

COLORADO SPRINGS AIRPORT

DISADVANTAGED BUSINESS ENTERPRISE PLAN

OVERALL DBE THREE-YEAR GOAL METHODOLOGY



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AIRPORT**

Overall DBE Three-Year Goal Methodology

Name of Recipient: The Colorado Springs Airport

Goal Period: FY 2021-2022-2023

DOT-assisted contract amount:	FY-2021	\$16,031,775
	FY-2022	\$10,102,051
	FY-2023	<u>\$11,311,627</u>
	Total	\$37,445,453

Overall Three-Year Goal: 4.62%, to be accomplished through 3.23% RC and 1.39% RN

Total dollar amount to be expended on DBEs: \$1,729,224

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

Contracts Fiscal Year 2021

1. Runway 17R/35L Rehab – Construction
2. Taxiway B Rehabilitation - Design

Contract Fiscal Year 2022

1. Taxiway B Rehabilitation - Construction
2. Taxiway A Re-alignment - Design
3. Airport Master Plan

Contract Fiscal Year 2023

1. Taxiway A Re-alignment - Construction
2. Taxiway B Rehabilitation - Design

Market Area: 6 Colorado Counties were identified as the Airport's primary source for DBE firms: Douglas, Elbert, El Paso, Fremont, Pueblo, Teller

Step 1. 26.45c Actual relative availability of DBEs

NAICS	Type of Work	Total DBE Firm's	Total All Firms
236220	Construction Management	13	183
237310	Roadway Construction Contractors	21	37
237990	Drainage	1	10
238110	Foundation	3	120
238210	Electrical Contractors	7	349
238910	Site Preparation	7	192
238990	Fence, Site cleanup, Equipment rentals	7	170
541330	Professional Design Services	9	474
541370	Surveying Services	4	43
541380	Geotechnical Testing Services	3	20
561612	Security Guard Services	0	41
	Total	75	1,639

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

Divide the total number of DBE's by the total number of All Firms = $75/1,639 = 4.58\%$.

Base figure = 4.58% of all firms ready, willing and able.

The data source or demonstrable evidence used to derive the numerator was: All firms within the 6 surrounding counties.

The data source or demonstrable evidence used to derive the denominator was: All DBE firms with the 6 surrounding counties.

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

One piece of data used to determine the adjustment to the base figure was the median of historical DBE accomplishments, as follows:

FYs 17, 18, 19	Total Grant \$ Amount	DBE Goals			Accomplishments		
		RC	RN	Total	RC	RN	Total
FY 17	7,608,285.00	3.89%	1.30%	5.19%	2.40%	2.51%	4.91%
FY 18	10,542,329.00	3.89%	1.30%	5.19%	3.89%	1.30%	5.19%
FY 19	12,416,012.00	3.89%	1.30%	5.19%	3.44%	1.67%	5.11%
Median	10,542,329.00	3.89%	1.30%	5.19%	3.44%	1.67%	5.11%

FYs 14, 15, 16	Total Grant \$ Amount	DBE Goals			Accomplishments		
		RC	RN	Total	RC	RN	Total
Median	8,099,971.00	2.40%	2.51%	4.91%	3.15%	1.42%	4.21%

Arranging this historical (median total accomplishments) data (5.11% and 4.21%) the median is 4.66%.

Step 1 Base averaged with historical median = $5.11 + 4.21 = 9.32 / 2 = 4.66\%$

To arrive at an overall goal, the Step 1 base figure (4.58%) was added to the Step 2 adjustment figure (4.66%) and the total was averaged, arriving at an overall goal of 4.62%. The 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.

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

The Airport will meet the maximum feasible portion of the overall goal by using RC as the

best means of facilitating DBE participation since historically RN DBE participation has averaged 30%. The RC 3.23% was derived from using seven tenths (7/10) of the overall goal of 4.62%.

The Airport estimates that in meeting the established overall goal of 4.62%, it will obtain 3.23% from RC participation and 1.39% through RN measures. The following will be used in facilitating RN DBE participation:

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitates DBE, and other small businesses, participation
2. Providing technical assistance and other services; and
3. Carrying out information and communications programs on contracting procedures and specific contract opportunities;

The Airport will adjust the estimated breakout of RC and RN DBE participation as needed to reflect actual DBE participation [see §26.51(f)] and track and report RC and RN participation separately. For reporting purposes, RC 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.

Consultation:

In establishing the overall goal, Colorado Springs Airport will be providing for consultation and publication at a date TBD. This process will include 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 Airport's efforts to establish a level playing field for the participation of DBEs. The consultation will include a scheduled, direct, interactive exchange with as many interested stakeholders as possible focused on obtaining information relevant to the goal setting process, and conducted before the final goal methodology is submitted to the operating administration for review. Details of the consultation are as follows:

The consultation will entail teleconference or video conference at a date TBD.