	Real Estate and Rental and Leasing	\$312,844	.56%
54	Professional, Scientific, and Technical Services	\$2,085,629	3.74%
	Total Allocated FTA Dollars by NAICS Code	\$20,856,290	
	Total FTA Funds	\$55,763,148	
	% of Allocated FTA Funds		37.40%

II. GOAL METHODOLOGY

1. Determining a Base Figure

The base figure was developed to express the relative availability of DBEs within the Rail Commission market area in the specific areas of expertise involved in the proposed FTA-assisted contracting opportunities. For this purpose, the Rail Commission 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 bids or 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 2022 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**)

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



NAICS Code	Description	Number of DBE Firms Available to Perform Work	Number of All Firms Available to Perform Work (CBP)	Percentage of Available DBE Firms
236210	Industrial Building Construction	97	1218	7.96%
236220	Commercial & Institutional Building Construction	163	18706	0.87%
237110	Water & Sewer Line & Related Structures Construction	145	3552	4.08%
237120	Oil & Gas Pipeline & Related Structures Construction	30	416	7.21%
237130	Power & Communication Line & Related Structures Construction	53	1925	2.75%
237210	Land Subdivision	22	2079	1.06%
237310	Highway, Street, & Bridge Construction	399	2991	13.34%
237990	Other Heavy & Civil Engineering Construction	178	1281	13.90%
238110	Poured Concrete Foundation & Structure Contractors	181	8646	2.09%
238120	Structural Steel & Precast Concrete Contractors	96	2078	4.62%
238130	Framing Contractors	26	3946	0.66%
238140	Masonry Contractors	7	5192	0.13%
238150	Glass & Glazing Contractors	9	4115	0.22%
238160	Roofing Contractors	5	11686	0.04%
238170	Siding Contractors	3	1265	0.24%
238190	Other Foundation, Structure & Building Exterior Contractors	24	2916	0.82%
238210	Electrical Contractors & Other Wiring Installation Contractors	174	40639	0.43%
238220	Plumbing, Heating, & Air-Conditioning Contractors	39	46735	0.08%
238290	Other Building Equipment Contractors	9	3263	0.28%
238310	Drywall & Insulation Contractors	36	9653	0.37%
238320	Painting & Wall Covering Contractors	35	19512	0.18%
238330	Flooring Contractors	14	8772	0.16%
238340	Tile & Terrazzo Contractors	9	7062	0.13%
238350	Finish Carpentry Contractors	22	11129	0.20%
238390	Other Building Finishing Contractors	18	3546	0.51%
238910	Site Preparation Contractors	205	10832	1.89%
238990	All Other Specialty Trade Contractors	238	14184	1.68%
339950	Sign Manufacturing	23	2439	0.94%
423320	Brick, Stone, & Related Construction Material Merchant Wholesalers	40	1364	2.93%



423390	Other Construction Material Merchant Wholesalers	23	1489	1.54%
423510	Metal Service Centers & Other Metal Merchant Wholesalers	22	3943	0.56%
423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	32	7228	0.44%
424950	Paint, Varnish, & Supplies Merchant Wholesalers	2	906	0.22%
488210	Support Activities for Rail Transportation	10	372	2.69%
484110	General Freight Trucking, Local	82	38318	0.21%
484121	General Freight Trucking Long-Distance Truckload	63	31159	0.20%
484122	General Freight Trucking Long-Distance Less than Truckload	19	4233	0.45%
493190	Other Warehousing & Storage	1	1247	0.08%
532490	Other Commercial & Industrial Machinery & Requirement Rental & Leasing	21	6158	0.34%
541310	Architectural Services	121	14878	0.81%
541330	Engineering Services	593	35584	1.67%
541350	Building Inspection Services	26	3991	0.65%
541360	Geophysical Surveying and Mapping Services	23	167	13.77%
541370	Surveying and Mapping (except Geophysical) Services	61	1979	3.08%
541620	Environmental Consulting	419	6092	6.88%
561621	Security Systems Services	19	3112	0.61%
Totals		3,837	411,998	0.93%

2. Adjusting the Base Figure

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

a. Market Area:

In years past the Rail Commission 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, the Rail Commission 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 three (3) years, the Rail Commission has maintained and/or awarded forty-six (46) prime contracts utilizing FTA funds. Of those prime contracts, seventeen (17) had subcontractor opportunities. Of those prime contracts with subcontractor opportunities, five (5) had DBE participation, and one (1) was awarded to a DBE as the prime contractor. Weighing the participation percentage based on the number of previously awarded is difficult as the projects identified in this program are different from the prior contracts.



c. Decrease in available DBEs

The overall DBEs available in the State of California have sharply decreased since 2023. The total available DBEs in the 2023 – 2025 Goal was 4,336 but now it is 3,837. The Rail Commission reached out to other transit partners and found that they had also experienced a decline in available DBEs.

Below is a chart outlining DBE participation in FTA awarded contracts awarded by the Rail Commission within the last three (3) Federal Fiscal Years:

Fiscal Year	FTA DBE Participation	DBE Goal
FFY 2022	2.60%	2.5%
FFY 2023	8.58%	4.93%
FFY 2024	.61%	4.93%
Median Participation	11.79%	

In reviewing past participation:

- In 2022, the DBE Goal was met through awarding a prime contractor with two DBEs on their contract and paying more DBEs during that period.
- The 2023 increase in DBE percentage was due to one prime utilizing more DBEs and another prime adding a new DBE.
- The 2024 decrease in DBE percentage was due to no new formal procurements being released that used FTA funds in FY2024 and no new FTA funds received in FY2024. All FTA funds in FY2024 were used for on-going contracts and/or daily operations.

While an analysis of the 2023 - 2025 Methodology was completed, the results were not relied on in the goal setting process. due to the following matters: Union Pacific Railroad's (UPRR) continuance of contractually required projects and the decrease overall of incoming FTA funds for new projects.

d. Project List:

As outlined in Section I above, ten (10) of the proposed projects scheduled for FTA assistance in the upcoming triennial period are reasonably expected to receive DBE participation. Past projects that are in progress are anticipated to be completed within this current three (3) year period. Therefore, a historic median of the past projects was not used to calculate the new goal

e. FTA funding availability

As outlined in Section 1 above the amount of FTA funding estimated over the next three years is less than the previous triennial, which was \$71,968,602. This also contributes to overall goal calculation.

f. Bid opportunities:

Operating along the Union Pacific Railroad lines limits bid opportunities on the Rail Commission sponsored projects as UPRR requires all work done on or in conjunction with their lines to be completed by their workforce. The largest projects being proposed for the upcoming cycle are the Stockton Track Extension and the North Lathrop Transfer Station, which both fall directly under this restriction. However, there remain some opportunities for construction management, consulting, and subcontractor work for the other projects listed in Section I.

g. Public Participation:

The Rail Commission will issue a public notice on their official website and social media publishing the DRAFT Proposed FTA DBE Goal and Goal Setting Methodology for FFY 2026 – 2028. The notice will be published in both English and Spanish. The notice will inform the public of the proposed goal and rationale being available for inspection at the Rail Commission’s principal office during normal business hours and that the Rail Commission would accept comments on the goal analysis for forty-five (45) days from the date of the public notice.

The Rail Commission will send the public notice to local Chambers of Commerce, local DBEs as identified on the State Database and Small Business Development Centers ranging from Sacramento to the Silicon Valley and Oakland, and DBE firms currently doing business with the Rail Commission.

The Rail Commission will update this FFY 2026 - 2028 DBE Goal and Goal Setting Methodology after the comment period closes and resubmit it to FTA for review.

h. Weighted Percentage:

The Rail Commission adjusted the amount of FTA-assisted contracting opportunities available to DBEs based on the percentage of FTA funds projected to be used for specific NAICS categories, including Civil and Heavy Construction, Transportation and Warehousing, and Special Services, in completing the : Stockton Track Extension, ACE Tracy Station Improvements & Egress, ACE Extension Manteca Station and Parking Lot Extension, ACE North Lathrop Transfer Station, ACE Locomotive Zero-Emission Engine Conversion (Study), ACE Security Camera Upgrade, ACE Public Information Display System (PIDS), ACE Ticketing Platform Project, ACE Ripon Station Multimodal Station Project, and ACE Revenue Service Communication Equipment projects. (**Table 3**)

With the list of available DBE firms already slim, the Rail Commission 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 a total weighted DBE percentage of 1%. (**Table 3**)

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

In evaluating the two main components: the Base Figure and the Weighted DBE Availability, the weighted DBE Availability of .097% will be rounded up to 1% and used as the DBE goal.

**Table 3****DBE Availability by % of FTA Dollars**

NAICS	Description	DBE	CBP	Availability	% of Total FTA Dollars	Weighted DBE %
23	Construction					
236210	Industrial Building Construction	97	1218	7.96%		
236220	Commercial & Institutional Building Construction	163	18706	0.87%		
237110	Water & Sewer Line & Related Structures Construction	145	3552	4.08%		
237120	Oil & Gas Pipeline & Related Structures Construction	30	416	7.21%		
237130	Power & Communication Line & Related Structures Construction	53	1925	2.75%		
237210	Land Subdivision	22	2079	1.06%		
237310	Highway, Street, & Bridge Construction	399	2991	13.34%		
237990	Other Heavy & Civil Engineering Construction	178	1281	13.90%		
238110	Poured Concrete Foundation & Structure Contractors	181	8646	2.09%		
238120	Structural Steel & Precast Concrete Contractors	96	2078	4.62%		
238130	Framing Contractors	26	3946	0.66%		
238140	Masonry Contractors	7	5192	0.13%		
238150	Glass & Glazing Contractors	9	4115	0.22%		
238160	Roofing Contractors	5	11686	0.04%		
238170	Siding Contractors	3	1265	0.24%		
238190	Other Foundation, Structure & Building Exterior Contractors	24	2916	0.82%		
238210	Electrical Contractors & Other Wiring Installation Contractors	174	40639	0.43%		
238220	Plumbing, Heating, & Air-Conditioning Contractors	39	46735	0.08%		
238290	Other Building Equipment Contractors	9	3263	0.28%		
238310	Drywall & Insulation Contractors	36	9653	0.37%		



238320	Painting & Wall Covering Contractors	35	19512	0.18%		
238330	Flooring Contractors	14	8772	0.16%		
238340	Tile & Terrazzo Contractors	9	7062	0.13%		
238350	Finish Carpentry Contractors	22	11129	0.20%		
238390	Other Building Finishing Contractors	18	3546	0.51%		
238910	Site Preparation Contractors	205	10832	1.89%		
238990	All Other Specialty Trade Contractors	238	14184	1.68%		
		2237	247339	0.90%	76.5%	.69%
33	Manufacturing					
339950	Sign Manufacturing	23	2439	0.94%		
		23	2439	0.94%	5%	0.05%
42	Wholesale Trade					
423320	Brick, Stone, & Related Construction Material Merchant Wholesalers	47	328	14%		
423390	Other Construction Material Merchant Wholesalers	32	410	8%		
423510	Metal Service Centers & Other Metal Merchant Wholesalers	30	1043	3%		
423610	Electrical Apparatus and Equipment, Wiring Supplies, and Related Equipment Merchant Wholesalers	75	1831	4%		
424950	Paint, Varnish, & Supplies Merchant Wholesalers	8	221	4%		
488210	Support Activities for Rail Transportation	10	372	2.69%		
484110	General Freight Trucking, Local	82	38318	0.21%		
484121	General Freight Trucking Long-Distance Truckload	63	31159	0.20%		
484122	General Freight Trucking Long-Distance Less than Truckload	19	4233	0.45%		
493190	Other Warehousing & Storage	1	1247	0.08%		
		294	90259	0.33%	5%	.017%
48-49	Transportation and Warehousing					



488210	Support Activities for Rail Transportation	10	372	2.69%		
484110	General Freight Trucking, Local	82	38318	0.21%		
484121	General Freight Trucking Long-Distance Truckload	63	31159	0.20%		
484122	General Freight Trucking Long-Distance Less than Truckload	19	4233	0.45%		
493190	Other Warehousing & Storage	1	1247	0.08%		
		175	75329	0.23%	2%	0.005%
53	Real Estate Rental and Leasing					
532490	Other Commercial & Industrial Machinery & Requirement Rental & Leasing	21	6158	0.34%		
		21	6158	0.34%	1.5%	0.005%
54	Professional, Scientific, and Technical Services					
541310	Architectural Services	120	3527	3%		
541330	Engineering Services	564	8893	6%		
541350	Building Inspection Services	26	3991	0.65%		
541360	Geophysical Surveying and Mapping Services	23	167	13.77%		
541370	Surveying and Mapping (except Geophysical)Services	61	1979	3.08%		
541620	Environmental Consulting	435	1572	28%		
561621	Security Systems Services	19	3112	0.61%		
		1243	62691	1.98%	10%	0.20%
	Totals	3,837	41,1998	0.93%	100%	.967%

III. PROPOSED OVERALL DBE GOAL

Taking all the information into consideration and weighing heavily on the DOT assisted contract opportunities anticipated to be available in this triennial period, the Rail Commission proposes **to use the weighted DBE Availability figure and set an annual overall DBE goal of 1% for FFY 2026-2028 for FTA-assisted contracts.**

As part of the prescribed goal-setting methodology, the Rail Commission 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, Rail Commission proposes that the FFY 2026-2028 goal will be met by race-neutral measures.

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

The Rail Commission 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
- E. Participate in outreach and communications programs

In years past the Rail Commission has had a difficult time meeting DBE goal on a consistent year-to-year basis because contract opportunities tend to be very restrictive as described in Section I.

The Rail Commission 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 2026-2028. At such time the Rail Commission will consult local disparity studies to assist in the new determination.

V. PUBLIC PARTICIPATION

1. Consultation

The Rail Commission staff attended thirteen (13) events over the last three (3) years that focused on DBE firms and how to do business with the Rail Commission. **Attachment C** documents the events and provides additional details.

2. Publication of Proposed Goal

The proposed FFY 2026-2028 DBE goal will be made available to the public on the official website at <https://www.sjrrc.com/civil-rights/>. **Attachment B** will document the location of the goals on the website.

ATTACHMENT A

Public Notice

ATTACHMENT B

Website Posting, other notices

ATTACHMENT C

DBE Events

Exhibit C
List of Community Engagement Events Attended

Date	Name of Event	Host	Location	Description
7/20/2022	DBE Outreach Event	SJRRRC	Stockton, CA	Public event to share SJRRRC's DBE Program and to engage vendors.
4/20/2023	DBE Procurement Summit	Sacramento Valley Small Business Development Center (SBDC)	Webinar	Part 1 of 4 webinars available to the public to provide information on our DBE Program, how to register as a DBE, and how to bid on projects.
5/4/2023	Transportation Summit	San Joaquin SBDC and Sacramento Valley SBDC	Lodi, CA	In person summit/workshop with multiple panels from transit agencies. Focus on how to register as a DBE, and do business with the agencies.
8/3/2023	Responding to RFPs Workshop	San Joaquin SBDC	Webinar	Webinar with multiple panels from transit agencies. Focus on how to respond to RFPs, including DBE requirements.
9/14/2023	Industry Day	SJRRRC and San Joaquin SBDC	Stockton, CA	In person event which introduced large construction companies with small businesses. Several webinars lead up to the day. Focus was allowing the small businesses to connect with the larger construction companies. Panel on DBE requirements.
11/8/2023	SJ PAC Event	San Joaquin SBDC	Stockton, CA	In person summit/workshop with multiple panels from transit agencies. Focus on how to register as a DBE, and do business with the agencies.
2/12/2024	AGC Rail Showcase	Associated General Contractors of America	Webinar	Webinar to share projects for the next two years and to provide information on our DBE and other requirements needed to do business with SJRRRC. Other transit agencies were invited to present as well.
3/14/2024	Transportation Procurement Training Series	San Joaquin SBDC	Webinar	In person summit/workshop with multiple panels from transit agencies. Focus on how to register as a DBE, and do business with the agencies.
4/25/2025	Tracy Transit Procurement Summit	San Joaquin SBDC	Tracy, CA	In person summit/workshop with multiple panels from transit agencies. Focus on how to register as a DBE, and do business with the agencies.
5/16/2024	WTS_CenCal Luncheon	Women's Transportation Seminar (WTS) Central California	Fresno, CA	In person event to share progress on projects and to provide information on our DBE and other requirements needed to do business with SJRRRC.
10/2/2024	AGC Rail Showcase	Associated General Contractors of America	Palm Springs, CA	Two day conference to connect with general contractors and other small businesses. Panelist to share projects for the next two years and to provide information on our DBE and other requirements needed to do business with SJRRRC. Other transit agencies were invited to present as well.
2/18/2025	Transit Summit	San Joaquin SBDC	Lodi, CA	In person summit/workshop with multiple panels from transit agencies. Focus on how to register as a DBE, and do business with the agencies.
3/25/2025	Get Connected	San Joaquin SBDC	Stockton, CA	In person event where SJRRRC tabled to share opportunities.
5/29/2025	Small Business Cert Cohort	San Joaquin SBDC	Stockton, CA	In person event where SJRRRC spoke about upcoming projects and small business opportunities.