

NEWSLETTER**In this issue:**

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Attention Trucking Companies: Are you interested in being highlighted in our next issue? Contact paul.ndon@dot.wi.gov

Reminder!!!**2024 Schedule of Owned and/or Leased Trucks Submission**

WisDOT's Office of Business Opportunity and Equity Compliance (OBOEC) is accepting updates to your firm's Schedule of Owned and/Leased Vehicles as requirement for all Trucking entities. Complete and submit a "schedule update form" (see link below). This will be considered a condition of assignment to FFY 2024 WisDOT Construction Contracts.

This information is required of firms with the following classifications:

Classified as a Trucking Operation and firms registered in work classifications commensurate with Dump Trucks and Flatbed Trucks

Note: *The Trucking Schedule is not a Trucking Provision.*
Trucking Schedule Update Form ([Click Here](#))

WisDOT Vendor Registration System (VRS) is now live

WisDOT has developed the all new vendor registration system in collaboration with Infotech. The new Vendor Registration System (VRS) is the first step in phasing out the Civil Rights and Compliance System (CRCS).

Here are some important details to be aware of:

- Each vendor will have a main user referred to as the Vendor Admin User. To log in to the Vendor Registration System you will need to have a WAMS ID. [Create a WAMS ID](#) link.
- The Vendor Admin User will log onto VRS using their WAMS ID. Your WAMS ID and Password is used to log into the *Vendor Registration System (VRS)*. [VRS site link](#)
- The Vendor Admin User will review and update all company information in VRS.

The Vendor Registration System (VRS) user documentation is posted directly on the [AASHTOWare Project Knowledge Base](#) (AWPKB) site.

For all questions regarding your VRS Access, profile updates etc. please email DOT DTSD AWP Support AWPSupport@dot.wi.gov

For questions regarding your DBE Certification, please email the Certification Team at dbe_alert@dot.wi.gov

DBE FINAL RULE changes

Effective May 9th, 2024, there were key changes made to the DBE Program including several provisions that will have a direct impact on eligible firms and the contractors that hire them, such as:

- ◆ Adjustments and strengthening of monitoring and prompt payment requirements. Implementation of the new "running tally" monitoring requirement? (49 CFR 26.37)
- ◆ Expanded reporting requirements to USDOT to gain greater knowledge of DBE characteristics, bidding/solicitation practices and utilization and overall program impact.
- ◆ Adjustments to the Personal Net Worth (PNW) size cap and calculations
- ◆ Updated rules for counting participation by DBE material suppliers and clarifies terminology.
- ◆ Expedites interstate certification process through less burdensome procedures.
- ◆ Technical corrections and other updates to expediting interstate reciprocity.
- ◆ And so much more.

WisDOT and the UCP is reviewing, will set implementation plans to address all the updates and will share it all with Industry once completed.

A summary table of the final rule can be accessed at [Final Rule Summary | US Department of Transportation](#)