

**Fiscal Years 2025-2027
Overall Goal for
Disadvantaged Business Enterprise
Participation in Federal Transit Administration
Assisted Programs
(Including Goal Setting Methodology)**

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Adopted by
GET Board of Directors
August 20, 2024
Submitted to
U.S. Department of Transportation
Federal Transit Administration
San Francisco, California
July 1, 2024

GOLDEN EMPIRE TRANSIT DISTRICT
OVERALL DBE GOAL FOR FFYS 2025-2027

I. EXECUTIVE SUMMARY

The U.S. Department of Transportation (DOT) prescribes its Disadvantaged Business Enterprise (DBE) program and requirements for recipients of Federal funds from DOT in the Code of Federal Regulations (CFR) Title 49, Part 26 (Regulations). Specific instructions are found in Section 26.45 entitled “How do recipients set overall goals.”

As a recipient of DOT financial assistance via the Federal Transit Administration (FTA), Golden Empire Transit District (GETD) has established a recommended overall DBE goal for FYs 2025-2027 of **1.04%** based on all FTA-assisted contracting funds anticipated to be awarded between October 1 - September 30.

The goal is based on demonstrable evidence of the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to participate in our FTA-assisted contracts. The overall goal reflects GETD’s determination of the level of DBE participation expected to be achieved absent the effects of discrimination. GETD intends to meet this goal to the maximum extent feasible through race-neutral measures and does not intend to establish specific goals for any contracts unless needed.

II. DBE GOAL FOR FY 2025-2027

The proposed **overall DBE Goal for FY 25-27 is 1.04%**. The goal applies to FTA-funded contracts awarded by GETD from October 2025 through September 30, 2027. The analysis described herein indicated the proposed goal of 1.04% could be achieved entirely through race and gender-neutral measures. In accordance with the decision by the U.S. Court of Appeals, USDOT recipients in the Ninth Circuit in *Western States Paving Company v. United States and Washington State Department of Transportation*, USDOT recipients in the Ninth Circuit, which includes California, cannot consider the use of race or gender-conscious goals unless a finding of statistically significant disparity (disparity study) has been made for the ethnic and gender groups to be included in the race or gender-conscious goal. GETD has not conducted a disparity study and, therefore, did not consider the use of a race or gender-conscious goal as part of the overall goal. However, based on the results of the analysis described in sections IV and V of this report, GETD believes it can achieve the weighted goal figure calculated in Step One entirely through race and gender-neutral measures. A summary of disparity studies conducted by Caltrans and the Los Angeles County Metropolitan Transportation Authority is provided in section V of this report.

III. METHODOLOGY FOR SETTING THE OVERALL DBE GOAL

As noted in Section I (Executive Summary), the DBE goal was calculated using the two-step process described in the “Tips for Goal Setting” guidance provided by USDOT. The two-step process for calculating the overall DBE goal is to:

Step 1: Calculate a base figure to determine the relative availability of DBEs and

Step 2: Adjust the base figure if necessary.

The DBE Directory and Census Data method were used to calculate the base figure of the relative availability of DBEs to perform the types of contracts that GETD intends to do. A detailed description of the methodology used in Step One and associated calculations and assumptions are provided in Section IV. In Step Two, past DBE participation and projects from previous years in relation to projects proposed in **FYs 25-27** were utilized to determine if the base figure should be adjusted. A description of this analysis conducted for Step Two is provided in Section V.

Determination of Local Market Area

Bakersfield is located in California’s 23 Congressional District, which is represented by Vince Fong. Bakersfield is a significant hub for both agriculture and oil production. Industries included in this area are natural gas and other energy extraction Aerospace, mining petroleum refining, and food processing. Although the region hosts abundant green and leafy vegetation due to the hydrology of the Tulare Basin, Bakersfield has a hot desert climate with long, hot, dry summers and brief cool slightly moist winters.

The local market area where a majority of our contractors and subcontractors come from District 6 includes Madera, Fresno, Tulare, Kings, and Kern Counties.

The boundaries of the local market area are determined by examining the area in which the substantial majority of the contractors and subcontractors are more likely to submit bids for the type of projects that will be performed in the upcoming year.

IV. STEP ONE – BASE FIGURE CALCULATION

The purpose of Step One is to determine what percentage of DBEs represents all firms that are ready, willing, and able to compete for USDOT-assisted contracting. This percentage is calculated by dividing the number of DBEs ready, willing, and able to bid for the types of work to be funded during a three-year period, by the number of all firms (DBEs and non-DBEs) ready, willing, and able to bid for the types of work to be funded during the same three-year period. The calculation is summarized in the equation below.

$$\text{Step One-Base Figure} = \frac{\text{Ready, Willing and Able DBEs}}{\text{All Firms Ready, Willing and Able (Including DBEs and non-DBEs)}}$$

To complete the calculation, the first item of work was to develop a list of contracts that GETD intends to do in **FYs 25-27**. This list of anticipated projects/contracts is provided, a total of 5 anticipated contracts were identified for a total of \$12,127,869.

Data Sources and Assumptions

The DBE firms that are ready, willing, and able to perform the anticipated work were identified using the California Unified Certification Program (CUCP) Statewide DBE Directory. DBE firms that indicated a willingness to work in Caltrans District 6 (Madera, Fresno, Tulare, Kings & Kern Counties) were selected. North American Industry Classification (NAICS) codes were then assigned to each project to help identify DBEs and all firms that are ready, willing, and able to compete for the anticipated projects. NAICS codes were obtained from the US Census Bureau web page located at [North American Industry Classification System \(NAICS\) U.S. Census Bureau](#).

The following table and calculations were used to calculate the base figure.