

**City of St. Louis Airport Authority
2020 – 2022 Three Year Goal
Methodology
for
St. Louis Lambert International
Airport**



Section 26.45: Overall DBE Three-Year Goal Methodology

Name of Recipient: Recipient owner of St. Louis Lambert International Airport

Goal Period: FFY-2020-2021-2022 – October 1, 2020 through September 30, 2022

DOT-assisted contract amount:

	Total Contract Amount	DOT-Assisted Amount
FFY2020 – 2022 TOTAL	\$59,964,000	\$44,973,000

Overall Three-Year Goal: 22%, to be accomplished through 14.5% race conscious and 7.5% race neutral

Total dollar amount to be expended on DBEs: \$13,192,080

Describe the Number and Type of Contracts that the airport anticipates awarding:

Contracts Fiscal Year 2020

1. Reconstruction of Taxiway Delta from TW Charlie to RW 6-24 Construction
2. Design of the Reconstruction of RW 12R-30L from TW Romeo to TW Golf

Contracts Fiscal Year 2021

1. Reconstruction of RW 12R-30L from TW Romeo to TW Golf, Phase 1 Construction
2. Update to the Airport Pavement Management Plan

Contracts Fiscal Year 2022

1. Reconstruction of RW 12R-30L from TW Romeo to TW Golf, Phase 2 Construction
2. Design of Taxilane C from TW Romeo to TW Papa; TW Connectors, Project 1

Market Area

Based on the area where the substantial majority of the contractors and subcontractors who seek to do business with the Airport **and** the area in which the Airport spends the substantial majority of its contracting dollars. We identified the St. Louis Metropolitan Statistical Area as the market area which includes the following counties:

1. City of St. Louis (Missouri)
2. City of Sullivan (Missouri)
3. St. Louis (Missouri)
4. Jefferson (Missouri)
5. Lincoln (Missouri)
6. St. Charles (Missouri)
7. Warren (Missouri)
8. Franklin (Missouri)
9. Bond (Illinois)
10. Calhoun (Illinois)
11. Clinton (Illinois)

- 12. Jersey (Illinois)
- 13. Macoupin (Illinois)
- 14. Madison (Illinois)
- 15. Monroe (Illinois)
- 16. St. Clair (Illinois)

Step 1. 26.45(c) Actual relative availability of DBEs

Determine the base figure for the relative availability of DBEs. The base figure for the relative availability was calculated as follows:

We divided the total number of DBE’s by the total number of All Firms to establish a base figure for each contract. A weighted goal was then calculated for each project by multiplying the percentage of available DBE firms by the ratio of each area of work as a portion of the contract total.

A total base figure of 7% of all firms ready, willing and able was calculated by dividing the total number of DBE firms for all projects by the total number of all firms. A weighted base figure of 22% was calculated by multiplying the percentage of available DBE firms by the ratio of each area of work as a portion of the total dollars to be let.

The data source or demonstrable evidence used to derive the numerator was:
Available DBE firms as listed in the Missouri Regional Certification Committee directory.

The data source or demonstrable evidence used to derive the denominator was:
All firms as listed in census data from 2016 County Business Patterns.

Step 2. 26.45(d): 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.

An examination of the anticipated contracts for each fiscal year, the availability of the DBE firms by trade classification and the volume of work performed by DBE firms over previous years.

Past History Participation

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

Past DBE Participation (Five-Year Median)

	Total DBE Achieved*	Total Contract Amount	Total DBE%
2015	\$7,087,251.00	\$25,410,753.00	28%
2016	\$0.00	\$0.00	0%

2017	\$1,114,053.00	\$6,047,028.00	18%
2018	\$970,610.00	\$2,224,409.00	44%
2019	\$2,072,853.00	\$7,268,141.00	29%

Median Past 5 Years Participation	28%
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*Completed contracts from Uniform reports.

Arranging this historical data from low to high (0%, 18%, 28%, 29%, 44%) the median is 28%.

In addition to looking at the overall achievement, we looked at the achievement on the individual projects included in the past five years listed above. This showed that the average participation on construction contracts was only 19.85% while the average participation on professional services contracts was 40.12%. Since 94% of the dollars for proposed projects in this goal period will be going to construction projects, we do not believe it is appropriate to adjust the goal based on past participation.

Therefore, the proposed yearly DBE Goals are as follows:

- Fiscal Year 2020 – 21
- Fiscal Year 2021 – 23
- Fiscal Year 2022 – 22

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

- Average of the three years $(21 + 23 + 22)/3 = 22\%$

Breakout of Estimated “Race and Gender Neutral” (RN) and “Race and Gender Conscious” (RC) Participation.

26.51(b) (1-9)

The recipient will meet the maximum feasible portion of its overall goal by using RN means of facilitating DBE participation.

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitates DBE, and other small businesses, participation;
2. Carrying out information and communications programs on contracting procedures and specific contract opportunities;
3. In partnership with our UCP, providing services to help DBE’s and other small businesses improve long-term development, increase opportunities to participate in a variety of kinds of work, handle increasingly significant projects, and achieve eventual self-sufficiency;
4. Ensuring distribution of DBE directory to the widest feasible universe of potential prime contractors.

The recipient estimates that in meeting its overall goal 22%, it will obtain 7.5% from RN participation and 14.5% through RC measures.

This breakout is based on:

- In FFY-19, the Recipient's participation on completed contracts exceeded their goals by 7.5%, which is evidence of race-neutral participation, therefore, 7.5% of our 22% goal is being applied to race-neutral and the remaining 14.5% is applied to race-conscious participation.

St. Louis Lambert International 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, St. Louis Lambert International Airport provided for consultation and publication. This included consultation with minority, women's and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the Airport's efforts to establish a level playing field for the participation of DBEs. The consultation included a scheduled, direct, interactive exchange including an online meeting with as many interested stakeholders as possible focused on obtaining information relevant to the Airport's goal setting process, and it occurred on Tuesday, March 24, 2020, before we were required to submit our goal methodology to the operating administration for review pursuant to paragraph (f) of this section.

The invitation was sent to 1,116 individuals including representatives of local organizations representing minority, women's and general contractors as well as prime contractors and certified firms and internal stakeholders. It was attended by 23 individuals. The bulk of the meeting focused on reviewing and clarifying the goal-setting methodology.

Following the consultation, we published a notice on our website of the proposed overall goal.



PUBLIC NOTICE

St. Louis Lambert International Airport hereby announces its federal fiscal years 2020 through 2022 goal of 22% for Disadvantaged Business Enterprise (DBE) airport construction Contracts. The proposed goals and rationale is available for inspection between 8:30 a.m. and 5:00 p.m., Monday through Friday in the Business Diversity Development office at 10701 Lambert International Blvd., St. Louis, MO 63145-0212.

For additional information or inquiries, please contact the DBELO at
St. Louis Lambert International Airport
Business Diversity Development
PO Box 10212
St. Louis, MO 63145
Email: businessdiversity@flystl.com

Contract Goals

St. Louis Lambert International Airport will use contract goals to meet any portion of the overall goal that the recipient does not project being able to meet using race neutral 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 race neutral means.

St. Louis Lambert International Airport 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 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 total amount of a DOT-assisted contract.