

ATTACHMENT 5

Overall DBE Three-Year Goal Methodology

Name of Recipient: Port of Orcas, Orcas Island Airport (ORS)

Goal Period: FY 2021-2022-2023 (October 1, 2020 through September 30, 2023)

DOT-assisted contract amount:

Overall Funding FY 2021-2023			
Year	Grant Amount	Match Amount	TOTAL
FY 2021	\$362,490	\$0	\$362,490
FY 2022	\$1,420,000	\$157,778	\$1,577,778
FY 2023	\$1,053,000	\$117,000	\$1,170,000
Total	\$2,835,490	\$274,778	\$3,110,268

Overall Three-Year Goal: 6.63%, to be accomplished through 0% RC and 6.63% RN (Race Neutral)

Overall Goal Calculation – Three Year Goal 2021, 2022, 2023			
Year	Amount	DBE Amount	DBE %
FY 2021	\$352,490	\$18,101	5.14%
FY 2022	\$275,000	\$16,931	6.16%
FY 2023	\$1,043,000	\$75,753	7.26%
Overall	\$1,670,490	\$110,784	6.63%

Total dollar amount to be expended on DBEs: \$110,784

Describe the Number and Type of Contracts that the airport anticipates awarding:

Contracts Fiscal Year 2021

1. PAPI 34 Improvements – Design & Construction - \$352,490

Contracts Fiscal Year 2022

1. Property Acquisition - \$1,170,000 (Aviation Planning Contract = \$30,000)
2. Drainage Study, Environmental, and Planning - \$245,000

Contracts Fiscal Year 2023

1. Westside Development – Phase 1 - \$1,043,000

Market Area: Orcas Island Airport is located in the city of Eastsound, Washington in the northwest corner of the state and resides in San Juan County.

A substantial of the airport’s contractors and subcontractors come from the following counties: Callam, Grays Harbor, Island, Jefferson, King, Mason, Pierce, San Juan, Skagit, Snohomish, Thurston, and Whatcom.

Step 1. Actual relative availability of DBEs

The base figure for the relative availability was calculated as follows:

In arriving at this goal, the Port has researched the U.S. Census Bureau, County Business Patterns Section, to obtain the total number of businesses in the designated market area surrounding the airport specific project site that fall within the appropriate North American Industry Classification Systems (NAICS) Code, which match the prevalent work to be accomplished under federal grant. The Port also consulted the DBE and Washington Office of Minorities, Women, and Emerging Small Businesses (OMWESB) Certified Directory maintained by the State of Washington to find the number of certified businesses in the job classifications for project work for the fiscal year. Individual DBE goals will be calculated for each Airport Improvement Program (AIP) and General Aviation Entitlement grant issued to the Port in FFY 2021-2023. The individual calculations include both a percentage goal and a dollar goal. The Port added each DBE goal and averaged that goal to calculate an overall DBE fiscal goal.

Method:

Use DBE Directories: <https://omwbe.wa.gov/directory-certified-firms>

and Census Bureau Data from <https://data.census.gov/cedsci/>

Weighted Availability of DBE firms:

Fiscal Year #1 (PAPI 34 Improvements – Design & Construction)

For FY-2021, award of the following is anticipated:

Code #	Certification Type	Total DBE	Census	Raw DBE Percentage	Cost of Work	DBE \$ for work	Weighted DBE %
Heavy and Civil Engineering Construction							
237310	Highway, Street, and Bridge Construction (AC, PCC, rock, paint)	17	158	10.76%	\$ 50,000	\$ 5,380	1.53%
Specialty Trade Contractors							
238210	Electrical Contractors	23	1267	1.82%	\$ 92,490	\$ 1,679	0.48%
238910	Site Preparation (incl. excavation, grading, demo, clearing, etc.)	47	756	6.22%	\$ 20,000	\$ 1,243	0.35%
541370	Survey & Mapping	9	98	9.18%	\$ 15,000	\$ 1,378	0.39%
Consultants							
541370	Aerial Survey Mapping	9	98	9.18%	\$ 25,000	\$ 2,296	0.65%
541330	Engineering Services	47	1151	4.08%	\$ 150,000	\$ 6,125	1.74%
Total FY - 2021		152	3528	4.31%	\$ 352,490	\$ 18,101	5.14%

*Assume \$10,000 of grant is going towards Admin Costs

Fiscal Year #2 (2022). Award of the following two projects is anticipated:

1. **2022 Property Acquisition (Aviation Planning Services Contract)**
2. **2022 Drainage Study, Environmental & Planning**

Contract #1 - Aviation Planning Services							
Code #	Certification Type	DBE	Total Census	Raw DBE Percentage	Cost of Work	DBE \$ for work	Weighted DBE %
Consultants							
541330	Engineering Services	47	1151	4.08%	\$ 30,000	\$ 1,225	4.08%
Total Contract #1		47	1151	4.08%	\$ 30,000	\$ 1,225	4.08%
Contract #2 - Drainage Study, Env., and Planning							
Code #	Certification Type	DBE	Total Census	Raw DBE Percentage	Cost of Work	DBE \$ for work	Weighted DBE %
Consultants							
541330	Engineering Services	47	1151	4.08%	\$ 185,000	\$ 7,554	3.08%
541620	Environmental Services	44	263	16.73%	\$ 35,000	\$ 5,856	2.39%
541370	Surveying and Mapping	9	98	9.18%	\$ 25,000	\$ 2,296	0.94%
Total Contract #2 (Assume \$5,000 of grant is going towards Admin Costs)		100	1512	6.61%	\$ 245,000	\$ 15,706	6.41%
Total FY - 2022					\$ 275,000	\$ 16,931	6.16%

Fiscal Year #3 (**Westside Development – Phase 1**)

For FY-2023, award of the following is anticipated:

Code #	Certification Type	DBE	Total Census	Raw DBE Percentage	Cost of Work	DBE \$ for work	Weighted DBE %
Heavy and Civil Engineering Construction							
237310	Highway, Street, and Bridge Construction (AC, PCC, rock, paint)	17	158	10.76%	\$ 428,000	\$ 46,051	4.42%
Specialty Trade Contractors							
238210	Electrical Contractors	23	1267	1.82%	\$ 15,000	\$ 272	0.03%
238910	Site Preparation (incl. excavation, grading, demo, clearing, etc.)	47	756	6.22%	\$ 200,000	\$ 12,434	1.19%
541370	Surveying and Mapping	9	98	9.18%	\$ 25,000	\$ 2,296	0.22%
Consultants							
541330	Engineering Services	47	1151	4.08%	\$ 360,000	\$ 14,700	1.41%
541380	Testing Laboratories	0	123	NO DBE	\$ 15,000	\$ -	0.00%
Total FY - 2023		143	3430	4.17%	\$ 1,043,000	\$ 75,753	7.26%

*Assume \$10,000 of grant is going towards Admin Costs

The base goal projection after weighting is as follows:

- Total Weighted DBE Availability: \$110,784
- Total for All Trades: \$1,670,490

Dividing the weighted DBE totals by the total estimate for all trades gives a base DBE availability figure for the projects anticipated during the goal-setting period. This figure is expressed as a percentage and serves as the basis for the three-year overall goal.

Base of DBE Goal: **6.63%**

Step 2: Adjustments to Step 1 base figure

Not enough historical data on DBE participation is available to reference to make an adjustment to the Step 1 base figure; therefore, The Port is adopting the Step 1 base figure as the overall goal for this three-year goal period.

Furthermore, there are no applicable disparity studies for the local market area or recent legal case information from the relevant jurisdictions to show evidence of barriers to entry or competitiveness of DBEs in the market area that is sufficient to warrant making an adjustment to the base goal.

Breakout of Estimated “Race and Gender Neutral” (RN) and “Race and Gender Conscious” (RC) Participation.

The Port will meet the maximum feasible portion of the overall goal by using RN means of facilitating DBE participation.

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitates DBE, and other small businesses, participation;
2. Carrying out information and communications programs on contracting procedures and specific contract opportunities;
3. Ensuring distribution of DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors;

The Port estimates that in meeting the established overall goal of 6.85%, it will obtain 6.85% from RN participation and 0% through RC measures.

Based on the 9th Circuit Court Decision in *Western States Paving Company v. Washington State Department of Transportation*, the Port has determined that it is appropriate to use a race/gender neutral goal. The Port encourages all bidders to take active race/gender neutral steps to include DBE's in this and other airport contracts. Race/gender neutral steps include unbundling large contracts, subcontract work the prime contractor may self-perform, provide bonding or financing assistance, provide technical assistance, etc. This contract can be awarded without the lowest responsive bidder meeting the goal or demonstrating good faith effort to meet the goal.

The Port will adjust the estimated breakout of RN and RC DBE participation as needed to reflect actual DBE participation and track and report RN and RC participation separately. For reporting purposes, RN DBE participation includes, but is not necessarily limited to the following: DBE participation through a prime contract obtained through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry a DBE goal, DBE participation on a prime contract exceeding a contract goal, and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.