



Disadvantaged Business Enterprise (DBE) Consultation Meeting
Goal Setting and Methodology
FY 2021 – 2023

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Agenda

- Overview
- DBE Program Governing Regulations & Objectives
- What is a DBE?
- Arizona Unified Certification Program (AZUCP)
- DBE Compliance Requirements
- Types of Contracts
- Methodology Used in Goal Setting Process
- Comment Period Schedule
- Questions and Answers



Governing Regulation – 49 CFR Part 26

- Condition for Receiving Federal Assistance – Airport Improvement Program (AIP)
- Subject to Title 49 CFR Part 26 – Participation of Disadvantaged Business Enterprise in Department of Transportation Financial Assistance Programs
- Engineering, Planning, and Construction Activities – Tucson International Airport (TUS) & Ryan Airfield (RYN)



DBE Program Objectives

The Regulations require that the airport have a program in place that achieves the following objectives:

- A. Ensure nondiscrimination in the award and administration of TAA's DOT-assisted or concession contracts;
- B. Create a level playing field on which DBEs can compete fairly for TAA's DOT-assisted or concession contracts;
- C. Ensure that the DBE program is narrowly tailored in accordance with applicable law;
- D. Ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs at our airports;
- E. Help remove barriers to the participation of DBEs in TAA's DOT assisted contracts and opportunities for concessions at airports;
- F. Promote the use of DBEs in all types of federally-assisted contracts and procurement activities;
- G. Assist the development of firms that can compete successfully in the marketplace outside the DBE Program; and
- H. Make appropriate use of the flexibility afforded to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.



What is a DBE?

DBE Eligibility Requirements

- Social and Economic Disadvantage
- Personal Net Worth
- Business Size Standard
- Ownership
- Independence
- Management and Control



Arizona Unified Certification Program (AZUCP)

- Part of the Arizona Unified Certification Program (AZUCP)
- Utilizes DBE/ACDBE Directories
- Honors Certifications and Re-certifications
- The three partners are:
 - Arizona Department of Transportation
 - The City of Phoenix
 - The City of Tucson
- Goal of the AZUCP –
 - Standardize the DBE/ACDBE certification policies, procedures and materials
 - Develop and implement database online publication
- Online Applications – Arizona Unified Transportation Registration and Certification System (AZ UTRACS) at <https://utracs.azdot.gov/DBECertification/>



DBE Compliance Requirements

- Establish Overall Goal (Set Triennially)
- Certification – Performed by AZUCP
- Contracting Activities
- Monitoring and Enforcement
- Reporting – Performed Annually



Anticipated AIP Projects

- FY 2021:

- TUS: Airfield Safety Enhancement (ASE) Program CMAR GMP 1 – Airfield Lighting Control Vault / Localizer Pad
 - \$2.7 million
- TUS: Airfield Safety Enhancement (ASE) Program - End Around Taxiway & Arm De-Arm Pad
 - \$23.7 million

- FY 2022:

- TUS: Airfield Safety Enhancement (ASE) Program Noise Mitigation / Sound Insulation Program
 - \$1.9 million
- TUS: Airfield Safety Enhancement (ASE) Program CMAR GMP 2 – Outer Taxiway
 - \$12.5 million
- TUS: Airfield Safety Enhancement (ASE) Program CMAR GMP 3 – Outer / Inner Taxiway
 - \$15.6 million
- RYN: Ryan Airfield Air Traffic Control Tower Equipment Upgrade / Replacement Phase I
 - \$330,000

- FY 2023:

- TUS: Airfield Safety Enhancement (ASE) Program CMAR GMP 3 – Outer / Inner Taxiway
 - \$25.3 million
- RYN: Ryan Airfield Air Traffic Control Tower Equipment Upgrade / Replacement Phase II
 - \$150,000
- TUS: Airfield Safety Enhancement (ASE) Program ECM and Fencing
 - \$3.4 million



TAA's DBE Goal Setting Methodology

Setting the overall goal for DBE Participation

Step 1: Reviewed Potential Projects
Determined Required Services
Looked up associated NAICS Codes

Step 2: Reviewed DBE Directory for Ready, Willing, and Able DBE Firms

Step 3: 2016 County Business Patterns NAICS Code Comparison

Step 4: Base Figure =
$$\frac{\text{Ready Willing and Able **DBE** Firms}}{\text{All Firms Ready Willing and Able (DBE and non-DBE)}}$$

Adjustments:

Step 5: Adjusted =
$$\frac{\text{Base Figure} + \text{Past Participation}}{2}$$



TAA DBE Adjusted Goal FY 2021 – 2023

- Base Figure for Ready, Willing, and Able DBE Availability:
= 5.37%
- Historical Triennial Achievement = 7.66%
- $$\frac{5.37\% + 7.66\%}{2} = 6.52\%$$
- Adjusted to 7.00%



Public Comment Period Schedule

- April 29, 2020: Public Consultation Meeting
- May 6, 2020: Publish Notice of Goal
- May 6, 2020 – June 5, 2020: Goal Setting and Methodology Research Available for Inspection (30 days)
- May 6, 2020 – June 19, 2020: Comment Period on TAA's Goal and Methodology (45 days)
- July 1, 2020: TAA Board Meeting for Approval of FY 2021-2023 DBE Goal Pending FAA Approval.
- July 2, 2020 – Send DBE Goal Methodology and Program to FAA for Approval



QUESTIONS?





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