

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:
Tulsa International 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 Tulsa International Airport.

General Information:

Airport Sponsor: **Tulsa Airports Improvement Trust**
Airport: **Tulsa International Airport (TUL)**
ACDBELO: **Sandra Charon**
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Amount of Goal

Tulsa International Airport's overall goal for the period beginning October 1, 2024 and ending September 30, 2026 is the following:

Overall Goal	8.58%
Race-Conscious	8.58%

Background

Tulsa Airports Improvement Trust (TAIT) is a recipient of U.S. DOT 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 \$167,217,425 in Federal Aviation Administration (FAA)-funded projects over the next three federal fiscal years for Tulsa International 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 28 work classifications:

- Administrative Management and General Consulting;
- All Other Specialty Trade;
- Architectural Services;
- Asphalt Paving Mixture and Block Manufacturing;
- Brick, Stone, and Related Construction Material Merchant Wholesalers;
- Commercial and Institutional Building Construction;
- Drywall and Insulation Contractors;

- Electrical Contractor and Other Wiring Installation;
- Engineering Services;
- Finish Carpentry Contractors;
- Framing Contractors;
- Geophysical Surveying and Mapping Services;
- Glass and Glazing Contractors;
- Highway, Street, and Bridge Construction;
- Landscaping Services;
- Other Foundation, Structure, and Building Contractors;
- Other Heavy and Civil Engineering Construction;
- Plumbing, Heating, and Air Conditioning Contractors;
- Poured Concrete Foundation and Structure Contractors;
- Power and Communication Line and Related Structures;
- Site Preparation Contractors;
- Specialized Freight (Except Used Goods) Trucking, Local Contractors;
- Specialized Freight (Except Used Goods) Trucking, Long-Distance;
- Structural Steel and Precast Concrete Contractors;
- Surveying and Mapping (except Geophysical Services);
- Testing Laboratories and Services Contractors;
- Tile and Terrazzo Contractors, Finish Carpentry Contractors; and
- Water and Sewer Line and Related Structures.

Table 1: Projected FAA-Funded Projects for TUL for FFY 2024-2026

Work Classification	NAICS Code	Project Name	Estimated Project Cost	% of Estimated Budget
Electrical Contractors and Other Wiring Installation Contractors	238210	Airfield Electrical Cable Replacement (Construction)	\$ 3,280,000.00	1.96%
		Entrance Road Rehabilitation (Design & Construction)	\$ 15,284.00	0.01%
		T\W K Pavement Reconstruction (Construction)	\$ 413,000.00	0.25%
		T\W M Rehabilitation (Construction)	\$ 890,000.00	0.53%
		Improve Security Fencing (Construction)	\$ 740,000.00	0.44%
		Cargo Landside Pavement (Construction)	\$ 13,500.00	0.01%
		Subtotal	\$ 5,351,784.00	3.20%
Site Preparation Contractors	238910	Airfield Electrical Cable Replacement (Construction)	\$ 410,000.00	0.25%
		Entrance Road Rehabilitation (Design & Construction)	\$ 91,705.50	0.05%
		T\W K Pavement Reconstruction (Construction)	\$ 826,000.00	0.49%
		T\W M Rehabilitation (Construction)	\$ 1,780,000.00	1.06%

Work Classification	NAICS Code	Project Name	Estimated Project Cost	% of Estimated Budget
		Improve Security Fencing (Construction)	\$ 925,000.00	0.55%
		Cargo Landside Pavement (Construction)	\$ 162,000.00	0.10%
		Subtotal	\$ 4,194,705.50	2.51%
All Other Specialty Trade Contractors	238990	Airfield Electrical Cable Replacement (Construction)	\$ 410,000.00	0.25%
		Improve Security fencing (Construction)	\$ 1,850,000.00	1.11%
		Subtotal	\$ 2,260,000.00	1.35%
Commercial and Institutional Building Construction	236220	Federal Inspection Facility (Construction)	\$ 1,700,000.00	1.02%
		Improve Airport Terminal (PH 1) Vestibules (Design & Construction)	\$ 990,990.00	0.59%
		ATCT (Design & Construction)	\$ 25,599,750.00	15.31%
		Improve Airport Terminal (PH 2) Public RR LL (Construction)	\$ 72,000.00	0.04%
		Subtotal	\$ 28,362,740.00	16.96%
Water and Sewer Line and Related Structures Construction	237110	Federal Inspection Facility (Construction)	\$ 680,000.00	0.41%
		ATCT (Design & Construction)	\$ 5,119,950.00	3.06%
		Improve Airport Terminal (PH 2) Public RR LL (Construction)	\$ 72,000.00	0.04%
		Subtotal	\$ 5,871,950.00	3.51%
Power and Communication Line and Related Structures Construction	237130	Federal Inspection Facility (Construction)	\$ 2,210,000.00	1.32%
		Improve Airport Terminal (PH 1) Vestibules (Design & Construction)	\$ 231,000.00	0.14%
		ATCT (Design & Construction)	\$ 10,239,900.00	6.12%
		Improve Airport Terminal (PH 2) Public RR LL (Construction)	\$ 28,800.00	0.02%
		Subtotal	\$ 12,709,700.00	7.60%
Poured Concrete Foundation and Structure Contractors	238110	Federal Inspection Facility (Construction)	\$ 3,400,000.00	2.03%
		ATCT (Design & Construction)	\$ 8,191,920.00	4.90%
		Subtotal	\$ 11,591,920.00	6.93%
Structural Steel and Precast Concrete Contractors	238120	Federal Inspection Facility (Construction)	\$ 5,100,000.00	3.05%
		ATCT (Design & Construction)	\$ 15,359,850.00	9.19%
		Subtotal	\$ 20,459,850.00	12.24%
Framing Contractors	238130	Federal Inspection Facility (Construction)	\$ 1,700,000.00	1.02%

Work Classification	NAICS Code	Project Name	Estimated Project Cost	% of Estimated Budget
		Improve Airport Terminal (PH 1) Vestibules (Design & Construction)	\$ 577,500.00	0.35%
		ATCT (Design & Construction)	\$ 1,535,985.00	0.92%
		Improve Airport Terminal (PH 2) Public RR LL (Construction)	\$ 43,200.00	0.03%
		Subtotal	\$ 3,856,685.00	2.31%
Other Foundation, Structure, and Building Exterior Contractors	238190	Federal Inspection Facility (Construction)	\$ 6,800,000.00	4.07%
		ATCT (Design & Construction)	\$ 5,119,950.00	3.06%
		Subtotal	\$ 11,919,950.00	7.13%
Plumbing, Heating, and Air-Conditioning Contractors	238220	Federal Inspection Facility (Construction)	\$ 2,040,000.00	1.22%
		ATCT (Design & Construction)	\$ 5,119,950.00	3.06%
		Improve Airport Terminal (PH 2) Public RR LL (Construction)	\$ 648,000.00	0.39%
		Subtotal	\$ 7,807,950.00	4.67%
Drywall and Insulation Contractors	238310	Federal Inspection Facility (Construction)	\$ 3,400,000.00	2.03%
		ATCT (Design & Construction)	\$ 5,119,950.00	3.06%
		Improve Airport Terminal (PH 2) Public RR LL (Construction)	\$ 172,800.00	0.10%
		Subtotal	\$ 8,692,750.00	5.20%
Tile and Terrazzo Contractors	238340	Federal Inspection Facility (Construction)	\$ 3,400,000.00	2.03%
		Improve Airport Terminal (PH 1) Vestibules (Design & Construction)	\$ 23,100.00	0.01%
		ATCT (Design & Construction)	\$ 2,047,980.00	1.22%
		Improve Airport Terminal (PH 2) Public RR LL (Construction)	\$ 288,000.00	0.17%
		Subtotal	\$ 5,759,080.00	3.44%
Finish Carpentry Contractors	238350	Federal Inspection Facility (Construction)	\$ 1,700,000.00	1.02%
		ATCT (Design & Construction)	\$ 5,119,950.00	3.06%
		Finish Carpentry	\$ 172,800.00	0.10%
		Subtotal	\$ 6,992,750.00	4.18%
Specialized Freight (except Used Goods) Trucking, Local	484220	Federal Inspection Facility (Construction)	\$ 1,700,000.00	1.02%
		Entrance Road Rehabilitation (Design & Construction)	\$ 30,568.50	0.02%
		ATCT (Design & Construction)	\$ 2,047,980.00	1.22%
		T\W K Pavement Reconstruction (Construction)	\$ 289,100.00	0.17%

Work Classification	NAICS Code	Project Name	Estimated Project Cost	% of Estimated Budget
		T\W M Rehabilitation (Construction)	\$ 623,000.00	0.37%
		Improve Airport Terminal (PH 2) Public RR LL (Construction)	\$ 14,400.00	0.01%
		Improve Security Fencing (Construction)	\$ 185,000.00	0.11%
		Cargo Landslide Pavement (Construction)	\$ 54,000.00	0.03%
		Subtotal	\$ 4,944,048.50	2.96%
Testing Laboratories and Services	541380	Federal Inspection Facility (Construction)	\$ 170,000.00	0.10%
		Entrance road Rehabilitation (Design & Construction)	\$ 7,642.13	0.00%
		ATCT (Design & Construction)	\$ 511,995.00	0.31%
		T\W K Pavement Reconstruction (Construction)	\$ 41,300.00	0.02%
		T\W M Rehabilitation (Construction)	\$ 89,000.00	0.05%
		Cargo landside pavement (construction)	\$ 13,500.00	0.01%
		Subtotal	\$ 833,437.13	0.50%
Highway, Street, and Bridge Construction	237310	Entrance Road Rehabilitation (Design & Construction)	\$ 617,484.00	0.37%
		T\W K Pavement Reconstruction (Construction)	\$ 619,500.00	0.37%
		T\W M Rehabilitation (Construction)	\$ 1,335,000.00	0.80%
		Cargo Landslide Pavement (Construction)	\$ 1,147,500.00	0.69%
		Subtotal	\$ 3,719,484.00	2.22%
Other Heavy and Civil Engineering Construction	237990	Entrance Road Rehabilitation (Design & Construction)	\$ 733,644.00	0.44%
		T\W K Pavement Reconstruction (Construction)	\$ 206,500.00	0.12%
		T\W M Rehabilitation (Construction)	\$ 445,000.00	0.27%
		Cargo Landslide Pavement (Construction)	\$ 1,296,000.00	0.78%
		Subtotal	\$ 2,681,144.00	1.60%
Landscaping Services	561730	Entrance Road Rehabilitation (Design & Construction)	\$ 30,568.50	0.02%
		ATCT (Design & Construction)	\$ 511,995.00	0.31%
		T\W K Pavement Reconstruction (Construction)	\$ 82,600.00	0.05%

Work Classification	NAICS Code	Project Name	Estimated Project Cost	% of Estimated Budget
		T\W M Rehabilitation (Construction)	\$ 178,000.00	0.11%
		Cargo Landslide Pavement (Construction)	\$ 13,500.00	0.01%
		Subtotal	\$ 816,663.50	0.49%
Administrative Management and General Management Consulting Services	541611	Entrance Road Rehabilitation (Design & Construction)	\$ 1,528.00	0.00%
		Improve Airport Terminal (PH 1) Vestibules (Design & Construction)	\$ 2,310.00	0.00%
		ATCT (Design & Construction)	\$ 20,479.80	0.01%
		T\W K Pavement Reconstruction (Construction)	\$ 18,500.00	0.01%
		T\W M Rehabilitation (Design)	\$ 40,000.00	0.02%
		Pavement Condition Index (PMP Update)	\$ 6,000.00	0.00%
		Improve Airport Terminal (PH 2) Public RR LL (Design)	\$ 19,200.00	0.01%
		Improve Security Fencing (Design)	\$ 21,000.00	0.01%
		Cargo Landslide Pavement (Construction)	\$ 9,400.00	0.01%
		Subtotal	\$ 138,417.80	0.08%
Specialized Freight (except Used Goods) Trucking, Long-Distance	484230	Improve Airport Terminal (PH 1) Vestibules (Design & Construction)	\$ 23,100.00	0.01%
		Subtotal	\$ 23,100.00	0.01%
Glass and Glazing Contractors	238150	Improve Airport Terminal (PH 1) Vestibules (Design & Construction)	\$ 462,000.00	0.28%
		Subtotal	\$ 462,000.00	0.28%
Brick, Stone, and Related Construction Material Merchant Wholesalers	423320	ATCT (Design & Construction)	\$ 10,731,415.20	6.42%
		Subtotal	\$ 10,731,415.20	6.42%
Engineering Services	541330	T\W K Pavement Reconstruction (Design)	\$ 296,000.00	0.18%
		T\W M Rehabilitation (Design)	\$ 640,000.00	0.38%
		Pavement Condition Index (PMP Update)	\$ 42,000.00	0.03%
		Improve Airport Terminal (PH 2) Public RR LL (Design)	\$ 56,000.00	0.03%
		Improve Security Fencing (Design)	\$ 258,000.00	0.15%

Work Classification	NAICS Code	Project Name	Estimated Project Cost	% of Estimated Budget
		Cargo Landslide Pavement (Construction)	\$ 150,400.00	0.09%
		Subtotal	\$ 1,442,400.00	0.86%
Geophysical Surveying and Mapping Services	541360	T\W K Pavement Reconstruction (Design)	\$ 37,000.00	0.02%
		T\W M Rehabilitation (Design)	\$ 80,000.00	0.05%
		Pavement Condition Index (PMP Update)	\$ 24,000.00	0.01%
		Improve Airport Terminal (PH 2) Public RR LL (Design)	\$ 8,000.00	0.00%
		Improve Security Fencing (Design)	\$ 6,000.00	0.00%
		Cargo Landslide Pavement (Construction)	\$ 18,800.00	0.01%
		Subtotal	\$ 173,800.00	0.10%
Surveying and Mapping (except Geophysical) Services	541370	T\W K Pavement Reconstruction (Design)	\$ 18,500.00	0.01%
		Pavement Condition Index (PMP Update)	\$ 48,000.00	0.03%
		T\W M Rehabilitation (Design)	\$ 40,000.00	0.02%
		Improve Airport Terminal (PH 2) Public RR LL (Design)	\$ 8,000.00	0.00%
		Improve Security Fencing (Design)	\$ 15,000.00	0.01%
		Cargo Landslide Pavement (Construction)	\$ 9,400.00	0.01%
		Subtotal	\$ 138,900.00	0.08%
Architectural Services	541310	Improve Airport Terminal (PH 2) Public RR LL (Design)	\$ 68,800.00	0.04%
		Subtotal	\$ 68,800.00	0.04%
Asphalt Paving Mixture and Block Manufacturing	324121	T\W K Pavement Reconstruction (Construction)	\$ 1,652,000.00	0.99%
		T\W M Rehabilitation (Construction)	\$ 3,560,000.00	2.13%
		Subtotal	\$ 5,212,000.00	3.12%
		TOTAL	\$ 167,217,424.63	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 Tulsa International 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 - Tulsa (Relative Availability of DBEs)						
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%
Water and Sewer Line and Related Structures Construction	237110	8	46	17.39%	3.51%	0.611%
Power and Communication Line and Related Structures Construction	237130	1	55	1.82%	7.60%	0.138%
Brick, Stone, and Related Construction Material Merchant Wholesalers	237310	31	43	72.09%	2.22%	1.604%
Other heavy and civil engineering construction	237990	9	13	69.23%	1.60%	1.110%
Poured Concrete Foundation and Structure Contractors	238110	5	129	3.88%	6.93%	0.269%
Structural Steel and Precast Concrete Contractors	238120	4	20	20.00%	12.24%	2.447%
Framing Contractors	238130	1	45	2.22%	2.31%	0.051%
Glass and Glazing Contractors	238150	0	35	0.00%	0.28%	0.000%
Other Foundation, Structure, and Building Exterior Contractors	238190	2	18	11.11%	7.13%	0.792%
Electrical Contractors and Other Wiring Installation Contractors	238210	3	391	0.77%	3.20%	0.025%
Plumbing, Heating, and Air-Conditioning Contractors	238220	2	546	0.37%	4.67%	0.017%

Detailed Calculation of Base Figure - Tulsa (Relative Availability of DBEs)						
NAICS Description	NAICS Code	DBE Firms	All Firms	Relative Availability	% of Project Costs	Weighted Availability
Drywall and Insulation Contractors	238310	0	113	0.00%	5.20%	0.000%
Tile and Terrazzo Contractors	238340	0	57	0.00%	3.44%	0.000%
Finish Carpentry Contractors	238350	0	135	0.00%	4.18%	0.000%
Site preparation contractors	238910	13	82	15.85%	2.51%	0.398%
All Other Specialty Trade Contractors	238990	5	168	2.98%	1.35%	0.040%
Asphalt Paving Mixture and Block Manufacturing	324121	0	0	0.00%	3.12%	0.000%
Brick, Stone, and Related Construction Material Merchant Wholesalers	423320	0	24	0.00%	6.42%	0.000%
Specialized Freight (except Used Goods) Trucking, Long-Distance	484230	0	47	0.00%	0.01%	0.000%
Architectural Services	541310	0	159	0.00%	0.04%	0.000%
Engineering Services	541330	15	376	3.99%	0.86%	0.034%
Geophysical Surveying and Mapping Services	541360	0	81	0.00%	0.10%	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%

The relative availability is derived by dividing total Potential DBEs by All Firms.

Relative Availability:	$\frac{\text{Potential DBEs}}{\text{All Firms}}$	=	$\frac{147}{4,162}$	=	3.53%
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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 8.58%

The weighted base figure is 8.58%.

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 a 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 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 TUL’s median DBE goal attainment for the past three completed fiscal years.

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

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	0.00%	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%		

The historical median for past DBE participation is 0%

Table 5 represents the adjusted goal after having applied the federally-prescribed formula (i.e., 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%	8.58%		4.29%
8.58%		2	

Accordingly, TAIT’s adjusted overall DBE goal for TUL for FFY 2024-2026 is 4.29%.

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 all be achieved through race conscious measures.

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 race-conscious measures.

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 subcontractible 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 September 14, 2023, from 3:00 PM to 4:00 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 a 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@miconsultnet	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@tulsairports.com

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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

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Overview

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

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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

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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

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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

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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.

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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.

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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.

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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.

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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

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TAIT's Projected FAA-Funded Project

Federal Fiscal Year 2024 - 2026

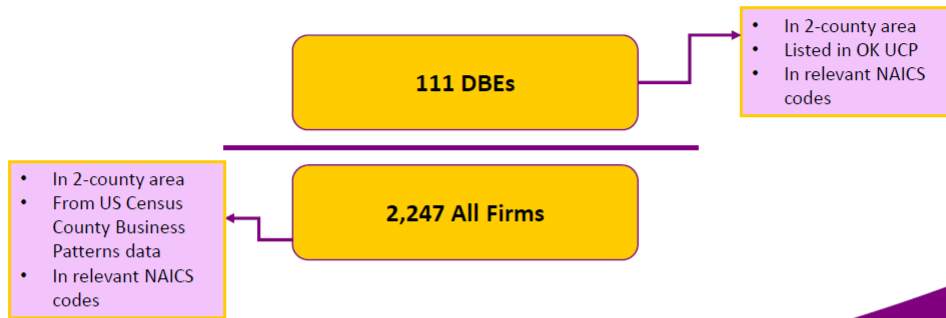


- Construction and / or Design
 - Drainage Improvements
 - Pavement Rehab Perimeter Road
 - Pavement Rehab (T\W A, J, Z, NE Hangar Area Misc.)
 - Realign T\L GG and Perimeter Road
 - Realign T\W GG and Perimeter Road
 - Upgrade Security/Fencing

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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.



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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 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%

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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

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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%		

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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%		

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Adjusting TUL's Base Figure

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

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

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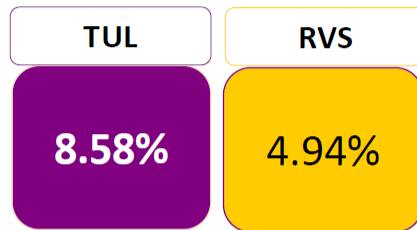
Adjusting RVS' Base Figure

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

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

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.



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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.

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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

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Questions / Discussion

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Thank You!

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