

RESOLUTION NO. 2017-15

**A RESOLUTION OF THE MASON TRANSIT AUTHORITY BOARD
ADOPTING A DISADVANTAGED BUSINESS ENTERPRISE (DBE) POLICY.**

WHEREAS, the Mason Transit Authority ("MTA") Board desires to develop a policy to ensure that Disadvantaged Business Enterprises ("DBE") as defined in Part 26 of U.S. Department of Transportation ("DOT"), 49 CFR have an equal opportunity to receive and participate in DOT-assisted contracts;

NOW THEREFORE, BE IT RESOLVED BY THE MASON TRANSIT AUTHORITY BOARD that POL-406 providing for a Disadvantaged Business Enterprises (DBE) policy, which is attached hereto and incorporated herein, be established and adopted.

BE IT FURTHER RESOLVED that POL-406 shall supersede and replace in full any previously adopted or approved Disadvantaged Business Enterprise (DBE) policies and plans.

Adopted this 18th day of July, 2017.



Terri Drexler, Chair

Wes Martin, Authority Member



Randy Neatherlin, Authority Member



Don Pogreba, Authority Member



Kevin Shutty, Authority Member



John Campbell, Vice-Chair



Tracy Moore, Authority Member



Deborah Petersen, Authority Member



Sandy Tarzwell, Authority Member

APPROVED AS TO CONTENT: 

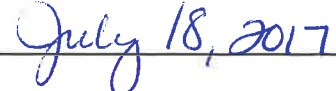
Danette Brannin, General Manager

APPROVED AS TO FORM: 

Robert W. Johnson, Legal Counsel

ATTEST: 

Tracy Becht, Clerk of the Board

DATE: 

July 18, 2017



Title: Disadvantaged Business Enterprise (DBE)
Number: 406
Effective: July 18, 2017
Cancel: N/A
Prepared by: Mike Oliver, DBE Liaison Officer
Approved by: Authority Board
Resolution No. 2017-15

POL-406 DISADVANTAGED BUSINESS ENTERPRISE (DBE)

Mason Transit Authority (MTA) has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MTA has received Federal financial assistance from the DOT, and as a condition of receiving this assistance, MTA has signed an assurance that it will comply with 49 CFR Part 26.

1.0 Purpose

It is the policy of MTA to ensure that DBEs as defined in Part 26, have an equal opportunity to receive and participate in DOT–assisted contracts. This policy applies to all MTA employees administering CFR 49 Part 26 contracts.

2.0 Policy

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

3.0 Responsibility

MTA has delegated a DBE Liaison Officer to be responsible for implementation and overall responsibility of the DBE program. Implementation and execution of the DBE program is accorded the same priority and compliance with all other legal obligations incurred by MTA in its financial assistance agreements with the Washington State Department of Transportation (WSDOT).



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Approved by:	Authority Board Resolution No. 2017-15

Responsibility (cont'd)

MTA has disseminated this policy statement to the MTA Board of Directors, General Manager, DBE Liaison Officer, and all other individuals responsible for purchasing and initiating contracts as defined in Part 26. We have distributed this statement to DBE and non-DBE business communities that perform work for us on DOT-assisted contracts. This statement will initially be distributed with payment methods to our current vendors and thereafter this statement will be mailed, faxed or emailed to potential vendors and/or contractors. When significant changes are made MTA will redistribute.