

2025-2027

# Skagit Transit Disadvantaged Business Enterprise (DBE) Goal FFY 2025-2027

FFY 2025-2027 DBE GOAL  
PROCUREMENT & CONTRACTS

## 2025-2027 DBE Goal – Skagit Transit

Skagit Transit submits its Disadvantaged Business Enterprise (DBE) Triennial Goal Setting Methodology Report for the period of federal fiscal years (FFY) 2025, 2026 and 2027 to the United States Department of Transportation Federal Transit Administration’s Region 10 for review and approval.

In accordance with 49 CFR Part 26, Skagit Transit has proposed an overall Race/Gender-Neutral DBE goal for FFY 2025-2027 at one percent (1%). The goals were developed based upon anticipated and awarded U.S. DOT-assisted contracts, exclusive of FTA funds to be used for the purchase of transit vehicles. To determine the goal, Skagit Transit followed the two-step goal-setting methodology as stated in 49 CFR Part 26.45.

The two-step goal process is required by 49 CFR Part 26 and the U.S. DOT Tips were used to determine the overall goals for FFY 2025-2027. The two steps for setting an overall goal are:

- Step One: Establishing a base figure for the relative availability of DBEs and weighting it with federal funding allocation
- Step Two: Adjustment of the base figure

Skagit Transit’s (ST) established the market area by looking at Skagit Transit’s past participation in US DOT assisted projects. Included in the market area were Whatcom, Skagit, Snohomish and Island Counties.

Step 1: Determine Base Figure as overall relative availability of DBEs by NAICS Code.

*Table A) Determine the weight of each type of work by NAICS Code:*

NAICS	Description of Skagit Transit Project	Total Project Budget	Amount of DOT funds for project	Percentage of DOT funds for the total budget of the project	Percentage of ALL DOT funds (weight)
<b>236220</b>	<b>MOA 2 Construction</b>	<b>\$41,735,000</b>	<b>\$24,500,000</b>	<b>59%</b>	<b>99.3%</b>
236220	MOA2 Construction Phase 3	\$22,235,000	\$5,000,000	12%	20.3%
236220	RAISE Grant	\$19,500,000	\$19,500,000	47%	79%
<b>332311</b>	<b>Bus Shelter Upgrades</b>	<b>\$162,308</b>	<b>\$162,308</b>	<b>100%</b>	<b>0.7%</b>
332311	Shelter Purchase (SCOG)	\$94,246	\$94,246	58%	0.4
332311	Shelter Purchase	\$68,062	\$68,062	42%	0.3
-	Total DOT Funding	-	<b>\$24,662,308</b>	-	100%

The DBE Directories and Census Data Method is one of five options in the regulations for establishing a base figure for relative availability of DBEs. It is the chosen method for Skagit Transit for producing this report.

Washington State’s agency for Unified Certification Program for DBEs is The Office of Minority, Women and Disadvantaged Business Enterprises (OMWBE). Skagit Transit has established a partnership with OMWBE to obtain data regarding Small and Disadvantaged Business Enterprises. This is standard practice in the State of Washington.

Skagit Transit’s report is based on this method of determination of base figure. Relative availability for each NAICS Code was calculated by dividing number of DBEs available in the market area by number of all firms (*Table B*). Data for number of DBEs available came from the Office of Minority and Women’s Business Enterprises.

*Table B) Determine the relative availability of DBE’s by NAICS Code:*

NAICS Code	NAICS Title	Available DBE Firms by NAICS Code	All Firms (DBE and Non-DBE) by NAICS Code	Relative Availability of DBEs by NAISC Code
236220	Commercial and Institutional Building Construction	0	136	0.00%
332311	Prefabricated Metal Building and Component Manufacturing	0	0	0.00%

It has been realized that there is extremely low DBE availability in the researched area, and this is a contributing factor to the overall goal. The data was then exported to the Weighted Base Figure spreadsheet (*Table C*) and the base figure was determined to be 0%.

*Table C) (Weight) x (Availability) = Weighted Base Figure*

NAICS	Description of Project	Weight (A)	Availability (B)	Weighted Base Figure (A x B)
<b>236220</b>	<b>MOA 2 Construction</b>	<b>99.3</b>	<b>0.00%</b>	<b>0.00</b>
236220	MOA 2 Construction Phase 3	20.3	0.00%	0.00
236220	RAISE Grant	79	0.00%	0.00
<b>332311</b>	<b>Bus Shelter Upgrades</b>	<b>0.7</b>	<b>0.00%</b>	<b>0.00</b>
332311	Shelter Purchase (SCOG)	0.4	0.00%	0.00
332311	Shelter Purchase	0.3	0.00%	0.00

Step Two: Determining if an Adjustment is Warranted - 49 CFR Section 26.45 (d)

After establishing a base figure, Skagit Transit considered other available information to determine if an adjustment to the base figure was warranted. Additional information was considered from two sources: Research and review of a neighboring transit agency, Whatcom Transportation Authority (WTA), and past participation of Skagit Transit contracts. WTA's data and methodology for calculating their DBE Goal is very similar to Skagit Transit's, and they achieved the same results. Next, past participation of Skagit Transit's contracts were taken into consideration. Being that Skagit Transit is a relatively small agency outside of the Seattle - Everett metropolitan area, attracting contractors to the north has proven challenging. Opportunities for contracting work were limited during FFY 2022-2024, as the region regained momentum after the effects of COVID-19 shutdowns and supply chain issues. DBE participation during FFY 2022-2024 was 0%.

We have examined the evidence available and have determined that there could be a reasonable adjustment increase to the base figure established in Step One to arrive at our overall goal. By actively pursuing regional forums and conducting more outreach, Skagit Transit aims to achieve higher than the calculation of zero percent, and has set a goal of one percent (1%) for DBE awards. The FTA funding that Skagit Transit receives is primarily rolling stock and for construction, so the focus will need to be the construction fields.

#### Transit Vehicle Manufacturers Goals – 49 CFR Section 26.49

Skagit Transit will not use DBE goals in contracts for rolling stock. Transit vehicle manufacturers (TVM) are required to develop their own DBE programs. Therefore, Skagit Transit will require in its bid or proposal packages for transit vehicles a certification from each TVM that they have developed and submitted their own program to the FTA and that said program has been approved or not disapproved. Skagit Transit will verify certified TVM's on FTA's Office of Civil Rights DBE webpage.

#### Means Used to Meet Overall Goals – 49 CFR Section 26.51 (c)

Skagit Transit will use race/gender-neutral means to encourage DBE participation in its federally assisted contracts. Skagit Transit does not use DBE quotas or set asides to achieve the overall annual goal for DBE participation. Participation will be achieved by race/gender-neutral means or by the use of contract goals.

#### Public Participation – 49 CFR Section 26.45 (g)

Public participation is a key component of Skagit Transit's process for establishing DBE goals. Outreach efforts have been made to engage the public as part of the goal-setting process as well providing a comment period for feedback on proposed goals. Skagit Transit consults with different community organizations that provide or disseminate information about local marketplace conditions for minority and women owned businesses. To engage

with stakeholders on our proposed DBE goal, Skagit Transit will participate in regional forums and events hosted by public agencies like WA NIGP, OWMBE, King County, Economic Development Alliance of Skagit County (EDASC) and Snohomish County Economic Alliance. Skagit Transit will continue to promote DBE opportunities and encourage participation on the Procurement page of Skagit Transit's website.