



**Colorado Department of Transportation
Federal Transit Administration
FFY 2017-2019 Disadvantaged Business Enterprise Goal**

Submitted by the
CDOT Civil Rights and Business Resource Center
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INTRODUCTION

This document details the methodology used by the Colorado Department of Transportation (CDOT) to establish its Disadvantaged Business Enterprise (DBE) overall goal for Federal Transit Administration (FTA) assisted contracts. This goal is established and tracked separately from CDOT's Federal Highway Administration (FHWA) overall goal. It applies primarily to CDOT's Division of Transit and Rail (DTR), which receives, distributes, and oversees the use of federal funds received by FTA.

CDOT established this goal in accordance with Part 26, Title 49 of the Code of Federal Regulations (49 CFR Part 26). As described below, CDOT evaluated the actual contracting opportunities to be offered using FTA funds, the ready, willing and able DBEs to participate in such opportunities, and other relevant evidence in order to determine its overall goal. CDOT proposes an FTA DBE goal of 2.88% for the three-year period, from October 1, 2016 through September 30, 2019 (FFY 2017-2019). CDOT expects to meet the full 2.88% with race-neutral measures.

CDOT FTA FUNDING BREAKDOWN

In FFY 2014-2016, CDOT received approximately \$57 million from FTA. While CDOT directly procures some services using FTA funds, most FTA funds (approximately \$48 million) are granted to transit providers in rural areas. CDOT anticipates administering approximately the same amount during the next three-year period.

CDOT grant partners (or subrecipients) use FTA funds for operating, administration and capital purchases. Subrecipients may contract for goods and services, creating indirect FTA-assisted contracting opportunities for DBE firms. CDOT's Civil Rights and Business Resource Center (CRBRC) surveyed DTR all of its grant partners to estimate available contracting opportunities in the FFY 2017-2019 period. Current grant partners reported actual spending amounts and perceived adjustments for the next three years. New grant partners were directed to complete the survey by estimating expenditures over the next three years. Approximately 75% of grant partners responded to the survey.

Of the total amount of FTA assistance CDOT received from FTA, CDOT determined that only 19% represents viable contracting opportunities. The other funds do not represent contracting opportunities to be included in the goal setting for one or more of the following reasons:

- The subrecipient meets the \$250,000 threshold for its own DBE program (38%);
- The funds are used for purchases from transit vehicle manufacturers (TVMs) (14%);
- The funds are used for non-contracting operating expenses (28%); or
- The funds are used for services provided by internal government offices (1%).

Contracting opportunities provided by grant partners who maintain their own DBE program are not included in CDOT's calculation. In accordance with USDOT guidance, the FTA funds provided to these grant partners are incorporated into the grant partner's direct FTA reporting. The funds and correlating opportunities are not included in CDOT's analysis.

The grant partners that maintain their own DOT-approved program include:

- Mesa County
- North Front Range Metropolitan Planning Organization

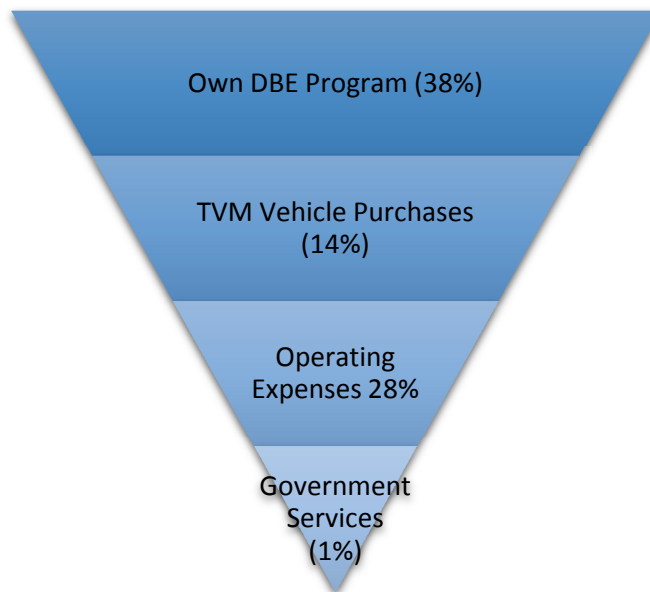
- City of Steamboat Springs
- Roaring Fork Transportation Authority
- Regional Transportation District
- City of Durango
- Greeley Evans Transit
- City of Colorado Springs dba Mountain Metropolitan Transit

CDOT has collected a copy of the DOT-approved DBE program for each direct recipient to confirm that each grant partner is a direct recipient. Due to changes in FTA funding, it is expected that Roaring Fork Transportation Authority will begin reporting to CDOT in FFY 2018.

Purchases from transit vehicle manufacturers (TVM) and operating expenses are also not considered contracting opportunities. TVM purchases are exempt since TVMs maintain their own DBE programs. Operating expenses are excluded per FTA guidance. Operating expenses include rent, utilities, employee wages, employment taxes, fringe benefits, licenses, fees, taxes, conferences, other travel expenses, and insurance.

Additionally, CDOT has exempted expenditures made within government organizations for services. For example, a subrecipient might use the services of a mechanical shop that is part of the city government to maintain its buses. As such, these expenditures with a local government do not represent a viable contracting opportunity for DBEs.

Below is a visual depiction of the use of FTA funds:



Contracting Opportunities = 19%

The FTA provides a significant and valuable financial contribution to support DTR and its grant partners. Yet, when exemptions are factored in, the potential for DBE contracting opportunities included in CDOT's overall goal setting is limited to approximately 19% of the FTA funding provided to CDOT.

The following goal calculations are based on the contracting opportunities created by the remaining 19%. The overall goal must be based on demonstrable evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate on these FTA-assisted contracts (hereafter, the “relative availability of DBEs”). To derive the overall goal, CDOT uses the two-step goal setting methodology specified in 49 CFR Section 26.45(c):

Step 1: Develop a base figure for relative availability of DBEs

Step 2: Adjust base figure, as needed, to arrive at an overall goal

STEP 1: DEVELOP A BASE FIGURE

Before beginning the base figure calculation, CDOT determined its local market area. As defined by the USDOT goal setting tips, the local market area in which the substantial majority of the contractors and subcontractors with which CDOT and its grant partners do business are located and the area in which CDOT and its grant partners spend the substantial majority of its contracting dollars. Although CDOT does not maintain statistical data regarding the local market, all grants awarded by CDOT were to rural providers located within Colorado. These grant partners primarily use these funds for local purchases. Therefore, CDOT has determined that the local market is the state of Colorado.

Additionally, before calculating weighted availability, CDOT determined the relative weight of each area of contracting. The survey completed by DTR and CDOT’s grant partners separated contracting opportunities into common areas of procurement, which include building construction, signage, non-TVM vehicle purchases, transportation materials, office equipment, office-related supplies, fuel, transit service provider, software, professional services, facilities maintenance, vehicle service, and other miscellaneous expenses. The Forecast Weight represents the percentage each anticipated contracting opportunity represents of the total estimated contracting opportunities.

Each contracting area was then correlated to NAICS codes so that CDOT could determine the relative availability of DBE. The relative availability of DBEs is defined as the total number of DBE firms that are ready, willing and able to perform the types of contracts CDOT anticipates awarding according. CDOT uses the approach suggested in 49 CFR 26.45(c)(1) which compares the number of available DBEs to all firms in the industry.

The number of available DBE firms within industry was derived from the CDOT Unified Certification Program (UCP) DBE directory. The Colorado UCP does not currently record primary NAICS codes for DBE firms. Therefore, CDOT evaluated all work codes assigned to the DBE firms and assigned one NAICS code that best correlated with the firm’s primary area of work.

Then, the total number of firms within each industry was identified from the most recent 2012 U.S. Census Bureau business data for Colorado. Consistent with DOT guidance, CDOT did not consider out of state DBE firms in order to ensure an “Apples to Apples” comparison of DBE firms to total number of firms for the specified NAICS codes.

CDOT’s calculations are provided in **Appendix A**. The Weighted Availability (Base Figure) of DBEs was determined by summing the following:

Relative Availability of DBEs = # of DBEs in industry/# of firms in industry

Forecast Weight = Contracting Area/Total Contract Opportunities

Weighted Availability = Relative Availability of DBEs x Forecast Weight

Total Weighted Availability (Base Figure) = **0.92%**

STEP 2: ADJUST BASE FIGURE

After calculating the base figure, CDOT examined all of the evidence available in its jurisdiction to determine what adjustment, if any, is needed to the base figure to arrive at the overall goal. This evidence included an evaluation of the past goal, past participation, participation in nearby states, and geographic distribution of DBEs.

The CDOT FTA goal for FFY 2014-2016 was 1.31%. This year's methodology was similar to the methodology used in FFY 2014-2016. CDOT considered subrecipients with their own DBE programs as exempt from the analysis because these subrecipients now report directly to the FTA. These subrecipients, their corresponding FTA funding, and the corresponding amount of DBE opportunities were all exempted from the calculations.

Similar to this analysis, last year's methodology indicated the largest contracting opportunities had little to no DBE availability. As shown in Appendix A, a larger number of DBE firms provide products and services in Building Construction, Engineering Services and Environmental Consulting, however, there are few FTA-funded contracting opportunities in these areas. In addition, there are little to no certified DBEs in several NAICS codes with larger annual contract spending such as Fuel (\$2,711,690), Transit Service Provider-Fixed Route (\$1,720,150), Non-TVM Vehicle Purchase (\$949,051), and Vehicle Service (\$885,476). Collectively, these NAICS codes represent over \$6.2 million in annual contracting opportunities for which there are little to no certified DBE firms.

The most significant difference in this year's methodology and the last methodology is the use of NAICS codes that more accurately correlate to the existing contracting opportunities. In this year's methodology, CDOT made the following adjustments:

- Removed the Urban Planning and the Road Construction categories because there were no contracting opportunities within these codes.
- Added the following codes to the Building Construction contracting opportunity: 238110 Poured Concrete Foundation and Structure Contractors, 238130 Framing Contractors, 238140 Masonry Contractors, 238150 Glass and Glazing Contractors, 238190 Other Foundation, Structure, and Building Exterior Contractors, 238210 Electrical Contractors and Other Wiring Installation Contractors, 238220 Plumbing, Heating, and Air-Conditioning Contractors, 238290 Other Building Equipment Contractors, 238310 Drywall and Insulation Contractors, 238330 Flooring Contractors, 238350 Finish Carpentry Contractors, 238390 Other Building Finishing Contractors, 238910 Site Preparation Contractors, and 238990 All Other Specialty Trade Contractors. These NAICS codes were added because the last methodology only included 236220 which limited the variety of potential firms that could participate in this category.
- Changed the NAICS code associated with software contracting from 541512 Computer Systems Design Services to 423430 Computer Peripheral Equipment and Software Merchant Wholesalers since grant partners reported that they were purchasing software, not hiring firms for software implementation.

- Removed 541810 Advertising Agencies and 541910 Marketing Research and Public Opinion Polling. These NAICS codes were used in the last methodology, but in this analysis CDOT determined they created a broader description than what was warranted by the contracting opportunity.
- Removed 811118 Other Automotive Mechanical, Electrical repair & Maintenance, 811192 Truck and bus washes, and 811198 All Other Automotive Repair and Maintenance included in the last methodology because NAICS codes 811111 General Automotive Repair and 811121 Automotive Body, Paint, and Interior Repair and Maintenance better described the contracting opportunities as reported by grant partners.
- Under transportation supplies, CDOT removed NAICS code 336 Transportation Equipment Manufacturing and replaced it with 423120 Motor Vehicle Supplies and New Parts Merchant Wholesalers and 423130 Tire and Tube Merchant Wholesalers which are more specific to the types of transportation supplies purchased by grant partners.

As a result of these changes, particularly the change from software services to goods, CDOT calculated less DBE availability than in the past. In the last methodology over 800 DBE firms were considered ready, willing, and able to perform contracting opportunities. In this year’s methodology, only 583 are considered to be ready, willing, and able pursuant to the correlating NAICS codes.

Past DBE Participation

Next, CDOT evaluated past participation. Table 1 lists CDOT’s annual DBE participation for the past five federal fiscal years.

Table 1: Awards Made on FTA-Assisted Projects

Time Period	\$ Awarded	# Awards	# of Awards to DBEs	\$ to DBEs	% Total to DBEs
FFY 2012	\$1,628,406	341	3	\$56,504	3.47%
FFY 2013	\$2,147,725	312	6	\$507,888	17.15%
FFY 2014	\$3,216,490	419	3	\$155,792	4.84%
FFY 2015	\$2,235,784	206	3	\$208,465	9.32%
FFY 2016 (1/2 of Year Only)	\$3,044,714	69	2	\$47,000	1.5%

As the table above demonstrates, CDOT has consistently exceeded its overall goal. While the accuracy of CDOT’s reporting is consistently improving, the proposed base figure of 0.92% is lower than all of the DBE participation from FFY 2012-2016. Therefore, pursuant to DOT guidance, CDOT chose to use the median past participation percentage to adjust the base figure and to ensure outliers were excluded. CDOT first determined the median past participation percentage (4.84%) and averaged it with the base figure percentage (.92%), resulting in a proposed DBE goal of 2.88%.

FTA Region 8 Comparison

CDOT also conducted a comparison of DBE goals within FTA Region 8. Region 8 includes Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming. These mid-western states share similar geographic characteristics (mountains, plateaus and plains) and rural demographics.

As shown by Table 2, Colorado’s original DBE base figure was slightly lower than that of North Dakota and Wyoming, but significantly higher than Montana’s and Utah’s. However, the revised goal is significantly higher than all states in the Region. Nonetheless, this revised goal appears reasonable since Colorado has consistently exceeded its FTA DBE overall goal.

Table 2: Comparison with Region 8 States

State	FTA DBE Goal	Race Neutral	Race Conscious
Colorado (proposed)	2.88%	2.88%	0.00%
Montana	0.20%	0.20%	0.00%
North Dakota	1.15%	1.15%	0.00%
South Dakota	0.98%	0.98%	0.00%
Utah	0.36%	0.10%	0.26%
Wyoming	1.00%	1.00%	0.00%

DBE Geographic Distribution

CDOT also reviewed the geographic distribution of the DBE firms within NAICS codes that offered the greatest contracting opportunities. The review and analysis shows limited availability of DBE firms within areas that present upcoming opportunities on FTA-assisted projects. Most of the DBE firms are located within the Denver metropolitan area and along the Front Range, which extends from Ft. Collins through Colorado Springs to Pueblo.

The biggest contracting area and the highest weighted availability was in Fuel. However, as indicated by Table 3 below there are no DBE’s that are in rural areas where this contracting opportunity exist. Additionally, it should be noted that only one DBE out of the 65 shown below is in a rural area. This DBE is located in Elizabeth, Colorado. The majority of the DBEs that are ready, willing, and able are located in the Front Range which makes it difficult to have access to contracting opportunities in rural communities.

Table 3: Firm Distribution

Largest Contracting Opportunities	# DBE Firms	Front Range	Rural Areas
Non-TVM Vehicle Purchase	0	0	0
Office-related Supplies	2	2	0
Fuel	1	1	0
Software	1	1	0
Vehicle Service	3	3	0
Other Professional Services	55	54	1
Transit Provider-Paratransit	3	3	0
Transit Provider-Fixed Route	0	0	0

The table above shows a persisting issue of few DBEs in rural area. Nonetheless, CDOT and its grant partners often utilize DBE consultants who are willing to travel throughout the state. Therefore CDOT did not make an adjustment based upon the lack of DBEs in rural areas.

RACE-NEUTRAL VS. RACE-CONSCIOUS BREAKDOWN

To determine race-neutral and race-conscious split, CDOT evaluated the awards and commitments on FTA-funded projects to DBEs over the past year. Past opportunities from grant partners show that most DBE participation comes from contracts to DBE prime contractors. It may prove difficult to meet the goal if non-DBEs are selected for prime contracts that have traditionally gone to DBEs. However, CDOT will continue to attempt to achieve the participation through race-neutral measures.

CDOT employs the following race-neutral initiatives to increase DBE participation throughout the state:

- CDOT helps to maintain the **UCP DBE directory** as a primary source of DBE firms, certified by CDOT and the City and County of Denver, eligible to meet DBE participation requirements on FHWA, FAA and FTA-funded contracts in Colorado. The availability of the DBE directory makes it easier for subrecipients to identify and contact DBEs for potential contracting opportunities.
- CDOT developed the **Connect2DOT Program**, which is a partnership between CDOT and the Colorado Small Business Development Centers (SBDCs). The program is designed to help small businesses in the transportation industry become more competitive and successful in bidding and contracting. Connect2DOT offers business and technical support tailored to contractors and engineers, online access to bid plans, and various networking events to connect prime contractors and subcontractors. Connect2Dot also partners with industry organizations to ensure comprehensive support to help DBEs increase competitiveness, build capacity, and perform successfully.
- CDOT provides **training to subrecipients** to help them understand the DBE program and to encourage them to seek DBE participation on contracts. CDOT also encourages subrecipients to reach out to local businesses that may be eligible for certification.
- CDOT **provides education to DBEs** to understand opportunities with transit partners. For example, the CRBRC presented at the Southern Colorado Small Business Expo to educate DBEs about contracting opportunities with transit partners.

CONSULTATION

49 CFR 26.45(g)(1) requires consultation with minority, women's and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and CDOT's efforts to establish a level playing field for the participation of DBEs. Because CDOT utilizes the Small Business Development Center (SBDC) network to provide supportive services to small businesses throughout the state, CDOT consulted with the SBDC directors at a regularly scheduled meeting and also reached out to each director to inquire about the availability of DBEs and potential barriers to contracting on FTA-assisted contracts.

The consultation indicated that DBEs were not aware of all of the contracting opportunities on the transit side of CDOT. It was also mentioned that very few DBEs existed in some of the rural areas of Colorado indicating very low availability of DBEs for available transit contracting opportunities. Furthermore, some of the directors reported difficulty finding DBEs. Finally, most transit providers on the western slopes are non-profits and do not produce a large amount of contracting opportunities.

The directors acknowledged the Connect2DOT Newsletter and CDOT and Connect2DOT attendance at local small business events as helping to increase participation. They suggested providing more information about potential opportunities with transit agencies.

PUBLIC PARTICIPATION

This proposed overall goal is currently posted on CDOT's Civil Rights and Business Resource website <http://www.coloradodot.info/business/equal-opportunity/dbe>. It was posted on July 8th and a notice to all DBE firms, industry organizations and grant partners was sent on the same day. CDOT welcomes input from all stakeholders. Questions and comments regarding this methodology can be submitted to Katherine Williams, Title VI and Small Business Programs Manager, Katherine.williams@state.co.us and/or Eboni Younger Riehl, Title VI Analyst and DTR Civil Rights Liaison, eboni.riehl@state.co.us.

APPENDIX A: Relative and Weighted Availability of DBE Firms


Contracting Opportunity	NAICS Code	NAICS Code Description	# of DBEs	Total Firms	Relative Availability	Forecast Weight	Weighted Availability
Building Construction	236220	Commercial and Institutional Building Construction	58	709	0.87%	1.48%	0.01%
	238110	Poured Concrete Foundation and Structure Contractors	31	1052			
	238130	Framing Contractors	2	1843			
	238140	Masonry Contractors	9	1206			
	238150	Glass and Glazing Contractors	2	371			
	238190	Other Foundation, Structure, and Building Exterior Contractors	13	659			
	238210	Electrical Contractors and Other Wiring Installation Contractors	52	3242			
	238220	Plumbing, Heating, and Air-Conditioning Contractors	17	4157			
	238290	Other Building Equipment Contractors	6	350			
	238310	Drywall and Insulation Contractors	19	1650			
	238330	Flooring Contractors	6	2342			
	238350	Finish Carpentry Contractors	7	3812			
	238390	Other Building Finishing Contractors	7	1337			
	238910	Site Preparation Contractors	33	1293			
	238990	All Other Specialty Trade Contractors	29	9365			
	Subtotal		291	33388			
Signage	339950	Sign Manufacturing	5	131	0.97%	0.02%	0.00%
	423990	Other Miscellaneous Durable Goods Merchant Wholesalers	6	999			
	Subtotal		11	1130			
Vehicle Purchase (non TVM)	423110	Automobile and Other Motor Vehicle Merchant Wholesalers	0	105	0.00%	11.45%	0.00%
Transportation Materials and Supplies for Vehicles (AB)*	423120	Motor Vehicle Supplies and New Parts Merchant Wholesalers	1	216	0.28%	0.20%	0.00%
	423130	Tire and Tube Merchant Wholesalers	0	37			
	Subtotal		1	358			

Office Equipment	423420	Office Equipment Merchant Wholesalers	1	53	1.89%	0.32%	0.01%
Office-related Supplies	424120	Stationery and Office Supplies Merchant Wholesalers	2	93	2.15%	1.09%	0.02%
Fuel	424710	Petroleum Bulk Stations and Terminals	0	39	1.15%	32.73%	0.38%
	424720	Petroleum and Petroleum Products Merchant Wholesalers (except Bulk Stations and Terminals)	1	48			
	Subtotal		1	87			
Transit Service Provider-Fixed route	485210	Interurban and Rural Bus Transportation	0	16	0.00%	20.76%	0.00%
Transit Service provider- Paratransit *	485999	All Other Transit and Ground Passenger Transportation	3	52	5.77%	4.42%	0.26%
Software	423430	Computer and Computer Peripheral Equipment and Software Merchant Wholesalers	1	1460	0.07%	5.12%	0.00%
Lawyer	541110	Offices of Lawyers	1	3665	0.03%	0.43%	0.00%
Accounting	541211	Offices of Certified Public Accountants	12	2298	0.52%	0.41%	0.00%
Engineering Services	541330	Engineering Services	90	4617	1.95%	0.35%	0.01%
Environmental Consulting	541620	Environmental Consulting Services	35	165	21.21%	0.01%	0.00%
Marketing/PR Services	541613	Marketing Consulting Services	20	968	2.83%	0.48%	0.01%
	541820	Public Relations Agencies	15	267			
	Subtotal		35	1235			
Other Prof. Services	541611	Administrative Management and General Management Consulting Services	44	2202	2.31%	8.49%	0.20%
	541614	Process, Physical Distribution, and Logistics Consulting Services	11	181			
	Subtotal		55	2383			
Facilities Maintenance	561720	Janitorial Services	18	12353	0.22%	0.85%	0.00%
	561730	Landscaping Services	23	6639			
	Subtotal		41	18992			
Vehicle Service	811111	General Automotive Repair	1	1516	0.15%	11.36%	0.02%
	811121	Automotive Body, Paint, and Interior Repair and Maintenance	2	514			

CDOT FTA DBE GOAL FOR FFY 2017-2019
 GOAL SETTING METHODOLOGY

	Subtotal		3	2030			
Drug Testing	621511	Medical Laboratories	0	78	0	0.02%	0.00%
	TOTAL		583	72,205	0.81%	100.00%	0.92%

APPENDIX B: CONTRACTING OPPORTUNITY SURVEY

	COLORADO Department of Transportation Office of the Chief Engineer
2016 DTR Overall Goal Survey	
Background Information	
<p>* 1. Agency Name:</p> <input type="text"/>	
<p>* 2. Individual Completing Survey:</p> <input type="text"/>	
<p>* 3. Phone Number:</p> <input type="text"/>	
<p>* 4. Email:</p> <input type="text"/>	
<p>* 5. Are you a direct recipient of FHWA, FTA or FAA funds?</p> <p><input type="radio"/> Yes</p> <p><input type="radio"/> No</p>	
<p>6. If yes, from what agency and approximately how much each year?</p> <input type="text"/>	
<p>7. Do you expect to remain a direct recipient through September 2019?</p> <input type="text"/>	

*** 8. Do you have a current DOT-approved DBE Program?**

Yes

No

9. If yes, on what date was your DBE program approved and when will it expire?



COLORADO

Department of Transportation

Office of the Chief Engineer

2016 DTR Overall Goal Survey

Use of Funds

Direct recipients that have a DBE approved program and expect to continue to maintain a DBE program through 2019 do not need to complete this page. Please email a copy of your DBE program to Eboni Younger-Riehl at eboni.riehl@state.co.us

- * 10. Enter the value of the total FTA dollars spent or encumbered by your agency between October 1, 2012 - September 30, 2015. Include contracts/expenditures as of the date they were awarded or the purchase was made, not the date they were invoiced or paid. If you are a new recipient or did not receive FTA funding for a full three year period, please estimate the FTA funds that will be used over the next three years for Q10-Q13.

Three Year FTA
Total

11. Exempt Expenses: From the total amount of FTA grants (Q10), how much did your agency use for the following? For the list of TVM manufactures, please cut and paste the following in your browser:

http://www.fta.dot.gov/12326_5626.html.

Rent and Utilities	<input type="text"/>
Payroll, employment taxes, and fringe benefits	<input type="text"/>
Licenses, fees, and other taxes	<input type="text"/>
Conferences and travel	<input type="text"/>
Insurance	<input type="text"/>
TVM purchases	<input type="text"/>
Government provided vehicle maintenance	<input type="text"/>
Government provided signs	<input type="text"/>
Government provided fuel	<input type="text"/>
Another government service provider	<input type="text"/>

* 12. Subtract the amount of the exempt expenses from the total amount of FTA grants (i.e. subtract the amount in Q11 from the amount in Q10). This is your remaining amount.

Remaining Amount:

13. Use of remaining amount: Of the remaining amount (Q12), provide the approximate amount that went or will go to each of the following (Round to the nearest \$100; if none, enter "0"). The total of the amounts listed below should equal the amount provided in your answer to Q12.

Fixed route transit service providers (non-government):

Paratransit service providers

Non-TVM vehicle purchase:

Vehicle service and maintenance (non-government):

Sign production (non-government):

Transportation materials and supplies for vehicles (non-government):	<input type="text"/>
Transportation materials and supplies for shelters and facilities (non-government)	<input type="text"/>
Fuel (non-government):	<input type="text"/>
Building construction:	<input type="text"/>
Road construction and signage:	<input type="text"/>
Building/facility maintenance:	<input type="text"/>
Engineering Services:	<input type="text"/>
Urban planning:	<input type="text"/>
Environmental consulting services:	<input type="text"/>
Marketing and Public Relations Services:	<input type="text"/>
Accountants:	<input type="text"/>
Lawyers:	<input type="text"/>
Other professional services/consulting:	<input type="text"/>
Office related materials and supplies:	<input type="text"/>
Office equipment:	<input type="text"/>
Other - Please list and provide amount:	<input type="text"/>

14. Special Situations: If the past three year period does not reflect your average spending or if you have a special situation (i.e., large FTA funding project) coming up in the next few years, please explain these anomalies: