

Overall Goal Calculation

Amount of Goal

MTA intends to expend .5% of the Federal financial assistance with certified DBE firms in DOT-assisted contracts, exclusive of FTA funds to be used for the purchase of transit vehicles. The MTA intends to set a contract goal of 5% for the design and construction of the Transit Center.

Methodology and Procedure Utilized to Meet DBE Goals for FY 2025 - FY 2027

The MTA has signed a Unified Certificate Program agreement with the State of New Hampshire. The MTA uses the New Hampshire Certified DBE Directory to determine a base figure of available DBE's. The MTA evaluates the directory to determine the number of DBEs within NAICS codes available for our current and future procurements expected. The number of DBEs is then divided by the number of New Hampshire NAICS businesses. Due to low numbers of available DBE's overall and the low number of DBE's within NAICS codes usable by MTA, no weighting techniques are used to adjust the base figure. The NH DBE directory listed 371 of available firms, divided by 91,452 NH NAICS business for rate of .41% overall. No weighting techniques were used due to the low percentage.

Adjustment

The base figure is adjusted by considering our current and past use of DBEs that have performed work, as well as future potential with them. Future expenditures and contracting opportunities are considered, to evaluate potential to additional DBEs participation within the NAICS codes. The 3-year average from FY2021 to FY 2023 for DBE was .14%. During the review period, MTA focused on recovering from the COVID-19 pandemic, and did not undertake capital projects. As part of the CARES Act funding, MTA performed most of its capital projects under CARES Funding during 2020 and was able to obtain DBE participation for its HVAC and Lift replacement projects. The Authority recognizes the low percentage of past commitments and the limited NAICS opportunities for normal operational expenditures. The Authority commits to improving the DBE participation by setting the operational goal to .5%.

In July 2024, the Manchester Transit Authority was recently awarded a \$19,922,891 grant for development of the first Transit Center for Manchester NH. This will represent a great opportunity for DBE participation in this 3-year project and will be considered as part of our DBE goal. Within the New Hampshire Certified DBE Directory, there are many NAICS codes and business that could be used in the planning, design, and construction of the Multi-Modal terminal. The MTA is in the early development of this project and the next step will be the solicitation for a Project

Manager to assist with the technical/environmental issues as well as be the lead on the construction. As part of the selection and evaluation process will be review of DBE participation of other projects. The MTA is considering setting a contract goal for DBE participation in this construction. MTA has never had a large capital construction project and MTA is in the very early stages of the project. The MTA believes a goal of 5% is reasonable for the construction process and will evaluate as more information is obtained during the selection process for the Project Manager.

MTA is a small urban transit provider (UZA less than 200,000) and as such, FTA shares in the operating costs of the system. While MTA has a total operating budget in FY2022 of \$6,814,213; only \$932,832 is considered to be an FTA contracting opportunity. This figure is reached by removing \$5,881,381 in funds allocated to payroll labor, employee benefits for health/Life/Dental insurances and retirement plans, and municipal utilities. The figure of \$932,832 includes expenses for vehicle/building maintenance, vehicle/building insurance, and various maintenance/office supplies.

We find the numbers of DBE suppliers in our immediate service area for operational expenditures are very limited. Whenever possible, we attempt to secure prices from companies in the greater Boston area. However, being some 50+ miles from our facility, many of these companies deem it to be non-feasible to service our needs. When a new opportunity arises, we review the NHDOT Directory for additional participants we may use to solicit from.

NAICS codes were carefully examined and matched with the categories of work determined to most likely occur in MTA’s federal contracting program for FY2022-2023. A complete list of NAICS codes can be found at <http://www.census.gov/eos/www/naics/>

Computation of FY 2025 DBE Goals

FY 2025 Estimated Transit Operating Budget	\$6,814,213
Amount of Budget Subject to DBE (non payroll/fringe)	\$ 932,832
 Total Capital Requests	 \$19,922,891
Subject to DBE	\$19,922,891

FY 2025 DBE Goals @ .5% Operating \$4,664 (50/50 Match)
 FY 2025 DBE Goals @ 5% Capital \$19,922,891 (80/20 Match)

Given the amount of Federal-assisted contracts MTA expects to let during this fiscal year/project, which is \$981,865 for operating, we have set a goal of expending \$4,664 with DBE’s during FY 2025 projects, with a 1.5% increase in FY 2026 (\$4,734) and FY 2027 (\$4,805).