

**Colorado Department of Transportation  
Division of Aeronautics**

**Tri-Annual Overall Goal for DBE Participation FFY 2013-2015**

This year the Colorado Department of Transportation’s Division of Aeronautics will award over \$250,000 of Federal Aviation Administration (FAA) funds in prime contracts. Therefore, pursuant to 49 CFR 26.45(a)(2), in addition to CDOT’s overall goals for Federal Transition Administration (FTA) and Federal Highway Administration (FHWA) assisted contracts, CDOT is establishing an overall goal for FAA assisted contracts. The following methodology and goal will be incorporated into CDOT’s DOT-approved DBE Program Manual.

CDOT has established a goal for FAA assisted contracts of 1.9% of which all 1.9% will be achieved by race-neutral measures and 0% by race-conscious measures.

**Step One – Determine a Base Figure for Relative Availability**

In accordance with 49 CFR 26.45(c)(4), as a base figure for its overall goal, CDOT initially reviewed the Federal Fiscal Year 2011-2013 City and County of Denver’s Denver International Airport DBE Goal (DIA Goal). The DIA Goal is 17.18%, with 17.54% availability in construction and 14.97% availability in professional services. The City and County of Denver used the state of Colorado as its DBE program market area.

Upon a more detailed review of the DIA Goal, CDOT determined that although the market area and DBE availability between DIA and the Division of Aeronautics are similar, the two programs differ greatly in terms of contracting opportunities. In contrast to the substantial construction and professional services opportunities offered by DIA, the Division of Aeronautics expects to award only one contract over the next three years. The primary purpose of the contract will be to conduct a statewide sustainability study for Colorado’s airports, but its exact scope is not yet known.

Therefore, in lieu of utilizing the DIA Goal as a base figure, CDOT conducted an independent analysis of relative availability based upon potential contracting opportunities. The objective of the sustainability study is to determine how Colorado airports can become economically, socially and environmentally sustainable. To such end, the scope of the contract may include research of land use, environmental and financial best practices (prime), public involvement, outreach and surveying, training of stakeholders and report production and printing.

As shown in the chart below, CDOT identified environmental consulting and urban planning as the core of the project (approximately 85% of the scope) and four other areas for potential subcontracting.



CDOT then used the data from the 2010 Census to determine all firm availability in Colorado and the current

Colorado UCP directory to determine DBE availability.

<b>Work Area</b>	<b>Firms</b>	<b>DBEs</b>	<b>Availability</b>	<b>Weight</b>	<b>Weighted Availability</b>
Investment advice 523930	543	0	0	.05	.000
Marketing consulting services 541613	1413	19	.020	.05	.013
Marketing research and public opinion polling 541910	124	63	.508		
Professional and management development training 611430	261	38	.146	.04	.006
Copy centers 561439	151	1	.006	.01	0
Document preparation services 561410	157	0	0		
<b>Total Weighted Availability</b>					.019

The data provides a reasonable goal of 1.9% DBE participation, which the Division of Aeronautics intends to meet entirely with race-neutral measures. CDOT recently revised its Emerging Small Business (ESB) Program to be compliant with the small business element requirements of 49 CFR Part 26. Through the ESB Program, CDOT offers a points incentive for small business participation on consultant contracts. This incentive will be included in the Request for Proposals for the sustainability project and any subsequent contracts advertised during the next three years. Many ESBs are also DBEs, therefore CDOT expects the ESB incentive and other race-neutral measures will result in DBE participation sufficient to meet the DBE goal.