

DEPARTMENT OF TRANSPORTATION  
DBE PROGRAM – 49 CFR PART 26  
3-Year Goal Computation  
FFY 2020/2021/2022



## Ontario International Airport (ONT)

Prepared for  
Ontario International Airport Authority (OIAA)  
Ontario, CA

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**Preface**

*The Ontario International Airport Authority (OIAA) is the owner and operator of the Ontario International Airport (ONT). The OIAA controls, operates, and manages all airport operations. It establishes policy in order to ensure that quality aviation related services are provided to the region. The OIAA has established the following Disadvantaged Business Enterprise (DBE) program for the Ontario International 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.*

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## ATTACHMENT 5

### Section 26.45: Overall DBE Three-Year Goal Methodology

**Name of Recipient:** The Ontario International Airport Authority is the owner of Ontario International Airport (ONT).

**Goal Period:** October 1, 2019 through September 30, 2022

<b>DOT-Assisted Airport Contract Amount:</b>	FY-2020-1	\$	0
	FY-2022-1	\$	8,059,000
	<u>FY-2023-1</u>	<u>\$</u>	<u>21,608,000</u>
	<b>Total</b>		<b>\$29,667,000</b>

**Overall Three-Year Goal:** 8.18%, to be accomplished through 6.18% RC and 2.00% RN

**Total dollar amount to be expended on DBE's:** \$ 2,426,760.60

**The Number and Types of Contracts with federal funding participation the Ontario International Airport anticipates awarding is as follows:**

Federal Contracts Fiscal Year 2020

1. No Project – Defer Entitlements to FFY 2021

Federal Contracts Fiscal Year 2021

1. Rehabilitate Runway 8R-26L and Connector Taxiways - Design

Federal Contracts Fiscal Year 2022

1. Rehabilitate Runway 8R-26L and Connector Taxiways – Phase I

**Market Area:** The City of Ontario California (population 185,010 (2019 est)) is located in the southwestern part of San Bernardino County California and 35 miles east of downtown Los Angeles. The Ontario International Airport (ONT) is classified as a Medium Hub facility with approximately 2.7 Million enplaned passengers per year. According to the 2010 US Census, the racial makeup of Ontario was 83,683 (51.0%) [White](#) (18.2% Non-Hispanic White),<sup>[6]</sup> 10,561 (6.4%) [African American](#), 1,686 (1.0%) [Native American](#), 8,453 (5.2%) [Asian](#), 514 (0.3%) [Pacific Islander](#), 51,373 (31.3%) from [other races](#), and 7,654 (4.7%) from two or more races. [Hispanic](#) or [Latino](#) of any race were 113,085 persons (69.0%). The Community is the third largest populous municipalities in San Bernardino County. The County demographics show steady growth due to industry, local retail and businesses. The airport is in Caltrans Department of Transportation District 8. The Caltrans districts 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 8 was chosen as the primary representative market area based on reasonable proximity to Ontario International Airport and ability to perform work at the Airport on the upcoming projects. Due to the airport proximity to Districts 7 and 12 the market area will also include some of those districts area as well. Thus the market area includes San Bernardino, Riverside, Los Angeles, and Orange counties.

**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 Directory and the U.S. Census Bureau Data.

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 2020 ONT Project 1 – No Project – Defer Funds to FFY 2021***

<b>NAICS</b>	<b>Type of Work</b>	<b>Total DBE's</b>	<b>Total Market Area Businesses</b>	<b>Relative Availability of DBEs</b>
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>

***FY 2021 ONT Project 1 – Rehabilitate Runway 8R-26L and Connector Taxiways: Design***

<b>NAICS</b>	<b>Type of Work</b>	<b>Total DBE's</b>	<b>Total Market Area Businesses</b>	<b>Relative Availability of DBEs</b>
541370	Topographic Survey Services	20	239	5.32%
541380	Testing Lab	13	487	1.71%
541620	Environmental Consulting (Airports)	200	722	27.70%
561439	Business Service Center (Reproductions)	14	520	2.74%
	<b>Total</b>	<b>247</b>	<b>1968</b>	<b>12.55%</b>

***FY 2022 ONT Project 1 – Rehabilitate Runway 8R-26L and Connector Taxiways: Phase 1***

<b>NAICS</b>	<b>Type of Work</b>	<b>Total DBE's</b>	<b>Total Market Area Businesses</b>	<b>Relative Availability of DBEs</b>
212321	Sand and Gravel	2	48	8.33%
237110	Storm Sewer Line Construction	11	157	7.01%
237310	Airport Runway Construction	34	134	25.37%
237310	Painted Traffic Striping and Marking	9	75	12.00%
238110	Poured Concrete	75	368	20.38%
238910	Demolition/Excavation/Site Preparation	134	505	26.53%
238990	Construction Site Cleanup	167	1235	13.52%
423320	Construction Materials	18	43	41.86%
484110	Trucking	13	2229	5.68%
541370	Construction Survey	2	89	2.25%
561439	Business Service Center (Reproductions)	14	520	11.67%
561730	Landscaping/Erosion Control	15	2155	6.98%
561990	Traffic Control	11	152	7.24%
	<b>Total</b>	<b>505</b>	<b>7710</b>	<b>6.55%</b>

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 <sup>1</sup>	Relative Availability of DBE (By Project)
FY2020 Project 1 – No Project Defer Funds	\$ -	0%	0.00%
FY2021 Project 1 – Rehab Rwy 8R-26L Des.	\$ 8,059,000.00	27%	12.55%
FY2022 Project 1 – Rehab Rwy 8R-26L Ph 1	\$ 21,608,000.00	73%	6.55%
<b>SUM TOTALS</b>	<b>\$ 29,667,000.00</b>	<b>100%</b>	

Note: <sup>1</sup> Expressed as a percentage of total participation FY 2020-2022

**3 Year Weighted Average**

Project Description	Relative Availability of DBE	Relative Weight <sup>1</sup>	Weighted Average
FY2020 Project 1 – No Project Defer Funds	0.00%	0%	0.00%
FY2021 Project 1 – Rehab Rwy 8R-26L Des.	12.55%	27%	3.41%
FY2022 Project 1 – Rehab Rwy 8R-26L Ph 1	6.55%	73%	4.77%
<b>SUM TOTALS</b>		<b>100%</b>	<b>8.18%</b>

Note: <sup>1</sup> Expressed as a percentage of total federal participation

The overall base figure is therefore established at 8.18%. Further analysis was done to see if any other adjustment to the base figure percentage of 8.18% 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**

Historical DBE accomplishments for the comparable work items at the Ontario International Airport range are as follows:

FY	DBE Goals			Accomplishments			Type of work
	RC	RN	Total	RC	RN	Total	
FY 16	0.00%	4.15%	4.15%	0.00%	0.00%	0.00%	LAWA Transfer
FY 17*	13.00%	0.00%	13.00%	0.00%	0.00%	0.00%	No Project/Grant
FY 18	13.00%	0.00%	13.00%	6.56%	0.00%	6.56%	Constr. Twy & Apron
FY 19	13.00%	0.00%	13.00%	7.72%	0.00%	7.72%	Install Lighting Rwy 08L26R
FY 20*	13.00%	0.00%	13.00%	0.00%	0.00%	0.00%	No Project/Grant

\*No AIP Grant Awarded

On November 1, 2016, ownership of the Ontario International Airport transferred from Los Angeles World Airports (LAWA) to the Ontario International Airport Authority (OIAA). The general guidance for making an adjustment in Step 2 recommends making an adjustment if there is at least 3-5 years of data available in order to make an adjustment. Since there were no projects or data to report in 3 of the last 5 years OIAA determined there was not sufficient historical DBE data to reference to make an adjustment to the Step 1 base figure. therefore, the OIAA is adopting its Step 1 base figure as its overall goal for this three-year goal period.

**Comparative Goal Analysis**

The proposed goal calculated in Step 1 was also compared against the current triennium goal at several nearby Part 139 Airports in the Region. The established goals for the FY 2020/2021/2022 period are:

<b><i>Airport</i></b>	<b><i>Race Conscious</i></b>	<b><i>Race Neutral</i></b>	<b><i>Total Goal</i></b>
Los Angeles (LAX)	7.88%	2.00%	9.88%
John Wayne (SNA)	0.00%	4.70%	4.70%
San Diego (SAN)	0.00%	9.00%	9.00%
San Luis Obispo (SBD)	0.00%	3.57%	3.57%
Palm Springs (PSP)	0.00%	6.00%	6.00%

**Disparity Studies**

While there is no disparity study specifically tailored to Ontario International Airport, there are other disparity studies that considered the markets areas in proximity to the Ontario International Airport. The most recent study is the ***Caltrans 2021 Disparity Study*** conducted by **BBC Research and Consulting**. The second relevant study that was examined is the ***2015 Disadvantaged Business Enterprise Disparity Study for the John Wayne Airport*** conducted by **MGT of America, Inc**. Both studies identified a disparity in DBE contracting. The results of these studies combined with a consistent shortfall in meeting the DBE goal on recent projects, OIAA will use a combination of contract goals for the FY 2020/2021/2022 triennium similar to the combination used at nearby Los Angeles World Airport. This is also consistent with 49CFR Part 26.51.

**Adjustment summary**

Therefore, the total adjusted overall goal for the Ontario International Airport Authority for FY 2020/2021/2022 period is 8.18%.

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

The Ontario International Airport Authority 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.

Ontario International Airport Authority estimates that in meeting its overall goal for the Ontario International Airport, it will obtain 2.00% from RN participation and 6.18% through RC measures.

Ontario International Airport Authority 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, Ontario International Airport Authority provided for consultation and publication. Public Notice was issued for the Consultation Meeting and the meeting was conducted on May 5, 2021 at 10AM. The meeting was open to all interested organizations which were expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and Ontario International Airport Company efforts to establish a level playing field for the participation of DBEs. The Consultation Meeting was conducted at Ontario International Airport included a scheduled 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 Ontario International 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 FY 2020/2021/2022 goal computation were submitted to the operating administration and uploaded to FAA Civil Rights System on **July 7, 2021**. As of the date of this report we have not received any comments requesting changes to the program or goal.

Following the Consultation Meeting, the Ontario International Airport Authority published a notice in the Airport Website (<http://www.flyontario.com>) 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 Ontario International Airport, 1923 East Avion Street Ontario, California 91761 for 30 days following the date of the notice, and informed the public that Ontario International Airport and FAA would accept comments on the goals for 30 days from the date of the notice.

Public Notice was issued on **July 7, 2021** that the DBE Program and FY 2020/2021/2022 goal computation were available for review and comment. No comments were received therefore Ontario International Airport Authority has fully implemented the three-year goal.

The Ontario International Airport Authority has uploaded the Disadvantaged Business Enterprise Program for federal fiscal years 2020/2021/2022 to the FAA Civil Rights System which concludes the planning process.

## EXAMPLE PUBLIC NOTICE

The Ontario International Airport Authority hereby announces its fiscal years 2020 through 2022 goal of 8.18% 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 Ontario International Airport, 1923 East Avion Street Ontario, California 91761 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 OIAA Management Analyst  
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### **Contract Goals**

The Ontario International 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 Ontario International Airport Authority 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.