

Overall DBE Three-Year Goal Methodology

**Name of Recipient:** Bonner County, ID – Sandpoint Airport (SZT)

**Goal Period:** FY-2021-2023 – October 1, 2020 through September 30, 2023

**DOT-assisted contract amount:**

|              |  |
|--------------|--|
| FY-2021:     | \$1,195,000 (Incls. \$717,000 for Land)        |
| FY-2022:     | \$0.00   |
| FY-2023:     | \$4,350,000                                    |
| <b>Total</b> | <b>\$5,545,000</b> (with Land Acquisition \$)  |
| <b>Total</b> | <b>\$4,828,000</b> (w/out Land Acquisition \$) |

**Overall Three-Year Goal:** 2.5%, to be accomplished through **0.00%** RC and 2.5% RN

**Total dollar amount to be expended on DBEs:** \$119,584

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

Contracts Fiscal Year #1 **FY2021**

1. Runway Construction (Design) - \$378,000
2. Land Acquisition (Eng./Appraisals) - \$100,000  
(Land Purchase) - \$717,000 (not incl. in DBE goal calculations)

Contracts Fiscal Year #2 **FY2022**

1. No Project

Contracts Fiscal Year #3 **FY2023**

1. Runway Construction (Const.) \$4,350,000

**Market Area:**

North Idaho Counties: Benewah, Bonner, Boundary, Kootenai, Shoshone, Clearwater, Idaho, Latah, Lewis and Nez Perce counties

Washington Counties: Spokane County

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

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

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

Method: Used Washington OMWBE DBE Directory (<https://omwbe.diversitycompliance.com/>), Idaho DBE Directory (<https://itd.dbesystem.com/FrontEnd/SearchCertifiedDirectory>), and Census Bureau Data from <https://data.census.gov/cedsci/>.

Weighted Availability of DBE firms:

**Fiscal Year #1 - For FY-2021**, award of the following is anticipated  
 Project No. 1 - Runway Construction (Design)

| Trade Description             | NAICS Description | NAICS  | Trade (\$)       | Census | Directory | DBE (%) | DBE (\$)              |
|-------------------------------|-------------------|--------|------------------|--------|-----------|---------|-----------------------|
|                               |                   |        |                  |        |           |         | (= Trade \$ x DBE %)  |
| Design & Geotech. Engineering | Engineering       | 541330 | \$348,000        | 176    | 0         | 0.00%   | \$0                   |
| Topo Surveying                | Land Surveying    | 541370 | \$30,000         | 20     | 1         | 5.00%   | \$1,500               |
| <b>Total for FY2021</b>       |                   |        | <b>\$378,000</b> |        |           |         | <b>\$1,500 (0.4%)</b> |

Project No. 2 – Land Acquisition (Engineering/Appraisals only, Land Cost not included)

| Trade Description       | NAICS Description      | NAICS  | Trade (\$)       | Census | Directory | DBE (%) | DBE (\$)             |
|-------------------------|------------------------|--------|------------------|--------|-----------|---------|----------------------|
|                         |                        |        |                  |        |           |         | (= Trade \$ x DBE %) |
| Design Engineering      | Engineering            | 541330 | \$80,000         | 176    | 0         | 0.00%   | \$0                  |
| Appraisals              | Real Estate Appraisers | 531320 | \$20,000         | 57     | 0         | 0.00%   | \$0                  |
| <b>Total for FY2021</b> |                        |        | <b>\$100,000</b> |        |           |         | <b>\$0 (0.0%)</b>    |

**Fiscal Year #2 - For FY-2022**, award of the following is anticipated (No Projects)

**Fiscal Year #3 - For FY-2023**, award of the following is anticipated  
 Project No. 1 - Runway Construction (Construction)

| Trade Description   | NAICS Description                           | NAICS  | Trade (\$)         | Census | Directory | DBE (%) | DBE (\$)                |
|---|---|--------|--------------------|--------|-----------|---------|-------------------------|
|   |   |        |                    |        |           |         | (= Trade \$ x DBE %)    |
| Storm Drainage  | Water and sewer line and related structures | 237110 | \$174,000          | 36     | 2         | 5.56%   | \$9,667                 |
| Asphalt Paving /Removal/Marking, Concrete Paving, RW Grooving | Highway & Street Construction               | 237310 | \$2,349,000        | 39     | 1         | 2.56%   | \$60,231                |
| Electrical Contractor   | Electrical Contractors                      | 238210 | \$522,000          | 265    | 1         | 0.38%   | \$1,970                 |
| Excavation/Backfill   | Site Preparation                            | 238910 | \$174,000          | 242    | 5         | 2.07%   | \$3,595                 |
| Asphalt & Base Rock Hauling                                   | Trucking                                    | 484220 | \$348,000          | 33     | 3         | 9.09%   | \$31,636                |
| Design/Const. Engineering                                     | Engineering                                 | 541330 | \$565,500          | 176    | 0         | 0.00%   | \$0                     |
| Const. Staking  | Land Surveying                              | 541370 | \$87,000           | 20     | 1         | 5.00%   | \$4,350                 |
| Material Testing  | Material Testing                            | 541380 | \$87,000           | 25     | 0         | 0.00%   | \$0                     |
| Traffic Control   | Traffic Control                             | 561990 | \$43,500           | 59     | 9         | 15.25 % | \$6,636                 |
| <b>Total for FY2023</b>                                       |   |        | <b>\$4,350,000</b> |        |           |         | <b>\$118,084 (2.7%)</b> |

The base goal projection after weighting is as follows:

- Total Weighted DBE Availability:  $\$1,500 + \$118,084 = \$119,584$
- Total for All Trades:  $378,000 + \$100,000 + 4,350,000 = \$4,828,000$

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: 2.5%

**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. Two pieces of evidence were used: Past-History Participation and Disparity Studies.

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 15 | \$209,105             | 0.0%      | 0.0%  | 0.0%  | 0.0%            | 0.0% | 0.0%  | Environmental Study |
| FY 16 | \$89,909              | 0.0%      | 0.0%  | 0.0%  | 0.0%            | 0.0% | 0.0%  | Obstruction Removal |
| FY 17 | No Project            | 0.0%      | 0.0%  | 0.0%  | 0.0%            | 0.0% | 0.0%  | N/A                 |
| FY 18 | No Project            | 0.0%      | 3.12% | 3.12% | 0.0%            | 0.0% | 0.0%  | N/A                 |
| FY 19 | \$720,000             | 0.0%      | 3.12% | 3.12% | 0.0%            | 0.0% | 0.0%  | Land Acquisition    |

Not enough historical data on DBE participation is available to reference to make 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, Bonner County 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.**

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

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. Contracts will be unbundled to include pricing for separate items thus encouraging DBE participation;
3. Notice of Invitation for Bids will be sent to the local newspaper and emailed to DBE firms in the Market Area that were included in calculations of these goals to make minority, women, and/or small businesses aware of the project;

4. Plans and specifications will be available on an ftp site so the DBEs may view the plans.
5. A Plan Holders List will also be available on an ftp site and kept current during bidding so the DBEs may identify potential Prime Contractors to contact for potential partnering opportunities.
6. Ensuring distribution of DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors.

Bonner County estimates that in meeting the established overall goal of 2.5%, it will obtain 2.5% from RN participation and 0% through RC measures.

This breakout is based on:

The Bonner County does not have a history of DBE participation or over-achievement of goals at the Sandpoint Airport for the type of work that is expected in the next 3 fiscal years to reference. Therefore, the entire goal of 2.5% is to be obtained through race-neutral participation. 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.

Bonner County will adjust the estimated breakout of RN and RC DBE participation as needed to reflect actual DBE participation 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:**

In establishing the overall goal, Bonner County 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 the Sandpoint 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 10:00 am PDT on Sept. 14, 2020 to allow businesses in the Market Area to provide input on the draft DBE goals. Notice of this meeting was advertised on Bonner County's website. DBE businesses identified in the Market Area and included in the Step 1 calculations were also contacted by email inviting them to join the teleconference.

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

A notice of the proposed goal was published on Bonner County's official website (<https://www.bonnercountyid.gov/>) before the methodology was submitted to FAA.

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

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

### **PUBLIC NOTICE**

Bonner County hereby announces its proposed Disadvantaged Business Enterprise (DBE) participation goal for the Sandpoint Airport of 2.5% for FAA-funded contracts/agreements. In keeping with 49 CFR 26.45(g), an open teleconference will be held from 10:00 – 11:00 am PDT on Sept. 14, 2020. During this time, interested parties may call in to discuss the proposed 2021-2023 DBE 3-year goal. The telephone number for this teleconference is 1-800-377-8846 and the participant code is 62197970#. The intent of the call will be to obtain input from various groups on the methodology of this goal setting and consider any suggestions or changes that may need to be made prior to submission of this goal to the FAA Office of Civil Rights.

A copy of the proposed DBE goal and the calculations used to determine this goal may be obtained by contacting Diane Zipperer at [dzipperer@jub.com](mailto:dzipperer@jub.com).

Written comments on the DBE goal will also be accepted for 30 days from the date of this publication and can be sent to the following:

Sandpoint Airport  
Attn: Dave Schuck  
Airport Manager  
1100 Airport Way  
Sandpoint, ID 83864

or  
Federal Aviation Administration  
Civil Rights Staff, ASW-9  
PO Box 92007  
Los Angeles CA 90009