## WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)



Federal Transit Administration (FTA) WMATA - 1398

Triennial DBE Goal-Setting Methodology
for
FFY 2020 - FFY 2022
(October 1, 2019 - September 30, 2022)
Submitted in accordance with:
Title 49 Code of Federal Regulations Part 26
(49 CFR Part 26)
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)
Triennial DBE Goal-Setting Methodology
FFY 2020 - FFY 2022
Table of Contents
I. INTRODUCTION ..... 4
II. BACKGROUND ..... 4
III. FEDERAL TRANSIT ADMINISTRATION (FTA) - ASSISTED CONTRACTING OPPORTUNITIES FOR FFY 2020-2022 ..... 4
IV. DETERMINATION OF LOCAL MARKET AREA. ..... 6
A. Table 2: Geographical Areas of Washington DC Metropolitan Statistical Area ..... 7
B. Geographical Area Map of Washington DC Metropolitan Statistical Area ..... 7
V. GOAL METHODOLOGY ..... 8
A. Step 1: Determination of Base Figure (Relative Availability of DBEs) (§ 26.45(c)) ..... 8
B. Step 2: Adjusting the Base Figure (§ 26.45(d)) ..... 13

1. Historical Data on Past Participation and DBE Goals and Attainments in Past Years (Last 4 Years) ..... 13
2. Evidence from disparity studies conducted in WMATA's market area ..... 14
C. Proactive Measures, Activities and Best Practices to Ensure DBE Goal is Attained ..... 15
VI. RACE/GENDER-NEUTRAL AND RACE/GENDER-CONSCIOUS DIVISION OF GOAL (§ 26.45(f)(3)) ..... 17
A. Utilization of Race-Neutral (RN) and Race-Conscious (RC) Measures ..... 17
B. Formula for Calculating Race-Conscious and Race-Neutral Percentage Split. ..... 18
Step 1: Determine the Relative Race Neutral Attainment for each year. ..... 18
Table 9: Determination of Median Relative Race Neutral Attainment. ..... 18
Step 2: Calculate Absolute RN Attainment: ..... 18
Step 3: Calculate RC Split: ..... 18
VII. RACE/GENDER-NEUTRAL METHODS (§ 26.51(b)) ..... 19
VIII. GOAL ADVERTISEMENT AND PUBLIC PARTICIPATION PROCESS (§ 26.45(g)(1)(2)) ..... 19
A. Public Participation Schedule ..... 20
B. Public Consultation and Forums ..... 20
Table 10: Public Consultation and Forums Schedule ..... 21
C. Public Notice ..... 22
IX. CONCLUSION ..... 44
X. TABLE OF ACRONYMS ..... 45

## I. INTRODUCTION

In accordance with 49 CFR 26.45, the Washington Metropolitan Area Transit Authority (WMATA) sets forth its Triennial Disadvantaged Business Enterprise (DBE) Goal and corresponding goal-setting methodology for the three-year Federal Fiscal Year (FFY) goal period of 2020-2022 (October 1, 2019 through September 30, 2022).

The objectives of the DBE goal setting process are to ensure nondiscrimination in the award and administration of FTA-assisted contracts, to create a level playing field on which DBEs can compete fairly for those contracts, and to ensure the DBE Program is narrowly tailored in accordance with applicable law.

## II. BACKGROUND

WMATA is a recipient of U.S. Federal Transit Administration (FTA) funds in excess of $\$ 250,000$. As a condition of receiving this financial assistance, WMATA must comply with the FTA's DBE requirements. Therefore, in accordance with 49 CFR $\S 26.45$, WMATA is required to develop and submit a Triennial Overall DBE goal for its FTA-assisted projects. The overall DBE goal is based upon the availability of Ready, Willing, and Able (RWA) DBEs relative to all businesses that are RWA to participate on WMATA's FTA-assisted contracts.

## III. FEDERAL TRANSIT ADMINISTRATION (FTA) - ASSISTED CONTRACTING OPPORTUNITIES FOR FFY 2020-2022

Table 1 represents WMATA's FTA-assisted contracting opportunities for FFYs 2020-2022, which consists of projects considered in preparing this goal methodology. These projects are anticipated to be awarded during the triennial period. Also included in this table are the North American Industry Classification System (NAICS) codes and descriptions associated with the discipline of work for those WMATA contracting opportunities.

Table 1 below shows WMATA's FTA-assisted contracting opportunities for FFYs 2020-2022, the NAICS code assigned to each project, and the amount of FTA assistance associated with each project and overall total estimate cost of $\$ 1,887,615,219.35$.

Table 1: Expected FTA - Funded Contract Expenditures for FFYs 2020-2022 ${ }^{1}$

| Number | NAIC Codes | WMATA Projects | Amount of FTA Funds on Projects |  |
| :---: | :---: | :---: | :---: | :---: |
| 1) | 336390 | Bus Rehabilitation Program | \$ | 84,979,232.20 |
| 2) | 237130 | Track Structural Rehabilitation | \$ | 7,761,532.14 |
| 3) | 237130 | Track Rehabilitation | \$ | 139,327,659.96 |
| 4) | 336510 | Track Maintenance Equipment | \$ | 48,824,774.00 |
| 5) | 488210 | Railcar Rehabilitation | \$ | 9,211,780.55 |
| 6) | 238290 | Elevator Rehabilitation | \$ | 50,080,672.50 |
| 7) | 236220 | Station Entrance Canopies | \$ | 9,000,000.00 |
| 8) | 238290 | Elevator/Escalator Repairables | \$ | 21,477,694.00 |
| 9) | 237130 | Radio Infra Replacement | \$ | 118,910,933.00 |
| 10) | 236220 | Parking Garage Rehabilitation | \$ | 42,000,000.00 |
| 11) | 238160 | Roof Rehab \& Replacement | \$ | 25,000,000.00 |
| 12) | 238290 | Escalator Replacement | \$ | 72,200,000.00 |
| 13) | 238210 | Station Lighting Improvements | \$ | 86,407,000.00 |
| 14) | 236220 | Bus Customer Facility Improvement | \$ | 25,025,785.00 |
| 15) | 236210 | Railcar Heavy Repair and Overhaul Facility | \$ | 90,100,000.00 |
| 16) | 237110 | Improving Drainage | \$ | 17,155,368.00 |

[^0]|  |  |  |  |  |
| :---: | :---: | :--- | :---: | :---: |
| 17$)$ | 335313 | Automatic Train Control SOGR | $\$$ | $56,792,838.00$ |
| 18$)$ | 238220 | AC Power Systems SOGR | $\$$ | $79,659,388.00$ |
| 19$)$ | 238210 | Traction Power SOGR | $\$$ | $90,074,598.00$ |
| 20$)$ | 237130 | Tunnel Water Leak Mitigation | $\$$ | $66,944,544.00$ |
| 21$)$ | 237130 | Platform Rehab Construction | $\$$ | $\$ 580,931,420.00$ |
| 22$)$ | 541310 | Bladensburg Bus Garage | $\$$ | $105,700,000.00$ |
| 23$)$ | 541310 | Northern Bus Garage | $\$$ | $60,050,000.00$ |
|  | Total FTA - Projected Contract Funds | $\$$ | $1,887,615,219.35$ |  |

From Table 1, WMATA realized some of the NAICS codes needed to be combined based on category of NAICS codes and WMATA Projects to eliminate project duplication and double counting in the number of Ready, Willing, and Able DBE and Firms to perform work in each category of selected NAICS codes in determining the Base Figure in Table 3 of Step 1 below.

## IV. DETERMINATION OF LOCAL MARKET AREA

WMATA provides transit services in Washington, D.C. and sections of Maryland and Virginia. This includes Montgomery and Prince George's counties in Maryland, Alexandria, Arlington, Fairfax, Fairfax City, Falls Church, and Loudoun in Virginia. These are the jurisdictions where WMATA typically finds its contractors and sub-contractors. Thus, WMATA has determined that the Washington DC Metropolitan Statistical Area (WMSA) represents its local market area and this includes the following counties within Virginia, West Virginia, Maryland and District of Columbia as depicted by Table 2 and Geographical Area Map ${ }^{2}$ of WMSA:

[^1]A. Table 2: Geographical Areas of Washington DC Metropolitan Statistical Area

| Virginia | West Virginia | Maryland | District of <br> Columbia |
| :--- | :--- | :--- | :--- |
| Alexandria City | Jefferson County | Calvert County | Washington <br> DC |
| Arlington County |  | Charles County |  |
| Clarke County |  | Frederick County |  |
| Culpeper County |  | Montgomery County |  |
| Fairfax County |  | Prince George's <br> County |  |
| Fairfax City |  |  |  |
| Falls Church |  |  |  |
| Fauquier County |  |  |  |
| Fredericksburg City |  |  |  |
| Loudoun County |  |  |  |
| Manassas City |  |  |  |
| Manassas Park City |  |  |  |
| Prince William County |  |  |  |
| Rappahannock County |  |  |  |
| Spotsylvania County |  |  |  |
| Stafford County |  |  |  |
| Warren County |  |  |  |

B. Geographical Area Map of Washington DC Metropolitan Statistical Area


Calvert
Stafford
Fredericksburg

Spotsylvania

## V. GOAL METHODOLOGY

To ensure apples to apples in determining the Base Figure, WMATA then grouped values with like and same category of NAICS codes and assigned unique NAICS codes and descriptions per WMATA Project, and this provided 11 unique NAICSNAICS codes with the same total estimated cost of $\$ \mathbf{1}, \mathbf{8 8 7}, 615,219.35$ in Tables 3 and 4 which provide a revised table for WMATA's Expected FTA-Funded Contract Expenditures for FFYs 2020-2022 involving combined values with unique NAICS codes with their description.

The following steps describes the goal methodology used to determine this three-year goal:

## A. Step 1: Determination of Base Figure (Relative Availability of DBEs) (§ 26.45(c))

WMATA utilized the certified DBEs listed in the Metropolitan Washington Unified Certification Program (MWUCP ${ }^{3}$ ), a comprehensive database and directory of DBEs that captures information on DBE vendors. This base figure expresses the availability of RWA DBEs as a percentage of all RWA firms.

To determine the number of overall firms, WMATA used the Census Bureau's County Business Patterns (CBP) database for the Washington, DC MSA ${ }^{4}$. To ensure an apples-to-apples calculation in the base figure, WMATA used the same NAICS codes used when compiling the number of DBE firms.

WMATA utilized the following approach in determining the accurate number of DBEs in the Washington, DC Metropolitan Statistical Area (MSA) per WMATA's MWUCP or Vendor Directory (CLM):

- Manually captured and complied all Certified DBEs in WMATA's MWUCP or Vendor directory (CLM) under each selected unique NAICS code in Table 1.
- In order to ensure apples to apples in comparison between the MWUCP DBE directory and the Census data for the Washington, DC MSA, WMATA only included certified DBE Firms within counties located in the Washington DC Metropolitan Statistical Area (MSA).
- Any Certified DBE Firms with addresses located outside Washington DC Metropolitan Statistical Area (MSA) are not counted as a RWA DBE in WMATA's market.

Relative Base Figure $=\quad$ Ready, willing and able DBEs (data source $=$ WMATA's MWUCP) All Ready, willing and able businesses (data source = CBP, which includes DBEs and non-DBEs)
$=\frac{354 \text { DBEs }}{4332 \text { Total Businesses/Firms }}$

[^2]
## Calculated Relative Base Figure $=0.081025406=8.1 \%$

The Calculated Relative Base Figure obtained is 8.10\%, and this indicates there are 8.10\% Ready, Willing and Able DBEs in WMATA's market area to perform work in each selected NAICS code in Table 3 below.

Table 3 shows WMATA's projects and expected FTA-assisted contracting opportunities for FFYs 2020-2022 with their unique NAICS code, description, and the relative availability of DBEs by each unique NAICS codes.

Table 3: WMATA's Projects, Unique NAICS codes with Descriptions \& Relative Availability of DBEs

|  |  |  |  |  | $A^{5} \quad B^{6}$ | $C^{7}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Number | WMATA Projects | Unique NAICS Code Description | Unique NAICS Codes | Number of Certified DBEs available in WMSA | Number of all firms including (including Certified DBEs) in WMSA | Relative Availability |
| 1) | Railcar Heavy Repair and Overhaul Facility | Commercial/Industrial and Institutional Building Construction | 236220 | 130 | 853 | 0.152403283 |
|  | Bladensburg Bus Garage |  |  |  |  |  |
|  | Northern Bus Garage |  |  |  |  |  |
|  | Bus Customer Facility Improvement |  |  |  |  |  |
|  | Station Entrance Canopies |  |  |  |  |  |
|  | Parking Garage Rehabilitation |  |  |  |  |  |
| 2) | Improving <br> Drainage | Water and Sewer Line and Related Structures Construction | 237110 | 33 | 126 | 0.261904762 |

[^3]| 3) | Track Structural Rehabilitation | Power and Communication Line and Related Structures Construction | 237130 | 9 | 109 | 0.082568807 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Track <br> Rehabilitation |  |  |  |  |  |
|  | Radio Infra Replacement |  |  |  |  |  |
| 4) | Tunnel Water Leak Mitigation | Railway Construction / Other Heavy and Civil Engineering Construction | 237990 | 38 | 53 | 0.716981132 |
|  | Platform Rehab Construction |  |  |  |  |  |
| 5) | Roof Rehab \& Replacement | Roofing Contractors | 238160 | 19 | 286 | 0.066433566 |
| 6) | Station Lighting Improvements | Electrical Contractors and Other Wiring Installation Contractors | 238210 | 66 | 1063 | 0.062088429 |
|  | Traction Power SOGR |  |  |  |  |  |
| 7) | AC Power <br> Systems SOGR | Plumbing, Heating, and Air-Conditioning Contractors | 238220 | 37 | 1598 | 0.023153942 |
| 8) | Elevator Rehabilitation | Other Building <br> Equipment Contractors | 238290 | 21 | 93 | 0.225806452 |
|  | Elevator/Escalator Repairables |  |  |  |  |  |
|  | Escalator Replacement |  |  |  |  |  |
| 9) | Automatic Train Control SOGR | Other Automotive Mechanical and Electrical Repair and Maintenance | 811118 | 0 | 40 | 0.0000000000 |
| 10) | Bus Rehabilitation Program | Other Motor Vehicle Parts Manufacturing | 336390 | 0 | 2 | 0.0000000000 |


| $11)$ | Track <br> Maintenance <br> Equipment | Commercial and <br> Industrial Machinery <br> and Equipment (except <br> Automotive and <br> Electronic) Repair and <br> Main | 811310 |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :---: |

In Table 4 below, WMATA weighted the base figure from Table 3 by incorporating the amount of FTA-projected contracting dollars that will be spent under each NAICS code.

Table 4: Weighting Calculations

|  |  |  |  | $A^{8}$ | $B^{9}$ | $x$ | $C^{10}$ | $D^{11}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Number | Unique NAICS Code | WMATA Projects | Unique NAICS Code Description | Amount of FTA Funds on Projects (\$) | Weight | X | Relative Availability | Weighted Availability |
| 1) | 236220 | Railcar Heavy <br> Repair and <br> Overhaul <br> Facility | Commercial/In <br> dustrial and <br> Institutional <br> Building <br> Construction | \$ 90,100,000.00 | 0.1758 | X | 0.1524 | 0.0268 |
|  |  | Bladensburg <br> Bus Garage |  | \$ 105,700,000.00 |  |  |  |  |
|  |  | Northern Bus Garage |  | \$ 60,050,000.00 |  |  |  |  |
|  |  | Bus Customer Facility Improvement |  | \$ 25,025,785.00 |  |  |  |  |
|  |  | Station <br> Entrance <br> Canopies |  | \$ 9,000,000.00 |  |  |  |  |

[^4]

Page 12 of 45

| 10) | 336390 | Bus <br> Rehabilitation <br> Program | Other Motor Vehicle Parts Manufacturing | \$ | 84,979,232.20 | 0.0450 | X | 0.0000 | 0.0000 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 11) | 811310 | Track <br> Maintenance <br> Equipment | Commercial and Industrial Machinery and Equipment (except Automotive and Electronic) Repair and Main |  | 48,824,774.00 | 0.0307 | X | 0.0068 | 0.0002 |
|  |  | Railcar <br> Rehabilitation |  | \$ | 9,211,780.55 |  |  |  |  |
|  |  | Total of FTA/DOT expected on Project |  | \$1,887,615,219.35 |  | Total Weighted Availability |  |  | 0.311966 |
|  |  |  |  |  |  | Express as a \%(*100) |  |  | 31.19661 |
|  |  |  |  |  |  | Weighted Base Figure |  |  | 31.19\% |

## B. Step 2: Adjusting the Base Figure (§ 26.45(d))

Adjustment of the Weighted Base Figure depends on several factors. Step 2 requires examining relevant and reliable data in the WMATA's market area to determine if an adjustment to the base figure calculated in Step 1 is warranted or necessary and, if any, would be required to ensure a narrowly-tailored goal. WMATA considered all available evidence and information to determine whether any adjustment was needed to the weighted base figure of $\mathbf{3 1 . 1 9 \%}$ calculated in Step 1 above to determine its overall DBE goal and make it as precise as possible. Relevant factors WMATA considered in making this decision were:

- Historical data on past participation and DBE goals and attainments in past years (last 4 years)
- Evidence from disparity studies conducted in WMATA's market area

1. Historical Data on Past Participation and DBE Goals and Attainments in Past Years (Last 4 Years)

Tables 5 and 6 below list WMATA's past DBE goals and attainments for the last 4 years (FFYs 2015-2018):

Table 5: DBE Past Participation

| Year | FFY 2015 | FFY 2016 | FFY 2017 | FFY 2018 |
| :---: | :---: | :---: | :---: | :---: |
| DBE Goal | $25 \%$ | $25 \%$ | $22 \%$ | $22 \%$ |
| DBE Attainment | $16.70 \%$ | $10.87 \%$ | $21.94 \%$ | $21.41 \%$ |

Median past participation percentage was determined by arranging the DBE achievement past participation rates from lowest to highest below:

Table 6 shows numerical order of DBE past participation to obtain median past participation percentage

Table 6: Numerical Order of DBE Past Participation

| Year | FFY 2016 | FFY 2015 | FFY 2018 | FFY 2017 |
| :---: | :---: | :---: | :---: | :---: |
| DBE Goal | $25 \%$ | $25 \%$ | $22 \%$ | $22 \%$ |
| DBE Attainment | $10.87 \%$ | $16.70 \%$ | $21.41 \%$ | $21.94 \%$ |

- Because we have even number of values above, WMATA added the middle two numbers and then averaged them to obtain the median of 19.06\%:

$$
16.70+21.41=38.11 \% \quad 38.11 / 2=19.06 \%
$$

- WMATA then added the weighted base figure of $\mathbf{3 1 . 1 9 \%}$ to the median of the past 4 years, $19.06 \%$, and divided that figure by 2 :

$$
19.06+31.19=50.25 \% \quad 50.25 / 2=\mathbf{2 5 . 1 3 \%}
$$

After establishing the weighted base figure obtained in Step 1 and analyzing past DBE participation in Step 2, the resultant adjusted base figure for past participation is $\mathbf{2 5 . 1 3 \%}$, rounded down to $\mathbf{2 5 \%}$.

## 2. Evidence from disparity studies conducted in WMATA's market area

In addition to analyzing past participation, WMATA reviewed the following disparity studies performed by NERA Economic Consulting:

- Disadvantaged Business Enterprise Disparity Study: Volume I". Prepared for the Maryland Department of Transportation, June 25, $2018^{12}$.
- $2017^{13}$ Business Disparity in Maryland Market Area.

Both studies concluded that disparities exist in contracting opportunities for minority-and women-owned businesses in MDOT's relevant market area. However, WMATA has determined that because of differences between WMATA's and MDOT's contracting opportunities and relevant market area, it is inappropriate for WMATA to use MDOT's disparity study to adjust its

[^5]DBE goal percentage. As described above, however, WMATA believes that these disparity study's conclusions are relevant in determining WMATA's RC/RN breakdown.

Finally, WMATA determined that it does not have enough relevant evidence regarding statistical disparities in DBEs' ability to obtain financing, bonding or insurance, or enough data on education, training and union apprenticeship programs to further adjust the $25 \%$ goal.

## C. Proactive Measures, Activities and Best Practices to Ensure DBE Goal is Attained

WMATA submitted to FTA a Triennial goal for FFY 2020-2022 of 22\%. However, we have identified additional Capital Improvement Projects (CIPs) which will provide contracting opportunities for DBES. The triennial goal has been increased to $25 \%$. WMATA's proposed overall DBE goal of $\mathbf{2 5 \%}$ for FFYs 2020-2022 is achievable based on the following reasons:

- WMATA's June 1, 2019 Uniform Report of DBE Commitments/Awards and Payments in our Semi-Annual report submitted to FTA proves that WMATA has identified more opportunities of spending for Disadvantaged Business Enterprises (DBEs). This increase in identified opportunities for DBEs in WMATA's Market Area lead to an upward attainment from 17.6\% to 34.61\% from June 1, 2018 - June 1, 2019.
- WMATA's has planned eight major CIPs totaling \$1,141, 816,950.00 for FFYs 2020-2022. It is anticipated that these projects will provide a $3 \%$ increase in contracting opportunities for WMATA certified DBEs in the Washington Metropolitan Statistical Area (WMSA).

Table 7 with eight major projects with over $\$ \mathbf{1 , 1 4 1 , 8 1 6 , 9 5 0 . 0 0}$ projected for FFYs 2020 -2022 would help provide more FTA assisted contract opportunities for WMATA's approved and certified DBEs in the Washington Metropolitan Statistical Area (WMSA).

Table 7: Major Projects to Provide More Opportunities for DBEs in WMSA

| Industrial Classification | WMATA Projects - <br> FFYs 2020-2022 | NAICS Codes | Number of DBE Firms Available in WMSA |  | nt of FTA Funds |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Commercial/Industrial and Institutional Building Construction | Railcar Heavy Repair and Overhaul Facility | 236220 | 130 | \$ | 90,100,000.00 |
|  | Bladensburg Bus Garage |  |  | \$ | 105,700,000.00 |
|  | Parking Garage Rehabilitation |  |  | \$ | 42,000,000.00 |
| Railway Construction / Other Heavy and Civil | Platform Rehab Construction | 237990 | 38 | \$ | 580,931,420.00 |


| Engineering Construction | Tunnel Water Leak Mitigation |  |  | \$ | 66,944,544.00 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Electrical Contractors and Other Wiring Installation Contractors | Station Lighting Improvements | 238210 | 66 | \$ | 86,407,000.00 |
|  | Traction Power SOGR |  |  | \$ | 90,074,598.00 |
| Plumbing, Heating, and Air-Conditioning Contractors | AC Power Systems SOGR | 238220 | 37 | \$ | 79,659,388.00 |
| Overall Contract Value |  |  | 271 | \$ | 1,141,816,950.00 |

In addition to the proactive measures, and activities mentioned above, WMATA implemented the following proactive and outreach activities to assist with informing and engaging the contracting community:

- Developed a paperless certification process to foster faster and a more efficient method of processing DBE/SBE applications;
- Instituted a DBE Hotline to quickly answer and address any issues which may arise with the DBE application process and on sub-contracts; Provide technical assistance and other services to DBEs;
- Developed and disseminated information to educate DBEs on contracting procedures and specific contract opportunities;
- Developed training webinars for Prime and Subcontractors;
- Implemented direct solicitations;
- Participated in jurisdictional outreach events;
- Developed a directory of community agencies, chambers, and other related organizations for communications (email blasts and program marketing);
- Organized WMATA hosted events; and
- Established a team of representatives that collaborate to represent WMATA at hosting, participating, and attendance events.

See Tables 12 and 13 for a list of events for outreach and networking activities and Exhibits 1 10 for small minority, and women-owned businesses and certified DBEs within Washington, D.C. Metropolitan Statistical Area (WMSA) where WMATA participated as an exhibitor and sponsor.

WMATA used the following Best Practices in establishing the $25 \%$ DBE goals:

- Fostering small business participation through outreach activities and seeking input from local and national small business associations.
- WMATA has unbundled large contracts and developed a small business reserve procurement. This is a Multiple Awards Task Order Contract (MATOC). A MATOC is an indefinite delivery and quantity contract. WMATA has two major MATOC contracts:
- Contract FQ17044E for Electrical work was awarded to eVigilant Security;
- A DBE Contract FQ16036D for general construction work was awarded to the DBE firm, Signature Renovations, LLC.

During FFY2018, WMATA processed 104 task orders with goal settings for DBE participation. The total value of the Task Orders was $\$ 109,165,743.00$. DBEs were awarded $\$ 40,379,259.00$ or $27 \%$ of the awards. In February 2019, WMATA issued a set aside MATOC for SBEs. Only WMATA certified small businesses that met the requirements set forth by the 49 CFR 26 and size standards established the U.S. Small Business Administration were eligible to bid on this procurement. This is a race neutral procurement.

## VI. RACE/GENDER-NEUTRAL AND RACE/GENDER-CONSCIOUS DIVISION OF GOAL (§ 26.45(f)(3))

## A. Utilization of Race-Neutral (RN) and Race-Conscious (RC) Measures

As shown in Tables 5 and 6, WMATA used the DBE participation data from its previous four FFYs, 2015-2018, to help inform its race-neutral/race-conscious breakdown.

Table 8: DBE Goal, Overall DBE Achievement, and Race-Conscious/Race-Neutral Attainment Breakdown

| Year | FFY 2015 |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| 14 | FFY 2016 | FFY 2017 | FFY 2018 ${ }^{15}$ |  |
| DBE Goal | $\mathbf{2 5 \%}$ | $\mathbf{2 5 \%}$ | $\mathbf{2 2 \%}$ | $\mathbf{2 2 \%}$ |
| (RC/RN) | $\mathbf{( 1 3 / 1 2 )}$ | $(13 / 12)$ | $\mathbf{( 1 4 / 8 )}$ | $(14 / 8)$ |
| Overall DBE Achievement | $\mathbf{1 6 . 7 0 \%}$ | $\mathbf{1 0 . 9 \%}$ | $\mathbf{2 1 . 9 4 \%}$ | $\mathbf{2 1 . 2 1 \%}$ |
| (RC /RN) Attainment | $(5.6 / 11.1)$ | $(6.4 / 4.5)$ | $(9.17 / 12.77)$ | $(10.07 / 11.34)$ |

To be consistent with FTA guidance, WMATA determined the race-neutral breakdown by:

First, calculating the Relative Race Neutral Attainment for each year (FFYs 2015, 2016, 2017 and 2018). The Relative Race Neutral Attainment is Race Neutral Attainment divided by Overall DBE Achievement for each year. The Relative Race Neutral value obtained for each year were ranked from lowest to highest to obtain the median by selecting the two middle values and divide by 2 to ensure that no single year received disproportionate weight.

Secondly, WMATA calculated Absolute Race Neutral Attainment, which is the Relative Race Neutral Attainment multiplied by the calculated and proposed DBE Goal.

[^6]Thirdly, Race Conscious Split: WMATA then subtracted the calculated Absolute RN Attainment from the proposed DBE Goal to finally arrive at the Race Conscious value.

Using Table 8 above and Table 9 below, WMATA performed these calculations for a four-year period for past participation and then used the following formula and steps to determine Race Neutral and Race Conscious Split/breakdown for FFYs 2020-2022.

## B. Formula for Calculating Race-Conscious and Race-Neutral Percentage Split

WMATA follows the following steps and formula adopted by FTA in calculating the Race-Conscious and Race-Neutral percentage split:

Step 1: Determine the Relative Race Neutral Attainment for each year.
Relative RN Attainment $=$ RN Attainment $\div$ Overall DBE Achievement

Table 9: Determination of Median Relative Race Neutral Attainment

| DBE Attainment / <br> RC/RN Achievement | FFY 2015 | FFY 2016 | FFY 2017 | FFY 2018 |
| :--- | :---: | :---: | :---: | :---: |
| DBE Goal | $\mathbf{2 5 \%}$ | $\mathbf{2 5 \%}$ | $\mathbf{2 2 \%}$ | $\mathbf{2 2 \%}$ |
| Overall DBE Achievement | $\mathbf{1 6 . 7 0 \%}$ | $\mathbf{1 0 . 9 \%}$ | $\mathbf{2 1 . 9 4 \%}$ | $\mathbf{2 1 . 4 1 \%}$ |
| (RC/RN Attainment) | $(5.6 / 11.1)$ | $(6.4 / 4.5)$ | $(9.17 / 12.77)$ | $(10.07 / 11.34)$ |
|  | $\mathbf{0 . 6 6 4 7}$ | $\mathbf{0 . 4 1 2 8}$ | $\mathbf{0 . 5 8 2 0}$ | 0.5346 |
| Relative RN Attainment | $(11.1 \div 16.70)$ | $(4.5 \div 10.9)$ | $(12.77 \div 21.94)$ | $(11.34 \div 21.21)$ |

Median of Relative RN Attainment; ( $0.4128,0.5346,0.5820,0.6647$ ) is obtained by arranging these numbers in order from lowest to highest, selecting the two middle numbers (since there are even number of values) and then dividing by 2 :
$(0.5346+0.5820)=1.1166$
$1.1166 / 2=0.5583=55.83 \%$
Step 2: Calculate Absolute RN Attainment:

Absolute RN Attainment = Relative RN Attainment (i.e., in Step 1) X Proposed DBE Goal:
$55.83 \% \times 25 \%=13.96 \%$, rounded up to $14 \%$. The resulting Absolute Race-Neutral percentage is therefore 14\%.

Step 3: Calculate RC Split:

RC Split = Proposed DBE Goal - Absolute RN Attainment.

RC Split = 25\% (Proposed DBE Goal) - 14\% (Absolute RN Attainment) = 11\%. The resulting Race-Conscious percentage is therefore $\mathbf{1 1 \%}$.

## VII. RACE/GENDER-NEUTRAL METHODS (§ 26.51(b))

WMATA believes that it can achieve the $\mathbf{1 4 \%}$ race-neutral goal by continuing to expand its outreach efforts to identify, certify and assist DBE firms and other Small Businesses and encourage them to participate more fully in WMATA procurement processes.

The following are some of the continuing efforts by WMATA to foster DBE and small business participation. WMATA will:

- Arrange solicitations times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate participation by DBEs and other small businesses and by making contracts more accessible to small businesses;
- Provide assistance in overcoming limitations such as inability to obtain bonding or financing (e.g., by such means as simplifying the bonding process, reducing bonding requirements, eliminating the impact of surety costs from bids, and providing services to help DBEs and other small businesses obtain bonding and financing);
- Provide technical assistance and other services;
- Deliver information and communications programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs and other small businesses on recipient mailing lists for bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate);
- Ensure distribution of the DBE Directory, through print and electronic means, to the widest feasible universe of potential prime contractors;
- Perform outreach to non-certified DBEs, which will include activities related to building the population of available DBEs to perform work on FTA-assisted contracts;
- Assist DBEs and other small businesses to develop their capability to utilize emerging technology and conduct business through electronic media; and
- Conduct a disparity study during the upcoming triennial period. The disparity study will include analyses of DBE availability and utilization on FTA-assisted contracts across all procurement types and identify any evidence of discriminatory behavior in the market area.


## VIII. GOAL ADVERTISEMENT AND PUBLIC PARTICIPATION PROCESS (§ 26.45(g)(1)(2))

Pursuant to Public Participation Regulatory Requirements cited in Title 49 CFR Part $26.45(\mathrm{~g})(1)(\mathrm{i})(\mathrm{ii})$, WMATA, as a recipient of U.S. FTA assistance is required to submit its established triennial goal setting methodology to advocacy groups for comment. These groups include minority, women's and general contractors, local business associations, and community
organizations within the market area it serves. These efforts are undertaken to ensure they have information concerning the availability of DBEs and provide them with an opportunity to review the triennial goal setting methodology and provide their input.

## A. Public Participation Schedule

- June 29 - July 17, 2019: Public Participation via consultation, telecommunication and forum with stakeholders conducted.
- July 2 - July 20, 2019: Draft of Overall DBE Goal Setting Methodology posted on WMATA's Website
- July 20, 2019: Final date for receipt of any comments received (Summarized in Table 11 response section)
- August 1, 2019: Deadline for document submittal to the FTA


## B. Public Consultation and Forums

The regulations require that Grantees provide for consultation and public participation when establishing their overall goals. WMATA scheduled industry forums began on June 29, 2019 to gather information for its 2020-2022 DBE triennial goal methodology submission. Members from the public were invited to attend the forums, which included women and minority-owned business owners and representatives from the following organizations:

- Capital Region Minority Supplier Development Council,
- Maryland Washington Minority Companies Association (MWMCA),
- Maryland Minority Contractors Associates,
- National Association of Minority Contractors,
- National Association of Minority Consulting Engineers,
- National Association of Black Engineers,
- US Black Chamber of Commerce,
- National Black Chamber of Commerce,
- Women Business Enterprise National Council,
- Maryland Hispanic Chamber of Commerce,
- DC Chamber of Commerce,
- United States Pan Asian American Chamber of Commerce,
- Northern Virginia Hispanic Chamber of Commerce,
- DC Department of Small and Local Business Development,
- Prince George's County Supplier Development and Diversity,
- Montgomery County Office of Procurement and Small Businesses,
- Minority Business Development Agency (Wash DC Business Ctr.)

WMATA sent out announcement letters in the mail to 18 Minority Organizations, over 60 emails with copies of the Goal Setting Methodology, PowerPoint presentation slides and

WMATA's Public Comment Form attached to the 18 Minority Organizations and selected WMATA's Prime and Sub-Contractors inviting them to attend the public forum. WMATA received only a few responses per Exhibits 16.

The forums provided the opportunity to present a brief overview of the DBE program that led into discussions concerning evidence regarding the lingering effects of past discrimination, WMATA's efforts to establish a level playing field for DBEs, the availability of disadvantaged and non-disadvantaged businesses to work on federally funded contracts, and the 2020-2022 triennial goal methodology, as well as other key topics discussed as outlined in Table 11 below.

Table 10: Public Consultation and Forums Schedule

| Schedule Date | Forum Description | Location |
| :---: | :---: | :--- |
| July 17, 2019 | Public Forum | WMATA, 600 Fifth Street, NW. Washington D.C. 20001. <br> Jackson Graham Building in Meeting Room JGB 306 on the <br> Third Floor. |

Some of the key topics that were discussed included the following in Table 11 below:

Table 11: Results of the Public Consultation and Forums

| Topic Discussed | Response |
| :--- | :--- |
| Different step instructions WMATA <br> followed to develop its DBE Goal- <br> Setting Methodology. | WMATA followed required and approved procedures from FTA <br> and assigned or obtained DBE Goal-Setting 22\% were reviewed <br> and approved by WMATA's Counsel before presenting to the <br> public and minority organizations for their comments. |
| WMATA's FTA projected contracting <br> opportunities for Prime and Sub- <br> Contractors. | DBE Office/SBPO Director, Sylvia Edwards informed <br> participants who were present at the forum about WMATA's <br> numerous business contract opportunities for small businesses. |
| WMATA's past DBE participation and <br> attainments for FFY 2015 - FFY 2018. | Participants expressed their appreciation of knowing <br> WMATA's past DBE attainment since 2015 - 2018. |
| The importance of maintaining or <br> exceeding the goal setting percentage. | WMATA's FFY 2020 - 2022 Triennial DBE Goal Setting <br> Methodology and PowerPoint Presentation documents <br> educated participants on the importance, factors and reasons <br> for maintaining and/or attaining a higher goal setting <br> percentage. |
| The elements of the Goal-Setting <br> Percentage (Race Neutral and Race <br> Conscious). | Participants had the opportunity to learn what is made up of the <br> Goal-Setting percentage. |
| WMATA's continuous efforts to ensure <br> and foster DBE and Small Business <br> participation. | WMATA pointed out to participants different measures WMATA <br> will establish, ensure and foster continuous DBE and Small <br> Business participation. |

Why minority groups, specifically African Americans, are not winning WMATA's contract bids and how they could win lots of small business contracts with WMATA.

Sylvia Edwards, Director of Small Business Programs, made mentioned of factors that enable a contractor to win a bid but not limited to the following;

- Must be more qualified as a bidder
- Must be responsive, responsible, and response able
- Must be willing and able to compete effectively for WMATA's business
Ms. Edwards emphasized that WMATA's contract bidding process is competitive.

WMATA has effectively engaged in public outreach and has provided an opportunity for business owners, industry associations, and community groups to participate in discussions relevant to the goal setting process and reasonably considered the comments and questions received. Therefore, WMATA believes that the proposed triennial overall DBE goal for 2020 2022 of $25 \%$ accurately reflects the ready, willing, and able DBE firms available for participation on federally funded contracts.

## C. Public Notice

## Public Notice on WMATA's website and in the Washington Post, publishing the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFY 2020-2022

The Washington Metropolitan Area Transit Authority (WMATA), as required by the U.S. Department of Transportation's regulations, contained under 49 CFR Part 26, publishes notice of the proposed Disadvantaged Business Enterprise triennial goal. The DBE Triennial Overall Goal is $\mathbf{2 5 \%}$ of WMATA's FTA-projected contracting opportunities and is effective from October 1, 2019 - September 30, 2022. The race/gender-conscious portion of the goal is $\mathbf{1 1 \%}$ and the race/gender-neutral portion of the goal is $14 \%$. The DBE overall goal is based upon demonstrable evidence of the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to participate in FTA-assisted contracts.

WMATA issued a Public Notice on its website publishing the Draft Proposed FTA Overall DBE Goal-Setting Methodology for FFYs 2020-2022 (See Exhibit 11 for a revised public notice). The notice informed the public that the proposed goal and rationale will be available for review and inspection on WMATA's website for 30 days following the date of the Public Notice, and that WMATA would accept comments on the proposed goal for 15 days from the date of the Public Notice. The review, inspection, and comments are available until July 20, 2019 at:

Washington Metropolitan Area<br>Transit Authority<br>Small Business Programs Office<br>600 Fifth Street, NW<br>Washington, DC 20001

All written comments and any questions should be sent to Sylvia Edwards by email at sedwards1@wmata.com. In accordance with the goal-setting and public participation regulatory requirements, WMATA's DBE and Small Business Office participated as one of the exhibitors and trainees in the following 2018 public outreach, events and trainings organized by institutions in Washington, D.C., Maryland and Virginia jurisdictions.

Table 12: Outreach/Networking Activities - FFY 2018

| Dates | WMATA Attendees | Event/Location |
| :---: | :---: | :---: |
| 5/2/2018 | Thomas Turner | The DC Chamber Small Business and Economic Development Summit held at the D.C. Convention Center |
| 7/11/2018 | Bekwele Amadi <br> Thomas Turner | DC PTAC Summit was held at the Gallaudet Conference Center, Washington, D.C. |
| 7/12/2018 | Thomas Turner | Doing business with the airport (MAA) held at MDOT's Headquarters, Hanover, MD |
| 7/19/2018 | Thomas Turner Lilliette Rivera | GM Breakfast "Contract opportunities on the Silver Line Metro" held at American University, Washington, D.C. |
| 7/26/2018 | Thomas Turner | MWMCA Minority Business Outreach Fair held at Maryland Live Casino, Ellicott City, MD |
| 7/26/2018 | Carl Farmer and Lilliette Rivera | Metropolitan Reverse Trade Show held at UDC University, Washington, D.C. |
| 7/27/2018 | Thomas Turner Clemon Hammie | National Black Chamber of Commerce Small Business Summit held at the Gaylord Resort, Oxon Hill, MD |
| $\begin{gathered} \hline 7 / 28 / 2018- \\ 8 / 1 / 2018 \\ \hline \end{gathered}$ | Rashida Reid Thomas Turner | COMTO National Conference held at the Sheraton Hotel, Baltimore, MD |
| 10/5/2018 | Carl Farmer Thomas Turner | The 3rd Annual Montgomery County Procurement Forum at Silver Spring Civic Building, Silver Spring, MD |
| 10/09/2018 | Rashida Reid Thomas Turner | MDOT 4th Annual Business and Entrepreneurial Expo, Turf Valley Resort, Ellicott City, MD |
| 10/15/2018 | Thomas Turner | Northern Virginia Chamber of Commerce. Small Business Outreach at George Mason University, Arlington, VA |
| 10/16/2018 | Lilliette Rivera | Asian Small Business Summit at the Hilton Hotel, Silver Spring, MD |
| 10/30/2018 | Bekwele Amadi <br> Thomas Turner | MDOT (MAA) Outreach and Development Workshop held at the BWI Marshall Airport, Linthicum, MD |
| 11/6/2018 | Carl Farmer Lilliette Rivera Thomas Turner | 8th Annual DBE Summit presented by DC Small Business Office, Gallaudet University, Washington, D.C. |
| 12/4/2018 | Thomas Turner | WPEO Annual Breakfast "Access to Opportunities", held at the Willard Hotel, Washington, D.C. |
| 12/6/2018 | Carl Farmer Thomas Turner | MWMCA Minority Business Outreach held at Maryland Live Casino, Ellicott City, MD |

Table 13: Trainings - FFY 2018

| Date | WMATA <br> Attendees | Training Event/Location |
| :---: | :---: | :--- |
| $9 / 18 / 2018-9 / 20 / 2018$ | All Staff | Road Worker Protection (RPW) Safety Training held at <br> the MSF Building, Landover, MD |
| $11 / 7 / 2018-11 / 9 / 2018$ | All Staff | DBE Training Course held at the JGB Building, <br> Washington, D.C. |

## SNAPSHOTS OF WMATA PUBLIC PARTICIPATION FOR DBE EVENTS IN 2017 \& 2018 (Outreach/Networking Activities and Exhibits)

## D.C. Event, Exhibit 16:



8th Annual Disadvantaged Business Enterprise Summit and Networking Symposiun November 6
District of Columbia sent this bulletin at 10/19/2018 03:43 PM EDT


October 5, 2018

Media Contacts<br>Terry Owens - (202) 763-8635,terry.owens@dc.gov<br>Lauren Stephens - (202) 465-6112, lauren.stephens@dc.gov

8th Annual Disadvantaged Business Enterprise (DBE) Summit and Networking Symposium: Linking Businesses to Opportunities for Growth


#### Abstract

The District Department of Transportation (DDOT) and the D.C. Division of the Federal Highway Administration in the U.S. Department of Transportation today announce that the 8 th annual Disadvantaged Business Enterprise (DBE) Summit and Networking Symposium will be held on Tuesday, November 6, 2018.

The Summit is an opportunity for DDOT and Washington Metropolitan Area Transit Authority (WMATA)-certified DBE firms and other small businesses to learn about upcoming federalassisted business opportunities. It will also offer a chance for attendees to network with highway and bridge construction-related prime contractors, architectural and engineering consultant firms, DDOT project managers, and other DBE firms and small businesses within the transportation industry.

The 2018 Summit will include a focus on partnerships between prime and sub-contractors and between DDOT and the private sector, and it will also provide important information about insurance and other requirements for firms doing business with DDOT.


[^7]D.C. Event, Exhibit $2^{17}$ :


[^8]
# Metropolitan Washington Area Reverse Trade Show 

Thussday 26 JIVy 2018 10:00AM » Thursday 26 July 20182:00 PM

ENDED

Bethesda ) Metropolitan Washington Chapter of NIGP , Metropolitan Washington Area Reverse Trade Show

## Metropolitan Washington Area

Reverse Trade Show


Last update 27/07/2018



## District Department of Transportation



Also, WMATA's DBE and Small Business Office have participated as one of the trainees and exhibitors in the following 2019 public outreach, events and training been hosted or organized by institutions in Washington, D.C., Maryland and Virginia jurisdictions:

Table 14: Outreach/Networking Activities - FFY 2019

| Dates | WMATA Attendees | Event/Location |
| :---: | :--- | :--- |
| $4 / 16 / 2019$ | Carl Farmer <br> Thomas Turner | Get on the Metro Business Tour" Location: 600 5th Street, N.W., <br> Washington, DC |
| $4 / 18 / 2019$ | Bekwele Amadi <br> Thomas Turner <br> Clemon Hammie |  <br> Engineering Consultant (GEC) On-Call Design Services" Location: 600 <br> 5th Street, N.W., Washington, DC |
| $4 / 18 / 2019$ | Rashida Reid <br> Thomas Turner <br> Joseph Badu | "Minority Business Day 2019, Engage, Educate and Empower" <br> Location: Seat Pleasant Activity Center, 5720 Addison Road, Seat <br> Pleasant, MD 20743 |
| $4 / 19 / 2019$ | Thomas Turner <br> Clemon Hammie <br> Lilliette Rivera <br> Cletis Cave Jr. <br> Alexis Newbold | "Gannett Fleming/WMATA DBE Outreach \& Networking Event" <br> Location: District Architecture, 421 7th Street N.W., Washington, DC |
| $5 / 9 / 2019$ | Thomas Turner <br> Joseph Badu | "CRMSDC Super Matchmaker" Location: 8200 Jones Branch Drive, <br> McLean, Virginia $\quad$ Time: 8:00 a.m. to 4:00 pm |
| $5 / 10 / 2019$ | Thomas Turner <br> Alfonzo Dixon <br> Cletis Cave | "MWMCA Annual Breakfast and Small Business Showcase" Location: <br> Martin's West Caterers, 7200 Dogwood Road, Windsor, Baltimore <br> MD. |
| $5 / 10 / 2019$ | Carl Farmer <br> Rashida Reid | "DC Chamber of Commerce Small Business and Economic Summit" <br> Location: Walter E. Washington Convention Center, 801 Mount <br> Vernon Place, NW., Washington, DC |
| $5 / 29 / 2019$ | Thomas Turner <br> Alexis Newbold <br> Joseph Badu | "University of the District of Columbia Contractors Outreach" <br> Location: UDC University, 4200 Connecticut Avenue, Washington, DC |
| $7 / 25 / 2019$ | Thomas Turner <br> Alexis Newbold <br> Alfonzo Dixon | "Maryland Transit Authority Outreach Event" Location: Bowie State |
| University, Bowie, MD. |  |  |

Table 15: Trainings - FFY 2019

| Date | WMATA Attendees | Training Event/Location |
| :---: | :---: | :--- |
| $3 / 21 / 2018-3 / 22 / 2019$ | Joseph Badu | Road Worker Protection (RPW) Safety Training held <br> at the MSF Building, Landover, MD |
| $5 / 6 / 2019-5 / 8 / 2019$ | Thomas Turner <br> Rashida Reid <br> Lilliette Rivera | Introduction to Procurement Training held at <br> WMATA Jackson Graham Building Washington, D.C. |

SNAPSHOTS OF WMATA PUBLIC PARTICIPATION FOR DBE EVENTS IN 2019
(Outreach/Networking Activities and Exhibits)

Maryland Event, Exhibit 5:
MWMCA - 16th Annual 2019 Spring Breakfast Meeting/Business Showcase Expo
Page 1 of 2


## Virginia Event, Exhibit 6:



Page 32 of 45


## Maryland Event, Exhibit 7:

Minority Business Day 2019

Thursday, April 18, 2019 from
10:00 AM to 2:00 PM (EDT)
Seat Pleasant Activity Center
5720 Addison Road
Seat Pleasant, MD 20743
View Map


Want company? Share this event!


## Eventbrite

## D.C. Event, Exhibit 8:



ABOUTUS DCCOMMERCE DCADVOCACY VISITDC CONTACTUS
. 019 Small Business \& Economic Development Summit


The DC Chamber of Commerce's 2019 Small Business and Economic Development Summit is the Chamber's annual event recognizing business accomplishments and connecting corporate and government buyers with Washington area business.

All aspiring entrepreneurs, small business owners and non-profit leaders are encouraged to attend this opportunity to network and discover many available resources.

EXPO AND WORKSHOPS ARE FREE
Bonding, Retail Buying, Sports Betting, Economic Development Incentives, Financing and much more!
ADMISSION FEE FOR SMALL BUSINESS AWARDS LUNCHEON


## Virginia Event, Exhibit 10:

## Northern ${ }^{\text {Virginia Hispanic }}$ Chamber of Commerce

## Other Transactional Authority - OTA Seminar

Featuring Speaker: Michael Derrios Senior Procurement Executive and Head of Contracting for the United States Coast Guard.

## April 18, 2019 <br> 2:00 PM to 6:00 PM

OTA Seminar
Other Transactional Authority

Defonse Contractors, expecially those new to the federal space, should
be on the lookout for streamilined OTA procedures to pursue research
development and prototype opportunittes in the federal marketplace.

Mike Derrios currently serves as Senior Procurement Executive and Head of Contracting Actlvity for the United States Coast Guard. He has responsibility for
all contracting functions within the agency, including over 500 civilian and military personnel throughout the United States and abroad.

Mr. Derrios is a recognized leader in the field of government acquisition with more than 20 years of federal and private sector experience. He is a member of the Senior Executive Service.

## Exhibit 11

Home | Business | Small Business Programs | Disadvantaged Business Enterprise (DBE) Program Information

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SMALLBUSINESS
PROGRAMS
Disadvantaged Business Enterprise (DBE) Program Information
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Small Business Enterprise (SBE)

Small Business and Local
Preference Program

Newsletters


SUBSCRIBE

Pursuant to 49 CFR Part 26, it is the policy of the Washington Metropolitan Area Transit Authority (WMATA) that disadvantaged business enterprises (businesses owned by women and minorities) as defined by U.S. Department of Transportation regulation 49 CFR Part 26 shall have a fair opportunity to compete for and participate on WMATA contracts and subcontracts. For any questions about the program or prompt payment questions, please email at DBEHotline@wmata.com.


Metro assigns DBE participation goals on a contract-by-contract basis on federally funded construction contracts having a total dollar value greater than \(\$ 500,000\) and on non-construction procurements (i.e. contracts for services, supplies, and equipment) having a total value greater than \(\$ 150,000\).

The goal may be satisfied by utilizing one or more DBE's as joint venture partners, subcontractors or suppliers of goods and services of any kind or nature, provided that the DBE performs the tasks awarded when the contract was executed. DBE firms may also participate as prime contractors.

ㄹ. WMATA DBE Goal Setting and Methodology
ㄹ. DBE Goal Setting Methodology Concurrence Letter


\section*{PUBLIC NOTICE}

\section*{Disadvantaged Business Enterprise (DBE) Goal for Federal Fiscal Years 2020-2022}

The Washington Metropolitan Area Transit Authority (WMATA) has established a Disadvantaged Business Enterprise (DBE) program in accordance with the U.S. Department of Transportation (DOT), 49 Code of Federal Regulations (CFR), part 26. The Triennial Goal is established to help ensure that DBEs have an equal opportunity to participate in WMATA's DOT-assisted contracts.

WMATA has revised its proposed overall DBE to \(\mathbf{2 5} \%\) for DOT-assisted contracts. The overall goal is for the three-year period from October 1, 2019 through September 30, 2022. 14\% will be attained through race-conscious methods and \(11 \%\) will be attained through race-neutral methods. The overall goal is expressed at a percentage of all FTA-assisted funds that WMATA will expend in applicable FTA-assisted contracts in during the triennial goal period.

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)


\section*{PUBLIC COMMENT FORM}

\section*{DBE Contract Goal Setting Methodology, FFY 2020-2022}

Sylvia Edwards, Director Small Business Program
Small Business Procurement Office/DBE Office (202)-962-2480, sedwards1@wmata.com https://www.wmata.com/


Date: \(\qquad\) common. Lecchirghton DC. MBDA Business Center tmonidsmithomblabc-cricom pone: 3012450690

Exhibit 13

\section*{COMMENTS:}


WMATA's Public Comment Form

\title{
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY (WMATA)
}


PUBLIC COMMENT FORM

DBE Contract Goal Setting Methodology, FFY 2020-2022

Sylvia Edwards, Director Small Business Program Small Business Procurement Office/DBE Office (202)-962-2480, sedwards1@wmata.com https://www.wmata.com/

Name:
 Date: \(\qquad\)
 email: mary,wright2@dc.gov

Phone:
\(202-716-1935\)

Exhibit 15

COMMENTS:
Very interesting training and methodology, I enjoyed the step by step instructions and learning move about WMATA3 goal se thing process. Thanks!

Exhibit 16


\section*{IX. CONCLUSION}

In conclusion, WMATA will continue to analyze the DBE awards and commitments reported to the FTA on a semi-annual basis. If the DBE awards/commitments are less than the overall DBE goal, WMATA will develop and submit a written analysis of the shortfall, as well as the corrective actions which will be implemented to remedy the shortfall. Also, if any significant changes are made to WMATA's FTA-assisted contracting program, WMATA will re-calculate the overall DBE goal and, if warranted, submit an adjusted overall DBE goal for FTA approval.

\section*{X. TABLE OF ACRONYMS}
\begin{tabular}{|l|l|}
\hline \multicolumn{1}{|c|}{ Acronym } & \\
\hline CBP & County Business Patterns (Census Bureau) \\
\hline CFR & Code of Federal Regulations \\
\hline CLM & Contract Lifecycle Management \\
\hline CIP & Capital Improvement Projects \\
\hline CRMSD & Capital Region Minority Supplier Development Council \\
\hline DBE & Disadvantaged Business Enterprise \\
\hline DOT & Department of Transportation \\
\hline FFY & Federal Fiscal Year \\
\hline FTA & Federal Transportation Administration \\
\hline MDOT & Maryland Department of Transportation \\
\hline MPP & Median Past Participation \\
\hline MPR & Multi-Processor Rail \\
\hline WMSA & Washington D.C. Metropolitan Statistical Area \\
\hline MWMCA & Maryland Washington Minority Companies Association \\
\hline MWUCP & Metropolitan Washington Unified Certification Program \\
\hline NAICS & North America Industry Classification System \\
\hline PRC & Procurement Review Committee \\
\hline RC & Race-Conscious \\
\hline RN & Race-Neutral \\
\hline RWA & Ready, Willing, and Able \\
\hline RWP & Roadway Worker Protection \\
\hline SBE & Small Business Enterprise \\
\hline WMATA & Washington Metro Area Transit Authority \\
\hline
\end{tabular}```


[^0]:    ${ }^{1}$ Data Source: WMATA obtained projected contract expenditures for FFYs 2020-2022 figures and information from WMTA's Office of Management and Budget Services (OMBS) in March 2019.

[^1]:    ${ }^{2}$ WMSA Geographical Map, retrieved on 09/10/2019 from https://en.wikipedia.org/wiki/Washington metropolitan area

[^2]:    ${ }^{3}$ Available at https://www.wmata.com/business/small-disadvantaged-business/dbe.cfm
    ${ }^{4}$ Available at https://www.census.gov/data/datasets/2016/econ/cbp/2016-cbp.html

[^3]:    ${ }^{5}$ A: Data obtained from MWUCP DBE Directory \& manually compiled the number of DBEs available at https://www.wmata.com/business/small-disadvantaged-business/dbe.cfm
    ${ }^{6}$ B: Data obtained from the Census Bureau at https://www.census.gov/data/datasets/2016/econ/cbp/2016-cbp.html
    ${ }^{7}$ C: The Relative Availability is obtained by dividing the number of DBE firms in column A by the number of all firms in column B.

[^4]:    ${ }^{8} \mathrm{~A}$ : Figures obtained from Table 1
    ${ }^{9}$ Weight $=$ Column $\mathbf{A} \div$ The Total of Column $\mathbf{A}$
    ${ }^{10}$ C: Figures obtained from Table 1
    ${ }^{1111}$ D: Weighted Availability Figure = Column B * Column C. The same procedure is repeated for rest of the rows. We then add all figures under
    Column $\mathbf{D}$ to obtain $\mathbf{0 . 3 1 1 9 6 6}$ and express this into a percentage by multiplying it by 100 to obtain $\mathbf{3 1 . 1 9 \%}$.

[^5]:    ${ }^{12}$ NERA Economic Consulting (2018). 2018 DBE Disparity Study - Maryland Department of Transportation. NERA Economic Consulting, "Disadvantaged Business Enterprise Disparity Study: Volume I". Prepared for the Maryland Department of Transportation June 25, 2018. Retrieved February 22, 2019 from Web
    site:http://www.mdot.maryland.gov/newMDOT/MBE/Documents/2018\%20DBE\%20Disparity\%20Study\%20Vol\%201.pdf
    ${ }^{13}$ Business Disparity in Maryland Market Area. Retrieved February 22, 2019 from Web
    site:http://www.mdot.maryland.gov/newMDOT/MBE/Documents/2016\%20MD\%20Disparity\%20Study.pdf

[^6]:    ${ }^{14}$ FFY 2015 Figures for DBE Goal (RC/RN) and Achievement (RC/RN) were obtained from Semi-Annual reports previously submitted to FTA
    ${ }^{15}$ FFY 2016, FFY 2017 \& FFY 2018 Figures for DBE Goal (RC/RN) and Achievement (RC/RN) were obtained from Semi-Annual reports previously submitted to FTA

[^7]:    ${ }^{16}$ Retrieved from Web Site: https://content.govdelivery.com/accounts/DCWASH/bulletins/2158f0e

[^8]:    ${ }^{17}$ Retrieved from Web site: https://www.govevents.com/details/23507/wmatas-back2business-procurement-fair/

