



DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

FY 2022-2024 DBE GOAL & METHODOLOGY REPORT

AMENDED MAY 2022

PREPARED FOR:



CONTENTS

SECTION 1 - DBE Policy Statement 1

SECTION 2 - General Requirements 2

 2.1. DBE Policy Statement..... 2

 2.2. Applicability..... 2

 2.3. Definition of Terms 2

 2.4. Nondiscrimination 2

 2.5. Record Keeping..... 2

 2.5.1. Reporting to DOT 2

 2.5.2. Bidders List..... 2

 2.5.3. Records Retention and Reporting..... 3

 2.6. Overall Goal Setting 3

SECTION 3 - Introduction to Goal and Methodology 3

SECTION 4 - Anticipated Federally Funded Projects 3

SECTION 5 - DBE Participation Goal and Methodology 4

 5.1. Determination of Market Area 4

 5.2. Step One: Determination of Base Figure 5

 5.3. Step Two: Examination of Evidence for Adjustment to Base Figure 7

 5.3.1. Historical DBE Participation 7

 5.3.2. Disparity Studies 7

 5.3.3. Other Evidence..... 8

 5.4. Determination of Overall DBE Participation Goal..... 8

 5.5. Breakout of Estimated Race-Neutral and Race-Conscious Participation..... 8

SECTION 6 - Consultation with Stakeholders..... 9

SECTION 7 - Public Participation 10

SECTION 8 - Amended DBE Participation Goals 10

SECTION 9 - Summary of DBE Goal 10

APPENDIX A..... A

APPENDIX B..... B

APPENDIX C..... C

APPENDIX D..... D

TABLES

Table 1 - Anticipated Federally Funded Projects (FY 2022-2024) 4

Table 2 - Availability of DBEs..... 6

Table 3 - Historical DBE Participation (FY 2016-2020)..... 7

SECTION 1 - DBE POLICY STATEMENT

The Yuma County Airport Authority, Inc. (Airport), sponsor of Yuma International Airport, has established a Disadvantage Business Enterprise (DBE) Program in accordance with the regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. The Airport has received Federal financial assistance from the DOT and, as a condition of receiving this assistance, has signed grant assurances that it will comply with 49 CFR Part 26.

It is the policy of the Airport to ensure that DBEs, as defined in 49 CFR Part 26, have an equal opportunity to participate in DOT-assisted contracts. It is also the Airport's policy to:

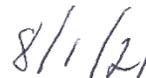
1. Ensure nondiscrimination in the award and administration of DOT-assisted contracts.
2. Create a level playing field on which DBEs can compete fairly on DOT-assisted contracts.
3. Ensure the Yuma County Airport Authority's DBE program is narrowly tailored in accordance with applicable law.
4. Ensure only firms that fully meet the requirements of 49 CFR Part 26 eligibility standards are permitted to participate as DBEs at the Airport.
5. Help remove barriers to the participation of DBEs in DOT-assisted contracts.
6. Promote the use of DBEs in all types of DOT-assisted contracts and procurement activities.
7. Assist the development of firms that can compete successfully in the marketplace outside of the DBE Program
8. Make appropriate use of the flexibility afforded to recipients of Federal financial assistance in establishing and providing opportunities for DBEs.

Gen Grosse, Property and Community Relations Manager, has been delegated as the DBE Liaison Officer (DBELO). In that capacity, Ms. Grosse is responsible for implementing all aspects of the DBE Program. Implementation of the DBE Program is accorded the same priority as compliance with all other legal obligations incurred by the Airport in its financial assistance agreements with the DOT.

The Airport has disseminated this policy statement to the Yuma County Airport Authority and all components of its organization. By way of the Airport's website, this statement has been distributed to DBE and non-DBE businesses and organizations in the Yuma market area that may perform work on Airport DOT-assisted contracts.



Gen Grosse, Property and Community Relations Manager



Date

SECTION 2 - GENERAL REQUIREMENTS

The Airport is a recipient of Federal Aviation Administration (FAA) grants for airport improvement projects, which necessitates compliance with the requirements of 49 CFR Part 26. These requirements are described in detail in the Airport's DBE Program Report and are highlighted below.

2.1. DBE POLICY STATEMENT

49 CFR Part 26 requires the establishment of a DBE Policy Statement, which can be found in Section 1 of this report.

2.2. APPLICABILITY

The regulations of 49 CFR Part 26 apply to recipients of Federal airport funds authorized by 49 U.S.C. 47101, et. seq.

2.3. DEFINITION OF TERMS

The terms used for the purpose of the Airport's DBE Program are those contained in 49 CFR Part 26, Section §26.5.

2.4. NONDISCRIMINATION

The Airport will not exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and administration of opportunities at the Airport covered by 49 CFR Part 26 on the basis of sex, race, color, or national origin. Additionally, the Airport will not, directly or through contractual or other arrangements, use criteria or methods of administration that would have the effect of defeating or substantially impairing the accomplishment of the DBE Program objectives with respect to individuals of a particular race, color, sex, or national origin. The Airport will also take all necessary and reasonable steps to ensure nondiscrimination in the award and administration of contracts and agreements.

2.5. RECORD KEEPING

2.5.1. REPORTING TO DOT

The Airport will provide data about its DBE Program to the FAA as directed by the DOT operating administrations. DBE participation will be reported to FAA as follows: The Airport will transmit to the FAA annually, on or before December 1, the information required for the "Uniform Report of DBE Awards or Commitments and Payments", as described in Appendix B to Part 26. The Airport will similarly report the required information about participating DBE firms. All reporting will be executed through the FAA official reporting system, or another format acceptable to the FAA as instructed thereby.

2.5.2. BIDDERS LIST

The Airport will create and maintain a bidders list. The purpose of the list is to provide, as accurately as possible, data on DBE and non-DBE contractors and subcontractors that seek to work on Airport DOT-assisted contracts for use in helping to set overall DBE participation goals. The bidders list will include the name, address, DBE and non-DBE status, age of firm, and annual gross receipts of firms.

This information will be collected in the following way(s): The Airport's bidders list collection form, called the Contract Participants Form, is a part of each RFP/RFQ/RFI. All elements of the bidders list are included, plus each participant's anticipated contract dollar amount. The form also provides the data for the current award year and detailed backup data for project closing year of the Uniform Report of DBE Commitments/Awards and Payments.

2.5.3. RECORDS RETENTION AND REPORTING

The Airport will maintain records documenting a firm's compliance with 49 CFR Part 26.

2.6. OVERALL GOAL SETTING

The calculations and rationale for the overall DBE participation goal is detailed in Section 3 of this report and were conducted in accordance with 49 CFR Part 26.

SECTION 3 - INTRODUCTION TO GOAL AND METHODOLOGY

As a recipient of Federal funds for capital improvement projects, the Airport is required under 49 CFR Part 26 to establish goals for DBE participation on DOT-assisted contracts since it will award prime contracts the cumulative total value of which exceed \$250,000 in FAA funds in a Federal fiscal year. This report details the methodology used to determine DBE participation goals for the three-year period of Federal Fiscal Years (FY) 2022-2024.

Of note, this report was amended in May 2022 to reflect the Airport's anticipated Federal funding under the Infrastructure Investment and Jobs Act (Public Law 117-58), also known as the Bipartisan Infrastructure Law (BIL). Per FAA guidance, previously unanticipated or non-AIP funded projects for which the Airport expects to utilize BIL funding are included in this updated analysis and identified below.

SECTION 4 - ANTICIPATED FEDERALLY FUNDED PROJECTS

Table 1 on the following page provides a summary of the Airport's projects and FAA funding anticipated during this three-year goal period.

Table 1 - Anticipated Federally Funded Projects (FY 2022-2024)

FY	Project	Entitlements	Discretionary	BIL*	Total Anticipated Federal Funds	Anticipated Project Total†
2022	Design Commercial Air Service Terminal Apron	\$591,890	\$0	\$0	\$591,890	\$650,000
2023	Design/Construct Replacement of Public Areas of the Terminal Floor	\$0	\$0	\$910,900	\$910,900	\$1,000,000
2023	Construct Commercial Air Service Terminal Apron Rehabilitation	\$3,500,000	\$5,606,000	\$0	\$9,106,000	\$11,000,000
2024	Design Rehabilitation of approximately 2,125' x 75' for Taxiway F1	\$273,180	\$0	\$0	\$273,180	\$300,000
2024	Airport Security Enhancements	\$0	\$0	\$1,183,259	\$1,183,259	\$1,299,000
Estimated Totals, FY 2022-2024		\$4,365,070	\$5,606,000	\$2,094,159	\$12,065,229	\$14,249,000

Source:

Yuma County Airport Authority, Inc.

Notes:

FY = Federal Fiscal Year (October 1 - September 30)

*Projects funded through the Bipartisan Infrastructure Law (Infrastructure Investment and Jobs Act; Public Law 117-58).

†Anticipated Project Total includes federal and local PFC funds. The Airport does not anticipate utilizing state funding for the projects listed herein.

SECTION 5 - DBE PARTICIPATION GOAL AND METHODOLOGY

Pursuant to 49 CFR Part 26, Section §26.45, the Airport plans to achieve an overall, annual DBE goal for FY 2022-2024 for the participation of DBEs on DOT-assisted contracts. The overall goal has been set at **4.54%**. The Airport's overall goal represents the availability of ready, willing, and able DBE businesses that are capable of participating in the planned contract opportunities and is reflective of the amount of DBE participation expected, absent the effects of discrimination. The Airport intends to meet this goal exclusively through race-neutral measures as described further within this section. Race-conscious measures are not anticipated to be used during this goal period to meet any portion of this goal. This section presents the methodology used to determine the overall DBE participation goal.

5.1. DETERMINATION OF MARKET AREA

A market area is the geographical area in which the substantial majority of firms that seek to do business with the Airport are located, and the geographical area in which the firms that are awarded the substantial majority of DOT-associated contracts are located. The Airport has determined that the market area encompasses the Arizona counties of Yuma, La Paz, Pima, and Maricopa. This determination was based on previously awarded contracts in the last three fiscal years, and firms that are ready, willing, and able to do business in Yuma County according to the Arizona Department of Transportation (ADOT) United Certification Program (UCP) database.

5.2. STEP ONE: DETERMINATION OF BASE FIGURE

The first step in determining an overall DBE participation goal is to obtain a base figure for the relative availability of DBEs. To determine the relative availability of DBEs, the availability of DBE firms in the market area must be compared to the overall availability of all firms in the market area. The ADOT UCP database was referenced to determine the number of certified DBE firms in the market area that fall into the applicable North American Industrial Classification System (NAICS) Codes of construction and professional services for the type of work anticipated to be contracted during this goal period. Additionally, the U.S. Census Bureau's 2019 County Business Pattern (CBP) data was referenced to determine the total number of firms in the market area within the respective NAICS Codes.

The anticipated contracting opportunities for this goal period are airport design and construction projects that involve various services, including but not limited to civil engineering design, site investigations, survey, electrical, pavement rehabilitation, and all related site preparation and clean-up involved in airport construction. **Table 2**, presented on the following page, provides a list of NAICS Codes related to these projects and the relative availability of DBEs within the market area.

Table 2 - Availability of DBEs

Type of Work	NAICS Code	Market Area DBE Firms*	DBE Firms Willing to Work in Yuma County†	Total Market Area Firms	DBE Availability‡
Asphalt Paving / Concrete	237310	36	26	119	
Heavy & Civil Engineering Construction	237990	17	14	34	
Concrete Pouring / Resurfacing	238110	33	16	281	
Electrical Contractors	238210	41	17	1,180	
Flooring Contractors	238330	4	2	254	
Site Preparation Contractors	238910	29	16	336	
Trucking	484110	15	8	288	
Engineering Services	541330	66	53	1,117	
Drafting Services	541340	15	14	60	
Geophysical Surveying and Mapping	541360	4	4	12	
Surveying and Mapping (except Geophysical)	541370	15	14	86	
Admin. & General Construction Mgmt.	541611	50	22	1,895	
Construction Logistics Consulting Services	541614	5	2	134	
Environmental Consulting Services	541620	27	24	150	
Scientific & Technical Consulting Services	541690	36	21	415	
Professional, Scientific & Technical Services	541990	13	9	379	
Security Systems Services (except Locksmiths)	561621	13	9	115	
Relative Availability of DBEs			271	6,855	3.95%

Sources:

North American Industry Classification System (accessed August 2022).

Arizona Department of Transportation Unified Certification Program UTRACS (accessed August 2022) <https://utracs.azdot.gov/Search/>

U.S. Census Bureau, 2019 County Business Patterns: <https://www.census.gov/programs-surveys/cbp.html>

Notes:

NAICS = North American Industrial Classification System

DBE = Disadvantage Business Enterprise

*Market area consists of Yuma, La Paz, Pima, and Maricopa Counties.

†DBE Firms Willing to Work in Yuma County were determined from available data on ADOT's UCP UTRACS application.

‡DBE Availability is calculated per the following: Market Area DBE Firms Willing to Work in Yuma County ÷ Total Market Area Firms.

As depicted in **Table 2**, the total number of DBEs within the market area that are ready, willing, and able to perform the required work in the applicable NAICS Codes for the Airport's DOT-assisted projects for FY 2022-2024 is **271**, according to the ADOT UCP database. The total number of all firms within the market area (DBE and non-DBE) that are ready, willing, and able to perform the required work in the applicable NAICS Codes for the Airport's DOT-assisted projects for FY 2022-2024 is **6,855**, according to the U.S. Census Bureau's 2019 CBP data. Therefore, the base figure for the Airport's overall DBE participation goal is **3.95%** ($271 \div 6,855 = 3.95$).

5.3. STEP TWO: EXAMINATION OF EVIDENCE FOR ADJUSTMENT TO BASE FIGURE

The base figure identified in Step 1 is considered to be a foundation from which an examination of available evidence is based. Pursuant to 49 CFR Part 26, this base figure may be adjusted to more accurately reflect the local economic climate of a given market or to take historical DBE participation into consideration. Step 2 of the goal setting process requires an assessment of factors that may contribute to an overall goal adjustment.

5.3.1. HISTORICAL DBE PARTICIPATION

A base figure adjustment may be made based on the volume of work DBEs have performed on the Airport's DOT-assisted contracts in recent years. **Table 3** presents an analysis of historical DBE participation at the Airport for the 10-year period of FY 2011 to 2020. Per FAA guidance, this historical data was used to determine median past participation.

Table 3 - Historical DBE Participation (FY 2016-2020)

FY	DBE Participation
2011*	0.00%
2012	10.25%
2013	0.00%
2014	0.00%
2015*	0.00%
2016*	0.00%
2017	0.01%
2018*	0.00%
2019	25.45%
2020	98.23%
Median DBE Participation (FYs 2012, 2013, 2014, 2017, 2019, 2020)[†]	5.13%

Sources:

Uniform Reports of Annual DBE Participation (FY 2016-2020)

Notes:

FY = Federal Fiscal Year (October 1 - September 30)

*No AIP grants awarded/committed during this fiscal year.

[†]Annual DBE participation compared to overall goal is only counted for fiscal years in which AIP grants are awarded/committed.

5.3.2. DISPARITY STUDIES

ADOT analyzes the availability of DBE firms every three years in a disparity study that informs the department's overall DBE goals. The results of the most recent disparity study, completed in April 2020, suggest that the number of minority- and women-owned firms in the State of Arizona have increased by 5% since 2015. Subsequently, ADOT's DBE goals increased. While this disparity study is relevant to the total number of DBE firms within the Airport's market area, the number of DBE firms willing to work in Yuma County remains unchanged. Therefore, this disparity study will not be considered in the

determination of the overall DBE participation goal. The Airport is not aware of any additional disparity studies within the market area that may impact this goal-setting process.

5.3.3. OTHER EVIDENCE

The Airport is not aware of any other evidence, factors, or adverse considerations that would have a material effect on DBE availability within the Airport's market or on the ability of DBEs to participate in the Airport's DOT-assisted contracts. The Airport will continue to explore and consider all available evidence that materially would affect the opportunities for DBEs to form, grow, and compete on opportunities at the Airport.

5.4. DETERMINATION OF OVERALL DBE PARTICIPATION GOAL

To arrive at an overall DBE participation goal, the Step 1 base figure (4.01%) was compared to the Airport's historical DBE participation. With a significant increase in DBE participation in recent years, the Airport determined it was appropriate to make an adjustment to the base figure. As detailed above in **Table 3**, the median DBE participation in which AIP grants are awarded/committed is 5.13%. This historical DBE participation was considered in the determination of the overall goal.

- Base figure (Section 5.2) = 3.95%
- Median DBE participation - FYs 2012, 2013, 2014, 2017, 2019, 2020 (Section 5.3.1) = 5.13%
- Overall DBE participation goal = $(3.95 + 5.13) \div 2$
- **Overall DBE participation goal (FY 2022-2024) = 4.54%**

5.5. BREAKOUT OF ESTIMATED RACE-NEUTRAL AND RACE-CONSCIOUS PARTICIPATION

Pursuant to 49 CFR Part 26, airports are required to detail the portions of the overall participation goal that will be accomplished using race-neutral and race-conscious participation measures. Race-neutral participation includes any instance when a DBE firm wins a contract through customary competitive procedures without making distinctions or classifications on the basis of race or gender. Race-conscious measures focus specifically on assisting only DBEs, such as establishing a contract goal of DBE participation. 49 CFR Part 26, Section §26.51 requires that airports meet the maximum feasible portion of their overall DBE participation goal utilizing race-neutral measures.

The Airport expects to meet the entirety of its overall goal by employing race-neutral measures of facilitating DBE participation. The Airport does not expect to establish contract goals to achieve the overall goal. The Airport will prioritize the use of the following race-neutral participation measures to meet the overall DBE participation goal of 4.54%:

- Maintain and refine the DBE bidders list for various NAICS codes of ready, willing, and able DBEs to perform work at the Airport.
- Provide prime contractors with copies of the DBE bidders list.
- Encourage prime contractors to have their uncertified, qualified, and experienced subcontractors and other small business partners to apply for DBE certification.

- Encourage large prime contractors to subcontract portions of the work that they might otherwise perform themselves and take advantage of the lower overhead of DBE and small businesses, especially in service and professional contracts.
- Emphasize the need for prime contractors to increase their DBE outreach efforts.
- Partner with ADOT, Small Business Development Centers (SBDCs), and Small and Minority Business Organizations to train DBEs in networking best practices, locating RFPs, and preparing proposals.
- Establish an outreach program to:
 - Encourage experienced, qualified DBEs to network with potential prime consultants.
 - Introduce DBEs to trade associations, government, and private business groups.
 - Encourage prior subcontractors and small contractors to apply for DBE certification.
 - Work with local SBDCs and Small and Minority Business Organizations to promote Airport work opportunities to DBEs.

The Airport will adjust the estimated breakout of race-neutral and race-conscious participation measures, as needed, to reflect actual DBE participation and will track and report race-neutral and race-conscious participation measures separately.

SECTION 6 - CONSULTATION WITH STAKEHOLDERS

The Airport encourages the participation of DBEs in its contracting opportunities. Prior to submitting the overall DBE participation goal to the FAA, and pursuant to 49 CFR Part 26, the Airport facilitated a scheduled, direct, and interactive exchange with members of the public and various groups that may have information concerning the availability of disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and efforts to increase participation of DBEs. Along with a public advertisement, the organizations listed below were directly notified of the meeting. The meeting notice and a copy of the presentation are included in **Appendix A** and **Appendix D**, respectively.

- Yuma County Chamber of Commerce
- Arizona Hispanic Chamber of Commerce
- Greater Phoenix Black Chamber of Commerce
- Arizona Western College Small Business Development Center
- Associated Minority Contractors of Arizona
- Arizona Department of Transportation Business Engagement & Compliance Office
- National Association of Women Business Owners
- National Center for American Indian Enterprise Development
- Arizona Procurement Technical Assistance Center
- Yuma Southwest Contractors Association

SECTION 7 - PUBLIC PARTICIPATION

The Airport published a notice on the Yuma International Airport website (www.flyyuma.com/dbe.html) and in the local newspaper, *The Yuma Sun*, announcing the proposed overall DBE participation goal for the three-year period of FY 2022-2024. The notice informed the public that the FY 2022-2024 DBE Goal & Methodology Report was available for inspection on the Airport's website, and that the Airport accepted comments and questions on the goal and methodology. Copies of the notice are presented in **Appendix B** and **Appendix C**.

SECTION 8 - AMENDED DBE PARTICIPATION GOALS

Per FAA guidance, stakeholder consultation and public participation may be beneficial, though not required, in the development of an amended DBE participation goal to reflect BIL funding. Due to the minor nature of the DBE participation goal amendment (from 4.57% to 4.54%), the Airport did not feel an additional consultation meeting or public participation period were justified. The documents appended to this report are from the initial consultation and public participation efforts conducted in July 2021.

SECTION 9 - SUMMARY OF DBE GOAL

As a result of the methodology presented within this report, and in accordance with the requirements of 49 CFR Part 26, the Yuma County Airport Authority has established an overall DBE participation goal for the period of FY 2022-2024 of **4.54%**. As noted, this goal reflects the previously unanticipated or non-AIP funded projects for which the Airport expects to utilize BIL funding. The entirety of this goal is anticipated to be achieved through the employment of race-neutral measures.

APPENDIX A

Consultation Meeting Notice

NOTICE OF STAKEHOLDER CONSULTATION DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL FEDERAL FISCAL YEARS (FY) 2022-2024

The Yuma County Airport Authority, Inc., sponsor of Yuma International Airport, is in the process of updating its triannual Disadvantaged Business Enterprise (DBE) participation goal for FY 2022-2024 in accordance with the regulations of 49 CFR Part 26. The Airport is inviting stakeholders to offer input relevant to the goal-setting process during a virtual meeting (Zoom) on Wednesday, July 14 at 2:00 pm. All interested parties are invited to attend, including but not limited to minority and women business groups, community organizations, trade associations, and other officials or organizations that may have information pertinent to the Airport's DBE goal and overall DBE program.

Those interested in attending the virtual meeting may register by contacting Gen Grosse at gen@yumaaairport.com. Meeting login instructions will be sent to registered participants in advance of the meeting.

This meeting is not mandatory for DBE participation on projects at Yuma International Airport.

Questions regarding the meeting shall be directed to:

Gen Grosse
Property and Community Relations Manager
DBE Liaison Officer
Yuma International Airport
2191 E. 32nd Street, Suite 218
Yuma, AZ 85365
gen@yumaaairport.com

APPENDIX B

Public Notice

The Yuma County Airport Authority has established a Disadvantaged Business Enterprise (DBE) Program in accordance with 49 CFR Part 26. The Yuma International Airport anticipates receiving Federal financial assistance from the Department of Transportation (DOT) for projects during the period of Federal Fiscal Years 2022-2024 and, as a condition of receiving this assistance, must comply with 49 CFR Part 26.

The Airport has established an overall annual goal for DBE participation of 4.57% of the total dollar amount of annual federal contract grants. This proposed goal and the methodology used to arrive at the goal are available for public review and comment on the Airport's website: www.flyyuma.com/dbe.html.

Comments and questions will be accepted until July 26, 2021 and may be sent to John Coliton of Kimley-Horn at john.coliton@kimley-horn.com.

APPENDIX C

Copy of Public Notice in Newspaper (Yuma Sun)



APPENDIX D

Consultation Meeting Presentation



FY 2022-2024 DBE GOAL & METHODOLOGY REPORT DBE GOAL SETTING CONSULTATION MEETING

YUMA COUNTY AIRPORT AUTHORITY
DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM



AGENDA

- Introductions
- DBE Program & Goals Overview
- Anticipated FY 2022-2024 Federally Assisted Projects
- DBE Goal Methodology
- FY 2022-2024 DBE Goal
- Next Steps
- Q&A / Discussion



INTRODUCTIONS

Yuma County Airport Authority



Gen Grosse

Property and Community Relations Manager
DBE Liaison Officer

Consultant

Kimley»Horn

John Coliton

Aviation Planner

DBE PROGRAM & GOALS OVERVIEW

- As a recipient of Federal Aviation Administration (FAA) grants for airport improvement projects, the Yuma International Airport is required to develop and administer a DBE program under 49 CFR Part 26.
- The DBE program aims to provide an equal opportunity for DBEs to participate in federally assisted contracts.
- A triennial DBE goal is established to achieve DBE participation in federally assisted contracts.
- A triennial goal will be established for federally assisted projects for federal fiscal years (FY) 2022-2024.
- FY 2022-2024 DBE goal is due to the FAA on August 1.

ANTICIPATED FY 2022-2024 FEDERALLY ASSISTED PROJECTS

FY	Project	Entitlements	Discretionary	Total Anticipate Federal Funds	Anticipated Project Total*
2022	Design Commercial Air Service Terminal Apron	\$591,890	\$0	\$591,890	\$650,000
2023	Construct Commercial Air Service Terminal Apron Rehabilitation	\$3,500,000	\$6,516,600	\$10,016,600	\$11,000,000
2024	Design Rehabilitation of Taxiway F1	\$250,415	\$0	\$250,415	\$275,000
Estimated Totals, FYs 2022-2024		\$4,342,305	\$6,516,600	\$10,858,905	\$11,925,000

Source:
Yuma County Airport Authority, Inc.

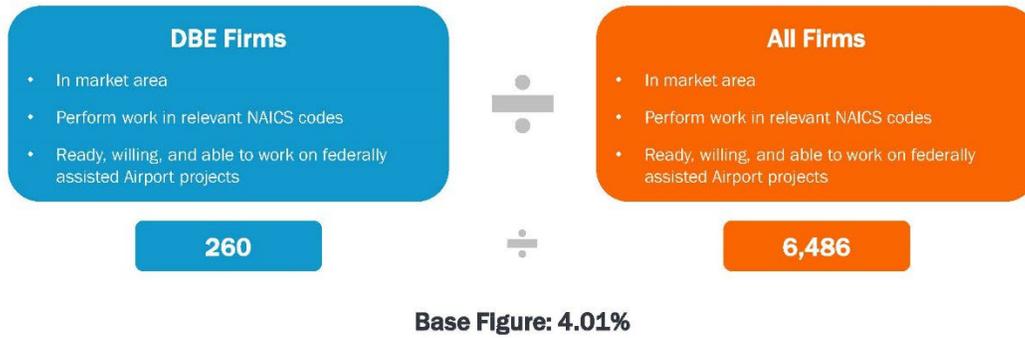
Notes:
FY - Federal Fiscal Year (October 1 - September 30)
*Anticipated Project Total includes federal and local PFC funds. The Airport does not anticipate utilizing state funding for the projects listed herein.

DBE GOAL METHODOLOGY OVERVIEW

- The overall DBE participation goal must reflect the level of DBE participation the Airport would expect absent the effects of discrimination.
- DBE goal setting is a two-step process:
 - **Step 1: Establish a base figure** based on the availability of DBEs to participate in the Airport's federally assisted projects.
 - **Step 2: Adjust the base figure** based on previous DBE participation and local market conditions.

STEP 1: ESTABLISH A BASE FIGURE

- Determine the number of ready, willing, and able DBEs in market area using the Arizona Department of Transportation (ADOT) United Certification Program (UCP) database.
- Market Area: Yuma, La Paz, Pima, and Maricopa Counties

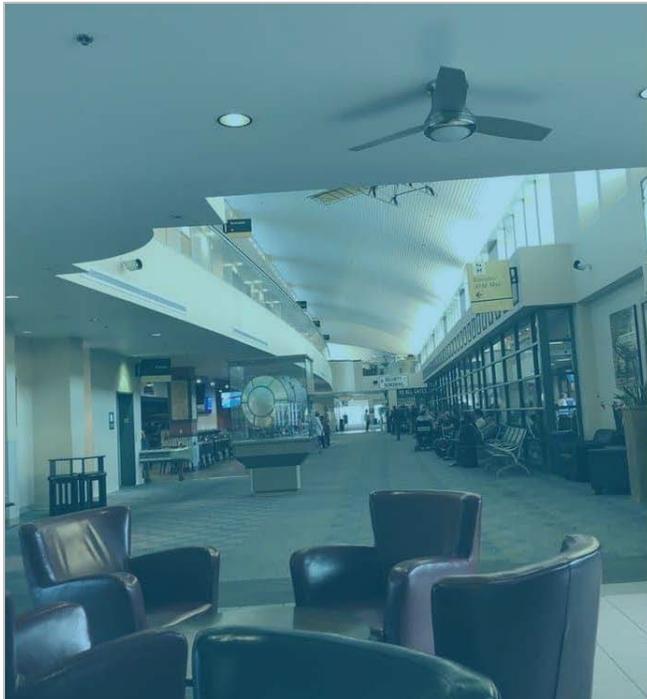
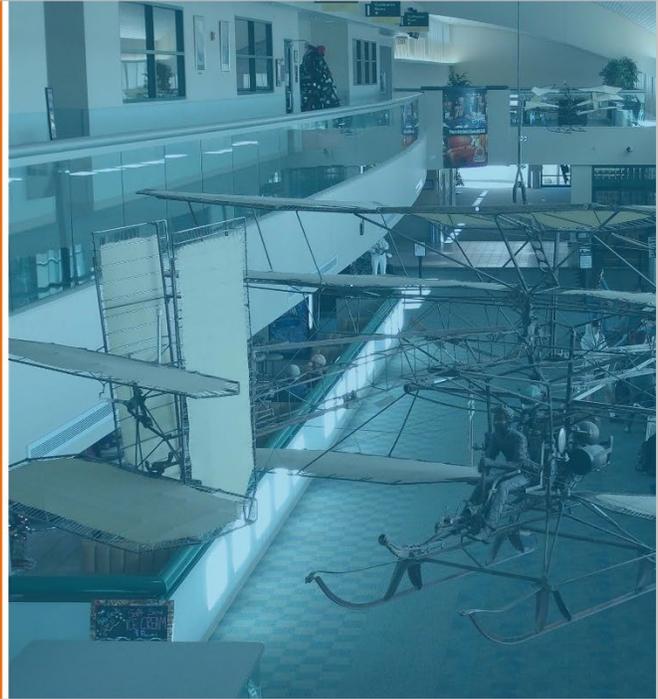


STEP 2: ADJUST THE BASE FIGURE

- The base figure may be adjusted to more accurately reflect the local economic climate of a given market or to take historical DBE participation into consideration.
- The following factors were considered:
 - **Historical DBE participation:** The base figure was compared to the Airport's median DBE participation for the 10-year period of FY 2011-2020 (5.13%).
 - **Economic disparity studies:** The Airport is not aware of any disparity studies within the market area that may impact this goal-setting process.

FY 2022-2024 DBE GOAL

- The Step 1 base figure (**4.01%**) and the Airport's median DBE participation for the 10-year period of FYs 2011-2020 (**5.13%**) were averaged.
- **DBE goal calculation:**
 - Overall DBE participation goal = $(4.01 + 5.13) \div 2$
 - Overall DBE participation goal (FY 2022-2024) = **4.57%**



NEXT STEPS

- Publish report on Airport's website for public question and comment.
- Incorporate stakeholder and public feedback into report.
- Submit report to the FAA (due August 1).
- Receive FAA Approval for the DBE Goal.

Q&A / DISCUSSION

Please send additional questions and comments to:

gen@yumaairport.com

john.coliton@kimley-horn.com



YUMA COUNTY AIRPORT AUTHORITY - FY 2022-2024 DBE GOAL & METHODOLOGY REPORT

THANK YOU!

