



SKAGIT TRANSIT

GOAL METHODOLOGY

Overall DBE Goals

For Skagit Transit

For Period:

October 1, 2022 - September 30, 2025

Public Comment Period: June 14, 2022 to July 13, 2022

Overall Goals and Methodology
 Skagit Transit
 Federal Fiscal Years 2023-2025

Overall Goals (49 CFR part 26.45)

Name of Recipient: Skagit Transit

Goal Period: Federal Fiscal Years 2023, 2024, 2025 October 1, 2022 through September 30, 2025.

DOT-assisted contract amount DBE Goal: 0% Race/Gender Neutral

Summary

Skagit Transit is the recipient of Federal Transit Administration’s (FTA) Section 5307 annual apportionments to the Mount Vernon Urbanized Area. These funds are generally used for operational costs of employee wages and benefits, transit vehicle fuel, and Insurance Pool insurance coverage for revenue vehicles and property. Skagit Transit also receives an annual apportionment of FTA Section 5307 and 5339 funding from the Puget Sound Regional Council for services operated within the Seattle UZA boundaries. These funds are generally used to support Skagit Transit operations and capital assets used in services provided by Skagit Transit within the Seattle UZA service area.

Skagit Transit also receives discretionary funding from various FTA programs from time to time.

The tables below demonstrate the amount of federal funding Skagit Transit reasonably expects to receive in Federal Fiscal Years 2023-2025 based on past apportionments. The tables demonstrate the year of apportionment, the amount and the anticipated type of project the program funds may assist. Also included are the projects included in Skagit Transit’s Transit Development Six year Plan.

2023

Federal Funding Year 2023	Amount	Project
2023 Mt V UZA FTA Section 5307	3,500,000	Operating Assistance *
2023 PSRC FTA Section 5307	425,000	Capital Project Assistance
2023 PSRC FTA Section 5339	42,000	Capital Project Assistance
2020/2021 PSRC Section 5307	640,281	A&E Services for Phase 2 and 3 of MOA 2**
2020/2021 PSRC Section 5339	86,338	A&E Services for Phase 2 and 3 of MOA 2**
2021 Section 5339 WSDOT Pass thru	107,737	A&E Services for Phase 2 and 3 of MOA 2**
2021/22 Section 5307	150,000	Bus Shelters **

2024

Federal Funding Year 2024	Amount	Project
2024 Mt V UZA FTA Section 5307	3,500,000	Operating Assistance *
2024 PSRC FTA Section 5307	307,000	Capital Project Assistance
2024 PSRC FTA Section 5339	43,000	Capital Project Assistance
2022 Section 5307 SCOG Award	301,000	A&E Services for Bus Stops and Pull Out Design Projects
2023 PSRC FTA Section 5307	\$100,000	Vanpool Vans
2017 Section 5339 WSDOT Pass Thru	89,872	Vanpool Vans

2025

Federal Funding Year 2025	Amount	Project
2025 Mt V UZA FTA Section 5307	3,500,000	Operating Assistance *
2025 PSRC FTA Section 5307	307,000	Capital Project Assistance
2025 PSRC FTA Section 5339	43,000	Capital Project Assistance

*Skagit Transit utilizes the annual FTA Section 5307 funding for operating assistance. The operating expenditures reimburse the agency for wages, benefits, diesel fuel, security services and vehicle insurance used to provide transit services to the Skagit Public Transportation Benefit Area (PTBA). The diesel fuel and security services are the only operating expenditures applied to the project that are eligible for contracting. Both services are currently under contract, which will not expire during this period.

** A&E services for Phase 2 and 3 of MOA2 Facility and bus shelter purchases are currently under contract.

Number and Type of Projects available for DBE participation expected for this period:

1. Purchase of after-market passenger vans for use in Skagit Transit’s vanpool program.
2. Architect and Engineering Services – bus stop and transit pull out design services.

Market Area: Washington State

Determination of Market Area:

1. Past procurement participation
2. Utilization of local market
3. Availability of product, and services for immediate need.

All calculations are for the period of October 1, 2022 to September 30, 2025

Step 1: Utilizes the method used to calculate the relative availability of DBEs for Step 1 in accordance with 49 CFR part 26.45 (c) (1), using DBE Directories and Census Bureau Data. The base figure was determined by first weighting the DOT project fund amount against the total DOT assisted dollars awarded to Skagit Transit (Table 1).

Next, we determined the relative availability of DBE contractors by researching the Washington State DBE directory for contractors within the project NAICS codes and the Census Bureau Data by county for each project NAICS code (Table 2).

The weight of the project fund times the availability determines the base weighted figure. The total is expressed as a percentage to arrive at a rounded, weighted base figure (Table 3).

TABLE 1

NAICS Code	Project	Amount of DOT Assisted Funds on Project:	% of total DOT funds (weight)
441229	Auto Retail Dealers	\$190,000	0.3870
236220	Architect and Engineering Firms	\$301,000	0.6130
Total FTA Assisted		\$491,000	1.0000

TABLE 2

NAICS Code	Project	Number of DBE's Available to Perform Work	Number of All Firms Available (including DBE's)	Relative Availability
441229	Auto Retail Dealers	0	413	0.0000
236220	Architect and Engineering Firms	6	351	0.0171
	Combined Totals	6	764	0.79% Overall Availability

TABLE 3

NAICS Code	Project	Weight	X	Availability	Weighted Base Figure
441229	Auto Retail Dealers	0.38697		0.00000	0.0000
236220	A&E Services	0.61303		0.01709	0.0105
TOTAL					0.0080
				Expressed as a % (*100)	1.05%
				Rounded Weighted Base Figure:	1%

Step 2: This step is intended to adjust the “base figure” percentage from Step 1 so it reflects as accurately as possible the DBE participation the recipient would expect in the absence of discrimination.

Skagit Transit is adjusting the base figure from 1% to 0% for 2023-2025 due to past performance on the type of contracts we expect to award during this period. Over the past 12 years, DBE participation in Skagit Transit awarded Architect and Engineering contracts produced one, 2nd tier DBE subcontractor amounting to 0.65% of the total contract cost.

Vehicle purchases are purchased from the State contract, review of available DBE data within Washington State for passenger van dealers determined there are no DBE’s within this NAICS category.

Past participation and research data entered in the goal methodology supports the adjustment to 0%.

The 2019 Washington State Disparity Study supports the reduction in the base figure as the contracting environment for DBE’s through race neutral efforts is perceived as disparate for Small and Disadvantaged Minority business. The report states, “These findings support the conclusion that minorities and white women do not enjoy equal access to all aspects of State contracting opportunities.”

Outreach Efforts

Skagit Transit has not participated in outreach programs since 2019 due to the extraordinary circumstances of the pandemic. Staffing shortages within the agency as well as in the traditional procurement and economic outreach organization severely affected outreach opportunities for the period between 2020 and early 2022.

Skagit Transit will conduct a virtual outreach event during this public comment period, currently planned for June 27, 2022 at 1pm via Zoom.

Skagit Transit continues to reach out through its website and utilizes information available through the Washington State Office of Minority and Women Owned Business Enterprises organization, and Municipal Research Service Center and their contact resources to notify Disadvantaged Businesses.

Solicitation notifications for all procurements are emailed or faxed to vendors listed on Municipal Research and Service Center, Skagit Transit’s bidders list and procurement master list.

Skagit Transit has also sought public participation from community organizations through public meetings and public planning comment periods concerning up-coming projects.

Skagit Transit encourages DBE participation in all procurements, this is stated on our website and notices of advertisement for contracting opportunities. Our website also offers an opportunity for the public to submit comments to Skagit Transit regarding services and programs including links to the Washington State OMWBE contact for DBE certification information.

Contracting opportunities will be reviewed throughout the three-year period to incorporate newly awarded federal funding or federally funded projects. If the 0% goal changes within the three-year period due any changes in anticipated projects funded with federal dollars, Skagit Transit will notify the public and FTA of the changes in accordance with the FTA required publication notification criteria.

PUBLIC NOTICE
Disadvantaged Business Enterprise (DBE) Goals For
Federal Fiscal Years 2023, 2024, 2025.

Public Comment Period - DBE Goals
SKAGIT TRANSIT
June 14, 2022 – July 13, 2022

Notice is hereby given that Skagit Transit has set its Disadvantaged Business Enterprise goal for programs utilizing Federal Transit Administration funds for federal fiscal year 2023-2025 (October 1, 2022 through September 30, 2025). The DBE goal is 0%.

The goal was developed in accordance with the process described in US DOT's CFR 49 Part 26. A description of how the goal was developed is available for public inspection between 8 a.m. and 5 p.m. (PDT), Monday thru Friday at the address listed below. Public comments regarding Skagit Transit's DBE goal will be accepted for thirty (30) days from the date of this notice.

Please mail or e-mail comments to: Arden Flores Skagit Transit, 600 County Shop Lane, Burlington, WA 98233 or aflores@skagittransit.org.