

ATTACHMENT 5

Section 26.45: Overall DBE Three-Year Goal Methodology

Name of Recipient: Springfield Airport Authority – Abraham Lincoln Capital Airport

Goal Period: FY-2025-2026-2027 – October 1, 2024 through September 30, 2027

Proposed DOT-assisted contracts:

FY 25	Rehabilitate ARFF Station – Phase 2 Construction	\$ 800,000
FY 25	Expand Terminal Ramp	\$2,285,000
FY 25	Expand Fuel Farm	\$ 720,000
	FY25 Total	\$ 3,805,000
FY 26	Rehabilitate Runway 13/31	\$ 8,876,000
	FY26 Total	\$ 8,875,000
FY 27	Rehabilitate Runway 13/31	\$ 8,876,000
	FY27 Total	\$ 8,875,000
Total FY 25-27		\$ 21,555,000

Overall Three-Year Goal: 7.84 %, to be accomplished through 5.15% RC and 2.69% RN

Total dollar amount to be expended on DBE's: \$ 1,689,912

Projects Fiscal Year #1

1. Rehabilitate ARFF Station – Phase 2 Construction
2. Expand Terminal Ramp
3. Expand Fuel Farm

Projects Fiscal Year #2

1. Rehabilitate Runway 13/31

Projects Fiscal Year #3

1. Rehabilitate Runway 13/31

Market Area: To determine the local market area we used past participation to determine the area in which the substantial majority of our contractors and subcontractors with which we do business are located and the area in which we spend the substantial majority of your contracting dollars. Past participation showed that the majority of DBE's used, and dollars spent were in the State of Illinois.

Step 1. Analysis: Relative Availability of DBE's

The Step 1 figure for the relative availability was calculated as follows:

Methodology: DBE Directories and Census Bureau Data

<https://data.census.gov/cedsci>

<http://www.idot.illinois.gov/doing-business/certifications/disadvantaged-business-enterprise-certification/il-ucp-directory/index>

NAICS	Type of Work	Total DBE's Ready, Willing and Able in Market Area	Total All Firms Ready, Willing and Able in Market Area
	FY #1 – Rehabilitate ARFF Station		
238210	Electrical Contractors	102	2710
238220	Plumbing, Heating and Air-Conditioning	69	4147
236220	Commercial and Institutional Building Construction	157	1331
238150	Glass and Glazing Contractors	15	230
	Total = 4.07 %	343	8418
	FY #1 – Expand Terminal Ramp		
237110	Water and sewer line and related structures construction	55	310
237310	Highway, Street and Bridge Construction	314	366
238910	Site Preparation Contractors	149	1109
238990	All other Specialty Trade Construction	125	1489
	Total = 8% - this project has set contract goal	643	3274
	FY #1 – Expand Fuel Farm		
238990	All other Specialty Trade Construction	125	1489
238210	Electrical Contractors	102	2710
333914	Measuring, Dispensing and Other Pumping Manufacturing	0	24
	Total = 5.38 %	227	4223
	FY #2 – Rehabilitate Runway 13/31 – Phase I		
237110	Water and sewer line and related structures construction	55	310
237310	Highway, Street and Bridge Construction	314	366
238210	Electrical Contractors	102	2710
484220	Specialized Freight trucking, local (non-used goods)	440	1863
561730	Landscaping Services	120	4927
	Total = 10.1 %	1031	10176
	FY #3 – Rehabilitate Runway 13/31 – Phase II		
237110	Water and sewer line and related structures construction	55	310
237310	Highway, Street and Bridge Construction	314	366
238210	Electrical Contractors	102	2710
484220	Specialized Freight trucking, local (non-used goods)	440	1863
561730	Landscaping Services	120	4927
	Total = 10.1 %	1031	10176

The data source or demonstrable evidence used to derive the numerator was the Illinois Department of Transportation Unified Certification Program Directory (IUCP).

<http://www.idot.illinois.gov/doing-business/certifications/disadvantaged-business-enterprise-certification/il-ucp-directory/index>

The data source or demonstrable evidence used to derive the denominator was the United States Census Bureau.

<https://data.census.gov/cedsci>

Dividing the total number of DBEs by the total number of All firms gives a base DBE availability figure for each contract. The availability figures for all contracts were then combined and averaged to provide the basis for the three-year overall goal.

- Fiscal Year #1 – 5.82%
- Fiscal Year #2 – 10.1%
- Fiscal Year #3 – 10.1%

Average of unweighted availability – $5.82\% + 10.1\% + 10.1\% / 3 = 8.67\%$

Unweighted DBE goal at Step 1 = 8.67%

Step 2. Analysis: Adjustments to Step 1 base figure.

After calculating a base figure of the relative availability of DBEs, evidence was examined to determine what adjustment (if any) was needed to the base figure in order to arrive at the overall goal.

Past History Participation

Data used to determine the adjustment to the base figure was the median of historical DBE accomplishments as follows:

FY	Total Contract \$ Amount	DBE Goals			Accomplishments		
		RC	RN	Total	RC	RN	Total
FY 18	\$ 6,447,868	3.2%	1.4 %	4.6 %	6.3 %	.1 %	6.4 %
FY 19	\$ 3,537,129	4.8%	.5 %	5.3 %	4.3 %	0 %	4.3 %
FY 21	\$ 11,032,511	6.85 %	.15 %	7.0 %	6.9 %	.01 %	7 %
FY 22	\$ 7,723,556	6.85 %	.15 %	7.0 %	8 %	0 %	8 %
FY 23	\$ 7,568,757	3.6 %	.15 %	3.75 %	-4.9 %	14.3 %	15.4 %

Arranging this historical data from low to high, (4.3%, 6.4%, 7%, 8%, 15.4%) the median is 7%.

Step 1 Base averaged with historical median: $8.67\% + 7\% / 2 = 7.84\%$

Our proposed overall three-year goal will be reflected as an average of the three years.

To arrive at an overall goal, we added our Step 1 base figure to our Step 2 adjustment figure and then averaged the total arriving at an overall goal of 7.84%. The Springfield Airport Authority believes this adjusted goal figure will accurately reflect DBE participation that can be achieved for the type of project work being awarded during this three-year period.

Furthermore, there are no relevant disparity studies applicable to the Springfield Airport Authority’s contracting program and market area.

Breakout of Estimated “Race and Gender Neutral” (RN) and “Race and Gender Conscious” (RC) Participation.
26.51(b) (1-9)

The Springfield Airport Authority will meet the maximum feasible portion of its overall goal by using RN means of facilitating DBE participation. The Springfield Airport Authority will promote the IDOT’s Office of Business & Workforce Diversity all the applicable RN measures we will use to increase DBE participation.

1. Mentor Protégé Programs

IDOT implemented Mentor-Protégé Programs for Construction and Consultant Engineering Services to enhance the capabilities of DBEs to perform prime contracts and subcontracts, and thereby increase the utilization of available DBEs. The program was created to provide developmental assistance to DBEs and enhance the protégé's business and technical capabilities to do more complex work. The Mentor-Protégé relationship includes a development plan which outlines the parties' goals and expectations, monitoring and reporting provisions, duration of the relationship, services and resources to be provided by the mentor to the protégé. The mentor must provide the protégé with a commercially useful function in the performance of the contract.

2. Highway Construction Careers Training Program

IDOT, through the Illinois Community College Board, created a Highway Construction Careers Training Program with participating community colleges throughout IDOT's nine districts. The program includes an eight to ten week course held two to three times per academic year on intense training in highway construction-related skills such as math for trades, job readiness, technical skills coursework, and OSHA 10 certification. Minorities, women, and disadvantaged individuals are encouraged to participate.

3. Workshops and Events

IDOT strives to assist prime and subcontractors in gaining access to the most up to date information, policy changes and building relationships that will benefit all stakeholders, both efficiently and economically by hosting a wide array of workshops, webinars, networking events and an annual statewide conference called Today's Challenge, Tomorrow's Reward.

4. Other Race Neutral Activities

In addition to the above race neutral programs, IDOT continues to take steps to improve opportunities and services for DBEs. Included are:

- DBE Resource Centers and providing management and technical supportive services assistance on a statewide basis
- Formation of a Prequalification Enhancement Committee with stakeholders to eradicate perceived barriers in the prequalification process for small businesses

Breakout

The Springfield Airport Authority estimates that in meeting its overall goal of 7.84%, it will obtain 2.69% from RN participation and 5.15% through RC measures.

This breakout is based on:

- In previous years, the Springfield Airport Authority has exhibited the ability to meet our DBE goals dependent on the type of work. Some of our anticipated contracts over the next three fiscal years will contain similar work as those years in which we exceeded our goal. By averaging past goals and past accomplishments we believe this will be an accurate representation of what can be expected. The average goal over the last 5 years was 5.53% and the average of our accomplishments over the last 5 years was 8.22%. The percent that exceeds is 2.69% therefore, 2.69% of our 7.84% goal is being applied to race-neutral and the remaining 5.15% is applied to race-conscious participation.

The Springfield Airport Authority will adjust the estimated breakout of RN and RC DBE participation as needed.

PUBLIC PARTICIPATION

Consultation: Section 26.45(g)(1).

The IDOT as the certifying body works as agent on behalf of the Springfield Airport Authority for matters of consultation. IDOT conducted meetings that provided the opportunity for public consultation with minority, women, and general contractor advocacy groups, community organizations, public officials, and all other interested parties. Participants were able to contribute meaningful information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and IDOT's efforts to establish a level playing field for the participation of DBEs.

The first public meeting (July 17) had 24 in attendance representing contractors, consultants, community leaders, and representatives from IDOT. Questions and discussions centered on comparing the overall goal to individual / district project goals, the disparity between available DBEs in rural districts compared to urban districts, and how workforce fits into these considerations since the goal methodology is geared more toward suppliers.

The second public meeting (July 23) had 9 in attendance representing IDOT staff, stakeholder groups, and subcontractors not in the DBE program. Comments and questions were addressed in this meeting that included Illinois' race-conscious goal compared to other states and dissatisfaction with IDOT's DBE goals in general.

IDOT received no public comments.

In addition, the Springfield Airport Authority engaged in face-to-face meetings, which were held at the Route History Museum and Hanson Professional Services in Springfield Illinois on June 5th, 6th and 13th 2024. The Springfield Airport Authority met with community leaders and disadvantaged enterprise entrepreneurs and discussed potential economic opportunities at Abraham Lincoln Capital Airport and the community at large. Discussions focused on outreach and educating the community of opportunities in the field of aviation and the wide diversity of skill sets utilized by airports and the supporting services and facilities. Stakeholders were informed of future plans, potential economic opportunities and encouraged engagement with the IDOT UCP.

No formal comments were received.

A notice of the proposed goal was published on the Springfield Airport Authority's official website before the methodology was submitted to FAA. The notice can be found at <https://www.flyspi.com/business/public-notice/>

Contract Goals

The Springfield Airport Authority will use contract goals to meet any portion of the overall goal that the recipient does not project being able to meet using RN means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of the recipient's overall goal that is not projected to be met through the use of RN means.

The Springfield Airport Authority will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. It need not establish a contract goal on every such contract, and the size of the contract goals will be adapted to the circumstances of each such.

We will express our contract goals as a percentage of the total amount of a DOT-assisted contract.