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/](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 \text{ 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\%
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- 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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