

Proposed Disadvantaged Business Enterprise (DBE) Goal Methodology for FFY 2021, 2022 and 2023

STEP ONE:

Pierce Transit considered the following Capital Projects to determine the contracting opportunities for ready, willing and able firms during the Goal term of 2021, 2022 and 2023 and as detailed in Base Figure Worksheet (Attachment A). **The rounded, weighted Base Figure is 4%.**

- **Bus Rapid Transit (BRT) Pacific Avenue/State Route 7 Corridor Project:**
Currently there are no secured federal funds for this Project. Pierce Transit projects \$62,305,700 in contract award opportunities that utilize federal funds. The BRT Project scope is to design, build and operate a corridor-based BRT Transit System to better connect a Regional Growth Center (Downtown Tacoma) to the southern end of Pierce County Public Transportation Benefit Area boundary (Spanaway). Contracts have already been issued for the Architectural and Engineering firm for Design, General Contractor/Construction Manager (GC/CM) for Pre-Construction Services, Property Acquisition Services, and Real Estate Appraisal Review Services. The types of contracts Pierce Transit anticipates awarding during this Goal term are commercial and institutional building construction, water and sewer line and related structures construction, power and communication line and related structures construction, highway, street, and bridge construction and electrical contractors and other wiring installation contractors. The construction is expected to start in 2021, or after.
- **Transit Vehicle Manufacturer (TVM):**
Pierce Transit is operating under a fleet replacement schedule and expects to receive federal funding for bus purchases. TVM purchases are not included in the Base Figure Worksheet and will be reported by the Grants Manager as required by the Federal Transit Administration. At this time, no “off-the-lot” vehicle purchases using federal funds are expected.

STEP TWO:

Past Participation:

- The historical median for past participation gathered from our Semi-Annual Report of DBE Commitments/Awards from 2018 – 2020 is (Attachment B): **1.30%**
- The median past participation averaged with the base figure is: **2.49%**
($0.0130 + 0.0367 = 0.0497/2 = .02485$)
- The historical average for past participation gathered from our Semi-Annual Report of DBE Commitments/Awards from 2018 – 2020 is (Attachment B): **1.44%**

Capacity:

- To determine Capacity of DBEs to perform work, the previous three (3) years of formal procurement awards of federally funded contracts were analyzed. The percentage of participating DBE vendors divided by the number of non-DBE vendors was: **23%**

Disparity Studies:

- Washington State Department of Transportation (WSDOT) completed a disparity study in 2017. The information gathered from this Study provided valuable insight about our local region.

Race-Neutral Program:

Pierce Transit intends to continue its race-neutral DBE Program. Based on Pierce Transit's utilization of DBE firms' past participation and the availability of firms ready, willing and able to perform work on Pierce Transit contracts, disparity does not warrant moving into a race-conscious Program.

Supporting a Race-Neutral Program:

- Procurement staff and Project Managers search the OMWBE website for DBE firms to participate in our competitive solicitations and notify them of the opportunity to access the solicitation documents on Builders Exchange of Washington, Inc.
- Encourage prime contractor to subcontract portions of work to DBEs
- Consider (subject to state law and Pierce Transit needs) alternatives to stated specifications, such as bonding, insurance limits, and financing, which may limit DBE participation
- Provide technical assistance as needed
- Provide information regarding Washington State OMWBE
- Upon request, provide prime contractor with potential DBE subcontractors names
- Provide information about Pierce Transit's contracting opportunities and procedures to DBEs and post recurring projects on Pierce Transit's website as well as open solicitations and contract award information on-line through Builders Exchange of Washington, Inc. accessible through www.piercetransit.org
- Participate in regional governmental procurement programs for minority and woman-owned businesses
- Use contract language which supports DBE participation
- Assists firms in contacting agencies that provide services to help DBEs

Contracting Opportunities:

- Pierce Transit currently does not have any new capital projects identified with anticipated FTA funding for year 2021 - 2023.

Goal Adjustment:

Due to the economic impacts of COVID-19 on the construction industry, Pierce Transit is adjusting the goal to 2.5%. The Bus Rapid Transit (BRT) project is not yet fully funded. The project budget is based on an anticipated FTA CMAQ grant of \$2,305,700 in 2022, and an FTA Small Starts grant of approximately \$40,000,000 in FFY 2021-2022. The budget also anticipates partner funding from WSDOT, City of Tacoma and Pierce County. Most of which is not yet secured. If COVID-19 impacts improve, Pierce Transit will re-evaluate the budget projects and funding sources and make appropriate adjustment to the goal.

Based on these considerations, the DBE Goal for FFY 2021, 2022 and 2023 has been set at 2.5% and is narrowly tailored and achievable.