

October 10, 2025

Dear Partners:

The United States Secretary of Transportation issued an Interim Final Rule (IFR) making changes to the Disadvantaged Business Enterprise (DBE) program requirements effective on October 3, 2025. The new IFR removes race-and sex-based presumptions from the definitions of “socially and economically disadvantaged individual” and requires that the owner of a DBE or Airport Concession Disadvantaged Business Enterprise (ACDBE) applicant make an individual showing of social and economic disadvantage. A copy of the IFR is available at:

[https://www.federalregister.gov/documents/2025/10/03/2025-19460/disadvantaged-business-enterprise-program-and-disadvantaged-business-enterprise-in-airport#:~:text=This%20interim%20final%20rule%20\(IFR,with%20law%20and%20the%20U.S.](https://www.federalregister.gov/documents/2025/10/03/2025-19460/disadvantaged-business-enterprise-program-and-disadvantaged-business-enterprise-in-airport#:~:text=This%20interim%20final%20rule%20(IFR,with%20law%20and%20the%20U.S.)

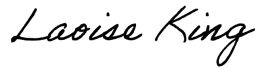
The IFR requires that all DBE firms previously certified using race or sex-based presumptions be reevaluated by the State of Connecticut Department of Transportation (CTDOT) to determine eligibility under the new standards. All DBE firms previously qualified using race or sex-based presumptions are decertified pending reevaluation. Going forward, to benefit from DBE classification and associated financial assistance, all DBEs must demonstrate social and economic disadvantage based on their own experiences and circumstances without regard to race or sex. Applicants must submit a Personal Narrative and current Personal Net Worth statement demonstrating their social and economic disadvantage. The CTDOT Office of Opportunity and Business Development (OOBD) is responsible for conducting the required reevaluations.

CTDOT will provide notice to previously certified DBE/ACDBE firms which will include detailed instructions on the submission requirements and review process. Firms will be recertified if they meet the new DBE/ACDBE certification standards.

Effective immediately, DBE goals on all active, federally eligible contracts are zero percent. Additionally, until CTDOT completes its reevaluation of all currently certified DBE/ACDBEs and implements the required changes to the DBE certification process, CTDOT (1) will not include DBE goals in future contracts and (2) will not count participation toward DBE goals on active contracts.

The information above is based on public information provided by the United States Department of Transportation and not intended as legal advice. Should you have questions regarding IFR implications specific to your circumstances, please seek advice of counsel. CTDOT will provide updates on changes to the DBE program as additional information becomes available. Please email any questions to Debra.Goss@ct.gov.

Sincerely,

A handwritten signature in black ink that reads "Laoise King". The script is cursive and fluid.

Laoise King
Deputy Commissioner