



Disadvantaged Business Enterprise (DBE) Consultation Meeting  
Goal Setting and Methodology  
FY 2024 – 2026

APRIL 21, 2023

# 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 (1.32 Million)
- Business Size Standard
- Ownership
- Independence
- Management and Control

# Arizona Unified Certification Program (AZUCP)

- Goal of the AZUCP –
  - Standardize the DBE/ACDBE certification policies, procedures and materials
  - Develop and implement database online publication
- February 2002, TAA became a participant of AZUCP
- Utilize DBE/ACDBE Directories
- Honor Certifications and Re-certifications
- The three program partners are:
  - Arizona Department of Transportation
  - The City of Phoenix
  - The City of Tucson
- 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 2024:**

- TUS: Airfield Safety Enhancement (ASE) Program  
CMAR GMP 3B
  - \$18.6 million
- TUS: Airfield Safety Enhancement (ASE) Program  
CMAR GMP 3C
  - \$6.7 million
- TUS: Airfield Safety Enhancement (ASE) Program  
Sound Insulation Program
  - \$4 million
- TUS: Airfield Safety Enhancement (ASE) Program  
DBB2 (ECM & Fencing)
  - \$4.7 million
- TUS: Terminal Expansion  
EA and Schematic Design
  - \$5.6 million
- RYN: Conduct EA for New ATCT
  - \$250,000
- RYN: Tower Equipment Purchase
  - \$647,924

- **FY 2025:**

- TUS: Airfield Safety Enhancement (ASE) Program  
CMAR GMP 4 Base Bid Part A
  - \$51.7 million
- TUS: Airfield Safety Enhancement (ASE) Program  
CMAR GMP 4 Alternate 1 Part B
  - \$6.7 million
- TUS: Terminal Expansion - Design
  - \$13.7 million
- RYN: Conduct EA for 6R/24L Extension
  - \$425,000
- RYN: Design New ATCT
  - \$2.4 million

- **FY 2026:**

- TUS: Airfield Safety Enhancement (ASE) Program  
CMAR BMP 4 Base Bid Part C
  - \$51.7 million
- TUS: Airfield Safety Enhancement (ASE) Program  
CMAR GMP 4 Alternate Part B
  - \$6.7 million
- TUS: Terminal Expansion – Construction CMAR GMP 1
  - \$93 million
- RYN: Construct New ATCT
  - \$7 million
- RYN: Design Extension of RWY 6R/24L
  - \$488,689



# 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:** 2020 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 2025 – 2026

- Base Figure for Ready, Willing, and Able DBE Availability:  
= 3.31%
- Historical Triennial Achievement = 9.70%
- $$\frac{3.31\% + 9.70\%}{2} = 6.50\%$$
- Rounded to 7.00%

# Public Comment Period Schedule

- April 21, 2023: Public Consultation Meeting
- April 25, 2023: Publish Notice of Goal
- April 25, 2023 – May 24, 2023: Goal Setting and Methodology Research Available for Inspection (30 days)
- April 25, 2023 – June 8, 2023: Comment Period on TAA's Goal and Methodology (45 days)
- September 6, 2023: TAA Board Meeting for Approval of FY 2024-2026 DBE Goal Pending FAA Approval.
- September 7, 2023 – Send DBE Goal Methodology and Program to FAA for Approval



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