

Fiscal Year 2021-2022 Report

Highway Construction Training and Disadvantaged Business Enterprise Program

Feb. 1, 2023

Prepared by:

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August 29, 2023

The Honorable Frank Hornstein
Chair
House Transportation Finance & Policy Committee
563 State Office Building
Saint Paul, Minnesota 55155

The Honorable Scott Dibble
Chair
Senate Transportation Committee
3107 Minnesota Senate Building
Saint Paul, Minnesota 55155

The Honorable John Petersburg
GOP Lead
House Transportation Finance & Policy Committee
217 State Office Building
Saint Paul, Minnesota 55155

The Honorable John Jasinski
Ranking Minority Member
Senate Transportation Finance & Policy Committee
2227 Minnesota Senate Building
St. Paul, Minnesota 55155

Re: 2021-2022 Highway Construction Training and Disadvantaged Business Enterprise Report

Dear Legislators,

In accordance with [Minn. Stat. 174.03](#), the Minnesota Department of Transportation is submitting its Highway Construction Training and Disadvantaged Business Enterprise program report for 2021 and 2022.

For the next biennium, MnDOT's civil rights programs will continue to enhance strategies proven successful to grow on-the-job training opportunities. We will work to gain more participants within the program and promote relationships between contractors and training programs to ensure OJT trainees have the greatest opportunity to achieve journey level status.

MnDOT's DBE program continues to show impressive strides in overall performance despite falling short of the statewide goal. MnDOT remains committed to continuous improvement in these efforts and the agency has increased training to develop staff, expanded resources for small businesses and maintained its relationship with the DBE and Workforce Collaborative to make programmatic enhancements to better serve Minnesota.

Please contact me with any questions you may have, or you may contact Sean Skibbie, Civil Rights Director, at sean.skibbie@state.mn.us, or by telephone at 612-398-1164.

Sincerely,



Nancy Daubenberger, P.E.
Commissioner

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Legislative Request

This report is issued to comply with [Minnesota Statutes 174.03, subdivisions 10 and 11](#).

Subdivision 10. **Highway construction training; report.**

- (a) The commissioner of transportation shall utilize the maximum feasible amount of all federal funds available to this state under United States Code, title 23, section 140, paragraph (b), to develop, conduct, and administer highway construction training, including skill improvement programs.
- (b) The commissioner of transportation must report by February 1 of each odd-numbered year to the house of representatives and senate committees having jurisdiction over transportation policy and finance concerning the commissioner's compliance with paragraph (a). The report must, with respect to each of the two previous calendar years:
 - (1) describe the highway construction training and skill improvement programs the commissioner has conducted and administered;
 - (2) analyze the results of the commissioner's training programs;
 - (3) state the amount of federal funds available to this state under United States Code, title 23, section 140, paragraph (b); and
 - (4) identify the amount spent by the commissioner in conducting and administering the programs.

Subdivision. 11. **Disadvantaged business enterprise program; report.**

- (a) The commissioner shall include in each contract that is funded at least in part by federal funds, a sanction for each contractor who does not meet the established project disadvantaged business enterprise goal or demonstrate good-faith efforts to meet the goal.
- (b) The commissioner of transportation shall report by February 1 of each odd-numbered year to the house of representatives and senate committees having jurisdiction over transportation policy and finance concerning the commissioner's disadvantaged business enterprise program. The report must, with respect to each of the two previous calendar years:
 - (1) state the department's annual overall goal, compared with the percentage attained;
 - (2) explain the methodology, applicable facts, and public participation used to establish the overall goal;
 - (3) describe good-faith efforts to meet the goal, if the goal was not attained;
 - (4) describe actions to address overconcentration of disadvantaged business enterprises in certain types of work;
 - (5) state the number of contracts that included disadvantaged business enterprise goals, the number of contractors that met established disadvantaged business enterprise goals, and sanctions imposed for lack of good-faith effort; and
 - (6) describe contracts with no disadvantaged business enterprise goals, and, of those, state number of contracts and amount of each contract with targeted groups under section [16C.16](#).

The cost of preparing this report is under \$5,000.

Overview of MnDOT’s Civil Rights Programs

The Minnesota Department of Transportation Office of Civil Rights is responsible for the administration and management of the department’s civil rights programs that apply to MnDOT’s contracting-related activities. State or federal laws and regulations authorize these programs. In general, federal programs only apply to contracts that contain federal funds. For contracts that have only state funds, state civil rights programs may be applicable.

Table 1: List of OCR Programs: Funding Source Determines Which Programs Apply

Programs	State Funded Contracts	Federally funded Contracts
Workforce & EEO Contract Compliance	✓	✓
Tribal Employment	✓	✓
On-the-Job Training		✓
Disadvantaged Business Enterprise		✓
Targeted Group Business	✓	
Veteran-owned Small Business	✓	
Title VI	✓	✓

Workforce and Equal Employment Opportunity Contract Compliance

OCR is responsible for monitoring the employment practices of contractors working on highway heavy construction projects. Specifically, its Contract Compliance Team performs the following tasks:

- Monitoring contractor efforts to recruit, hire, train and retain people of color and women
- Executing annual compliance reviews
- Administering the On-the-Job Training program
- Facilitating community outreach initiatives
- Ensuring appropriate application of tribal sovereignty in highway contracting
- Addressing EEO-related concerns in highway construction
- Keeping workplaces free of discrimination, harassment, and violence

On-the-Job Training Program

The primary objective of the On-the-Job Training program is to offer equal opportunity for the training and upgrading of minorities, women and disadvantaged persons toward journey-level status in the highway construction trades.

It involves shared responsibilities among the Federal Highway Administration, MnDOT OCR and construction contractors, including:

- Establishing an annual OJT trainee goal
- Assigning trainees and hours goals to projects
- Recruiting and training minorities, women, and disadvantaged persons

In addition, MnDOT OCR collaborates and partners with stakeholders to provide construction-related trainings, educational courses and pre-apprenticeship opportunities for underrepresented groups.

Disadvantaged Business Enterprise Program

The Disadvantaged Business Enterprise program is a federal initiative that aims to increase the participation of women and minority-owned small businesses on federally funded projects by assigning a DBE project participation goal. The goal is achieved when a certain percentage of the project work is performed by certified DBE firms. The DBE can be a prime contractor or a subcontractor for a project.

The criteria to determine eligibility of DBE firms is established in the federal regulations and the Minnesota Unified Certification Program, a multi-agency committee that includes MnDOT, which manages matters related to DBE certification. OCR administers the DBE program by performing a variety of functions such as certifying DBE firms, assigning project goals, ensuring all contractors awarded MnDOT contracts meet DBE project goals or demonstrate good-faith efforts, and monitoring projects to ensure DBEs perform the work and are paid as contracted.

Targeted Group Business Program

The Targeted Group Business program seeks to increase opportunities for traditionally underutilized businesses in MnDOT construction and professional technical contracts. The program allows for TGB participation goals and preferences on state funded projects.

A certified TGB that bids as a prime may be granted a preference for the purpose of ranking bids; or, a TGB may execute a subcontract with a prime contractor to perform specific functions of a contract thereby fulfilling the project goal. The Minnesota Department of Administration oversees the TGB certification process.

Veteran-owned Small Business Program

The Veteran-owned Small Business Program creates opportunities for veteran-owned certified small businesses to participate in MnDOT state funded projects. The program assists certified firms bidding as a prime by allowing a preference in the ranking of bids. Project goals are established, and the use of certified firms counts towards the project goal. The U.S. Department of Veteran Affairs and the Minnesota Department of Administration certify firms as veteran-owned small businesses.

Title VI

MnDOT OCR is responsible for the shared monitoring, coordination and enforcement of the department's compliance with U.S. Department of Transportation Title VI Regulations. Its activities in this area include the following:

- Providing Title VI training and technical support to staff, contractors, local governments and other MnDOT sub-recipients of federal funds
- Processing Title VI complaints received by MnDOT
- Conducting internal and external compliance reviews
- Reporting on compliance activities via the FHWA Title VI Implementation Plan and FHWA Title VI Goals & Accomplishments Report

Executive Summary

Purpose and Scope of Report

This Highway Construction Training and Disadvantaged Business Enterprise Program report is prepared in response to [Minn. Stat. 174.03, subd. 10 and 11](#). A report is required by Feb. 1 of each odd-numbered year. This report covers calendar year 2021 and 2022.

The fiscal year for federally funded programs runs from Oct. 1 through Sept. 30. State funded programs have a fiscal year that runs from July 1 through June 30. Data contained within this report is compiled from calculations using the federal fiscal year (FFY) time period.

Office of Civil Rights

The DBE and Workforce Collaborative (Collaborative) operates as an advisory group to MnDOT regarding the DBE program and workforce initiatives. [Minn. Stat. 174.186](#), enacted in 2010, created the Collaborative and laid out the roles and responsibilities. The Collaborative is comprised of numerous transportation and workforce stakeholder groups that provide recommendations for improvement of the Minnesota Department of Transportation Civil Rights programs.

The Collaborative has a governance structure that includes leadership committee representatives of the various stakeholder groups. The Collaborative's Leadership Committee is responsible for setting the group's agenda, developing work plans and decision-making on behalf of the larger group. This work is ongoing. MnDOT provides a third-party facilitator who continues to work with the group and facilitates meetings. In accordance with its founding statute, the Collaborative annually suggests recommendations for programmatic improvements in small business and workforce initiatives that impact MnDOT Civil Rights programs.

Highway Construction Training

The Federal Highway Administration regulations for the On-the-Job Training Program require MnDOT to establish apprenticeship and training programs that assist women, minorities and disadvantaged persons in gaining entry-level positions in the construction trades. This effort helps those workers acquire the necessary skills to reach journeyworker status, ensuring the availability of a competent workforce. The program addresses the historical under-representation of these groups in highway construction skilled crafts. MnDOT is also authorized to use funds to develop and fund summer transportation institutes, which introduce students in grades 7-12 to career pathways and opportunities in highway construction.

Disadvantaged Business Enterprise Program

The objective of the DBE program is to increase the participation of women and minority-owned small businesses in the award and performance of USDOT-assisted contracts. The program prohibits discrimination and requires MnDOT to take specific steps to ensure these small businesses have access to contract opportunities.

As a recipient of federal funds from the USDOT, MnDOT is required to administer the DBE Program on federally funded contracts. Federal rules in [49 Code of Federal Regulations Part 26](#) govern the DBE program and require state and local agencies receiving these funds to establish goals for the participation of DBE firms.

MnDOT's statewide DBE participation on federally funded transportation projects was 11.2 percent for FFY 2021 and 11.94 percent for FFY 2022, compared to a statewide annual goal of 12.23 percent for FFY 2021 and 12.59 percent for 2022.

Results

This report outlines activities to develop, conduct and administer highway construction job training and DBE small business programs during the period of 2021 and 2022.

MnDOT's annual FHWA-approved On-the-Job Training goal was 130 trainees in calendar year 2020 and 220 trainees in calendar year 2021. The number of minority and women OJT trainees approved for the program was 196 in 2020 and 211 in 2021.

Looking Forward

For the next biennium, MnDOT's civil rights programs will continue to enhance strategies to develop OJT opportunities, gain more participants within the program, and strengthen relationships between contractors and training programs. These actions will ensure OJT trainees have the greatest opportunity to achieve journeyworker status.

The DBE program continues to improve in overall performance and despite falling short of the statewide goal in previous years, MnDOT achieved its highest rate of DBE participation rate in FFY 2022, falling short of the goal by 0.65 percent. MnDOT remains committed to continuous improvement in these efforts and has retooled OCR, increased staff development and maintained a relationship with the DBE and Workforce Collaborative to make programmatic enhancements to better serve Minnesota.

Highway Construction Training

Purpose of the Program

MnDOT is required under [23 CFR, Part 230](#) to establish apprenticeship and training programs designed to help women, minorities and disadvantaged people gain entry-level positions in the construction trades and acquire the necessary skills to reach journeyworker status. This FHWA requirement addresses the historical under-representation of women, minorities and disadvantaged people employed in highway construction skilled crafts. The federal regulations require MnDOT contracts to include a provision specifying the number of trainees assigned to various highway construction skilled crafts.

Project-Specific OJT Goals

MnDOT’s Office of Civil Rights is responsible for setting OJT goals on federally funded projects costing at least \$1 million and lasting more than 100 working days. OJT trainee goals are based on the following:

- Availability of minorities and women in project vicinity
- Potential for effective training
- Contract duration
- Contract cost
- Total anticipated workforce
- Geographical location
- Type of contract work required
- Need for journeyworkers in the area and by the type of trade
- Statewide goal
- Ratio of journey workers to trainees

The success rate in placing qualifying individuals on federally funded projects with OJT goals depends on several factors, including those listed above and others, such as type of highway construction work, availability of qualified OJT trainees, willingness of OJT trainees to travel, and the time of year in which the project is let. Typically, a project let and awarded prior to the start of the construction season gives contractors more time to advertise open positions, use employment referral sources, including community-based organizations, and provides more opportunity to recruit, orient and properly train applicants prior to placement. MnDOT conducts a good faith effort review if a contractor does not meet the contract-specific trainee goal.

OJT Alternative Program

In addition to the project-based OJT program, MnDOT offers an OJT Alternative Program. The OJT Alternative Program removes project-specific goals and instead sets contractor-specific goals, which are assigned for the entire construction season.

Table 2: OJT Alternative Program Participants

Calendar Year 2021	Calendar Year 2022
Lunda Construction Company	Lunda Construction Company
Shafer Contracting Co., Inc.	Shafer Contracting Co., Inc.

2021 and 2022 OJT Data

The breakdown of OJT trainees by trade, gender and minority status is provided in Table 3 and Table 4.

Table 3: On-the-Job Training Program: Calendar Year 2021

OJT Job Categories	Number of Trainees			
	Non-Minority Male	Non-Minority Female	Minority Male	Minority Female
Carpenter	0	4	9	2
Cement Mason	0	0	6	2
Electrician	0	1	2	1
Iron Worker	0	0	1	0
Laborer	0	16	73	16
Mechanic	0	0	0	0
Operating Engineer	0	19	23	9
Pile Driver	0	4	8	1
Pipelayer	0	0	0	0
Project Manager	0	0	0	0
Truck Driver	0	4	8	2
Engineer	0	0	0	0
Total	0	48	130	33
Percentage of Total	0%	22.7%	61.6%	15.7%

2021 Annual OJT Placement Goal	Actual 2021 OJT Placements
130	211

Table 4: On-the-Job Training Program: Calendar Year 2022

OJT Job Categories	Number of Trainees			
	Non-Minority Male	Non-Minority Female	Minority Male	Minority Female
Carpenter	0	4	7	1
Cement Mason	0	1	9	1
Electrician	0	1	1	1
Iron Worker	0	0	0	0
Laborer	0	20	66	12
Mechanic	0	0	0	0
Operating Engineer	0	36	33	8
Pile Driver	0	3	10	4
Pipelayer	0	0	0	0
Project Manager	0	0	0	0
Truck Driver	0	6	5	2
Engineer	0	0	0	0
Total	0	71	131	29
Percentage of Total	0%	30.7%	56.7%	12.6%

2022 Annual OJT Placement Goal	Actual 2022 OJT Placements
220	231

MnDOT On-the-Job Training Supportive Services Program

The purpose of MnDOT's On-the-Job Supportive Services Program is to develop projects and initiatives that will enhance the state's administration of the federal OJT program and to increase the pool of qualified minorities, women and disadvantaged individuals in the highway heavy construction trades. The operation of the OJT/SS Program is funded primarily with federal dollars. The types of activities these funds can be used for include:

- Recruitment
- Skills training
- Job placement
- Childcare
- Outreach
- Transportation to work sites
- Post-graduation follow-up
- Job site mentoring
- Pre-employment assessment
- Mediation
- Pre-and post-employment counseling

Below is an overview of activities conducted in FFY 2021.

- 6 participants attended CDL training through the city of Duluth at Lake Superior College.
- 5 participants completed a pre-apprenticeship training with the Carpenters Union.
- 10 participants completed welding training through the federally recognized Bois Forte tribe, put on by Mesabi Range Technical College.
- 12 participants completed a General Construction Labor training with the Cement Masons Union, facilitated by Minnesota Department of Employment and Economic Development, and sponsored by MnDOT.
- 12 participants completed Laborer training put on by Workforce Development Inc. and the Laborer's Union in Southern Minnesota.
- 13 participants completed the pre-apprenticeship Cement Masons program, an intensive 10-week training program created in partnership between MnDOT, federally recognized tribes in Minnesota, and the Cement Masons Union.

Below is an overview of activities conducted in FFY 2022:

- 9 participants completed the pre-apprenticeship Cement Masons program, an intensive 10-week training program created in partnership between MnDOT, federally recognized tribes in Minnesota, and the Cement Masons Union.
- 13 participants completed a General Construction Labor training with the Cement Masons Union facilitated by Minnesota Department of Employment and Economic Development and sponsored by MnDOT.
- 13 participants completed an Equipment Operator training with the Local 49 Operating Engineers Union facilitated by Minnesota Department of Employment and Economic Development and sponsored by MnDOT.
- 4 participants attended CDL training through the city of Duluth at Lake Superior College.
- 2 participants received their CDL through a MnDOT-sponsored training facilitated by Cook County Higher Education in Grand Marais, Minnesota
- 7 participants completed a pre-apprenticeship training with the Carpenters Training Institute focused on carpentry and highway heavy piledriving
- 7 participants in Northern Minnesota completed either Equipment Operator training with the Local 49 Operating Engineers or the Ironworkers Local 512. This training was facilitated by SOAR Career Solutions and sponsored by MnDOT.
- 31 participants from Leech Lake Band of Ojibwe, Red Lake Nation and Bois Forte Band of Chippewa learned how to build sidewalks compliant with the Americans with Disabilities Act and inspect them. All training took place on tribal lands and that training resulted in upgraded tribal infrastructure.

- 14 adults from emerging communities received a construction career orientation and received assistance removing barriers to participating in highway construction training by earning a high school diploma in a partnership with the Karen Organization of Minnesota.
- 8 participants completed Laborer training put on by Workforce Development Inc. and the Laborer’s Union in Southern Minnesota.

National Summer Training Institute

The NSTI is an educational initiative established by the U.S. Department of Transportation and the FHWA to create awareness and stimulate interest among middle and high school-age participants to take maximum advantage of career opportunities in the transportation industry. The program also seeks to attract a broad and diverse selection of students to increase workforce participation in the transportation industry. The FHWA’s intent is for state DOTs to partner with Historically Black Colleges and Universities, tribal colleges and universities and other minority institutions of higher education. MnDOT administers the NSTI on behalf of FHWA in Minnesota.

In FFY 2021, 14 students attended the National Summer Transportation Institute, which was hosted by the University of Minnesota Center for Transportation Studies virtually due to the COVID-19 pandemic.

In FFY 2022, 8 students participated in the National Summer Transportation Institute hosted by Red Lake Nation College. In 2022, 28 students participated in the National Summer Transportation Institute hosted by the University of Minnesota.

Youth Construction Career Learning Opportunities

As a strategy to meet future workforce needs, MnDOT sponsors trainings and events to help encourage youth, particularly from groups underrepresented in the industry, to pursue career opportunities in highway heavy construction.

In FFY 2021, 19 students participated in a Connected Automated Vehicle Camp hosted by the University of Minnesota and sponsored by MnDOT. In FFY 2022, 18 students participated in this event. In addition, 15 students from emerging communities participated in a construction career path youth camp hosted by the Karen Organization of Minnesota.

MnDOT DBE Supportive Services Program

MnDOT provides training and technical assistance, along with access to business and financial resources, that help small businesses compete more effectively on MnDOT projects/contracts. In addition, MnDOT develops projects and services that will enhance the state’s administration of the federal OJT program and to increase the pool of qualified minorities, women and disadvantaged individuals in the highway heavy construction trades. MnDOT delivers outreach and support activities to increase the number of certified DBE firms and grow Minnesota’s skilled construction workforce.

Below is an overview of activities conducted in FFY 2021.

- 59 disadvantaged business enterprise firms learned virtually through the DBE Business Academy, a multi-level program developed from the perspective of business owners and comprised of beginner, intermediate and advanced business skill courses. More than 50 percent of the firms attending took 3 or more courses.
- 4 DBE firms and 4 prime contractors established mentor-protégé agreements through partner agencies in the Minnesota Unified Certification Program.
- 82 people took the classes and used one-on-one support offered by the Procurement Technical Assistance Center.

- 26 non-certified small businesses learned about the benefits of certification and how to access information about contracting opportunities through the DBE program overview provided by the Procurement Technical Assistance Center, sponsored by MnDOT.
- 3 loans were approved for 2 different DBE firms from the Working Capital Loan Fund. 7 DBEs received one-on-one technical assistance.
- 8 DBEs received one-on-one technical assistance on a project specific assistance such as job costing, bidding and estimating and break down bid packages.
- More than 100 people representing 73 certified DBE firms and 21 non-certified firms attended virtual classes offered through a virtual small business resource approach that was created in response to the COVID-19 pandemic.
- 16 certified DBEs received financial assistance through the micro-grant program.
- 37 certified small businesses and 6 prime contractors attended 2 project-based meet and greet events.

Below is an overview of activities conducted in FFY 2022:

- 3 DBEs received working capital loans on 3 different projects through the Working Capital Loan Fund.
- 239 individuals representing certified and non-certified small businesses sought assistance in the areas of outreach, contracting opportunities, training and technical assistance through the Procurement Technical Assistance Center.
- 27 non-certified small businesses learned about the benefits of certification and how to access information about contracting opportunities through the DBE program overview.
- 87 DBEs took classes in the DBE Academy, a 3-level program with 5 different focus areas where businesses learn about topics such as contracting with the state, finances, and legal issues. Of the DBEs attending, more than 70 percent took at least 3 classes offered through the academy.
- 19 certified DBEs received financial assistance through the micro-grant program, where firms can apply for up to \$2,000 in reimbursement for eligible expenses to improve their business or industry expertise.
- 39 DBEs, along with 10 prime contractors' representatives, attended 2 virtual project-based meet and greet events.
- 17 representatives of DBE firms attended an in-person meet-and-greet event for an upcoming I-494 project and met with 3 potential prime contractors to discuss firm capabilities.
- There are 6 active mentor-protégé agreements through the Minnesota Unified Certification Program's Mentor-Protégé program.

Federal Funds Available

MnDOT is permitted to use a portion of Minnesota's USDOT funding to provide job training services for women, minorities and disadvantaged individuals, and business development assistance to DBE firms. These programs improve opportunities for women and minorities and increase their eligibility for MnDOT contracts and projects. MnDOT provides these training services to help contractors meet the goals and objectives of the On-the-Job Training Program and small business development efforts. These programs focus on increasing the effectiveness of construction training programs, the number of opportunities for minorities and women to enter the highway heavy construction industry and provide recruitment, counseling and remedial training. The funds also cover program administration and outreach activities by third parties.

Program Funding – Current and Future

MnDOT strives to make practical and effective use of Minnesota’s apportionment from the USDOT Federal-Aid Highway Program under Fixing America’s Surface Transportation (FAST) Act. These funds support programs for workforce development, job training, DBE capacity building, small business training, outreach, monitoring and enforcement related to highway construction and professional technical contracts.

Table 5 displays the limit of Minnesota’s USDOT Federal-Aid Highway Supportive Services Program Apportionment and Special Allocations awarded by FHWA for the current years and forecasted for years 2023-25. Table 5 also displays the actual MnDOT authorization amount awarded by FHWA for the current years and forecasted years 2023-25. Authorizations include new projects and modifications to existing projects.

Table 5: Available Funding as a Percentage of Federal Monies (in millions of dollars)

	2021	2022	2023*	2024*	2025*
Apportionment	\$1,010,214	\$1,149,860	\$1,172,858	\$1,196,315	\$1,220,242
Special Allocation Supportive Services	\$400,276	\$332,647	\$527,142	\$603,685	\$578,758
Total Available	\$1,410,490	\$1,482,507	\$1,700,000	\$1,800,000	\$1,800,000
Actual Authorizations Awarded	\$920,065	\$1,565,771	\$1,700,000	\$1,800,000	\$1,800,000

*These amounts are forecasted.

MnDOT forecasts full use of program funding. However, actual expenditures are dependent upon program development, contract execution, commencement of work and other factors. MnDOT spent approximately \$1.8 million for the reporting years 2021 and 2022. This amount is less than previously forecasted and less than one-half of one percent of the federal appropriations. Although OCR did not fully maximize the allocated funds displayed in Table 6 (below) for 2021 and Table 7 (below) for 2022, OCR continues to work with stakeholder groups to develop a comprehensive supportive services plan for more training opportunities tailored to meet the needs of the participants. It should be noted that in response to the COVID-19 pandemic there were several changes in programming to include virtual options and mitigate challenges and limitations to hosting in-person workforce trainings in 2020 and 2021. The result of this was a carryover of funding and planned programming to FFY 2021 and 2022, which is why the authorizations exceed the available funding in FFY 2022 and expenditures are lower the amount authorized from FFY 2021 in Table 5 (above).

Table 6: Fiscal Year 2021 Program Expenditures

Program Type	Program Description	Actual Expenditures
Construction Trades Highway Heavy Training	Highway heavy construction training for women and minorities to work within the construction industry	\$248,707
Tribal Construction Trades Highway Heavy Training	Highway heavy construction training for tribal women and minorities to work within the construction industry	\$162,254
National Summer Training Institute	Summer program to introduce high school juniors and seniors to careers in transportation	\$16,764

Program Type	Program Description	Actual Expenditures
Business Training and Technical Assistance	Certified DBE training courses including intensive bidding and estimating, accounting and marketing; working capital loan fund administration, research and analysis for the three-year statewide DBE goal	\$265,279
Total Expenditures		\$693,004

Table 7: Fiscal Year 2022 Program Expenditures

Program Type	Program Description	Actual Expenditures
Construction Trades Highway Heavy Training	Highway heavy construction training for women and minorities to work within the construction industry	\$765,287
Tribal Construction Trades Highway Heavy Training	Highway heavy construction training for tribal women and minorities to work within the construction industry	\$176,105
National Summer Training Institute	Summer program to introduce high school juniors and seniors to careers in transportation	\$77,905
Business Training and Technical Assistance	Certified DBE training courses including intensive bidding and estimating, accounting, and marketing; working capital loan fund administration, research and analysis for the three-year statewide DBE goal	\$178,409
Total Expenditures		\$1,197,706

Disadvantaged Business Enterprise Program

Description of Program

The DBE program prohibits the exclusion of any person from participation in the award and performance of any contract based on race, color, sex or national origin. The program seeks to create a level playing field, resulting in increased participation by woman and minority-owned business enterprises in state and local procurement. The state transportation agency is required to apply the DBE program according to the rules and guidelines established in the [Code of Federal Regulations, Title 49, Part 26](#).

The main objectives of the DBE program are to:

- Ensure DBEs can compete fairly for federally funded transportation projects
- Ensure that only eligible firms participate as DBEs
- Assist DBE firms in competing outside the DBE program

As a recipient of USDOT financial assistance, MnDOT is required to establish goals for the participation of disadvantaged business enterprises and certify their eligibility to participate in federally-assisted contracts. The federal DBE regulations require MnDOT to establish statewide DBE goals and contract-specific DBE subcontracting goals. Goals are established to ensure these firms have an opportunity to participate in federally-assisted procurements and projects and are expressed as the percentage of the estimated contract value that is targeted for performance by DBE firms.

Definition and Requirements of DBE Participation

DBE firms are independent, for-profit small businesses in which socially and economically disadvantaged individuals own at least a 51 percent interest and have control and management of daily business operations. To participate in the DBE program, a small business owned and controlled by socially and economically disadvantaged individuals must first receive DBE certification from a state certifying agency. In Minnesota, DBE certification is administered by the Minnesota Unified Certification Program, comprised of MnDOT, the Metropolitan Council, the Metropolitan Airports Commission and the City of Minneapolis. An eligible DBE owner must have a personal net worth that does not exceed \$1.32 million. The business must also meet federal small business size criteria and have average annual gross receipts that do not exceed \$28.48 million.

Annual Statewide Goal and Attainment Rate

The federal DBE regulations require state and local transportation agencies that receive USDOT financial assistance to establish annual DBE goals and contract-specific DBE subcontracting goals. MnDOT's statewide DBE participation goal for firms operating as a prime or as a subcontractor on a project was 12.23 percent for FFY 2019-2021 and 12.59 percent for FFY 2022-2024. The DBE commitment rate achieved was 11.2 percent in FFY 2021 and 11.94 percent in FFY 2022.

Goal Methodology and Public Participation

The overall statewide DBE goal of 12.59 percent for FFY 2022-2024 was established using the factors described in 49 CFR Part 26.45. In broad terms, this was a two-step process:

- Evaluate the availability of DBEs; and
- Calculate the appropriate adjustment to account for other relevant information.

When establishing the DBE goal, MnDOT was required to take public comments and provide an opportunity for certified DBEs and non-DBE firms to participate and comment. MnDOT retained the University of Minnesota, Roy Wilkins Center for Human Relations and Social Justice, to conduct an availability study and propose a methodology to set the annual DBE goal. Availability rates were computed from multiple data sets and were appropriately weighted to calculate the base goal. OCR conducted four public meetings to receive comment on the proposed goal.

Table 8: Annual Commitment Goals and Actual Commitment Achieved

Federal Fiscal Year	Statement DBE Commitment Goal	Contract Dollar Amount*	Commitment Rate Achieved	DBE Dollar Amount*
2021	12.23%	\$447,911,994	11.2%	\$47,306,040
2022	12.59%	\$815,678,043	11.94%	\$93,732,323

*Total federal funds awarded to DBEs

The “MnDOT Methodology for Computing Proposed FHWA DBE Goals FFY 2022-2024” is provided in Appendix C.

Good-Faith Efforts to Meet the Annual Goal

As a recipient of FHWA funds, MnDOT is required to help increase DBE participation in federally funded contracts. MnDOT pursued numerous strategies during the reporting period to increase opportunities for DBEs to participate. MnDOT worked to increase opportunities for DBEs by improving outreach in communicating upcoming pre-letting meetings and other networking opportunities to raise their profiles among prime contractors and plan and prepare for lettings. DBE business development services, such as the mentor-protégé program, working capital loan fund, one-on-one estimating and bidding assistance, and business development classes, were conducted during the reporting period to help existing DBEs increase their ability to compete for federally funded projects.

Mentor-Protégé Program

Four mentor-protégé arrangements were active during FFY 2021, and one mentor-protégé agreement was active during FFY 2022. A mentor-protégé arrangement exists when an experienced company or individual (mentor) provides assistance and training to a certified DBE (protégé). Examples of common types of assistance that a mentor may provide a protégé range from technical or management assistance, equipment usage, bonding and record keeping. Applications for the mentor-protégé program are reviewed and approved by the Minnesota Unified Certification Program.

In 2022, MnDOT began the process of updating and improving its Mentor-Protégé program with its partner agencies in the Minnesota Unified Certification Program. MnDOT has updated its mentor protégé website and marketing materials to better promote this opportunity. In Feb. 2022, along with MnUCP partners, MnDOT hosted a targeted virtual event for DBEs to showcase their capabilities to facilitate more mentor-protégé agreements with highway heavy construction firms. Nine prime contractors and eight DBE firms attended the event. This event was successful in both making mentor-protégé connections and educating prime contractors and DBEs about the benefits of the programs.

Working Capital Loan Fund

MnDOT's Working Capital Loan Fund provides certified DBEs short term financing for the equipment and labor costs necessary to work on MnDOT projects. In FFY 2021, there were three loans approved for two different DBE firms, and seven firms sought prequalification and financial counseling. In FFY 2022, there were three loans approved for three different DBE firms, totaling \$75,000. MnDOT Civil Rights contracts with a third party to administer the revolving loan fund. That contract expired in FFY 2022 and MnDOT is in the process of finding a new loan administrator.

Micro Grant Program

MnDOT's Micro Grant Program assists certified small businesses in increasing their business capacity by providing financial assistance for eligible business expenses. Through expanding their capacity and industry expertise, small businesses will increase their eligibility on MnDOT contracts. The financial assistance is provided as a reimbursement with state funds, with a maximum cap of \$2,000 per business per state fiscal year, pending availability of funds. In state fiscal year 2021, 16 certified small business were awarded grants totaling \$30,113. In state fiscal year 2022, 19 certified small business were awarded grants totaling \$33,555. Firms used these grants to develop websites, purchase highway heavy construction software and books, and receive technical training.

Virtual Small Business Resource Center

MnDOT's Virtual Small Business Resource Center (SBRC) served as an educational resource for certified small businesses, where firms can get help from experts for their specific needs. The classes offered in FFY 2021 were recorded and are offered through OCR's website. FFY 2021, the resource center assisted more than 100 people representing 73 certified DBE firms and 21 non-certified firms in a variety of subject areas as well as one-on-one consultations. The videos have been viewed 72 times since making the videos available in FFY 2022.

DBE Business Academy

MnDOT's DBE Business Academy assists small businesses in identifying the essential core areas necessary to be successful in their businesses and in the pursuit of MnDOT contracts. This multi-level program instructs businesses from the perspective of an owner and has beginner, intermediate, and advanced business skill courses that serve as a prerequisite for advancing to the next level. Businesses entering the academy take a business assessment to determine their needs in different areas of coursework. In FFY 2021, 59 DBEs took courses, with over 50 percent of the firms attending taking 3 or more courses. In FFY 2022, 87 DBEs took courses, with over 70 percent of the firms attending taking 3 or more courses in the academy.

Procurement Technical Assistance Center

MnDOT partners with the Procurement Technical Assistance Center (PTAC) to provide virtual classes and informational sessions to interested small businesses and certified DBE firms. Classes provide information on DBE Certification, government contracting, bidding, marketing and business strategies. It is an opportunity for training, technical support and business development supportive services from agency and industry experts. In FFY 2021, 82 individuals representing certified and non-certified small businesses sought assistance through PTAC's virtual classes and events. FFY 2022, 126 people representing certified and non-certified small businesses sought assistance through PTAC's virtual classes and events.

Overconcentration of Disadvantaged Business Enterprises

MnDOT's DBE program is committed to ensuring women and minority-owned small businesses can participate in contracts and subcontracts financed in whole, or in part, with federal funds. Federal regulations address the issue of overconcentration in [49 CFR 26.33](#).

If MnDOT determines that DBE firms are overconcentrated within a certain type or scope of work which unduly burdens the opportunity of non-DBE firms to participate within the same work type, MnDOT must devise appropriate measures to address this overconcentration. Measures may include the use of incentives, technical assistance, business development programs, mentor protégé programs and other appropriate measures designed to assist DBEs in performing work outside of the specific field in which it was determined that non-DBEs are unduly burdened.

MnDOT may also consider varying its use of contract goals, remaining consistent with federal regulations, to ensure that non-DBEs are not unfairly prevented from competing for subcontracts. Proposed measures to address overconcentration and the determination that such a need exists must be approved by the FHWA. Once approved, the measures become a part of the DBE program. MnDOT has not determined that overconcentration exists in any work types or scopes of highway heavy work.

Contract-Specific DBE Subcontracting Goals

To be awarded a federally funded contract, bidders must commit to meet contract-specific DBE subcontracting goals, or make good-faith efforts towards meeting the goal. Contract-specific goals are the value of DBE work stated as a percentage of the total contract value. In Minnesota, federally funded contracts are assigned a DBE goal by MnDOT’s OCR.

In FFY 2021, MnDOT set contract-specific goals on 137¹ projects. Prime contractors met or exceeded the contract-specific goal on 128 of these projects. Contract specific information can be found in Appendix A.

In FFY 2022, MnDOT set contract-specific goals on 132 projects. Prime contractors met or exceeded the contract-specific goal on 130 of these projects. Contract specific information can be found in Appendix B.

Table 9: MnDOT Projects with DBE Goals

GOAL	FFY 2021	FFY 2022
Total Contracts cleared	246	216
Race Conscious contracts (numerical goal set)	137	132
Met and / or exceeded the goal	133	130
Race / gender neutral contracts (no goal)	109	84
Good-faith efforts made	4	2

A low bidder must commit to meeting a DBE project goal, or demonstrate it made good faith efforts to do so. The program rules require the bidder to meet this standard to be awarded a federally funded contract. MnDOT OCR is responsible for performing the evaluation of good-faith efforts. In FFY 2021, OCR evaluated good-faith efforts on 4 contracts; in FFY 2022, OCR evaluated good-faith efforts on 2 contracts.

A good-faith effort evaluation is a determination of whether the bidder took all necessary and reasonable steps to achieve the DBE goal that, by their scope, intensity and appropriateness to the objective, could reasonably be expected to obtain sufficient DBE participation, even if the bidder was not fully successful. MnDOT may consider additional factors such as the commitment of other bidders to meet the established goal.

During the reporting period, all contractors evaluated by MnDOT under this standard demonstrated sufficient good-faith efforts. No reconsideration hearings were held, and no contractors were denied the contract award because they did not meet the good-faith efforts standard.

Race/gender neutral contracts are federally funded contracts that do not have an assigned DBE goal. Generally, MnDOT does not set a goal on contracts with an estimated value less than \$300,000. Although MnDOT OCR does not set a goal on these contracts, the DBE participation still counts towards the statewide achievement. DBE firms participated on 36 race/gender neutral contracts during the reporting period.

Contracts with Targeted Group Businesses - State Funded Projects

The Targeted Group Business Program is part of MnDOT’s overall initiative to increase small business participation on state funded contracts. The TGB program is solely for state funded projects. Currently, project goals are applied on contracts with an estimated cost of more than \$250,000. The TGB program has no statewide goal.

The TGB program provides certified TGB firms increased access to state contracting opportunities through:

- A bid preference for TGBs bidding as prime contractors.

¹ Many factors determine how many projects are eligible to have a goal determined and therefore the number of contracts with set goals varies year to year.

- Participation goals for TGB subcontractors.

Eligibility requirements for the TGB program are established by the Minnesota Department of Administration in [Minn. Stat. 16C.16](#) and [Minn. Rules Parts 1230.1600-1820](#). The MnDOT TGB program is authorized in [Minn. Stat. 161.321](#). The TGB program is only available to Minnesota-based small businesses that meet the eligibility requirements. Eligible participants must be certified as a TGB by the Minnesota Department of Administration. To qualify, the business must be 51 percent owned and operated by women, persons with a substantial physical disability, or specific minorities as determined by the Commissioner of Administration. Under this program, a TGB firm that bids as a prime contractor and requests a preference receives a percent reduction of the amount of their bid for the first \$2 million, not to exceed \$120,000. MnDOT increased the preference cap on state funded contracts Jan. 28, 2022, to align with the preference cap on contracts administered by the Department of Administration. Prior to this date the preference cap only applied to the first \$1 million on a contract, not to exceed \$60,000. This preference amount is used solely for the purpose of evaluating and ranking the low bid. During FFY 2021, there were 177 state funded MnDOT projects evaluated for a TGB goal. A list of these contracts is provided in Appendix D.

- 75 projects had a goal of 0 percent because they were identified as having no significant subcontracting opportunities for TGB firms.
- Despite a goal of 0, TGB firms participated on 8 of these projects.
- 94 projects had a TGB subcontractor goal above 0.
- 91 projects with a goal greater than 0 met or exceeded goals.
- The total value of contracts awarded to TGB firms in FFY 2021 was \$31,604,697.65.

During FFY 2022, there were 169 state funded MnDOT projects evaluated for a TGB goal. A list of these contracts is provided in Appendix D.

- 79 projects had a goal of 0 percent because they were identified as having no significant subcontracting opportunities for TGB firms.
- Despite a goal of 0, TGB firms participated on 6 of these projects.
- 110 projects had a TGB subcontractor goal above 0.
- 106 projects with a goal greater than 0 met or exceeded goals.
- The total value of contracts awarded to TGB firms in FFY 2022 was \$35,131,495.02.

Conclusion

MnDOT Civil Rights programs continue to improve opportunities in employment and small business contracting for women and minorities in Minnesota's highway heavy construction industry. MnDOT's stakeholder engagement through the DBE & Workforce Collaborative will continue to serve a role in the ongoing effort to make programmatic improvements and increase the effectiveness of MnDOT's civil rights programs. By developing relationships in the contracting community and enhancing on-the-job training and other business development programs to meet the needs of the emerging workforce, MnDOT remains committed to using effective strategies to achieve the objectives of these programs.

Appendix A: FFY 2021 DBE Contract Awards

The following information complies with the legislative request in [Minn. Stat. 174.03, subd. 11 \(5\)](#) and identifies federally funded contracts evaluated for DBE goals.

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
10/16/2020	1045018	\$29,957.44	\$0.00	0.00%	0.00%
10/16/2020	1036334W04	\$59,984.00	\$0.00	0.00%	0.00%
10/16/2020	8827-340	\$51,944.00	\$11,918.63	0.00%	22.95%
10/19/2020	8824-183	\$338,147.00	\$73,824.00	0.00%	21.83%
10/20/2020	025-597-006	\$2,003,126.00	\$199,607.01	9.00%	9.96%
10/20/2020	0306-31	\$13,705,256.86	\$454,767.16	3.30%	3.32%
10/22/2020	8822-234	\$448,188.00	\$73,824.00	0.00%	16.47%
10/22/2020	8828-249	\$94,340.00	\$6,078.28	0.00%	6.44%
10/23/2020	8825-612	\$692,097.06	\$169,343.02	13.50%	24.47%
10/23/2020	8828-247	\$134,213.25	\$30,953.16	0.00%	23.06%
10/26/2020	3409-19	\$1,360,054.77	\$80,047.00	10.00%	5.89%
10/27/2020	1044188	\$153,940.49	\$0.00	0.00%	0.00%
11/6/2020	1044189	\$197,638.03	\$0.00	0.00%	0.00%
11/6/2020	1044834	\$67,903.20	\$0.00	0.00%	0.00%
11/12/2020	1036127	\$89,002.21	\$0.00	0.00%	0.00%
11/13/2020	1044639	\$96,320.00	\$0.00	0.00%	0.00%
11/18/2020	079-070-017	\$2,907,800.20	\$125,079.95	4.30%	4.30%
11/18/2020	2770-03	\$3,270,959.15	\$366,435.19	11.20%	11.20%
11/19/2020	6605-37	\$2,807,388.34	\$281,202.58	10.00%	10.02%
11/23/2020	1045234	\$99,997.39	\$0.00	0.00%	0.00%
11/23/2020	2786-132	\$4,589,898.98	\$474,978.05	10.20%	10.35%
11/23/2020	5206-31	\$4,988,902.63	\$620,880.05	10.75%	12.45%
11/25/2020	1044526	\$199,986.00	\$0.00	0.00%	0.00%
12/3/2020	1045298	\$37,900.00	\$0.00	0.00%	0.00%
12/9/2020	1807-29	\$6,547,041.64	\$381,663.27	5.70%	5.83%
12/9/2020	3412-73	\$2,460,784.39	\$230,694.82	9.00%	9.37%
12/11/2020	1003327W04	\$24,999.00	\$0.00	0.00%	0.00%
12/11/2020	172-010-004	\$273,698.01	\$0.00	0.00%	0.00%
12/14/2020	1044495	\$201,491.91	\$21,194.58	6.70%	10.52%
12/15/2020	055-622-062	\$1,419,672.85	\$146,026.08	10.00%	10.29%
12/15/2020	0805-115	\$1,177,434.00	\$117,599.72	8.00%	9.99%
12/15/2020	6405-68	\$3,590,938.87	\$151,725.02	2.50%	4.23%
12/16/2020	027-752-030	\$12,173,395.20	\$1,327,580.03	10.80%	10.91%
12/16/2020	156-090-003	\$1,603,598.82	\$176,951.00	9.00%	11.03%
12/17/2020	1106-15	\$10,631,031.19	\$269,536.38	2.50%	2.54%
12/17/2020	2723-130	\$2,786,700.08	\$343,086.51	12.10%	12.31%
12/18/2020	1006-31	\$1,457,457.00	\$213,695.25	14.30%	14.66%
12/29/2020	1045229	\$93,127.00	\$0.00	0.00%	0.00%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
12/30/2020	1044750	\$253,488.98	\$0.00	10.00%	0.00%
12/30/2020	1036333W03	\$228,028.00	\$0.00	0.00%	0.00%
12/30/2020	6228-63	\$1,171,436.20	\$220,295.06	17.80%	18.81%
12/31/2020	1301-118	\$827,143.75	\$156,517.74	17.90%	18.92%
12/31/2020	2783-167	\$547,000.00	\$48,200.00	8.80%	8.81%
12/31/2020	6918-95	\$592,167.16	\$0.00	0.00%	0.00%
12/31/2020	8508-42	\$4,657,256.76	\$679,903.34	6.40%	14.60%
1/5/2021	1045431	\$99,240.00	\$0.00	0.00%	0.00%
1/5/2021	7312-24	\$2,938,203.39	\$130,498.30	3.00%	4.44%
1/6/2021	1928-71	\$12,638,122.79	\$1,168,860.62	9.20%	9.25%
1/7/2021	1044527	\$100,000.00	\$0.00	0.00%	0.00%
1/7/2021	1045433	\$99,825.00	\$0.00	0.00%	0.00%
1/8/2021	1044530	\$124,989.00	\$0.00	0.00%	0.00%
1/11/2021	023-621-023	\$2,596,403.09	\$117,856.14	4.50%	4.54%
1/13/2021	234-090-001	\$525,044.64	\$50,927.00	9.00%	9.70%
1/15/2021	1045314	\$41,645.51	\$0.00	0.00%	0.00%
1/22/2021	1036333W02	\$100,000.00	\$0.00	0.00%	0.00%
2/1/2021	1036342W06	\$1,044,000.00	\$0.00	0.00%	0.00%
2/1/2021	1036343W02	\$100,000.00	\$0.00	0.00%	0.00%
2/2/2021	1045158	\$965,409.86	\$191,049.60	19.50%	19.79%
2/2/2021	4006-35	\$20,167,682.08	\$2,823,588.79	14.00%	14.00%
2/2/2021	6008-17	\$2,639,846.42	\$92,227.23	3.50%	3.49%
2/11/2021	1045744	\$54,557.25	\$0.00	0.00%	0.00%
2/16/2021	3116-151	\$2,659,636.00	\$417,578.96	3.70%	15.70%
2/17/2021	6917-147	\$514,850.00	\$43,033.75	1.80%	8.36%
2/24/2021	0120-25	\$317,229.10	\$6,001.00	1.50%	1.89%
2/24/2021	125-080-005	\$2,695,729.02	\$264,132.49	9.50%	9.80%
2/24/2021	6282-231	\$1,803,505.06	\$353,674.75	19.50%	19.61%
2/26/2021	1045186	\$100,000.00	\$0.00	0.00%	0.00%
2/26/2021	1036342W27	\$135,000.00	\$0.00	0.00%	0.00%
3/2/2021	2319-20	\$3,000,062.82	\$390,233.80	11.70%	13.01%
3/2/2021	2481-60	\$644,693.85	\$0.00	0.00%	0.00%
3/2/2021	5580-98	\$862,640.45	\$0.00	0.00%	0.00%
3/2/2021	6003-36	\$1,436,118.75	\$46,239.70	3.10%	3.22%
3/2/2021	8825-837	\$1,247,213.50	\$197,726.29	15.80%	15.85%
3/2/2021	8828-248	\$73,560.00	\$0.00	0.00%	0.00%
3/4/2021	1036696	\$60,000.00	\$0.00	0.00%	0.00%
3/8/2021	1036340W01	\$100,000.00	\$0.00	0.00%	0.00%
3/9/2021	069-665-008	\$1,105,943.65	\$92,258.66	1.40%	8.34%
3/10/2021	1045769	\$4,872.84	\$0.00	0.00%	0.00%
3/16/2021	008-070-006	\$5,321,133.49	\$267,218.40	5.00%	5.02%
3/16/2021	047-070-013	\$179,977.00	\$42,662.53	0.00%	23.70%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
3/17/2021	013-630-017	\$5,999,947.47	\$816,524.19	13.60%	13.61%
3/18/2021	8828-222	\$1,512,925.50	\$168,000.45	10.00%	11.10%
3/22/2021	1036342W05	\$99,792.00	\$0.00	0.00%	0.00%
3/23/2021	065-616-030	\$2,501,398.90	\$297,908.50	11.90%	11.91%
3/23/2021	069-605-049	\$1,763,640.87	\$7,077.83	0.00%	0.40%
3/23/2021	069-629-007	\$6,147,181.87	\$234,697.67	2.00%	3.82%
3/23/2021	088-070-067	\$966,485.60	\$0.00	0.00%	0.00%
3/26/2021	1045970	\$275,000.00	\$0.00	0.00%	0.00%
3/26/2021	022-609-009	\$2,005,520.98	\$0.00	11.50%	92.10%
3/26/2021	2758-88	\$1,594,482.40	\$368,636.33	6.10%	23.12%
3/26/2021	3106-24	\$2,868,472.57	\$141,110.79	2.80%	4.92%
3/29/2021	0406-67	\$2,899,032.22	\$167,823.68	2.50%	5.79%
3/29/2021	3280-131	\$9,910,729.45	\$1,216,879.19	12.10%	12.28%
3/29/2021	6982-327	\$365,105.00	\$75,155.91	3.20%	20.58%
3/29/2021	7408-53	\$617,877.83	\$13,871.75	3.60%	99.60%
3/30/2021	2713-122	\$9,163,496.98	\$1,559,572.92	17.00%	17.02%
3/30/2021	7403-30	\$1,781,469.43	\$110,885.00	6.10%	6.22%
3/31/2021	1045185	\$104,020.84	\$0.00	0.00%	0.00%
3/31/2021	049-070-025	\$1,719,634.34	\$49,869.45	2.90%	2.90%
4/2/2021	049-070-024	\$2,114,595.11	\$74,011.00	3.50%	3.50%
4/6/2021	070-642-025	\$3,174,188.42	\$492,677.35	13.20%	15.52%
4/6/2021	077-612-011	\$3,747,542.68	\$37,476.00	1.00%	1.00%
4/6/2021	119-591-006	\$287,152.00	\$3,532.72	0.00%	1.23%
4/8/2021	1013-79	27,999,058.11	\$4,992,207.58	17.80%	17.83%
4/13/2021	027-030-046	\$1,545,765.01	\$291,352.12	13.90%	18.85%
4/13/2021	009-607-026	\$4,641,063.00	\$101,595.06	1.90%	2.19%
4/13/2021	015-602-026	\$4,694,019.15	\$89,435.54	1.90%	1.91%
4/13/2021	018-070-015	\$119,057.92	\$0.00	0.00%	0.00%
4/13/2021	049-591-005	\$2,700,122.45	\$140,853.58	5.10%	5.22%
4/13/2021	072-070-009	\$1,998,056.54	\$323,284.71	11.00%	16.18%
4/15/2021	1046301	\$99,382.06	\$0.00	0.00%	0.00%
4/20/2021	1926-22	5,895,151.27	\$940,364.14	15.90%	15.95%
4/20/2021	077-070-014	\$158,978.46	\$0.00	0.00%	0.00%
4/20/2021	066-070-023	\$2,523,696.00	\$197,831.64	7.50%	7.84%
4/21/2021	034-608-027	\$1,045,037.25	\$68,485.58	6.40%	6.55%
4/21/2021	1045359	\$249,999.18	0	0.00%	0.00%
4/22/2021	8826-216	\$526,885.49	\$0.00	0.00%	0.00%
4/23/2021	2706-232	1,888,185.25	\$278,924.95	14.70%	14.77%
4/23/2021	186-591-001	\$365,463.95	\$68,259.08	15.60%	18.68%
4/26/2021	191-090-002	\$318,659.76	\$24,783.85	6.70%	7.78%
4/27/2021	065-070-011	\$193,889.14	\$0.00	0.00%	0.00%
4/30/2021	1044529	\$98,558.14	\$0.00	0.00%	0.00%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
4/30/2021	1046791	\$11,675.57	\$0.00	0.00%	0.00%
5/3/2021	168-010-004	\$24,397,248.70	\$3,737,353.61	15.20%	15.32%
5/4/2021	054-603-016	\$2,454,380.73	\$50,949.80	1.80%	2.08%
5/5/2021	030-070-013	\$98,738.64	\$0.00	0.00%	0.00%
5/5/2021	034-070-012	\$172,907.09	\$0.00	0.00%	0.00%
5/5/2021	034-602-037	\$918,025.23	\$74,441.73	7.80%	8.11%
5/6/2021	052-613-021	\$4,447,344.59	\$345,848.12	7.70%	7.78%
5/10/2021	109-020-014	\$12,222,880.30	\$2,380,274.69	18.80%	19.47%
5/11/2021	069-656-018	\$1,105,943.65	\$92,258.66	5.80%	8.34%
5/13/2021	163-080-003	\$1,132,245.06	\$190,812.42	16.80%	16.85%
5/13/2021	1036342W11	\$165,450.00	\$0.00	0.00%	0.00%
5/14/2021	1036342W25	\$119,799.00	\$0.00	0.00%	0.00%
5/18/2021	045-626-003	\$593,263.46	\$6,533.70	0.00%	1.10%
5/19/2021	033-603-029	\$2,751,822.52	\$146,883.66	5.30%	5.34%
5/25/2021	018-615-009	\$1,416,684.39	\$75,900.00	5.10%	5.36%
5/25/2021	088-070-075	\$885,764.93	\$42,157.29	3.30%	4.76%
5/28/2021	6283-247	23,898,363.17	\$3,802,965.63	15.80%	15.91%
6/1/2021	011-070-009	\$87,006.89	\$0.00	0.00%	0.00%
6/1/2021	042-070-012	\$277,857.40	\$0.00	0.00%	0.00%
6/1/2021	042-602-032	\$2,886,161.00	\$9,540.00	0.00%	0.33%
6/1/2021	083-070-013	\$1,596,741.00	\$56,046.50	3.10%	3.51%
6/1/2021	1044528	\$73,123.72	\$0.00	0.00%	0.00%
6/3/2021	005-070-008	\$37,886.50	\$0.00	0.00%	0.00%
6/3/2021	043-070-015	\$60,699.04	\$0.00	0.00%	0.00%
6/4/2021	1036334W06	\$79,554.00	\$0.00	0.00%	0.00%
6/4/2021	1036342W23	\$100,000.00	\$0.00	0.00%	0.00%
6/4/2021	1045302	\$160,887.02	\$0.00	0.00%	0.00%
6/4/2021	1046997	\$77,421.32	0	0.00%	0.00%
6/8/2021	001-070-008	\$92,999.00	\$0.00	0.00%	0.00%
6/8/2021	162-175-001	\$3,297,278.50	\$285,356.10	8.40%	8.65%
6/10/2021	1036342W22	\$70,000.00	\$0.00	0.00%	0.00%
6/14/2021	156-132-003	\$4,296,182.22	\$686,161.43	13.70%	15.97%
6/15/2021	083-070-014	\$1,495,558.27	\$43,570.47	2.40%	2.91%
6/15/2021	1036342W13	\$114,914.00	\$0.00	0.00%	0.00%
6/15/2021	1036342W15	\$171,788.00	\$0.00	0.00%	0.00%
6/22/2021	8208-42	2,972,468.04	\$450,081.20	14.80%	15.14%
6/22/2021	0206-69	2,052,052.00	\$664,367.93	16.50%	32.38%
6/22/2021	038-609-013	\$1,280,400.00	\$121,675.80	5.20%	9.50%
6/22/2021	056-070-027	\$197,019.84	\$0.00	0.00%	0.00%
6/29/2021	115-144-008	\$1,279,830.95	\$228,885.10	5.30%	17.88%
6/29/2021	226-109-002	\$928,278.84	\$112,709.85	12.00%	12.14%
6/29/2021	1045781	\$518,920.70	\$275,887.75	0.00%	53.17%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
6/30/2021	6219-07	2,460,358.13	\$496,141.26	11.80%	20.17%
6/30/2021	1045691	\$384,535.18	\$115,243.09	30.00%	29.97%
7/1/2021	0283-34	533,730.00	\$4,500.00	0.00%	0.84%
7/1/2021	2706-239	8,069,338.94	\$892,469.40	11.00%	11.06%
7/1/2021	1045692	\$500,445.19	\$126,849.17	30.00%	25.35%
7/1/2021	1047422	\$39,108.14	0	0.00%	0.00%
7/2/2021	1045784	\$444,956.43	\$0.00	0.00%	0.00%
7/6/2021	081-070-002	\$118,663.00	\$0.00	0.00%	0.00%
7/8/2021	1044850	\$651,368.05	\$134,421.68	30.00%	20.64%
7/8/2021	1047588	\$465,000.00	0	0.00%	0.00%
7/9/2021	2758-82	22,260,863.88	\$3,609,371.72	14.90%	16.21%
7/9/2021	1046135	\$16,440.03	\$0.00	0.00%	0.00%
7/13/2021	056-667-037	\$1,347,470.66	\$16,250.00	1.20%	1.21%
7/13/2021	1036342W16	\$149,648.00	\$0.00	0.00%	0.00%
7/19/2021	136-591-001	\$677,709.30	\$29,180.20	1.80%	4.31%
7/19/2021	1047214	\$43,279.39	0	0.00%	0.00%
7/20/2021	019-626-026	\$24,776,465.25	\$3,543,792.19	14.30%	14.30%
7/20/2021	1045782	\$316,892.74	\$0.00	0.00%	0.00%
7/20/2021	1045783	\$215,016.94	\$0.00	0.00%	0.00%
7/20/2021	1046559	\$21,695.82	\$21,695.82	0.00%	100.00%
7/23/2021	1046580	\$188,095.62	\$62,800.00	5.00%	33.39%
7/23/2021	1047729	\$12,621.91	0	0.00%	0.00%
7/27/2021	036-598-028	\$630,559.50	\$28,110.26	4.30%	4.46%
7/27/2021	1036339W01	\$271,612.00	\$0.00	0.00%	0.00%
8/2/2021	071-613-012	\$3,235,324.50	\$151,096.97	4.50%	4.67%
8/5/2021	1046507	\$246,162.52	\$78,622.55	0.00%	31.94%
8/5/2021	1047278	\$308,896.66	0	0.00%	0.00%
8/9/2021	117-101-013	\$5,222,920.00	\$188,213.18	3.60%	3.60%
8/9/2021	1046782	\$50,738.23	\$0.00	0.00%	0.00%
8/9/2021	1047838	\$99,467.48	0	0.00%	0.00%
8/11/2021	2763-62	752,875.00	\$224,893.41	3.30%	29.87%
8/12/2021	1047678	\$99,648.00	0	0.00%	0.00%
8/12/2021	1047764	\$99,627.39	0	0.00%	0.00%
8/12/2021	1047785	\$99,898.64	0	0.00%	0.00%
8/16/2021	159-133-007	\$5,003,810.04	\$563,470.62	10.40%	11.26%
8/17/2021	031-090-011	\$457,827.00	\$24,430.00	2.70%	5.34%
8/17/2021	080-070-013	\$48,265.00	\$0.00	0.00%	0.00%
8/25/2021	045-622-004	\$1,599,814.00	\$75,871.60	2.90%	4.74%
8/26/2021	087-070-018	\$58,883.40	\$0.00	0.00%	0.00%
8/27/2021	1036342W24	\$85,032.00	\$0.00	0.00%	0.00%
8/27/2021	1047840	\$99,915.30	0	0.00%	0.00%
8/30/2021	1036342W35	\$300,000.00	\$0.00	0.00%	0.00%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
9/3/2021	1047829	\$25,206.00	0	0.00%	0.00%
9/13/2021	1047827	\$49,526.70	0	0.00%	0.00%
9/13/2021	1048015	\$99,995.61	0	0.00%	0.00%
9/21/2021	8816-3151	245,950.00	\$3,500.00	0.00%	1.42%
9/21/2021	027-692-009	\$13,614,050.52	\$2,017,134.91	14.80%	14.82%
9/21/2021	1036342W37	\$18,000.00	\$0.00	0.00%	0.00%
9/28/2021	1982-202	399,719.45	\$399,719.45	9.50%	100.00%
9/28/2021	8825-701	668,486.01	\$32,741.28	4.70%	4.90%
9/30/2021	1047421	\$26,602.00	0	0.00%	0.00%
9/30/2021	1047833	\$111,929.03	0	0.00%	0.00%
9/30/2021	1048165	\$695,091.98	0	0.00%	0.00%
9/30/2021	1048265	\$79,701.56	0	0.00%	0.00%

Appendix B: FFY 2022 DBE Contract Awards

The following information complies with the legislative request in [Minn. Stat. 174.03, subd. 11](#) (5) and identifies federally funded contracts evaluated for DBE goals.

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
10/4/2021	0202-108	\$49,976,763.13	\$8,559,357.82	17.10%	17.13%
10/5/2021	019-030-008	\$3,554,233.54	\$609,903.07	15.60%	17.16%
10/6/2021	1047870	\$105,842.59	\$0.00	0.00%	0.00%
10/11/2021	236-090-003	\$3,224,056.32	\$2,471,604.00	11.00%	76.66%
10/12/2021	1036342W32	\$519,035.00	\$0.00	0.00%	0.00%
10/14/2021	1048332	\$75,040.00	\$0.00	0.00%	0.00%
10/25/2021	1048527	\$99,951.97	\$0.00	0.00%	0.00%
11/2/2021	026-610-023	\$9,646,119.71	\$348,650.09	3.60%	3.61%
11/4/2021	1036333W04	\$100,000.00	\$0.00	0.00%	0.00%
11/5/2021	1047283	\$217,938.64	\$61,922.87	0.00%	28.41%
11/18/2021	7902-25	\$10,445,583.82	\$2,960,301.27	12.90%	28.34%
11/18/2021	5209-80	\$4,086,283.52	\$516,179.13	12.60%	12.63%
11/19/2021	1048487	\$49,247.95	\$0.00	0.00%	0.00%
11/22/2021	4210-49	\$9,172,356.83	\$1,226,768.76	12.60%	13.37%
11/23/2021	1048173	\$32,938.00	\$0.00	0.00%	0.00%
12/2/2021	1048357	\$12,749.10	\$12,749.10	0.00%	100.00%
12/6/2021	159-090-020	\$1,792,382.13	\$116,604.50	6.50%	6.51%
12/13/2021	1048832	\$4,992.00	\$0.00	0.00%	0.00%
12/17/2021	1909-99	\$29,282,271.47	\$4,131,827.11	14.00%	14.11%
12/20/2021	1036343W03	\$200,234.00	\$0.00	0.00%	0.00%
12/21/2021	2724-124	\$16,544,062.80	\$2,602,298.62	15.60%	15.73%
12/21/2021	1036343W05	\$121,038.00	\$0.00	0.00%	0.00%
12/21/2021	7904-44	\$19,132,374.60	\$4,492,450.88	11.40%	23.48%
12/22/2021	5503-47	\$4,304,922.80	\$486,578.29	11.30%	11.30%
12/22/2021	8404-47	\$11,011,800.44	\$518,150.43	4.70%	4.71%
12/27/2021	1047755	\$987,995.61	\$0.00	0.00%	0.00%
12/29/2021	1048928	\$69,403.68	\$0.00	0.00%	0.00%
1/3/2022	5202-58	\$83,539,141.56	\$11,032,014.16	13.20%	13.21%
1/4/2022	4680-132	\$5,652,485.68	\$616,404.00	10.90%	10.91%
1/4/2022	4310-93	\$2,410,275.60	\$354,733.12	13.20%	14.72%
1/5/2022	5007-34	\$2,460,746.49	\$255,959.24	10.10%	10.40%
1/5/2022	2306-26	\$12,995,800.55	\$1,868,429.98	10.50%	14.38%
1/5/2022	2771-117	\$1,313,888.72	\$258,882.79	17.60%	19.70%
1/5/2022	6285-160	\$839,371.40	\$167,390.55	17.00%	19.94%
1/5/2022	6283-255	\$3,811,499.60	\$514,308.76	13.10%	13.49%
1/11/2022	069-070-055	\$23,860,593.69	\$2,078,602.73	8.70%	8.71%
1/11/2022	069-625-016	\$1,814,243.64	\$67,163.29	2.50%	3.70%
1/18/2022	1048751	\$59,956.00	\$0.00	0.00%	0.00%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
1/21/2022	1049146	\$74,350.00	\$0.00	0.00%	0.00%
1/27/2022	1048714	\$55,676.00	\$55,676.00	0.00%	100.00%
1/28/2022	1036334W07	\$169,999.00	\$0.00	0.00%	0.00%
1/28/2022	7703-16	\$19,578,125.71	\$1,390,456.36	7.10%	7.10%
2/1/2022	079-070-020/ 079-626-006	\$2,774,219.44	\$119,610.50	4.30%	4.31%
2/3/2022	1036342W41	\$76,319.00	\$0.00	0.00%	0.00%
2/8/2022	1036342W42	\$8,100.00	\$0.00	0.00%	0.00%
2/9/2022	6981-27	\$6,927,750.00	\$0.00	0%	0.00%
2/14/2022	101-135-001	\$3,236,639.79	\$413,949.29	12.60%	12.79%
2/15/2022	080-602-012	\$780,026.03	\$41,976.80	4.20%	5.38%
2/24/2022	4701-32	\$4,482,307.23	\$247,597.09	3.80%	5.52%
2/28/2022	2773-15	\$738,954.00	\$60,764.90	8.10%	8.22%
2/28/2022	0502-115	\$1,587,019.07	\$154,444.30	4.60%	9.73%
2/28/2022	5625-20	\$2,163,731.46	\$75,080.23	3.40%	3.47%
2/28/2022	1047790	\$74,995.00	\$0.00	0.00%	0.00%
3/1/2022	8204-77	\$17,409,397.22	\$3,125,471.01	17.40%	17.95%
3/1/2022	1901-192	\$820,685.77	\$171,284.84	17.70%	20.87%
3/1/2022	0803-44	\$4,617,263.70	\$632,821.11	10.40%	13.71%
3/1/2022	0306-30	\$6,310,763.42	\$597,242.85	9.10%	9.46%
3/1/2022	1048111	\$74,254.02	\$0.00	0.00%	0.00%
3/2/2022	5580-94	\$7,096,061.11	\$929,584.01	13.10%	13.10%
3/2/2022	8304-118	\$24,988,466.21	\$2,687,870.37	10.70%	10.76%
3/9/2022	064-601-014/ 064-624-006	\$4,293,780.47	\$224,594.45	5.20%	5.23%
3/10/2022	0215-76	\$44,883,760.20	\$8,521,393.52	18.80%	18.99%
3/10/2022	8503-53	\$17,327,349.45	\$2,350,990.19	13.00%	13.57%
3/10/2022	1047786	\$149,977.00	\$0.00	0.00%	0.00%
3/15/2022	081-598-016	\$786,209.50	\$750,830.50	9.80%	95.50%
3/15/2022	004-070-034	\$21,664.00	\$0.00	0%	0.00%
3/15/2022	004-070-035	\$41,964.00	\$0.00	0%	0.00%
3/15/2022	004-070-036	\$49,591.40	\$7,124.00	0%	14.37%
3/15/2022	004-070-037	\$7,469.90	\$2,116.50	0%	28.33%
3/17/2022	1047788	\$31,585.00	\$0.00	0.00%	0.00%
3/22/2022	019-642-063	\$4,964,909.00	\$948,012.06	19.00%	19.09%
3/22/2022	069-070-043	\$48,869.50	\$0.00	0%	0.00%
3/22/2022	069-070-056	\$519,016.70	\$33,446.77	4.50%	6.44%
3/23/2022	8601-70	\$2,692,723.35	\$166,807.22	6.10%	6.19%
3/24/2022	7001-123	\$9,888,888.00	\$1,819,466.20	18.20%	18.40%
3/24/2022	2207-118	\$2,346,931.52	\$213,330.63	9.00%	9.09%
3/25/2022	2601-20	\$1,237,553.15	\$39,231.93	1.20%	3.17%
3/25/2022	1048127	\$114,946.00	\$0.00	0.00%	0.00%
3/28/2022	2405-32	\$13,428,956.40	\$1,769,301.80	12.80%	13.18%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
3/28/2022	004-605-029	\$2,986,613.55	\$82,874.16	1.00%	2.77%
3/29/2022	6216-141	\$1,559,360.98	\$393,516.21	16.90%	25.24%
3/29/2022	8821-332	\$530,278.16	\$75,298.87	2.80%	14.20%
3/29/2022	1480-186	\$708,082.00	\$22,800.00	1%	3.22%
3/29/2022	018-070-021	\$77,499.50	\$0.00	0%	0.00%
3/30/2022	3208-19	\$8,295,538.92	\$280,809.09	7.70%	3.39%
4/1/2022	7001-128	\$30,894,467.55	\$5,993,023.44	19.30%	19.40%
4/1/2022	1036333W05	\$100,000.00	\$0.00	0.00%	0.00%
4/5/2022	148-123-001/ 148-111-003	\$1,856,432.01	\$307,415.76	9.40%	16.56%
4/6/2022	013-623-010/ 013-624-009	\$2,567,605.05	\$437,060.70	17.00%	17.02%
4/6/2022	045-090-006	\$264,689.00	\$0.00	0.00%	0.00%
4/12/2022	073-070-024	\$187,827.00	\$22,207.01	0.00%	11.82%
4/12/2022	6217-52	\$1,715,717.23	\$301,674.30	16.60%	17.58%
4/13/2022	6947-55	\$2,357,179.45	\$185,789.66	5.50%	7.88%
4/13/2022	3307-43	\$5,796,724.80	\$248,557.52	3.50%	4.29%
4/18/2022	1036336W09	\$200,000.00	\$0.00	0.00%	0.00%
4/19/2022	017-070-010/ 017-602-027	\$2,925,347.30	\$155,636.56	2.30%	5.32%
4/19/2022	024-070-030/ 024-610-010	\$1,866,146.80	\$80,529.70	4.30%	4.32%
4/19/2022	024-070-031/ 024-635-024	\$2,058,606.70	\$96,100.00	4.60%	4.67%
4/19/2022	025-598-022	\$672,625.00	\$559,662.60	10.20%	83.21%
4/19/2022	060-601-066	\$1,736,888.00	\$27,650.40	1.00%	1.59%
4/19/2022	067-604-031	\$2,353,605.45	\$39,410.25	1.60%	1.67%
4/19/2022	077-070-015	\$214,055.42	\$0.00	0.00%	0.00%
4/19/2022	0504-20	\$18,153,695.50	\$1,377,993.85	6.40%	7.59%
4/19/2022	0702-131	\$1,186,013.88	\$139,546.24	11.60%	11.77%
4/19/2022	6803-49	\$567,155.00	\$18,909.64	3.00%	3.33%
4/19/2022	1414-12	\$911,917.71	\$59,805.00	5.40%	6.56%
4/20/2022	049-070-028/ 049-615-006/ 077-070-016/ 077-649-002	\$2,464,015.82	\$73,920.80	3.00%	3.00%
4/20/2022	084-604-013	\$1,858,145.70	\$203,416.91	10.60%	10.95%
4/20/2022	131-199-007	\$1,437,500.30	\$30,264.00	1.00%	2.11%
4/20/2022	8285-109	\$5,297,000.00	\$368,453.92	6.80%	6.96%
4/21/2022	7805-34	\$2,817,984.39	\$82,581.85	2.80%	2.93%
4/25/2022	2758-77	\$14,550,000.77	\$2,698,674.43	17.80%	18.55%
4/25/2022	3509-26	\$3,423,203.54	\$349,396.28	8.80%	10.21%
4/25/2022	6932-14	\$6,822,700.00	\$718,149.21	8.60%	10.53%
4/25/2022	2609-28	\$8,639,519.28	\$599,410.33	6.90%	6.94%
4/25/2022	1047791	\$125,377.84	\$0.00	0.00%	0.00%
4/26/2022	4402-22	\$13,485,636.69	\$761,121.68	5.10%	5.64%
4/26/2022	1814-08	\$7,082,422.75	\$409,287.31	5.40%	5.78%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
4/26/2022	0410-50	\$16,624,927.96	\$1,166,983.45	5.40%	7.02%
4/27/2022	066-070-024/ 066-615-010	\$4,498,396.89	\$409,816.03	9.10%	9.11%
4/29/2022	1049997	\$96,883.75	\$96,883.75	0.00%	100.00%
5/2/2022	066-070-025/ 066-638-007	\$1,474,932.86	\$69,768.58	4.70%	4.73%
5/3/2022	017-070-012	\$387,779.00	\$0.00	0.00%	0.00%
5/3/2022	2751-58	\$2,574,063.95	\$488,766.04	18.10%	18.99%
5/3/2022	1036334W08	\$149,275.00	\$0.00	0.00%	0.00%
5/3/2022	1036343W08	\$230,499.00	\$0.00	0.00%	0.00%
5/3/2022	1048192	\$149,979.70	\$0.00	0.00%	0.00%
5/4/2022	034-070-013	\$266,473.56	\$0.00	0.00%	0.00%
5/5/2022	073-672-006	\$5,603,269.20	\$187,140.00	3.10%	3.34%
5/5/2022	075-609-036	\$2,043,127.08	\$22,320.70	1.00%	1.09%
5/6/2022	6780-124	\$22,483,064.90	\$2,048,858.67	9.10%	9.11%
5/6/2022	1049932	\$93,362.26	\$0.00	0.00%	0.00%
5/9/2022	220-113-002	\$6,010,774.63	\$487,921.24	8.10%	8.12%
5/10/2022	069-637-025/ 069-609-047/ 118-162-016/ 118-163-004	\$5,684,864.01	\$276,206.31	4.60%	4.86%
5/10/2022	139-591-001	\$480,250.35	\$81,825.96	7.50%	17.04%
5/10/2022	8606-64	\$4,685,510.53	\$203,850.19	4.10%	4.35%
5/10/2022	1906-74	\$4,190,892.41	\$1,086,249.92	21.40%	25.92%
5/11/2022	177-591-001	\$177,540.00	\$0.00	0.00%	0.00%
5/16/2022	1910-56	\$1,501,003.79	\$290,873.77	19.30%	19.38%
5/17/2022	043-070-017	\$49,857.62	\$0.00	0.00%	0.00%
5/17/2022	5705-63	\$3,089,343.89	\$0.00	0.00%	0.00%
5/18/2022	1921-90	\$2,825,871.62	\$564,726.65	19.50%	19.98%
5/18/2022	2770-05	\$2,811,862.00	\$556,922.80	19.80%	19.81%
5/18/2022	6219-09	\$946,274.30	\$197,842.90	19.60%	20.91%
5/19/2022	2724-126	\$9,997,810.37	\$1,902,471.42	18.10%	19.03%
5/19/2022	0980-158	\$10,187,932.48	\$268,160.66	2.20%	2.63%
5/19/2022	1810-99	\$6,781,438.71	\$274,151.95	3.20%	4.04%
5/24/2022	073-070-023	\$76,700.00	\$0.00	0.00%	0.00%
5/24/2022	073-090-011	\$2,017,780.02	\$256,536.00	9.60%	12.71%
5/24/2022	8282-145	\$6,998,734.20	\$1,432,632.08	20.00%	20.47%
5/25/2022	014-631-024	\$2,775,384.17	\$28,065.63	1.00%	1.01%
5/25/2022	1047787	\$99,985.00	\$0.00	0.00%	0.00%
5/26/2022	086-070-021/ 213-150-002	\$2,102,945.50	\$167,710.49	7.90%	7.98%
5/26/2022	1048377	\$150,002.47	\$0.00	0.00%	0.00%
5/31/2022	086-070-019	\$1,527,418.12	\$42,971.63	2.70%	2.81%
6/3/2022	014-652-016	\$3,497,284.49	\$150,550.32	4.30%	4.30%
6/3/2022	1048190	\$173,147.74	\$0.00	0.00%	0.00%
6/7/2022	030-070-015	\$171,351.96	\$0.00	0.00%	0.00%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
6/7/2022	031-603-018/ 129-119-009	\$5,254,000.00	\$254,648.74	4.30%	4.85%
6/7/2022	049-596-010	\$4,754,891.60	\$137,289.70	2.80%	2.89%
6/9/2022	102-123-002/ 102-102-002/ 102-116-005/ 102-112-009	\$7,023,909.93	\$539,167.75	5.30%	7.68%
6/10/2022	1049887	\$106,663.40	\$0.00	0.00%	0.00%
6/13/2022	105-090-008/ 105-142-001	\$582,399.00	\$215,970.50	2.60%	37.08%
6/14/2022	074-070-005	\$93,137.25	\$0.00	0.00%	0.00%
6/15/2022	8305-32	\$4,063,997.43	\$340,075.58	7.50%	8.37%
6/15/2022	8828-262	\$982,937.40	\$24,000.00	1.40%	2.44%
6/15/2022	7380-259	\$3,435,152.00	\$235,703.00	4.80%	6.86%
6/16/2022	2480-114	\$439,357.53	\$37,800.00	7.80%	8.60%
6/21/2022	086-619-035/ 227-020-011	\$3,712,060.38	\$379,656.58	9.20%	10.23%
6/21/2022	6508-69	\$2,883,600.29	\$390,823.92	6.50%	13.55%
6/21/2022	4307-47	\$3,594,037.59	\$1,352,668.87	12.20%	37.64%
6/23/2022	8821-353	\$3,215,000.00	\$0.00	0.00%	0.00%
6/24/2022	1047792	\$99,978.00	\$0.00	0.00%	0.00%
6/28/2022	001-070-007	\$327,841.04	\$0.00	0.00%	0.00%
6/28/2022	051-638-026	\$1,519,798.85	\$164,065.07	9.40%	10.80%
6/28/2022	069-701-007	\$676,771.71	\$13,537.00	2.00%	2.00%
6/28/2022	177-020-013/ 053-635-029	\$5,034,162.00	\$410,521.30	12.60%	8.15%
6/29/2022	003-070-015	\$44,900.99	\$2,219.00	0.00%	4.94%
6/29/2022	071-070-043	\$49,989.19	\$12,647.25	0.00%	25.30%
6/30/2022	1913-110	\$2,730,000.00	\$248,468.40	7.80%	9.10%
7/1/2022	6605-38	\$4,251,046.76	\$1,000,377.40	12.80%	23.53%
7/6/2022	003-622-036/ 117-090-001	\$5,071,254.50	\$157,196.47	2.90%	3.10%
7/8/2022	1051106	\$49,924.16	\$0.00	0.00%	0.00%
7/12/2022	0240-090-001	\$699,533.98	\$126,936.00	8.70%	18.15%
7/13/2022	8828-213	\$1,150,781.00	\$0.00	0.00%	0.00%
7/13/2022	1050896	\$99,955.39	\$0.00	0.00%	0.00%
7/14/2022	1050898	\$99,960.80	\$0.00	0.00%	0.00%
7/18/2022	107-020-071/ 027-634-010	\$1,985,940.06	\$423,726.50	19.20%	21.34%
7/19/2022	0119-30	\$36,214,110.00	\$1,231,280.12	3.40%	3.40%
7/21/2022	7009-87	\$1,119,184.35	\$215,265.20	19.20%	19.23%
7/21/2022	1050794	\$23,875.00	\$23,875.00	0.00%	100.00%
7/22/2022	104-145-001	\$1,114,872.72	\$92,088.20	8.00%	8.26%
7/22/2022	1049474	\$3,100,000.00	\$310,000.00	0.00%	10.00%
7/22/2022	1050968	\$94,768.90	\$0.00	0.00%	0.00%
7/26/2022	008-608-041/ 065-503-014	\$3,969,000.72	\$952,043.87	7.10%	23.99%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
7/27/2022	1051026	\$99,681.33	\$0.00	0.00%	0.00%
8/1/2022	6915-138	\$158,787,768.54	\$16,865,293.48	10.60%	10.62%
8/2/2022	5501-40	\$1,997,390.25	\$0.00	0.00%	0.00%
8/4/2022	055-604-018/ 055-644-002	\$19,663,106.24	\$2,721,960.77	13.20%	13.84%
8/4/2022	1036341W02	\$251,676.00	\$0.00	0.00%	0.00%
8/4/2022	1050970	\$99,999.75	\$3,960.00	0.00%	3.96%
8/5/2022	1049345	\$67,998.00	\$0.00	0.00%	0.00%
8/8/2022	2750-97	\$1,822,434.00	\$181,500.00	3.60%	9.96%
8/12/2022	1036342W56	\$275,928.00	\$0.00	0.00%	0.00%
8/15/2022	1008-87 / 196-010-017 / 196-010-018 etc.	\$22,949,778.18	\$4,341,600.79	18.90%	18.92%
8/16/2022	042-070-014	\$364,252.64	\$0.00	0.00%	0.00%
8/16/2022	230-107-003/ 230-121-001	\$2,127,824.08	\$240,392.28	8.00%	11.30%
8/23/2022	162-141-008	\$6,658,014.68	\$400,907.13	6.00%	6.02%
8/24/2022	018-070-019/ 018-070-020	\$2,149,767.70	\$36,385.39	0.00%	1.69%
9/1/2022	1051043	\$30,129.23	\$0.00	0.00%	0.00%
9/16/2022	8828-252	\$159,747.50	\$159,747.50	0.00%	100.00%
9/16/2022	1048794	\$849,906.97	\$165,280.74	0.00%	19.45%
9/19/2022	2481-62	\$491,676.60	\$7,908.19	1.10%	1.61%
9/23/2022	1036342W69	\$130,000.00	\$0.00	0.00%	0.00%
9/23/2022	1049336	\$215,704.00	\$0.00	0.00%	0.00%
9/30/2022	1048795	\$767,104.53	\$250,509.60	0.00%	32.66%

Appendix C: FFY 2021 TGB Contract Awards

The following information complies with the legislative request in [Minn. Stat. 174.03, subd. 11\(6\)](#) and identifies state funded contracts evaluated for TGB goals.

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
10/8/2021	8821-334	\$1,322,938.32	\$136,176.74	10.30%	10.30%
10/11/2021	6005-68	\$18,095,630.12	\$1,425,578.12	7.80%	7.90%
10/15/2021	1047036	\$296,777.60	\$0.00	0.00%	0.00%
10/15/2021	1047576	\$517,851.74	\$0.00	0.00%	0.00%
10/15/2021	1047577	\$305,900.92	\$0.00	0.00%	0.00%
10/19/2021	6982-345	\$778,494.96	\$0.00	0.00%	0.00%
10/22/2021	1047962	\$216,500	\$0.00	0.00%	0.00%
10/26/2021	1047939	\$213,520	\$0.00	0.00%	0.00%
10/29/2021	1046463	\$546,393.71	\$91,607.00	15.00%	16.77%
11/1/2021	5212-37	\$17,625.00	\$0.00	0.00%	0.00%
11/2/2021	1048233	\$258,221	\$0.00	0.00%	0.00%
11/5/2021	1047229	\$659,920.63	\$479,560.00	10.00%	72.67%
11/8/2021	1047185	\$934,661.18	\$279,813.21	21.00%	29.94%
11/11/2021	1047961	\$301,201.97	\$0.00	0.00%	0.00%
11/18/2021	1925-61	\$734,018.88	\$709,675.00	4.50%	99.00%
11/19/2021	1047254	\$367,538	\$0.00	0.00%	0.00%
11/19/2021	1048235	\$305,825.30	\$31,034.80	10.00%	10.15%
11/23/2021	2710-53	\$137,250.00	\$137,250.00	0.00%	100.00%
11/23/2021	1047960	\$99,999.88	\$0.00	0.00%	0.00%
11/30/2021	1047983	\$193,412.15	\$0.00	0.00%	0.00%
12/1/2021	1047375	\$352,525.87	\$0.00	0.00%	0.00%
12/3/2021	1036880	\$1,024,181.97	\$148,603.00	15.00%	14.51%
12/7/2021	2782-356	\$367,188.00	\$32,504.21	8.70%	8.90%
12/7/2021	2782-359	\$791,365.00	\$775,295.00	6.50%	98.00%
12/7/2021	1047002	\$147,238.70	\$0.00	0.00%	0.00%
12/9/2021	1047821	\$169,384.60	\$0.00	0.00%	0.00%
12/10/2021	1047655	\$860,479.73	\$109,287.22	12.70%	12.70%
12/10/2021	1048182	\$515,151.86	\$31,369.80	5.00%	6.09%
12/15/2021	1929-49	\$381,399.00	\$33,750.00	4.90%	8.80%
12/15/2021	7305-124	\$41,754,180.36	\$1,040,786.57	2.50%	2.5
12/17/2021	8827-361	\$783,029.00	\$709,675.00	5.50%	91.00%
12/17/2021	1044223	\$293,942.08	\$30,307.00	10.00%	10.31%
12/17/2021	1047932	\$299,804.17	\$0.00	0.00%	0.00%
12/21/2021	1048204	\$410,003.05	\$410,003.05	20.00%	100.00%
12/22/2021	1044765	\$661,658.54	\$96,536.69	10.00%	14.59%
12/22/2021	1045178	\$6,638,026.48	\$915,201.00	13.10%	13.79%
12/23/2021	1047724	\$132,777.38	\$0.00	0.00%	0.00%
12/27/2021	1047800	\$457,511.86	\$69,018.00	15.00%	15.09%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
12/27/2021	1048601	\$434,857.40	\$112,230.00	21.00%	25.81%
12/30/2021	1048231	\$200,519	\$21,236.00	10.00%	10.59%
1/3/2022	1046779	\$366,871.04	\$42,000.00	15.00%	11.45%
1/3/2022	1048412	\$364,974.87	\$0.00	0.00%	0.00%
1/4/2022	2503-32	\$2,199,112.58	\$683,331.30	9.80%	31.10%
1/4/2022	6919-18	\$464,000.00	\$13,332.00	1.00%	2.90%
1/4/2022	7302-24	\$2,276,200.55	\$330,498.75	13.40%	14.50%
1/5/2022	0301-75	\$678,402.52	\$26,487.50	3.90%	3.90%
1/5/2022	1506-41	\$7,322,241.45	\$966,283.34	4.20%	13.20%
1/5/2022	1047771	\$644,275.48	\$113,590.20	17.00%	17.63%
1/6/2022	1047001	\$511,432.13	\$77,063.48	15.00%	15.07%
1/6/2022	1048123	\$282,307.52	\$0.00	0.00%	0.00%
1/11/2022	1046968	\$433,953.01	\$132,569.50	30.00%	30.55%
1/18/2022	1048120	\$199,569.65	\$0.00	0.00%	0.00%
1/18/2022	1048139	\$460,455	\$0.00	0.00%	0.00%
1/18/2022	1048514	\$289,995.32	\$73,435.92	20.00%	25.32%
1/19/2022	1048303	\$767,687.07	\$0.00	0.00%	0.00%
1/21/2022	5212-38	\$381,156.35	\$0.00	0.00%	0.00%
1/21/2022	1047003	\$695,545.15	\$165,249.90	19.00%	23.76%
1/21/2022	1047930	\$300,412.50	\$0.00	0.00%	0.00%
1/21/2022	1048014	\$399,386.38	\$16,502.45	4.00%	4.13%
2/2/2022	1047904	\$429,205.87	\$75,964.33	4.00%	17.70%
2/3/2022	1047973	\$496,171.32	\$107,410.89	10.00%	21.65%
2/3/2022	1048844	\$48,480.04	\$0.00	0.00%	0.00%
2/4/2022	1048018	\$303,125	\$0.00	0.00%	0.00%
2/16/2022	1048300	\$1,594,775.16	\$159,646.65	9.50%	10.01%
2/17/2022	1048104	\$501,015.56	\$126,008.39	21.00%	25.15%
2/17/2022	1049199	\$19,718	\$0.00	0.00%	0.00%
2/18/2022	1048638	\$449,240.06	\$0.00	0.00%	0.00%
2/28/2022	7010-110	\$130,826.00	\$0.00	0.00%	0.00%
2/28/2022	7205-114	\$983,744.83	\$54,317.79	4.00%	5.50%
2/28/2022	1047834	\$2,442,435.60	\$402,521.30	16.00%	16.48%
2/28/2022	1048652	\$639,573.02	\$121,806.70	19.00%	19.05%
3/1/2022	8506-74	\$458,728.69	\$45,837.85	3.90%	10.00%
3/1/2022	1048518	\$99,280.41	\$0.00	0.00%	0.00%
3/16/2022	7106-87	\$123,123,161.62	\$9,853,849.05	7.90%	8.00%
3/17/2022	1048743	\$100,000	\$0.00	0.00%	0.00%
3/18/2022	1047022	\$1,393,538.91	\$325,789.75	13.70%	23.38%
3/18/2022	1048022	\$1,035,972.84	\$211,734.40	20.00%	20.44%
3/23/2022	6212-194	\$582,545.00	\$118,118.67	2.70%	20.30%
3/23/2022	8680-190	\$284,674.24	\$12,659.20	0.00%	0.05%
3/23/2022	8827-335	\$546,133.00	\$32,212.50	5.10%	5.90%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
3/24/2022	2305-30	\$4,809,407.22	\$168,764.78	3.40%	3.50%
3/24/2022	3101-38	\$5,868,419.74	\$322,763.09	5.20%	5.50%
3/25/2022	1048020	\$572,141.82	\$0.00	0.00%	0.00%
3/25/2022	1048452	\$355,693.99	\$65,590.96	16.00%	18.44%
3/25/2022	1049247	\$39,177.20	\$0.00	0.00%	0.00%
3/28/2022	8824-163	\$646,141.00	\$0.00	0.00%	0.00%
3/29/2022	8826-250	\$789,685.84	\$45,450.00	0.00%	5.80%
3/29/2022	8826-253	\$6,393,629.00	\$631,413.00	2.20%	9.90%
3/30/2022	1049226	\$45,760.92	\$0.00	0.00%	0.00%
3/31/2022	1049215	\$453,136.10	\$0.00	0.00%	0.00%
4/1/2022	1049260	\$239,226.87	\$0.00	0.00%	0.00%
4/1/2022	1049457	\$532,602.63	\$55,136.47	9.30%	10.35%
4/4/2022	1049463	\$540,154	\$0.00	0.00%	0.00%
4/7/2022	1047959	\$251,697.66	\$0.00	0.00%	0.00%
4/7/2022	1048870	\$756,637.91	\$91,782.50	7.00%	12.13%
4/8/2022	1049520	\$15,000	\$0.00	0.00%	0.00%
4/12/2022	8680-191	\$3,692,417.40	\$257,117.04	4.50%	4.70%
4/13/2022	3608-55	\$394,848.00	\$0.00	0.00%	0.00%
4/18/2022	1049354	\$532,401.38	\$0.00	0.00%	0.00%
4/19/2022	1104-26	\$2,721,070.85	\$137,713.86	5.10%	4.80%
4/20/2022	1049339	\$1,185,407.55	\$264,000.00	20.00%	22.27%
4/21/2022	1049243	\$222,222.21	\$0.00	0.00%	0.00%
4/22/2022	1048411	\$908,853.83	\$154,077.34	13.60%	16.95%
4/25/2022	8826-210	\$512,368.91	\$98,500.00	0.00%	19.20%
4/26/2022	4609-17	\$12,388,457.19	\$842,415.09	6.80%	6.80%
4/26/2022	8828-224	\$449,225.75	\$24,000.00	0.00%	5.30%
4/29/2022	1049699	\$349,107.23	\$0.00	0.00%	0.00%
5/10/2022	8824-206	\$378,481.70	\$0.00	0.00%	0.00%
5/10/2022	1048799	\$799,993.37	\$0.00	0.00%	0.00%
5/11/2022	1048666	\$1,939,144.82	\$233,160.17	12.00%	12.02%
5/12/2022	1049314	\$1,629,183.95	\$1,201,371.88	19.80%	73.74%
5/13/2022	1048802	\$798,350	\$0.00	0.00%	0.00%
5/13/2022	1049244	\$219,501.41	\$0.00	0.00%	0.00%
5/16/2022	8824-219	\$765,714.33	\$359,885.74	1.10%	47.00%
5/17/2022	6929-69X21A	\$157,800.00	\$0.00	0.00%	0.00%
5/17/2022	1048800	\$792,561.92	\$0.00	0.00%	0.00%
5/19/2022	4004-134	\$2,360,194.08	\$163,409.06	3.90%	6.90%
5/20/2022	1048993	\$1,512,237.29	\$572,899.74	10.00%	37.88%
5/23/2022	8827-362	\$10,159,755.45	\$370,000.00	3.60%	3.60%
5/26/2022	1048801	\$799,997.42	\$0.00	0.00%	0.00%
5/26/2022	1048929	\$452,785.05	\$98,640.76	4.60%	21.79%
5/26/2022	1048975	\$706,542.36	\$196,440.00	15.00%	27.80%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
6/3/2022	1048771	\$749,726.77	\$94,999.20	12.00%	12.67%
6/3/2022	1049518	\$135,983.31	\$0.00	0.00%	0.00%
6/10/2022	1049368	\$187,164.41	\$9,880.00	0.00%	5.28%
6/10/2022	1049370	\$216,058.57	\$0.00	0.00%	0.00%
6/10/2022	1049879	\$791,718.59	\$0.00	0.00%	0.00%
6/14/2022	1049242	\$1,221,821.57	\$0.00	0.00%	0.00%
6/15/2022	6001-67	\$2,795,127.12	\$65,262.81	1.60%	2.30%
6/15/2022	1049451	\$176,605.80	\$19,603.24	10.00%	11.10%
6/17/2022	1049748	\$94,784.45	\$0.00	0.00%	0.00%
6/23/2022	3609-42	\$8,716,310.36	\$383,517.66	3.70%	4.40%
6/24/2022	2772-121	\$3,747,149.89	\$248,936.97	6.00%	6.60%
6/24/2022	1049553	\$399,979.10	\$0.00	0.00%	0.00%
6/27/2022	1049554	\$399,830.65	\$0.00	0.00%	0.00%
6/28/2022	1049896	\$567,832.64	\$58,255.85	10.00%	10.30%
6/29/2022	6929-21	\$2,036,361.33	\$820,058.64	6.40%	40.30%
7/8/2022	1049257	\$642,343.98	\$0.00	0.00%	0.00%
7/13/2022	8825-1012	\$3,695,464.02	\$3,695,464.00	3.10%	100.00%
7/15/2022	1049380	\$675,402.29	\$70,200.00	15.00%	22.07%
7/15/2022	1049494	\$419,553.76	\$0.00	0.00%	0.00%
7/15/2022	1049794	\$736,900.34	\$87,912.80	11.70%	11.93%
7/18/2022	8210-115	\$1,379,197.50	\$88,747.06	5.70%	6.43%
7/20/2022	1050572	\$138,206.88	\$0.00	0.00%	0.00%
7/20/2022	1049495	\$340,743.90	\$0.00	0.00%	0.00%
7/27/2022	1051155	\$50,112.75	\$0.00	0.00%	0.00%
8/1/2022	1049635	\$557,348.73	\$0.00	0.00%	0.00%
8/1/2022	1049869	\$399,326.50	\$101,281.22	14.00%	25.36%
8/1/2022	1050546	\$961,537.87	\$0.00	0.00%	0.00%
8/2/2022	1703-90	\$344,630.90	\$0.00	0.00%	0.00%
8/5/2022	1049545	\$298,428.03	\$0.00	0.00%	0.00%
8/10/2022	1048907	\$711,198.58	\$157,625.18	19.00%	22.16%
8/10/2022	1049863	\$520,963.12	\$83,442.38	13.00%	16.02%
8/18/2022	1050690	\$324,945	\$113,460.00	16.00%	34.92%
8/25/2022	1050700	\$247,700	\$24,685.00	10.00%	10.00%
8/25/2022	1050842	\$497,690	\$49,765.00	10.00%	10.00%
8/29/2022	1050841	\$160,830	\$15,995.00	10.00%	10.00%
9/2/2022	1049496	\$199,784.11	\$0.00	0.00%	0.00%
9/2/2022	1050706	\$149,873.15	\$0.00	0.00%	0.00%
9/2/2022	1050843	\$137,510	\$42,500.00	10.00%	30.91%
9/6/2022	1049382	\$745,438.67	\$72,211.00	10.00%	9.69%
9/9/2022	1049138	\$781,971.16	\$148,386.00	16.00%	18.98%
9/12/2022	1050718	\$482,548.55	\$56,949.85	12.00%	12.00%
9/19/2022	2480-116	\$100,000.00	\$0.00	0.00%	0.00%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
9/19/2022	8282-149	\$66,345.00	\$0.00	0.00%	0.00%
9/19/2022	8285-112	\$563,208.50	\$38,435.00	3.30%	6.80%
9/21/2022	1050777	\$163,281.94	\$42,729.00	15.00%	26.17%
9/23/2022	1049673	\$99,966.28	\$0.00	0.00%	0.00%
9/23/2022	1050701	\$323,975.50	\$45,680.55	10.00%	14.10%
9/23/2022	1050702	\$171,640	\$26,260.92	10.00%	15.30%

Appendix D: FFY 2022 TGB Contract Awards

The following information complies with the legislative request in [Minn. Stat. 174.03, subd. 11\(6\)](#) and identifies state funded contracts evaluated for TGB goals.

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
10/8/2021	8821-334	\$1,322,938.32	\$136,176.74	10.30%	10.30%
10/11/2021	6005-68	\$18,095,630.12	\$1,425,578.12	7.80%	7.90%
10/15/2021	1047036	\$296,777.60	\$0.00	0.00%	0.00%
10/15/2021	1047576	\$517,851.74	\$0.00	0.00%	0.00%
10/15/2021	1047577	\$305,900.92	\$0.00	0.00%	0.00%
10/19/2021	6982-345	\$778,494.96	\$0.00	0.00%	0.00%
10/22/2021	1047962	\$216,500	\$0.00	0.00%	0.00%
10/26/2021	1047939	\$213,520	\$0.00	0.00%	0.00%
10/29/2021	1046463	\$546,393.71	\$91,607.00	15.00%	16.77%
11/1/2021	5212-37	\$17,625.00	\$0.00	0.00%	0.00%
11/2/2021	1048233	\$258,221	\$0.00	0.00%	0.00%
11/5/2021	1047229	\$659,920.63	\$479,560.00	10.00%	72.67%
11/8/2021	1047185	\$934,661.18	\$279,813.21	21.00%	29.94%
11/11/2021	1047961	\$301,201.97	\$0.00	0.00%	0.00%
11/18/2021	1925-61	\$734,018.88	\$709,675.00	4.50%	99.00%
11/19/2021	1047254	\$367,538	\$0.00	0.00%	0.00%
11/19/2021	1048235	\$305,825.30	\$31,034.80	10.00%	10.15%
11/23/2021	2710-53	\$137,250.00	\$137,250.00	0.00%	100.00%
11/23/2021	1047960	\$99,999.88	\$0.00	0.00%	0.00%
11/30/2021	1047983	\$193,412.15	\$0.00	0.00%	0.00%
12/1/2021	1047375	\$352,525.87	\$0.00	0.00%	0.00%
12/3/2021	1036880	\$1,024,181.97	\$148,603.00	15.00%	14.51%
12/7/2021	2782-356	\$367,188.00	\$32,504.21	8.70%	8.90%
12/7/2021	2782-359	\$791,365.00	\$775,295.00	6.50%	98.00%
12/7/2021	1047002	\$147,238.70	\$0.00	0.00%	0.00%
12/9/2021	1047821	\$169,384.60	\$0.00	0.00%	0.00%
12/10/2021	1047655	\$860,479.73	\$109,287.22	12.70%	12.70%
12/10/2021	1048182	\$515,151.86	\$31,369.80	5.00%	6.09%
12/15/2021	1929-49	\$381,399.00	\$33,750.00	4.90%	8.80%
12/15/2021	7305-124	\$41,754,180.36	\$1,040,786.57	2.50%	2.5
12/17/2021	8827-361	\$783,029.00	\$709,675.00	5.50%	91.00%
12/17/2021	1044223	\$293,942.08	\$30,307.00	10.00%	10.31%
12/17/2021	1047932	\$299,804.17	\$0.00	0.00%	0.00%
12/21/2021	1048204	\$410,003.05	\$410,003.05	20.00%	100.00%
12/22/2021	1044765	\$661,658.54	\$96,536.69	10.00%	14.59%
12/22/2021	1045178	\$6,638,026.48	\$915,201.00	13.10%	13.79%
12/23/2021	1047724	\$132,777.38	\$0.00	0.00%	0.00%
12/27/2021	1047800	\$457,511.86	\$69,018.00	15.00%	15.09%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
12/27/2021	1048601	\$434,857.40	\$112,230.00	21.00%	25.81%
12/30/2021	1048231	\$200,519	\$21,236.00	10.00%	10.59%
1/3/2022	1046779	\$366,871.04	\$42,000.00	15.00%	11.45%
1/3/2022	1048412	\$364,974.87	\$0.00	0.00%	0.00%
1/4/2022	2503-32	\$2,199,112.58	\$683,331.30	9.80%	31.10%
1/4/2022	6919-18	\$464,000.00	\$13,332.00	1.00%	2.90%
1/4/2022	7302-24	\$2,276,200.55	\$330,498.75	13.40%	14.50%
1/5/2022	0301-75	\$678,402.52	\$26,487.50	3.90%	3.90%
1/5/2022	1506-41	\$7,322,241.45	\$966,283.34	4.20%	13.20%
1/5/2022	1047771	\$644,275.48	\$113,590.20	17.00%	17.63%
1/6/2022	1047001	\$511,432.13	\$77,063.48	15.00%	15.07%
1/6/2022	1048123	\$282,307.52	\$0.00	0.00%	0.00%
1/11/2022	1046968	\$433,953.01	\$132,569.50	30.00%	30.55%
1/18/2022	1048120	\$199,569.65	\$0.00	0.00%	0.00%
1/18/2022	1048139	\$460,455	\$0.00	0.00%	0.00%
1/18/2022	1048514	\$289,995.32	\$73,435.92	20.00%	25.32%
1/19/2022	1048303	\$767,687.07	\$0.00	0.00%	0.00%
1/21/2022	5212-38	\$381,156.35	\$0.00	0.00%	0.00%
1/21/2022	1047003	\$695,545.15	\$165,249.90	19.00%	23.76%
1/21/2022	1047930	\$300,412.50	\$0.00	0.00%	0.00%
1/21/2022	1048014	\$399,386.38	\$16,502.45	4.00%	4.13%
2/2/2022	1047904	\$429,205.87	\$75,964.33	4.00%	17.70%
2/3/2022	1047973	\$496,171.32	\$107,410.89	10.00%	21.65%
2/3/2022	1048844	\$48,480.04	\$0.00	0.00%	0.00%
2/4/2022	1048018	\$303,125	\$0.00	0.00%	0.00%
2/16/2022	1048300	\$1,594,775.16	\$159,646.65	9.50%	10.01%
2/17/2022	1048104	\$501,015.56	\$126,008.39	21.00%	25.15%
2/17/2022	1049199	\$19,718	\$0.00	0.00%	0.00%
2/18/2022	1048638	\$449,240.06	\$0.00	0.00%	0.00%
2/28/2022	7010-110	\$130,826.00	\$0.00	0.00%	0.00%
2/28/2022	7205-114	\$983,744.83	\$54,317.79	4.00%	5.50%
2/28/2022	1047834	\$2,442,435.60	\$402,521.30	16.00%	16.48%
2/28/2022	1048652	\$639,573.02	\$121,806.70	19.00%	19.05%
3/1/2022	8506-74	\$458,728.69	\$45,837.85	3.90%	10.00%
3/1/2022	1048518	\$99,280.41	\$0.00	0.00%	0.00%
3/16/2022	7106-87	\$123,123,161.62	\$9,853,849.05	7.90%	8.00%
3/17/2022	1048743	\$100,000	\$0.00	0.00%	0.00%
3/18/2022	1047022	\$1,393,538.91	\$325,789.75	13.70%	23.38%
3/18/2022	1048022	\$1,035,972.84	\$211,734.40	20.00%	20.44%
3/23/2022	6212-194	\$582,545.00	\$118,118.67	2.70%	20.30%
3/23/2022	8680-190	\$284,674.24	\$12,659.20	0.00%	0.05%
3/23/2022	8827-335	\$546,133.00	\$32,212.50	5.10%	5.90%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
3/24/2022	2305-30	\$4,809,407.22	\$168,764.78	3.40%	3.50%
3/24/2022	3101-38	\$5,868,419.74	\$322,763.09	5.20%	5.50%
3/25/2022	1048020	\$572,141.82	\$0.00	0.00%	0.00%
3/25/2022	1048452	\$355,693.99	\$65,590.96	16.00%	18.44%
3/25/2022	1049247	\$39,177.20	\$0.00	0.00%	0.00%
3/28/2022	8824-163	\$646,141.00	\$0.00	0.00%	0.00%
3/29/2022	8826-250	\$789,685.84	\$45,450.00	0.00%	5.80%
3/29/2022	8826-253	\$6,393,629.00	\$631,413.00	2.20%	9.90%
3/30/2022	1049226	\$45,760.92	\$0.00	0.00%	0.00%
3/31/2022	1049215	\$453,136.10	\$0.00	0.00%	0.00%
4/1/2022	1049260	\$239,226.87	\$0.00	0.00%	0.00%
4/1/2022	1049457	\$532,602.63	\$55,136.47	9.30%	10.35%
4/4/2022	1049463	\$540,154	\$0.00	0.00%	0.00%
4/7/2022	1047959	\$251,697.66	\$0.00	0.00%	0.00%
4/7/2022	1048870	\$756,637.91	\$91,782.50	7.00%	12.13%
4/8/2022	1049520	\$15,000	\$0.00	0.00%	0.00%
4/12/2022	8680-191	\$3,692,417.40	\$257,117.04	4.50%	4.70%
4/13/2022	3608-55	\$394,848.00	\$0.00	0.00%	0.00%
4/18/2022	1049354	\$532,401.38	\$0.00	0.00%	0.00%
4/19/2022	1104-26	\$2,721,070.85	\$137,713.86	5.10%	4.80%
4/20/2022	1049339	\$1,185,407.55	\$264,000.00	20.00%	22.27%
4/21/2022	1049243	\$222,222.21	\$0.00	0.00%	0.00%
4/22/2022	1048411	\$908,853.83	\$154,077.34	13.60%	16.95%
4/25/2022	8826-210	\$512,368.91	\$98,500.00	0.00%	19.20%
4/26/2022	4609-17	\$12,388,457.19	\$842,415.09	6.80%	6.80%
4/26/2022	8828-224	\$449,225.75	\$24,000.00	0.00%	5.30%
4/29/2022	1049699	\$349,107.23	\$0.00	0.00%	0.00%
5/10/2022	8824-206	\$378,481.70	\$0.00	0.00%	0.00%
5/10/2022	1048799	\$799,993.37	\$0.00	0.00%	0.00%
5/11/2022	1048666	\$1,939,144.82	\$233,160.17	12.00%	12.02%
5/12/2022	1049314	\$1,629,183.95	\$1,201,371.88	19.80%	73.74%
5/13/2022	1048802	\$798,350	\$0.00	0.00%	0.00%
5/13/2022	1049244	\$219,501.41	\$0.00	0.00%	0.00%
5/16/2022	8824-219	\$765,714.33	\$359,885.74	1.10%	47.00%
5/17/2022	6929-69X21A	\$157,800.00	\$0.00	0.00%	0.00%
5/17/2022	1048800	\$792,561.92	\$0.00	0.00%	0.00%
5/19/2022	4004-134	\$2,360,194.08	\$163,409.06	3.90%	6.90%
5/20/2022	1048993	\$1,512,237.29	\$572,899.74	10.00%	37.88%
5/23/2022	8827-362	\$10,159,755.45	\$370,000.00	3.60%	3.60%
5/26/2022	1048801	\$799,997.42	\$0.00	0.00%	0.00%
5/26/2022	1048929	\$452,785.05	\$98,640.76	4.60%	21.79%
5/26/2022	1048975	\$706,542.36	\$196,440.00	15.00%	27.80%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
6/3/2022	1048771	\$749,726.77	\$94,999.20	12.00%	12.67%
6/3/2022	1049518	\$135,983.31	\$0.00	0.00%	0.00%
6/10/2022	1049368	\$187,164.41	\$9,880.00	0.00%	5.28%
6/10/2022	1049370	\$216,058.57	\$0.00	0.00%	0.00%
6/10/2022	1049879	\$791,718.59	\$0.00	0.00%	0.00%
6/14/2022	1049242	\$1,221,821.57	\$0.00	0.00%	0.00%
6/15/2022	6001-67	\$2,795,127.12	\$65,262.81	1.60%	2.30%
6/15/2022	1049451	\$176,605.80	\$19,603.24	10.00%	11.10%
6/17/2022	1049678	\$130,120.47	\$0.00	0.00%	0.00%
6/17/2022	1049748	\$94,784.45	\$0.00	0.00%	0.00%
6/23/2022	3609-42	\$8,716,310.36	\$383,517.66	3.70%	4.40%
6/24/2022	2772-121	\$3,747,149.89	\$248,936.97	6.00%	6.60%
6/24/2022	1049553	\$399,979.10	\$0.00	0.00%	0.00%
6/27/2022	1049554	\$399,830.65	\$0.00	0.00%	0.00%
6/28/2022	1049896	\$567,832.64	\$58,255.85	10.00%	10.30%
6/29/2022	6929-21	\$2,036,361.33	\$820,058.64	6.40%	40.30%
7/8/2022	1049257	\$642,343.98	\$0.00	0.00%	0.00%
7/13/2022	8825-1012	\$3,695,464.02	\$3,695,464.00	3.10%	100.00%
7/15/2022	1049380	\$675,402.29	\$70,200.00	15.00%	22.07%
7/15/2022	1049494	\$419,553.76	\$0.00	0.00%	0.00%
7/15/2022	1049794	\$736,900.34	\$87,912.80	11.70%	11.93%
7/18/2022	8210-115	\$1,379,197.50	\$88,747.06	5.70%	6.43%
7/20/2022	1050572	\$138,206.88	\$0.00	0.00%	0.00%
7/20/2022	1049495	\$340,743.90	\$0.00	0.00%	0.00%
7/27/2022	1051155	\$50,112.75	\$0.00	0.00%	0.00%
8/1/2022	1049635	\$557,348.73	\$0.00	0.00%	0.00%
8/1/2022	1049869	\$399,326.50	\$101,281.22	14.00%	25.36%
8/1/2022	1050546	\$961,537.87	\$0.00	0.00%	0.00%
8/2/2022	1703-90	\$344,630.90	\$0.00	0.00%	0.00%
8/5/2022	1049545	\$298,428.03	\$0.00	0.00%	0.00%
8/10/2022	1048907	\$711,198.58	\$157,625.18	19.00%	22.16%
8/10/2022	1049863	\$520,963.12	\$83,442.38	13.00%	16.02%
8/18/2022	1050690	\$324,945	\$113,460.00	16.00%	34.92%
8/25/2022	1050700	\$247,700	\$24,685.00	10.00%	10.00%
8/25/2022	1050842	\$497,690	\$49,765.00	10.00%	10.00%
8/29/2022	1050841	\$160,830	\$15,995.00	10.00%	10.00%
9/2/2022	1049496	\$199,784.11	\$0.00	0.00%	0.00%
9/2/2022	1050706	\$149,873.15	\$0.00	0.00%	0.00%
9/2/2022	1050843	\$137,510	\$42,500.00	10.00%	30.91%
9/6/2022	1049382	\$745,438.67	\$72,211.00	10.00%	9.69%
9/9/2022	1049138	\$781,971.16	\$148,386.00	16.00%	18.98%
9/12/2022	1050718	\$482,548.55	\$56,949.85	12.00%	12.00%

Award Date	Project ID	Awarded \$	DBE Commitment \$	DBE Goal	DBE Participation Achieved
9/19/2022	2480-116	\$100,000.00	\$0.00	0.00%	0.00%
9/19/2022	8282-149	\$66,345.00	\$0.00	0.00%	0.00%
9/19/2022	8285-112	\$563,208.50	\$38,435.00	3.30%	6.80%
9/21/2022	1050777	\$163,281.94	\$42,729.00	15.00%	26.17%
9/23/2022	1049673	\$99,966.28	\$0.00	0.00%	0.00%
9/23/2022	1050701	\$323,975.50	\$45,680.55	10.00%	14.10%
9/23/2022	1050702	\$171,640	\$26,260.92	10.00%	15.30%

Appendix E: Goal Setting Methodology²

Executive Summary

This report provides proposed DBE goal and race neutral participation for the Minnesota Department of Transportation (MnDOT) for fiscal years 2022-2024 on Federal Highway Administration funded expenditures. The report was constructed based on the best available information received from MnDOT as well as the government-published secondary data³ such as the Zip Codes Business Patterns from the U.S. Census Bureau. The analysis undertaken suggests a proposed agency-wide DBE goal of 12.59 percent for 2022-2024 on FHWA-funded projects.

This goal was derived in the following manner:

- A base goal of 11.27 percent was computed.
- An adjustment to the base goal was made to account for disparities in prime and subcontract awards that cannot be attributed to differences in industry, location, firm size, credit risk, or other characteristics of DBE versus non-DBE contracts. The adjustment was to increase the base goal by 11.76 percent, resulting in the adjusted goal of 12.59 percent ($= 11.27 \times 1.176$).
- The maximum portion of the adjusted goal deemed to be achievable by race-neutral means was found to be equal to 27.55 percent. Therefore, the race neutral goal was computed to be equal to 3.47 percent ($= 12.59 \times 0.347$) and the race-conscious goal was computed to be equal to 9.12 percent ($= 12.59 \times (1 - 0.347) = 12.59 \times 0.653$).

Table 1 provides the detailed breakdowns:

Table 1. Proposed MnDOT FHWA DBE Goals FY2022-2024

Base Goal	11.27%
Discrimination Gap for Adjustment	11.76%
Adjusted Goal	12.59%
<i>Race-Neutral Portion</i>	27.55%
Race-Neutral Goal	3.47%
<i>Race-Conscious Portion</i>	72.45%
Race-Conscious Goal	9.12%

Source: The research team's calculation using the compiled MnDOT data files

² Reprint of "Technical Report: Methodology for Computing Proposed FHWA DBE Goals Minnesota Department of Transportation (MnDOT) FY 2022-2024; Executive Summary." (Dr. Samuel L. Myers, 2021)

³ The research team used County Business Patterns, Zip Codes Business Patterns and D&B Hoovers' in the analysis.

BACKGROUND

As a recipient of federal transportation dollars awarded through the U.S. Department of Transportation's Federal Highway Administration (FHWA), MnDOT is required to establish and submit a three-year DBE goal to the FHWA for review (Final Rule, 2014). This goal is to be established in compliance with the federal regulations governing the *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs* (hereafter referred to as "USDOT regulations"). The USDOT regulations instruct state and local grant recipients to follow a two-step process to establish their annual DBE goal [49 C.F.R. §26.45]. The analysis conducted by the Roy Wilkins Center complies with these guidelines.

METHODOLOGY

For the MnDOT FHWA DBE goals to satisfy the requirements set forth in the USDOT regulations, availability rates of willing, able and qualified firms must be computed for well-defined geographic market areas. The research team established three different geographic market areas. Two were based on political jurisdictions and the other one was based on zip codes where there were substantial numbers of prime and subcontractors for MnDOT contracts between fiscal year 2019 and 2021. Relevant industries with MnDOT contracts were identified by examining the distribution of MnDOT contract dollars by industry classification for contracts awarded between October 3, 2018, and September 29, 2020. The research team then estimated the distribution of anticipated MnDOT contract dollars by industry classification for FY2022-2024 from the information about future projects that was provided by MnDOT.

Availability rates were computed from multiple data sets and were appropriately weighted to produce a base goal. Base goals were then adjusted to account for disparities in prime contract and subcontract award amounts. The results were the proposed goals. The proposed goals were further partitioned between a race-conscious and race-neutral portion using a methodology upheld by the 3rd Circuit Federal Court in *GEOD v. New Jersey Transit* and published in the peer reviewed journal, *Applied Economics Letters*.

DATA COLLECTION

The research team obtained all prime contract and subcontract files from the Minnesota Department of Transportation for the fiscal years 2018 to 2020. Obvious data entry errors, improbable measures, possible duplicates and related questionable items were flagged and forwarded to MnDOT staff for clarification and/or correction.

Contract files and bid participation data were supplemented with data obtained from Dun & Bradstreet (D&B). Other data used included: the Minnesota Unified Certification Program (MNUCP) Directory, AASHTOWare, Good Faith Efforts Consolidated Forms⁴, and the County and ZIP codes Business Patterns (CBP and ZBP) data for 2019.

⁴ The research team learned that the AASHTOWare system records zip codes, city, and addresses for every firm in PDF format, however the PDF format does not provide all subcontracts in a useable format for purposes of this project. There were 359 firms the research team could not extract address and/or zip codes to match those firms in the D&B database, and thereby obtain NAICS codes. This impacted both the number of DBE and non-DBE firms included in the analysis.

UTILIZATION

The utilization analysis shows that 92.57 percent of total contract dollars were awarded to non-DBE contractors (equivalent to \$3.5 billion) while 7.43 percent of total contract dollars were awarded to DBE contractors (\$317.4 million). *Table 2* shows that DBEs were awarded 0.63 percent of prime contract dollars between FY2018-2020. Of the \$1.28 billion subcontracted by prime contractors, 32.5 percent went to DBE subcontractors and 67.5 percent to non-DBE subcontractors. The total number of DBEs used on subcontracts decreased from 1,496 in FY2016-2018 to 905 in FY2018-2020.

Table 2. DBE Share of FHWA Contract Amount

		N	Contract Amount	Percent
Prime Contracts	Total	742	\$2,986,974,606.56	
	DBE	18	\$18,842,598.30	0.63%
	Non-DBE	724	\$2,968,132,008.26	99.37%
Sub Contracts	Total	2,778	\$1,282,311,231.63	
	DBE	905	\$298,555,817.03	32.50%
	Non-DBE	1,873	\$964,912,816.30	67.50%
5Both Prime and Sub Contracts ⁵				
	DBE	2,052	\$317,398,415.33	7.43%

Source: MnDOT FHWA contracts between Oct. 3, 2018 - Sep. 29, 2020

The vast majority of prime contract dollars were awarded to Minnesota firms (86.06%) followed by Wisconsin (11.56%). The bulk of contracts and contract dollars awarded were in the construction industry with a non-trivial share of contracts and contract dollars in various professional services.

Table 3 shows that of the contract dollars awarded to 18 DBE prime contractors, 39.2 percent were awarded to businesses owned by Caucasian women. 51.2 percent were awarded to Native Americans, and 9.6 percent to Hispanics. Zero prime contract dollars were awarded to businesses owned and operated by either Black Americans or Subcontinent Asian and Asian-Pacific Americans. Among subcontracts, Native Americans were awarded 36 subcontracts totaling \$1.6 million, Black Americans were awarded 35 subcontracts totaling \$6.5 million, Asian and Pacific Islanders were awarded 27 subcontracts totaling \$4.7 million, and Hispanic Americans were awarded 22 subcontracts totaling \$1.9 million.

Table 3. Demographic Distribution of Prime Contracts

Demographic	N	Mean	Total	Pct
Asian	0	\$0	\$0	0.0%
Black	0	\$0	\$0	0.0%
Hispanic	2	\$1,637,137.00	\$3,274,274.00	0.1%
Nat American	6	\$2,894,528.00	\$17,367,168.00	0.6%
White Female	15	\$886,578.20	\$13,298,673.00	0.5%
White Male	582	\$4,783,270.00	\$2,783,863,140.00	98.8%
Overall	605	\$10,201,513.20	\$2,817,803,255.00	100.0%

⁵This figure includes DBEs in either prime or subcontracts.

Table 4 illustrates the varying levels of contract award outcomes for each group on all contracts, both prime and sub-contracts. While Native American and White female-owned firms were contracted with at higher rates than Asians, Blacks, and Hispanics, they still did not achieve equitable levels of contracting. 96% of total contract dollars were awarded to businesses owned by White males.

Table 4. Demographic Distribution of All Contract Dollars

Demographic	N	Mean	Total	Pct
Asian	27	\$174,580.00	\$4,713,660.00	0.1%
Black	35	\$187,674.00	\$6,568,590.00	0.2%
Hispanic	24	\$216,480.30	\$5,195,527.20	0.1%
Nat American	42	\$452,273.40	\$18,995,482.80	0.5%
White Female	800	\$149,760.20	\$119,808,160.00	3.3%
White Male	2,455	\$1,414,669.00	\$3,473,012,395.00	96%
Overall	3,383	\$1,072,508.00	\$3,628,294,564.00	100.0%

GEOGRAPHIC MARKET AREAS

In order for the MnDOT FHWA DBE goal to satisfy the requirements set forth in the USDOT regulations as well as comply with the Supreme Court’s narrowly-tailored standard, the DBE goal must be based on a narrowly-defined geographic market. The research team added the counties from highest to lowest in terms of the project amount and kept adding them until the sum was greater than 75%. Each county has at least 1% of the total project amount.

In order to define the geographic market in such a manner that the vast majority of contract dollars awarded would be incorporated in the definition, the research team considered two broad methods: a) political jurisdiction method (PJM), based on the counties where contracts were awarded; and b) virtual jurisdiction method (VJM), based on the zip code location of contracts and/or contractors in the MnDOT’s database. All methods yield different counts or estimates of the numbers of firms within industry codes, and accordingly will yield alternative measures of availability. For this report, the following markets were used.

Table 5. MnDOT Geographic Market Areas (GMAs) for FHWA DBE Goals

GMA	Definition	Total Amount	Share of Dollars
Political Jurisdiction Method (PJM)			
PJM-1	All Minnesota counties	\$3,092,103,338.15	85.2%
PJM-2	Ranked Counties in USA where the total contract dollars for the sum of the counties exceeds 75% and the marginal contribution to the overall total is at least 1%	\$3,059,818,501.07	84.3%

Virtual Jurisdiction Method (VJM)			
GMA	Definition	Total Amount	Share of Dollars
VJM-1	Ranked zip codes anywhere in the USA where the total contract dollars awarded for the sum of the zip codes exceeds 75% and the marginal contribution to the overall total is at least 0.25%	\$3,296,545,172.19	90.8%
Total (Both Prime and Sub)		\$3,631,086,939.11	

Source: FHWA contracts between Oct. 3, 2018 and Sept. 29, 2020

Note: the GMAs reflect that a substantial majority of MnDOT contract dollars were awarded in counties or zip codes that account for more than 1% of total contract dollars.

The first method, PJM-1, represents the State of Minnesota. The second method, PJM-2, defines those counties where there are enough contracts to represent the Minnesota counties where the total contract amount exceeds 75 percent and the marginal contribution of each county to the overall total contract amount is at least 1 percent of total dollars spent over the reporting period. The other measure, VJM-1, is similar to PJM-2, but focuses on zip codes.

The distribution of dollars per GMA is presented in Table 3 as well. Given that political jurisdictions and zip codes are similarly situated, each geographic market area has more than 80 percent of contract dollars.

DISCUSSION OF AVAILABILITY METHODS

The research team obtained a list of all firms from MnDOT that included prime contractors and subcontractors, certified DBEs, bidders and vendors. NAICS codes for the firms were obtained from the DBE list and Dun & Bradstreet (D&B). When no NAICS could be found⁶, observations were not used in the weighted availability counts.

The research team also obtained from MnDOT the State Transportation Improvement Program (STIP) list of projects⁷ that MnDOT expects to undertake during the 2022-2024 period, and based on comparable projects for which construction has already been completed, identified 51 separate six-digit NAICS codes associated with comparable projects. Weights were obtained by using the projected expenditures provided by MnDOT.⁸

⁶ The research team could not identify NAICS codes for 3.81% of the observations from the Bidders List and 25.08% of the observations from the Vendors list in the D&B database.

⁷ State Transportation Improvement Program (STIP) 2021-2024, <http://www.dot.state.mn.us/planning/program/stip.html>.

⁸ According to U.S. Department of Transportation regulations, the availability rate should be weighted by the “amount of money to be spent” in each industry. The research team requested a copy of MnDOT’s estimated expenditures for the next three years, broken down by NAICS code. Projected expenditures for the next three years included in the State Transportation Improvement Program (STIP) 2021-2024 data files were provided and categorized by type of work. In order to

BIDDERS LIST METHOD⁹

The bidders list includes firms that bid on a federal prime contract or subcontract. The research team obtained the list of bidders on each prime contract and associated subcontracts from the AASHTOWare system and Good Faith Efforts Consolidated Forms maintained by MnDOT. The prime contract and subcontract lists were matched with the certified DBE list database to identify the race/ethnicity and gender status of bidders.

The availability rate is the weighted share of certified DBEs within each NAICS code for a given geographic market area. The weights are based on the expected share of dollars MnDOT anticipates it will spend on different types of projects in 2022-2024. The numerator is the number of DBE bidders and the denominator is the total number of bidders. With the Bidders List method, the numerator and denominator come from the same source.

Information on NAICS codes is not available for all firms. NAICS codes associated with each firm came from two different sources: MnDOT Bidders List, Minnesota UCP DBE List, and D&B. When the research team was unable to obtain NAICS from the MnDOT information, the team used the D&B database. When the research team was unable to find a NAICS code for the firm, the firms were not included in this availability method. The research team excluded 359 firms¹⁰ due to lack of information.

VENDORS LIST METHOD¹¹

The vendors list method includes the list of firms that have done business with MnDOT. MnDOT updates the list continuously by identifying firms that are no longer in business. The research team used the most recently updated list.¹²

The availability rate is the weighted share of certified DBE vendors within each NAICS code for a given geographic market area. The counts for the numerator and the denominator come from the same data source – the vendors list. As is the case with the bidders list, when the research team were unable to match a firm with a NAICS code, that firm was not included in the count.

calculate the weights for the availability analysis, the research team categorized projected expenditures by NAICS code. The result was 51 NAICS codes.

⁹ The formula below was used to calculate the availability analysis using the Bidders List method.

$$\text{Availability Rate} = \sum_{j=1}^n \frac{(\text{Number of DBE Bidders})_j}{(\text{Total Number of Bidders})_j} \times \text{weight}_j, \text{ where } j = \text{industry}$$

The numerator is the number of DBE bidders in a given industry j and the denominator is the total number of bidders with the same industry j . The weight j is the percent of contract amounts in each industry.

¹⁰ The AASHTOWare system records zip codes, city, and addresses for every firm in PDF format. The PDF format does not provide all subcontracts in a useable format for purposes of this project. There were 359 firms the research team could not extract address and/or zip codes to match these firms with the D&B database, and thereby obtain NAICS codes. This impacted both the number of DBE and non-DBE firms included in the analysis.

¹¹ The formula below was used to calculate the availability using the Vendors List method:

$$\text{Availability Rate} = \sum_{j=1}^n \frac{(\text{Number of DBE Vendors})_j}{(\text{Total Number of Vendors})_j} \times \text{weight}_j, \text{ where } j = \text{industry}$$

The numerator is the number of DBE vendors in a given industry j and the denominator is the total number of vendors with the same industry j . The weight j is the percent of contract amounts in each industry.

¹² The vendor list was provided on April 6, 2021.

DBE LIST METHOD¹³

The research team obtained the list of certified DBEs from MnDOT. The numerator in the availability rate is the number of certified DBE firms for specified NAICS codes within a given geographic market area. The denominator is the number of firms in the County Business Patterns (CBP) or ZIP codes Business Patterns (ZBP) databases, depending on the definition of the geographic market area, for specified NAICS codes within a geographic market area. The numerator and denominator come from different sources. The numerator counts firms and the denominator counts establishments with paid employees.¹⁴

The Census Bureau explains: an establishment is a single physical location at which business is conducted or services or industrial operations are performed. An establishment is not necessarily equivalent to a company or enterprise, which may consist of one or more establishments. A single-unit company owns or operates only one establishment. A multi-unit company owns or operates two or more establishments.¹⁵

THE BASE GOAL

Depending on the method used to calculate availability rates, each geographic market area captures a different share of available contract dollars. As a result, each method also yields a different DBE availability goal for each geographic market.

In order to derive a single base goal for MnDOT that is based on all the goals calculated for each geographic market, it is necessary to weight each geographic market-specific goal according to the percentage of contract dollars awarded in that area (shown in Table 4).

The three different methods use data that report multiple industries for many of the firms in their databases. Table 4 presents the details of the weighted availability rate using main NAICS code level. When using the main NAICS code level computation, the base goal is found to be 11.27 percent. This base goal is used in subsequent analyses.

Table 6. FHWA Availability Rates and Base Goal

Method	PJM-1	PJM-2	VJM-1	Weighted Base Goal
Bidders List Method	12.52%	10.25%	5.63%	11.27% ¹⁶
DBE List Method	9.71%	12.19%	7.19%	
Vendors List Method	9.12%	9.93%	7.07%	

Source: The research team's calculation used compiled MnDOT data files and US Census Bureau data.

¹³ The formula below was used to the availability analysis using the Certified DBE List method.

$$\text{Availability Rate} = \sum_{j=1}^n \frac{(\text{Number of DBEs})_j}{(\text{Number of Firms in ZBP/CBP})_j} \times \text{weight}_j, \text{ where } j = \text{industry}$$

The numerator is the number of DBE firms in a given industry j and the denominator is the total number of firms with the same industry j from ZIP Codes Business Patterns dataset. The weight j is the percent of contract amounts in each industry.

¹⁴ Note that the denominator may overstate the number of firms since it includes each establishment owned by a multi-unit firm.

¹⁵ <https://www.census.gov/programs-surveys/cbp/technical-documentation/methodology.html> (Census Bureau, County Business Patterns, "Technical Documentation: Methodology").

¹⁶ Note that the weighted base goal is not a simple average of the measures shown in the table. It is the weighted average using the percent distribution of contract amounts by geographic market area.

ADJUSTMENTS TO THE BASE GOAL

According to the USDOT regulations, recipients of federal funds are required to adjust their base goals in light of other evidence regarding the market area [49 C.F.R. §26.45(d)]. One valid reason for adjusting the goal would be if the analysis showed discrimination, either in the overall marketplace or in the specific agency or governmental unit undertaking the procurement and contracting process.

Factors included in the control for relevant characteristics include year of contract, industry, whether the firm is located in Minnesota, credit rating, tenure of the firm, whether a firm was awarded both prime and subcontracts, and whether the firm had more than one contract. The research team estimated the measures of discrimination for prime contracts and subcontracts for different model specifications. The reasons for different specifications include the fact that there are missing values for some observations on the credit risk, tenure, and size of firms.

The base goal was adjusted using the average unexplained portion from the residual difference composition -- for prime and subcontractors contract disparities. This adjustment equals 11.76 percent.¹⁷

RACE-NEUTRAL ANALYSIS

In compliance with federal regulations, state and local transportation authorities must identify the maximum feasible portion of the DBE goal that can be achieved through race-neutral measures and the percentage of the goal that can only be achieved through race-conscious measures [49 C.F.R. §26.51(a)]. Myers and Ha have pioneered the use of a detailed econometric procedure that maximizes the race-neutral component of the DBE goals.¹⁸ This method has established a rigorous standard for maximizing the race-neutral portion of the overall DBE goal.¹⁹

The logic of the analysis is that some share of DBE dollars awarded would have gone to DBEs without goals. One can compute the share of dollars that would have gone to DBEs without goals for contracts and firms that are comparable. This method requires the estimation of a regression model that controls for a list of relevant variables.

The race-neutral analysis uses the best regression model for predicting DBE contract amounts with and without goals. Following this specification, our analysis shows that 27.55 percent of the goal can be achieved through race-neutral measures and 72.45 percent can be achieved through race-conscious goals.

PUBLIC COMMENT PERIOD

In accordance with the USDOT regulations, as amended by the Final Rule effective November 3, 2014, to establish its overall goal, MnDOT provided a 30-day consultation process and publication of its goal [49 C.F.R. §26.45(g)].

MnDOT published its goal notice to solicit public comments (including information on how to submit comments) on its website from August 2nd to September 9th, 2021. The public hearings were also sent via email to certified small businesses, DBE and Workforce Collaborative, National Association of Minority Contractors, Association of Women Contractors, and Association of General Contractors. The public hearing announcements were also in the association weekly publications.

¹⁷ Standard regression and Oaxaca command in Stata 14 is used for the analysis.

¹⁸ Myers, Samuel L. and Inhyuck "Steve" Ha. "Estimation of Race Neutral Goals in Public Procurement and Contracting," *Applied Economics Letters*, 2009, vol. 16, issue 3, pages 251-256.

¹⁹ 2010-10-19, Civil Action No. 04-2425, GEOD CORPORATION, et al., Plaintiffs v. NEW JERSEY TRANSIT CORPORATION, et al., Defendants.

Additionally, MnDOT held two virtual public comment meetings and directly contacted disadvantaged business enterprises, minority, women and general contractor groups for public input.²⁰ All comments were analyzed to assess their effect on the methodology.

²⁰ Public meetings were held virtually on August 17th and August 18th, 2021