



Disadvantaged Business Enterprise
(DBE)
Program Update

February 9, 2021
Community

Development/Housing/General
Government Committee

Disadvantaged Business Enterprise (DBE) Program

- What is the DBE Program
- Why does the City have a program
- Current Goals and How developed
- Next Steps
- Questions



What is the Disadvantage Business Enterprise (DBE) Program?

The Disadvantaged Business Enterprise Program is USDOT's program used to provide small businesses owned and controlled by socially and economically disadvantaged individuals a fair opportunity to compete for federally funded transportation contracts.

What is the Disadvantage Business Enterprise (DBE) Program?

In 1983, Congress enacted the first Disadvantaged Business Enterprise (DBE) statutory provision.

In 1987, Congress re-authorized and amended the statutory DBE program which established a single DBE goal, encompassing firms owned by women and minority group members.

What is the Disadvantage Business Enterprise (DBE) Program

Primarily three major DOT Operating Administrations are involved in the DBE program. They are the Federal Highway Administration, the Federal Aviation Administration and the Federal Transit Administration. The DOT DBE program is carried out by state and local transportation agencies under the rules and guidelines in the Code of Federal Regulations. [\(Title 49, Part 26\)](#).

What is the Disadvantaged Business Enterprise (DBE) Program?

- The Federal Transit Administration (FTA) Office of Civil Rights is responsible for monitoring FTA recipients' DBE programs and ensuring their compliance with DOT's DBE regulations found at 49 CFR Part 26.
- Grant Recipients are not eligible to receive DOT financial assistance unless FTA has approved and confirmed compliance with their DBE program.

Why must the City have a DBE Program?

FTA recipients receiving planning, capital and/or operating assistance who will award prime contracts (excluding transit vehicle purchases) where the cumulative total value exceeds \$250,000 in FTA funds in a Federal fiscal year must have an approved DBE program.

Why must the City have a DBE Program?

During the FTA's 2019 Triennial Review of the Transit services, FTA determined that the DBE program administered by WSTA needed to be administered by the City since the City of Winston-Salem is the direct recipient of the Federal Transit funding.

Why must the City have a DBE Program

In accordance with the requirement the City must have a DBE Liaison Office.

This person must maintain direct independent access to the City Manager concerning DBE program matters, is responsible for implementing all aspects of the DBE program, and should submit all DBE Reports as required by FTA including submissions due June 1 and December 1 of each federal fiscal year.

Current DBE Goals

The DBE goals are effective October 1, 2019 through September 30, 2022

The race neutral goal of 6.9% was established based upon the current list of certified DBE contractors performing the work identified to be contracted out over the 3 year period.

Current DBE Goals

The Federal Transit Administration (FTA) has received and approved the Disadvantaged Business Enterprise (DBE) triennial goal setting methodology for Federal Fiscal Year (FFY) 2020-2022.

Current DBE Goals

Disadvantaged Business Enterprise Stakeholder
Virtual Meeting held

Thursday, February 4, 2021
10:00 a.m. - 12:00 p.m. EST

The meeting gave an overview of the DBE Program and allowed participants to provide input on the DBE goals.

Access to meeting link at:

<https://www.cityofws.org/CivicAlerts.aspx?AID=545>

Questions??



Contact:
Marlene Davis
DBE Liaison, Title VI Coordinator
City of Winston-Salem
Department of Transportation
300 S. Martin Luther King Jr. Drive
Winston-Salem, NC 27105
(336) 747-6875
marlenedg@cityofws.org