

DISADVANTAGED BUSINESS ENTERPRISE GOAL METHODOLOGY

Federal Transit Administration
FY 2022-2024
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District Department of Transportation - 1397

This report is submitted in accordance with the U.S. Department of Transportation's amendments to 49 CFR Section 26.45, dated November 3, 2014.

Disadvantaged Business Enterprise Goal Methodology

FTA FY2022-2024

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1.0 Introduction

The District Department of Transportation (DDOT) respectfully submits the Disadvantaged Business Enterprise Goal Methodology report for FY 2022-2024 to the United States Department of Transportation, Federal Transit Administration. The report demonstrates the efforts and challenges experienced by DDOT in implementing race conscious and race neutral programs for federally funded contracts.

2.0 Proposed DBE Goal

In accordance with the November 3, 2014, U.S. Department of Transportation rule amendments to 49 CFR Section 26.45, the DDOT proposes a DBE goal of **7.67%** with a race conscious goal of **4.67%** and a race neutral goal of **3.00%** on Federal Transit Administration (FTA)-funded projects, effective for a period of three (3) years: FY 2022-2024.

DDOT's Transit Delivery Division (TDD) administers DDOT's Section 5303/5304 metropolitan and statewide planning funds, and Section 5339 Bus & Bus Facilities programs. This methodology is based upon TDD's projection of potential contract opportunities on the agency's Section 5303, 5304, & 5339 FTA grant funds. Section 5303 funds are "passed through" to the Metropolitan Washington Council of Governments (MWCOG) to support the entity's overall Unified Planning Work Program. All Section 5303 funds "passed through" to subrecipients are monitored by MWCOG for DBE Compliance. Section 5304 funds will be used for Statewide DC based Planning Activities to support DDOT's ongoing transportation planning for its Circulator Program. Section 5339 Bus & Bus Facilities Program funds will be used to replace and rehabilitate buses and/or bus-related facilities.

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

Step 1 - Determination of Relative Availability of DBE Contractors

In determining the relative availability of DBE contractors, DDOT first defined its local market area using guidance established by the U.S. Department of Transportation's Office of Small and Disadvantaged Business Utilization's (OSDBU) website "Tips for Goal Setting in the Disadvantaged Business Enterprise Program" (<http://osdbu.dot.gov/dbeprogram/tips.cfm>). Per the USDOT "Tips for Goal Setting" guidance, the local market area is the area in which most of the contractors and subcontractors with which DDOT does business with is located, and the area in which DDOT spends a substantial majority of its contracting dollars.

The local area market for DDOT includes the Washington, DC Metropolitan Area, hereafter referred to as the "Metro Area". The Metro Area is defined by the U.S. Census Bureau Metropolitan Statistical Area as Washington-Arlington-Alexandria, DC, MD, VA, and WV. This area includes the District of Columbia; the Virginia cities of Alexandria, Fairfax, Falls Church, Fredericksburg, and Manassas Park City; the Virginia counties of Arlington, Clarke, Fairfax, Fauquier, Loudon, Prince William, Spotsylvania, Stafford and Warren; the Maryland counties of Calvert, Charles, Montgomery, Prince George's and Frederick; and the West Virginia county of Jefferson.

Data for this process was gathered by examining contract activity for the period of FY 2018-2020 (October 1, 2017-September 30, 2020). Based upon examination of the available data, DDOT’s contractual dollars totaled \$964,446 of which \$190,610.76 (19.76%) were awarded to subcontractors whose firms conduct business within the local market area.

Table 1 provides a summary of the contracting activity during FY 2018-2020:

**Table 1
Contracting Activity for Federal-Aid Contracts
For the Period of FY 2018-2020**

	Total Awards and Commitments for the Period of 2018-2020	Amount Represented by Washington Statistical Area Market	Portion of Metropolitan Washington Statistical Area Market
Geographic Distribution Contract Dollars	\$964,466	\$190,610.76	19.76%

As described in 49 CFR, Part 26.45(c)(1) of the DBE Regulations, DDOT used its DBE directory and available data resources to determine the relative availability of ready, willing, and able DBE firms within DDOT’s local market area. DDOT collected and compiled DBE availability data from the MBE/DBE directories of Federal, State, local governmental agencies, and surrounding counties in the Metropolitan area to determine the base figure for Step 1 of the goal setting process. These data sets are described below:

- DDOT’s electronic DBE Directory is comprised of all engineering and highway-related construction firms, suppliers, consultants, etc. certified by the U.S. Department of Transportation and approved in the District of Columbia Unified Certification Program (DCUCP).
- Provided below is a list of electronic MBE/DBE directories researched:
 - (MDOT) (https://mbe.mdot.maryland.gov/directory/search_terms.asp)
 - (SBSD) (<https://directory.sbsd.virginia.gov/#/directory>)
 - (WVA) (DBE Database (wvdbesupport.com))
 - (DSLBD) (https://dslbd.secure.force.com/public/DC_CBE_Certified_Contractors_Search)
 - (VA-OBDBU) (<https://www.vetbiz.va.gov/basic-search/>)
 - (WMATA) (<https://supplier.wmata.com/psp/supplier/>)

To ensure the most accurate goal possible, DDOT estimated the type of work that would be performed over the next three years and classified each type of work using North American Industry Classification System (NAICS) codes. The designation of NAICS codes are based on the FTA funding grants from Section 5303, Section 5304, and Section 5339 obtained by DDOT. Section 5303 funds are “passed through” to the Metropolitan Washington Council of Governments (MWCOG) to support the entity’s overall Unified Planning Work Program. DDOT has reviewed the anticipated contracting opportunities for use of Section 5303 FTA grant funding and has excluded the 5303 funds from this report as MWCOG develops and submits a DBE Goal Methodology report

using past and anticipated funds from DDOT. The report includes all Prime and subcontracting opportunities for the remaining FTA funding categories within this methodology. 5304 funds will be used for Statewide DC based Planning Activities to support DDOT’s ongoing transportation planning for its Circulator Program. Section 5339 Bus & Bus Facilities Program funds will be used to replace and rehabilitate buses and/or bus-related facilities. The projected FTA grant funds for FY 2022 – 2024 are set forth in **Table 2** below.

**Table 2
Projected Spend for FY 2022 – 2024**

Type of Project	Description	Amount
Planning	Metropolitan Planning Activities (5303)	\$0
Planning	Statewide/DC Based Planning Activities (5304)	\$351,343
Construction	Bus & Bus Facilities Programs (5339)	\$3,600,000
	Total FTA Assisted Projects	\$3,951,343

According to the U.S. Census Bureau, NAICS Codes are the standard used by federal statistical agencies for collecting, analyzing, and publishing statistical data related to the U.S. business economy. Businesses are classified according to the primary line of business activity at various levels of specificity. Using the NAICS codes specific to anticipated contracting activities funded by FTA, DDOT has determined the overall categories of active contractors available for Design, Engineering, and Professional Services projects planned in FY 2022-2024 from the following NAICS Codes, listed in **Table 3**.

**Table 3
Design, Engineering and Professional Services NAICS Codes**

NAICS CODES	NAICS DESCRIPTION
541330	Engineering Services
541611	Administrative Management and General Management Consulting Services
541618	Other Management Consulting Services
*541370	Surveying and Mapping (Except Geophysical Services)
*541820	Public Relations

*new NAICS codes based on projected opportunities

The available NAICS codes for Construction and General Purchases planned in FY 2022-2024 are listed in **Table 4**.

**Table 4
Construction and General Purchases NAICS Codes**

NAICS CODES	NAICS DESCRIPTION
*236220	Bus Facility Rehabilitation
237310	Highway, Street & Bridge Construction
238110	Poured Concrete Foundation and Structure Contractors
327320	Ready-Mix Concrete Manufacturing
*336320	Motor Vehicle Electrical and Electronic Equipment Manufacturing

*new NAICS codes based on projected opportunities

Calculation of Relative DBE Availability by NAICS Code

After identifying the market area and the types of work to be performed over the next three years, DDOT then used the DBE Directory as well as collected and analyzed business data from a combination of Federal, State, local governmental agencies electronic MBE/DBE directories for the local market area to calculate the relative DBE availability for each NAICS code in which DDOT expects contracting opportunities using FTA grant funding in FY 2022-2024.

The specific MBE/DBE electronic directories researched consisted of the Maryland Department of Transportation (MDOT), Virginia Small Business Supplier Development (SBSD), West Virginia Department of Transportation DBE Support Services (WVA), Washington DC Department of Small and Local Business Development (DSLBD), U.S. Department of Veteran Affairs- Office of Small and Disadvantaged Business Utilization (VA-OSDBU) and the DDOT and Washington Metropolitan Area Transit Authority (WMATA) shared electronic DBE directories as approved in the District of Columbia Unified Certification Program (DCUCP) certified by the U.S. Department of Transportation (USDOT). The result of this analysis is set forth in **Table 5** below.

**Table 5
Relative Availability of DBE Firms**

NAICS CODES	Description	Number of DBEs Available to Perform this Work	Number of All Firms Available (Including DBEs)	Relative Availability
*236220	Bus Facility Rehabilitation	130	853	15.24%
237310	Highway, Street and Bridge Construction	199	745	26.71%
238110	Poured Concrete Foundation and Structure Contractors	75	455	16.48%
327320	Ready-Mix Concrete Manufacturing	1	13	7.69%
*336320	Motor Vehicle Electrical and Electronic Equipment Manufacturing	*0	*0	0%
541330	Engineering Services	352	1,614	21.81%
*541370	Surveying and Mapping (Except Geophysical Services)	46	169	27.22%
541611	Administrative Management & General Management	516	4,371	11.81%
541618	Other Management Consulting Services	184	2,009	9.16%
*541820	Public Relations	41	221	18.55%
	Combined Totals	1,544	10,450	

Estimating the Dollar Value of Federal Work to be Performed in FY2022-2024

To obtain the best estimate of dollars to be expended in the specific contracting opportunities and NAICS codes for FY 2022-2024, DDOT has examined projects which are to be funded by the Federal Transit Administration (FTA). Based on the examination of DDOT’s proposed budgets, the Agency estimates that it will execute contracts totaling:

FY 2022: \$1,000,000
 FY 2023: \$2,951,343
 FY 2024: \$ TBD
\$3,951,343

All of FTA funding will be used for transportation planning, bus stop improvement activities, and the purchase of electric buses.

Estimating the Percentage of Federal Work to be Performed by NAICS Code in FY 2022-2024

Table 6 below shows the percentage of anticipated work that DBE firms are expected to perform on DDOT contracts according to the relevant NAICS Codes from Tables 2 and 3 above. This percentage was estimated by using historical contracting data on DBE performance.

**Table 6
Percentage of Work Anticipated on DDOT Contracts**

NAICS Code	Description	Amount of DOT Funds on Project:	% Of Total DOT Funds (Weight)
236220	Bus Facility Rehabilitation	\$1,000,000.00	.25307
561618	Other Management Consulting Services	\$351,343.00	.08891
336320	Motor Vehicle Electric and Electronic Manufacturing	\$2,600,000.00	.65800
	TOTAL	\$3,951,343.00	

Calculation of Weighted DBE Availability for Each NAICS Code and Step One Base Figure

Once the relative availability was obtained for each NAICS code and the percentage of funds anticipated to be spent in each code the next step is to obtain the weighted availability for each NAICS code and then calculate the Step One Base Figure. This is the method of Step One Base Figure calculation favored by the **Tips for Goal Setting**. This is accomplished by multiplying the percentage of total funds to be spent in each NAICS code by the relative DBE availability for each NAICS code. This calculation provides the weighted availability for each code. The weighted availabilities are summed for all relevant codes to obtain the weighted Step One Base Figure. **Table 7** sets forth the relative availability, the weights, and the resulting weighted DBE availability for each relevant NAICS code and sums the weighted availability to arrive at the Step One Base Figure.

**Table 7
Weighted DBE Availability**

NAICS Code	Relative Availability	Amount of DOT Funds on Project:	% Of Total DOT Funds	Weighted Availability
			(Weight)	
236220	15.24%	\$1,000,000.00	0.25307	3.86%
561618	9.16%	\$351,343.00	0.08891	0.81%
336320	0.00%	2,600,000.00	0.65800	0.00%
TOTAL		\$3,951,343.00		4.67%

***Weighted Base Figure= 4.67%**

FY 2022-2024 Step One Base Figure: 4.67%

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*This figure is expressed as a percentage based on 2 decimal places without rounding

Step 2 – Adjustment to Step One Base Figure

1. Consideration of Previous Years' Performance

49 CFR Section 26.45(d) and the Tips for Goal Setting set forth examples of data that must be analyzed and taken into consideration in determining whether adjustments to the Step 1 Base figure are necessary. The purpose of the rules and the guidance is to ensure that the final overall goal is both narrowly tailored and effective in helping to remedy discrimination. This adjustment process begins by reviewing DDOT's Past Performance.

To determine if past performance should be used as a criterion to construct a Step Two adjustment, DDOT must collect contracting data over a period of three years (3) years. During this period, DDOT awarded one (1) contract, therefore, an adjustment to the base figure is modest at this time.

49 CFR Section 26.45.5(d)(1) states that "there are many types of evidence that must be considered when adjusting the base figure." In addition, 49 CFR Section 26.45.5(d)(2) states that "If available, you must consider evidence from related fields that affect the opportunities for DBEs to form, grow and compete." In this instance, it was determined that the goals would be more accurate if DDOT did not adjust for these factors. In most cases, the data referenced in the rule was not available and even where it was, DDOT was unable to determine a logical mathematical way to adjust the goal based on the evidence. Still, consideration was given for each of the factors outlined below:

i. **"Evidence from disparity studies conducted anywhere within your jurisdiction, to the extent it is not already accounted for in your base figure."**

The OSDBU's *Tips for Goal Setting in the Disadvantaged Business Enterprise Program's* website suggests that data should be collected and analyzed to consider the current market dynamics to determine whether an adjustment to the goal is necessary. One suggested method is to analyze the results of a disparity study. DDOT has not yet conducted a disparity study, but the District may consider conducting a disparity study within the near future.

ii. **"Statistical disparities in the ability of DBEs to get the financing, bonding, and insurance required to participate in your program"**

DDOT has not performed a disparity study to determine the extent of the difficulty of DBE firms to obtain bonding and insurance to participate in the DBE program.

iii. **Data on employment, self-employment, education, training, and union apprenticeship programs" as it relates to the opportunities for DBEs to perform in DDOT's DOT-assisted contracts.**

The District has initiated several incentives for businesses to employ District residents, specifically in the construction industry. Additionally, there are several pre-apprenticeships, apprenticeships, and other training opportunities to prepare individuals within the region for the construction industry. These programs are available to assist DBE firms to increase their workforce capacity on DOT-assisted projects. None of this data provides us with a reliable way to adjust the goals.

iv. Adjustments to the Goal for the Continuing Effects of Past Discrimination

During FY2019-2021, DDOT had limited data that would permit a reliable adjustment to the goal based on the continuing effects of past discrimination.

3.0 Race/Gender-Neutral and Race/Gender-Conscious Measures

DDOT will continue its efforts to meet the maximum feasible portion of its overall goal using Race/Gender-Neutral (R/G-N) means. Historical contracting data for the period FY 2018--2020 supports DDOT’s ability to achieve 7.67% with a race/gender/conscious goal of 4.67% and a race/gender neutral goal of 3.00% DBE participation.

The guideline, *Tips for DBE Goal Methodology*, recommends establishing estimates of race neutral participation on past experiences within this category. As such, in past spending, the DDOT had minimal contracting activity that required DBE participation on FTA assisted projects. Therefore, historical data from FY2020 is the basis to estimate future race neutral participation.

The historical data required to determine the median race-neutral DBE prime contractor participation during FY 2018-2020 is demonstrated in Table 8. Over the 2018-2020 period, DDOT awarded one (1) FTA contract in FY2020. The agency exceeded the DBE goal for the FY2020 award by 9.01%. However, the median past participation for FTA-funded projects is zero (0) as shown in **Table 8**.

**Table 8
DBE Prime Contractor Awards for FY 2018-2020
(Race-Neutral)**

Fiscal Year	Total Awards	DBE Prime Contract Awards (Race Neutral)	% of Total Subcontract Awards
FY 2018	\$0	\$0	0.00
FY 2019	\$0	\$0	0.00
FY 2020	\$964,446	\$0	27.82
		Historical Median	0.00

To calculate the portion of the goal that DDOT projects to meet using only race-neutral means to facilitate DBE participation, DDOT chose to follow the guidance outlined in **49 CFR § 26.45 (b)(5) Alternative methods**. Because the historical DBE goal data on FTA funded contracts is modest, the agency assumes it is appropriate to set the race-neutral portion using data from DDOT’s approved FTA DBE program. DDOT achieved an average of 9.01% in DBE participation for FY2020. The race-neutral goal was established by averaging the excess DBE participation for DDOT’s past performance period. The **Disadvantaged Business Enterprise Goal Methodology**

information depicted within **Table 9** below reflects the excess goal attainment on FTA aided contracts during FY 2018-2020.

Table 9
FTA Median for Three Year Contract Period
(FY2018-2020)

Fiscal Year	% of Total DBE Participation	% Exceeded Overall Goal
FY2018	0%	0%
FY 2019	0%	0%
FY 2020	27.82%	9.01%
Historical Median		3.00%

DDOT is confident that based on its review of past DBE performance within the NAIC codes identified for projected contracting opportunities, that FTA’s median excess goal attainment will provide the most accurate projection of future race-neutral participation on FTA funded contract opportunities.

To this end, DDOT will maintain its ability to use Race/Gender-Conscious (R/G-C) measures, the agency understands that when properly applied through a “narrowly tailored” program, R/G-C measures are necessary to ensure equitable DBE participation and provide meaningful opportunities to DBE firms seeking to evolve into prime contractors. With the submission of this report, the Agency understands that it is at a pivotal stage in its DBE Program and is unwavering in its commitment to exceed the goals. The agency is striving to achieve the highest levels of DBE participation through race and gender-neutral means. Therefore, an overall proposed FY 2022-2024 DBE goal is 7.67%. The race-conscious participation is 4.67% and the race-neutral portion of the DBE goal will be set at 3.00%.

DDOT will consider any decreases, increases or substantive changes during this three (3) year period that will affect the goal. Upon such occurrence, DDOT will duly exercise its authority to amend the goal to ensure that the DBE program is narrowly tailored and accurately reflect current contracting conditions during this period

In summary:

- Overall DBE Goal: 7.67%**
- Race Neutral Goal: 3.00%**
- Race Conscious Goal: 4.67%**

3.1 Race Gender-Neutral and Race-Conscious Activities

During FY 2018-2020, DDOT engaged in several race-neutral activities targeted to support the small business community. Additionally, the DBE Supportive Services Program collaborated with District government agencies and regional small business development partners to offer a variety of business development services and activities to build the capacity of DBE firms.

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DDOT will continue to engage stakeholder groups about how OCR can support their efforts to gain meaningful work on upcoming projects.

3.1.1 DISADVANTAGED BUSINESS ENTERPRISE ACTIVITIES

Disadvantaged Business Enterprise Capacity-Building Activities

DDOT has continued its efforts to nurture disadvantaged businesses through ongoing outreach, training, and resource sharing. DDOT hosted the following workshops which were attended by the targeted population of firms:

- Access to Capital Workshop in collaboration with the District Department of Small and Local Business Development (DSLBD)
- Bonding Education Workshop
- DBE Certification Workshops
- Good to Great Schedule (A/E Schedule) Workshop

DDOT will continue to explore and provide meaningful training opportunities for DBE firms to increase their chances of being successful in the marketplace.

Procurement Opportunities

Throughout FY 2018-2020, DDOT posted and distributed regular procurement notices and training updates to all firms listed in DDOT's and WMATA's directory. In the Fall of 2018 and 2019, DDOT hosted its Annual DBE Summit and Networking Symposium which provided certified firms with the occasion to network with Agency decision makers, prime contractors, and technical assistance providers. The event was open to all small businesses. A summary of the event is provided later in this report.

During FY 2022-2024, DDOT will continue to host networking sessions linking prime contractors with potential subcontractors to facilitate communications and awareness of the capabilities of DBE certified firms and other small business. The Agency will also continue to engage stakeholder groups about how OCR can support their efforts to gain meaningful work on upcoming projects.

Bonding Education Program

Bonding Education Program On April 22, 2019, DDOT held a Bonding Education Training & Fair to expose DBE firms to the different types of bonding products available in the market. The event featured three different bonding companies that held matchmaking sessions with participants.

Currently, DDOT is collaborating with DSLBD to plan a Bonding Education Program which is tentatively scheduled to kick-off at the end of 2021.

Outreach Activities

DDOT has a vast array of relevant contracting opportunities for small firms, thereby, the DBE Program remains proactive in ensuring these firms have access to information. As such, the DBE Supportive Services Team, expanded its reach by participating in the following events during FY 2018-2020:

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- Exhibitor at the DC Econ Unplugged Expo
- Exhibitor at the ANC Open House
- Exhibitor at the Entrepreneurial Small Business Expo – Catholic University
- Exhibitor at the Metropolitan Washington Airports Authority Annual Business and Career Fair
- Exhibitor at MD 5th Annual Business Opportunities & Entrepreneurial Training Summit
- Exhibitor at the WE Thrive Women’s Entrepreneur Conference at George Mason University
- Presenter at DSLBD Virtual Construction Conference

In FY 2022-2024, DDOT will continue its efforts throughout the Washington Metropolitan Area to recruit DBEs and other small business concerns, focusing on agencies performing similar transportation-related contracting, i.e., the Departments of Transportation for Maryland and Virginia, the Metropolitan Washington Airports Authority (MWAA), and the Washington Metropolitan Area Transportation Authority.

3.1.2 EXPANSION OF DDOT’S BUSINESS DEVELOPMENT PROGRAM

DDOT is committed to building the capacity of DBEs through meeting the requirements established in the U.S. Department of Transportation’s 49 Code of Regulation (CFR) Part 26.39, as mandated in the Final Rule dated November 1, 2014.

DDOT established a Business Development Program, a race/gender conscious program, in accordance with 49 CFR Part 26. DDOT receives federal financial assistance from the U.S. Department of Transportation, and as a condition of receiving this financial assistance, DDOT has signed an assurance that it will comply with 49 CFR Part 26.

Collaboration with the District Department of Small and Local Business Development

To expand DDOT’s DBE directory with certified DBE firms who are ready, willing, and able to perform on DDOT’s federal-aid projects, the DDOT OCR elevated its partnership with the District Department of Small and Local Business Development (DLSBD) by participating in its pre-certification information sessions. Additionally, OCR was a workshop presenter at the DSLBD District Connect: Business Contracting Conference covering the DBE certification process.

Disadvantaged Business Enterprise Summit and Networking Symposium

FY2020 marked the 10th year of partnership between DDOT and the USDOT DC Division in sponsoring the DBE Summit and Networking Symposium to certified DBEs, small businesses, and prime contractors working or looking to do work with DDOT. Due to the Coronavirus (COVID-19) global health pandemic, DDOT faced the challenge of continuing the tradition of providing this highly anticipated and attended event while ensuring COVID-19 safety procedures. As a result, DDOT transitioned the event from an in-person to its first virtual conference experience, contracting with a DBE consultant, Aridai, to coordinate the Summit and Networking Symposium virtually. The 10th Annual DBE Summit and Networking Symposium was held on November 9, 2020, from 8:30 am – 1:30 pm, as a free virtual event to the public. The event attracted 429 registrants with 277 actual participants. Attendees were able to download information from the Summit including a forecast of contracting opportunities.

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Post-Summit Evaluation Survey: A 19-question multiple-choice survey was developed and distributed to each attendee during and after the event. Survey Findings and Highlights are noted in the table below:

Question/Topic	Response/Percentage
No of attendees that had not attended a DDOT DBE Summit in the past	42%
Rating of Summit attendees that felt their pre-registration needs were met	92%
DBE Summit participants overall rating of information sessions (The Business Opportunities at DDOT Session was ranked most informative of all Summit sessions)	4 out of 5 stars
No. of attendees said the event was overall good, very good, or excellent	97%
DBE Summit attendees likely to strongly recommend the Summit to a friend or colleague	56%

DBE Networking Event Overview

In 2021, DDOT worked in collaboration with the USDOT to host Part-Two to its successful 10th Annual DBE Summit with a dedicated DBE Networking Event held on May 3, 2021, from 9 a.m. to 1:00 pm. The DBE Networking event was structured as a virtual intensive one-day event which offered participants opportunities to engage directly with the agency’s prime contractors, Architectural/Engineering (A/E) project managers, local governmental agencies, financial institutions through both one-on-one matchmaking and group networking sessions. Below are the registration and attendance highlights for the DBE Networking Event:

Topic	Findings/Response
Total number of individuals registered for the DBE Networking Event (Includes exhibitors, speakers, and participants)	601
Number of actual DBE Networking Event registrants	550
Number of DBE Networking Event participants waitlisted	51
Actual number of individuals that participated in the DDOT virtual DBE Networking event	333
Number of Exhibitors (Includes private companies, State/local government agencies and resource organizations)	38

DDOT will continue to ensure DBE firms have real opportunities for contracting through collaborative efforts with DDOT’s partners at USDOT and various stakeholders. DDOT expects to build more partnerships with prime contractors and resource providers by means of the Annual Summit and Networking Symposium. This event has become a much-anticipated networking opportunity for DBE firms, Prime Contractors, and the business community at large. The agency looks forward to hosting this conference in the coming years.

4.0 Conclusion

DDOT is unequivocally committed to fostering race conscious and race-gender neutral participation in federally funded contracting opportunities. While DDOT’s program has experienced some challenges with personnel transitions and the public health emergency, DDOT is confident, moving forward that we will achieve all programmatic goals. Currently, DDOT’s Equity and Inclusion Division/Office of Civil Rights’ staff is diligently working to strengthen protocols and practices governing DDOT’s activities under this program.

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DDOT's DBE Summit and Networking Symposium has grown into one of the premier small business events in the District of Columbia. DDOT remains steadfast in delivering quality technical assistance and training for constituents and the agency believes continuous programming will produce favorable results in the coming years.