

Draft Proposal - Fiscal Years 2015-2017 FHWA DBE Goal Disadvantaged Business Enterprise Participation In Transportation Related Projects

The North Dakota Department of Transportation (Department) will take all steps to ensure that no person or groups of persons shall, on the grounds of race, color, national origin, sex, age, disability/handicap, or income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by the Department, its recipients, sub recipients, and contractors.

Department projection is that we will have a similar funding allocation from FHWA for the next three years as we've had in the past three years. We anticipate a construction and consultant workload in the next three years (2015-2017) as we've had in the past three years (2012-2014). We calculated the Type of Work by using the 2015-2017 Statewide Transportation Improvement Program (STIP) information. However, this will quickly change if financing through the Federal Highway Trust Fund is reduced or not available; we would then recalculate our DBE Goal. **Attachment A** provides construction data by work category and the number of DBE and Non-DBE contractors in each category; **Attachment B** indicates which projects we included in each of the seven work categories. Specific work category information on consultants, subcontractors and sub recipients will be included in the 2018-2020 methodology.

Included in the work category 'Other Federal Funds' is \$40,911,677 federal funds that are identified for projects where there is no DBE achievement possible. This includes overtime for Highway Patrol Officers to patrol in construction work zones, money allocated to the ND State Parks and Recreation, money used for specific NDDOT employee time and supplies, planning & research funds, reimbursement of costs to railroads and private track owners and to utilities, payment for priority response from two federal agencies, property acquisition, relocation, and damages, and other payments.

The NDDOT local transportation contracting market is the entire state. However, North Dakota is and has experienced great economic conditions compared to many states. Therefore, a large number of out-of state contractors and subcontractors are actively bidding on work in North Dakota. There are only a few consultants from other states active in North Dakota. Between April 1, 2013 and March 31, 2014, approximately 40.5% of prime contractors, 45.3% of subcontractors, and 90% of consultants are from North Dakota. We know the percentage of out of state firms bidding in North Dakota were less in the past and will decrease as the economy improves in other states. For example, in April 1, 2010-March 31, 2011, 54.0% of the primes were from ND and 46.0% were from out-of-state; of the subcontractors/suppliers, 52.6% were from ND and 47.4% were from out-of-state. No statistics were kept on the consultants in 2010-2011. **Attachment C** gives a list of the home states.

In accordance with 49 CFR Part 26, the Department calculated the FY 2015 - 2017 Disadvantaged Business Enterprise (DBE) goal at 6.22%, Step One Base Figure adjusted for past participation. The Department calculated the DBE goal using the following two step process.

STEP 1

Availability of DBEs is determined from information supplied by all federal-aid bidders on prime and consultant contracts, from April 1, 2013, to March 30, 2014. NDDOT believes this timeframe is appropriate as the difference between the kind of federal projects let during this timeframe and the ones planned for FY 2015-2017 were considered insignificant. The data from this timeframe is considered to be an accurate reflection of the availability of ready, willing, and able DBEs relative to all businesses ready, willing, and able to participate on DOT-assisted contracts.

A DBE, Sonni's Specialties, was purchased by another DBE, West River, and their information has been excluded from the numerator. However, no change was made to the denominator because West River hired all of Sonni's staff and now has two offices. Another DBE firm, Sundre Sand & Gravel, has been decertified due to exceeding the gross annual receipts and has been excluded from the numerator. For the past several years Sundre has been working mainly on state funded jobs.

There are a total of 355 bidders and quoters on construction projects: 21 DBEs and 334 non-DBEs. A total of 63 consultants bid or were included in the bid on consulting projects; 14 DBEs and 49 Non-DBEs (see chart below). A weighted average was developed by determining the comparative percentage non-DBEs and DBEs obtained in prime contracting (Asphalt, Bridge, Concrete, Consulting, Dirt, and Additional Contracting Opportunities) and consulting dollars. **Appendix D** shows the data from 2013-2014.

1. **Description of Calculation Performed** - The relative availability was calculated by dividing the number of DBE primes that bid on Asphalt contracts (6) by the number of total prime bidders (65); and multiplying that quotient by the percentage of dollars projected for asphalt work in FY 2015-2017 as compared to overall dollars projected to be spent in FY 2015-2017 and multiplying that by the percent of work paid to primes in 2013-2014 ($\$372,836,118 / \$751,761,799 = 49.59\% \times 64.02\% = 31.75\%$).

$$6 \text{ DBE primes} / 65 \text{ total primes} = 9.23\% \times 31.75\% = 2.93\%$$

The relative availability was calculated by dividing the number of DBE primes that bid on Bridge contracts (0) by the number of total prime bidders (26); and multiplying that quotient by the percentage of dollars projected for bridge work in FY 2015-2017 as compared to overall dollars projected to be spent in FY 2015-2017 and multiplying that by the percent of work paid to primes in 2013-2014 ($\$73,258,902 / \$751,761,799 = 9.74\% \times 64.02\% = 6.24\%$).

$$0 \text{ DBE primes} / 26 \text{ total primes} = 0.00\% \times 6.24\% = 0.00\%$$

The relative availability was calculated by dividing the number of DBE primes that bid on Concrete contracts (0) by the number of total prime bidders (18); and multiplying that quotient by the percentage of dollars projected for concrete work in FY 2015-2017 as compared to overall dollars projected to be spent in FY 2015-2017 and multiplying that by the percent of work paid to primes in 2013-2014 ($\$96,509,196 / \$751,761,799 = 12.84\% \times 64.02\% = 8.23\%$).

$$0 \text{ DBE primes} / 18 \text{ total primes} = 0.00\% \times 8.23\% = 0.00\%$$

The relative availability was calculated by dividing the number of DBE primes that bid on Dirt contracts (4) by the number of total prime bidders (54); and multiplying that quotient by the percentage of dollars projected for dirt work in FY 2015-2017 as compared to overall dollars projected to be spent in FY 2015-2017 and multiplying that by the percent of work paid to primes in 2013-2014 ($\$79,934,695 / \$751,761,799 = 10.63\% \times 64.02\% = 6.81\%$).

$$4 \text{ DBE primes}/54 \text{ total primes} = 7.41\% \times 6.81\% = 0.51\%$$

The relative availability was calculated by dividing the number of DBE primes that bid on Additional Contracting Opportunities contracts (0) by the number of total prime bidders (10); and multiplying that quotient by the percentage of dollars projected for other work in FY 2015-2017 as compared to overall dollars projected to be spent in FY 2015-2017 and multiplying that by the percent of work paid to primes in 2013-2014 ($\$55,429,911 / \$751,761,799 = 7.37\% \times 64.02\% = 4.77\%$).

$$0 \text{ DBE primes}/10 \text{ total primes} = 0.00\% \times 4.77\% = 0.00\%$$

The relative availability was calculated by dividing the number of DBE Consultants that responded to an RFP or were included in a consultants response to an RFP (14) by the number of total consultants (63); and multiplying that sum by the percentage of dollars projected for consultants in FY 2015-2017 as compared to overall dollars projected to be spent in FY 2015-2017 and multiplying that by the percent of work paid to primes in 2013-2014 ($\$32,881,300 / \$751,761,799 = 4.37\%$) $\times 8.98\% = 0.39\%$.

$$14 \text{ DBE consultants}/63 \text{ total consultants} = 22.22\% \times 0.39\% = 0.09\%$$

The relative availability was calculated by dividing the number of DBE Subcontractors that bid (18) by the number of total subcontractors (246); and multiplying that sum by the percentage of dollars in 4-1-13 to 3-31-14 as compared to the overall dollars projected to be spent in FY 2015-2017 (24.46%).

$$18 \text{ DBE subcontractors}/246 \text{ total subcontractors} = 7.32\% \times 24.46\% = 1.79\%$$

2. **Resulting Baseline Goal** - The baseline goal for North Dakota is 3.27%.

$$2.93\% + 0.51\% + 0.09\% + 1.79\% = 5.32\%$$

STEP 2 ADJUSTMENTS

We calculated the median participation from the past 10 years which came to 7.11%. Averaging 7.11% and 5.32% brings the adjusted base figure to 6.22%; which is a significant difference between the base figure and past DBE participation.

1. **Describe the Calculations Performed:** The median past participation was calculated by sorting the DBE achievements in numerical order and then removing an equal number from the lowest achievement and the highest end. Then the remaining numbers are added and the total divided by the number of numbers.

Fiscal Year	Percent Achieved
2007	8.16%
2013	7.66%
2006	7.51%
2004	7.29%
2011	7.27%
2010	6.95%
2005	6.79%
2008	6.52%
2012	6.42%
2009	3.78%

$$7.27\% + 6.95\% = 14.22\% / 2 = 7.11\% \text{ Median Past Participation}$$

2. The average of the Step One Base Figure and the median past participation was calculated by adding the Median Past Participation in Step 1 and dividing by two.

$$7.11\% + 5.32\% = 12.43\% / 2 = 6.22\% \text{ Step One Base Figure adjusted for past participation.}$$

The Department considered available evidence from related fields that affect the opportunities for DBEs to form, grow, and compete. To determine the effects of discrimination on opportunities for DBEs to get financing, bonding, or insurance, we contacted the following:

Bank of North Dakota
 ND Department of Commerce
 ND Impact Procurement Assistance Center
 ND Small Business Development Centers

We received no information from these sources indicating that adjustment based on this evidence is warranted. No disparity studies have been conducted in the state.

Public Participation Section 26.45(g) - The regulation requires that the State must provide for public participation when establishing its overall goal.

- A. **Consultation** - The NDDOT consulted with a representative sample of stakeholders on September 10, 2014. The stakeholders included DBE, Union, AGC, League of Cities, and Association of Counties. NDDOT expected to clarify how the 2015-2017 overall Goal was developed using the: "Tips for Goal-Setting in the Disadvantaged Business Enterprise (DBE) Program" document. A list of the names is on file in the Division Office.

- B. **Published Notice** - The notice was published twice in the legal notice section of North Dakota's 10 daily newspapers (Bismarck Tribune, Devils Lake Daily Journal, Dickinson Press, Fargo Forum, Grand Forks Herald, Jamestown Sun, Minot Daily News, Valley City Times-Record, Wahpeton Daily News, and Williston Herald), in the Mandan Hidatsa Arikara Times (a North Dakota Tribal newspaper) and the McLaughlin Messenger/Corson County News (a South Dakota newspaper). Actual publication was different for each newspaper. Ads ran between September 22 and October 7.

The proposed goal and methodology will be posted on the NDDOT's website and a notice of that posting was sent on September 22, 2014 to 683 email addresses signed up on the DBE listserv. A list of the names is on file in the Division Office.

A notice of the proposed goal was also included in the September 26 edition of the DBE Newsletter. The newsletter is sent out via the listserv and was posted on NDDOT's website.

The Civil Rights Director also polled NDDOT's executive staff, engineering related division directors, and all district engineers to determine if anyone has visited with them offering comments or concerns regarding the goal. To date no one has visited with any of them.

- C. **Comments** - The NDDOT is required to accept comments during the public participation process. The comment period will conclude November 6, 2014.

Information concerning these goals is available for inspection, from 8 am to 5 pm, at the following location:

Civil Rights Division
North Dakota Department of Transportation (NDDOT)
608 East Boulevard Avenue,
Bismarck, ND 58505-0700

Until November 6, 2014, written comments may be submitted by:

- D. Send comments to NDDOT Director Grant Levi at the address above.
- E. Email comments to civilrights@nd.gov.
- F. Submit comments online – Click here.
<https://www.surveymonkey.com/s/2015DBEGoalSurvey>

BREAKOUT OF ESTIMATED RACE/GENDER-NEUTRAL AND RACE/GENDER-CONSCIOUS PARTICIPATION

The Department believes it will meet the goal of 6.22% by using race/gender-neutral and race/gender-conscious means as necessary.

For FY 2015-2017, NDDOT determined the race/gender-neutral and race/gender-conscious participation rates for the overall DBE participation based on the median value of actual past race/gender-neutral achievement.

Fiscal Year	Approved Goal	Percent Achieved	Approved Race/Gender-Neutral Goal	Percent Achieved by Race/Gender-Neutral	Percent Race/Gender-Neutral Participation
2004	7.38	7.29%	3.17%	4.31%	59.12%
2005	7.40	6.79%	3.11%	3.34%	49.19%
2006	8.12	7.51%	4.87%	3.68%	49.00%
2007	7.68	8.16%	3.81%	3.59%	44.32%
2008	7.38	6.52%	3.62%	4.03%	61.81%
2009	7.00	3.78%	3.10%	1.38%	36.51%
2010	7.32	6.95%	3.40%	1.36%	19.57%
2011	7.32	7.27%	-----	2.09%	28.75%
2012	7.40	6.42%	3.45%	2.39%	37.28%
2013	7.40	7.66%	3.45%	4.77%	62.27%

The median race/gender-neutral DBE achievement during this ten year period was 3.47%. Using this median value as the basis for determining the FYI 2015-2017 race/gender-neutral projection, 3.47% of the 6.22% DBE goal will be met by race/gender-neutral means. The remaining 2.75% goal will be achieved through race/gender-conscious means.

Goals will be set on construction projects to achieve the race/gender-conscious portion of the goal. Consultant projects will all be race/gender-neutral. Attachment E illustrates the comparison between Federal and State funded construction projects. State funded projects are not assigned DBE goals.

The DBE regulations require NDDOT to meet the maximum feasible portion of our overall goal by race/gender-neutral means. This will be achieved in the following way:

1. Using the DBE newsletter, inform DBEs and non-DBEs about important issues. Businesses intending to bid as prime contractors or businesses intending to bid/quote over the amount identified in our program document use the newsletter to advertise which federal projects they are bidding. The newsletter is published two weeks prior to each regularly scheduled bid opening. The newsletter is electronically distributed using an electronic emailing system.
2. The newsletter and the electronic Sign-In requirement for prime contractors, or businesses intending to bid/quote over the amount identified in our program document provides a way for DBEs and non-DBEs to know who is bidding before each bid opening to facilitate the exchange of quotes.
3. Bid documents such as the Plans and Proposals, Notice to Bidders, Subscribe to receive Notice to Bidders Email Notifications, Expedite files, and other related bid documents are available for viewing and downloading on the NDDOT's website at the following web address: <https://www.dot.nd.gov/business/bidinfo.htm> The bid documents are also available for viewing at the Construction Services Division at the NDDOT building in Bismarck, ND.

4. Continue to provide a supportive services program that provides education to DBEs in the areas of: quoting, bidding reports, and data available after each bid opening, specific sites within the Department's website that will assist them in the bidding and quoting process, and being a successful DBE.
5. Ensure distribution of NDDOT's DBE Directory, at the following web address: <https://www.dot.nd.gov/dotnet2/dbedirectory/default.aspx> to potential prime contractors, subcontractors, consultants, cities, counties, and state and federal contracting agencies. The electronic directory is updated as changes occur.

We have enhanced the functionality of the NDDOT DBE Directory to allow contractors to download complete contact information for all DBEs. Contractors then may include the email addresses, fax numbers, and telephone numbers in their contact databases. In addition, contractors may search by work category and download contact information for only those DBEs certified to perform specific work.

We have developed a soon-to-go-live interactive map which will provide pertinent NAICS codes, pinpoint the locations of each DBE certified in North Dakota, and offer access via web link to the DBE Directory, the DBEs' website(s), and street views of DBE locations.

For reporting purposes, race/gender-neutral DBE participation includes, but is not necessarily limited to:

1. DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures or through the consultant selection process;
2. DBE participation through a subcontract on a prime contract that does not carry a DBE goal; and
3. DBE participation through a subcontract with a prime contractor that did not consider a firm's DBE status in making the award.

Questions regarding the goal calculation may be directed to E. Diane Laub at 701-328-2576.

Attachment A

Contractors Sorted by Type of Work

Categories	Construction Year			Grand Total
	2015	2016	2017	
Asphalt	124,279,764	111,217,176	137,339,178	372,836,118
Bridge	14,400,742	26,071,361	32,786,799	73,258,902
Concrete	32,614,894	41,365,527	22,528,775	96,509,196
Consulting	21,981,300	5,450,000	5,450,000	32,881,300
Dirt	38,659,670	24,939,221	16,335,804	79,934,695
Additional Contracting Opportunities: ITS, WIMS, etc.	18,997,743	19,528,446	16,903,722	55,429,911
Other Federal Funds	12,609,069	14,072,766	14,229,842	40,911,677
Grand Total	263,543,182	242,644,497	245,574,120	751,761,799

Numbers of Prime Contractors			
Categories	DBE Prime	Non-DBE Prime	All Prime Contractor Totals
Asphalt	6	59	65
Bridge	---	26	26
Concrete	---	18	18
Consultants	4	27	31
Dirt	4	50	54
Additional Contracting Opportunities	---	10	10
Grand Total	14	190	204

Attachment B
Key - Work Types by Category

ASPHALT
Aggregate Base, Asphalt Overlay>2"<Or=3", Grade, Hot Bituminous Pave, Intersect Imp
Aggregate Base, Bikeway/Walkway, ITS, PCC Pave
Aggregate Base, Grade, Hot Bituminous Pave
Aggregate Base, PCC Pave
Asphalt Overlay>2"<Or=3"
Asphalt Overlay>2"<Or=3", Aggregate Shoulders, Selective Subcut
Asphalt Overlay>2"<Or=3", Concrete Pavement Repair, Guardrail, Hot Bituminous Pavement on Ramps, Structural/Incidentals
Asphalt Overlay>2"<Or=3", Pipe Replacement, Selective Subcut, Sliver Grading
Asphalt Overlay>2"<Or=3", Sliver Grading, Structural/Incidentals, Structural Replacement
Bikeway/Walkway
Bikeway/Walkway, Milling pavement surface/Overlay 2" Max
Blended Bituminous Base, Thin Overlay, Selective Subcut, Structural/Incidentals
County Construction
County Roadways
Concrete Pavement Repair, Milling pavement surface/Overlay 2" Max
Concrete Pavement Repair, Thin Overlay
Crack & Seat, Hot Bituminous Pave, PCC Pave, Structural/Incidentals
Crossing Improvements
Culvert Rehab, Thin Overlay, Milling, Selective Subcut, Structural/Incidentals
Curb & Gutter, Hot Bituminous Pave, Walk/Drive Ways
Drainage Improvements, Milling pavement surface/Overlay>2<Or=3", Subcut
Grinding, Friction Surface, Joint Sealant, Marking, Signing
Hot Bituminous Pave, Median X-Overs, Ramp Conn
Hot Bituminous Pave, Pipe Replacement, Turn Lanes, Widening
Hot Bituminous Pave, Pipe Replacement, Widening
Hot Bituminous Pave, Thin Overlay
Hot Bituminous Pave, Widening
Hot Bituminous Pave, Widening, Pipe Replacement, Turn Lanes
Intersect Imp
Intersect Imp, Widening, Hot Bituminous Pave
Microsurfacing
Milling pavement surface/Overlay 2" Max
Milling pavement surface/Overlay 2" Max, Recycle Hot Bituminous Pavement
Milling pavement surface/Overlay 2" Max, Shoulder Rehab
Milling pavement surface/Overlay>2<Or=3"
Milling pavement surface/Overlay>2<Or=3", Signals
Milling, Recycle Hot Bituminous Pavement

Milling, Thin Overlay
Pavement Marking
Pavement Marking, Signing
Pavement Marking, Turn Lanes, Intersect Improvement
Ramp Revisions, Signal Revision, Turn Lanes
Recovery Approach, Turn Lanes
Seal Coats
Slurry Seal
Subcut, Milling pavement surface/Overlay>2<Or=3"
Thin Overlay
Thin Overlay, Milling, Sliver Grading
Thin Overlay, Pipe Replacement, Pipe Extension, Subcut
Thin Overlay, Sliver Grading
Thin Overlay, Turn Lanes
Turn Lanes
Turn Lanes, Intersection Improvement
Turn Lanes, Intersection Improvement, Signing
Turn Lanes, Signals
Turn Lanes, Signing
Widening, Hot Bituminous Pavement, Signing
Widening, Signing
BRIDGE
Bridge Inspect
County Bridges
Deck Overlay, Approach Slabs
Deck Overlay, Structural/Incidentals
Structural Replace
Structural Repair
Structural Repair, Structure Paint
Structure Items
Structure Paint
Structure Paint, Structural/Incidentals
Box Culvert Extension, Guardrail, ITS, Recovery Approach, Selective Subcut
Deck Replacement
Structural Replace, Median X-Overs
Structural/Incidentals
Structural/Incidentals, Pipe Replacement
Structural Repair, Pipe Replacement

CONCRETE
ADA Ramp Rev
Approach Slabs, Concrete Pavement Repair, Grinding
Approach Slabs, Concrete Pavement Repair, Grinding, Structure Paint
Approach Slabs, Culvert Rehab, Thin Overlay, Subcut
Approach Slabs, Deck Replacement
Concrete Pavement Repair, Curb & Gutter, Walk/Drive Ways
Concrete Pavement Repair, Dowel Retrofit, Grinding, Structural/Incidentals
Concrete Pavement Repair, Grinding
Concrete Pavement Repair, Grinding, Hot Bituminous Pavement on Ramps
Concrete Pavement Repair, Hot Bituminous Pavement on Ramps, Milling
Expansion Joint Modification, Approach Slabs
Expansion Joint Modification, Structural/Incidentals
Median X-Overs, Ramp Conn
PCC Pave, Structural/Incidentals
Approach Slabs, Structural/Incidentals
Concrete Pavement Repair
Concrete Pavement Repair, Grinding, Pavement Marking
Concrete Pavement Repair, Hot Bituminous Pave, Milling
Portland Concrete Cement Pavement
Concrete Over, Hot Bituminous Pavement on Ramps
Concrete Pavement Repair, Milling
CONSULTING
Construction, Prelim Engineer
Prelim Engineer
Prelim Engineer, Construction Engineering, Construction
DIRT
Grade Raise
Grade, Hot Bituminous Pave
Reconstruction
Slide Repair
Drainage Improvement
Reconstruction, Structural Incidentals
Reconstruction, Widening
Reconstruction, Structure Widen

OTHER: FEDERAL FUNDS
Billboard Control Program
Director's Task Force
Highway Patrol Overtime
Innovation
ND Parks & Recreation
Right Of Way
State Planning & Research - University Study
SRED, State Rural Economic Development
Training
US Corps of Engineers
US Fish and Wildlife
Utilities
Wetlands/Tree Planting
ADDITIONAL CONTRACTING OPPORTUNITIES: ITS, WIMS, SIGNALS/SIGNING
Guardrail
Intelligent Transport System
Intelligent Transport System, Lighting
Intelligent Transport System, Signing
Lift Station
Lighting
Missile Roads
MPO Planning
On the Job Training Program Hourly Reimbursement
Preventive Maintenance
Protect Devices
Recovery App
Rehabilitation
Safety
State Infrastructure Bank Payback
Signals
Signing
Weigh In Motion, Automatic Traffic Recorder

Attachment C

Participation by In-State and Out-of-State Contractors and Consultants
April 2013 – March 2014 Actuals

Subcontractor		Prime Contractor		Sub Consultants		Consultants	
DBE Home State	Non DBE Home State	DBE Home State	Non DBE Home State	DBE Home State	Non DBE Home State	DBE Home State	Non DBE Home State
ND - 10	ND - 100	ND - 2	ND - 42	ND - 5	ND - 17	ND - 3	ND - 25
IA - 1	CO - 1	MN - 1	CO - 1	MT - 1	SD - 1	MT - 1	CO - 1
MN - 4	GA - 1	Total - 3	FL - 3	MN - 3	MN - 2	Total - 4	WI - 1
	IA - 2		ID - 1	MO - 1	UT - 1		Total - 27
	ID - 7		IN - 1	Total - 10	NE - 1		
WY - 1	IL - 1		MI - 1		Total - 22		
Total - 18	MN - 63		MN - 37				
	MO - 3		MO - 3				
	MT - 20		MT - 4				
	NC - 2		CA - 2				
	AZ - 2		NE - 1				
	NE - 2		NV - 1				
	NV - 3		SD - 5				
	OR - 1		UT - 1				
	PA - 1		WA - 2				
	SD - 9		WI - 1				
	UT - 1		WY - 1				
	WA - 7		Total - 107				
	WI - 1						
	Total - 228						

Attachment D

April 2013 – March 2014 Actuals

	DBE	Non-DBE	Total
All Prime Bidders	3	107	110
All Sub Contractors	18	228	246
All Consultants	4	27	31
All Sub Consultants	10	22	32
TOTAL	35	385	420

	DBE	Non-DBE	Total
All Prime Bidders	8,291,081	299,817,478	308,108,559
Sub Contractors or Suppliers	8,547,401	76,635,181	85,182,582
All Consultants	2,068,432	29,025,594	31,274,026
Other	-----	8,825,734	8,825,734

	DOLLARS	PERCENT
Prime	222,925,977	64.02%
Subcontract	85,182,582	24.46%
Consultants	31,274,026	8.98%
Other FHWA Funds	8,825,734	2.53%
TOTAL	348,208,319	100.00%

Attachment E

State Funded Projects
April 1, 2013 to March 31, 2014

Contractors DBE	6 Firms	7,444,069	1.49%
Contractors non-DBE	29 Firms	\$492,028,030	98.51%
Total	35 Firms	\$499,472,099	100.00%
Subcontractors DBE	5 Firms	\$ 2,540,227	2.30%
Subcontractors non-DBE	126 Firms	\$154,840,659	97.70%
Total	137 Firms	\$157,380,885	100.00%

Federally Funded Projects
April 1-2013 to March 31, 2014

Contractors DBE	3 Firms	\$ 8,291,081	2.6%
Contractors non-DBE	107 Firms	\$ 299,817,478	97.4%
Total	110 Firms	\$ 308,108,559	100.00%
Subcontractors DBE	18 Firms	\$ 8,547,401	10.03%
Subcontractors non-DBE	227 Firms	\$ 76,635,161	89.97%
Total	245 Firms	\$ 85,182,582	100.00%