

Gainesville Regional Transit System

Draft DBE Participation Goal

FY 2026, FY 2027, and FY 2028

Executive Summary

The City of Gainesville Regional Transit System (RTS) has established a Disadvantaged Business Enterprise (DBE) Program in accordance with the regulations set forth by the Federal Transit Administration (FTA), 49 CFR Part 26. RTS proposes a goal of 6.75%. DBE participation in FTA-assisted contracts for fiscal years (FY) 2026, 2027, and 2028. This outlines the process to determine the relative availability of DBEs to perform the types of contracts projected for FY26-FY28 and adopt a DBE participation goal.

Policy

It is the policy of RTS to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to receive and participate in FTA-assisted contracts. RTS will not exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any FTA-assisted contract on the basis of race, color, sex, or national origin.

In administering its DBE program, RTS will not, directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, or national origin.

RTS has executed the Florida Unified Certification Program (UCP) Agreement. DBE Certification Procedures, 49 CFR § 26.81, requires that all United States Department of Transportation (USDOT) Recipients participate in a statewide UCP. RTS is committed to operating in full compliance with this rule.

Methods

Step 1: Types and Amounts of Projects Anticipated

The types of projects and dollar amounts of projects for grants awarded or anticipated to be won during the FY26-FY28 period were estimated and collated. The types of work attached to each project were classified by six-digit North American Industry Classification System (NAICS) code.

STEP 1

NUMBER	NAICS CODE	PROJECT	AMOUNT DOT FUNDS	PERCENT TOTAL FUNDS
1	423850	Fareboxes - software and equipment	\$2,500,000.00	0.1282

2	485991	ADA Operating Assistance	\$1,300,000.00	0.0667
3	513210	Driver scheduling software	\$1,800,000.00	0.0923
4	237310	Construction of bus stop ADA improvements	\$3,873,558.00	0.1987
5	236220	NW Transfer Center - Station construction	\$5,000,000.00	0.2564
6	541310	NW Transfer Center - A&E	\$600,000.00	0.0308
7	541850	Technology Improvements	\$2,000,000.00	0.1026
8	541512	Mobile CAD Supervisors software	\$40,000.00	0.0021
9	334220	Dashcam GPS trackers for support vehicles - hardware	\$10,000.00	0.0005
10	334220	Dashcam GPS trackers for support vehicles - software	\$7,500.00	0.0004
11	334290	PA System for Bus Transfer Stations	\$10,000.00	0.0005
12	423130	Tires	\$300,000.00	0.0154
13	541330	Electric charger design	\$30,000.00	0.0015
14	238990	Electric charger construction	\$40,000.00	0.0021
15	561621	Security system - lighting system, cameras, badges, door readers	\$500,000.00	0.0256
16	541310	Rosa Parks Rehab design	\$35,500.00	0.0018
17	236220	Rosa Parks Rehab construction	\$219,500.00	0.0113
18	423210	Miscellaneous support equipment	\$190,000.00	0.0097
19	423120	Vehicle Overhauls	\$417,208.00	0.0214
20	238990	Concrete repair and resurfacing at maintenance facility	\$150,000.00	0.0077
21	423120	Shop equipment	\$50,000.00	0.0026
22	332311	Bus Stop shelters	\$100,000.00	0.0051
23	513210	Computer software	\$276,660.00	0.0142
24	531320	Real estate appraisals	\$48,686.00	0.0025
Total FTA-Assisted Contract Funds			\$19,608,636.00	1.0000

Each project category then received a weight according to the anticipated dollar amount as a percentage of all projects.

Step 2: Relative Availability of DBE Firms

For each NAICS code, the Florida UCP Directory was queried online. (URL: <https://fdotxwp02.dot.state.fl.us/EqualOpportunityOfficeBusinessDirectory/CustomSearch.aspx>) All firms with “certified” status that were located and available to work anywhere within the State of Florida

were counted towards available DBEs. Firms are responsible for stipulating which NAICS codes correspond to their scope of business. Firms based outside of Florida but available to work in Florida were not counted. ACDBE firms were also excluded. For the number of all firms available, both DBE and non-DBE, the same NAICS codes were used to query the US Census 2020 County Business Patterns Survey (available at data.census.gov/cedsci/). The number of firms available include all firms associated with that six-digit NAICS code within all counties in Florida.

The State of Florida was selected as the area of interest because RTS determined that the majority of its contractors, with the exclusion of transit bus manufacturers, are located within the state. Counties with the highest populations within the state were the most highly represented, rather than the counties geographically closest to Alachua County, which is where RTS is located.

In the specific case of the project “Construction of bus stop ADA improvements”, a slightly different methodology was used due to the project’s size and the misalignment of NAICS code listings by the US Census and the Florida UCP Directory. While the US Census Bureau assigns firms to a single NAICS category, the Florida UCP Directory encourages DBEs to list as many NAICS codes as possible, which can result in a disproportionately high relative availability. Because the project reflects a large percentage of total funds, the relative availability of DBEs for this project could have a substantial impact on the overall DBE goal. To offset this effect, each vendor listed in the Florida UCP Directory under NACIS code 237310: Highway, street, and bridge construction was reviewed, and any vendor that was miscategorized and did not fit the US Census Bureau’s definition of the code was removed from the list. This reduced the number of available DBEs from 289 to 180, resulting in a relative availability of 0.3719.

STEP 2

NUMBER	NAICS CODE	PROJECT	Number of DBEs available to perform this work	Number of all firms available including DBEs	Relative Availability
1	423850	Fareboxes - software and equipment	11	360	0.0306
2	485991	ADA Operating Assistance	29	250	0.116
3	513210	Driver scheduling software	3	956	0.0031
4	237310	Construction of bus stop ADA improvements	180	484	0.3719
5	236220	NW Transfer Center - Station construction	319	2713	0.1176
6	541310	NW Transfer Center - A&E	52	1616	0.0322
7	541850	Technology Improvements	9	214	0.0421
8	541512	Mobile CAD Supervisors software	75	4001	0.0187

9	334220	Dashcam GPS trackers for support vehicles - hardware	0	41	0
10	334220	Dashcam GPS trackers for support vehicles - software	0	41	0
11	334290	PA System for Bus Transfer Stations	2	23	0.0870
12	423130	Tires	0	231	0
13	541330	Electric charger design	361	4994	0.0723
14	238990	Electric charger construction	303	3932	0.0771
15	561621	Security system - lighting system, cameras, badges, door readers	12	719	0.0167
16	541310	Rosa Parks Rehab design	52	1616	0.0322
17	236220	Rosa Parks Rehab construction	319	2713	0.1176
18	423210	Miscellaneous support equipment	0	404	0
19	423120	Vehicle Overhauls	2	959	0.0021
20	238990	Concrete repair and resurfacing at maintenance facility	303	3932	0.0771
21	423120	Shop equipment	2	959	0.0021
22	332311	Bus Stop shelters	4	44	0.0909
23	513210	Computer software	3	956	0.0031
24	531320	Real estate appraisals	3	1298	0.0023
			2069	33456	0.0611

The relative availability of DBE establishments by NAICS codes available in the local market area is 6.11% before weighting.

Step 3: Weighted DBE Availability

RTS has chosen to weight the DBE goal by size of the projects in each NAICS code rather than by the concentration of firms in Florida in that NAICS code. Therefore, the weights from Step 1 are multiplied by the percent availability from Step 2.

STEP 3

NUMBER	NAICS CODE	PROJECT	Weight	Availability	Weighted Base Figure
1	423850	Fareboxes - software and equipment	0.1282	0.0306	0.0039
2	485991	ADA Operating Assistance	0.0667	0.1160	0.0077
3	513210	Driver scheduling software	0.0923	0.0031	0.0003
4	237310	Construction of bus stop ADA improvements	0.1987	0.3719	0.0739
5	236220	NW Transfer Center - Station construction	0.2564	0.1176	0.0302
6	541310	NW Transfer Center - A&E	0.0308	0.0322	0.0010
7	541850	Technology Improvements	0.1026	0.0421	0.0043
8	541512	Mobile CAD Supervisors software	0.0021	0.0187	0.0000
9	334220	Dashcam GPS trackers for support vehicles - hardware	0.0005	0.0000	0.0000
10	334220	Dashcam GPS trackers for support vehicles - software	0.0004	0.0000	0.0000
11	334290	PA System for Bus Transfer Stations	0.0005	0.0870	0.0000
12	423130	Tires	0.0154	0.0000	0.0000
13	541330	Electric charger design	0.0015	0.0723	0.0001
14	238990	Electric charger construction	0.0021	0.0771	0.0002
15	561621	Security system - lighting system, cameras, badges, door readers	0.0256	0.0167	0.0004
16	541310	Rosa Parks Rehab design	0.0018	0.0322	0.0001
17	236220	Rosa Parks Rehab construction	0.0113	0.1176	0.0013
18	423210	Miscellaneous support equipment	0.0097	0.0000	0.0000
19	423120	Vehicle Overhauls	0.0214	0.0021	0.0000
20	238990	Concrete repair and resurfacing at maintenance facility	0.0077	0.0771	0.0006
21	423120	Shop equipment	0.0026	0.0021	0.0000
22	332311	Bus Stop shelters	0.0051	0.0909	0.0005
23	513210	Computer software	0.0142	0.0031	0.0000
24	531320	Real estate appraisals	0.0025	0.0023	0.0000
				Total	0.1246

Base Goal	12.46%
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Therefore, the third column is the percentage of all FTA grant awards expected to be performed by DBEs. The figures in this column are subsequently added to determine the expected percentage of all FTA grant awards to be performed by DBEs. This total is called the Base Goal.

Step 4: Historical Participation

It is important that DBE goals reflect local conditions and underlying trends. Therefore, the amount of DBE contract awards for the prior three-year reporting period were obtained and the percentage of funds paid to DBE were calculated.

STEP 4

NUMBER	YEAR		Total Prime Dollars	Total DBE Dollars	Percent to DBE
1	FY2022	First Semi-Annual Report	\$571,390.00	\$0.00	0.00%
2	FY2022	Second Semi-Annual Report	\$230,996.00	\$0.00	0.00%
3	FY2023	First Semi-Annual Report	\$2,630,748.00	\$0.00	0.00%
4	FY2023	Second Semi-Annual Report	\$862,160.00	\$38,719.00	4.49 %
5	FY2024	First Semi-Annual Report	\$901,863	\$0.00	0.00%
6	FY2024	Second Semi-Annual Report	\$1,834,771	\$0.00	0.00%
		Overall Attainment during previous 3-year period			0.75%

Average of the weighted goal of 12.46% with the historical median of 0% is 6.23%.

The participation for the years 2022, 2023, and 2024 was 0%, 2.245%, and 0%. **The median is 0%.** Therefore, the Base Goal is averaged with the median participation to arrive at the overall goal of **6.23%.**

The goal-setting methodology and goal figures for FY26–28 are in line with the goal set for the FY23-FY25 period. For the FY20-FY22 period, the amount of DBE participation was 23.04%, 0%, and 0% for each year. The DBE weighted firm availability, using the statewide area, was 6.22%, and the final goal was 3%.

Race Conscious

The USDOT encourages DBE goals to be met via race-neutral means, such as providing small business engagement and support services to the greatest extent possible, per 49 CFR § 26.51. Race-conscious means are defined as contract goals and must be established to meet any portion of the recipient’s overall goal not projected to be able to be met using race-neutral means.

While the goal for this period is higher than the goal for the previous three-year period, the goal for the previous three-year period was met using race neutral means. Therefore, it is appropriate to project that the goal may be met via race-neutral means.

Race/Gender Neutral	6.23%
Race/Gender Conscious	0.0%
Total DBE	6.23%

DBE participation will be monitored continuously and the need for contract goals will be re-evaluated annually through FY26-28.

Public Participation

This draft goal methodology and goal will be published on the RTS website for 30 days. A link to the document will be advertised on the home page. A public meeting with the Citizen's Advisory Board will be held at RTS administrative building on March 26, 2025, where the draft methodology and goal will be shared and presented, and public input will be solicited. The meeting will be advertised on the City of Gainesville website. In addition, input and guidance will be directly solicited from the following community partners:

- The City of Gainesville Office of Equity and Inclusion
- City of Gainesville Small Business Procurement Program
- UF Office of Small Business Relations
- UF INNOVATE
- Jacksonville Transit Authority
- Gainesville Area Chamber of Commerce
- Advanced Manufacturing Workforce Leadership Council (AMWLC)
- SF Center for Innovation and Economic Development (CIED)
- FDOT Equal Opportunity Office, DBE & Small Business Development
- Florida APEX Accelerator (formerly Florida Procurement Technical Assistance Center)
- Florida Office of Supplier Development
- Gainesville Area Women's Network (GAWN)
- Institute for Workforce Innovation d/b/a Project YouthBuild
- Gainesville Area Innovation Network d/b/a startGNV
- Career Source North Central Florida
- University of North Florida's Small Business Development Center
- Florida Small Business Development Center
- Small Business Resource Network Jacksonville
- Our Town Magazine

Following the public comment period, the finalized DBE Goal will be presented to the City Commission for approval.