

US DOT DBE Goal 2014 - 2017

July 9, 2014



Metropolitan Council's DBE Goal

- *All recipients of USDOT funding are required to administer a DBE program as prescribed under 49 CFR Part 26
- *Recipients must set triennial DBE goals based upon methodology outlined by the USDOT
- *DBE goals represent the percentage of participation the Council strives to achieve in their contracting efforts
- *The Metropolitan Council's current DBE goal is **15.5%**

Metropolitan Council's DBE & Small Business Programs

*FTA (Transit) Program – 60 contracts

*EPA (MCES) program – 75 contracts

FTA “Mega Projects” (LRT) – 32 contracts

*MCUB (local funding) – 39 contracts

All contracts numbers as of July 2014

Metropolitan Council's DBE Program

- *Council's FTA DBE program utilized the Triennial goal as a "blanket" goal – assigned on all applicable FTA-funded contracts
- *MCES, MCUB and FTA "mega projects" calculate a goal for each unique contract
- *Contract specific goals are calculated using work scopes present on contracts and the relative availability of DBE's that are ready, willing and able to perform

DBE Goal Methodology

- Overall goals must be based on demonstrable evidence of the availability of ready, willing and able DBE's and primes
- Establish a base figure by determining the number of DBE's and Prime contractors that have bid or proposed (successfully or unsuccessfully) on our DOT-assisted contracts during the previous triennial period
- Divide the number of DBE's into the number all businesses to derive a base figure

Metropolitan Council's 2014-2017 Unadjusted Base Figure

15%

2014-2017 FTA DBE Goal

- OEO recommends a 15% DBE goal for 2014-2017
- This proposed goal was calculated by applying the DBE methodology outlined in CFR Part 26.45
- The unadjusted goal was calculated by analyzing all 8,013 successful and unsuccessful bidders/proposers to the Council over the past three years divided by 1,208 DBE bidders/proposers during the same period
- The recommended goal would not apply to LRT “mega projects” or “transit vehicle purchases

Adjustment Factors

- The USDOT DBE goal methodology allows for the recipient to adjust their base goal, if needed, to arrive at an overall goal
- Examples of adjustments may include comparison of goals set by other recipients in the same local market, the current and projected demand for DBE's on projects during the next triennial period, and the capacity of DBE's to perform work on DOT-assisted projects

Next Steps – FTA DBE Goal

- Solicit community input on the proposed new triennial goal of 15%
- Present goal to the Council's Management and Transportation committees, followed by the full Council
- Submit proposed triennial DBE goal to USDOT/FTA for approval
- Begin transition to contract specific goals in 1st quarter of 2015

QUESTIONS?

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