

Overall DBE Three-Year Goal Methodology

Name of Recipient: Idaho County – Idaho County Airport (GIC)

Goal Period: FY-2024-2026 – October 1, 2023 through September 30, 2026

DOT-assisted contract amount:

FY-2024	Pavement Rehabilitation	\$693,000
FY-2025	Apron Reconstruction (Final Design)	\$308,000
FY-2026	Construct Apron Reconstruction Project	\$3,706,850
Total		\$4,707,850

Overall Three-Year Goal: 1.94%, to be accomplished through 0.00% RC and 1.94% RN

Total dollar amount estimated to be available to DBEs: \$69,617

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

Contracts Fiscal Year #1 **FY2024**

1. Pavement Rehabilitation \$693,000

Contracts Fiscal Year #2 **FY2025**

1. Design Apron Reconstruction \$308,000

Contracts Fiscal Year #3 **FY2026**

1. Construct Apron Reconstruction Project \$3,706,850

Market Area:

Idaho Counties: Clearwater, Idaho, Latah, Lewis, and Nez Perce.

This represents the area in which the sponsor spends the majority of its contract dollars.

Step 1. Actual relative availability of DBEs

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

Method: Use Idaho UCP DBE Directory and Census Bureau Data (<https://itd.dbesystem.com/>) (<https://data.census.gov/cedsci/>).

Weighted Availability of DBE firms:

Fiscal Year #1 - For FY-2024, award of the following is anticipated

Contract No. 1 – Pavement Rehabilitation:

Trade Description	NAICS Description	NAICS	Trade (\$)	Census	Directory	DBE (%)	DBE (\$)
							(= Trade \$ x DBE %)
Asphalt Rehab/Markings	Hwy, Street, Bridge Const.	237310	\$474,496	10	0	0.00%	\$0
Design & Const. Eng.	Engineering	541330	\$208,864	7	0	0.00%	\$0
Const. Survey	Land Surveying	541370	\$2,142	0	0	0.00%	\$0
Safety Plan	Traffic Control	561990	\$7,498	6	1	16.67%	\$1,250
Total FY 2024			\$693,000				\$1,250
							(0.18% of \$693,000)

Fiscal Year #2 - For FY 2025, award of the following is anticipated:

Contract No. 1 - Apron Reconstruction (Final Design):

Trade Description	NAICS Description	NAICS	Trade (\$)	Census	Directory	DBE (%)	DBE (\$)
							(= Trade \$ x DBE %)
Design Eng.	Engineering	541330	\$308,000	7	0	0.00%	\$0
Total FY 2025			\$308,000				\$0
							(0% of \$308,000)

Fiscal Year #3 - For FY 2026, award of the following is anticipated:
Contract No. 1 – Construct Apron Reconstruction Project

Trade Description	NAICS Description	NAICS	Trade (\$)	Census	Directory	DBE (%)	DBE (\$)
							(= Trade \$ x DBE %)
Storm Drainage	Water and Sewer Line	237110	\$309,252	4	0	0.00%	\$0
Asphalt Paving/Markings	Highway, Street, and Bridge Const.	237310	\$1,655,107	10	0	0.00%	\$0
Concrete Work (Tie-Down Installation)	Concrete	238110	\$176,682	11	0	0.00%	\$0
Excavation/Backfill	Site Preparation Contractors	238910	\$737,064	34	0	0.00%	\$0
Const. Engineering	Engineering	541330	\$511,182	7	0	0.00%	\$0
Const. Staking	Land Surveying	541370	\$185,282	4	1	25.00%	\$46,320
Safety	Traffic Control	561990	\$132,282	6	1	16.67%	\$22,047
Total FY 2026			\$ 3,706,850.00				\$68,367 (1.84% of \$3,706,850)

The base goal projection after weighting is as follows:

- Total Weighted DBE Availability: \$1,250 + \$0 + \$68,367 = \$69,617
- Total for All Trades: \$693,000 + \$308,000 + \$3,706,850 = \$4,707,850

In order to not skew the base goal with contract dollars that are for projects that are already under contract, they will not be considered when calculating the Goal. The base goal will be:

- Total Weighted DBE Availability: \$3,000 + \$68,367 = \$71,367
- Total for All Trades: \$484,136 + \$0 + \$3,195,668 = \$3,679,804

Dividing the weighted DBE totals by the total estimate for all trades gives a base DBE availability figure for the projects anticipated during the goal-setting period. This figure is expressed as a percentage and serves as the basis for the three-year overall goal.

Base of DBE Goal: 1.94%

Step 2: 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 if adjustment to the base figure is warranted is the historical DBE accomplishments, as follows:

FY	Total Grant \$ Amount	DBE Goals			Accomplishments			Type of work
		RC	RN	Total	RC	RN	Total	
FY 18	\$0	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	No work performed
FY 19	\$0	0.00%	1.70%	1.70%	0.00%	0.00%	0.00%	No work performed
FY 20	\$310,620	0.00%	1.70%	1.70%	0.00%	0.00%	0.00%	Pavement Rehabilitation
FY 21	\$274,430	0.00%	0.90%	0.90%	0.00%	0.00%	0.00%	ALP Update
FY 22	\$131,400	0.00%	0.90%	0.90%	0.00%	0.00%	0.00%	Apron Reconstruction Prelim. Design

Over the last five years, there has been no DBE participation on Idaho County projects. As a result, past participation will not be considered as an adjustment to the Step 1 base figure.

Disparity Studies

Another piece of data evaluated to determine if adjustment to the Step 1 base figure is warranted is the 2017 ITD Disparity Study. Of the 1,495 contracts evaluated as part of the Study, only 1 contract was funded by the FAA. Therefore, the results found in the 2017 Study may not be considered relevant, since that Study focused primarily on FHWA-funded contracts. This study, therefore, will not be used as a basis for adjustment to the Step 1 base figure.

Therefore, Idaho County Airport is adopting the Step 1 base figure as the overall goal for this three-year goal period.

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

Idaho County Airport will meet the maximum feasible portion of the overall goal by using RN means of facilitating DBE participation.

1. Contracts will be unbundled to include pricing for separate items thus encouraging DBE participation;
2. Notice of Invitation for Bids will be sent to the local newspaper and local chambers of commerce to make minority, women, and/or small businesses aware of the project;
3. Plans and specifications will be available via an online bidding platform so the DBEs may view the plans at no charge.

The State of Idaho falls within the jurisdiction of the United States Court of Appeals for the Ninth Circuit. This court has ruled that race conscious goals are not to be set for DBE participation, therefore race conscious goals have not been considered.

With major projects not occurring annually at the Idaho County Airport, as well as historically low DBE Goals, Idaho County will follow the example of ITD and not set a race conscious goal. The Idaho County Airport estimates that in meeting its overall goal of 1.94%, it will obtain 1.94% from Race Neutral participation and 0% through Race Conscious measures.

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:

In establishing the overall goal, Idaho County Airport provided for consultation and publication. This process 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 Idaho County 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 teleconference, which was held at 3:00 PM PST on July 12, 2023 to allow businesses in the Market Area to provide input on the draft DBE goals. Notice of this meeting was posted on the Idaho County website as well as sent to the Idaho County Free Press for advertisement. DBE businesses identified in the Market Area and included in the Step 1 calculations were also contacted by email, when possible, or by phone call inviting them to join the teleconference.

A notice of the proposed goal was published on the Idaho County's official website (<https://idahocounty.org/planb/>) before the methodology was submitted to FAA.

If the proposed goal changes following review by FAA, the revised goal will be posted on Idaho County's website.

Notwithstanding paragraph (f)(4) of §26.45, Idaho County Airport's proposed goals will not be implemented until this requirement has been met.

PUBLIC NOTICE

Idaho County Airport hereby announces its proposed Disadvantaged Business Enterprise (DBE) participation goal of 1.94% for FAA-funded contracts/agreements. The proposed goal pertains to federal fiscal years 2024 through 2026. A teleconference will be held at 3:00 PM PST on July 12, 2023 for the purpose of consulting with stakeholders to obtain information relevant to the goal-setting process. The telephone number for this teleconference is 1-929-229-5346 and the participant code is 665692877#.

The proposed goal and its attendant methodology are available for inspection on Idaho County's website 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:

Idaho County Airport
Attn: Mike Cook, Airport
Manager
(208) 983-1565
228 Airport Road
Grangeville, ID 83530

or

Federal Aviation Administration
Office of Civil Rights
PO Box 92007
Los Angeles, CA 90009