

PUBLIC NOTICE

Overall DBE Three-Year Goal Methodology

Name of Recipient: The Port of Port Angeles, William R. Fairchild International Airport

Goal Period: FY-2024-2025-2026 – October 1, 2024 through September 30, 2026

DOT-assisted contract amount:	FY-2024	\$ 652,222
	FY-2025	\$5,693,334
	FY-2026	<u>\$ 624,444</u>
	Total	\$6,970,000

Overall Three-Year Goal: 5.2%, to be accomplished through 100% RC and 0% RN
(Note: the goal may be reflected as (1) an average of the three years; (2) three-year Median; or (3) weighted percentage)

Total dollar amount to be expended on DBEs: 5.2% X \$6,970,000 = \$362,440

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

Contracts Fiscal Year #1

- Hangar Development (Sites E, H1, H2, & G) – Phase 2 Construction (Taxiway/Taxilane expansion: including TWY/TL site work/grading, paving, pavement markings, drainage improvements – and site grading for hangar building pads including utilities)

Contracts Fiscal Year #2

- Crack and Slurry Seal East and West Taxilane areas, and GA apron Phase 1 – Design
- Reconstruct partial parallel taxiway A – West half Phase 2 – (construction, including taxiways F, G, H); Crack and Slurry Seal partial parallel Taxiway A – East half Phase 2 – (construction, including taxiway C), Shift taxiway D (future A3) Phase 3 – Construction; Install signs
- Hangar Development (Sites E, H1, H2, & G) – Phase 3 Design and Construction (Hangar structures at hangar sites includes electrical utilities and connection to existing water and sanitary sewer)

Contracts Fiscal Year #3

- Crack and Slurry Seal East and West Taxilane areas, and GA apron Phase 2 – Construction
- Runway 26 Approach Obstruction Removal - Environmental

Market Area: West Region as defined in Table E-2 of the Washington State Disparity Study

Step 1. Actual relative availability of DBEs

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

Method: Regional availability data provided in Appendix E of the Washington State Disparity Study.

Regional Unweighted Availability of DBE firms¹ Per Fiscal Year:

Contract Name	Trade Description	NAICS Description	NAICS	Trade (\$)	DBE (%) ¹	DBE (\$) (= Trade \$ x DBE %)
Hangar Development (Sites E, H1, H2, & G) – Phase 2 Construction Taxiway/Taxilane expansion	Highway, Street, and Bridge Construction	Highway, Street, and Bridge Construction	237310	\$ 550,000	6.7%	\$ 36,850
	Engineering Services	Engineering Services	541330	\$ 102,222	5.6%	\$ 5,724
Total for FY-2024				\$ 652,222		\$ 42,574

Contract Name	Trade Description	NAICS Description	NAICS	Trade (\$)	DBE (%) ¹	DBE (\$) (= Trade \$ x DBE %)
Crack and Slurry Seal East and West Taxilane areas, and GA apron Phase 1 – Design	Engineering Services	Engineering Services	541330	\$ 100,000	5.6%	\$ 5,600
Reconstruct partial parallel taxiway A – West half Phase 2 – (construction, including taxiways F, G, H)	Highway, Street, and Bridge Construction	Highway, Street, and Bridge Construction	237310	\$ 4,781,667	6.7%	\$ 320,372
	Engineering Services	Engineering Services	541330	\$ 385,000	5.6%	\$ 21,560
Hangar Development (Sites E, H1, H2, & G) – Phase 3 Design and Construction	Highway, Street, and Bridge Construction	Highway, Street, and Bridge Construction	237310	\$ 300,000	6.7%	\$ 20,100
	Architectural Services	Architectural Services	541310	\$ 126,667	4.4%	\$ 5,573
Total for FY-2025				\$ 5,693,334		\$ 373,205

Contract Name	Trade Description	NAICS Description	NAICS	Trade (\$)	DBE (%) ¹	DBE (\$) (= Trade \$ x DBE %)
Crack and Slurry Seal East and West Taxilane areas, and GA apron Phase 2 – Construction	Engineering Services	Engineering Services	541330	\$ 30,000	5.6%	\$ 1,680
	Highway, Street, and Bridge Construction	Highway, Street, and Bridge Construction	237310	\$ 270,000	6.7%	\$ 18,090
Runway 26 Approach Obstruction Removal - Environmental	Environmental Consulting Services	Environmental Consulting Services	541620	\$ 324,444	16.0%	\$ 51,911
Total for FY-2026				\$ 624,444		\$ 71,681

The base goal projection after weighting is as follows:

$(\text{FY-2024 Total} + \text{FY-2025 Total} + \text{FY-2026 Total}) / \text{Total Dollars} = \text{Base Figure}$

$(\$42,574 + \$373,205 + \$71,681) / \$6,970,000 = 0.07$

Base of DBE Goal Figure: 7.0%

Step 2: Adjustments to Step 1 base figure

After calculating a base figure of the relative availability of DBEs, evidence was examined to determine what, if any, adjustment to the base figure was needed in order to arrive at the overall goal.

Washington State Airports Disparity Study 2019

To make adjustments to Step 1, the Washington State Airports Disparity Study was used. The study suggests to use rates at which DBEs form businesses. These rates can be found in Tables 5-8 and 5-12 of Chapter V within the Study, and shown below.

Table 5-8: Business Formation Rates Construction, 2013 - 2017	
Demographic Group	Business Formation Rates
Black	3.1%
Latino	4.5%
Native American	4.2%
Asian/Pacific Islander	8.8%
Other	4.3%
White Women	10.2%
Non-White Male	6.5%
White Male	12.2%
Average (Minus White Males)	5.9%

Table 5-12: Business Formation Rates Construction-Related Services, 2013 - 2017	
Demographic Group	Business Formation Rates
Black	0.9%
Latino	5.0%
Native American	0.0%
Asian/Pacific Islander	3.3%
Other	0.0%
White Women	5.3%
Non-White Male	4.5%
White Male	8.9%
Average (Minus White Males)	2.7%

To arrive at an overall goal, the Step 1 base figure was added to the Step 2 adjustment figures, and the total was averaged.

$(5.9\% + 2.7\% + 7.0\%) / 3 = \mathbf{5.2\% \text{ Overall Goal}}$

To arrive at an overall goal, the Step 1 base figure was added to the Step 2 adjustment figure and the total was averaged, arriving at an overall goal of 5.2%. The Port of Port Angeles believes this adjusted goal accurately reflects DBE participation that can be achieved for the type(s) of work being awarded during this three-year period.

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

The Port of Port Angeles 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. Providing assistance in overcoming limitations such as inability to obtain bonding or financing;
3. Providing technical assistance and other services;
4. Carrying out information and communications programs on contracting procedures and specific contract opportunities;
5. Implementing a supportive services program to develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses;
6. Providing services to help DBEs and other small businesses improve long-term development, increase opportunities to participate in a variety of kinds of work, handle increasingly significant projects, and achieve eventual self-sufficiency;
7. Establishing a program to assist new, start-up firms, particularly in fields in which DBE participation has historically been low;
8. Ensuring distribution of DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors;
9. Assist DBEs and other small businesses, to develop their capability to utilize emerging technology and conduct business through electronic media; and

The Port of Port Angeles estimates that in meeting the established overall goal of 5.2%, it will obtain 0% from RN participation and 100% through RC measures as suggested in the Washington State Disparity Study.

The Port of Port Angeles does not have a history of DBE participation or over-achievement of goals to reference and expects to obtain its DBE participation through the use of DBE contract goals or a conscious effort to obtain DBE participation. Therefore, the entire goal of 5.2% is to be obtained through race-conscious participation.

The Port of Port Angeles will adjust the estimated breakout of RN and RC DBE participation as needed to reflect actual DBE participation [see §26.51(f)] 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.

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