



**FEDERAL TRANSIT ADMINISTRATION
DISADVANTAGED BUSINESS ENTERPRISE
(DBE) GOAL & METHODOLOGY
FOR FFY 2023-2025**

Revised 7/25/2022

New Hampshire Department of Transportation
Office of Federal Compliance
P.O. Box 483, 7 Hazen Drive, Concord, NH 03302-0483

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NHDOT FTA Disadvantaged Business Enterprise (DBE) Goal & Methodology for FFY 2023-2025

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 2023-2025 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 2023-2025 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; 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, as defined in Appendix A, 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 that support transit, 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 concurred with by the FTA.

Overview of the Goal-Setting Process

The Department’s overall goal must be based on demonstrable evidence of the availability of ready, willing, and able DBEs relative to all businesses that are ready, willing, and able to participate in DOT-assisted contracts. 49 CFR §26.45 dictates a two-step process. The first step is to determine a base figure for the relative availability of DBEs. Once the base figure is determined, it is necessary to examine all the evidence available in the Department’s jurisdiction to determine what adjustment to the base figure, if any, is necessary.

Projected Federal-aid Contracting Opportunities for FFY23-25

The Department evaluated all projected FTA funding sections for FFY23-25. The data in Table 1 represents projected FTA “eligible” reimbursable expenses for contracting opportunities that are appropriate for consideration in this goal setting process.

Table 1: [FTA Funding Categories with Procurable Opportunities FFY23-25](#)

FTA Funding Sections	FFY23-25
5310 Seniors and Individuals with Disabilities	\$ 1,198,621
5311 Public Transportation for Rural Areas	\$4,123,198
5311f Rural Intercity Bus	\$4,500,000
5307 Transit Capital and Operating Grants for Urbanized Areas	\$11,800,000
5339 Bus and Bus Facilities Capital	\$1,448,800
Total	\$23,070,620

Goal Methodology

Step 1: Determination of a Base Figure

To establish the Department’s Base Figure of the relative availability of DBEs to all comparable firms (DBE and Non-DBEs) available to propose on federal-aid contracting opportunities projected to be solicited during the goal period, the Department followed the two-step process federally prescribed for goal-setting in accordance with 49 CFR Part 26.45.

At the outset, the Department must determine the local market area in which it will search for DBEs and Non-DBES and in which the substantial majority of its contractors and subcontractors exist. The NHDOT has defined its local market area as the geographical boundary of New

Hampshire, where the Department distributes its federal-aid contracting dollars, and where the majority of bidders within each North American Industrial Classification System (NAICS) code are located.

Having determined its local market area, the Department projected the contracting opportunities that it will have during this goal period and defined the corresponding NAICS codes. The Department projects that the anticipated contracting opportunities for this goal period will fall within the NAICS code categories identified in Table 2. As explained below, this projection is based on the projects and funding for this goal period being substantially identical to those of the previous goal period.

The Department then searched for DBE and Non-DBE firms that perform the work associated with the relevant NAICS codes. This was accomplished by accessing the [New Hampshire Unified Certification Program \(UCP\) Directory of Certified DBE Firms](#) and the [2020 U.S. Census Bureau County Business Patterns \(CBP\) Database](#). All efforts were made to use as close to identical NAICS codes as possible to ensure a “like-to-like” comparison. Although several DBEs have more than one NAICS code, we used only one such code per firm to avoid duplication.

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	9	134
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	16	73
Foundation, Structure, and Building Exterior Contractors (i.e., masonry, glass, roofing, etc.)	238110, 238120, 238130, 238140, 238150, 238160, 238170, 238190	5	514
Building Equipment Contractors (i.e., electrical, plumbing, heating, A/C, etc.)	238210, 238220, 238290	20	1,295
Building Finishing Contractors (i.e., drywall, flooring, painting, carpentry, etc.)	238310, 238320, 238330, 238340, 238350, 238390	10	675
Other Specialty Trade Contractors (i.e., site preparation and specialize trades for new work, additions, alterations, maintenance, and repairs)	238910, 238990	5	566

Printing and Related Support Activities	323111, 323113, 323120	1	110
Motor Vehicle & Motor Vehicle Parts and Supplies Merchant Wholesalers	423120	1	58
Professional & Commercial Equipment & Supplies Merchant Wholesalers	423420, 423430, 423440, 423450, 423460, 423490	5	195
Paper and Paper Product Merchant Wholesalers	424120, 424130	2	35
Automobile Dealers	441110, 441120	1	334
Automotive Parts and Accessories Stores	441310	1	205
Building Material and Supplies Dealers (i.e., improvement centers, hardware stores, supply materials (doors, tiles, lighting, plumbing, etc.))	444110, 444120, 444130, 444190	1	411
Gasoline Stations	447110, 447190	1	563
Taxi and Limousine Service	485310, 485320	1	20
Support Activities for Road Transportation	488410, 488490	2	62
Couriers and Express Delivery Services	492110	0	61
Publishing Industries (except Internet)	511110, 511120, 511130, 511140, 511199, 511210	2	195
Broadcasting (except Internet)	515111, 515112, 515120, 515210	0	37
Data Processing, Hosting, and Related Services	518210	3	91
Depository Credit Intermediation (i.e., banks, credit unions, etc.)	522110, 522120, 522130	0	578
Non-depository Credit Intermediation (i.e., credit card issuing, etc.)	522298	0	20
Offices of Real Estate Agents and Brokers	531210	1	354
Activities Related to Real Estate	531390	0	47
Legal Services	541110, 541191	2	632
Accounting, Tax Preparation, Bookkeeping, & Payroll Services	541200	1	185
Management, Scientific, and Technical Consulting Services	541611, 541612, 541614, 541618, 541620, 541690	55	453
Advertising, Public Relations, and Related Services	541810, 541820, 541830, 541840, 541850, 541860, 541870, 541890	6	118
Employment Services	561311, 561312, 561320, 561330	3	261

Waste Management and Remediation Services	562111, 562112, 562119, 562211, 562212, 562213, 562219, 562910, 562920, 562991, 562998	2	156
Other Ambulatory Health Care Services	621910, 621991, 621999	1	49
Business Schools and Computer & Management Training	611410, 611420, 611430	1	45
Automotive Repair and Maintenance	811111, 811112, 811113, 811118, 811121, 811122, 811191, 811192, 811198	4	1,004
Electronic and Precision Equipment Repair and Maintenance	811211, 811212, 811213, 811219	0	69
Interurban and Rural Bus Transportation	485210	0	10
Utilities	221111, 221112, 221113, 221114, 221115, 221116, 221117, 221118, 221121, 221122, 221210, 221310, 221320, 221330	2	124
Total		164	9,739

To determine the relative availability of DBEs, the Department created a ratio wherein the numerator represents the number of ready, willing, and able DBE firms and the denominator represents all firms, both DBEs and Non-DBEs, available in each work category.

For the numerator: New Hampshire UCP DBE Database of Certified Firms
For the denominator: 2020 U.S. Census Bureau’s County Business Pattern Database (CBP)

As noted in Table 2, the Department identified 9,739 ready, willing, and able firms in the NAICS codes for the projected federal-aid contracting opportunities. In the federally prescribed 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, 164 firms currently DBE certified in New Hampshire are considered ready, willing, and able to perform work in the areas identified. The 164 ready, willing, and able DBE certified firms, divided by the 9,739 total number of all ready, willing, and able firms (DBEs and non-DBEs), yields a base figure of 1.68%.

Formula

$$\frac{\text{DBE (164)}}{\text{CBP (9,739)}} = 0.0168 \times 100 = 1.68\%$$

Step 2: Adjustment to Base Figure

Once the base figure is determined, the NHDOT is required to examine all the factors available to determine what adjustment, if any, is necessary. Step 2 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:

The volume of work that DBEs have performed in recent years can be useful to increase the accuracy of the DBE goal. Past participation is particularly useful if the contracting opportunities that are projected for the next three years are similar to those of the previous goal period. The Department analyzed the projected contracting opportunities in resources such as the State Transportation Improvement Plan and determined that the projected opportunities are effectively similar to those in the prior three years and that therefore adjusting the base figure using past participation was logical. 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 2019-2021. The following table shows the DBE participation obtained during this period:

FFY	DBE Goal	DBE Participation
2019	1.65%	3.40%
2020	2.53%	2.91%
2021	2.53%	13.98%

DBE participation during those federal fiscal years was: 3.40% for FFY19, 2.91% for FFY20 and 13.98% for FFY21. To adjust the base figure using past participation, NHDOT adds the median participation from the relevant three-year period to the base figure and divides that sum by two. The median participation during this period was 3.40%.

Median 3.40% + Base Figure 1.68% = 5.08%

5.08% / 2 = 2.54%

Accordingly, after adjusting the base figure due to the similarity of federal-aid procurement opportunities during the previous 3 years, the NHDOT’s adjusted DBE Goal is 2.54%.

Race-Neutral/Race-Conscious

The Department has successfully met and/or exceeded its previous FTA DBE goal of 1.65% in FFY19 and 2.53% in FFY20 and FFY21 through race-neutral measures. We anticipate that we will meet or exceed our current goal 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 any given fiscal year, the Department will take steps as are necessary to meet its goal, such as increased outreach and training and up to use of race-conscious means the following year. The Department will track and report race-neutral and race-conscious DBE participation separately.

Public Participation

In establishing the Department's overall DBE goal, the Department must provide for consultation and publication.

Consultation:

The Department is required to consult with minority, women's and general contractor groups, community organizations, and any other officials or organizations that may have information concerning the availability of the relative availability of DBEs, the effects of discrimination on DBE opportunities, or ways in which NHDOT can establish a level playing field for the participation of DBEs.

Accordingly, the NHDOT took affirmative steps to both obtain public feedback and to engage in scheduled, direct, interactive exchanges with interested stakeholders. As a starting point, NHDOT posted the proposed FTA FFY 2023-2025 Goal and Methodology and a Notice of Goal on the bulletin board of its reception area, as well as on its website and social media accounts to solicit public comment. It sent the same via email to all DBEs in the NHDOT DBE directory on July 7, 2022 with a request that feedback be provided. On July 8, 2022, the goal methodology and goal notice was sent to all NHDOT subrecipients of federal funds for additional input.

One vendor that had previously been a certified DBE in New Hampshire but which had lost such status after converting into an employee-owned company provided feedback that it felt DBE requirements should be loosened to permit such a type of organization. Although the Department understood this concern, it did not believe that the feedback impacted the proposed goal and therefore no changes to the proposed goal were made.

An email invitation was sent to the following large stakeholders to provide them with the opportunity to review and provide input on the goal:

- 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

On July 22, NHDOT held an in-person and virtual public hearing to brief attendees on the proposed goal and how it was determined. The hearing was led by NHDOT’s consultant who had prepared the goal and methodology and included a summary of DBE requirements generally, the requirements relating to development of the goal and methodology, a description of the projected federal-aid contracting opportunities for the goal period, the method by which the goal was determined, and an appeal for input from attendees. Representatives from three firms attended. The participants stated that they were appreciative of the briefing but had no questions.

Publication:

Prior to submission to FTA, the proposed DBE goal and methodology was posted on the official Department’s website: <https://www.nh.gov/dot/org/administration/ofc/dbe.htm> and was shared on the Department’s social media accounts. It was also posted and made available for public inspection during normal business hours at the NHDOT main office located at 7 Hazen Drive, Concord, NH 03302. In order to obtain as much public feedback as possible, the Department included a 30-day public comment period as part of its published notice.

A copy of Public Notice is included in Appendix D.

A copy of Public Hearing Notice is included in Appendix E. Sign-in sheet is on file and available upon request.

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 federal-aid contracting dollars. The Department has calculated custom marketplaces for each NAICS code based on the locations listed on the available 2020 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 federal-aid, transportation-related contracts:

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

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 federal-aid 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
- Consulting services
- 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
- Maintenance
- 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

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

5310 Funding for Enhanced Mobility of Seniors and Individuals with Disabilities

The Department uses this funding to support contracted services and mobility management within the eight NH Regional Coordinating Council (RCC) regions as well as to support other capital (e.g., vehicles and software) projects via statewide solicitations.

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

[Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310 | FTA \(dot.gov\)](https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-people-disabilities-fact-sheet-section-5310)
<https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-people-disabilities-fact-sheet-section-5310>

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 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>

5339 Bus & Bus Facilities

The Grants for Buses and Bus Facilities program (49 U.S.C. 5339) makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

[Bus and Bus Facilities Fact Sheet \(Section 5339\) | FTA \(dot.gov\)](https://www.transit.dot.gov/funding/grants/bus-and-bus-facilities-fact-sheet-section-5339)

<https://www.transit.dot.gov/funding/grants/bus-and-bus-facilities-fact-sheet-section-5339>



PUBLIC NOTICE

**Revised New Hampshire Department of Transportation (NHDOT)
Disadvantaged Business Enterprise (DBE) Goal for Federal Transit Administration (FTA)
Federal Fiscal Years 2023-2025**

The New Hampshire Department of Transportation (NHDOT) proposes a goal of 2.54 % 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 2023-2025.

Comments will be accepted until August 8, 2022 at 4:00 pm by:

E-mail at Merideth.A.Wilson@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) 271-8252; TDD: Relay NH: 1.800.735.2964

A hard copy of the NHDOT's FTA FFY2023-2025 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) 271-8252 or Merideth.A.Wilson@dot.nh.gov
TDD: Relay NH: 1.800.735.2964



PUBLIC NOTICE

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NHDOT invites all interested parties to participate, review and comment on the proposed NHDOT DBE Goal for FFY 2023-2025.

**Friday, July 22, 2022
10:00 a.m. to 12:00 p.m.**

NHDOT
7 Hazen Drive,
Concord, NH 03302

A hard copy of the NHDOT's FTA FFY2023-2025 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,
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NHDOT is an Equal Opportunity Employer. If you need this information in an alternative format, please contact the External EEO Coordinator at (603) 271-8252 or Merideth.A.Wilson@dot.nh.gov
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