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Jay D. Hartz
Director

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Suzanne Miles
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Cherlynn Stevenson
Minority Caucus Chair
Jason Nemes
Majority Whip
Rachel Roberts
Minority Whip

MEMORANDUM

TO: Interim Joint Committee on Transportation
FROM: Jay D. Hartz, Director 
SUBJECT: Administrative Regulations
DATE: December 4, 2024

At its November 13, 2024, meeting, the Administrative Regulation Review Subcommittee completed its review of the following administrative regulation: 600 KAR 004:010.

Pursuant to the provisions of KRS Chapter 13A, this regulation has been assigned to the Interim Joint Committee on Transportation. Pursuant to KRS Chapter 13A, the committee has ninety (90) days from the date of this assignment to review this regulation.

The Subcommittee minutes will be delivered to your committee staff upon completion. The material considered by the Subcommittee in its review is attached to the appropriate administrative regulation.

Attachments

cc: Administrative Regulation Review Subcommittee
John Snyder

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MEMORANDUM

TO: Senator Robert Stivers, President of the Senate
Representative David Osborne, Speaker of the House
Members of the Legislative Research Commission

FROM: Senator Stephen West, Co-Chair
Representative Derek Lewis, Co-Chair
Administrative Regulation Review Subcommittee

RE: Report of the Administrative Regulation Review Subcommittee

DATE: December 4, 2024

Members: Senator Stephen West, Co-Chair; Representative Derek Lewis, Co-Chair; Senators Julie Raque Adams, Damon Thayer; and David Yates, Representatives Randy Bridges, Deanna Frazier Gordon, and Keturah Herron.

LRC Staff: Sarah Amburgey, Stacy Auterson, Laura Begin, Emily Caudill, Ange Darnell, Emily Harkenrider, Karen Howard, Anna Latek, and Carrie Nichols.

Guests: Christopher Bowlin, Stephen Humphress, Office of Attorney General; Jamie Caldwell, Rosemary Holbrook, Personnel Cabinet; Beau Barnes, Teachers' Retirement System; Chelsey Couch, Ashely Daily, Finance and Administration Cabinet; Eden Davis, Christopher Harlow, Board of Pharmacy; Jeff Allen, Board of Dentistry; Kyle Elliott, Jake Miller, Board of Licensure for Professional Engineers and Land Surveyors; Sara Janes, Marva Johnson, Board of Interpreters for the Deaf and Hard of Hearing; Samuel Thorner, Kentucky Housing Corporation; Eddie Slone, John Wood, Board of Emergency Medical Services; Seth Fawns, Cyndi Heddleston, Parole Board; Jon Johnson, Tony Youssefi, Transportation Cabinet; Todd Allen, Board of Education; Julie Brooks, Andrea Day, Jay Klein, Rachel Ratliff, Jonathan Scott, Dr. Steven Stack, Todd Trapp, Cabinet for Health and Family Services; Linda Bozeman,

certified and licensed interpreter; Shannon Stiglitz, senior vice president, Kentucky Retail Federation; and Delphia and John Taylor, 502 Hemp and Kentucky Hemp Association.

Administrative Regulations Review by this Subcommittee:

The Administrative Regulation Review Subcommittee met on Wednesday, November 13, 2024.

TRANSPORTATION CABINET: Office for Civil Rights and Small Business Development: Office of Minority Affairs

600 KAR 004:010. Certification of disadvantaged business enterprises. Jon Johnson, assistant general counsel, and Tony Youssefi, executive director, represented the office.

TRANSPORTATION CABINET
Office for Civil Rights and Small Business Development
(Amendment)

600 KAR 4:010. Certification of disadvantaged business enterprises.

RELATES TO: 49 C.F.R. Parts 23, 26, 15 U.S.C. 637 (a), (d), (m), Titles 23 U.S.C., 49 U.S.C., Pub. L. 114-94

STATUTORY AUTHORITY: KRS 174.080, 49 C.F.R. 26.3, 26.21

NECESSITY, FUNCTION, AND CONFORMITY: 49 C.F.R. 26.3 and 26.21 require that recipients of federal-aid highway funds authorized under Titles I and V of the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), Titles 23 and 49 U.S.C., or Titles I, III, and V of the Transportation Equity Act for the 21st Century (TEA-21), and Fix America's Surface Transportation Act of 2015 (FAST), Pub. L. 114-94, from the United States Department of Transportation (USDOT) implement a program to ensure nondiscrimination in the award and administration of USDOT-assisted contracts in its highway financial assistance programs. The Kentucky Transportation Cabinet, as a recipient of these funds, is required by 49 C.F.R. 26.21 to have a program that requires the participation of disadvantaged, minority, and women-owned business enterprises in contracts financed in whole or in part with these funds. This administrative regulation establishes the requirements for certification of DBE firms pursuant to federal law.

Section 1. Definitions.

- (1) "ACDBE" means an Airport Concession Disadvantaged Business Enterprise as defined by 49 C.F.R. 23.3[~~(2)~~].
- (2) "Applicant" or "firm" means any corporation, partnership, sole proprietorship, or joint venture applying with the Transportation Cabinet for certification or continuation as a disadvantaged business enterprise.
- (3) "Approval" means that the applicant has been determined by the DBE Certification Committee to comply with the disadvantaged business enterprise eligibility criteria as established in 49 C.F.R. Part 26, Subpart D and 49 C.F.R. Part 23.
- (4) "Cabinet" means the Transportation Cabinet.
- (5) "Certification" means the process used by the Transportation Cabinet to determine if an applicant complies with the disadvantaged business enterprise criteria established in 49 C.F.R. Part 26, Subpart D and 49 C.F.R. Part 23.
- (6) "Denial" means the cabinet has determined that the applicant does not comply with the disadvantaged business enterprise eligibility criteria established in 49 C.F.R. Part 26, Subpart D and as required by this administrative regulation.
- (7) "Department" or "DOT" means the United States Department of Transportation.

(8) "Disadvantaged business enterprise" or "DBE" is defined by 49 C.F.R. 26.5, Subpart D.

(9) [~~"Ineligibility complaint" means an action of a third party alleging verbally or in writing that a firm is ineligible to participate in the DBE program.~~]

~~[(10)]~~ "Notice" means a written or electronic notice from the Transportation Cabinet or Office for Civil Rights and Small Business Development delivered by~~[via]~~ certified mail to the business address listed on the application form.

~~[(10)]~~~~[(11)]~~ "On-site visit" means an interview conducted by the Office ~~for~~~~[of]~~ Civil Rights and Small Business Development with principals of the firm at its primary place of business, reviewing business-related documents, and inspecting business facilities or equipment pursuant to 49 C.F.R. 26.83(c).

~~[(11)]~~~~[(12)]~~ "Program" is defined by 49 C.F.R. 26.5.

~~[(12)]~~~~[(13)]~~ "Removal" or "removed" means that a firm or business enterprise that has been certified by the cabinet as a disadvantaged business enterprise has been determined to be ineligible, and is no longer entitled to the rights and privileges of a firm or business that has been certified by the cabinet as a disadvantaged business enterprise.

~~[(13)]~~~~[(14)]~~ "Small Business Administration" or "SBA" is defined by 49 C.F.R. 26.5.

~~[(14)]~~~~[(15)]~~ "Small business concern" is defined by 49 C.F.R. 26.5.

~~[(15)]~~~~[(16)]~~ "Socially and economically disadvantaged individual" is defined by 49 C.F.R. 26.5.

~~[(16)]~~~~[(17)]~~ "Uniform~~[Unified]~~ Certification Application~~[Program]~~" or "UCA"~~["UCP"]~~ is defined by 49 C.F.R. 26.~~[81-]~~

~~[(17)]~~~~[(18)]~~ "USDOT" means the United States Department of Transportation.

Section 2. Certification Committee.

(1) The cabinet shall establish and maintain a Certification Committee for the purpose of determining the eligibility of an applicant for certification as a DBE~~[-as established in 49 C.F.R. 26.83]~~.

(2) The Certification Committee shall include:

(a) The following voting members:

1. Executive Director, Office of Project Development, or a proxy;
2. Director of the Division of Construction, or a proxy; and
3. Director of the Division of Construction Procurement, or a proxy; and

(b) The non-voting member, Manager of the Small Business Development Branch, or a proxy who shall chair the Certification Committee.

(3) The Kentucky administrator of the Federal Highway Administration or FHWA, or a proxy may attend Certification Committee meetings as a non-voting member~~[ex-officio]~~.

Section 3. Advisory Panel.

(1) The cabinet shall establish a DBE Certification Advisory Panel whose members may be called upon as needed by the Certification Committee to provide technical counsel regarding a firm's eligibility.

(2) The DBE Certification Advisory Panel shall be comprised of representatives of the following cabinet divisions:

- (a) Division of Contract Procurement;
- (b) Division of Professional Services;
- (c) Division of Highway Design;
- (d) Division of Audits;
- (e) Division of Highway Safety;
- (f) Division of Licensing; and
- (g) Office of Legal Services.

Section 4. Certification Committee Procedures.

(1) Upon voting, a simple majority shall constitute a quorum. ~~[If only two (2) voting members are in attendance, they can still vote and be a quorum provided they vote in agreement.]~~ If only two (2) certification members vote and if they disagree rendering the vote a tie, the Executive Director of the Office for Civil Rights and Small Business Development, or the executive director's proxy, ~~[, the]~~ shall cast the tie breaking vote.

(2) A summary record of each DBE Certification Committee meeting shall be retained by the Office for Civil Rights and Small Business Development for at least three (3) years from the date of initial notice of certification.

(3) The completed applications, staff summaries, and recommendations shall be provided to the DBE Certification Committee members no less than five (5) business days in advance of the scheduled meeting in which the application is to be considered.

(4) The Certification Committee shall have the authority to remove a firm's eligibility for DBE certification as established in 49 C.F.R. 26.87.

Section 5. Applications for Certification.

(1) The UCA (Uniform Certification Application) ~~[UCP application]~~ review process for approval of certification, and continuation of certification as a DBE, or ACDBE shall be conducted pursuant to 49 C.F.R. 26.83, 26.85, and 26.86.

(2) A UCA ~~[UCP application]~~ shall be approved by the Federal Highway Administration pursuant to Appendix F to 49 C.F.R. Part 26. A link to the electronic version of the application form shall be available on the Kentucky Transportation Cabinet Web site.

(3) The completed UCA ~~[UCP application]~~ shall be submitted electronically to the cabinet's Office for Civil Rights and Small Business.

(4) An incomplete UCA ~~[UCP application]~~ missing the required information or documentation shall not be processed until the documentation and information

requirements are received by the Office for Civil Rights and Small Business Development.

(5) A UCA~~[UCP application]~~ submitted by a firm having a principal business office registered in the Commonwealth of Kentucky shall be reviewed in accordance with 49 C.F.R. Parts 23 and 26, Subpart D.

(6) A UCA~~[UCP application]~~ submitted by a firm whose primary office is registered in a state other than Kentucky shall be submitted for approval of DBE certification in Kentucky to the Office for Civil Rights and Small Business Development for review in accordance with 49 C.F.R. 23 and 49 C.F.R. 26.85.

(7) The Office for Civil Rights and Small Business Development shall conduct an on-site visit at the firm's primary place of business pursuant to 49 C.F.R. 26.83(c).

(8) An applicant for DBE, or ACDBE certification, or a certified DBE or ACDBE may withdraw without penalty from the DBE program prior to the Certification Committee making a decision regarding the application.

Section 6. Appeals.

(1) The appeal of a decision by the Certification Committee shall be emailed to DBEAppeals@dot.gov~~[S33AppealsManagementRecords@dot.gov]~~ within forty-five (45)~~[ninety (90)]~~ days of the date of the decision of the committee. The appeal shall include the denied certification notice and other pertinent information and provide a full and specific statement as to why the decision is erroneous, what significant fact was not considered, or what provisions of 49 C.F.R. Part 26 were not properly applied. USDOT shall not accept notices of intent or partial or otherwise non-compliant submissions.

(2) If there is a removal of certification, the removed firm shall have the option to appeal in writing in response to a removal notice letter or in the alternative, request an informal hearing. After the written appeal or informal hearing, the firm may appeal the final decision to the DBEAppeals@dot.gov within forty-five (45) days of the date of the decision pursuant to subsection (1) of this section.~~[An applicant who is denied certification, or whose certification is removed by the committee, shall not reapply for DBE certification for six (6) months from the date of notice of the denial or removal.]~~

(3) If an applicant or firm would like an alternate appeal process, they may elect to appeal final decisions under this section pursuant to KRS 13B.

(4) An applicant who is denied certification, or whose certification is removed by the committee, shall not reapply for DBE certification for six (6) months from the date of notice of the denial or removal.

JIM GRAY, Secretary

TONY YOUSSEFI, Executive Director

APPROVED BY AGENCY: August 12, 2024

FILED WITH LRC: August 15, 2024 at 11:40 a.m.

PUBLIC HEARING AND PUBLIC COMMENT PERIOD: A public hearing on this administrative regulation shall be held on October 23, at 10:00 a.m. EST, at the Transportation Cabinet, Transportation Cabinet Building, 200 Mero Street, Frankfort, Kentucky 40622. Individuals interested in being heard at this hearing shall notify this agency in writing five (5) working days prior to the hearing, of their intent to attend. If you have a disability for which the Transportation Cabinet needs to provide accommodations, please notify us of your requirement five working days prior to the hearing. This request does not have to be in writing. If no notification of intent to attend the hearing is received by that date, the hearing may be cancelled. This hearing is open to the public. Any person who wishes to be heard will be given an opportunity to comment on the proposed administrative regulation. A transcript of the public hearing will not be made unless a written request for a transcript is made. If you do not wish to be heard at the public hearing, you may submit written comments on the proposed administrative regulation. Written comments shall be accepted through 11:59 p.m. EST on October 31, 2024. Send written notification of intent to be heard at the public hearing or written comments on the proposed administrative regulation to the contact person.

CONTACT PERSON: Jon Johnson, Staff Attorney Manager / Assistant General Counsel, Transportation Cabinet, Office of Legal Services, 200 Mero Street, Frankfort, Kentucky 40622, phone (502) 782-8180, fax (502) 564-5238, email Jon.Johnson@ky.gov.

REGULATORY IMPACT ANALYSIS AND TIERING STATEMENT

Contact Person: Jon Johnson

(1) Provide a brief summary of:

(a) What this administrative regulation does:

This administrative regulation establishes the requirements for certification of a Disadvantaged Business Enterprise or DBE firm.

(b) The necessity of this administrative regulation:

This administrative regulation is required by 49 C.F.R. 26.21 to establish an application and certification process for DBE and ACDBE firms to be certified.

(c) How this administrative regulation conforms to the content of the authorizing statutes:

This administrative regulation conforms to the content of the authorizing statute contained in KRS 174.080 and 49 C.F.R. 26.3, 26.21 by setting forth definitions, application process, certification, and appeals of DBE and ACDBE firms.

(d) How this administrative regulation currently assists or will assist in the effective administration of the statutes:

This administrative regulation will establish the regulatory requirements of DBE and ACDBE application and certification processes pursuant to KRS 174.080.

(2) If this is an amendment to an existing administrative regulation, provide a brief summary of:

(a) How the amendment will change this existing administrative regulation:

This amendment will change source of membership of certification committee members and update current appeal process.

(b) The necessity of the amendment to this administrative regulation:

This amendment is necessary due to the modifications of federal regulation(s) 49 C.F.R. Parts 23 and 26, in May 2024.

(c) How the amendment conforms to the content of the authorizing statutes:

The establishment and implementation of a DBE program is required by 49 C.F.R. Parts 23 and 26 as a condition for receipt of federal highway funding.

(d) How the amendment will assist in the effective administration of the statutes:

This amendment expedites and redefines the appeal process, pursuant to USDOT DBE/ACDBE Program Flexibilities Guidance.

(3) List the type and number of individuals, businesses, organizations, or state and local governments affected by this administrative regulation:

This administrative regulation affects disadvantaged, minority, and women-owned businesses desiring to apply for certification with the cabinet's DBE program. This administrative regulation also affects the KYTC Office for Civil Rights and Small Business Development.

(4) Provide an analysis of how the entities identified in question (3) will be impacted by either the implementation of this administrative regulation, if new, or by the change, if it is an amendment, including:

(a) List the actions that each of the regulated entities identified in question (3) will have to take to comply with this administrative regulation or amendment:

Applicants to the DBE program will continue to submit their applications as usual, however, the processes for review and requested appeals will be more efficient.

(b) In complying with this administrative regulation or amendment, how much will it cost each of the entities identified in question (3):

There are no costs or fees associated with this regulation.

(c) As a result of compliance, what benefits will accrue to the entities identified in question (3):

This amendment will improve the efficiency of the DBE program and clarify the appeals process.

(5) Provide an estimate of how much it will cost the administrative body to implement this administrative regulation:

(a) Initially:

There are no costs associated with these amendments.

(b) On a continuing basis:

There are no continuing costs associated with these amendments.

(6) What is the source of the funding to be used for the implementation and enforcement of this administrative regulation:

No funding is necessary.

(7) Provide an assessment of whether an increase in fees or funding will be necessary to implement this administrative regulation, if new, or by the change if it is an amendment:

No new fees or funding will be necessary to implement this amendment.

(8) State whether or not this administrative regulation establishes any fees or directly or indirectly increases any fees:

This amendment does not establish any fees or indirectly increase any fees.

(9) TIERING: Is tiering applied?

No. All DBE applicants are subject to the same scrutiny and regulations. However, non-resident applicant firms who are certified under the federal DBE program in their jurisdiction of original certification (JOC) are subject to a provision in the federal regulations (49 C.F.R. 26.85) that provides a presumption of eligibility if making an initial application for DBE certification by the cabinet.

FISCAL IMPACT STATEMENT

(1) Identify each state statute, federal statute, or federal regulation that requires or authorizes the action taken by the administrative regulation.

49 C.F.R. Parts 23 and 26.

(2) Identify the promulgating agency and any other affected state units, parts, or divisions:

Kentucky Transportation Cabinet's Office for Civil Rights and Small Business Development,

(a) Estimate the following for the first year:

Expenditures: There is no cost to administer this regulation in the first year.

Revenues: Revenue will not be generated by this regulation for state or local government for the first year.

Cost Savings: N/A

(b) How will expenditures, revenues, or cost savings differ in subsequent years?

There will be no costs or revenues generated in subsequent years.

(3) Identify affected local entities (for example: cities, counties, fire departments, school districts):

This amendment should not have any effect on expenditures and revenues of a state or local government agency.

- (a) Estimate the following for the first year:
 - Expenditures: N/A
 - Revenues: N/A
 - Cost Savings: N/A
- (b) How will expenditures, revenues, or cost savings differ in subsequent years?
 - N/A
- (4) Identify additional regulated entities not listed in questions (2) or (3):
 - N/A
- (a) Estimate the following for the first year:
 - Expenditures: N/A
 - Revenues: N/A
 - Cost Savings: N/A
- (b) How will expenditures, revenues, or cost savings differ in subsequent years?
 - N/A
- (5) Provide a narrative to explain the:
 - (a) Fiscal impact of this administrative regulation:
 - Neutral
 - (b) Methodology and resources used to determine the fiscal impact:
 - N/A
- (6) Explain:
 - (a) Whether this administrative regulation will have an overall negative or adverse major economic impact to the entities identified in questions (2) - (4). (\$500,000 or more, in aggregate)
 - N/A
 - (b) The methodology and resources used to reach this conclusion:
 - N/A

FEDERAL MANDATE ANALYSIS COMPARISON

- (1) Federal statute or regulation constituting the federal mandate.
 - 49 C.F.R. Parts 23, 26, 15 U.S.C. 637 (a), (d), (m), Titles 23 U.S.C., 49 U.S.C., Pub. L. 114-94
- (2) State compliance standards.
 - KRS 174.080.
- (3) Minimum or uniform standards contained in the federal mandate.
 - 49 C.F.R. Parts 23, 26, 15 U.S.C. 637 (a), (d), (m), Titles 23 U.S.C., 49 U.S.C., Pub. L. 114-94
- (4) Will this administrative regulation impose stricter requirements, or additional or different responsibilities or requirements, than those required by the federal mandate?

This amendment does not impose stricter requirements, or additional or different responsibilities or requirements than those required by federal mandate.

(5) Justification for the imposition of the stricter standard, or additional or different responsibilities or requirements.

No stricter standard, or additional or different responsibilities or requirements are imposed.

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FROM: Jay D. Hartz, Director *JAH*
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TRANSPORTATION CABINET
Office for Civil Rights and Small Business Development
(Amendment)

600 KAR 4:010. Certification of disadvantaged business enterprises.

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- (1) Upon voting, a simple majority shall constitute a quorum. [~~If only two (2) voting members are in attendance, they can still vote and be a quorum provided they vote in agreement.~~] If only two (2) certification members vote and if they disagree rendering the vote a tie, the Executive Director of the Office for Civil Rights and Small Business Development, or the executive director's proxy, [~~the~~] shall cast the tie breaking vote.
- (2) A summary record of each DBE Certification Committee meeting shall be retained by the Office for Civil Rights and Small Business Development for at least three (3) years from the date of initial notice of certification.
- (3) The completed applications, staff summaries, and recommendations shall be provided to the DBE Certification Committee members no less than five (5) business days in advance of the scheduled meeting in which the application is to be considered.
- (4) The Certification Committee shall have the authority to remove a firm's eligibility for DBE certification as established in 49 C.F.R. 26.87.

Section 5. Applications for Certification.

- (1) The UCA (Uniform Certification Application) [~~UCP application~~] review process for approval of certification, and continuation of certification as a DBE, or ACDBE shall be conducted pursuant to 49 C.F.R. 26.83, 26.85, and 26.86.
- (2) A UCA [~~UCP application~~] shall be approved by the Federal Highway Administration pursuant to Appendix F to 49 C.F.R. Part 26. A link to the electronic version of the application form shall be available on the Kentucky Transportation Cabinet Web site.
- (3) The completed UCA [~~UCP application~~] shall be submitted electronically to the cabinet's Office for Civil Rights and Small Business.
- (4) An incomplete UCA [~~UCP application~~] missing the required information or documentation shall not be processed until the documentation and information

PUBLIC HEARING AND PUBLIC COMMENT PERIOD: A public hearing on this administrative regulation shall be held on October 23, at 10:00 a.m. EST, at the Transportation Cabinet, Transportation Cabinet Building, 200 Mero Street, Frankfort, Kentucky 40622. Individuals interested in being heard at this hearing shall notify this agency in writing five (5) working days prior to the hearing, of their intent to attend. If you have a disability for which the Transportation Cabinet needs to provide accommodations, please notify us of your requirement five working days prior to the hearing. This request does not have to be in writing. If no notification of intent to attend the hearing is received by that date, the hearing may be cancelled. This hearing is open to the public. Any person who wishes to be heard will be given an opportunity to comment on the proposed administrative regulation. A transcript of the public hearing will not be made unless a written request for a transcript is made. If you do not wish to be heard at the public hearing, you may submit written comments on the proposed administrative regulation. Written comments shall be accepted through 11:59 p.m. EST on October 31, 2024. Send written notification of intent to be heard at the public hearing or written comments on the proposed administrative regulation to the contact person.

CONTACT PERSON: Jon Johnson, Staff Attorney Manager / Assistant General Counsel, Transportation Cabinet, Office of Legal Services, 200 Mero Street, Frankfort, Kentucky 40622, phone (502) 782-8180, fax (502) 564-5238, email Jon.Johnson@ky.gov.

REGULATORY IMPACT ANALYSIS AND TIERING STATEMENT

Contact Person: Jon Johnson

(1) Provide a brief summary of:

(a) What this administrative regulation does:

This administrative regulation establishes the requirements for certification of a Disadvantaged Business Enterprise or DBE firm.

(b) The necessity of this administrative regulation:

This administrative regulation is required by 49 C.F.R. 26.21 to establish an application and certification process for DBE and ACDBE firms to be certified.

(c) How this administrative regulation conforms to the content of the authorizing statutes:

This administrative regulation conforms to the content of the authorizing statute contained in KRS 174.080 and 49 C.F.R. 26.3, 26.21 by setting forth definitions, application process, certification, and appeals of DBE and ACDBE firms.

(d) How this administrative regulation currently assists or will assist in the effective administration of the statutes:

There are no costs associated with these amendments.

(b) On a continuing basis:

There are no continuing costs associated with these amendments.

(6) What is the source of the funding to be used for the implementation and enforcement of this administrative regulation:

No funding is necessary.

(7) Provide an assessment of whether an increase in fees or funding will be necessary to implement this administrative regulation, if new, or by the change if it is an amendment:

No new fees or funding will be necessary to implement this amendment.

(8) State whether or not this administrative regulation establishes any fees or directly or indirectly increases any fees:

This amendment does not establish any fees or indirectly increase any fees.

(9) TIERING: Is tiering applied?

No. All DBE applicants are subject to the same scrutiny and regulations. However, non-resident applicant firms who are certified under the federal DBE program in their jurisdiction of original certification (JOC) are subject to a provision in the federal regulations (49 C.F.R. 26.85) that provides a presumption of eligibility if making an initial application for DBE certification by the cabinet.

FISCAL IMPACT STATEMENT

(1) Identify each state statute, federal statute, or federal regulation that requires or authorizes the action taken by the administrative regulation.

49 C.F.R. Parts 23 and 26.

(2) Identify the promulgating agency and any other affected state units, parts, or divisions:

Kentucky Transportation Cabinet's Office for Civil Rights and Small Business Development,

(a) Estimate the following for the first year:

Expenditures: There is no cost to administer this regulation in the first year.

Revenues: Revenue will not be generated by this regulation for state or local government for the first year.

Cost Savings: N/A

(b) How will expenditures, revenues, or cost savings differ in subsequent years?

There will be no costs or revenues generated in subsequent years.

(3) Identify affected local entities (for example: cities, counties, fire departments, school districts):

This amendment should not have any effect on expenditures and revenues of a state or local government agency.

This amendment does not impose stricter requirements, or additional or different responsibilities or requirements than those required by federal mandate.

(5) Justification for the imposition of the stricter standard, or additional or different responsibilities or requirements.

No stricter standard, or additional or different responsibilities or requirements are imposed.