

ATTACHMENT 5

Overall DBE Three-Year Goal Methodology

Name of Recipient: Cedar City Regional Airport (CDC)

Goal Period: FY-2019-2020-2021 – October 1, 2018 through September 30, 2021)

DOT-assisted contract amount:	FY-2019	\$ 1,000,000
	FY-2020	\$ 300,000
	FY-2021	<u>\$ 5,900,000</u>
	Total	\$ 7,200,000

Overall Three-Year Goal: 2.40%, to be accomplished through 1.36% RC and 1.04% RN

Total dollar amount to be expended on DBEs: \$172,800

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

Contracts Fiscal Year #1

1. TW A & A1 Rehab and Helipad Pavement Maintenance - \$1,000,000

Contracts Fiscal Year #2

1. Snow Removal Equipment - \$700,000 (No goal required)
2. Pavement Preservation - \$300,000

Contracts Fiscal Year #3

1. Taxiway D Reconstruction - \$5,900,000

Market Area: The local market area in regard to airport construction activity is Cedar City and the rest of Iron, Kane, and Washington Counties. Historically, the majority (80+ %) of the bidders and a substantial majority of the money spent on airport projects have been to contractors from these areas.

Step 1. Actual relative availability of DBEs

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

Method: Use DBE Directories:

The data source or demonstrable evidence used to derive the numerator was: Utah Unified Certification Program (UUCP) DBE Directory dated June 8, 2018:

<https://www.udot.utah.gov/main/f?p=100:pg:0:::1:T,V:2252>

The data source or demonstrable evidence used to derive the denominator was: Census Bureau Data <https://factfinder.census.gov/faces/nav/jsf/pages/searchresults.xhtml?refresh=t>

FY 2019

Contract Name	Trade Description	NAICS Description	NAICS	Trade (\$)	Census	UUCP DBE Directory	DBE (%) (=G/F)	DBE (\$) (=E*H)
Contract #1 Taxiway A & A1 Rehabilitation & Helipad Pavement Maintenance	Airport Construction	Highway, Street, & Bridge Construction	237310	\$655,000	13	2	15.38%	\$100,769
	Runway & Taxiway Lighting	Electrical Construction	238210	\$75,000	64	0	0.00%	\$0
	Dump Trucking	Specialized Freight Hauling	484220	\$50,000	34	0	0.00%	\$0
	Engineering Services	Engineering Services	541330	\$200,000	55	1	1.82%	\$3,636
	Surveying	Surveying & Mapping	541370	\$10,000	5	0	0.00%	\$0
	Geotechnical Testing	Geotechnical Testing	541380	\$10,000	1	0	0.00%	\$0
TOTAL FY2019				\$1,000,000	172	3	1.74%	\$104,406

FY 2020

Contract Name	Trade Description	NAICS Description	NAICS	Trade (\$)	Census	UUCP DBE Directory	DBE (%) (=G/F)	DBE (\$) (=E*H)
Contract #1 Pavement Maintenance	Airport Pavement Maintenance	Highway, Street, & Bridge Construction	237310	\$222,000	13	2	15.38%	\$34,154
	Engineering Services	Engineering Services	541330	\$75,000	55	1	1.82%	\$1,364
	Surveying	Surveying & Mapping	541370	\$3,000	5	0	0.00%	\$0
TOTAL FY2020				\$300,000	73	3	4.11%	\$35,517

FY 2021

Contract Name	Trade Description	NAICS Description	NAICS	Trade (\$)	Census	UUCP DBE Directory	DBE (%) (=G/F)	DBE (\$) (=E*H)
Contract #1 Taxiway D Reconstruction	Airport Construction	Highway, Street, & Bridge Construction	237310	\$3,705,000	13	2	15.38%	\$570,000
	Runway & Taxiway Lighting	Electrical Construction	238210	\$350,000	64	0	0.00%	\$0
	Dump Trucking	Specialized Freight Hauling	484220	\$295,000	34	0	0.00%	\$0
	Engineering Services	Engineering Services	541330	\$1,300,000	55	1	1.82%	\$23,636
	Surveying	Surveying & Mapping	541370	\$150,000	5	0	0.00%	\$0
	Geotechnical Testing	Geotechnical Testing	541380	\$100,000	1	0	0.00%	\$0
TOTAL FY2021				\$5,900,000	172	3	1.74%	\$593,636

Dividing the total number of DBEs by the total number of All Firms gives a base DBE availability figure for each contract. The availability figures for all contracts were then combined and averaged to provide the basis for the three-year overall goal.

The base goal projections are as follows:

- Fiscal Year #1 – 1.74%
- Fiscal Year #2 – 4.11%
- Fiscal Year #3 – 1.74%

Average of weighted availability: $(1.74\% + 4.11\% + 1.74\%)/3 = 2.53\%$

Base of DBE Goal: 2.53%

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.

Past History Participation

FY	AIP #	Total Grant \$ Amount	DBE Goals			Accomplishments			Type of work
			RC	RN	Total	RC	RN	Total	
12	27	\$ 392,093	0.62	0.0	0.62	0.62	0.12	0.74	Trucking
14	28	\$ 850,000	1.63	0.0	1.63	1.63	1.75	3.38	Painting & Surveying
16	31	\$ 895,895	0.0	0.84	0.84	0.00	2.28	2.28	Painting
17	32	\$1,231,184	0.0	0.84	0.84	0.0	0.0	0.0	

Arranging this historical data from low to high, (0.74%, 2.28%, 3.38%) the median is 2.28%.

Step 1 Base averaged with historical median: $(2.53\% + 2.28\%)/2 = 2.40\%$

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 2.40%. Cedar City Regional Airport 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.

Furthermore, there are no applicable disparity studies for the local market area or recent legal case information from the relevant jurisdictions to show evidence of barriers to entry or competitiveness of DBEs in the market area that is sufficient to warrant making an adjustment to the base goal.

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

Cedar City Regional Airport will meet the maximum feasible portion of the overall goal by using RN means of facilitating DBE participation. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitates DBE, and other small businesses, participation;

1. Providing assistance in overcoming limitations such as inability to obtain bonding or financing;
2. Providing technical assistance and other services thru the SBDC, AGC, and PTAC;
3. Carrying out information and communications programs on contracting procedures and specific contract opportunities;
4. 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;
5. 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;
6. Establishing a program to assist new, start-up firms, particularly in fields in which DBE participation has historically been low;
7. Ensuring distribution of DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors; and

8. Assist DBEs and other small businesses, to develop their capability to utilize emerging technology and conduct business through electronic media.

Cedar City Regional Airport estimates that in meeting the established overall goal of 2.40%, it will obtain 1.04% from RN participation and 1.36% through RC measures.

This breakout is based on:

- a) In previous years, the Cedar City Regional Airport accomplishments exceeded the goal by an average of 1.04%, which may be construed as evidence of race-neutral participation. Therefore, 1.04% of the 2.40% goal is expected through race-neutral means and the remaining 1.36% is to be obtained by race-conscious measures.

Cedar City Regional Airport will adjust the estimated breakout of RN and RC DBE participation as needed to reflect actual DBE participation 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.

PUBLIC PARTICIPATION

Consultation:

Cedar City Regional Airport submits its overall DBE three-year goal to DOT on August 1 as required by the set schedule.

In establishing the overall goal, Cedar City Regional Airport provided for consultation and publication. This process included consultation with minority, women's, and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the Cedar City Regional Airport's efforts to establish a level playing field for the participation of DBEs. The consultation included a scheduled, direct, interactive exchange with as many interested stakeholders as possible focused on obtaining information relevant to the goal setting process and was conducted before the goal methodology was submitted to the operating administration for review. Details of the consultation are as follows.

The consultation engaged in was a teleconference, which was held on June 27, 2018 at 11:30 a.m.

The following comments were received during the course of the consultation: there was a good discussion with the AGC as to how to encourage contractors to become DBEs.

A notice of the proposed goal was published on the Cedar City Regional Airport official website, www.cedarcity.org before the methodology was submitted to FAA.

If the proposed goal changes following review by FAA, the revised goal will be posted on Cedar City Regional Airport official website www.cedarcity.org.

Notwithstanding paragraph (f)(4) of §26.45, Cedar City Regional Airport proposed goals will not be implemented until this requirement has been met.