



Transportation Link

The official publication of the U.S. Department of Transportation's Office of Small and Disadvantaged Business Utilization

www.osdbu.dot.gov

From the Desk of the Director

The U.S. Department of Transportation has been working hard to ensure the right tools and resources are in place to help small businesses weather the economic downturn. In this edition, we highlight many of these programs to help you access the latest information regarding government contracting, on-line small business resources, and events and opportunities that can assist you in sustaining and growing your business.



This edition also debuts "Recovery Corner," a new section designed to provide our readers with the latest updates regarding implementation of the American Reinvestment and Recovery Act (ARRA) of 2009.

This edition also highlights specific government action impacting small business, such as the proposed changes to the Disadvantaged Business Enterprise (DBE) program, and two state's transportation-related efforts in Follow the Recovery Money. We also profile the efforts of Kropp Environmental Contractors, a DBE in Connecticut which has been a small business success story recently receiving a contract in support of the I-95 New Haven Harbor Crossing Corridor Improvement Program.

I hope that you find this information helpful as you navigate your business through this uncertain economic time. Be assured that the Office of Small and Disadvantaged Business Utilization (OSDBU) continues to work on your behalf to provide opportunities and technical assistance regarding federal and state contracting, lending, and training.

Brandon Neal, Director
Office of Small and Disadvantaged Business Utilization (OSDBU)

John D. Porcari Appointed Deputy Secretary



On June 1, 2009, Mr. John D. Porcari was sworn in as the new Deputy Secretary of the U.S. Department of Transportation (DOT). Since January 2007, Mr. Porcari has served as the Secretary of the Maryland Department of Transportation (MDOT). In fact, this was his second tour as Secretary, having previously served in this capacity from 1999 to 2002, as well as having served as Deputy Secretary of MDOT from 1997 to 1998—an acknowledgement of his transportation expertise.

Secretary Ray LaHood stated his approval of this appointment by commenting, "I am very impressed with the expertise that Mr. Porcari brings to the Department, and I am very pleased to have him as part of our team. His extensive knowledge in the transportation field will help DOT meet the many challenges that the transportation network will be facing in the years ahead".

As Secretary of MDOT, Mr. Porcari was responsible for the operations of five modal administrations that included: the Maryland State Highway Administration, the Maryland Transit Administration, the Motor Vehicle Administration, the Maryland Port Administration, and the Maryland Aviation Administration, as well as the Maryland Transportation Authority. "Mr. Porcari's appointment will continue to promote and support our mission to provide small and disadvantaged businesses with the opportunities to participate in the agency's contracting process," [continued on page 2.](#)

DOT Provides Testimony to Congress on DBE and Small Business Programs

The Department of Transportation (DOT) testified in March before two U.S. House of Representatives committees concerning the Department's Disadvantaged Business Enterprise (DBE) and small business programs. On March 26th, the Department provided information to the House Transportation and Infrastructure Committee about the continuing, compelling need for the DBE program, which Congress is considering reauthorizing as part of this year's airport, highway and mass transit authorization legislation. Joel Szabat, Deputy Assistant Secretary for Transportation Policy for DOT, presented evidence from a wide variety of state and local studies

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stated Brandon Neal, Director of OSDBU. Before being appointed by Governor Martin O'Malley to serve a second tenure as the Secretary of MDOT, Mr. Porcari was the Vice President for Administrative Affairs at the University of Maryland, College Park, from 2003 to 2007. In this position, he served as the Chief Administrative Officer and the Chief Financial Officer.

Prior to his positions in state government, Mr. Porcari served as Vice President of a civil engineering and land use firm, providing environmental consulting services

for public-sector, civil engineering clients in the Washington, D.C. area. He has extensive experience working in both the public and private sectors, and a wealth of knowledge in economic and business development, environmental planning, and public policy.

Born in Rochester, New York, he received his B.A. degree from the University of Dayton, Ohio, (1981) and a master of arts in Public Administration from the State University of New York at Albany (1985).

OSDBU Testifies to Senate Committee on Effort to Ensure Small Businesses Have Contract Opportunities with Recovery Act Funds

On May 21, 2009 Gerardo "Jerry" Franco, OSDBU's Chief of the Procurement Assistance Division, testified before the Senate Committee on Small Business and Entrepreneurship at a hearing on the Role of Small Business in Recovery Act Contracting. The purpose of the hearing was to determine whether the Recovery Act is being effectively used to increase contracting with to small businesses.

The Committee Chair, Senator Mary Landrieu (LA), in her opening remarks emphasized the key role that small businesses will play in turning the economy around. She noted that, "In these dire economic times, increasing contracting opportunities for small businesses will help them create new jobs and get America back to work. Small businesses have been especially hard hit by the economic downturn. According to a report, more than 80% of job losses since November came from small and medium sized businesses. For this trend to change, small businesses need access to capital and increased sales volume."

Mr. Franco stated that, "a critical part of this effort is to make funds available to the states and other DOT recipients promptly and efficiently so jobs can be created to stimulate economic activity at the federal, state and local levels. As part of our commitment, and under the leadership of Secretary LaHood, a number of contracts funded through ARRA have been awarded, and work is underway." He added that the OSDBU is proactive in providing up-to-date information on ARRA news and funding opportunities on their web site, including posting contract opportunities published on FedBizOpps.gov by Operating Administration, Small Business set-aside category, and those funded with Recovery Act monies.

DOT's small business program was recognized by the Ranking Member, Senator Olympia Snowe for its success and lauded as a model for other federal agencies to follow. The Department has consistently met or exceeded its small business goals for the last three fiscal years. In

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calendar

JULY 14

Small Business Matchmaking Event sponsored by Business Matchmaking, Inc.; San Francisco, CA
<http://www.businessmatchmaking.com/events.shtml>

JULY 20 - 22

Annual FAA National Small Business Procurement Opportunities Training Conference and Trade Show; Atlantic City, NJ
<http://www.asballiance.com/details.aspx?pid=15>

JULY 20 - 23

5th Annual National Veteran Small Business Conference and Expo sponsored by the Veterans Small Business Federal Interagency Council; Las Vegas, NV
 Contact: Conference hotline at (703) 695-3220 or info@nationalveteransconference.com
<http://www.nationalveteransconference.com/>

AUGUST 10 - 12

2009 Business Opportunity Conference (BOC) sponsored by the Carolinas Minority Supplier Development Conference; Charlotte, NC
 Contact: Leslie Kelson (704) 549-1000 or lkelson@carolinasmsdc.org
<http://msdc.adaptone.com/carolinasmsdc/app/template/eventMgmt%2CEventView.vm/id/1682>

AUGUST 11 - 14

10th Annual Small Business Conference, Expo, and Matchmaking Forum sponsored by the U.S. Department of Energy; Long Beach, CA
 Contact: 1-888-246-2460 or expo@doesbc.com
<http://www.doesbc.com/>

SEPTEMBER 16

Small Business Matchmaking Event sponsored by Business Matchmaking, Inc.; Chicago, IL
<http://www.businessmatchmaking.com/events.shtml>



Short Term Lending Program Adds New Lenders

In order to meet the demand for short-term working capital, the OSDBU's Short Term Lending Program (STLP) recently added 3 new banks as Participating Lenders in the program. With the addition of these new lenders, the STLP now works with 11 banks across the country that offer lines of credit to approved small businesses with transportation-related contracts.

Visit the OSDBU's Financial Assistance Page for more information on the program and contact information for each of the Participating Lenders.

United Bank of Philadelphia
 The Graham Building
 30 S. 15th Street, Suite 1200
 Philadelphia, Pennsylvania 19102
www.unitedbankofphiladelphia.com

The Bank of Missouri
 3610 Buttonwood Drive
 Columbia, Missouri 65201
www.bankofmissouri.com

Solera National Bank
 319 S. Sheridan Blvd.,
 Lakewood, Colorado 80226
www.solerabank.com

25th Annual AMAC Conference a Success

On June 6-9th, the Airport Minority Advisory Council (AMAC) held its 25th Annual Airport Business Diversity Conference in Baltimore, Maryland. The AMAC is the largest airport/business trade association and this year's Conference was co-sponsored by the Federal Aviation Administration.

Representatives from airports, the federal government, corporations and entrepreneurs attended the 3 day event to communicate their respective interests and needs. The venue provided participants with business networking and educational opportunities, ranging from how to do business at airports to public policy issues impacting the entire aviation industry, providing immeasurable benefits to all conference participants. With DBEs seeking substantive levels of participation as airport vendors, professional service providers, construction and concessionaires, this conference served as a successful business networking forum.

OSDBU's Director, Brandon Neal, was one of the keynote speakers at the conference on behalf of the Secretary of Transportation, Honorable Ray LaHood. OSDBU staff also conducted a workshop and panel presentation as part of the AMAC pre-conference activities. The workshop allowed attendees to learn about services provided by the OSDBU and the various programs and opportunities available to small businesses.

National Information Clearinghouse

Need accurate and timely information regarding contracting with the DOT? The National Information Clearinghouse (NIC) is a great resource for small businesses seeking procurement expertise. The service is available free-of-charge to respond to requests for both general information and specialized assistance.

NIC business specialists provide counseling on a variety of issues including:

- how to market DOT for contracting opportunities;
- how to become certified under the DOT DBE program;
- the basic procedures of government contracting; and
- the appropriate points of contact at the federal, state, and local levels.

For specific requests, the NIC customer service representatives will transfer calls to one of the OSDBU small business specialists with the appropriate expertise to meet your information needs. OSDBU small business specialists are committed to prompt and courteous service and respond to inquiries within one business day. To access the Customer Feedback Link or learn more about the NIC, please visit www.osdbu.dot.gov/nic.cfm or click on Information Clearinghouse on our home page.

- Call OSDBU's dedicated toll-free number: 1-800-532-1169;
- Send an email to OSDBU through the Customer Feedback link of the OSDBU Website; or
- Draft a letter to OSDBU and mail to:

U.S. Department of Transportation
 Office of Small and Disadvantaged
 Business Utilization
 1200 New Jersey Avenue, SE, W56-485
 Washington, DC 20590

There are three options for contacting the NIC:

Sub-Contracting with DOT and other Federal Agencies

In accordance with the Small Business Act, large prime contractors receiving Federal contract awards valued over \$550,000 (\$1 million for construction) are required to establish plans and goals for subcontracting with small businesses, veteran-owned small businesses, service disabled veteran-owned small businesses, HUBZone small businesses, small disadvantaged businesses and women-owned small business concerns.

While common practice in the construction industry, subcontracting can present small businesses in other business fields with opportunities that might otherwise be unattainable because of limited resources, staffing, capital, or experience. OSDDBU works closely with the Small Business Administration (SBA) and its Procurement Center Representatives (PCRs) to coordinate policy direction and develop new initiatives on subcontracting issues:

- OSDDBU and the SBA PCRs evaluate, review, and make recommendations on subcontracting plans; and
- OSDDBU also helps large prime contractors in identifying potential small businesses to assist them in attaining their subcontracting goals.

OSDBU publishes a subcontracting directory that can be used as a marketing aid for small businesses to participate in DOT procurements as subcontractors. By using this directory, you will find a listing of major DOT prime contractors with subcontracting plans during the previous Fiscal Year. It identifies the prime contractors' name, address, company subcontracting liaison representative, telephone numbers and description of the major project awarded and/or items to be subcontracted. Contact should be made with the company's subcontracting liaison representative who has knowledge of the contractor's subcontracting plan and goals. This person can advise you on how your firm can join their subcontracting vendor's team. To review DOT's subcontracting directory, please visit: http://www.osdbu.dot.gov/Procurement/subcontracting_directory08.cfm

The SBA also hosts the Subcontracting Network website, Sub-Net, located at web.sba.gov/subnet/, where prime contractors may post subcontracting opportunities. These opportunities are often reserved for small business and may include solicitations or other announcements, including sources sought notices for teaming as partners or subcontractors on future contracts. Sub-Net allows small business to search for opportunities by SIC code, NAICS code, generic description, or solicitation number.

Central Contractor Registration Changes Log-in Procedures

The Central Contractor Registration (CCR) is the primary contractor database for the U.S. Federal Government serving both as a search engine for contracting officers and a marketing tool for small firms – essentially it is designed to be a “virtual” one-stop-procurement-shop. Both current and potential federal government registrants are required to register in CCR in order to be awarded contracts by the federal government.

Recently, the CCR changed its log-in procedures. If you currently have a CCR record but do not have a user ID and password, you will not be able to access your record until you create a user account. CCR has extended the deadline to make this change to December 21, 2009. You will need to create a new account prior to your renewal date. CCR encourages users to take a moment to review the User Account Guide before getting started. Also, a FAQ page is available to help you through the process.

The CCR is a powerful tool to connect potential vendors with government contracts and all small businesses are encouraged to register and keep company information up-to-date. Currently, the CCR database offers information on more than 440,000 companies including small, disadvantaged, 8(a) and women-owned businesses. It is free to federal and state government agencies as well as prime and other contractors seeking small business contractors, subcontractors and/or partnership opportunities. To register and learn more about the CCR, please visit <http://www.ccr.gov/>.

Doing Business with DOT: Highlighting FHWA

The Federal Highway Administration (FHWA) offers a large number of contracting and procurement opportunities to support its programs. Most of the FHWA contracting opportunities are managed by the Office of Acquisition Management, which awards and administers contracts, grants and cooperative agreements for the Highway Research and Development program, technical and professional services, Intelligent Transportation Systems, data analysis, information systems, laboratory equipment, and training to support the adoption of new transportation technologies. The Office also runs a simplified acquisition program to purchase supplies, support services, information technology, and other equipment.

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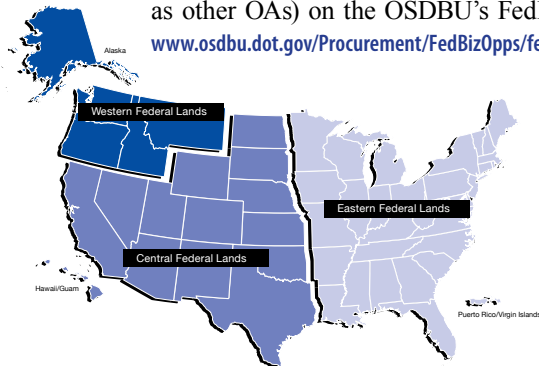
DOING BUSINESS WITH DOT... FROM PAGE 4

Contracts for construction and engineering projects are managed through FHWA's three Federal Lands Divisions—Eastern, Central, and Western and include:

- Engineering services for planning and designing highways on Federally-owned lands; and
- Construction contracts for building parkways and park roads, Indian reservation roads, defense access roads, and other roads on Federal lands.

You can review planned procurement opportunities for FHWA by visiting the Procurement Forecast on the osdbu.dot.gov web site and searching by Operating Administration and choosing FHWA.

For contract opportunities that have moved beyond the planning stage, you can review FHWA's listing (as well as other OAs) on the OSDBU's FedBizOpps listing at: www.osdbu.dot.gov/Procurement/FedBizOpps/fedbizopps_options.cfm



For more information regarding FHWA's procurement process, please visit:

- Office of Acquisition Management at <http://www.fhwa.dot.gov/aaa/hamhome.htm>
- Procurement/Project Information for Eastern Federal Lands at <http://www.efl.fhwa.dot.gov/>
- Procurement/Project Information for Central Federal Lands at <http://www.cflhd.gov/procurement/index.cfm>
- Procurement/Project Information for Western Federal Lands at <http://www.wfl.fhwa.dot.gov/edi/>

OSDBU TESTIFIES TO SENATE... FROM PAGE 2

FY 2007, the latest official data available government-wide, DOT achieved a "Green" rating on the Small Business Procurement Scorecard published by the Small Business Administration. Preliminary data on FY 2008 point to DOT meeting most of its small business contracting goals as well. To achieve a green rating a federal agency has to meet its overall small business contracting goal, and the goals for at least three of four subcategories.

You can read Mr. Franco's testimony at <http://sbc.senate.gov/hearings/20090521.cfm>

Kropp Environmental Contractors, Inc.: A Connecticut Women-Owned DBE

OSDBU is proud to highlight small businesses that have been successful in obtaining transportation-related contracts at the local, state, and federal level. Kropp Environmental Contractors, Inc exemplifies the opportunities that can be provided to small businesses as a result of Public Law 95-507 which requires large prime contractors receiving certain Federal contract awards to establish plans and goals for subcontracting with small businesses, veteran-owned small businesses, service disabled veteran-owned small businesses, HUBZone small businesses, small disadvantaged businesses and women-owned small business concerns.

As a result, Kropp Environmental was recently awarded a contract to provide contaminated groundwater pumping transportation services on the Pearl Harbor Bridge project for the Connecticut Department of Transportation's I-95 New Haven Harbor Crossing Corridor Improvement Program. Established in 1998, Kropp Environmental is a Women Owned and a Disadvantage Business Enterprise (DBE) certified in Connecticut, providing a number of environmental clean-up services to the communities it serves and has over 20 years experience working with environmental regulations for the government agencies it does business with.

According to Sally Weise-Kropp, President, she pursued opportunities to subcontract after attending seminars organized by the State of Connecticut Department of Transportation and designed to assist DBE's in securing contracts. Through this most recent subcontract her company was able to purchase their third vacuum truck to provide state of the art services on the bridge project. She credits her success by insisting that service to clients comes second only to the safety of her field staff.

For more information on Kropp Environmental visit their web site at: www.kroppenvironmental.com/



Business.gov Launches First Government-Sponsored Online Community for Small Businesses

The Small Business Administration's Business Gateway Program recently announced the launch of a new Web initiative – www.community.business.gov – the first government-sponsored online community built specifically for small businesses.

The objective of the Business.gov Community supports the White House's mission to create a transparent and connected democracy, and aims to provide small busi-

ness owners, bloggers, and the government with a place to discuss and share information about starting and running a successful business.

An extension of Business.gov, the Business.gov Community combines discussion forums, blogs, an idea exchange, and more, and offers advanced tools for navigating the labyrinth of government resources, policies, laws, and opportunities that impact the small business owner.

Check out the site at www.community.business.gov.

DOT PROVIDES TESTIMONY... FROM PAGE 1

of discrimination affecting minority and female contractors and statistics about DBE program participation to buttress DOT's case for continuing the program. For example, DBE participation fell in a majority of jurisdictions where the use of DBE goals had been limited by a court decision. Robert C. Ashby, Deputy Assistant General Counsel for Regulation and Enforcement and a longtime DOT expert in the DBE program, also answered questions from Committee members.

In part as the result of the information provided by the Department and minority and women's businesses and groups that testified at the hearing, the House-passed version of the aviation reauthorization bill included a strong statement of findings of the continued need for the DBE program. You may view the Department's testimony at <http://testimony.ost.dot.gov/test/szabat2.pdf>

Earlier, on March 12, Mr. Szabat also testified before the House Small Business Committee concerning the benefits of the American Recovery and Reinvestment Act (ARRA) to small business in the transportation sector, saying that DOT has developed a successful program designed to increase the number of Federal competitively awarded contracts to small businesses by maximizing opportunities and promoting the use of small businesses in DOT funded and assisted contracts." He added that the Department provides opportunities under both the DOT's federal financial assistance to state and local transportation agencies (formula and other grant funds) via the DBE Program and through DOT's direct contracting process (small business program).

Out of the billions of dollars that DOT distributes to states and other recipients in grant funds annually, more than \$3.3 billion go to DBEs. Mr. Szabat estimated that ARRA funds will generate an additional \$3 to \$4 billion in contracting and subcontracting opportunities for DBEs..

He noted that ARRA would have the most impact on the DBE program, as the majority of ARRA funds will be distributed as federal financial assistance to state and local transportation agencies and are subject to the same DBE program requirements as non-ARRA formula funded projects.

Mr. Szabat also noted the success of DOT's small business program in its direct contracting process. The DOT small business program is implemented under the leadership of the Office of Small and Disadvantaged Business Utilization (OSDBU) and encompasses all small businesses, including small and disadvantaged, women-owned, veteran-owned, service-disabled veteran owned, and Historically Underutilized Business Zone certified firms. Mr. Szabat noted that in 2008, out of the \$4.7 billion that DOT spent in direct contracting, over \$1.7 billion went to small businesses.

OSDBU programs such as outreach through the Small Business Transportation Resource Centers, online information and resources available on their web site and attendance at small business conferences, like the Department of Veterans' Affairs-sponsored National Veterans Conference and the Federal Aviation Administration's Small Business Procurement Conference, among others will help to foster small business participation in DOT programs, Mr. Szabat said.

For a complete copy of the Department's testimony, see <http://testimony.ost.dot.gov/test/szabat1.htm>

You may also view video clips from Mr. Szabat's March 12th testimony online at the following:

<http://www.youtube.com/watch?v=PMHT3z0pk30>

<http://www.youtube.com/watch?v=CwNqDgsUKbE>

<http://www.youtube.com/watch?v=q3KSDvV02PE>

State of Washington Plans Quick Action on Federal Transit Funds

Of the Recovery Act's \$8.4 billion available to the Federal Transit Administration (FTA), \$179 million will be available to the State of Washington. The estimated distribution of those funds includes:

- \$142 million for the Larger Urban Areas such as the Puget Sound, Spokane, and the Vancouver/Portland area.
- \$16.5 million for the Small Urban Areas such as Bellingham, Kennewick/Richland, Wenatchee, Yakima, Olympia/Lacey, and Mt. Vernon.
- \$6.5 million for Fixed Guideway Modernization for example light rail, trolley, streetcar, ferry routes, and monorail.
- \$14 million for Rural Public Transportation.

The projects for the rural areas are selected by the state using a competitive process. WSDOT has developed a capital project list that identifies over \$45 million in projects that meet the definition of "ready to go" in the rural areas. This list consists of a variety of project types including:

- Purchasing replacement and expansion vehicles.
- Purchasing new communication equipment
- Constructing facilities and transit centers.
- Repairing buildings.
- Installing bus shelters.

Washington State DOT anticipates issuing contracts for capital projects to sub-recipients by August. In fact, the agency expects to obligate 100 percent of the funds prior to the first FTA deadline of August 17, 2009.

In addition to the projects funded for transit improvements, the State of Washington is receiving \$492 million in Federal Highway Administration funds.

For more information on Washington State's efforts under the ARRA funding, please visit the following web sites:

Washington State Department of Transportation <http://www.wsdot.wa.gov/>

Washington State DOT's Recovery Web Site
<http://www.wsdot.wa.gov/funding/stimulus/>

Michigan Governor Signs Legislation Authorizing \$873 Million in Road Projects

Governor Jennifer M. Granholm recently signed legislation authorizing Michigan to spend \$873 million of federal recovery money on hundreds of road and transit projects across the state that will create approximately 25,000 jobs.

The legislation authorized Michigan to spend \$873 million in money from the ARRA for a range of "shovel-ready" projects such as road-resurfacing, rehabilitation and widening, bridge rehabilitation, and transportation enhancement projects. The projects were chosen by planners, engineers, and local leaders and cover every region of the state.

The bill allows spending of a total of \$873 million for Michigan transportation allocated in following areas:

- \$635.4 million directed to the state trunkline (US, I and M routes) fund.
- \$211.8 million directed to programs administered by local jurisdictions.
- \$25.8 million directed to rural and intercity bus capital projects.

Just a few examples of projects include repair of 11 bridges over I-96 in Detroit (\$22 million), reconstruction and widening of I-96 in Kent County (\$30 million),

and road reconstruction and bridge work on I-475 in Genesee County (\$26 million).

The spending is the first use of Michigan's share of about \$7 billion from the ARRA that the state will invest in accelerating its own recovery plan. It is in addition to approximately \$980 million the state is spending on transportation funding this year, which will create more than 27,000 additional jobs.

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The State of Michigan reported on June 4th that the state Department of Transportation (MDOT) has obligated \$296.5 million of ARRA projects leading to the creation of over 8,000 jobs in construction and related or supporting industries.

For more information on Michigan's efforts under the ARRA funding, please visit the following web sites:

Michigan Department of Transportation
<http://www.michigan.gov/mdot/>

Michigan DOT's Recovery Web Site
http://www.michigan.gov/mdot/0,1607,7-151-9621_53334---,00.html

DOT Publishes Notices of Proposed Rulemaking for Changes to the DBE Program

Potential Improvements to the Disadvantaged Business Enterprise (DBE) Program

DOT recently published an advance notice of proposed rulemaking (ANPRM) to provide interested stakeholders with the opportunity to comment on matters of interest to participants in the Department's Disadvantaged Business Enterprise (DBE) program. These proposed rules are intended to improve the program in the following ways:

- Counting of items obtained by a DBE subcontractor from its prime contractor.
- Ways of encouraging "unbundling" of contracts to facilitate participation by small businesses, including DBEs.
- A request for comments on potential improvements to the DBE application form,
- A request for suggestions related to program oversight.
- Potential regulatory action to facilitate certification for firms seeking to work as DBEs in more than one state.
- Additional limitations on the discretion of prime contractors to terminate DBEs for convenience, once the prime contractor had committed to using the DBE as part of its showing of good faith efforts.

Comments on this proposed rule must be received by July 7, 2009. This is a great opportunity to voice comments on how to help improve the DBE program and public participation is strongly encouraged. For additional information on how to submit comments visit: <http://edocket.access.gpo.gov/2009/pdf/E9-7903.pdf>

Overall Goal Schedule and Substitution for the DBE Program

DOT also published a notice of proposed rulemaking (NPRM) to improve administration of the DBE program by calling upon recipients of DOT financial assistance to transmit overall goals to the Department for approval every three years, rather than annually. Currently, DBE participants must submit goals on August 1st of each year, which can be time consuming for all parties involved in this process. On many occasions, DOT has experienced that goals are submitted past the required due date and the Department's workload in reviewing the annual goals from 52 state departments and hundreds of transit authorities and airports have often been delayed in the response to recipients' submissions.

This NPRM comes after the Department's 2005 airport concessions disadvantaged business enterprise (ACDBE) regulation (49 CFR part 23), which established a staggered three-year schedule for the submission by airports of ACDBE goals. The purpose of this provision was to better manage the workloads of both airports and the Federal Aviation Administration (FAA).

For additional information please visit <http://edocket.access.gpo.gov/2009/E9-7904.htm>. Comments on this proposed rule are also due by July 7, 2009.

DBE Size Standards Adjusted for Inflation

On April 3, 2009, DOT raised the statutory caps on the size standards the DBE Program uses to determine whether businesses are "small." Using formulas to adjust for inflation, the cap for regular DBE-certified companies was raised from \$20.41 million to \$22.41 million average gross receipts over the three preceding years. With the exception of these statutory caps, the DBE Program follows the SBA's small business size standards, which were last revised in 2008.

For most Airport Concession DBEs (ACDBEs), the cap was raised from \$47.78 to \$52.47 million. However, ACDBEs dealing in car rentals rose from \$63.71 million to \$69.97 million. DBE financial or lending institutions were raised from \$750 million to \$1 billion.

Click here to review the rule: http://www.osdbu.dot.gov/documents/pdf/dbe/2009%20dbe_inflation_size_adjustments.pdf

New DBE Program Eligibility Size Standards

- DBE Program: \$22.41 million
- ACDBEs, \$52.47 million
- ACDBEs dealing in car rentals: \$69.97 million
- Banks and Financial Institutions: \$1 billion in assets

DOT Allocates ARRA Funding at Rapid Pace

To stimulate job creation and economic growth as quickly as possible, DOT is approving and allocating ARRA funding at an unparalleled pace. In fact, nearly \$38 billion of the \$48.1 billion in transportation ARRA funds have been made available to states, transit districts and airports to use for eligible projects.

Construction began on the first project, resurfacing Maryland Route 650 in Silver Spring, on March 3rd, creating 22 jobs, only three weeks after President Obama signed the ARRA. The 2,000th project approved is rebuilding a \$68 million interchange on I-94 in Portage, Michigan, creating 900 jobs this summer. Overall, the Administration estimates that the highway portion (\$27.5 billion) of the Recovery Act alone will eventually create or sustain 150,000 jobs.

Below are additional key facts regarding the current status of transportation-related recovery investments, as well as ARRA implementation information impacting small businesses, and a snapshot of a particular state's strategic approach to quickly transitioning federal funding into economy boosting transportation projects.

Recovery Act Increases Surety Bond Guarantee Ceiling for Small Businesses

Small businesses that need surety bonds to compete for construction and service contracts can qualify for U.S. Small Business Administration-backed surety bonds of up to \$5 million. The higher amount, a result of the Recovery Act, is more than double the previous \$2 million maximum surety bond guaranteed by SBA.

Through SBA's Surety Bond Guarantee program, SBA guarantees bid, payment and performance bonds. Surety bonds protect the project owner against financial loss if contractors default or fail to perform. SBA partners with the surety industry to help small businesses that would otherwise be unable to obtain bonding in the traditional commercial marketplace. Under the partnership, SBA provides a guarantee to a participating surety company of between 70 and 90 percent of the bond amount.

Additional program enhancements contained in the stimulus bill will be announced soon in the Federal Register. Among these changes is a provision that will allow SBA to guarantee a bond on a federal contract up to \$10 million following certification by the contracting officer that the bond guarantee is required.

For more information on SBA's Surety Bond Guarantee Program, please visit <http://www.sba.gov/osg/> or call 1-800-U ASK SBA.



Facts and Figures:

- The Federal Highway Administration has approved over \$8 billion in obligations.
- Nearly all of the \$1.1 billion in Airport grants-in-aid have been approved for over 250 airport infrastructure projects across the country.
- The Federal Transit Administration has released \$7.5 billion in formula funds to states and local transit districts, has already awarded five grants for rural areas, and will obligate most of the discretionary money to specific projects before day 200.
- Amtrak has received \$1.3 billion in capital grants that will speed service by replacing obsolete bridges, as in Niantic, Connecticut, modernize electrical power in Chester, Pennsylvania, rehabilitate train stations and improve safety across the country.
- On April 13th, President Obama joined Vice President Biden and Secretary LaHood, to announce funding for the 2,000th transportation infrastructure project under AARA.
- The general public will be able to track the status of individual transportation projects on the Department's Recovery website. Access this site at <http://www.dot.gov/recovery/>

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"These recovery projects will allow Michigan construction workers to keep working in Michigan," said state Transportation Director Kirk T. Steudle. "It is also a shot in the arm for our transportation system. Although this won't meet all our state's long-term transportation needs, it's a huge step toward making our roads and bridges safer for our citizens and visitors and attracting new employers."

Certified projects will be posted at www.michigan.gov/stip.