

# 2024-2026 FTA DBE METHODOLOGY AND GOAL

## DEVELOPED BY

### THE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION

#### Introduction

The Pennsylvania Department of Transportation (PennDOT) has developed its Triennial Disadvantaged Business Enterprise (DBE) Goal and goal-setting methodology for the three-year federal fiscal years goal period 2024-2026 (October 1, 2023 through September 30, 2026) in accordance with Title 49 Code of Federal Regulations (Part 26), and the guidance set forth in the *Tips for Goal-Setting in the Disadvantaged Business Enterprise (DBE) Program (TIPS)*. While PennDOT’s DBE goal and methodology is established every three years, PennDOT conducts interim reviews or mid-course “inline adjustments” annually to assess market conditions and to ensure that its goal remains legally defensible.

PennDOT is a recipient of U.S. DOT Federal Transit Administration (FTA) funding in excess of \$250,000. As a condition of receiving financial assistance, PennDOT will comply with FTA DBE’s requirements in accordance with 49 CFR 26.45(a)(1).

#### Goal Methodology

##### Step 1: Determination of Base Figure (Relative Availability of DBEs (§ 26.45(c)))

To establish a base figure of the relative availability of DBEs to all comparable firms (DBEs and Enterprise Units) available to participate on PennDOT’s DOT assisted contracting opportunities, PennDOT identified each federally funded project anticipated for the triennial period. NAICS Codes were aggregated for each project. PennDOT then weighted the ratios according to the anticipated expenditures associated with each project NAICS Code to yield a relative availability of DBEs. This resulted in a base figure of 8.19% or 0.0819. (See “DBE Goal Calculation Weighting Worksheet” at the end of this document.)

##### Step 2: Adjusting the Base Figure (§ 26.45(d))

Under Step-2 of the goal setting process, PennDOT examined all relevant evidence in its jurisdiction to determine what adjustments, up or down, needed to be made to the base figure to arrive at the overall goal. The PAUCP list of DBEs is used to identify DBEs. PennDOT used the U.S. Census Bureau’s County Business Patterns (CBP) to identify the Enterprise Universe (EU) for each NAICS code. PennDOT determined that the median past participation was the best measure of DBE capacity available. Past participation data was aggregated from PennDOT’s semi-annual submissions to FTA (see the table below).

#### PennDOT DBE Attainment on FTA-assisted Contracts

Year	Attainment
2018	0.0110
2019	0.1429

Year	Attainment
2020	0.0740
2021	0.0355
2022	0.0136
<b>Median</b>	<b>0.0355</b>

*Note: Attainment figures are taken from DBE Commitments as reported on semi-annual FTA Uniform Reports. The numbers in this table have been rounded for display purposes.*

PennDOT averaged the step-1 base figure with the average DBE past participation on FTA-assisted projects for the last five years. Calculation of the Step 2 adjusted figure is as follows:

$$(Step\ 1\ Base\ Figure + Median\ Past\ Participation)/2 = Step\ 2\ Adjusted\ Figure$$

$$(8.19\% + 3.55\%)/2 = 5.87\%$$

The median annual past participation for PennDOT administered FTA-assisted contracts is 3.55%. Averaging this figure with the Step 1 Base figure results in a Step 2 adjusted ratio of 5.87%

#### Race-Conscious/Race-Neutral Allocation (49 C.F.R. § 26.45(f)(3))

To calculate race-conscious and race neutral allocation of the overall goal, PennDOT analyzed race-neutral commitments over the last five years. Median annual race-neutral commitment over the last five years is 0.44%. PennDOT believes this is the best measure for predicting race-neutral attainment over the triennial period. Subtracting 0.44% from the overall goal of 5.87% leaves 5.43% as the race-conscious portion of the goal.

PennDOT will use contract goals to meet any portion of the overall goal PennDOT does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of the overall goal that is not projected to be met through race-neutral means or measures. If PennDOT determines it will fall short of the overall goal, it will make appropriate modifications in race-neutral or race-conscious (contract) measures to allow it to meet the overall goal.

The following is PennDOT’s approach to providing a proactive implementation plan with strategies to achieve race-neutral participation.

#### Procurement Review and Goal Setting Plan:

- The Bureau of Equal Opportunity Goal Methodology team reviews all project technical submittals that meet the \$250,000 threshold to make an overall project goal determination and for assurance that good faith efforts are occurring, lists of PAUCP certified DBEs are provided for the scopes of contractible work and is available at pre-bids and pre-conferences for the transit projects.

- The Bureau of Public Transit and Bureau of Equal Opportunity conduct quarterly pipeline meetings to review all transit projects.
- Based on project reviews, Race-Neutral (RN) participation deficiencies occur primarily with capital projects, and there are 3-4 large rail and/or Capital projects annually on average. In order to minimize RN participation deficiencies, pre-bid and pre-construction meetings is mandated for construction managers and sub-recipient transit agencies. Project Pre-Bid and Pre-Conference notices and public outreach for project pre-bids is provided through PennDOT's Supportive Services Project Poster platform and monthly mailing lists to Small Businesses, Diverse Businesses, and DBEs.

### Race Neutral Training Strategy

- PennDOT is mandating training on the DBE program for its construction managers, subrecipient transit agencies, and prime/subcontractors during the pre-bid and pre-construction phases. This training includes regulatory requirements, the importance of goal attainment, good faith effort in contracting, prompt payment, reporting, the small business enterprise (SBE) element and supportive services programs. It also includes a review of the PAUCP Directory to generate sample DBE lists by common transportation NAICS codes. The training is provided to participants, jointly by the Bureau of Equal Opportunity and the Bureau of Public Transit.
  - The training requirement was implemented as of 07/01/21. Every capital project is required to receive this training, which was monitored with a sign-in log that is maintained on file by the Bureau of Public Transit. The first training occurred on 09/10/21 at the Luzerne County Transportation Authority Facility Project Pre-Bid and the second training occurred on 09/28/21 at the Cambria County Transportation Authority Pre-Conference. As the project schedules are finalized, the mandated trainings at pre-bid or pre-conference will occur, and sign-in logs will be used.

### Small Business Enterprise (SBE) Program Plan

- PennDOT has established, as part of its DBE program, the Small Business Enterprise (SBE) program, in accordance with 49 CFR 26.39. Every PennDOT federally-assisted procurement and subcontract has a DBE contract provision that must include the SBE provisions for recruitment, utilization, participation, counting, good faith effort, reporting, and prompt payment.
  - The SBE is designed to facilitate greater participation of small businesses in transportation-related procurements. This element only applies to federally-assisted transportation projects (highway, transit, and aviation). Any businesses interested in pursuing SBE certification must meet the U.S. Small Business Administration (SBA) size standards and submit a completed application. Firms currently certified as a DBE by the Pennsylvania Unified Certification Program (PAUCP) are also listed as a SBE for purposes of federally-assisted contracts, and need not submit a

separate SBE application. To become an SBE (if not a DBE) you will need to apply and be certified by PennDOT at [www.dotsbe.pa.gov](http://www.dotsbe.pa.gov).

## Race Neutral SBE Strategy

- PennDOT will continue to review all transit projects and federal aid grants that meet the threshold for contractable work for DBE goal setting. Projects that exceed the overall race-conscious goal will have that counted toward their race-neutral participation. Future training will be provided concurrently with the SBE program pre-bids and pre-conferences for every scheduled Capital project. The Bureau of Public Transit and the Bureau of Equal Opportunity will also use the mandated pre-bid and pre-conference training to publicize and educate construction managers, subrecipient transit agencies, and prime/subcontractors on the SBE program, subcontracting opportunities, and good faith efforts to utilize small businesses. This will include a review of the SBE Directory to generate sample SBE lists by common transportation NAICS codes.
- PennDOT has implemented a Small Business Supportive Services program and a Business Development Program. Services are provided via virtual platform, telephone, email, or one-on-one consultation free-of-charge. PennDOT revitalized these services in 2020 through a new vendor, ProRank Business Solutions LLC, to provide assistance to small businesses in contracting with PennDOT, bid assistance, business planning, bonding, project management, networking, and outreach.
- In January 2022, PennDOT implemented a new race-neutral strategy to support and develop small businesses through the PennDOT Small Business Resource Center, a component of PennDOT's Supportive Services Program. A variety of small businesses resources are available at <https://learn.prorankllc.com/groups/penn-dot-small-business-resources-room/>.



- 10 PennDOT's Small Business Supportive Services Center vendor, ProRank Business Services LLC, hosts ProRank Academy, a web-based learning platform for small

businesses. This virtual space provides free access to networking rooms and a Project Poster (used by PennDOT primes to advertise construction and rail projects) are also available. By visiting this resource room, small business are added to the Supportive Services monthly mailing list to receive project and event advertisements. In addition, this virtual space provides small businesses with free access to training resources such as:

- ⑩ How to become DBE Certified
- ⑩ Contracting 101
- ⑩ US DOL Prevailing Wage Seminars
- ⑩ Fair Labor Standards Act (FLSA) Compliance
- ⑩ ECMS – Business Partner Registration
- ⑩ Financing Alternatives
- ⑩ COVID-19 Safety
- ⑩ Introduction to OSHA.

- Information about these small business resources is promoted to the general public through quarterly outreach events, and through the PennDOT DBE Directory, Diverse Business Supportive Services Center, Small Business Supportive Center mailing list, PAUCP partner Agencies, PennDOT program areas and subrecipients, and external Industry partners.
- In February 2022, within the PennDOT Small Business Resource Center, an online curriculum was developed for subrecipient transit agencies that receive FTA project funds and construction managers for those projects in areas such as small business engagement, good faith effort in contracting, the DBE program, prompt payments, and other topics. PennDOT’s Bureau of Public Transit now mandates that the subrecipient agencies and construction managers complete this curriculum training.

## **Consultation and Outreach Efforts (49 CFR § 26.45(g)(1)(2))**

### **Public Consultation**

Before establishing the overall goal, PennDOT conducted face-to-face, in-person consultations with minority, women’s, general contractor groups. In addition, PennDOT seeks input from community organizations, and other officials or organizations. The meetings were originally held in person in the Allentown/Philadelphia, and Pittsburgh, areas. A Harrisburg area meeting is planned, but not yet scheduled. A virtual meeting was also held to explain the methodology and solicit public comment from those unable to attend in-person meetings.

### **Public Notice and Public Comment**

Following the public consultation and outreach efforts, PennDOT published a notice of the proposed overall goal methodology in the *Pennsylvania Bulletin*. As required, this notice informed the public that PennDOT and DOT would accept comments on the goals for 30 days from the date of the notice published. The original notice appeared at PennDOT’s Bureau of Equal Opportunity webpage and the document was made available for translation upon request.

## Summary of Comments & Responses

Three Public Consultation Forums as part of the FTA DBE 2024-26 triennial goa-setting process. The first meeting was held in person at the PennDOT District Office in Uniontown, PA, on May 23, 2023. The second meeting was held virtually for state-wide participation on May 24, 2023. The third meeting was held in person at the PennDOT District Office in Allentown, PA, on May 25, 2023. No comments or questions regarding the proposed FTA DBE 2024-26 Triennial Goal were received during these Public Consultation Forums.

### Project Types

PennDOT is responsible for and must account for all FTA funds flowing to subrecipients in its goal and methodology. The projects subrecipients use the funds for all three distinct types: Local, Capital, and Rail. Because each type of project pulls from a different geographic market, the NAICS code expenditures and firm counts are unique to each project type.

- **Local projects** involve the use of 5311 funds for general operating expenses. The geographic market for local projects is very small, often encompassing the subrecipient's county of operation or perhaps adjoining counties. For simplification, the relevant counties are aggregated for purposes of determining DBE relative availability.
- **Capital projects** are larger scale projects often involving industrial or commercial construction such as transit terminals or bus wash facilities. Because of their size, these projects attract contractors from a wider radius. All counties within a 100-mile radius of the project are counted. Again, the relevant counties are aggregated for purposes of determining DBE relative availability.
- **Rail Projects** are projects along the Keystone Corridor that are either improvements to or construction of rail stations. All counties within a 100-mile radius of the project are counted.

## DBE Goal Calculation Weighting Worksheet

### Weight of Each Type of Work by NAICS Code:

	NAICS Code	Project Type	Amount of DOT funds on project:	% of total DOT funds (weight)
1)	221210	Local	\$154,230.69	0.0007
2)	236220	Local	\$114,988.55	0.0005
3)	237310	Local	\$31,535.38	0.0001
4)	238220	Local	\$151,899.41	0.0007
5)	323111	Local	\$82,442.43	0.0004
6)	332321	Local	\$5,670.00	0.0000
7)	333318	Local	\$987.24	0.0000
8)	333921	Local	\$17,010.00	0.0001
9)	333924	Local	\$5,292.00	0.0000
10)	423430	Local	\$3,024.00	0.0000
11)	424720	Local	\$17,764.39	0.0001
12)	441310	Local	\$230,024.17	0.0010
13)	441320	Local	\$264,814.94	0.0012
14)	452319	Local	\$68,466.42	0.0003
15)	453210	Local	\$26,602.20	0.0001
16)	453310	Local	\$742,881.12	0.0033
17)	485113	Local	\$2,728,416.98	0.0121
18)	488410	Local	\$97,515.00	0.0004
19)	511120	Local	\$25,724.55	0.0001
20)	518210	Local	\$11,329.06	0.0001
21)	524210	Local	\$2,184,582.50	0.0097
22)	531120	Local	\$30,594.53	0.0001
23)	541110	Local	\$78,272.59	0.0003
24)	541211	Local	\$135,974.60	0.0006
25)	541214	Local	\$403,271.10	0.0018
26)	541219	Local	\$4,947.60	0.0000

Appendix – DBE Goal Calculation Weighting Worksheet

	NAICS Code	Project Type	Amount of DOT funds on project:	% of total DOT funds (weight)
27)	541613	Local	\$80,388.23	0.0004
28)	541618	Local	\$6,777.00	0.0000
29)	561612	Local	\$48,815.64	0.0002
30)	561621	Local	\$6,804.00	0.0000
31)	561710	Local	\$767.92	0.0000
32)	561720	Local	\$47,547.03	0.0002
33)	561730	Local	\$114,668.04	0.0005
34)	562212	Local	\$1,008.00	0.0000
35)	621511	Local	\$58,840.80	0.0003
36)	624190	Local	\$4,294.51	0.0000
37)	811212	Local	\$143,311.32	0.0006
38)	811213	Local	\$363,728.15	0.0016
39)	812331	Local	\$91,944.05	0.0004
40)	54151	Local	\$93,904.31	0.0004
41)	236220	Capital	\$22,449,591.91	0.0994
42)	237110	Capital	\$2,120,463,78	0.0094
43)	237310	Capital	\$3,265,252.85	0.0145
44)	237990	Capital	\$842,413.91	0.0037
45)	238110	Capital	\$3,958,818.48	0.0175
46)	238160	Capital	\$3,554,738.22	0.0157
47)	238210	Capital	\$4,873,660.03	0.0216
48)	238220	Capital	\$8,557,581.58	0.0379
49)	238290	Capital	\$2,541,767.96	0.0112
50)	238320	Capital	\$1,859,465.94	0.0082
51)	238910	Capital	\$3,130,400.07	0.0139
52)	332313	Capital	\$5,310,552.49	0.0235
53)	339950	Capital	\$81,936.05	0.0004
54)	524210	Capital	\$329,803.23	0.0015
55)	541330	Capital	\$3,873,583,46	0.0171



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	NAICS Code	Project Type	Amount of DOT funds on project:	% of total DOT funds (weight)
56)	561730	Capital	\$28,824.20	0.0001
57)	236220	Rail	\$16,179,163.00	0.0716
58)	237110	Rail	\$882,950.00	0.0039
59)	237130	Rail	\$3,269,619.00	0.0145
60)	237310	Rail	\$2,206,343.50	0.0098
61)	237990	Rail	\$30,699,547.25	0.1359
62)	238110	Rail	\$1,651,464.00	0.0073
63)	238120	Rail	\$24,419,934.73	0.1081
64)	238160	Rail	\$3,371,096.15	0.0149
65)	238210	Rail	\$1,870,994.00	0.0083
66)	238220	Rail	\$1,106,328.02	0.0049
67)	238290	Rail	\$1,808,423.01	0.0080
68)	238310	Rail	\$384,955.10	0.0017
69)	238320	Rail	\$817,600.22	0.0036
70)	238390	Rail	\$86,001.00	0.0004
71)	238910	Rail	\$14,501,898.99	0.0642
72)	332313	Rail	\$30,522,485.83	0.1351
73)	339950	Rail	\$382,497.55	0.0017
74)	524126	Rail	\$955,920.50	0.0042
75)	541310	Rail	\$5,142,384.21	0.0228
76)	541330	Rail	\$5,339,481.22	0.0236
77)	541370	Rail	\$35,591.03	0.0002
78)	561730	Rail	\$171,088.03	0.0008
79)	561990	Rail	\$4,684,936.23	0.0207
	<b>Total FTA-Assisted Contract Funds</b>		<b>\$225,950,616.16</b>	<b>1.0000</b>

*Note: The numbers in this table have been rounded for display purposes.*

**Relative Availability of DBEs by NAICS Code:**

	NAICS Code	Project Type	Number of DBEs available to perform this work	Number of all firms available (DBEs included)	Relative Availability
1)	221210	Local	1	79	0.0127
2)	236220	Local	41	410	0.1000
3)	237310	Local	40	114	0.3509
4)	238220	Local	27	965	0.0280
5)	323111	Local	7	144	0.0486
6)	332321	Local	1	6	0.1667
7)	333318	Local	0	8	0.0000
8)	333921	Local	1	1	1.0000
9)	333924	Local	0	0	0.0000
10)	423430	Local	3	106	0.0283
11)	424720	Local	3	15	0.2000
12)	441310	Local	0	417	0.0000
13)	441320	Local	0	186	0.0000
14)	452319	Local	0	572	0.0000
15)	453210	Local	0	24	0.0000
16)	453310	Local	0	72	0.0000
17)	485113	Local	0	0	0.0000
18)	488410	Local	0	87	0.0000
19)	511120	Local	0	20	0.0000
20)	518210	Local	11	155	0.0710
21)	524210	Local	4	1296	0.0031
22)	531120	Local	4	554	0.0072
23)	541110	Local	6	1245	0.0048
24)	541211	Local	12	466	0.0258
25)	541214	Local	1	37	0.0270
26)	541219	Local	8	267	0.0300
27)	541613	Local	32	219	0.1461

Appendix – DBE Goal Calculation Weighting Worksheet

	NAICS Code	Project Type	Number of DBEs available to perform this work	Number of all firms available (DBEs included)	Relative Availability
28)	541618	Local	20	68	0.2941
29)	561612	Local	3	71	0.0423
30)	561621	Local	1	60	0.0167
31)	561710	Local	0	62	0.0000
32)	561720	Local	30	577	0.0520
33)	561730	Local	17	1174	0.0145
34)	562212	Local	2	11	0.1818
35)	621511	Local	38	1006	0.0378
36)	624190	Local	6	403	0.0149
37)	811212	Local	0	21	0.0000
38)	811213	Local	0	17	0.0000
39)	812331	Local	3	6	0.5000
40)	54151	Local	42	1025	0.0410
41)	236220	Capital	68	1993	0.0341
42)	237110	Capital	30	303	0.0990
43)	237310	Capital	76	485	0.1567
44)	237990	Capital	32	127	0.2520
45)	238110	Capital	25	719	0.0348
46)	238160	Capital	11	908	0.0121
47)	238210	Capital	41	4537	0.0090
48)	238220	Capital	21	6244	0.0034
49)	238290	Capital	8	389	0.0206
50)	238320	Capital	37	1798	0.0206
51)	238910	Capital	62	1947	0.0318
52)	332313	Capital	5	43	0.1163
53)	339950	Capital	7	270	0.0259
54)	524210	Capital	3	6411	0.0005
55)	541330	Capital	126	2791	0.0451

Appendix – DBE Goal Calculation Weighting Worksheet

	NAICS Code	Project Type	Number of DBEs available to perform this work	Number of all firms available (DBEs included)	Relative Availability
56)	561730	Capital	25	8478	0.0029
57)	236220	Rail	87	2345	0.0371
58)	237110	Rail	33	390	0.0846
59)	237130	Rail	11	305	0.0361
60)	237310	Rail	86	540	0.1593
61)	237990	Rail	46	205	0.2244
62)	238110	Rail	24	869	0.0276
63)	238120	Rail	26	178	0.1461
64)	238160	Rail	14	1107	0.0126
65)	238210	Rail	48	5153	0.0093
66)	238220	Rail	20	7023	0.0028
67)	238290	Rail	11	448	0.0246
68)	238310	Rail	28	1051	0.0266
69)	238320	Rail	37	2097	0.0176
70)	238390	Rail	15	481	0.0312
71)	238910	Rail	68	1848	0.0368
72)	332313	Rail	4	48	0.0833
73)	339950	Rail	7	328	0.0213
74)	524126	Rail	3	571	0.0053
75)	541310	Rail	31	1240	0.0250
76)	541330	Rail	161	3622	0.0445
77)	541370	Rail	49	310	0.1581
78)	561730	Rail	31	9025	0.0034
79)	561990	Rail	29	750	0.0387

*Note: The numbers in this table have been rounded for display purposes.*

Appendix – DBE Goal Calculation Weighting Worksheet

**Weighted Base Figure:**

	NAICS Code	Project	Weight	x	Availability	Weighted Base Figure
1)	221210	Local	0.0007	x	0.0127	0.0000
2)	236220	Local	0.0005	x	0.1000	0.0001
3)	237310	Local	0.0001	x	0.3509	0.0000
4)	238220	Local	0.0007	x	0.0280	0.0000
5)	323111	Local	0.0004	x	0.0486	0.0000
6)	332321	Local	0.0000	x	0.1667	0.0000
7)	333318	Local	0.0000	x	0.0000	0.0000
8)	333921	Local	0.0001	x	1.0000	0.0001
9)	333924	Local	0.0000	x	0.0000	0.0000
10)	423430	Local	0.0000	x	0.0283	0.0000
11)	424720	Local	0.0001	x	0.2000	0.0000
12)	441310	Local	0.0010	x	0.0000	0.0000
13)	441320	Local	0.0012	x	0.0000	0.0000
14)	452319	Local	0.0003	x	0.0000	0.0000
15)	453210	Local	0.0001	x	0.0000	0.0000
16)	453310	Local	0.0033	x	0.0000	0.0000
17)	485113	Local	0.0121	x	0.0000	0.0000
18)	488410	Local	0.0004	x	0.0000	0.0000
19)	511120	Local	0.0001	x	0.0000	0.0000
20)	518210	Local	0.0001	x	0.0710	0.0000
21)	524210	Local	0.0097	x	0.0031	0.0000
22)	531120	Local	0.0001	x	0.0072	0.0000
23)	541110	Local	0.0003	x	0.0048	0.0000
24)	541211	Local	0.0006	x	0.0258	0.0000
25)	541214	Local	0.0018	x	0.0270	0.0000
26)	541219	Local	0.0000	x	0.0300	0.0000
27)	541613	Local	0.0004	x	0.1461	0.0001
28)	541618	Local	0.0000	x	0.2941	0.0000
29)	561612	Local	0.0002	x	0.0423	0.0000

Appendix – DBE Goal Calculation Weighting Worksheet

	NAICS Code	Project	Weight	x	Availability	Weighted Base Figure
30)	561621	Local	0.0000	x	0.0167	0.0000
31)	561710	Local	0.0000	x	0.0000	0.0000
32)	561720	Local	0.0002	x	0.0520	0.0000
33)	561730	Local	0.0005	x	0.0145	0.0000
34)	562212	Local	0.0000	x	0.1818	0.0000
35)	621511	Local	0.0003	x	0.0378	0.0000
36)	624190	Local	0.0000	x	0.0149	0.0000
37)	811212	Local	0.0006	x	0.0000	0.0000
38)	811213	Local	0.0016	x	0.0000	0.0000
39)	812331	Local	0.0004	x	0.5000	0.0002
40)	54151	Local	0.0004	x	0.0410	0.0000
41)	236220	Capital	0.0994	x	0.0341	0.0034
42)	237110	Capital	0.0094	x	0.0990	0.0009
43)	237310	Capital	0.0145	x	0.1567	0.0023
44)	237990	Capital	0.0037	x	0.2520	0.0009
45)	238110	Capital	0.0175	x	0.0348	0.0006
46)	238160	Capital	0.0157	x	0.0121	0.0002
47)	238210	Capital	0.0216	x	0.0090	0.0002
48)	238220	Capital	0.0379	x	0.0034	0.0001
49)	238290	Capital	0.0112	x	0.0206	0.0002
50)	238320	Capital	0.0082	x	0.0206	0.0002
51)	238910	Capital	0.0139	x	0.0318	0.0004
52)	332313	Capital	0.0235	x	0.1163	0.0027
53)	339950	Capital	0.0004	x	0.0259	0.0000
54)	524210	Capital	0.0015	x	0.0005	0.0000
55)	541330	Capital	0.0171	x	0.0451	0.0008
56)	561730	Capital	0.0001	x	0.0029	0.0000
57)	236220	Rail	0.0716	x	0.0371	0.0027
58)	237110	Rail	0.0039	x	0.0846	0.0003
59)	237130	Rail	0.0145	x	0.0361	0.0005

Appendix – DBE Goal Calculation Weighting Worksheet

	NAICS Code	Project	Weight	x	Availability	Weighted Base Figure	
60)	237310	Rail	0.0098	x	0.1593	0.0016	
61)	237990	Rail	0.1359	x	0.2244	0.0305	
62)	238110	Rail	0.0073	x	0.0276	0.0002	
63)	238120	Rail	0.1081	x	0.1461	0.0158	
64)	238160	Rail	0.0149	x	0.0126	0.0002	
65)	238210	Rail	0.0083	x	0.0093	0.0001	
66)	238220	Rail	0.0049	x	0.0028	0.0000	
67)	238290	Rail	0.0080	x	0.0246	0.0002	
68)	238310	Rail	0.0017	x	0.0266	0.0000	
69)	238320	Rail	0.0036	x	0.0176	0.0001	
70)	238390	Rail	0.0004	x	0.0312	0.0000	
71)	238910	Rail	0.0642	x	0.0368	0.0024	
72)	332313	Rail	0.1351	x	0.0833	0.0113	
73)	339950	Rail	0.0017	x	0.0213	0.0000	
74)	524126	Rail	0.0042	x	0.0053	0.0000	
75)	541310	Rail	0.0228	x	0.0250	0.0006	
76)	541330	Rail	0.0236	x	0.0445	0.0011	
77)	541370	Rail	0.0002	x	0.1581	0.0000	
78)	561730	Rail	0.0008	x	0.0034	0.0000	
79)	561990	Rail	0.0207	x	0.0387	0.0008	
	<b>Total FTA-Assisted Contract Funds</b>		1.00000				
						<b>Total</b>	0.0819
						<b>Expressed as a % (*100)</b>	8.19%
						<b>Rounded, Weighted Base Figure:</b>	<b>8%</b>

Note: The numbers in this table have been rounded for display purposes.