

# **GENESEE TRANSPORTATION COUNCIL**

The Metropolitan Planning Organization for the Genesee-Finger Lakes Region

## **DISADVANTAGED BUSINESS ENTERPRISE PLAN**

The objectives of the Disadvantaged Business Enterprise Program are:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts in the **Genesee Transportation Council** highway, transit, and airport financial assistance programs;
- To create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- To ensure that the **Genesee Transportation Council** DBE program is narrowly tailored in accordance with applicable law;
- To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs; to help remove barriers to the participation of DBEs in DOT-assisted contracts;
- To assist the development of firms that can compete successfully in the marketplace outside the DBE program; and

To provide appropriate flexibility to recipients of federal financial assistance in establishing and providing opportunities for DBEs.

### **Policy Statement**

#### **Section 26.1, 26.23 Objectives / Policy Statement**

The **Genesee Transportation Council** has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. The **Genesee Transportation Council** has received Federal financial assistance from the FHWA, FTA or the New York State Department of Transportation, and as a condition of receiving this assistance, the **Genesee Transportation Council** has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of the **Genesee Transportation Council** to ensure that DBEs are defined in part 26, have an equal opportunity to receive and participate in **Genesee Transportation Council** assisted contracts. It is also our policy:

1. To ensure nondiscrimination in the award and administration of FHWA or FTA assisted contracts;
2. To create a level playing field on which DBEs can compete fairly for FHWA or FTA assisted contracts;
3. To ensure that the DBE Program is narrowly tailored in accordance with applicable law;
4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs;
5. To help remove barriers to the participation in FHWA or FTA assisted contracts;
6. To assist the development of firms that can compete successfully in the market place outside the DBE Program.

**The GTC Grants and Contracts Administrator** has been delegated as the DBE Liaison Officer. In that capacity, **the Grants and Contracts Administrator** is responsible for implementing all aspects of the DBE program. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by the **Genesee Transportation Council** in its financial assistance agreements with the New York State Department of Transportation.

The **Genesee Transportation Council** has disseminated this policy statement to the GTC Board and all the components of our agency.

We have distributed this statement to DBE and non-DBE business communities that perform work for us on NYSDOT-assisted contracts in the Request for Proposal package. Reference is made to the expectations in the body of the RFP in *Section 4, Proposal Package Format and Requirements*. Additionally, “*Disadvantaged Business Enterprise Clauses*” are included in each Request for Proposal package in Section 12 of RFP *Appendix A Professional Services Agreement Template, Notices and Clauses*.

  
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Signature of Responsible Local Official

April 27, 2022  
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Date