

POLICY STATEMENT

Section 26.1, 26.23 Objectives/Policy Statement

Seymour Airport Authority, owner of Seymour Municipal Airport, has established a Disadvantaged Business Enterprise (DBE) Program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. Seymour Airport Authority has received Federal financial assistance from the Department of Transportation, and as a condition of receiving this assistance, Seymour Airport Authority has signed an assurance that it will comply with 49 CFR Part 26 (hereafter referred to as "Part 26").

It is the policy of the Seymour Airport Authority to ensure that DBEs as defined in Part 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also Seymour Airport Authority policy to engage in the following actions on a continuing basis:

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

The airport manager has been delegated as the DBE Liaison Officer. In that capacity, the airport manager 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 Seymour Airport Authority in its financial assistance agreements with the Department of Transportation.

Seymour Airport Authority has disseminated this policy statement to the Authority and all of the components of our organization. This statement has been distributed to DBE and non-DBE business communities that may perform work on Seymour Airport Authority DOT-assisted contracts. The distribution will be accomplished at any available opportunity that involves contractor interaction, i.e. pre-construction meetings.



Airport Manager

6-17-19
Date

ATTACHMENT 5
Overall Goal Calculations and Methodology

**SEYMOUR MUNICIPAL AIRPORT
FEDERAL FISCAL YEARS 2020, 2021, 2022**

Overall Goal:

The Seymour Airport Authority (Sponsor) overall goal for the following time period (October 1, 2019 to September 30, 2022) of **5.4%** percent of the Federal financial assistance, excluding land costs, will be expended in DOT-assisted contracts.

The Sponsor expects to let with estimated dollar amounts during this fiscal time period the following project(s):

| ANTICIPATED PROJECTS | | | | |
|---|--------------------------|---------------|------|-----------------|
| Project | Services | | | Overall |
| | Construction / Equipment | Professional | Land | |
| Rehabilitate Runway 14-32 | \$ 2,822,516.00 | \$ 248,500.00 | \$ - | \$ 3,071,016.00 |
| Replace MIRL's Runway 14-32 | \$ 551,280.00 | \$ 105,000.00 | \$ - | \$ 656,280.00 |
| Reconstruct Northwest Apron Environmental | \$ - | \$ 11,000.00 | \$ - | \$ 11,000.00 |
| Fiscal Year Total | \$ 3,373,796.00 | \$ 364,500.00 | \$ - | \$ 3,738,296.00 |
| Percent of Overall Total | 90% | 10% | 0 | 100.00% |

This means a goal has been set expending \$201,868 with DBEs during this fiscal time period.

Method (Section 26.45 of 49 CFR Part 26)

Because of the type of work evaluated in this program it is reasonable to expect the market is statewide. The data source or demonstrable evidence used to derive the numerator referenced both 237 and 541330 NAICS codes here: <https://entapps.indot.in.gov/DBELocator/> All data was corrected to reflect only DBE's doing business in the entire State not just limited to a smaller district, multiple company listings were only counted once, and the counting did not include ACDBE's.

The data source or demonstrable evidence used to derive the denominator are found in 2012 Census NAICS codes 23 and 54 for Indiana here: <https://www.census.gov/programs-surveys/economic-census/data/tables.html>

| | | | | |
|---------|-----|--|------|-----|
| Indiana | 237 | Heavy and civil engineering construction | 2012 | 645 |
|---------|-----|--|------|-----|

When we divided the numerator by the denominator we arrived at the base figure for our overall goal as follows:

Step 1 - Calculate Base Figure (BF):

$$BF = \left[\begin{array}{c} \text{Construction} \\ \text{\% of Project} \end{array} \frac{\text{Ready, willing and able} \\ \text{DBE construction firms}}{\text{All construction firms} \\ \text{ready, willing and able}} + \begin{array}{c} \text{Professional} \\ \text{Services \% of} \\ \text{Project} \end{array} \frac{\text{Ready, willing and able} \\ \text{DBE professional services}}{\text{All professional services} \\ \text{firms ready, willing and} \\ \text{able}} \right] \times 100$$

$$BF = \left[0.90 \times \frac{36}{645} + 0.10 \times \frac{26}{979} \right] \times 100$$

$$BF = 5.3\%$$

The above multipliers inside the brackets can be found in the "Percent of Overall Total" row in the previous Anticipated Projects. Professional Services generally include the costs for planning, design, construction observation, material testing and soft costs associated with land acquisition.

Step 2 – Adjust BF:

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

The data used to determine the adjustment to the base figure was historical accomplishment data for sponsor airport across Indiana. The data encompassed a set of 11 data points gathered over 5 years. This data is shown in ATTACHMENT 10. An outlier test was performed on the data to remove any outliers.

We averaged the BF of 5.3% with the Median of historical accomplishments of 5.5% by adding the two numbers 5.3% + 5.5% which equaled 10.8% and then divided by 2 to yield an overall goal of 5.4%.