



**Report to the
Business Administration Committee
2014-2016**

**Disadvantaged Business Enterprise
(DBE) Goal for Federally-Assisted
Design and Construction Contracts**

June 2014

Purpose

To request support to initiate the public comment process for the establishment of a minimum of 25 percent Disadvantaged Business Enterprise (DBE) participation for federally-assisted contracts for the period 2014-2016. Current U.S. Department of Transportation (DOT) regulations require a public comment period as part of the final DBE goal-setting process.



Background

DOT regulations that govern the federal DBE program require the Airports Authority to establish its overall DBE participation goal for the Airport Improvement Program (AIP) for a three-year period (2014 – 2016). The Airports Authority must apply DOT goal-setting procedures that assess the relative availability of DBEs in the Airports Authority's marketplace. The Airports Authority must then solicit public comments on its proposed overall goal for a 45-day period before finalizing the goal.



Background (continued)

There are several airfield projects eligible for federal-assistance planned at Ronald Reagan Washington National Airport (Reagan National) and at Washington Dulles International Airport (Dulles International) during 2014-2016 with a combined total estimated federal participation value of \$64.7 million. Based on the estimated scopes of work and DBE availability, staff projects at least 25 percent, or \$16.2 million of the total projected cost of the projects, may be performed by DBEs.

Background (continued)

A public comment process is required as part of the goal setting process. Staff plans to:

1. Advertise the recommended goal in five local newspapers in general circulation;
2. Accept written comments for up to 45 days; and
3. Solicit input from organizations knowledgeable about the availability of DBEs in the Airports Authority's marketplace.



Recommendation

Committee concurrence is requested to allow staff to proceed with the public participation process. At the end of the public comment period, staff will report back to the Committee on comments received and the impact of those comments in the establishment of a final overall goal for Committee and Board approval prior to submission to DOT.



Ronald Reagan Washington National Airport



Dulles Corridor Metrorail Project



Dulles Toll Road



Washington Dulles International Airport



METROPOLITAN WASHINGTON
AIRPORTS AUTHORITY

REPORT TO THE BUSINESS ADMINISTRATION COMMITTEE

2014-2016

DISADVANTAGED BUSINESS ENTERPRISE (DBE)

GOAL FOR FEDERALLY-ASSISTED

DESIGN AND CONSTRUCTION CONTRACTS

JUNE 2014

PURPOSE

To recommend approval of at least a 25 percent Disadvantaged Business Enterprise (DBE) participation on federally-assisted contracts for the period 2014-2016 and to ask for concurrence to seek public comment as part of the final DBE goal-setting process required under current U.S. Department of Transportation (DOT) regulations.

BACKGROUND

DOT regulations that govern the federal DBE program require the Airports Authority to establish its overall DBE participation goal for the Airport Improvement Program (AIP) for a three year period (2014 – 2016). The Airports Authority must apply DOT goal-setting procedures that assess the relative availability of DBEs in the Airports Authority's marketplace. The Airports Authority must then solicit public comments on its proposed overall goal for a 45-day period before finalizing the goal.

FY 2014-2016 DBE GOAL – SETTING PROCEDURES

To develop the 2014-2016 overall DBE goal, staff has updated the data required to identify the Airports Authority's marketplace for airport construction and design projects and the relative availability of DBEs within the marketplace that would be ready, willing, and able to compete for the Airports Authority's 2014-2016 federally-assisted contract opportunities, absent discrimination.

Several federally-assisted airfield projects are forecasted at Ronald Reagan Washington National Airport (Reagan National) during 2014-2016 including Runway Safety Area improvements, Overlay of Runway 4-22 as well as other miscellaneous projects. Also, several federally assisted airfield improvement projects are forecasted at Washington Dulles International Airport (Dulles International) with a combined total estimated federal participation value of \$64.7 million. Based on the estimated scopes of work and DBE availability, staff projects at least 25 percent, or \$16.2 million of the total projected cost of the projects, may be performed by DBEs.

In reaching the overall DBE goal of at least 25 percent, staff considered the projected scope of work and types of contractors required for completion of the work. Staff anticipates that the utilization of DBE contract goals will be necessary to achieve the proposed DBE participation goal. Other factors, such as past achievements and the requirement that the goal not unduly burden non-DBEs seeking to participate in Airports Authority contract(s) were also considered. The use of race-neutral measures such as outreach and technical assistance will be maximized to meet the Airports Authority's overall goal.

PUBLIC PARTICIPATION

DOT regulations require a 45-day public participation process that includes, at minimum, publication of the proposed goal in general circulation media and consultation with organizations and officials which could be expected to have information concerning the availability of DBE and non-DBE businesses. The required 45-day public participation period is planned to begin June 22, 2014 and end August 6, 2014. During this process, notifications will be placed in local newspapers, including local minority newspapers. Letters will also be sent to DBE firms, allowing at least a 30-day comment period. Staff will meet or converse with DBE and non-DBE contractor/business organizations and agencies to receive feedback on the availability of DBE firms and the Airports Authority's goal.

RECOMMENDATION

Committee concurrence is requested to allow staff to proceed with the public participation process. At the end of the public comment period, staff will report back to the Committee on comments received and the impact of those comments in the establishment of a final overall goal for Committee and Board approval prior to submission to DOT.

Prepared by:
Office of Business Administration
Equal Opportunity Programs
June 2014