



## A New Rule from the U.S. Department of Transportation

TO THE ATTENTION OF DIVISION ADMINISTRATORS, DEPUTY DIVISION ADMINISTRATORS, AND CIVIL RIGHTS SPECIALISTS

INFORMATION: The U.S. Department of Transportation issued a final rule on December 14, 2020, applicable to the Disadvantaged Business Enterprises (DBE) program regarding an annual inflationary adjustment to the business size standard (business size limit/gross receipts cap) for businesses participating in the DBE program under 49 CFR part 26 and pursuant to the Infrastructure Investment and Jobs Act of 2021. The information is posted to the [Departmental Office of Civil Rights webpage](#).

- Effective March 1, 2022 the business size standard for applicant and certified DBEs seeking to participate in FHWA and FTA-assisted contracts is \$28.48 million (adjusted from \$26.29 million). This adjustment does not apply to the Airport Concession DBE (ACDBE) program under 49 CFR part 23.
- Applicant and certified firms must still meet the size standard appropriate to the type of work the firm seeks to perform on DOT-assisted contracts. Business size standards vary by industry according to the North American Industry Classification System (NAICS) code(s) defined by the Small Business Administration (SBA).
- The \$28.48 million business size standard does not apply to FAA-assisted projects. DBE firms participating in FAA-assisted projects must meet the size standard appropriate to the type of work, based solely on the applicable NAICS code size standard for that work. Unified Certification Program (UCP) directories must clearly indicate which firms are only eligible for counting on FAA-assisted work.

**ACTION: Please share this information immediately with your State DOTs and request that they update their UCP and agency websites noting the effective date of March 1, 2022.**

**EFFECTIVE DATE: March 1, 2022**

**POINT OF CONTACT: If you have any questions please contact Martha Kenley at [martha.kenley@dot.gov](mailto:martha.kenley@dot.gov)**

## Connections Marketplace Platform

U.S. Department of Transportation Launches Connections Marketplace Platform to Help Small Businesses in Government Contracting

Connections Marketplace set to provide thousands of annual business connections and bridge the gap between small business vendors and procurement officials

WASHINGTON – On Wednesday, February 23, 2022, the U.S. Department of Transportation's (DOT) Office of Small and Disadvantaged Business Utilization (OSDBU) kicked off its Connections Marketplace (CMP) initiative with a Buyer Side Chat featuring DOT's Federal Railroad Administration. The CMP will present a new, free platform to help connect small businesses to USDOT procurement officials across all modal administrations.

Historically small businesses have had a challenge building relationship with federal agency representatives and large prime contractors. Through the CMP, we will be bridging this gap and building new conversations that will lead to enhance small and minority businesses engagement with federal agencies and prime contractors. Constructing meaningful connections through trainings, industry exposure and resource deployment will in turn create more contracting opportunities for small businesses and help to fuel our nation's economy.

The CMP platform will include a series of monthly virtual events, aimed to engage attendees, in order to assist in demystifying the government contracting landscape. These sessions will include roundtable discussions, one-on-one matchmaking, information driven breakout sessions, and regional contractual opportunities. During these sessions, the audience will have the opportunity to engage with federal, state, and local government procurement officials such as contracting officers, program managers, and other subject matter experts.

Also, large prime contractors will be presenting on the CMP platform on roundtable "Teaming Talks" sessions to connect with small business teaming partners. This platform is centered around the flexibility it brings to small business owners across the nation to be able to connect from virtually anywhere with decision makers. The CMP will also assist in hosting hybrid events where attendees have the opportunity to physically be in the audience or live stream their round table, break out, and/or matchmaking sessions.

The mission of the OSDBU is to ensure Small Business policies and goals of the Secretary of Transportation are implemented in a fair, efficient, and effective manner. In addition, our office provides technical assistance and capacity building activities through our network of Small Business Transportation Resource Centers. For questions about the CMP program, contact our office at 202-366-1930 or email us at [dot-osdbu@dot.gov](mailto:dot-osdbu@dot.gov). Additional information about OSDBU, upcoming events, and available technical assistance can be found at [www.transportation.gov/osdbu](http://www.transportation.gov/osdbu).

# FTA Award Announcement

FTA today announced the award of approximately \$409.3 million in funding to support projects under FTA's Grants for Buses and Bus Facilities Program. The grants support modernizing and improving the most widespread form of transit in America and will help dozens of communities buy new-technology and electric buses, such as electric buses, that reduce or eliminate greenhouse gas emissions, promote cleaner air, and help address the climate crisis.

The funding awarded through FTA's Grants for Buses and Bus Facilities will provide grants to 70 projects in 39 states.

Links: [Grants for Buses and Bus Facilities](#) [Project Selections](#) [Press Release](#)

## Metro to complete Platform Improvement Project, launch new service, and advance safety-critical construction initiatives

### Part of multi-billion-dollar capital investment in 2022

As Metro prepares for the opening of both the Silver Line Extension and Potomac Yard Station in 2022, the transit authority will also advance its intensive state of good repair program. This includes completion of the multi-year platform reconstruction effort at 20 outdoor rail stations and several large-scale construction projects, including a major rehabilitation of the Yellow Line's Potomac River tunnel and bridge crossing.

Metro will soon introduce new service on the Silver Line – including six new rail stations, 12 miles of track, and a new rail yard. And this summer, platform reconstruction and station improvements will be underway on the eastern end of the Orange Line.

In September, the construction of new tracks to connect the future Potomac Yard Station to the mainline tracks will be completed, along with performance and safety testing required prior to the start of service. The station is expected to open this fall.

A major rehab of the Yellow Line tunnel and bridge will begin concurrently in September. Metro's chief engineer has identified the steel-lined tunnel near L'Enfant Plaza as the agency's top structural priority, with repairs needed to stop water intrusion and strengthen the tunnel lining. Metro will also remove and rewire miles of critical communications cabling used by multiple jurisdictions and make repairs to the Yellow Line bridge. The project and associated bridge closure are expected to begin in September and be completed in spring 2023.



*Potomac Yard Station, Sept. 10 – Oct. 22, 2022: Potomac Yard Station construction will require a six-week shutdown of rail service south of Washington National Airport station to build new tracks that “tie-in” the new station with the existing Metrorail system. Engineering, testing, and commissioning needed to integrate the track, power, communications, and signal systems into the system will also be conducted during this time. This will be followed by additional testing and training to determine when service can begin.*

“In order to maintain a healthy system, Metro needs an aggressive capital program. We will continue working with our regional partners to advance construction and rehabilitation projects that ensure a state of good repair for critical regional infrastructure. While service outages can be disruptive, we know they are foundational for maintaining safe and reliable service,” said Metro General Manager and Chief Executive Officer Paul J. Wiedefeld. “We have a lot of work to do this year and we will tackle major state of good repair projects while also introducing new service. We are committed to providing our customers with reliable alternatives and frequent updates on the work as it is conducted.”

The capital project schedule for 2022 includes the following projects with rail service impacts:

- Platform Improvement Project, May 28 – Sept. 5, 2022\*: New Carrollton, Landover, Cheverly, Deanwood and Minnesota Ave stations will be closed with no rail service. Free shuttle bus service will be available at the five closed stations. Stadium-Armory Station will be the eastern terminus of the Orange Line during this time.

Metro will demolish and reconstruct the aging concrete platforms at three outdoor stations: New Carrollton, Landover, and Cheverly. Two adjacent stations – Deanwood and Minnesota Ave – will also be closed during this time and will receive upgraded safety and customer experience improvements. Taking advantage of the shutdown, at the same time aerial structures will be repaired and strengthened at numerous locations in the area. Learn more about the project and summer 2022 travel alternatives, and sign up for updates at [wmata.com/platforms](https://wmata.com/platforms).



*Yellow Line Tunnel and Bridge Rehab, beginning Sept. 10, 2022: This work will require a shutdown between Pentagon and L'Enfant Plaza stations, closing the Yellow Line crossing of the Potomac River for seven to eight months. During that time, crews will rehabilitate the Yellow Line Bridge spanning the Potomac River and repair the steel lined tunnels between Pentagon and L'Enfant Plaza stations, both of which date to original construction more than 40 years ago. Exact service plans will be released later this year as construction plans are finalized.*

# Metro to complete Platform Improvement Project, launch new service, and advance safety-critical construction initiatives, continued

Additional work will be completed in 2022 during weekend shutdowns and single tracking, including:

- Replacement of drainage pumping stations and discharge line piping at critical locations, including Medical Center, Wheaton, Metro Center, Federal Triangle and L'Enfant Plaza stations
- Tunnel leak mitigation work between Silver Spring and Forest Glen, and between Tenleytown and Friendship Heights
- Tunnel ventilation pilot project's final phase between Cleveland Park and Woodley Park; part of Metro's effort to improve tunnel safety by upgrading the ventilation system and responsive to a National Transportation Safety Board (NTSB) directive following the 2015 smoke incident at L'Enfant Plaza

Construction schedules are tentative and subject to change. As Metro works with the local jurisdictions to plan travel alternatives and communicate with customers and communities, additional information on service impacts, free bus shuttles, supplemental bus service, and other mitigation measures and travel options will be provided to the public approximately three months prior to the start of service impacts. Extensive outreach campaigns are conducted for all major projects to ensure customers and community members are aware of the upcoming changes and can plan ahead.

## Metro's Capital Program

Through a 10-year, \$15 billion capital program, Metro is investing in system safety, dependability, and the region's economy. The capital program totals more than \$2 billion in Fiscal Year 2023 and is now one of the largest in the U.S. transit industry. The program advances projects to enhance the customer experience by investing in station and platform improvements, new railcars and buses, upgrading fire-suppression and emergency response systems, replacing, and repairing tracks, tunnels, bridges, signals, and communications systems, rebuilding decades-old bus garages and providing modern customer amenities such as digital passenger information systems. The capital program is supported by dedicated funding from Maryland, Virginia, and the District of Columbia, which allows Metro to reinvest in the local economy, creating jobs and encouraging participation from disadvantaged, minority-owned, and small businesses in the region.

## Director's Corner

We are so excited about our new Socioeconomic Programs, we welcome all small businesses to visit our site and look at the information for the certification criteria. The Minority Business Enterprise (MBE), Small Business (SBP) and Micro-Business (MBP) programs were created for the purpose of providing additional contracting opportunities for small, women, and minority-owned businesses. The contracts and purchases that will be subject to these programs are non-federal funded and not subject to federal requirements.

To better position you for success, always remember "Certification is the Key to Participation". We look forward to your certification applications being submitted to WMATA's Small Business Programs Office.

We know that everyone's schedule is busy, and you may not be able to make all our events. If for some reason you missed any of our outreach trainings/events, you can find them on the SBPO website or by clicking on the following link: <https://wmata.com/business/Small-Business-Programs-Office/News.cfm>.

Visit [Socio Economic Programs | WMATA](#) to learn more about how to become certified with WMATA in one or more of the following socioeconomic programs:

- Disadvantage Business Enterprise (DBE)
- Minority Business Enterprise (MBE) – New
- Micro-Business Program (MBP) - New
- Small Business Enterprise (SBE)
- Small Business Program (SBP) – New

Cordially,

*Meshelle M.V. Howard, MCA*



# WMATA Triennial DBE Goal Setting Notification

WMATA's Triennial DBE Goal will be submitted to the Federal Transit Administration (FTA) on August 1, 2022.

Statement of Advocacy Groups – Seeking their Inputs in WMATA's Triennial Goal Setting Methodology for FFYs 2022 - 2025

WMATA has established a Disadvantaged Business Enterprise (DBE) program following regulations of the U.S. Department of Transportation (USDOT) 49 CFR Part 26 and receives federal assistance from the U.S. Federal Transportation Authority (U.S. FTA) and as a condition of receiving federal funds, According to 49 CFR 22.13 Assurances, and under the legal requirements and guidance's, WMATA takes every measure to ensure that there shall not be any discrimination on the basis of race, color, national origin, or sex in the award of performance and the administration of any federally assisted contract. Furthermore, the same assurance WMATA makes with the federal agency, WMATA ensures that the prime contractor provides the same statement of assurance with the subcontractor.

In accordance 49 CFR Part 26.45 “How do recipients set overall goals?” section (g)(1)(i)(ii)”, WMATA must provide consultation and publication with minority, women’s, and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBE’s, and the efforts to establish a level playing field for participation of DBEs. As a measure

to ensure that these requirements are met, WMATA underwent and concluded their first disparity study in January 2022. During which, Keen Independent Research, LLC. performed both consultation and publication as required by law. This information is currently being reviewed by WMATA executive and will be available for public view by June 2022.

Based on the disparity study performed and concluded by Keen Independent Research, LLC. WMATA will submit its final triennial DBE Goal Setting Methodology FFY 2023 – 2025 in August 1, 2022 to FTA for consideration. The purpose of the disparity study performed by Keen Independent Research LLC will determine if there's a disparity amongst minority groups and clearly identify which ethnicity and gender has a disparity, specifically on WMATA contracts and procurement opportunities.

Below is a chart that illustrates WMATA's triennial goals for FFY 2018 – FFY 2021 and the actual attainment for each year respectfully. The goal is comprised of both race neutral (R.N.) and race conscious (R.C.) goals. Race Neutral (R.N.) the establishment of goals for all small businesses and allows these businesses to compete amongst themselves, including DBEs. Race Conscious (R.C.) the establishment of goals for DBEs only.

Overview of WMATA’s Past DBE Goals and Attainments/Achievements in the last 4 years (i.e., FFY 2018 – 2021)				
Year	FFY 2018	FFY 2019	FFY 2020	FFY 2021
DBE Goal	22%	22%	25%	25%
DBE Attainment	21.21%	25.81%	20.45%	25.14%
Individual Components of DBE Attainment (RC/RN) *	(10.07/11.14) %	(18.92/6.89) %	(20.05/0.41) %	(22.18/2.96) %

\* RN: Race Neutral & RC: Race Conscious

## Contributions from other Departments

Every three (3) fiscal financial years, WMATA's SBPO is required by FTA to submit its Triennial DBE Goal-Setting Methodology report. This work is done through the hardwork and dedication of various departments within WMATA. The following departments have been and are major contributors in developing our Triennial DBE Goal-Setting Methodology report:

1. Office of Management and Budget (OMBS): The OMBS team provides information regarding the annual operations, finance presentations, and financial analysis throughout the Metro organization. During every triennial period, the OMBS has been the primary source of information and data required by SBPO to calculate WMATA's overall DBE goal. In addition, the OMBS provides the SBPO team with WMATA's contract expenditures and forecasted projections on projects for the next three years.
2. Keen Independent Research, LLC: Keen Independent is well known by major transit agencies in the U.S. for their robust disparity studies performed to examine whether or not there is evidence of discrimination affecting minorities and women in government contracting and purchasing opportunities. In 2022, Keen Independent conducted WMATA's first full disparity study. The disparity study was narrowly tailored to WMATA's best practices based on the information and data collected from various departments to make the study a successful one. The results of Keen Independent's disparity

- study is being used to establish the overall DBE goals for FFY2023 – 2025 which is a combination of both race neutral (RN) and race conscious (RC) goals.
3. Procurement (PRMT): PRMT plays a significant role in establishing WMATA's overall DBE Goal each Triennial period. PRMT management and relevant personnel provide the Disparity Study Team, i.e., Keen Independent Research, LLC and SBPO Team for Triennial Methodology helpful information whenever they are approached for information seeking and data gathering on matters related to procurement, contract-related matters, and semi-annual reports with FTA numbers.
  4. SBPO: Is responsible for the administration of both federal and non-federal programs. By doing this, SBP must collect all pertinent information from all contributing departments, analyze the data received, and adhere to the UDDOT and FTA guidelines and procedures to calculate the figures to arrive at the overall DBE Goal percentage for WMATA.
  5. WMATA General Counsel (COUN): The COUN is responsible for many areas of laws, including compliance with applicable laws and regulations. The COUN team assist and direct the SBPO team with any and all legal matters attributed to the legal ramifications of creating the Triennial Methodology are properly and legally addressed. In addition, the COUN team reviews the entire documents and makes their final reviews and recommendations before SBPO submits the final



## U. S. Department of Transportation Federal Highway Administration

U.S. Transportation Secretary Pete Buttigieg today announced the Department is recommending \$4.45 billion both to advance seven new rail and bus rapid transit projects for first-time funding and to continue funding for eight projects with existing construction grants in Fiscal Year (FY) 2023. These projects, which require a local match, competed for funding through the Federal Transit Administration's Capital Investment Grants (CIG) Program and Expedited Project Delivery (EPD) Pilot Program. The transit projects create and sustain construction and operations-related jobs and help communities provide better, more frequent transit service.

In addition to recommending projects for FY 23 appropriations, FTA's [FY 2023 Annual Report on Funding Recommendations](#) identifies projects that will receive funding through the CIG and EPD Pilot Programs for Fiscal Years 2022 and 2023 under President Biden's Bipartisan Infrastructure Law, as well as funding provided in Fiscal Year 2022 through the Consolidated Appropriations Act. Through this combination of FY 2022 and FY 2023 funding, FTA can accelerate payments to projects, completing the Federal commitment for 25 projects. This will not only result in lower financing costs incurred on projects but will also help meet demand by freeing up funds for additional new projects. In the last year alone, there has been a 150% increase in the number of projects entering the programs.

The [CIG Program](#) and [EPD Pilot Program](#) are the Federal government's primary grant programs supporting transit capital projects that are locally planned, implemented, and operated. The programs provide funding for investments such as new and expanded subway systems, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based BRT investments.

FTA's Annual Report on Funding Recommendations for the Fiscal Year 2023 CIG and EPD Pilot Programs, including links to individual project profiles, is available on [FTA's website](#).

Links:

[FY 2023 Annual Report on Funding Recommendations](#)

[Expedited Project Delivery Pilot Program](#)

[Capital Investment Grants Program](#)

[Press release](#)

## FHWA announces \$10M available to help minority-owned businesses compete for federal contracts

On Friday, the U.S. Department of Transportation's Federal Highway Administration (FHWA) announced \$10 million in federal funding would be available to help minority-owned and women-owned businesses compete for federal highway contracts.

The funding from the 2021 Disadvantaged Business Enterprise/Supportive Services (DBE/SS) program would help eligible small businesses in 45 states, as well as Washington, D.C., Puerto Rico, and the U.S. Virgin Islands, compete, the FHWA said.

"With these funds, state transportation departments will help minority- and women-owned businesses across the country create jobs and better compete for resources for transportation projects nationwide," said Deputy Federal Highway Administrator Stephanie Pollack.

Funding for the DBE/SS program for Fiscal Years 2022 through 2026 was provided by the Bipartisan Infrastructure Law. Funding is provided to state DOTs, the FHWA said, who administer programs that provide training and assistance to DBEs to improve their ability to compete for the federally assisted contracts.

The agency defined a DBE as a for-profit, small business controlled by minorities, women, or other socially and economically disadvantaged individuals. A DBE may also be a corporation where one or more such individuals own one in 51 percent of the stock, the agency said.

The agency distributes DBE/SS funds based on statements of work submitted by State DOTs, the District of Columbia, Puerto Rico, and the U.S. Territories. This year, FHWA received 48 submissions from 45 states, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands. Eight states and territories declined funding, which was redistributed amongst the remaining recipients.

Funding ranges from a low of \$51,441 for the Virgin Islands to \$1,007,924 for Texas.

**To address any concerns or questions regarding Metro's Small Business Programs, contact our SBPO Hotline at [SBPOHotline@wmata.com](mailto:SBPOHotline@wmata.com) or 202-963-6493.**

# President Biden, U.S. DOT Announce \$2.9 Billion of Bipartisan Infrastructure Law Funding for Major Infrastructure Projects of Regional or National Significance

## Unique Combined Funding Opportunity to Streamline Process for State, Regional and Local Governments

Transportation Secretary Pete Buttigieg announced \$2.9 billion of funding now available for major infrastructure projects through a combined Notice of Funding Opportunity (NOFO) under President Biden's Bipartisan Infrastructure Law. Combining three major discretionary grant programs into one Multimodal Projects Discretionary Grant opportunity reduces the burden for state and local applicants and increases the pipeline of "shovel-worthy" projects that are now possible because of the Bipartisan Infrastructure Law. These investments will create good-paying jobs, grow the economy, reduce emissions, improve safety, make our transportation more sustainable and resilient, and expand transportation options in rural America and other underserved communities. Thanks to the Bipartisan Infrastructure Law, this funding will help enable more communities to build vital infrastructure projects that also strengthen supply chains and reduce costs for American families.

"President Biden's Bipartisan Infrastructure Law is a once-in-a-generation opportunity to fix our outdated infrastructure and invest in major projects for the future of our economy," said Secretary Buttigieg. "Until now, we had limited ability to make awards beyond a certain level, or to support projects with funding from multiple federal grant programs. Under this approach and with a major infusion of new funding, we have the capacity to green-light more transformational projects that will create good-paying union jobs, grow the economy, and make our transportation system safer and more resilient."

The National Infrastructure Project Assistance (MEGA) program was created in the Bipartisan Infrastructure Law to fund major projects that are too large or complex for traditional funding programs. The program will provide grants on a competitive basis to support multijurisdictional or regional projects of significance that may also cut across multiple modes of transportation. Eligible projects could include highway, bridge, freight, port, passenger rail, and public transportation projects of national and regional significance. These could be bridges or tunnels connecting two states; new rail and transit lines that improve equity and reduce emissions; and freight hubs integrating ship, train and truck traffic while improving environmental justice. DOT will award 50 percent of funding to projects greater than \$500 million in cost, and 50 percent to projects greater than \$100 million but less than \$500 million in cost. The program will receive up to \$1 billion this year alone and be able to provide multi-year funding to projects.

The Infrastructure for Rebuilding America (INFRA) program is an existing competitive program that will see a more than 50 percent increase in this year's funding due to the Bipartisan Infrastructure Law. These grants advance the Administration's priorities of rebuilding America's infrastructure and creating jobs by funding highway, multimodal freight and rail projects that position America to win the 21st century. Projects will improve safety, generate economic benefits, reduce congestion, enhance resiliency, and hold the greatest promise to eliminate supply chain bottlenecks and improve critical freight movements. Last year, DOT received over \$10 billion of project applications, but could only fund around \$1 billion of projects. To see last year's INFRA grants, [click here](#). The Bipartisan Infrastructure Law provides approximately \$8 billion for INFRA over 5 years, of which approximately \$1.55 billion will be made available through this NOFO.

The Rural Surface Transportation Grant Program (RURAL) was created in the Bipartisan Infrastructure Law and will support projects to improve and expand the surface transportation infrastructure in rural areas to increase connectivity, improve the safety and reliability of the movement of people and freight, and generate regional economic growth and improve quality of life. Eligible projects for Rural grants include highway, bridge, and tunnel projects that help improve freight, safety, and provide or increase access to an agricultural, commercial, energy, or transportation facilities that support the economy of a rural area. This year alone, DOT will award up to \$300 million in grants through the rural program—part of the \$2 billion included in the Bipartisan Infrastructure Law over five years.

Putting these three programs under a single NOFO makes it easier for communities to apply to one, two, or three major discretionary grant programs with a single application and common set of criteria. The Department will make awards under the three grant programs consistent with each grant program's statutory language and will focus on supporting projects that improve safety, economic competitiveness, equity, and climate and sustainability. Also, a single solicitation will also help the Department get a more comprehensive view of projects in development nationwide. The three programs under this combined NOFO will continue to receive support from the Department, including the rural-focused ROUTES program team as well as the Build America Bureau.

The deadline for applications is 11:59 pm EDT on May 23, 2022. Applicants may find the NOFO, Frequently Asked Questions, and other helpful resources [here](#).

# Upcoming Outreach Events

## 2022 Disadvantaged Business Enterprise Virtual Networking Event

District Department of Transportation

# SAVE THE DATE

Wednesday,  
**18**  
May  
2022

### District Department of Transportation's DBE Networking Event

Join us for a virtual Disadvantaged Business Enterprise networking event co-hosted by the District Department of Transportation & the Federal Highway Administration.  
**Registration opening soon!**



The District Department of Transportation (DDOT) invites you to **DDOT's 2022 Disadvantaged Business Enterprise (DBE) Networking Event** happening on **Wednesday, May 18, 2022**, from **9:00 AM - 1:00 PM EST**.

May 2022

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The 2022 DBE Virtual Networking Event

connects businesses with government decision-makers, prime contractors and consultants, and business resource organizations. This year, DDOT and the Federal Highway Administration (FHWA) are delighted to provide this event virtually to allow DBEs safe distancing options while meeting and engaging with an extensive list of exhibitors.

The DBE Virtual Networking Event will provide an opportunity for DBEs to visit exhibitors' virtual booths, where they can access resources and make 1:1 networking appointments with representatives.

This DBE Virtual Networking Event is free of charge.

For more information about this event, contact [ddotdbe.events@dc.gov](mailto:ddotdbe.events@dc.gov)

Registration  
opening soon!



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VISIT OUR PAGE

Our mailing address is:

[ddotdbe.events@dc.gov](mailto:ddotdbe.events@dc.gov)



# WMATA's SBPO Certifications

## January - March 2022 Updates

### Initial Certifications:

Orange Cow

### Initial Interstate Certifications:

SPU electrical services LLC  
Modulus  
THG Companies LLC  
Tisson Construction  
TCH Enterprize, LLC  
Essential Corrosion Protection  
Connect the Dots Insights LLC  
DLM Contractors LLC  
Utility Advantage, LLC  
The Cunningham Consultant Group, Inc.  
Crossfire Business SOLUTIONS  
Citi Concepts Inc  
Lin Industries Inc  
Covenant Contracting  
Terrell Enterprises LLC  
Via Collective, Incorporated  
Chips Renovations LLC

### Three Year Reviews:

LCL Advisors, Inc.  
E2CR/Engineering Construction  
TreKnot Organization  
JTM Concepts  
Absolute Solutions and Associates, LLC  
Foursquare ITP, Inc.  
Blackstar Diversified Enterprises, LLC  
Professional Management Consulting  
S.L. King Technologies, Inc.  
Dulles Engineering, Inc.  
Bae Urban Economics, Inc.  
Chesapeake Environmental Management, Inc  
Engineering & Materials Technologies, Inc



## Current Solicitations

To view a current listing of contract opportunities online, [click here](#) or go to [wmata.com](http://wmata.com). Click on Business > Procurement & Contracting > WMATA Procurement Opportunities > View WMATA Procurement Opportunities > View Active Solicitations Opportunities.

WMATA-0000008610  
RFP  
12/31/2022 11:47 AM EST  
SOLICITATION NOTICE TO SUBCONTRACTORS – NORTHERN

WMATA-0000008662  
RFP  
06/06/2022 02:00 PM EDT  
OHAW Strategic IDIQ

WMATA-0000008688  
RFP  
05/11/2022 02:00 PM EDT  
Ramp-equipped Minivan and Upfitting Services

WMATA-0000008511  
IFB  
04/28/2022 02:00 PM EDT  
Essential Circuit Breakers & Parts

WMATA-0000008730  
RFP  
04/25/2022 02:00 PM EDT  
PASSENGER MOVEMENT ANALYSIS DATA SERVICES

WMATA-0000008760  
04/22/2022 01:00 PM EDT  
SCWL Forklift Service

WMATA-0000008639  
RFP  
04/21/2022 02:00 PM EDT  
FRBIR222051/RCD, Structural Project B  
FRBIR222051-RD

WMATA-0000008611  
RFP  
04/18/2022 02:00 PM EDT  
Bus Priority Violation Detection System (VDS)

WMATA-0000008570  
RFP  
04/12/2022 02:00 PM EDT  
40ft Battery Electric Buses

WMATA-0000008533  
RFP  
04/12/2022 02:00 PM EDT  
Elevator Rehabilitation Project-Advance Notice

WMATA-0000008714  
RFQ  
04/11/2022 02:00 PM EDT  
Revenue Processing Machines Uninterruptible Power