

**DEPARTMENT OF TRANSPORTATION
DBE PROGRAM – 49 CFR PART 26
3-Year Goal Computation
FFY 2022/2023/2024**



San Luis Obispo County Regional Airport (SBP)

Prepared for
San Luis Obispo County Regional Airport
San Luis Obispo, CA

Prepared by
**Mead
& Hunt**

October, 2022

Preface

San Luis Obispo County (CA) is the owner and operator of the San Luis Obispo County Regional Airport (SBP). San Luis Obispo County has established the following Disadvantaged Business Enterprise (DBE) program for the San Luis Obispo County Regional Airport in accordance with Code of Federal Regulations (CFR) of the U. S. Department of Transportation (DOT), 49 CFR Part 26. All reference to Subparts and Section numbers throughout this DBE policy (i.e. Subpart A, 26.1, 26.3, etc.) are to the 49 CFR Part 26 regulations

TABLE OF CONTENTS

Attachments

Attachment 5	Overall DBE Three Year Goal Methodology	1-7
--------------	---	-----

ATTACHMENT 5

Section 26.45: Overall DBE Three-Year Goal Methodology

Name of Recipient: San Luis Obispo County owner of San Luis Obispo County Regional Airport (SBP).

Goal Period: October 1, 2021 through September 30, 2024

DOT-Assisted Airport Contract Amount:	FFY-2022-1	\$	306,558
	FFY-2023-1	\$	1,833,022
	FFY-2023-2	\$	453,300
	FFY-2023-3	\$	353,574
	FFY-2024-1	\$	5,516,661
	FFY-2024-2	\$	3,458,679

Total **\$11,921,794**

Overall Three-Year Goal: 3.68%, to be accomplished through 0.00% RC and 3.68% RN

Total dollar amount to be expended on DBE's: \$ 438,722

The Number and Types of Contracts San Luis Obispo County Regional Airport anticipates awarding is as follows:

Federal Contracts Fiscal Year 2022

1. Conduct Drainage Study

Federal Contracts Fiscal Year 2023

1. Terminal Apron and Site N Apron Rehabilitation - Construction
2. Taxiway A Realignment; Twy C to GA Apron – Design Only
3. Geometry Improvements for Twy E & F; Remove Rwy 25 Blast Pad; Taxiway A Seal Coat & Relocate Hold Position – Design Only

Federal Contracts Fiscal Year 2024

1. Taxiway A Realignment; Construct Taxiway C to GA Apron - Construct
2. Geometry Improvements for Twy E & F; Remove Rwy 25 Blast Pad; Taxiway A Seal Coat & Relocate Hold Position – Construction

Market Area: The San Luis Obispo County Regional Airport (SBP) is located in west central San Luis Obispo County near San Luis Obispo (SLO), California which is the County Seat for the County and also home to California Polytechnic State University. The town has a growing population of 47,063 (2020 census) and 269,637 living in the county. The airport was originally established in the 1939 and consisted of a large hangar and dirt runways. The War Department installed hard surface runways and lighting in the early 1940's and used the airport as a training facility through a federally sponsored Civilian Pilot Training Program. Since then the Airport has grown considerably and now provides scheduled service with 4 Airlines and has approximately 271 based aircraft with an average 221 operations per day. The County demographics show modest growth due in part to the influx from other surrounding areas including Los Angeles County. Caltrans identifies San Luis Obispo County as Caltrans District 5 which also includes the Counties of Santa Cruz, Santa Benito, Monterey, and Santa Barbara. The directs are

typically determined by the level of transportation related activities in the district as well as the level of management needed to administer the projects. Similarly, the pool of construction contractors available to perform the work are typically located in the same district. For this reason, District 5 was chosen as the representative market area based on reasonable proximity to San Luis Obispo County Regional Airport (SBP) and ability to perform work at the Airport on the upcoming projects.

Step 1. 26.45(c) Analysis: Actual relative availability of DBE's

Step 1 examines the number of actual DBE's compared to number of businesses available to perform the work on the Airport's upcoming projects. This is achieved by identifying the work items using the North American Industry Classification System (NAICS) and relating them to the State of California Unified Certification Program (CUCP) DBE Directory and the U.S. Census Bureau Data. It is noted the NAICS search also included the work category codes and applicable license requirements under Airport Improvement Program (AIP) funding grant assurances.

The work involving the use of federal transportation dollars was examined for potential DBE work items in market area. The following tables identify the work items and associated DBE's and businesses in these counties that could potentially be used for the Airport projects.

FY 2022 SBP Project 1 – Conduct Drainage Study

NAICS	Type of Work	Total DBE's	Total Market Area Businesses	Relative Availability of DBEs
238990	Pipeline Inspection	2	319	0.63%
541330	Airport Engineering Services	2	167	1.20%
541370	Geophysical Survey	4	44	9.09%
541380	Materials Testing	2	30	6.67%
541620	Environmental Engineering	2	103	1.94%
561439	Business Service Center (Reproductions)	4	138	2.90%
Total		16	801	2.00%

FY 2023 SBP Project 1 – Terminal Apron & North Apron Rehabilitation

NAICS	Type of Work	Total DBE's	Total Market Area Businesses	Relative Availability of DBEs
212321	Sand and Gravel	3	47	6.38%
237110	Storm Sewer Line Construction	3	58	5.17%
237310	Airport Runway Construction	5	227	2.20%
237310	Painted Traffic Striping and Marking	4	49	8.16%
238110	Poured Concrete	13	160	8.13%
238910	Demolition/Excavation/Site Preparation	10	146	6.85%
238990	Construction Site Cleanup	6	130	4.62%
423320	Construction Materials	3	48	6.25%
484110	Trucking	74	2208	3.35%
541330	Construction Engineering/Inspection	20	367	5.45%
541370	Geophysical Survey	4	44	9.09%
541380	Materials Testing	2	30	6.67%
541620	Environmental Engineering	2	103	1.94%
561439	Business Service Center (Reproductions)	4	138	2.90%
561730	Landscaping/Erosion Control	15	677	2.22%
561990	Traffic Control	11	85	12.94%
Total		179	4517	3.96%

FFY 2023 SBP Project 2 – Taxiway A Realignment; Taxiway C to GA Apron - Design

NAICS	Type of Work	Total DBE's	Total Market Area Businesses	Relative Availability of DBEs
541330	Airport Engineering Services	2	167	1.20%
541370	Geophysical Survey	4	44	9.09%
541380	Materials Testing	2	30	6.67%
541620	Environmental Engineering	1	103	0.97%
561439	Business Service Center (Reproductions)	4	138	2.90%
Total		13	482	2.70%

FFY 2023 SBP Project 3 – Geometry Imp. Twy E & F; Remove Blast Pad; Seal Coat - Design

NAICS	Type of Work	Total DBE's	Total Market Area Businesses	Relative Availability of DBEs
541330	Airport Engineering Services	2	167	1.20%
541370	Geophysical Survey	4	44	9.09%
541380	Materials Testing	2	30	6.67%
541620	Environmental Engineering	1	103	0.97%
561439	Business Service Center (Reproductions)	4	138	2.90%
Total		13	482	2.70%

FY 2024 SBP Project 1 – Taxiway A Realignment; Taxiway C to GA Apron - Construction

NAICS	Type of Work	Total DBE's	Total Market Area Businesses	Relative Availability of DBEs
212321	Sand and Gravel	3	47	6.38%
237110	Storm Sewer Line Construction	3	58	5.17%
237310	Airport Runway Construction	5	227	2.20%
237310	Painted Traffic Striping and Marking	4	49	8.16%
238110	Poured Concrete	13	160	8.13%
238210	Electrical Contractor	7	422	1.66%
238910	Demolition/Excavation/Site Preparation	10	146	6.85%
238990	Construction Site Cleanup	6	130	4.62%
423320	Construction Materials	3	48	6.25%
484110	Trucking	74	2208	3.35%
541330	Construction Engineering/Inspection	20	367	5.45%
541370	Geophysical Survey	4	44	9.09%
541380	Materials Testing	2	30	6.67%
541620	Environmental Engineering	2	103	1.94%
561439	Business Service Center (Reproductions)	4	138	2.90%
561730	Landscaping/Erosion Control	15	677	2.22%
561990	Traffic Control	11	85	12.94%
Total		186	4939	3.77%

FY 2024 SBP Project 2 – Geometry Imp. Twy E & F; Remove Blast Pad; Seal Coat - Construction

NAICS	Type of Work	Total DBE's	Total Market Area Businesses	Relative Availability of DBEs
212321	Sand and Gravel	3	47	6.38%
237110	Storm Sewer Line Construction	3	58	5.17%
237310	Airport Runway Construction	5	227	2.20%

237310	Painted Traffic Striping and Marking	4	49	8.16%
238110	Poured Concrete	13	160	8.13%
238210	Electrical Contractor	7	422	1.66%
238910	Demolition/Excavation/Site Preparation	10	146	6.85%
238990	Construction Site Cleanup	6	130	4.62%
423320	Construction Materials	3	48	6.25%
484110	Trucking	74	2208	3.35%
541330	Construction Engineering/Inspection	20	367	5.45%
541370	Geophysical Survey	4	44	9.09%
541380	Materials Testing	2	30	6.67%
541620	Environmental Engineering	2	103	1.94%
561439	Business Service Center (Reproductions)	4	138	2.90%
561730	Landscaping/Erosion Control	15	677	2.22%
561990	Traffic Control	11	85	12.94%
Total		186	4939	3.77%

In order to attain the DBE goal, the percentage should take into account the relative weight of the anticipated projects. The following tables reflect the relative weight of the work items for each anticipated project. Based on the relative weight of projects in previous tables, the following tables establish the relative weight, per project, per federal funding participation:

Relative Weight Computation

Project Description	Federal Share	Relative Weight ¹	Relative Availability of DBE (By Project)
Proj 2022-1 Conduct Drainage Study	\$306,558.00	2.6%	2.00%
Proj 2023-1 Terminal Apron & North Ramp Rehab – Design Bid Build	\$1,833,022.00	15.4%	3.96%
Proj 2023-2 Twy A Realign: Twy C - Design	\$453,300.00	3.8%	2.70%
Proj 2023-3 Geometry Improvements; Remove Blast Pad; Seal Coat - Design	\$353,574.00	3.0%	2.70%
Proj 2024-1 Twy A Realign: Twy C – Constr.	\$5,516,661.00	46.3%	3.77%
Proj 2024-2 Geometry Improvements; Remove Blast Pad; Seal Coat - Construction	\$3,458,679.00	29.0%	3.77%
SUM TOTALS	\$ 11,921,794.00	100%	

Note: ¹ Expressed as a percentage of total participation FY 2022-2024

3 Year Weighted Average

Project Description	Relative Availability of DBE	Relative Weight ¹	Weighted Average
Proj 2022-1 Conduct Drainage Study	2.00%	2.6%	0.05%
Proj 2023-1 Terminal Apron & North Ramp Rehab – Design Bid Build	3.96%	15.4%	0.61%
Proj 2023-2 Twy A Realign: Twy C - Design	2.70%	3.8%	0.10%
Proj 2023-3 Geometry Improvements; Remove Blast Pad; Seal Coat - Design	2.70%	3.0%	0.08%
Proj 2024-1 Twy A Realign: Twy C – Constr.	3.77%	46.3%	1.74%
Proj 2024-2 Geometry Improvements; Remove Blast Pad; Seal Coat - Construction	3.77%	29.0%	1.09%
SUM TOTALS		1.00	3.68%

Note: ¹ Expressed as a percentage of total federal participation

The overall base figure is therefore established at 3.68%. Further analysis was done to see if any other adjustment to the base figure percentage of 3.68% is warranted.

Step 2. 26.45(d): Analysis: Adjustments to Step 1 base figure.

After calculating the overall 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

There is not enough historical data on DBE participation is available to reference to make an adjustment to the Step 1 base figure; therefore, San Luis Obispo County Regional Airport is adopting the Step 1 base figure as the overall goal for this three-year goal period.

Disparity Studies

Caltrans 2016 Disparity Study, Final Report dated April 28, 2017 by **BBC Research and Consulting**, was reviewed for this DBE Goal Computation. In summary, the report noted an apparent underutilization among 5 groups which were found to be substantially below parity. The groups listed in the report include Black American, Native American, Asian Pacific American, Hispanic American, and non-Hispanic women owned businesses were significantly underutilized in construction subcontracting. The only category not significantly underutilized was subcontinent Asian American businesses. M/W/DBE participation for the study period January 2011 through December 2014 was reported at annual DBE utilization of 6.60% of total dollars paid to certified DBE firms. Since the nature of airport work is somewhat specialized opposed to FHWA work this information was used to compare the reasonableness of our goal and since the goal at 3.68% appears to be compare within reason therefore, further adjustment will be made.

There is no disparity study specifically tailored to San Luis Obispo County Regional Airport (SBP), therefore there is no basis to make an adjustment due to disparity therefore the information provided in the 2016 report was used to compare the reasonableness of the calculated goal. Provided the nature of airport related work the goal was found to be reasonable.

Adjustment summary

Therefore, the total adjusted overall goal for the San Luis Obispo County Regional Airport for FFY 2022-2024 period is 3.68%.

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

The San Luis Obispo County Regional Airport will meet the maximum feasible portion of its overall goal by using RN means of facilitating DBE participation.

In order to meet DBE participation goals on its DOT/FAA-assisted airport projects the following RN methods will be used:

- (1) Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate participation by DBEs and other small businesses and by making contracts more accessible to small businesses, by means such as those provided under 49 CFR Part 26 Paragraph 26.39.
- (2) Providing technical assistance and other services;
- (3) Carrying out information and communications programs on contracting procedures and specific contract opportunities (e.g., requesting the inclusion of DBEs, and other small businesses, on recipient mailing lists for bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors.
- (4) Provide information on the Airport website with contact information for the DBE directory.
- (5) When requested, conduct debriefing sessions to explain why certain bids were unsuccessful.

San Luis Obispo County Regional Airport estimates that in meeting its overall goal for the San Luis Obispo County Regional Airport (SBP), it will obtain 3.68% from RN participation and 0.00% through RC measures.

San Luis Obispo County Regional Airport will adjust the estimated breakout of RN and RC DBE participation as needed to reflect actual DBE participation (see Section 26.51(f)) and track and report RN and RC participation separately. For reporting purposes, RN DBE participation includes, but is not necessarily limited to, the following: DBE participation through a prime contract obtained through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry a DBE goal, DBE participation on a prime contract exceeding a contract goal and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

PUBLIC PARTICIPATION

Consultation: Section 26.45(g)(1).

In establishing the overall goal, San Luis Obispo County Regional Airport provided for consultation and publication. Consultation with the following local Minority Business Development Agencies (MBDA):

- Fresno MBDA Native Business Initiative for Transformation 415/928-5910 x122
- Los Angeles MBDA Business Center 213/353-9400

The Consultation included an opportunity for direct, interactive exchange (e.g., a face-to-face meeting, video conference, or teleconference) with as many interested stakeholders as possible focused on obtaining information relevant to the San Luis Obispo County Regional Airport goal setting process, and occurred before we submitted our goal methodology to the operating administration for review pursuant to 49 CFR Part 26 paragraph 26.45(f). The program and FFY 2022/2023/2024 goal computation was submitted to the operating administration and uploaded to FAA Civil Rights Connect System on **TBD**. As of the date of this report we have not received any comments requesting changes to the program or goal.

Following the Consultation, the San Luis Obispo County Regional Airport published a notice in the Airport Website (<https://www.sloairport.com>), and in **San Luis Obispo Tribune** of the proposed overall goal, informing the public that the proposed goal and its rationale were available for inspection during normal

business hours at the San Luis Obispo County Regional Airport , 975 Airport Drive, San Luis Obispo, CA 93401 for 30 days following the date of the notice, and informed the public that San Luis Obispo County Regional Airport and FAA would accept comments on the goals for 30 days from the date of the notice.

Public Notice was issued that the DBE Program and FY 2022/2023/2024 goal computation were available for review and comment. No comments were received therefore San Luis Obispo County Regional Airport has fully implemented the three-year goal.

The San Luis Obispo County Regional Airport has uploaded the Disadvantaged Business Enterprise Program for federal fiscal years 2022/2023/2024 to the FAA Civil Rights Connect System which concludes the planning process.

EXAMPLE PUBLIC NOTICE

The San Luis Obispo County Regional Airport hereby announces its fiscal years 2022 through 2024 goal of 3.68% for Disadvantaged Business Enterprise (DBE) airport construction Contracts. The proposed goals and rationale are available for inspection between 8:00 a.m. and 5:00 p.m., Monday through Friday at the San Luis Obispo County Regional Airport, 975 Airport Drive, San Luis Obispo, CA 93401 for 30 days from the date of this publication.

Comments on the DBE goal will be accepted for 30 days from the date of this publication and can be sent to the following:

c/o Courtney Johnson – Deputy Director (DBELO)
San Luis Obispo County Regional Airport (SBP)
975 Airport Drive, Suite 1
San Luis Obispo, CA 93401
805 / 781-5205
comjohnson@co.slo.ca.us

OR

Shaun A. Bouy
M: 267-702-5190
DBE/ACDBE Compliance Specialist – Western Pacific Region
Office of Civil Rights
Federal Aviation Administration
U.S. Department of Transportation
777 S. Aviation Blvd, Suite 150
El Segundo, CA 90245
Shaun.A.Bouy@faa.gov

Contract Goals

The San Luis Obispo County Regional Airport 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 San Luis Obispo County Regional Airport will establish contract goals only on those FAA/DOT-assisted airport 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 contract (e.g., type and location of work and availability of DBE's to perform the particular type of work).

We will express our contract goals as a percentage of the Federal share of a FAA/DOT-assisted airport contract.