

Tulsa Airports Improvement Trust



Disadvantaged Business Enterprise (DBE) GOAL METHODOLOGY Federal Fiscal Year (FFY) 2024 – 2026

October 1, 2023

**METHODOLOGY for Establishing the FFY 2024 – 2026 DBE Goal for:
R.L. Jones, Jr. Airport, Tulsa, Oklahoma (49 CFR Part 26)**

Introduction

As a recipient of Federal Department of Transportation funds, Tulsa Airports Improvement Trust (TAIT) is required to establish a DBE program in accordance with regulations of the U.S. Department of Transportation (USDOT) 49 CFR Part 26. Pursuant to USDOT guidelines, the DBE program is to be narrowly tailored to the specific market area to level the playing field for small, minority, and woman-owned businesses to participate in the airport's contracting opportunities. The goal is calculated for a three-year period to reflect current market conditions and guide the implementation of the DBE program through race and gender neutral (RN) and race and gender conscious (RC) means.

In fulfillment of the requirements of 49 CFR Part 26, Tulsa Airports Improvement Trust (TAIT) has developed a proposed Overall Goal for FFY 2024 – 2026 for DOT-assisted contracting opportunities at R.L. Jones, Jr. Airport.

General Information:

Airport Sponsor: **Tulsa Airports Improvement Trust**
Airports: **R. L. Jones, Jr. Airport (RVS)**
ACDBELO: **Sandra Charon**
Properties & Concessions Coordinator
Tulsa Airports Improvement Trust
7777 Airport Drive, Suite A-211
Tulsa, Oklahoma 74115
Sandracharon@tulsaairports.com

Amount of Goal

R.L. Jones, Jr. Airport's overall goal for the period of 2026 is the following:

| | |
|----------------|-------|
| Overall Goal | 4.94% |
| Race-Conscious | 100% |

Background

Tulsa Airports Improvement Trust (TAIT) is a recipient of USDOT funding. As a condition of receiving this financial assistance, TAIT is required to develop and submit a three-year goal for participation in DOT-assisted contracting opportunities.

DOT-Assisted Contracting Opportunities

Table 1 represents Tulsa Airports Improvement Trust's list of DOT-assisted projects considered in preparing this goal methodology. TAIT expects to award \$3,590,000 in Federal Aviation Administration (FAA)-funded projects over the next three federal fiscal years for R. L. Jones, Jr. Airport. The list of projects is identified by name, work classification and applicable North American Industry Classification System (NAICS) code, estimated project cost, and percentage of the total estimated budget. Contracting activity is anticipated within eleven work classifications:

- Administrative Management and General Management;
- All Other Specialty Trade Contractors;
- Electrical Contractor and Other Wiring Installation;
- Engineering Services;
- Environmental Consulting Services;
- Highway, Street, and Bridge Construction;
- Landscaping Services;

- Other Heavy and Civil Engineering Construction;
- Specialized Freight (Except Used Goods) Trucking, Local;
- Surveying and Mapping (except Geophysical Services); and
- Testing Laboratories and Services.

Table 1: Projected FAA-funded Projects for RVS for FFY 2024-2026

| Work Classification | NAICS Code | Project Name | Estimated Project Cost | % of Estimated Budget |
|--|------------|---|------------------------|-----------------------|
| Electrical Contractors and Other Wiring Installation Contractors | 238210 | Drainage Improvements (Construction) | \$45,000 | 1.25% |
| | | Realign T\L GG and Perimeter Road (Construction) | \$10,000 | 0.28% |
| | | Upgrade Security/Fencing | \$400,000 | 11.14% |
| | | Subtotal | \$455,000 | 12.67% |
| All Other Specialty Trade Contractors | 238990 | Drainage Improvements (Construction) | \$405,000 | 11.28% |
| | | Realign T\L GG and Perimeter Road (Construction) | \$225,000 | 6.27% |
| | | Upgrade Security/Fencing | \$1,500,000 | 41.78% |
| | | Subtotal | \$2,130,000 | 59.33% |
| Environmental Consulting Services | 541620 | Drainage Improvements (Design) | \$8,000 | 0.22% |
| | | Pavement Rehabilitation - Perimeter Road (Design) | \$6,000 | 0.17% |
| | | Realign T\W GG and Perimeter Road (Design) | \$5,000 | 0.14% |
| | | Subtotal | \$19,000 | 0.53% |
| Specialized Freight (except Used Goods) Trucking, Local | 484220 | Drainage Improvements (Construction) | \$18,000 | 0.50% |
| | | Realign T\L GG and Perimeter Road (Construction) | \$25,000 | 0.70% |
| | | Upgrade Security/Fencing | \$100,000 | 2.79% |
| | | Subtotal | \$143,000 | 3.98% |
| Testing Laboratories and Services | 541380 | Drainage Improvements (Design) | \$4,000 | 0.11% |
| | | Pavement Rehabilitation - Perimeter Road (Design) | \$6,000 | 0.17% |
| | | Realign T\W GG and Perimeter Road (Design) | \$5,000 | 0.14% |
| | | Subtotal | \$15,000 | 0.42% |
| Highway, Street, and Bridge Construction | 237310 | Drainage Improvements (Construction) | \$270,000 | 7.52% |
| | | Realign T\L GG and Perimeter Road (Construction) | \$150,000 | 4.18% |
| | | Subtotal | \$420,000 | 11.70% |
| Other Heavy and Civil Engineering Construction | 237990 | Drainage Improvements (Construction) | \$135,000 | 3.76% |
| | | Realign T\L GG and Perimeter Road (Construction) | \$75,000 | 2.09% |
| | | Subtotal | \$210,000 | 5.85% |
| Landscaping Services | 561730 | Drainage Improvements (Construction) | \$27,000 | 0.75% |
| | | Realign T\L GG and Perimeter Road (Construction) | \$15,000 | 0.42% |
| | | Subtotal | \$42,000 | 1.17% |
| Administrative Management and General Management Consulting Services | 541611 | Drainage Improvements (Design) | \$2,400 | 0.07% |
| | | Pavement Rehabilitation - Perimeter Road (Design) | \$1,800 | 0.05% |
| | | Realign T\W GG and Perimeter Road (Design) | \$1,500 | 0.04% |
| | | Subtotal | \$5,700 | 0.16% |

| Work Classification | NAICS Code | Project Name | Estimated Project Cost | % of Estimated Budget |
|---|------------|---|------------------------|-----------------------|
| Engineering Services | 541330 | Drainage Improvements (Design) | \$57,600 | 1.60% |
| | | Pavement Rehabilitation - Perimeter Road (Design) | \$40,200 | 1.12% |
| | | Realign T\W GG and Perimeter Road (Design) | \$33,500 | 0.93% |
| | | Subtotal | \$131,300 | 3.66% |
| Surveying and Mapping (except Geophysical) Services | 541370 | Drainage Improvements (Design) | \$8,000 | 0.22% |
| | | Pavement Rehabilitation - Perimeter Road (Design) | \$6,000 | 0.17% |
| | | Realign T\W GG and Perimeter Road (Design) | \$5,000 | 0.14% |
| | | Subtotal | \$19,000 | 0.53% |
| | | TOTAL | \$3,590,000 | 100% |

Market Area

The market area is defined as the geographical area in which the majority of firms which seek to do business with the Airport are located and the geographical area in which the firms that receive a substantial majority of funding are located. The majority of FAA-funded Oklahoma-based contracting activity for R.L. Jones, Jr. Airport is with firms located in Oklahoma and Tulsa counties. Therefore, TAIT is proposing to use Oklahoma and Tulsa counties as the market area.

Goal Methodology

Step 1: Determination of Base Figure (Relative Availability of DBEs) (\$ 26.45(c))

To establish a base figure of the relative availability of ready, willing, and able DBEs to all firms available to participate in TAIT's FAA-assisted contracting opportunities, an analysis was conducted based on TAIT's market area, the U.S. Census Bureau 2021 County Business Patterns (CPB) database, and the State of Oklahoma Unified Certification Program (UCP) DBE Directory. This base figure expresses the availability of DBEs as a percentage of all firms in each NAICS code for which there will be contracting and subcontracting opportunities.

Table 3 reflects the relative availability of DBEs to all firms within each NAICS code and is factored against the anticipated total Federal dollars by NAICS code to provide a weighted participation per NAICS code.

**Table 3: Detailed Calculation of Base Figure
(Relative Availability of DBEs)**

| Detailed Calculation of Base Figure - RVS (Relative Availability of DBEs) | | | | | | |
|--|------------|-----------|-----------|-----------------------|--------------------|-----------------------|
| NAICS Description | NAICS Code | DBE Firms | All Firms | Relative Availability | % of Project Costs | Weighted Availability |
| Brick, Stone, and Related Construction Material Merchant Wholesalers | 237310 | 31 | 43 | 72.09% | 11.70% | 8.434% |

| Detailed Calculation of Base Figure - RVS (Relative Availability of DBEs) | | | | | | |
|--|--------|------------|--------------|--------------|----------------|---------------|
| Other heavy and civil engineering construction | 237990 | 9 | 13 | 69.23% | 5.85% | 4.050% |
| Electrical Contractors and Other Wiring Installation Contractors | 238210 | 3 | 391 | 0.77% | 12.67% | 0.097% |
| All Other Specialty Trade Contractors | 238990 | 5 | 168 | 2.98% | 59.33% | 1.766% |
| Specialized Freight, Trucking, Local | 484220 | 24 | 80 | 30.00% | 3.98% | 1.195% |
| Engineering Services | 541330 | 15 | 376 | 3.99% | 3.66% | 0.146% |
| Surveying and Mapping | 541370 | 6 | 52 | 11.54% | 0.53% | 0.061% |
| Testing Laboratories (Geotechnical Services) | 541380 | 1 | 65 | 1.54% | 0.42% | 0.006% |
| Administrative Management and General Management Consulting Services | 541611 | 9 | 567 | 1.59% | 0.16% | 0.003% |
| Environmental Consulting Services | 541620 | 3 | 51 | 5.88% | 0.53% | 0.031% |
| Landscaping Services | 561730 | 5 | 441 | 1.13% | 1.17% | 0.013% |
| | | 111 | 2,247 | 4.94% | 100.00% | 15.80% |

As indicated below, the relative availability is derived by dividing total Potential DBEs by All Firms.

| | |
|------------------------|---|
| Relative Availability: | $\frac{\text{Potential DBEs}}{\text{All Firms}} = \frac{111}{2,247} = 4.94\%$ |
|------------------------|---|

As suggested by the USDOT goal-setting guidance, to further refine the availability, the relative availability is weighted based on the percent of the total budget estimated for each NAICS code ([DBE firms/Total firms] * % of Total Budget). Based upon that calculation, the resulting weighted DBE Base Figure is 15.80%.

The weighted base figure is 15.80%.

Step 2: Adjustment to the Base Figure (§ 26.45(d))

Subsequent to establishing the DBE goal base figure, TAIT examined available evidence to determine what adjustment, if any, would be required to ensure a narrowly tailored goal.

Adjustment Factors Considered

The regulation states that there are several types of evidence that must be considered when adjusting the base figure. Those factors and how they were considered are noted below:

- The current capacity of DBEs to perform work in your USDOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.
 - The past participation for DBEs that TAIT has realized in the past several years was considered a **relevant** factor and is analyzed below.
- Evidence from disparity studies conducted anywhere within your jurisdiction, to the extent it is not already accounted for in your base figure.

There were a few disparity studies examined, however they were not factored into an adjustment to the base figure for the reasons noted below.

- The Oklahoma Department of Transportation’s (ODOT) disparity study conducted in 2021 analyzed the utilization and availability of DBEs in the Oklahoma market area. The study analyzed contract data for 2015 through 2019 for ODOT’s contracts funded with monies from the Federal Highway Administration (FHWA) and state funded contracts related to transportation. As the data used for the study is over five years old, the disparity study information was not considered a relevant factor in adjusting the base figure.
- Tulsa’s Equity Indicators 2022 Annual Report covered topics such as Economic Opportunity, Education, Housing, Justice, Public Health, and Services. Under the Economic Opportunity Section, the indicators examined for Business Development included Gender and Business Executives, Geography and Sales Volume, and Predatory Lending. While insight in these indicators can help TAIT be more informed about potential business capacity building and technical assistance topics for outreach, the information in the disparity study was not focused on the types of businesses that could participate in TAIT’s FAA-funded projects and the data could not be distilled down to meaningful input to modify the base figure.
- If your base figure is the goal of another recipient, you must adjust it for differences in your local market and your contracting program.
 - This is not applicable, as TAIT’s base figure is not the goal of another recipient.
- Statistical disparities in the ability of DBEs to get the financing, bonding and insurance required to participate in your program.
 - No additional statistical information was found or factored into this goal setting.
- Data on employment, self-employment, education, training and union apprenticeship programs to the extent you can relate it to the opportunities for DBEs to perform in your program.
 - While Tulsa’s Equity Indicators 2022 Annual Report Annual Report included sections on education and economic opportunity, it could not be related to the opportunities for DBEs that would perform on TAIT’s FAA-funded projects.

Past Participation

Since TAIT’s anticipated contracting opportunities for FFY 2024-2026 are similar to recent years, historical goal attainments (FFY 2020-2023) were examined relative to the consideration of past participation.

Table 4 reflects RVS’ median DBE goal attainment for the past three completed fiscal years.

Table 4: Median Historical DBE Goal Attainment - FFYs 2020 – 2022

| RVS Historical DBE Goal Attainment - FFY 2020 – 2022 | | | | | | | |
|---|----------------------|-----------------------------|-----------------------------|--------------------------|-----------------|------------|------------|
| | Total Dollars | Total DBE Dollars RC | Total DBE Dollars RN | Total DBE Dollars | % to DBE | %RC | %RN |
| 2020 | \$0 | \$0 | \$0 | \$0 | 0.00% | 0.00% | 0.00% |
| 2021 | \$333,333 | \$0 | \$0 | \$0 | 0.00% | 0.00% | 0.00% |
| 2022 | \$0 | \$0 | \$0 | \$0 | 0.00% | 0.00% | 0.00% |
| Total | \$333,333 | \$0 | \$0 | \$0 | | | |
| MEDIAN PAST DBE PARTICIPATION | | | | | 0.00% | | |

Source: TAIT’s Semi-Annual Uniform Report of DBE Awards or Commitments and Payments

The historical median for past DBE participation is 0.00%.

Table 5 represents the adjusted goal after having applied the federally prescribed formula (i.e., the average of the median past participation and the Step One base figure).

Table 5: Adjustment to Base Figure with Median Past DBE Participation

| Median of Past Participation | Step One Base Figure | Divided by | Adjusted Goal |
|-------------------------------------|-----------------------------|-------------------|----------------------|
| 0.00% | 4.94% | | 2.47% |
| 4.94% | | 2 | |

Accordingly, TAIT’s adjusted overall DBE goal for RVS for FFY 2024-2026 is 2.47%.

After an updated analysis of the relative availability of DBEs and other factors, TAIT has determined that the contracting and subcontracting opportunities will increase from past years. Therefore, TAIT’s final proposed overall DBE Goal for FFY 2024-2026 is 8.58%, which will be achieved through race conscious means.

Step 3: Determining the Estimated Race-Neutral & Race-Conscious Split (\$26.51)

DBE Program guidelines at 49 CFR Part 26.51(a) states, “You must meet the maximum feasible portion of your overall goal by using race-neutral means of facilitating race-neutral DBE participation. Race-neutral DBE participation includes any time a DBE wins a prime contract through customary competitive procurement procedures or is awarded a subcontract on a prime contract that does not carry a DBE contract goal.”

To calculate the race-neutral and race-conscious split of the overall goal, TAIT analyzed its race-neutral achievement over the past three federal fiscal years (See table 4). Since TAIT has had no race-neutral attainment, the goals for both TUL and RVS will be achieved through fully race-conscious means.

TAIT's Race-Neutral Methods (§26.51(b))

Although TAIT's overall goal is 100% race-conscious, TAIT will continue its current procedures for ensuring the participation of DBEs and other small businesses in all of its contracting activities through race neutral measures. These procedures consist of, but are not limited to:

- Arranging solicitations, times for presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate DBE and other small businesses participation;
- Carrying out information and communications programs on contracting procedures and specific contract opportunities;
- Ensuring distribution of DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors;
- Providing technical assistance to prime contractors and small businesses; and
- Attending networking events with partner organizations to notify small and disadvantaged businesses of upcoming opportunities.

Information Sources

The following sources of information were utilized in the development of the triennial goal:

- Anticipated DOT-assisted projects and estimated dollar values by NAICS codes;
 - Anticipated DOT-assisted projects by subcontractable elements and associated NAICS codes;
 - TAIT's bidders' list information to determine market area of Oklahoma and Tulsa Counties;
- The [Census Bureau's 2021 County Business Patterns \(CBP\) database](#); and
- State of Oklahoma UCP DBE Directory.

Goal Consultation and Publication Process (§26.45(g)(1)(2))

On Thursday, September 14, 2023, from 2:00 pm to 3:00 pm, TAIT hosted a stakeholder's consultation session with business advocacy organizations, DBEs, and non-DBE businesses via Zoom.

As part of the event, Sandra Charon, Properties & Concessions Coordinator, gave an overview of TAIT's DBE goals, attainments, and the goal-setting process. Biba Atta, serving as consultant to Milligan Consulting, LLC., provided the details of the DBE goal-setting process for the upcoming Federal Fiscal Year 2024-2026 DBE goal. The presentation and list of attendees for the event are attached.

At the conclusion of the presentation, TAIT and Milligan staff opened the floor for questions and feedback on the goal setting process and TAIT's proposed overall goals. None of the participants had any comments at the time. Included in the presentation was an email address to which attendees could send additional comments. Sandra instructed attendees that the comment period was open until September 20, 2023, and they could still provide any comments or feedback until the end of the period.

During the comment period, TAIT did not receive any feedback or comments about the proposed overall goal.

Below is a list of the registrants and the slides that were presented:

| Name | Email | Company |
|-----------------|----------------------------------|--------------------------------------|
| Zack Musgrave | zackm@timberlakeconstruction.com | Timberlake Construction |
| Chuck Hannum | chuck@chuckhannum.com | |
| Marnie Phelps | mphelps@tciok.com | Thompson Construction |
| Kristin Tighe | ktighe@miconsult.net | Milligan Consulting |
| Abraham Oommen | abe.oommen@jacobsendaniels.com | Jacobsen Daniels |
| Naomi Patton | naomi8384@gmail.com | Nadir K Communications LLC |
| Nadia DiStefano | ndistefano@wbcsouthwest.org | Women's Business Council - Southwest |
| Dana Todd | dbartllc@gmail.com | Best Trucking |
| Latoya Goree | Latoya.Goree@weitz.com | The Weitz Company Des Moines IA |
| Will Keith | wbkeith@aol.com | Keith Construction |
| John Williams | wbkeith@aol.com | CMTS LLC |
| Biba Atta | tbiconsultingllc@gmail.com | TBI Consulting |
| Micaela Miozzi | mmiozzi@miconsult.net | Milligan Consulting |
| Sandra Charon | Sandracharon@tulsairports.com | TAIT |
| Brionne Owens | brionne.owens@dtwreckit.com | DT Specializing Services |
| Candice Spicer | cspicer@miconsult.net | Milligan Consulting |
| Sheri Rider | Sheririder@tulsairports.com | TAIT |
| Andrew Pierini | AndrewPierini@tulsairports.com | TAIT |
| Jonathan Long | jonathanlong@tulsachamber.com | Tulsa Chamber of Commerce |

Welcome and Introductions

Sandra Charon
*Properties & Concessions Coordinator/ACDBELO
Tulsa Airports Improvement Trust
Sandracharon@tulsaairports.com*

1

Introductions

TAIT Staff

- Sandra Charon, Properties & Concessions Coordinator/ACDBELO

Milligan Consulting Team

- Kristin Tighe, Manager, Diversity / Civil Rights
- Candice Spicer, Senior Analyst
- Micaela Miozzi, Compliance Analyst
- Biba Atta, Consultant and Presenter

2

Overview

- Overview of Tulsa Airports Improvement Trust (TAIT)
- DBE Program Basics
- TAIT Goal Setting Methodology
- How to Provide Comments
- Questions

3

3

Overview of TAIT

- Administers, manages and operates:
 - Tulsa International Airport (TUL)
 - R.L. Jones, Jr. Airport (RVS)
- Mission: provide a safe, efficient, self-supporting airport system for the citizens of the Tulsa metropolitan area and surrounding region
- Primary airport funding is received from:
 - Federal Aviation Administration
 - Airlines/Air Cargo fees
 - Concessions (food/beverage/retail, parking, and car rental)
- Types of FAA-funded projects at TAIT reviewed for DBE participation
 - Runway and taxiway
 - Design
 - Construction
 - Reconstruction

4

What is a DBE?

- Disadvantaged Business Enterprise:
 - Small, independent businesses
 - At least 51% owned and controlled by social and economically disadvantaged person/people
 - Certified by the Oklahoma Unified Certification Program (UCP)
 - https://www.ok.gov/odot/Doing_Business/Civil_Rights/DBE_Information.html
- Basic certification requirements for Oklahoma-based firms
 - Complete application
 - Submit supporting documentation
 - Demonstrate ownership and control of requested work codes (NAICS codes)
 - Receive an initial site visit
 - Once certified, provide streamlined information annually to remain certified

5

5

DBE Program Basics

- Governing US DOT Regulation
 - 49 CFR Part 26 and Participation by DBEs in Department of Transportation (DOT) Financial Assistance Programs
- TAIT Responsibilities
 - Establish Overall Goals (every three years)
 - Determine Contract Goals
 - Monitoring and Enforcement
 - Reporting

6

Establishing Overall Goals

- 49 CFR 26.45 requires an Airport to set overall DBE goals for FAA-funded projects. TAIT must establish a DBE goal for TUL and a separate one for RVS.
- Overall goals must be based on demonstrable evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate in the airport's federally funded contract opportunities.
- Goal must reflect the level of DBE participation TAIT would expect absent the effects of discrimination.
- Development of future goals considers previous attainments.

7

7

Recent DBE Attainment

| | TUL | | RVS | |
|-------------|-------|------------|-------|------------|
| Fiscal Year | Goal | Attainment | Goal | Attainment |
| 2020 | 10% | 5.62% | 7.9% | 0% |
| 2021 | 6.78% | 0% | 6.70% | 0% |
| 2022 | 6.78% | 0% | 6.70% | 0% |

TAIT is currently developing its
Federal Fiscal Year 2024-2026 DBE goals.

8

DBE Goal Setting Process

Goal-setting is a two-step process:

1. Establish a base figure based on the relative availability of DBEs to participate in TAIT's FAA-funded capital projects.
2. Make any necessary adjustments to the base figure based on local market conditions.

9

Calculating the Base Figure

- The goal focuses on the participation of DBEs in FAA-funded contracts that will be *awarded* over the next three federal fiscal years.
- Potential projects are forecasted three years into the future.
- This provides a “best estimate” of potential contracting activity and opportunities.

10

TAIT's Projected FAA-Funded Project

Federal Fiscal Year 2024 - 2026



- Construction and / or Design
 - Airfield Electrical Cable Replacement
 - ATCT
 - Cargo Landside Pavement
 - Entrance Road Rehabilitation
 - Federal Inspection Facility
 - Improve Airport Terminal (PH 1) Vestibules
 - Improve Airport Terminal (PH 2) Public RR LL
 - Improve Security Fencing
 - Pavement Condition Index (PMP Update)
 - T\W K Pavement Reconstruction
 - T\W M Rehabilitation

11

11

TAIT's Projected FAA-Funded Project

Federal Fiscal Year 2024 - 2026



- Construction and / or Design
 - Drainage Improvements
 - Pavement Rehab Perimeter Road
 - Pavement Rehab (T\W A, J, Z, NE Hangar Area Misc.)
 - Realign T\L GG and Perimeter Road
 - Realign T\W GG and Perimeter Road
 - Upgrade Security/Fencing

12

15

TAIT's Base Figure (TUL)

- Most of FAA-funded OK-based contracting activity at TUL and RVS is with firms located in Oklahoma and Tulsa Counties.
- Based on projected opportunities and past/current DBE participation, TAIT estimates the percentage of DBEs compared to all firms that can participate in its FAA-funded contracts.



13

13

Base Figure Calculation (TUL)

| Detailed Calculation of Base Figure - Tulsa | | | | | | | KTO | | | | | | |
|--|------------|-----------|-----------|-----------------------|--------------------|-----------------------|--|------------|--------------|--------------|----------------|--------------|--------|
| NAICS Description | NAICS Code | DBE Firms | All Firms | Relative Availability | % of Project Costs | Weighted Availability | | | | | | | |
| Commercial and Institutional Building Construction | 236220 | 3 | 374 | 0.80% | 16.96% | 0.136% | Tile and Terrazzo Contractors | 238340 | 0 | 57 | 0.00% | 3.44% | 0.000% |
| Water and Sewer Line and Related Structures Construction | 237110 | 8 | 46 | 17.39% | 3.51% | 0.611% | Finish Carpentry Contractors | 238350 | 0 | 135 | 0.00% | 4.18% | 0.000% |
| Power and Communication Line and Related Structures Construction | 237130 | 1 | 55 | 1.82% | 7.60% | 0.138% | Site Preparation Contractors | 238910 | 13 | 82 | 15.85% | 2.51% | 0.398% |
| Highway, Street and Bridge Construction | 237310 | 31 | 43 | 72.09% | 2.22% | 1.604% | All Other Specialty Trade Contractors | 238990 | 5 | 168 | 2.98% | 1.35% | 0.040% |
| Other Heavy and Civil Engineering Construction | 237990 | 9 | 13 | 69.23% | 1.60% | 1.110% | Asphalt Paving Mixture and Block Manufacturing | 324121 | 0 | 0 | 0.00% | 3.12% | 0.000% |
| Poured Concrete Foundation and Structure Contractors | 238110 | 5 | 129 | 3.88% | 6.93% | 0.269% | Brick, Stone, and Related Construction Material Merchant | 423320 | 0 | 24 | 0.00% | 6.42% | 0.000% |
| Structural Steel and Precast Concrete Contractors | 238120 | 4 | 20 | 20.00% | 12.24% | 2.447% | Wholesalers | 423320 | 0 | 24 | 0.00% | 6.42% | 0.000% |
| Framing Contractors | 238130 | 1 | 45 | 2.22% | 2.31% | 0.051% | Specialized Freight, Trucking, Local | 484220 | 24 | 80 | 30.00% | 2.96% | 0.887% |
| Glass and Glazing Contractors | 238150 | 0 | 35 | 0.00% | 0.28% | 0.000% | Specialized Freight (except Used Goods) Trucking, Long-Distance | 484230 | 0 | 47 | 0.00% | 0.01% | 0.000% |
| Other Foundation, Structure, and Building Exterior Contractors | 238190 | 2 | 18 | 11.11% | 7.13% | 0.792% | Architectural Services | 541310 | 0 | 159 | 0.00% | 0.04% | 0.000% |
| Electrical Contractors and Other Wiring Installation Contractors | 238210 | 3 | 391 | 0.77% | 3.20% | 0.025% | Engineering Services | 541330 | 15 | 376 | 3.99% | 0.86% | 0.034% |
| Plumbing, Heating, and Air-Conditioning Contractors | 238220 | 2 | 546 | 0.37% | 4.67% | 0.017% | Geophysical Surveying and Mapping Services | 541360 | 0 | 81 | 0.00% | 0.10% | 0.000% |
| Drywall and Insulation Contractors | 238310 | 0 | 113 | 0.00% | 5.20% | 0.000% | Surveying and Mapping | 541370 | 6 | 52 | 11.54% | 0.08% | 0.010% |
| | | | | | | | Testing Laboratories (Geotechnical Services) | 541380 | 1 | 65 | 1.54% | 0.50% | 0.008% |
| | | | | | | | Administrative Management and General Management Consulting Services | 541611 | 9 | 567 | 1.59% | 0.08% | 0.001% |
| | | | | | | | Landscaping Services | 561730 | 5 | 441 | 1.13% | 0.49% | 0.006% |
| | | | | | | | Total | 147 | 4,162 | 3.53% | 100.00% | 8.58% | |

14

16

TAIT's Base Figure (RVS)

- Most of FAA-funded OK-based contracting activity at TUL and RVS is with firms located in Oklahoma and Tulsa Counties.
- Based on projected opportunities and past/current DBE participation, TAIT estimates the percentage of DBEs compared to all firms that can participate in its FAA-funded contracts.



15

15

Base Figure Calculation (RVS)

| Detailed Calculation of Base Figure - RVS | | | | | | |
|--|------------|------------|--------------|-----------------------|--------------------|-----------------------|
| NAICS Description | NAICS Code | DBE Firms | All Firms | Relative Availability | % of Project Costs | Weighted Availability |
| Highway, Street and Bridge Construction | 237310 | 31 | 43 | 72.09% | 11.70% | 8.434% |
| Other heavy and civil engineering construction | 237990 | 9 | 13 | 69.23% | 5.85% | 4.050% |
| Electrical Contractors and Other Wiring Installation Contractors | 238210 | 3 | 391 | 0.77% | 12.67% | 0.097% |
| All Other Specialty Trade Contractors | 238990 | 5 | 168 | 2.98% | 59.33% | 1.766% |
| Specialized Frieght, Trucking, Local | 484220 | 24 | 80 | 30.00% | 3.98% | 1.195% |
| Engineering Services | 541330 | 15 | 376 | 3.99% | 3.66% | 0.146% |
| Surveying and Mapping | 541370 | 6 | 52 | 11.54% | 0.53% | 0.061% |
| Testing Laboratories (Geotechnical Services) | 541380 | 1 | 65 | 1.54% | 0.42% | 0.006% |
| Administrative Management and General Management Consulting Services | 541611 | 9 | 567 | 1.59% | 0.16% | 0.003% |
| Environmental Consulting Services | 541620 | 3 | 51 | 5.88% | 0.53% | 0.031% |
| Landscaping Services | 561730 | 5 | 441 | 1.13% | 1.17% | 0.013% |
| | | 111 | 2,247 | 4.94% | 100.00% | 15.80% |

16

17

Adjusting TAIT's Base Figure

Once a base figure has been calculated, relevant evidence in the market area is examined to determine what adjustment, if any, is needed to the base figure in order to arrive at the overall goal. Considerations include:

- Past DBE participation
- Evidence from disparity studies
- Any available evidence from related fields that affect the opportunities for DBEs to form, grow and compete, such as:
 - Statistical disparities in the ability of DBEs to get the financing, bonding and insurance required to participate
 - Data on employment, self-employment, education, training and union apprenticeship programs, to the extent that it is relevant

17

17

Adjusting For Past Participation

- Past participation of DBEs was determined to be the relevant adjustment to consider.
- For past three years, that participation was:

| TUL Historical DBE Goal Attainment - FFY 2020 – 2022 | | | | | | | |
|--|---------------|----------------------|----------------------|-------------------|----------|-------|-------|
| | Total Dollars | Total DBE Dollars RC | Total DBE Dollars RN | Total DBE Dollars | % to DBE | %RC | %RN |
| 2020 | \$12,968,151 | \$728,635 | \$0 | \$728,635 | 5.62% | 5.62% | 0.00% |
| 2021 | \$3,195,988 | \$0 | \$0 | \$0 | 0.00% | 0.00% | 0.00% |
| 2022 | \$0 | \$0 | \$0 | \$0 | 0.00% | 0.00% | 0.00% |
| Total | \$16,164,139 | \$728,635 | \$0 | \$728,635 | | | |
| MEDIAN PAST DBE PARTICIPATION | | | | | 0.00% | | |

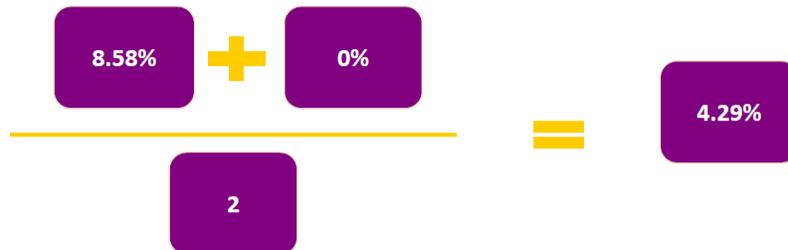
| RVS Historical DBE Goal Attainment - FFY 2020 – 2022 | | | | | | | |
|--|---------------|----------------------|----------------------|-------------------|----------|-------|-------|
| | Total Dollars | Total DBE Dollars RC | Total DBE Dollars RN | Total DBE Dollars | % to DBE | %RC | %RN |
| 2020 | \$0 | \$0 | \$0 | \$0 | 0.00% | 0.00% | 0.00% |
| 2021 | \$333,333 | \$0 | \$0 | \$0 | 0.00% | 0.00% | 0.00% |
| 2022 | \$0 | \$0 | \$0 | \$0 | 0.00% | 0.00% | 0.00% |
| Total | \$333,333 | \$0 | \$0 | \$0 | | | |
| MEDIAN PAST DBE PARTICIPATION | | | | | 0.00% | | |

18

18

Adjusting TUL's Base Figure

Calculate the Overall Goal by *averaging* the results of Step 1 (8.58%) with Step 2 (0%)

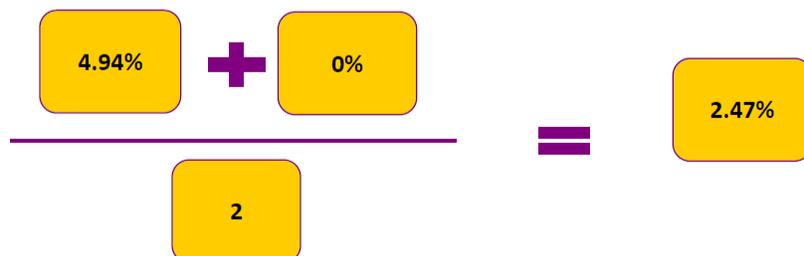
$$\frac{8.58\% + 0\%}{2} = 4.29\%$$


19

19

Adjusting RVS' Base Figure

Calculate the Overall Goal by *averaging* the results of Step 1 (4.94%) with Step 2 (0%)

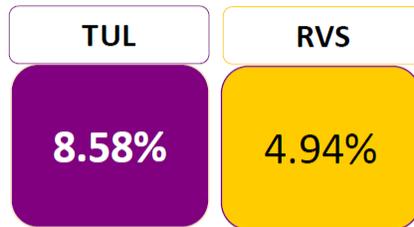
$$\frac{4.94\% + 0\%}{2} = 2.47\%$$


20

19

Overall DBE Goal

- After an updated analysis of the relative availability of DBEs and other factors, TAIT has determined that the contracting and subcontracting opportunities will increase from past years.
- Therefore, TAIT's final proposed overall DBE goal for FFY 2024 – 2026 for TUL is **8.58%** and for RVS is **4.94%** which will be all race conscious.



21

21

Projecting Race-Neutral/Race Conscious Split

- Once the overall goal is established, TAIT must project what part of the goal it anticipates achieving race-neutrally (i.e. no DBE goals set on agreements/contracts) and what portion it anticipates achieving race-consciously (i.e. setting a goal).
- Since the TAIT has had no race-neutral attainment, the goals for both TUL and RVS will be race-conscious.

22

20

Public Participation

- TAIT is required to communicate with the public in two ways
 - Consultative process with stakeholders
 - Today
 - Publishing of goal on its website
- Please send any additional comments on the goal setting methodology by September 20, 2023 to:

Sandracharon@tulsaairports.com

23

23

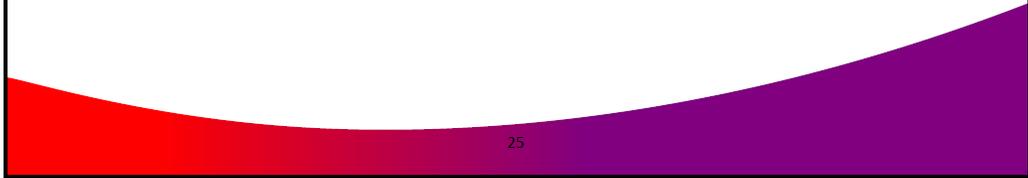
Questions / Discussion

24

21



Thank You!



25

25