

**FFY 2022/2023/2024 DBE GOAL  
HAYS REGIONAL AIRPORT, HAYS, KANSAS**

**Name of Recipient:** City of Hays/Hays Regional Airport (HYS)

**Goal Period:** FY-2022-2023-2024 – October 1, 2021 through September 30, 2024

<b>DOT-Assisted Contract Amount:</b>	FY-2022	<u>\$1,316,239</u>
	FY-2023	<u>\$1,000,000</u>
	FY-2024	<u>\$ 0</u>
	<b>Total</b>	<b><u>\$1,316,239</u></b>

**Overall 3-Year Goal:** 2.7%, to be accomplished through 0% RC and 100% RN

**Total dollar amount to be expended on DBEs:** \$35,539.00

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

Contracts Fiscal Year #1

1. Snow Removal Equipment Building Construction - \$1,316,239

Contracts Fiscal Year #2

1. Snow Removal Equipment Building Construction - \$1,000,000

Contracts Fiscal Year #3

1. None

**Market Area:** City of Hays/Hays Regional Airport is located 2 miles south of Interstate 70 in the northwest region of Kansas. We define the market area for DBE participation on projects as the area of Ellis, Saline, and Sedgwick Counties.

**Step 1.** Actual relative availability of DBEs

The base figure for the relative availability was calculated as follows:

Method: Use DBE Directories - Kansas Department of Commerce DBE Directory <http://mwbd.kansascommerce.com/> and Census Bureau Data from <https://data.census.gov/cedsci/>

<b>NAICS</b>	<b>Type of Work</b>	<b>Total DBEs</b>	<b>Total All Firms</b>
23	Construction	102	7,060
All Others	Non-Construction or Professional, Scientific, and Technical Service Companies	151	7,119
<b>Total</b>		253	14,179

The data source or demonstrable evidence used to derive the numerator was: Kansas Department of Commerce DBE Directory (current to date), Construction companies and Non-Construction companies (all remaining).

The data source or demonstrable evidence used to derive the denominator was: U.S. Census Bureau Data 2019 Economic Survey, Construction companies and Professional, Scientific, and Technical Services companies.

Dividing the total number of DBEs by the total number of All Firms gives a base DBE availability figure for our overall goal of 1.8%.

**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, if any, adjustment to the base figure was needed in order to arrive at the overall goal.

Past History Participation

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

FY	Total Grant \$ Amount	DBE Goals			Accomplishments		
		RC	RN	Total	RC	RN	Total
FY 17	\$2,106,075	0.0%	2.6%	2.6%	1.0%	2.6%	3.6%
FY 18	\$0	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%
FY 19	\$261,989	0.0%	3.0%	3.0%	0.0%	0.0%	0.0%
FY 20	\$2,049,213	0.0%	3.0%	3.0%	0.0%	7.5%	7.5%
FY 21	\$1,752,755	0.0%	3.0%	3.0%	0.0%	9.0%	9.0%

Arranging this historical data from low to high, (0.0%, 0.0%, 3.6%, 7.5%, 9.0%) the median is 3.6%.

Step 1 Base averaged with historical median:  $(1.8\% + 3.6\%)/2 = 2.7\%$

To arrive at an overall goal, the Step 1 base figure was added to the Step 2 adjustment figure and the total was averaged, arriving at an overall goal of 2.7%. We believe this adjusted goal accurately reflects DBE participation that can be achieved for the type(s) of work being awarded this three-year period.

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

Hays Regional Airport will meet the maximum feasible portion of the overall goal by using RN means of facilitating participation by:

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. Providing technical assistance and other services;
3. Carrying out information and communications programs on contracting procedures and specific contract opportunities;
4. Ensuring distribution of DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors;
5. Assist DBEs and other small businesses, to develop their capability to utilize emerging technology and conduct business through electronic media;
6. Maintain a file of successful bid documents from past procurements and permit DBE's and other small business firms to review and evaluate these documents;
7. When requested, conduct debriefing sessions to explain why certain bids were unsuccessful; and
8. Provide DBE's and other small business firms with information on future.

We estimate that in meeting the established overall goal of 2.7%, it will obtain 2.7% from RN participation and 0.0% through RC measures.

This breakout is based on the fact that in three of the last five years contract percentage for DBE participation in Airport accomplishments exceeded the goal, which is evidence of race-neutral participation. The two years it did not was due to no projects and projects being non-construction/engineering related (procurement of SRE).

We 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.

### **Consultation**

In establishing the overall goal, the Hays Regional Airport provided 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 Hays Regional Airport's efforts to establish a level playing field for the participation of DBEs. The consultation included a scheduled, direct, interactive exchange with as many interested stakeholders as possible focused on obtaining information relevant to the goal setting process and was conducted before the goal methodology was submitted to the operating administration for review. Details of the consultation are as follows:

The consultation engaged in was a face-to-face meeting, which was held at Hays Regional Airport on November 24, 2021, at 1:00 P.M.

The following comments were received during the course of the consultation: No comments were received.

A notice of the proposed goal was published on the Airport's website at [www.flyhays.com](http://www.flyhays.com) before the methodology was submitted to the operating administration.

If the proposed goal changes following review by the operation administration, the revised goal will be posted on the Airport's official website.

Notwithstanding paragraph (f)(4) of Section 26.45, the Hays Regional Airport's proposed goals will not be implemented until this requirement has been met.

### Process

As part of establishing the overall goal, the Airport will consult with GROW Hays, the Ellis County Coalition, Hays Area Chamber of Commerce, and City of Hays Public Works Department and Office of Project Management (without limiting consultation to these persons or groups to obtain information concerning the availability of disadvantage and non-disadvantaged businesses, the effects of discrimination on opportunities for DBE's, and the Airport's efforts to establish a level playing field for the participation of DBE's.