

Eastern Contra Costa Transit Authority



Revised Disadvantaged Business Enterprise Goal FFY 2020 through FFY 2022

DBE Liaison Officer: Tania Babcock

DATE: September 12, 2019

Introduction

Eastern Contra Costa Transit Authority (ECCTA) 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 triennial DBE participation 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 ECCTA's examination of evidence from its local market area to determine if an adjustment to the base figure is needed.

The DBE goal reflects ECCTA'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), ECCTA has included a narrative description accompanied by tables and calculations in its goal setting and methodology to provide a clear explanation of how ECCTA developed the DBE goal for FFY 2020-2022.

Summary

In determining the DBE goal for the federal fiscal period of October 1, 2019 through September 30, 2022 based on the Federal Fiscal Year of October 1 – September 30, ECCTA reviewed the anticipated FTA-assisted contracting opportunities over this period based on current funding. ECCTA 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 ECCTA's local market area was examined to determine if an adjustment to the base figure was warranted. This methodology was brought before relevant stakeholders in the DBE and non-DBE community. ECCTA set a DBE goal of zero (0)% based on FTA-assisted money expected to be received during FFY 2020-2022. However, after ECCTA set its goal of zero (0)%, ECCTA received information from Metropolitan Transportation Commission (MTC) staff regarding a recommendation being made to the MTC Commissioners to approve federal funding for construction of a park and ride lot, which led to a change in anticipated FTA-assisted projects. Based on the new anticipated FTA funding, ECCTA revised its DBE goal and informed the same relevant stakeholders in the DBE and non-DBE community of the revised DBE goal. The revised DBE goal was determined to be 3% contingent on MTC approval of the federal funding for the park and ride lot.

The revised goal is posted on our website and is available for review:
<http://trideltatransit.com/business-dbe.aspx>

FTA Money

ECCTA receives FTA-assisted money at the discretion of the Metropolitan Transportation Commission (MTC). The money includes the Job Access and Reverse Commute program, Section 5307 grants, and others. Due to the nature of how MTC determines its funding allocation, the amount of money that ECCTA receives from these funding sources can vary, and are often blocked off for specific purposes, such as bus replacement. During FFY 2020-2022, ECCTA anticipates receiving \$1,131,584 in Americans with Disabilities Act (ADA) operating assistance. ECCTA currently contracts its fixed-route and paratransit services to a private contractor, First Transit, and applies the ADA operating assistance toward supplementing the cost of operating ADA paratransit service. ECCTA also anticipates receiving \$5,120,000 toward construction of a park and ride lot in Oakley, California.

Table 1 reflects the anticipated FTA-assisted contracting opportunities subject to the overall triennial goal period of FFY 2020-2022.

Table 1- FTA-Assisted Contracting Opportunities

Description of Contract	FTA Dollars
ADA operating assistance	\$1,131,584
Oakley park & ride lot construction	\$5,120,000
Total	\$6,251,584

Determining Local Market Area

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

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

ECCTA's service area includes 225 square miles in Eastern Contra Costa County, which is also where ECCTA's headquarters is located. Currently all of the contracting dollars are spent in Contra Costa County.

ECCTA determined that the majority of contractors and subcontractors are located in the counties of Alameda, Contra Costa, Marin, Sacramento, San Francisco, San Mateo, San Joaquin, Santa Clara and Solano. ECCTA 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 2020-2022 to determine the relative availability of DBEs in specific areas of expertise using the North American Industrial Classification System (NAICS) codes. ECCTA examined NAICS codes that would be associated with transportation providers able to provide Tri Delta Transit’s fixed route and paratransit service and NAICS codes involved in the construction of the Oakley park and ride lot project, within the confines of its local market area. At this time, ECCTA contracts with one transportation provider for fixed route and paratransit services. The layout of ECCTA’s facility in Antioch, 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 ECCTA’s facility, and additional costs associated with housing two transportation providers, reasonably allow for only one contracted transportation provider. The NAICS code, description, and associated contracting opportunity are identified in column A, B and C of Table 2.

Table 2-NAICS Codes Associated with Contracting Opportunities

A. NAICS CODE	B. NAICS DESCRIPTION	C. CONTRACTING OPPORTUNITY
485113	Bus and other Motor Vehicle Transit Systems	ADA operating assistance
238990	All Other Specialty Trade Contractors	Oakley park & ride lot construction
238210	Electrical Contractors and Other Wiring Installation Contractors	Oakley park & ride lot construction
237110	Water and Sewer Line and Related Structures Construction	Oakley park & ride lot construction
561730	Landscaping Services	Oakley park & ride lot construction
238910	Site Preparation Contractors	Oakley park & ride lot construction
337127	Institutional Furniture Manufacturing	Oakley park & ride lot construction

Number of DBEs: To determine the number of DBEs in ECCTAs nine county market area, ECCTA searched the California Department of Transportation’s CUCP¹ database for DBEs that are certified in the identified NAICS codes. 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 ECCTAs nine county market area, ECCTA searched the United States Census Bureau’s most recent

¹ [http:// https://dot.ca.gov/programs/business-and-economic-opportunity/dbe-search](https://dot.ca.gov/programs/business-and-economic-opportunity/dbe-search)

California Business Patterns (CBP)² database 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 each NAICS code.

Table 3- DBE Availability by NAICS Code

A. NAICS CODE	B. CONTRACTING OPPORTUNITY	C. DBEs AVAILABLE TO PERFORM THIS WORK	D. ALL FIRMS AVAILABLE	E. RELATIVE DBE AVAILABILITY	
485113	ADA operating assistance	0	29	0.0000	
238990	Oakley park & ride lot construction	13	620	0.0210	
238210	Oakley park & ride lot construction	81	1852	0.0437	
237110	Oakley park & ride lot construction	4	171	0.0234	
561730	Oakley park & ride lot construction	22	2105	0.0105	
238910	Oakley park & ride lot construction	83	420	0.1976	
337127	Oakley park & ride lot construction	0	8	0.0000	
	Combined Totals	203	5205	0.0390	Overall availability of DBEs

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- 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	\$1,131,584	0.1810	0.0000	0.0000
238990	Oakley park & ride lot	\$2,880,405	0.4607	0.0210	0.0097

² As found with the U.S. Census data tool, American FactFinder, Geography Area Series: County Business Patterns, 2016 Business Patterns

	construction				
238210	Oakley park & ride lot construction	\$520,000	0.0832	0.0437	0.0036
237110	Oakley park & ride lot construction	\$601,720	0.0963	0.0234	0.0023
561730	Oakley park & ride lot construction	\$582,800	0.0932	0.0105	0.0010
238910	Oakley park & ride lot construction	\$475,075	0.0760	0.1976	0.0150
337127	Oakley park & ride lot construction	\$60,000	0.0096	0.0000	0.0000
	Total	\$6,251,584	1	Overall Base Figure	0.0316

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. Base figures for all NAICS codes were totaled, resulting in a 3.16% overall base figure. Rounding the base figure results in a 3% overall base figure.

Expressed as a % (*100)	3.16%
Rounded, Weighted Base Figure:	3%

Step-Two: Adjusting Step-One Base Figure

To adjust the base figure, ECCTA reviewed and assessed other known evidence potentially impacting the relative availability of DBEs within ECCTA’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 ECCTA’s past DBE participation, disparity studies, and consultation/public participation information.

ECCTA did not consider past participation as relevant for adjusting the base figure because ECCTA does not typically receive federal money for construction projects in every federal fiscal year goal period. Also, due to the infrequency of contracting opportunities that met the \$250,000 threshold in past years, past participation in ECCTA’s contracting opportunities was discounted.

ECCTA 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, 2017³ and a California Department of Transportation (Caltrans) Disparity Study for 2018 that does not have a final report issued yet. ECCTA found the BART disparity study to be relevant to ECCTA’s local market area. 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

³ As found in the January 12, 2017 San Francisco Bay Area Rapid Transit District Disparity Study Volume 1 https://www.bart.gov/sites/default/files/docs/VI.BART%20Final%20Report.Volume%20I.1.12.2017_1.pdf

professional services procurements for Asian American owned firms, Hispanic American owned firms and Caucasian female owned firms. Since the results of the 2018 Caltrans Disparity Study were not available at the time of this writing, ECCTA was unable to review data from that study. ECCTA decided to not adjust its base figure based on the BART Disparity Study. The BART Disparity Study does show that disparity exists among professional and construction procurements, however ECCTA will not make an adjustment to its goal at this time based on the study.

ECCTA is a member of the Business Outreach Committee (BOC) in the San Francisco Bay Area. The BOC is a consortium of twenty six San Francisco Bay Area Transit and Transportation Agencies. BOC members include: Alameda-Contra Costa Transit District, Alameda County Transportation Commission, Bay Area Rapid Transit, 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 (Tri Delta Transit), Golden Gate Bridge, Highway and Transportation District, Livermore Amador Valley Transit Authority, Marin Transit, Metropolitan Transportation Commission, Napa Valley Transportation Authority, Peninsula Corridor Joint Powers Board, San Francisco Bay Area Water Emergency Transit Authority, San Francisco County Transportation Authority, San Francisco Municipal Transportation Agency, San Mateo County Transit District, Santa Clara Valley Transportation Authority, Santa Cruz Metropolitan Transit District, Solano County Transit, Sonoma County Department of Transportation and Public Works, Sonoma-Marin Area Rail Transit District, Transbay Joint Powers Authority and Western Contra Costa Transit Authority.

Through the BOC, ECCTA conducts outreach events to introduce procurement opportunities to construction firms, engineering firms, product suppliers and manufacturers. ECCTA has recently participated in a Consultation and Public Participation Meeting, the 2019 Norcal Procurement Expo hosted by Norcal Procurement and Technical Assistance Center (PTAC), and Meet the Buyers Procurement Forum. The BOC publishes a quarterly “Contracting Opportunities” newsletter that features contracting opportunities, resources, and guidance for small businesses and DBEs. ECCTA publishes its contracting opportunities in the newsletter and has placed the most current issues of the newsletter on its website at <http://trideltatransit.com/business-dbe.aspx>

ECCTA, in collaboration with other BOC members, conducted a Consultation and Public Participation Meeting on April 2, 2019 at the Alameda-Contra Costa Transit District in Oakland, California notifying all interested parties that member agencies were beginning the process of establishing triennial overall DBE goals for contracts and procurements that may be financed in whole or in part by the DOT for FFY 2020-2022. The first part of the meeting was dedicated to various trade groups, minority, women’s and general contractor groups, community organizations, and technical resource groups from the San Francisco Bay Area. An invitation and letter were distributed to 170 groups and community based organizations such as the African American, Black, Hispanic, Asian, Filipino and American Indian Chambers of Commerce in the areas of Sacramento, San Francisco, San Jose, and Sonoma; the Builders Exchange in the counties of Alameda, Contra Costa, San Francisco, San Joaquin, and Santa Clara; the U.S. Small Business Administration; NorCal Mechanical Contractors Association; National Association of Women Business Owners; San Francisco Bay Area Chapter; Marin Builders Association; Veterans Business Outreach Center; National Organization of Minority Architects San Francisco Chapter; Women

in Consulting; Department of General Services Office of Small Business Certification and Resources; National Association of Women in Construction; American Subcontractors Association; and Small Business Development Centers at various junior and state colleges. Out of all the organizations invited, one DBE firm attended representing the Conference of Minority Transportation Officials, Northern California (COMTO).

For the first session, the BOC asked questions to get feedback on issues within the DBE/SBE community, challenges to the DBE program, and how agencies can better assist DBEs/SBEs. The questions included:

- What are the major barriers for your members in competing for contracting opportunities?
- What trades are there a lack of/plethora of DBE participation?
- What types of technical assistance do your members need most?
- Do you have suggestions for resources and references that the BOC should develop, maintain, and disseminate to your members?
- How can the BOC assist you in your mission?

Two representatives from VSCE, Inc were present for the consultation meeting. Some of their questions and comments included the following:

- How could have the BOC better reached contractors since their firm was the only participant in the meeting?
- What is the difference between both sessions held?
- The representatives from VSCE, Inc suggested that more outreach and partnering up with different organizations, such as COMTO, would be an additional resource to reaching DBE firms; that it would be great if one main website could be developed that listed all agency's contracting opportunities instead of having to register through each individual agency's website; that DBEs need assistance on financial forms in the procurement process if they have never gone through the process before; they also discussed payment mechanisms that VSCE, Inc follows are consistent with state law.

The second part of the consultation meeting was open to the public to receive comments and questions on the goal setting process, discuss anticipated contracting opportunities from member BOC transit and transportation agencies over the next three years and answer any questions or concerns. Meeting invitation and registration information was sent to over 8,700 businesses. Over 70 firms confirmed they would attend this session, but only 35 were in attendance. There were a total of 50 attendees at the second session, including the member BOC agencies.

Santa Clara Valley Transportation Authority presented on the Goal Setting Process. NorCal Procurement Technical Assistance Center provided an overview of no-cost services available to DBEs, including bid matching, strategic planning, procurement counseling and assistance with bid proposals and DBE certification.

Listed below are a few comments received and addressed at the meeting:

- Are race-neutral goals being phased out? Are you finding more success in race-conscious goals?
- How does WestCAT have a 0% proposed goal? This does not look good from an outside perspective.
- Is there anywhere on your website(s) where we can see past DBE participation/goal attainment? It would help to see the attainment and how DBEs could help agencies achieve those goals.
- What level of tier are DBEs participating on contracts? How can DBEs move from the 5th or 6th tier to the 1st or 2nd tier?
- I am not a DBE, but a SBE. What resources are available to SBEs?
- How do you start looking at teams before a RFP is even put out? Most teams are already formed beforehand.
- A participant requested that all agencies make one report that captures cumulative data related to the DBE program. The BOC responded to the request and provided a list of DBE goals and attainments for the last three years of all agencies represented at the meeting.

After the April 2, 2019 Consultation and Public Participation Meeting, Metropolitan Transportation Commission (MTC) staff made a recommendation to the Metropolitan Transportation Commission to approve FTA funding for construction of ECCTA's park and ride lot in Oakley, California. In anticipation of the commission approving the additional FTA-funding, ECCTA revised its DBE goal and distributed a public notice seeking comments on the revised DBE goal to the 170 groups and community based organizations, and Consultation and Public Participation Meeting attendees on July 11, 2019. The public notice was also distributed to all member agencies within the BOC.

For additional outreach regarding the revised DBE goal, ECCTA participated in the Business Outreach Committee's "Meet the Buyers Procurement Forum" on August 9, 2019 from 12:30-3pm at the San Francisco Public Library. The free event was an opportunity to connect small and disadvantaged businesses with procurement staff from various BOC participating government entities, transit and transportation agencies. ECCTA provided the public notice and information on the revised goal to participants at the event to seek comments on the revised goal. The event information was placed on Tri Delta Transit's website at <http://trideltatransit.com/business-dbe.aspx> and distributed to the 170 groups and community based organizations that were invited to the Consultation and Public Participation Meeting that was held on April 2, 2019. All member BOC agencies also distributed the event information to their contacts.

ECCTA did not receive any comments on the revised DBE goal.

After consideration of the above information, no adjustment was made to ECCTA's base figure goal since the comments made do not specifically address ECCTA's contracting opportunities or the proposed goal for FFY 2020-2022.

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 (9th 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.

ECCTA strives to meet its goal through race-neutral means. However, given that BART's disparity study identified a disparity exists, ECCTA will consider requesting approval from the FTA to use race-conscious means if it determines the need in the future.

Public Participation/Publication

A published notice announcing the revised proposed overall goal was posted on ECCTA's website on July 11, 2019. The announcement informed the public of the revised proposed overall goal and its rationale available for inspection during normal business hours at its administrative office in Antioch, California for a thirty day comment period. ECCTA posted the notice on its website:
<http://trideltatransit.com/business-legal.aspx>

ECCTA is a member of the BOC and 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. ECCTA, in collaboration with other BOC members, conducted a Consultation and Public Participation Meeting on April 2, 2019 at the Alameda-Contra Costa Transit District in Oakland, California notifying all interested parties that member agencies were beginning the process of establishing triennial overall DBE goals for contracts and procurements that may be financed in whole or in part by the DOT for FFY 2020-2022. An overview on the goal-setting methodology used by agencies in establishing their DBE goals was presented along with an overview of no-cost services available to DBEs through Norcal Procurement Technical Assistance Center (PTAC). After being notified of new FTA funding for ECCTA's park and ride lot in Oakley, California, ECCTA distributed a public notice of revised DBE goal to relevant stakeholders. BOC members, 170 groups and community based organizations, and attendees at the April 2, 2019 meeting received the public notice.

ECCTA also participated in the Business Outreach Committee's "Meet the Buyers Procurement Forum" on August 9, 2019 from 12:30-3pm at the San Francisco Public Library. ECCTA provided the public notice and information on the revised goal to participants at the event to seek comments on the revised goal.

Conclusion

With MTC approval of the federal funding for the park and ride lot, ECCTA's revised overall DBE goal for FTA-assisted contracts for FFY 2020-2022 is 3% with DBE participation sought by race neutral means. ECCTA will continue reviewing its contracting opportunities for any changes that may become necessary.



TRI DELTA TRANSIT
EASTERN CONTRA COSTA TRANSIT AUTHORITY

801 Wilbur Avenue
Antioch • California 94509
925 • 754-6622
925 • 757-2530 FAX

www.TriDeltaTransit.com

July 11, 2019

Dear Community Partner,

Eastern Contra Costa Transit Authority (ECCTA), also referred to as Tri Delta Transit, has revised its Disadvantaged Business Enterprise (DBE) Participation Goal that is set in accordance with U.S. Department of Transportation Regulations at 49 CFR Part 26. ECCTA has established a proposed race-neutral overall DBE goal of 3% for Federal Fiscal Years 2020 through 2022. The DBE goal is applicable to DOT-assisted contracting opportunities scheduled to be awarded during the period of October 1, 2019 through September 30, 2022.

ECCTA will also be attending the Meet the Buyers Procurement Forum on Friday, August 9, 2019 from 12:30-3pm at the San Francisco Public Library and will be available to discuss the revised proposed DBE goal and welcomes your suggestions/comments on the revised DBE goal.

Enclosed is the public notice for the revised DBE goal and information on the Meet the Buyers Procurement Forum. If you have any comments regarding the revised DBE goal, please contact me at:

Eastern Contra Costa Transit Authority
Attn: Tania Babcock, DBE Liaison Officer
801 Wilbur Avenue
Antioch, CA 94509
Telephone: 925-754-6622
Fax: 925-757-2530
civilrights@eccta.org

Sincerely,

Tania Babcock
DBE Liaison Officer
Eastern Contra Costa Transit Authority



PUBLIC NOTICE

Eastern Contra Costa Transit Authority (ECCTA)

Revised Disadvantaged Business Enterprise

Triennial Goal Federal Fiscal Years 2020-2022

Notice is hereby given that Eastern Contra Costa Transit Authority (ECCTA), also referred to as Tri Delta Transit, has revised its Disadvantaged Business Enterprise (DBE) Participation Goal that is set in accordance with U.S. Department of Transportation Regulations at 49 CFR Part 26. ECCTA has established a proposed race-neutral overall DBE goal of 3% for Federal Fiscal Years 2020 through 2022. The DBE goal is applicable to DOT-assisted contracting opportunities scheduled to be awarded during the period of October 1, 2019 through September 30, 2022.

ECCTA's proposed overall goal and its rationale are available for inspection thirty (30) days following the date of this Notice, between 8:00am to 5:00pm, Pacific Standard Time, Monday through Friday at the following location:

Eastern Contra Costa Transit Authority
801 Wilbur Avenue
Antioch, CA 94509
Telephone: 925-754-6622
Fax: 925-757-2530
civilrights@eccta.org
Contact: Tania Babcock, DBE Liaison Officer

ECCTA will accept comments on this proposed goal for thirty (30) days from the date of this notice. Written comments may be sent to ECCTA at the above address.

In compliance with the Americans with Disabilities Act, ECCTA is wheelchair accessible and disabled parking is available in the ECCTA parking lot. If you are a person with a disability and you need disability-related modifications or accommodations, please contact the DBE Liaison Officer at (925) 754-6622 or fax (925) 757-2530. Any person with Limited English Proficiency (LEP) who requires language assistance may also contact the DBE Liaison Officer at (925) 754-6622 or fax (925) 757-2530. To assist us in meeting specific needs, prior notice of at least five (5) business days is appreciated.

Dated at Antioch, California this July 11, 2019.

AVISO AL PUBLICO

Eastern Contra Costa Transit Authority (ECCTA)

Empresa Comercial Minoritaria

Objetivo del Trimestre de los Años Fiscales Federales 2020-2022

Eastern Contra Costa Transit Authority (ECCTA), también conocida como Tri Delta Transit, ha revisado su Empresa Comercial Minoritaria (DBE) y su Participación como Objetivo de acuerdo con los Reglamentos del Departamento de Transporte de los Estados Unidos, Código 49 CFR Sección 26. ECCTA ha establecido un objetivo mediante una propuesta general DBE, del 3% para los Años Fiscales Federales 2020 hasta el 2022. El objetivo del DBE es aplicable al DOT Departamento de Transporte y a sus oportunidades de contratación asistida programado para ser otorgado durante el periodo entre Octubre 1, 2019 hasta Septiembre 30, 2022.

Los objetivos generales de ECCTA y sus razones fundamentales están disponibles para su inspección treinta (30) días a partir de la fecha de éste AVISO de las 8:00 am hasta las 5:00 pm, Tiempo Estandar del Páccifico, de Lunes a Viernes en la siguiente dirección:

Eastern Contra Costa Transit Authority

801 Wilbur Avenue

Antioch, CA 94509

Teléfono: 925-754-6622

Fax: 925-757-2530

civilrights@eccta.org

Ponerse en contacto con: Tania Babcock, Cordinadora Oficial DBE

ECCTA aceptará comentarios sobre ésta propuesta objetiva treinta (30) días a partir de la fecha de éste aviso. Comentarios por escrito pueden ser enviados a la dirección que se indica arriba.

En cumplimiento con el Acta de Americanos con Discapacidades, ECCTA es accesible a personas en silla de ruedas, así también como a los espacios disponibles en el estacionamiento de ECCTA. Si usted es una persona con discapacidad y necesita modificaciones de alojamiento relacionadas con su discapacidad, favor de ponerse en contacto con la cordinadora oficial de DBE al 925-754-6622 o bien mandar un Fax 925-757-2530. Cualquier persona con dominio limitado del Inglés (LEP) que requiera asistencia en su idioma también puede ponerse en contacto con la Cordinadora Oficial de DBE al teléfono (925) 754-6622, Fax (925) 754-5730. Para permitirnos ayudarle con sus necesidades específicas, favor de notificarnos por lo menos con cinco (5) días de anticipación.

Antioch, California 11 de Julio del 2019

THE BUSINESS OUTREACH COMMITTEE (BOC) A CONSORTIUM OF BAY AREA TRANSPORTATION AGENCIES

MEET THE BUYERS PROCUREMENT FORUM



FRIDAY, AUGUST 9, 2019

REGISTRATION: 12:30PM – 1:00PM

EVENT: 1:00PM - 3:00PM

**Lower Floor, San Francisco Public Library
Latino/Hispanic Community Room**

100 Larkin Street, Room 602, San Francisco, CA 94102

(Conveniently located across from the Civic Center BART Station)

YOUR ATTENDANCE IS HIGHLY ENCOURAGED!

Please RSVP at:

https://boc_meetthebuyers_2019.eventbrite.com

- **Introduce your firm's goods, products and services**
- **Learn about upcoming contracting opportunities**
- **Network with other small businesses**
- **Expand your business with transit & government entities**

This is an opportunity to connect small and disadvantaged businesses with procurement staff from various participating transit and transportation agencies and government entities.



TRI DELTA TRANSIT



CLIPPER CARDS



EMAIL/TEXT ALERTS



PARK & RIDE



BUS STOP LOCATIONS



PUBLIC MEETING AGENDA



LOCAL BUSES



COMMUTER



PARATRANSIT

- ▶ SCHEDULES & MAPS
- ▶ FARES/PASSES
- ▶ RIDER/INFO
- ▶ BUSINESS/GENERAL INFO
- ▶ SCHOOL TOOLS
- ▶ ABOUT US/CONTACT
- ▶ MOBILE SITE

Tri MyRide ON-DEMAND TRANSIT

TRIMyRide.com

REQUEST A PICKUP, GET GOING

Click for details

Legal Notices

- Doing Business with Us
- DBE Programs
- Legal Notice
- Invitation for bids/RFPs
- Bus stop Spec Sheet

PUBLIC NOTICE.. Revised Disadvantaged Business Enterprise Triennial Goal. Federal Fiscal Years 2020-2022

AMISO AL PUBLICO. Empresa Comercial Minoritaria Revisado. Objetivo del Trimestre de los Años Fiscales Federales 2020-2022.

- Press & Public Info
- Business Center
- Title VI & Civil Rights
- Board of Directors

@Tri Delta Transit 2018 • Privacy Policy • Contact

- 300 Free Trial
- TDT Watch App
- More Than Buses
- Clipper Card
- Bus Pass Savings Program
- Real Time Bus Arrival
- Buy Tickets Online
- Sign up for Email Alerts
- Streets of Brentwood

Get important transit information as it happens with Email Alerts.

click here for details

