



**DISADVANTAGED BUSINESS ENTERPRISE  
(DBE) GOAL & METHODOLOGY  
FOR FFY 2020-2022**

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New Hampshire Department of Transportation  
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**Contents**

Introduction ..... 2

The Regulatory Mandate..... 2

Overview of the Goal-Setting Process ..... 3

    Methods of Attainment..... 3

        Step 1: Baseline Goal ..... 3

        Step 2: Adjustment to Base Figure..... 6

Final Proposed Overall DBE Goal ..... 7

Race-Neutral/Race-Conscious ..... 7

Public Participation ..... 7

    Public Comment..... 8

    Addendum on July 31, 2019 ..... 8

    Addendum on December 23, 2019 ..... 9

Appendices..... 10

    Appendix A – Terminology ..... 10

    Appendix B– Sample List of Expenditures .....12

    Appendix C– Summary of FTA Funding Sections ..... 14

    Appendix D – Public Notice .....17

## **NHDOT FTA Disadvantaged Business Enterprise (DBE) Goal & Methodology for FFY 2020-2022**

### **Introduction**

In accordance with Federal Regulation 49 CFR §26.45(f)(3), the New Hampshire Department of Transportation (hereinafter referred to as “the Department” or “the NHDOT”) submits its three-year Disadvantaged Business Enterprise (DBE) goal for FFY 2020-2022 on projected contracting opportunities funded by the Federal Transit Administration (FTA) along with the methodology and supporting documentation for review.

The NHDOT FTA DBE Goal & Methodology plan for FFY 2020-2022 explains the Department’s goal-setting process and methods, public outreach process and administration of the goal. In accordance with Section 26.45 of Part 26, the DBE goal-setting process requires the establishment of a base figure for the relative availability of DBEs in the market; describing the evidence with which it was calculated; making adjustments to adjusting that figure to make it as precise as possible, where appropriate; and, describing the evidence relied upon for such adjustments. As an extension of this process, Section 26.45 requires that state DOT’s meet the “maximum feasible portion” of its overall DBE utilization goal through race-neutral means of facilitating race-neutral DBE participation.

The Department shall make every effort to maximize DBE utilization on all contracts with FTA funding. If future projects are approved which contain additional construction or consulting related services, the Department shall ensure measures are put in place for DBEs to obtain a level of utilization appropriate to the type of work absent discrimination.

The list of definitions and terminology used in this document can be found in Appendix A.

### **The Regulatory Mandate**

Pursuant to the United State Department of Transportation (USDOT) § 26.45 amendment effective March 5, 2010, the Department, will submit to the Federal Transit Administration (FTA) the Disadvantaged Business Enterprise (DBE) goal and methodology at three-year intervals. This process is intended to address the following objectives of the DBE program as defined by 49 C.F.R. Part 26.1:

- Create a level playing field on which DBEs can compete fairly for DOT-assisted contracts;
- Ensure that the DOT’s DBE program is narrowly tailored in accordance with applicable law;
- Ensure that only firms that fully meet eligibility standards are permitted to participate as DBEs;
- Help remove barriers to the participation of DBEs in DOT-assisted contracts;
- To assist the development of firms that can compete successfully in the marketplace outside the DBE program; and
- Provide appropriate flexibility to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

The Department can make mid-cycle adjustments to its DBE goal if the Department experiences circumstances that have a significant impact on the current stated goal. Any mid-cycle adjustment does not take effect until approved by the FTA.

### **Overview of the Goal-Setting Process**

In order to produce accurate calculation and applicable methodology of the overall goal, the Department employed the 2-step process set forth in Section 26.45 of Part 26; the base figure for the relative availability of DBEs and any adjustments to the base figure based on available evidence.

To calculate Step-one, the Department can choose one or more of the following approaches:

- a. Use DBE Directories and Census Bureau Data.
- b. Use a bidders list.
- c. Use data from a disparity study.
- d. Use the goal of another DOT recipient.
- e. Alternative methods.

Method Selected: 49 CFR § 26.45 Use of DBE Directory, the United States Census Bureau Data and a Bidders List.

### **Methods of Attainment**

#### **Step 1: Baseline Goal**

##### Relative Availability of DBEs to All Firms

Baseline goal is determined by a base figure (percentage) for the relative availability of DBE firms to all firms within the local market area. Relative availability of DBEs means “the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate on your DOT-assisted contracts” (49 CFR Part 26.45(c)).

##### Data Sources:

Bidders List - The bidders list was compiled from reports of FTA sub-recipients which allowed the Department to identify the level of DBE participation, or the relative availability of bidders that are ready, willing and able to perform work on FTA assisted projects in the local market area. Local market area is defined within the geographical boundary of New Hampshire, where the Department distributes its federally-assisted contracting dollars, and where the majority of bidders within each North American Industrial Classification System (NAICS) code are located. Additionally, the bidders list is used to further include (or exclude, where appropriate) firms with potential procurement opportunities.

DBE Directory and the United States Census Bureau Data – The DBE goal was determined by the number of businesses listed in the 2016 US Census Bureau: County Business Pattern which lists applicable contracting opportunities for Department’s FTA sub-recipients and on rail and transit projects. The DBE Directory is updated weekly and/or as changes with any one firm’s status takes place (i.e. adding new certifications, decertifications, for exceeding the Personal Net worth (PNW) cap, for going out of business, etc.). The Department also uses the most current census data organized by available NAICS codes.

Procurable Categories:

The Department evaluated all available FTA funding sections for FFY 2016-2018. The data in Table 1 represents FTA “eligible” reimbursable expenses for contracting and/or procurement opportunities are appropriate for determination of this goal setting process. For FFY 20-22, the Department expects the same or similar projects/funding to those in FY16-18. The sample list of expenditure categories can be found in the Appendix B and a description of FTA funding categories in the Appendix C.

Table 1: FTA Funding Categories with Procurable Opportunities FFY16-18

FTA Funding Sections	FFY16-FFY18
5310 Purchase of Service	\$ 2,476,849
5310 RCC Distributed Formula Funding for Enhanced Mobility of Seniors and Individuals with Disabilities	\$ 101,699
5311 Public Transportation for Rural Areas	\$3,906,154
5311f Rural Intercity Bus	\$ 429,086
5307 Transit Capital and Operating Grants for Urbanized Areas	\$ 7,227,808
5309 Transit Capital Improvement Grants	\$ 126,418
<b>Total</b>	<b>\$ 14,268,014</b>

Procurable funds are grouped into 36 procurable opportunity categories (Table 2) and compared against the North American Industry Classification System (NAICS) codes and Relative Availability of DBEs by each procurement category.

NAICS codes are 2-6 digit codes that are assigned to a business establishment based on its primary business activity. The NAICS data provided in Table 2 below is extracted from 2016 US Census Bureau: County Business Pattern data for the State of New Hampshire. The data obtained through this source does not have available 6 digit codes for all industries, which is why the Department used 2-6 digit NAICS codes in the table below. The number of DBE firms was obtained from the NHDOT DBE Directory that was used at the time of collecting the information for determination of this DBE goal and methodology. The Directory includes all in-state and out-of-state DBE certified firms that do business in New Hampshire.

Table 2: Procurement Opportunities, NAICS Codes & Relative Availability of Ready, Willing & Able DBE Firms & All Firms (DBEs & Non-DBEs)

Procurement Opportunities	NAICS Codes	DBE Firms	All Firms
Commercial and Institutional Building Construction (i.e. bus shelter/terminal, parking garage and truck terminal construction)	236220	17	151
Highway, Street, and Bridge Construction (i.e. road and parking lot construction and paving, airport runway construction, resurfacing, striping, curbs, potholes, sidewalk construction, etc.)	237310	26	71
Foundation, Structure, and Building Exterior Contractors (i.e. masonry, glass, roofing, etc.)	2381	12	460
Building Equipment Contractors (i.e. electrical, plumbing, heating, A/C, etc.)	2382	19	1,138
Building Finishing Contractors (i.e. drywall, flooring, painting, carpentry, etc.)	2383	10	639

Other Specialty Trade Contractors (i.e. site preparation and specialize trades for new work, additions, alterations, maintenance and repairs)	2389	33	548
Printing and Related Support Activities	3231	1	136
Motor Vehicle & Motor Vehicle Parts and Supplies Merchant Wholesalers	423120	0	108
Professional & Commercial Equipment & Supplies Merchant Wholesalers	4234	5	215
Paper and Paper Product Merchant Wholesalers	4241	2	34
Automobile Dealers	4411	0	333
Automotive Parts and Accessories Stores	441310	0	331
Building Material and Supplies Dealers (i.e. improvement centers, hardware stores, supply materials (doors, tiles, lighting, plumbing, etc.))	4441	2	421
Gasoline Stations	4471	0	538
Taxi and Limousine Service	4853	1	40
Support Activities for Road Transportation	4884	2	60
Couriers and Express Delivery Services	492110	0	54
Publishing Industries (except Internet)	511	1	188
Broadcasting (except Internet)	515	0	38
Data Processing, Hosting, and Related Services	518210	3	69
Depository Credit Intermediation (i.e. banks, credit unions, etc.)	5221	0	563
Non-depository Credit Intermediation (i.e. credit card issuing, etc.)	522298	1	135
Offices of Real Estate Agents and Brokers	531210	1	304
Activities Related to Real Estate	531390	3	437
Legal Services	5411	2	704
Accounting, Tax Preparation, Bookkeeping, & Payroll Services	541200	7	545
Management, Scientific, and Technical Consulting Services	5416	90	573
Advertising, Public Relations, and Related Services	5418	11	137
Employment Services	5613	8	279
Waste Management and Remediation Services	562	11	185
Other Ambulatory Health Care Services	6219	1	53
Business Schools and Computer & Management Training	6114	10	43
Automotive Repair and Maintenance	8111	4	1,029
Electronic and Precision Equipment Repair and Maintenance	8112	4	76
Interurban and Rural Bus Transportation	485210	0	3
Utilities	221	3	119
<b>Total</b>		<b>290</b>	<b>10,757</b>

The Department identified 10,757 ready, willing and able firms in the above listed categories. In the formula below this number is used as the denominator. The numerator was found by determining the number of ready, willing and able DBE certified firms within the same NAICS sub-sectors. For the purposes of this goal setting methodology, 290 firms currently DBE certified in New Hampshire are considered ready, willing and able to perform work in the areas identified. The 290 ready, willing, and able DBE certified firms, divided by the 10,757 total of all ready, willing, and able firms (DBEs and non-DBEs), yields an un-weighted base figure of 2.69%.

$$\frac{\text{Formula DBE (290)}}{\text{CBP (10,757)}} = 0.0269 \times 100 = 2.69\%$$

Weighing:

While weighing is not required by the rule, it is encouraged by FTA as it helps ensure that Step 1 Base Figure is as accurate as possible. The Department evaluated the total amount of all procurable funds against the total number of ready, willing and able DBEs and the total number of all available firms (DBEs and non-DBEs) to determine the proportion of the funds or the “weight” each category carries and yielded the following results (Table 3):

Table 3: Weighing

Amount of NHDOT funds on contract	Number of DBEs available to perform work	Number of all firms available (including DBEs)	Relative (& Overall) Availability of DBEs	Weighted Base Figure	Total Expressed as %	Rounded Weighted Base Figure
\$14,268,014	290	10,757	0.0135	0.0270	2.70%	2.7%

The weighted total is 2.7% and it is the Step 1 base figure.

**Step 2: Adjustment to Base Figure**

Step 2 is optional and it requires the Department to incorporate any available evidence that will improve the accuracy of the Step 1 base line goal calculations, in order to determine the level of DBE participation that would occur absent the effects of discrimination. The Department assessed the impact of specific factors requiring narrow tailoring of the DBE Program. The following factors were considered in making the decision to adjust the overall DBE goal:

Past Participation: FTA requires that previous three years be used to determine the historical median for past participation. This requires the Department to evaluate DBE participation on FTA assisted contracts during FFY 2016-2018. DBE participation during those FFYs was: 11.6% for FFY16, 2.10% for FFY17 and 4.4% for FFY18. The increase of DBE participation in FFY16 was due to unanticipated construction project (Merrimack-Nashua #40771, Central Corridor Resurfacing) funded by FTA-assisted funds. The Department has not had any such projects in FFY17-19. Therefore, based on this information, the Department does not consider FFY16 DBE participation data to be appropriate for the purpose of this goal setting process and will not use the historical median for past participation to make adjustments to the base figure determined in Step 1. NHDOT does not anticipate any construction projects similar to the Merrimack-Nashua construction project for FYs 2020-2022. Construction projects with FTA-assisted funds are typically very sporadic and difficult to anticipate.

Other Considerations:

- Ensuring DBE goal percentage reflects “apples to apples” calculations: The DBE goal calculation was derived using the same NAICS code categories in both the numerator and denominator, therefore, is considered an accurate comparison of both DBE and non DBE firms capable of those opportunities currently available in FTA contracting work.

- Disparity Study: The NHDOT is not aware of any disparity study performed in New Hampshire for any public agency or private sector company.
- Comparable MBE/WBE Program: The State of New Hampshire does not have a comparable MBE/WBE program for State contracting opportunities, therefore, no similar data source exists that would yield ready, willing and able minority or women owned businesses for comparison.

### **Final Proposed Overall DBE Goal**

Since the Department considered and decided not to use the optional adjustment to base figure in Step 2, the Department, through its Bureau of Rail and Transit (BRT), intends to expend **2.7%** of the amount received from FTA financial assistance that is conducive to contracting on DOT-assisted contracts with small business concerns that are owned and controlled by socially and economically disadvantaged individuals. It is the intent that this expenditure be obtained to the extent practicable, through a race and gender-neutral program.

Should contracting opportunities unexpectedly increase, decrease, or significantly change during the three-year period such that the submitted goal is rendered obsolete, the Department will appropriately amend both the goal and DBE contracting practices as required, in order to ensure the goal and program as a whole is narrowly tailored and accurately reflects the actual contracting opportunities available during the specified time period.

### **Race-Neutral/Race-Conscious**

The Department has successfully met and/or exceeded the FTA DBE goal of 1.65% through race-neutral measures during the last 3 years. We anticipate continuing to meet or exceed this goal in the future, and as such we have not set race-conscious goals for our FTA DBE Program. If the Department does not meet its race-neutral goal during one year, the Department will use race-conscious means the following year, if necessary. The Department will track and report race-neutral and race-conscious DBE participation separately.

### **Public Participation**

The proposed DBE goal and methodology is posted on the official Department's website:

<https://www.nh.gov/dot/org/administration/ofc/dbe.htm> and shared on the Department's social media accounts. The goal is made available for public inspection during normal business hours, 8:00am to 4:00pm at the NHDOT main office located at 7 Hazen Drive, Concord, NH, 03302. Additionally, an email invitation is sent to the following largest stakeholders so they can have an opportunity to participate, review and comment on the revised NHDOT DBE Goal for FFY 2017-2019:

Currently certified DBE firms listed in the NHDOT DBE Directory

- All currently ready, willing and able prime and subcontractors contained in the Department's Office of Federal Compliance (OFC) database.
- Associated General Contractors of New Hampshire
- Chambers of Commerce
- NH Association of Regional Planning Commissions
- NH Transit Association
- Community Action Program Agencies



- NH Vocational Rehabilitation Centers
- NH Employment Security Offices
- New England Farm Workers Council
- NH Works
- NH Small Business Administration
- NH Procurement Technical Assistance Center
- NH Chapter of NAACP in Portsmouth, Manchester and Nashua
- NH Chapter of the National Association of Women in Construction
- New Hampshire RTAP Program

Comments are accepted for thirty (30) days following the date of the notice by:

**E-mail** at [Larisa.Djuvelek-Ruggiero@dot.nh.gov](mailto:Larisa.Djuvelek-Ruggiero@dot.nh.gov),

**Mail or in person** at NHDOT External EEO Coordinator, 7 Hazen Drive, P.O Box 483, Concord, NH 03302

**OR** phone at (603) 271-6612, TDD: Relay NH: 1.800.735.2964

NHDOT's FTA FFY2020-2022 DBE Goal & Methodology Plan is available for viewing on the Department website: <https://www.nh.gov/dot/org/administration/ofc/index.htm>. A hard copy is also available at a request. A copy of the public notice is provided in the Appendix D of this document.

The Department's External EEO Coordinator communicates with DBEs on a weekly basis and shares pertinent Program information and notices, as well as available bidding information (made available by the state, cities and towns, and other community stakeholders). The Department has not received any feedback about the DBE Program at this time. Any feedback received in the future, the Department will consider and document to ensure a fair and inclusive process for all federally-assisted contracts. Additionally, the Department will continue to reach out to DBEs to notify them of any changes to the DBE Program, to share notices and bidding opportunities.

### **Public Comment**

The 30-day public comment period will begin on June 21, 2019. The public will be afforded the opportunity to review and comment on the methodology until July 22, 2019.

NHDOT will begin using its overall goal on October 1, 2019 unless it receives direction to the contrary from the FTA.

**Addendum on July 31, 2019** – At the end of the public participation comment, the External EEO Coordinator spoke to representatives of the following agencies by phone and asked for feedback on the NHDOT's FTA FFY2020-2022 DBE Goal & Methodology Plan that had been sent out to them previously:

- Alternate Transit Advertising (ATA Outdoors Media), Disadvantaged Business Enterprise
- New Hampshire Rural Transit Assistance Program; RL&S Associates, Inc., Disadvantaged Business Enterprise
- Southwestern Community Services, Concord Area Transit and NH Transit Association.

One of the surveyed representatives expressed their concern for including fuel expenses into the methodology. The concern is that most agencies spend a good portion of their funds on fuel purchase

and there are no DBE fuel stations on their routes. This, according to the representative, hampers the ability to meet the DBE goal.

The Department has not made any changes to its proposed DBE plan based on this feedback and it has determined that the concern does not warrant excluding fuel from its methodology calculation as according to 49 CFR §26, when calculating the DBE goal, the Department is required to consider all available business in the state in each procurable category in which agencies (sub-recipients) spend their federal dollars.

The Department has successfully met all of its DBE goals in the previous years and a slight increase in the DBE goal for this plan should not affect the Department's ability to meet its new goal.

Final Proposed DBE Goal is 2.7%.

**Addendum on December 23, 2019** – For the FFY 2023-2025 plan update, the Department will conduct a “scheduled, direct, and interactive consultation process” either through face-to-face meetings, video conferences, or teleconferences as rested by the FTA and required by the regulation. Appropriate consultation method will be chosen and planned for at least 8 months in advance of the due date for the next plan update. The details of the consultation meeting will be shared with community stakeholders at least 30 days in advance of the set consultation date. The consultation session will be scheduled for two to three hours to give enough time for the presentation of the proposed goal and interactive exchange of ideas and questions. The ideas, suggestions and any other feedback will be collected and the plan will be updated accordingly prior to the submission to FTA for a review and an approval.

## Appendices

### Appendix A – Terminology

The following program terms tailored to the local conditions of the Department consistent with 49 C.F.R. Part 26 and are provided for reference:

**DEPARTMENT** – As used in this document, “Department” refers to the New Hampshire Department of Transportation.

**DBE** – A small, for-profit Disadvantaged Business Enterprises that meets the size, ownership, control, and definitional requirements of 49 C.F.R. Part 26.5 and has been certified by the UCP under the federal regulation set forth in 49 C.F.R. Part 26.

**LOCAL MARKET** – Local market area is defined within the geographical boundary of New Hampshire, where the Department distributes its federally-assisted contracting dollars. The Department has calculated custom marketplaces for each NAICIS code based on the locations listed on the available 2016 US Census Bureau: County Business Pattern information and the Department’s bidders list.

**NAICS CODE** - The North American Industry Classification System (NAICS) is the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy.

**POTENTIAL DBE** – Minority- or woman-owned DBE firms that are not yet identified as ready, willing and able by the Department, but meet the requirements for DBE certification and are currently operating within the NAICS code profiles identified as part of the Department’s local market.

**RACE NEUTRAL** – A measure of participation in federally-funded projects among DBE and non-DBE firms expected in the absence of discrimination without specific DBE goals on contracts. This measure is calculated as a ratio of DBE firms to all non-women and non-minority firms within a defined set of NAICS codes available in the local market area.

**RACE-NEUTRAL MEASURES** – Consistent with Section 26.5, the definitional section of the federal regulation set forth in 49 C.F.R. Part 26, the Department’s race-neutral measures are those designed to assist all small businesses as opposed to measures designed to benefit DBEs alone.

**RACE-CONSCIOUS MEASURES** – Consistent with the definitional section of the federal regulation set forth in 49 C.F.R. Part 26, the Department’s race-conscious measures are those that are focused exclusively on DBEs. These include traditional contract goals.

**READY, WILLING, AND ABLE BUSINESSES**– Businesses interested, capable, and authorized to perform work on the Department’s federally-assisted, transportation-related contracts:

- *Ready* refers to those businesses that perform a trade, function or service that may be utilized on the Department's federally-assisted contracts.
- *Willing* refers to ready businesses that have either performed or expressed a bona fide interest in performing a function on the Department's federally-assisted contracts.
- *Able* refers to ready and willing businesses that have fulfilled the Department's requirements to participate in the performance of its federally-assisted contracts including becoming a registered vendor.

**READY, WILLING, AND ABLE DBEs** – Those businesses that meet the definition of “ready, willing, and able businesses” and that have been certified by the Department as a DBE consistent with the provisions of 49 C.F.R. Part 26.

**RELATIVE AVAILABILITY OF DBEs** – Consistent with 49 C.F.R. Part 26.45, “relative availability” of DBEs refers to demonstrable evidence of the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to participate on the Department's federally-assisted transportation-related contracts.

## Appendix B– Sample List of Expenditures

As defined by the Federal Acquisition Regulation, a "contract" means a mutually binding legal relationship obligating the seller to furnish the supplies or services (including construction) and the buyer to pay for them. Contracts include bilateral instruments, awards and notices of awards; job orders or task assignment letters issued under basic ordering agreements; letter contracts; orders, such as purchase orders, under which the contract becomes effective by written acceptance or performance; and bilateral contract modifications. Contracts do not include grants and cooperative agreements. Each purchase order is considered one contracting opportunity.

Vehicle purchases are excluded from the expenditure list, as well as in-house cost related to salaries, insurance, wages, 401K contributions, taxes, licenses, mileage reimbursement, meals and lodging, conference and seminars, and similar expenses.

Potential expenditure and/or subcontracting opportunities for all projects/funding sections include, but are not limited to:

- Advertising Services
- Architecture
- Art, Graphics
- Building construction or Maintenance
- Bus parts
- Bus and/or shelter cleaning
- Cable guard rail, guard rail
- Carpet care
- Concrete (i.e. work for new bus shelter and bus bays)
- Construction
- Designing and building new facility
- Disposal of waste fluids
- Drug screens and physicals
- Electrical or mechanical repair/maintenance
- Equipment repairs
- Erosion control
- Excavation
- Farebox counting and deposit
- Fasteners
- Feasibility study for maintenance facility
- Fencing
- Financial services: banking, payroll, accounting, tax services, etc.
- Fuel, i.e. diesel & lube
- Grading
- Geo tech services
- Hardware
- HVAC and plumbing repairs and maintenance
- Insurance
- ITS consulting or software
- Janitorial services
- Language Interpretation services
- Land planning
- Landscaping
- Legal services
- Lighting fixtures & lamps
- Mailing services
- Management consulting
- Marketing services
- Materials testing
- Miscellaneous supplies (light bulbs, filters, etc.)
- NEPA assessment for maintenance facility
- Planning Studies
- Office supplies, equipment, furniture
- Painting
- Paving
- Payments for taxi vouchers, paratransit services, etc.
- Pest control
- Preliminary design of maintenance facility

- Professional services (management consulting, studies, plan development, training, etc.)
- Printing equipment
- Printing (regular, digital, etc.) services
- Purchase Orders
- Quality Control services
- Rehabilitation of a bus station, maintenance facilities, etc.
- Rental and sales of equipment
- Repairs
- Replacement of flooring, fencing, etc.
- Security & courier services for farebox money
- Shelter glass replacement
- Shop tools, parts, fluids, tires, and bus washing supplies
- Signs Painting, Signage
- Snow removal at shelter sites and other premises
- Steel
- Storage
- Structural engineering
- Surveying
- Testing
- Taxis
- Telecommunications/Data/Electronic
- Toiletries
- Traffic control
- Transit decal application on bus shelters
- Transit services (other)
- Transit supplies and equipment
- Transit vehicle logos
- Translation of printed materials foreign languages, Braille, and audio cassette
- Towing and outside repairs
- Trucking (hauling)
- Uniforms (laundry); clothing
- Transportation planning
- Transportation services
- Vehicle maintenance

## Appendix C– Summary of FTA Funding Sections

### 5310 Purchase of Service

The intent the 5310 Purchase of Service (POS) initiative is to expand the availability of transportation services in New Hampshire, support the goals of the 2006 “Statewide Coordination of Community Transportation Services” plan, and to maintain and expand regional services funded for the past several years. The program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both “traditional” capital investment and “nontraditional” investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Traditional Section 5310 project examples include:

- buses and vans
- wheelchair lifts, ramps, and securement devices
- transit-related information technology systems, including scheduling/routing/one-call systems
- mobility management programs
- acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- travel training
- volunteer driver programs
- building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- improving signage, or way-finding technology
- incremental cost of providing same day service or door-to-door service
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- mobility management programs

<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310>

### 5310 Regional Coordinating Council (RCC) Program Funding for Enhanced Mobility of Seniors and Individuals with Disabilities

The Department uses this funding to support the nine NH Regional Coordinating Councils (RCCs) and coordinated transportation services in their regions. These funds are allocated by formula distribution to each region, but do not supplant the traditional Statewide 5310 Capital program. Each region identifies a single Lead Agency that, on behalf of the region, applies for these funds by submitting a 5310 RCC

Program application with required attachments. This funding supports capital/mobility management projects and operating expenses (including direct operating as well as purchased services). Currently funded Mobility Management activities are also eligible.

### **5311 Formula Grants for Rural Areas: (Non-urbanized) Transit (Public Transportation for Rural Areas)**

The purpose of the FTA Section 5311 program is to support public transportation for people living in any area outside of an urbanized area (UZA) as designated by the Bureau of the Census. Public transportation means regular, continuing shared-ride surface transportation services that are open to the general public or open to a segment of the general public defined by age, disability, or low income. Eligible projects include operating, administration, job access and reverse commute projects, and the acquisition of public transportation services for rural areas with populations less than 50,000.

<https://www.transit.dot.gov/rural-formula-grants-5311>

### **5311 (f) Intercity Bus**

This funding of the FTA Section 5311 (f) is used to support rural intercity bus services. The funding provides support for capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program. Eligible activities include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

<https://www.transit.dot.gov/rural-formula-grants-5311>

### **5307 Urbanized Area Formula Grants (Transit Capital and Operating Grants for Urbanized Areas)**

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under the Special Rule.

<https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307>



**53079 Capital Investment Grants (Transit Capital Improvement Grants)**

This FTA discretionary grant program funds transit capital investments, including heavy rail, commuter rail, light rail, streetcars and bus rapid transit. Federal transit law requires transit agencies seeking CIG funding to complete a series of steps over several years.

<https://www.transit.dot.gov/capital-investment-grants-5309>



**PUBLIC NOTICE**

**Revised New Hampshire Department of Transportation (NHDOT)  
Disadvantaged Business Enterprise (DBE) Goal for Federal Transit Administration (FTA)  
Federal Fiscal Years 2020-2022**

The New Hampshire Department of Transportation (NHDOT) proposes a goal of 2.7 % for Disadvantaged Business Enterprises participation in Federal Transit Administration (FTA) contracting activity.

NHDOT invites all interested parties to participate, review and comment on the proposed NHDOT DBE Goal for FFY 2020-2022.

Comments will be accepted until July 22, 2019 at 4:00 pm by:

E-mail at [Larisa.Djuvelek-Ruggiero@dot.nh.gov](mailto:Larisa.Djuvelek-Ruggiero@dot.nh.gov),  
Mail or in person at NHDOT External EEO Coordinator,  
7 Hazen Drive, P.O Box 483, Concord, NH 03302  
OR phone at (603) 271-6612; TDD: Relay NH: 1.800.735.2964

A hard copy of the NHDOT's FTA FFY2020- DBE Goal will be available for viewing on the NHDOT website:

<https://www.nh.gov/dot/org/administration/ofc/index.htm>  
and at the following address during normal business working hours,  
8:00 AM to 4:00 PM, Monday - Friday:

NHDOT  
7 Hazen Drive,  
Concord, NH 03302

NHDOT is an Equal Opportunity Employer. If you need this information in an alternative format, please contact the External EEO Coordinator at (603) 271-6612 or [Larisa.Djuvelek-Ruggiero@dot.nh.gov](mailto:Larisa.Djuvelek-Ruggiero@dot.nh.gov)

TDD: Relay NH: 1.800.735.2964