
INTRODUCTION

This report describes the methodology and the process used by Milwaukee County to formulate its 3 year FFY 2011-2013 goals for FAA federally assisted projects. It also describes the efforts of the County to comply with the goal setting provisions contained in 49 CFR Part 26.

This report contains goals for FAA funded projects based upon anticipated revenues not yet approved by the Milwaukee County Board. The Board will finalize the County budget for 2011 in November 2010.

Based upon the projects approved by the County Board, Milwaukee County may submit revised annual DBE goals to reflect the actual projects that will be undertaken by General Mitchell International Airport.

FEDERAL FISCAL YEAR 2011-2013 DBE PROGRAM GOALS

OVERALL GOALS FOR FAA ASSISTED PROJECTS

The following tables display the DBE goals for FFY 2011-2013 and show the race neutral and race conscious components of the overall goal for FAA assisted projects.

**TABLE 1a
 ANNUAL OVERALL DBE GOALS FOR FFY 2011-2013**

TYPE OF PROJECTS	RACE NEUTRAL GOAL	RACE CONSCIOUS GOAL	OVERALL GOAL
Construction	5.00% \$105,611,400x.05=\$5,280,570	20.00% \$105,611,400x.20=\$21,122,280	25.00% \$105,611,400x.25= \$26,402,850
Professional Services	7.48% \$8,922,900x.0748 = \$ 667,432	17.52% \$8,922,900x.1752=\$1,563,292	25.00% \$8,922,900x.25=\$2,230,725
Totals	5.19% $\frac{\$5,948,002}{\$114,534,300} = 5.19\%$	19.81% $\frac{\$22,685,572}{\$114,534,300} = 19.81\%$	25.0% $\frac{\$28,633,575}{\$114,534,300} = 25\%$

**TABLE 1b
 ANTICIPATED FFY 2011-2013 FEDERAL EXPENDITURES FOR FAA ASSISTED PROJECTS**

FFY	Construction	Professional Services	Total Contractible Dollars
2011	\$26,372,000	\$7,504,600	\$33,876,600
2012	\$71,342,400	\$469,500	\$71,811,900
2013	\$7,897,000	\$948,800	\$8,845,800
TOTAL	\$105,611,400	\$8,922,900	\$114,534,300

Note: Milwaukee County anticipates expending \$114,534,300 on FAA assisted projects for FFY 2011-2013. Of this total \$105,611,400 will be expended on Construction projects; \$ 8,922,900 will be expended on construction related professional services. The County also does not anticipate any funds being expended on procurement activities.

Overall Goals

The overall FAA goal for Milwaukee County for FFY 2011-2013 is the following:

FAA assisted contracts: **25%** of the Federal financial assistance received from FAA will be expended with DBE firms on FAA-assisted contracts for FFY 2011-2013.

Given the amount of USDOT-assisted contracts Milwaukee County expects to let during the year, which is **\$114,534,300** it means that Milwaukee County has set a goal of expending **\$28,633,575** with DBE firms during this fiscal year.

In accordance with Section 26.43 Milwaukee County will not use quotas or set asides to meet the overall goals.

Pursuant to Section 26.45, the overall goals are based upon the availability of ready willing and able DBE firms in the local market area. The local market area for Milwaukee County consists of nine Counties in the South Eastern region of Wisconsin.¹ Milwaukee County expends approximately 90% of its contracting dollars in this region. DBE firms and non-DBE firms located in these counties are contained in the bidders list and were used to calculate the baseline availability figure in the Step 1 goal setting process.

In compliance with Section 26.51 (a) Milwaukee County will meet the maximum feasible portion of the overall goals through race neutral means of facilitating DBE participation. Currently, the County uses the following race neutral approaches to ensuring DBE participation: (a) encouraging prime contractors to subcontract portions of their work, which they might otherwise perform with their own forces (b) providing assistance to prime contractors in contacting prospective DBE firms (c) carrying out information and communication programs on contracting procedures and specific contract opportunities through mailings to DBEs and through public notices and (d) ensuring the distribution of the DBE Directory to all pre-qualified prime contractors.

¹ The nine Counties are: Dane, Kenosha, Milwaukee, Ozaukee, Racine, Sheboygan, Walworth, Waukesha, and Washington.

SECTION II

PROCESS FOR GOAL SETTING

The County in keeping with past precedent used the methodology developed with the input of all stakeholder groups. In 1999, the County had established a 22 member DBE Advisory Task Force to recommend to the County a goal setting methodology in accordance with 49 CFR Part 26.

By June 2000, the Task Force with assistance from the County's Disadvantaged Business Development Division completed the selection and development of a goal setting formula in accordance with 49 CFR Part 26 provisions.

In July 2010, the County's Disadvantaged Business Development Division used the two step approved goal setting methodology contained in 49 CFR Part 26 and formulated a preliminary annual goal for FAA and FTA assisted projects. The County had a preliminary meeting with various stakeholder groups² to apprise them of the goal setting methodology and to give the group the opportunity to provide input to the goal setting process. This DBE goal report is a result of this meeting with the stakeholder groups. Copies of the goals were presented to the stakeholder groups for comment and to give them an opportunity to provide input to the County on the preliminary DBE goals.

The County had a 45 day comment period, during which no comments were received by the Office of Community Business Development Partners. Therefore our final DBE goals represent the input from stakeholder groups during the preliminary meetings which were held with them. The County has made every attempt to be inclusive and has solicited the input from diverse groups within the DBE as well as the non-DBE communities.

An explanation and the rationale used for developing the goals appear in the following sections. In previous years before establishing the overall annual goal, Milwaukee County also consulted with various organizations to obtain information concerning the availability of DBE firms and non-DBE firms, the effects of discrimination on opportunities for DBEs and Milwaukee County's efforts at establishing a level playing field for the participation of DBEs. Consultation included but was not limited to the following organizations:

- National Association of Minority Contractors
- Associated General Contractors of Greater Milwaukee
- Milwaukee Building and Construction Trade Council

² Please refer to Appendix A for the list of the stakeholder groups invited to the meeting.

- Wisconsin Transportation Builders Association
- Women's Business Initiative Corporation
- Milwaukee Urban League
- NAACP-Milwaukee Branch
- Hispanic Chamber of Commerce
- African American Chamber of Commerce
- American Indian Chamber of Commerce
- Wisconsin Association of Consulting Engineers
- Wisconsin Women's Entrepreneurs Inc.
- Wisconsin Society of Architects

Milwaukee County will begin using the overall goals on October 1, 2010

SECTION III

METHODOLOGY USED FOR DETERMINING FFY 2010 GOALS

Milwaukee County adopted the two-step goal setting methodology as outlined in 49 CFR Part 26 Section 26.45. This methodology was discussed with the DBE Task Force in April 2000 and consensus was obtained by the County in the numerous meetings it held with the Task Force. In the initial development of its goal setting methodology and databases the County also sought assistance from the following industry organizations to provide names of firms, which might have been excluded from the County's marketplace lists and databases:

- National Association of Minority Contractors
- Associated General Contractors of Greater Milwaukee
- Milwaukee Building and Construction Trade Council
- Wisconsin Transportation Builders Association
- Women's Business Initiative Corporation
- Milwaukee Urban League
- NAACP-Milwaukee Branch
- Hispanic Chamber of Commerce
- African American Chamber of Commerce
- American Indian Chamber of Commerce
- Wisconsin Association of Consulting Engineers
- Wisconsin Women's Entrepreneurs Inc.
- Wisconsin Society of Architects

The County continues to use this methodology created with stakeholder consensus.

STEP 1: Determining the Base Figure for the Overall Goal

In accordance with the provisions contained in Section 26.45, Milwaukee County used the best evidence available to determine the number of ready willing and able DBE and non-DBE firms.

Through 1999 and 2000, the DBE Task Force and the stakeholder groups considered various data sources for determining the base figure besides the County's databases. As explained on page 6 Milwaukee County had extensive public participation. The Task Force explored the feasibility of using Census Bureau data. Census data was observed and evaluated. It was the general consensus of the Task Force members that since the Census Bureau recorded data on SIC Codes at the two-digit level this would greatly distort the number of DBE firms who would actually be ready willing and able to perform work on County projects. The Committee was also of the opinion that inclusion

of all firms DBE and non-DBE at the two-digit level would not yield a narrowly tailored numerator or denominator. Instead, it was agreed upon that a more accurate and realistic approach would be to use the County's own databases since it contained data on DBE and non-DBE firms at the four-digit SIC Code level. This it was agreed upon would provide a more accurate number of firms available to perform on County projects. The County has converted the SIC Codes to reflect the new requirement of using NAICS codes for certifying DBE firms.

This agreed upon methodology was utilized to set FFY 2011-2013 DBE goals. After review of the County's comprehensive lists no additional names of firms have been provided by any of these organizations. The County is in communication with these groups on an on-going basis and will update its databases if new firms are created or become known. This will cause the goal to be adjusted as changes occur. The County has been using this approved and agreed upon goal setting methodology to set its annual goals.

Due to the fact that Milwaukee County did not have a single centralized repository for data on DBE participation and all County procurement activities, the Office of Community Business Development Partners relies both on manual records and computerized data to determine the baseline figure. The County has a computerized database on all certified DBE firms and has a bidders list consisting of pre-qualified prime contractors and sub contractors who have (1) worked on Milwaukee County projects or (2) have quoted on Milwaukee County projects or (3) have contacted the County and expressed an interest in performing on Milwaukee County projects. The County used these sources of data to obtain the numerator and denominator for the goal setting formula.

IDENTIFICATION OF PROJECTS FOR FFY 2011-2013

The County first identified the anticipated FAA assisted projects slated for FFY 2011-2013 to determine (1) the type of projects where DBE participation was possible and (2) the number of DBE and non-DBE firms available in the relevant North American Industry Classification System (NAICS) Codes for inclusion in the baseline formula. For FFY 2011-2013 the County's anticipated spending is shown in Table 2 on page 8.

TABLE 2
ANTICIPATED FAA EXPENDITURES FOR FFY 2011-2013

FFY	Construction	Professional Services	Total Contractible Dollars
2011	\$26,372,000	\$7,504,600	\$33,876,600
2012	\$71,342,400	\$469,500	\$71,811,900
2013	\$7,897,000	\$948,800	\$8,845,800
TOTAL	\$105,611,400	\$8,922,900	\$114,534,300

SELECTION OF RELEVANT NAICS CODES

The selection of relevant NAICS Codes for FFY 2011-2013 was based upon the anticipated projects proposed for design and construction projects. Table 3a on page 9 displays the projects anticipated for the 3 year period. Actual projects undertaken will depend on final approval by the County Board.

TABLE 3a
Anticipated Capital Improvement Projects for 2011- 2013

	Construction Projects	2011	2012	2013
1	Residential Sound Insulation-Phase 2 (Construction)	\$9,520,000	\$962,000	\$640,000
2	Mini Ground Run-Up Enclosure (Construction)			\$80,000
3	Noise Monitor System	\$952,000	\$528,000	
4	Ramp Electrification Construction		\$3,328,000	
5	Ramp Electrification-IAB Construction		\$3,328,000	
6	E Ground Power & Preconditioned Air Units	\$174,000	\$874,000	
7	RSA-Rwy 1L-19R & 7R-25L Construction	\$6,300,000		
8	Runway Abrasive Materials Storage Building-Construction	\$1,500,000		
9	Rebuild Taxiways R & R3 Construction			\$3,614,000
10	Runway & Taxiway Shoulder Rehabilitation	\$228,000	\$228,000	\$228,000
11	Airfield Pavement Rehabilitation	\$469,000	\$469,000	\$469,000
12	Security & Wildlife Deterrent Perimeter Fencing Construction	\$188,000	\$195,000	\$203,000
13	Runways 1L-19R & 7R-25L Intersection Repaving-Construction	\$1,050,000	\$1,725,000	\$1,725,000
14	Airfield Safety Improvements	\$150,000	\$150,000	\$150,000
15	Perimeter Rd Bridge Over Howell Ave.-Construction		\$1,100,000	
16	Cessna Service Center Apron Reconstruction			\$788,000
17	Baggage Claim Area Renovation-Construction		\$46,018,000	
18	InLine Baggage Security-Phase 2 Construction	\$5,400,000	\$5,400,000	
19	Administration Building Lower level Buildout Construction	\$441,000	\$5,296,400	
20	Redundant Main Electric Service Feed-Construction		\$1,741,000	
	TOTAL CONSTRUCTION PROJECTS	\$26,372,000	\$71,342,400	\$7,897,000
	Professional Services Projects			
1	Aircraft Operational Study			\$122,000
2	Vacant Land Acquisition	\$416,000	\$416,000	
3	Noise Barrier Design			\$160,000
4	Ramp Electrification Design	\$266,000		
5	Ramp Electrification-IAB Design	\$100,000		
6	Firehouse Garage Addition-Design			\$185,000
7	Runway Abrasive Materials Storage Building Design	\$206,600		
8	Rebuild Taxiways R & R3 Design			\$481,800
9	Perimeter Rd Bridge Over Howell Ave.-Design	\$300,000		
10	Cessna Service Center Apron Reconstruction-Design	\$71,000		
11	Baggage Claim Area Renovation-Design	\$5,436,000		
12	Terminal Expansion Concept Analysis	\$500,000		
13	Administration Building Lower Level Design	\$48,000	\$53,500	
14	Redundant Main Electric Service Feed-Design	\$161,000		
	TOTAL PROFESSIONAL SERVICE PROJECTS	\$7,504,600	\$469,500	\$948,800

After identification of the projects the relevant NAICS Codes were selected for determining the number of ready willing and able firms to be counted in the baseline calculation.

**TABLE 3b
 RELEVANT NAICS CODES FOR FAA ASSISTED PROJECTS**

TYPE OF PROJECT	NAICS CODES	DESCRIPTION
CONSTRUCTION PROJECTS		
	236118	Residential Renovation
	236220	Building Construction
	237110	Water, Sewer Line Construction
	237310	Highway Street & Bridge Construction
	238110	Concrete Contractors
	238160	Roofing Contractors
	238210	Electrical Contractors
	238310	Drywall and Insulation Contractors
	238350	Carpentry Contractors
	238910	Site Preparation Contractors
	327320	Ready Mix Concrete Contractors
	484220	Trucking
	561730	Landscaping
CONSULTING SERVICES		
	541310	Architectural Services
	541330	Engineering Services

DATA SOURCES

The County used its own DBE Directory, which contains a listing of all currently certified DBE firms with a description of the NAICS Codes in which they are qualified to perform. Approximately 90% of the firms in the County’s database are drawn from a nine-County region. The County expends approximately 90% of its contracting dollars in this nine-county region.

To obtain the number of non-DBE firms the County used its bidders list which contains a listing of all prime contractors who are pre-qualified to perform work on County projects and subcontractors who have (1) performed work on County projects (2) have quoted on Milwaukee County projects but were unsuccessful and (3) those that have expressed an interest in doing County work. In addition, for FAA projects, the County used the Department of Public Work’s listing of all contractors and consultants who received

monies for work performed on non-federal and federally funded County projects. Listings maintained by the Office of Community Business Development Partners were also utilized for determining the number of firms eligible for inclusion on FAA assisted projects.

SELECTION OF READY WILLING AND ABLE DBE AND NON-DBE FIRMS

The County defined ready willing and able DBE firms as those firms (1) currently certified by the County (2) have performed work for the County or (3) have sought work on County projects. Ready willing and able non-DBE firms were defined as those contractors, suppliers and consultants who are (1) pre-qualified with the County or (2) have performed work on County projects in the past three years or (3) have sought work on County projects. Based upon the data sources described above, only those firms meeting the screening criteria described above were selected for inclusion in the baseline formula.

CALCULATION OF STEP 1 BASE FIGURE

The following formula was used to calculate the baseline figure/goal:

$$\frac{\text{Number of DBE firms in relevant NAICS Codes}}{\text{Number of DBE+ Non-DBE firms in relevant NAICS Codes}} = \text{Baseline figure/goal}$$

The results of application of this formula described above are displayed in Table 4 below

**TABLE 4
 CALCULATION OF BASELINE GOAL FOR FAA ASSISTED PROJECTS**

Firms	Construction	Professional Services	Aggregate Totals
DBE FIRMS	304	181	485
NON-DBE FIRMS	437	150	587
ALL FIRMS	741	331	1072
Goals = # of DBEs ----- # of ALL FIRMS	304 ----- = 41.02% 741	181 ---- = 54.68 % 331	485 ---- = 45.24 % 1072

Only those DBE firms that met 49 CFR Part 26 eligibility standards were included in the baseline figure.

STEP 2 ADJUSTMENT

To adjust the baseline goal the County considered the following adjustment factors:

- DBE capacity as measured by the DBE performance and achievement for the past eight years.

- Past and present anecdotal information on discrimination
- Statistical disparities in lending practices and business formation

The effects of this adjustment factors will result in either a decrease or increase to the baseline goal and provide a final goal. This translates into the following formula:

$$\frac{\text{\# DBE firms}}{\text{\# DBE firms} + \text{\# all non-DBE firms}} = \text{Baseline Goal (+) or (-) Adjustment Factor} = \text{Adjusted Goal \%}$$

Application of the adjustments to the baseline goal yielded the results displayed in Table 5 below.

TABLE 5

ADJUSTMENT OF BASELINE GOAL FOR FAA ASSISTED PROJECTS

	Construction	Professional Services	Overall Goal
1. Enter Step #1 Goals targeted for DBEs	41.02%	54.68 %	45.24%
2. Anecdotal Information on Discrimination	Due to the lack of a disparity study and the difficulty of assigning a numerical value to the effects of discrimination this factor was not used to adjust the final goal.		
3. Statistical Disparities	Information presented by the University of Wisconsin – Milwaukee on the rate of minority and women business formation was considered but not incorporated into the adjustment of the final goals due to the difficulty of assigning a numerical value.		
4. DBE Capacity and Local Market Conditions	DBE capacity as indicated by the last 8 years ³ of DBE participation was a significant adjustment factor in obtaining the final goal.		
➤ Adjusted Total as Percentages	25%	25%	25%

Adjustments for FAA projects based upon DBE Capacity as measured by past achievements

The County reviewed DBE achievements for FFY 2001 through 2007 and obtained the median. The median was then added to the step 1 base line goal and then averaged. The result was then used as the final adjusted goal. Applying this formula we get a median of 28.95% for Construction. The step 1 goal was 41.02%. Adding 28.95% and 41.02% we

³ See Appendix B (8 year DBE achievements)

get 69.97%. The average of this figure is 34.98%. Based upon the nature of the contracts and the number of DBE firms available, the goal of 34.98% was adjusted downwards to 25%. For professional services, the median is 28.17%. The step 1 goal of 54.68% was added to the median giving a figure of 82.85%. This was then divided by two giving a goal of 41.42%. To make the final adjustment to the goal the County analyzed the nature of professional service projects and past DBE achievements and decided to adjust the goal downwards to 25%. The overall adjusted goal for all FAA projects is 25.00%.

SECTION IV

DETERMINATION OF RACE NEUTRAL AND RACE CONSCIOUS COMPONENTS

To break down the overall goal into the race neutral and race conscious components the County relied on its' past experience. In the past, before implementing 49 CFR Part 26 requirements in 2001, the County had a 25% goal for construction, a 21 % goal for professional services and a 17% goal for procurement contracts. Data after FFY 2000 was used to compute the race neutral and race conscious components.

To get a break-down of the race neutral and race conscious components, the County looked at the achievement of the goals for FFY 2001 through 2008. The race neutral and race conscious components were determined by analyzing the DBE achievements against the actual goals set for FAA funded projects.⁴ The median achievement over the assigned goal or the median under achievements are used to get a breakdown of race neutral and race conscious components of the goal. The median over achievement can reasonably be used to determine the race neutral component of the overall goal. Under achievement is an indication that the race conscious portion should constitute a larger component of the overall goal.

RACE NEUTRAL AND RACE CONSCIOUS GOALS FOR FAA ASSISTED PROJECTS

Using the rationale described above, the final overall goal was adjusted to show the race conscious and race neutral components as displayed in Table 6a below.

The County will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation in accordance with Section 26.51(f). The County will track and report race neutral and race-conscious separately. For reporting purposes race neutral includes but is not limited to the following: DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry a goal; DBE participation on a prime contract exceeding a contract goal; and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

Breakdown of Overall Goal Into Race Neutral and Race Conscious Components

For FAA assisted construction projects, the seven year history of DBE goal attainment from FFY 2001 to FFY 2007 indicates that the County exceeded the DBE Goal every year except in FFY 2001, FFY 2003 and FFY 2006. The DBE overage for FFY 2004 which was 21.58% was unusual. This was a result of the County having changed its process of awarding bids on the sound mitigation project at the General Mitchell Airport. The overage in large part is attributable to the unbundling of large contracts which allowed smaller DBE firms to bid as prime contractors on the sound mitigation program. The median overage for the seven years (2001 through 2007) is 5.09%. For FFY 2011-2013 we anticipate that the race neutral achievement will come close to the median of 5.09%. For this reason the race neutral component of the overall goal of 25% was set at

⁴ Please refer to Appendices B and C.

5% and the remaining 20% of the goal will be achieved through the assignment of race conscious contract goals.

For professional services, the County surpassed its DBE Goal every year except FFY 2003. The median average was 7.48% for the seven year period. Therefore it is reasonable to expect a similar achievement through race neutral means. This translates into a race neutral component of 7.48% and a race conscious portion of 17.52% giving a total overall goal of 25%. Combining the two categories we get 5.11% of the overall DBE goal of 25% being met through race neutral means and 19.89% through race conscious means.

The County will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation in accordance with Section 26.51(f). The County will track and report race neutral and race-conscious separately. For reporting purposes race neutral includes but is not limited to the following: DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry a goal; DBE participation on a prime contract exceeding a contract goal; and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

**TABLE 6b
 FINAL ANNUAL OVERALL FAA DBE GOALS FOR FFY 2010**

TYPE OF PROJECTS	RACE NEUTRAL GOAL	RACE CONSCIOUS GOAL	OVERALL GOAL
Construction	5.00% \$105,611,400x.05=\$5,280,570	20.00% \$105,611,400x.20=\$21,122,280	25.00% \$105,611,400x.25= \$26,402,850
Professional Services	7.48% \$8,922,900x.0748 = \$ 667,432	17.52% \$8,922,900x.1752=\$1,563,292	25.00% \$8,922,900x.25=\$2,230,725
Totals	5.19% $\frac{\$5,948,002}{\$114,534,300} = 5.19\%$	19.81% $\frac{\$22,685,572}{\$114,534,300} = 19.81\%$	25.0% $\frac{\$28,633,575}{\$114,534,300} = 25\%$

The annual overall goals stated above are an aspirational target for expending federal funds with DBE firms. Local market conditions and capacity of DBE firms in specific industry classifications may make ongoing adjustments of the overall goal necessary.

The County will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation in accordance with Section 26.51(f). The County will track and report race neutral and race-conscious separately. For reporting purposes race neutral includes but is not limited to the following: DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry a goal; DBE participation on a prime contract exceeding a contract goal; and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

Contract Goals

Following Section 26.51(e) (1) and (2) contract goals will be used to meet any portion of the overall goal that the County projects cannot be met through race neutral participation. The County will assign contract goals only on those projects, which have subcontracting possibilities. In accordance with Section 26.51(e)(4) the County will also ensure that the assignment of contract goals will provide for the participation of all certified DBEs and will not be sub-divided into group specific goals.

Milwaukee County in compliance with Section 26.51 (f) will continue to monitor DBE participation and will make necessary adjustments to ensure that the program is narrowly tailored.

Milwaukee County will express contract goals as a percentage of the total amount of a USDOT assisted contract (i.e. including local and federal funds).

Good Faith Efforts

In accordance with Section 26.53, Milwaukee County will require a prime contractor to submit a good faith waiver request in instances where the prime contractor is unable to meet the contract goal.

In determining whether a prime contractor has demonstrated good faith in meeting the goal the goal will follow provisions contained in Section 26.53. The County has implemented policy and procedures to provide administrative reconsideration to contractors deemed not to have demonstrated good faith in meeting the goal. As part of this administrative reconsideration, the contractor is afforded an opportunity to provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. Contractors can request a hearing before a three-member Committee within two days of the notification of denial.

The three-member panel consists of officials who did not participate in the original determination that the contractor failed to demonstrate good faith efforts or meet the goal.

Contractors therefore have the opportunity to meet with the reconsideration officials to discuss the issue and to present additional evidence or information to enable the panel to make a final determination as to whether or not the contractor has demonstrated good faith efforts in not meeting the goal. The panel will issue its final decision in writing within three days of the informal hearing. The decision will contain the basis for finding that the contractor did or did not demonstrate good faith in meeting the goal.

The result of the reconsideration will not be administratively appealable to the United States Department of Transportation.

Counting DBE participation towards the overall and contract goals

Milwaukee County will follow crediting and counting provisions contained in Section 26.55 to determine DBE participation on USDOT assisted projects.