

Overall DBE Three-Year Goal Methodology

**Name of Recipient:** City of Orofino, Idaho – Orofino Municipal Airport (S68)

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

**DOT-assisted contract amount:**

FY-2021	No Project	\$0.00
FY-2022	Taxiway and Apron Mill and Overlay; Security Perimeter Fence (Design and Bidding Only)	\$210,000
FY-2023	Taxiway and Apron Mill and Overlay; Security Perimeter Fence (Construction Only)	\$883,800

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**Total      \$1,093,800**

**Overall Three-Year Goal:** 0.47%, to be accomplished through 0.00% RC and 0.47% RN

**Total dollar amount estimated to be available to DBEs:** \$5,118

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

Contracts Fiscal Year #1 **FY2021**

- |                                 |        |
|---------------------------------|--------|
| 1. No projects occurred in 2021 | \$0.00 |
|---------------------------------|--------|

Contracts Fiscal Year #2 **FY2022**

- |  |           |
|--|-----------|
| 1. Taxiway and Apron Mill and Overlay; Security Perimeter Fence<br>Design Only | \$210,000 |
|--|-----------|

Contracts Fiscal Year #3 **FY2023**

- |   |           |
|---|-----------|
| 1. Taxiway and Apron Mill and Overlay; Security Perimeter Fence<br>Construction | \$883,800 |
|---|-----------|

**Market Area:**

Idaho Transportation District 2: Clearwater, Idaho, Latah, Lewis and Nez Perce Counties

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-2021, No project occurred**

**Fiscal Year #2 - For FY 2022**, award of the following is anticipated:

Contract No. 1 – Taxiway and Apron Mill and Overlay; Security Perimeter Fence, (Design and Bidding Only):

Trade Description	NAICS Description	NAICS	Trade (\$)	Census	Directory	DBE (%)	DBE (\$)
							(= Trade \$ x DBE %)
Design Engineering	Engineering	541330	\$193,000	7	0	0.00%	\$0
Geotechnical Engineering	Engineering	541330	\$8,000	0	0	0.00%	\$0
Environmental Consulting	Environmental Consulting	541620	\$5,000	6	1	16.67%	\$833
Cultural Resource Consulting	Cultural Resource Consulting	541720	\$4,000	0	0	0.00%	\$0
<b>Total FY 2022</b>			<b>\$210,000</b>				<b>\$833</b>
							<b>(0.40% of \$210,000)</b>

**Fiscal Year #3 - For FY 2023**, award of the following is anticipated:

Contract No. 1 – Taxiway and Apron Mill and Overlay; Security Perimeter Fence (Construction Only):

Trade Description	NAICS Description	NAICS	Trade (\$)	Census	Directory	DBE (%)	DBE (\$)
							(= Trade \$ x DBE %)
Asphalt Paving/Markings	Highway, Street, and Bridge Const.	237310	\$325,300	10	0	0.00%	\$0
Excavation/Backfill	Site Preparation Contractors	238910	\$20,000	30	0	0.00%	\$0
Fencing	Fence Installation Contractors	238990	\$160,000	22	0	0.00%	\$0
Asphalt/Gravel Hauling	Trucking	484220	\$100,000	31	1	3.23%	\$3,226
Const. Engineering	Engineering	541330	\$204,500	7	0	0.00%	\$0
Const. Staking	Land Surveying	541370	\$30,000	0	0	0.00%	\$0
Material Testing	Material Testing	541380	\$26,000	3	0	0.00%	\$0
Traffic Control (flaggers, Safety, Barricades, etc)	Traffic Control (flaggers, Safety, Barricades, etc)	561990	\$18,000	17	1	5.88%	\$1,059
<b>Total FY 2023</b>			<b>\$883,800</b>				<b>\$4,285</b>
							<b>(0.48% of \$883,800)</b>

The base goal projection after weighting is as follows:

- Total Weighted DBE Availability: \$833 + \$4,285 = 5,118
- Total for All Trades: \$1,093,800

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: 0.47%

## 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 15-18	0.00	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	No work performed
FY 19	\$164,585	0.00%	1.79%	1.79%	0.00%	97.86%	0.00%	Pavement Rehabilitation
FY 20	\$301,752	0.00%	1.79%	1.79%	0.00%	0.00%	0.00%	Construct/Extend/Improve Safety Area

Over the last five years, the only DBE participation at the Orofino Municipal Airport was 97.86% on a pavement rehabilitation project. The DBE participation was achieved through a prime contractor. Other past project that have occurred beyond the last five years are more representative of the type of project that is to occur in this goal period, though, and similar goal achievements are expected as prior similar project. This goal calculation is based on anticipated participation on airport projects by subcontractors, therefore the DBE participation of 97.86% will not be considered as an adjustment to the Step 1 base figure.

### Disparity Studies

Furthermore, in the 2017 Idaho Department of Transportation disparity study, only one of the 1,495 contracts evaluated as part of this Study were contracts 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, the Orofino Municipal 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.**

The City of Orofino 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 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 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.

The City of Orofino estimates that in meeting the established overall goal of 0.47%, it will obtain 0.47% from RN participation and 0.0% through RC measures.

This breakdown is based on:

The City of Orofino does not have a history of DBE participation or overachievement of goals at the Airport for the type of work that is expected in the next 3 fiscal years to reference. The number of available prime contractors, DBE or otherwise, who have the capabilities to perform the work required as part of this goal are very limited to the region the City resides in. Likewise, the work in this goal, which is very homogeneous in nature, will likely be very difficult to achieve because of the lack of sub-contracting opportunities available. As a result, the City expects to obtain its DBE participation through a conscious effort to obtain DBE participation. Therefore, the entire goal of 0.47% is to be obtained through race-neutral participation. The State of Idaho has a race neutral program. Likewise, City of Orofino will encourage DBE participation in the limited areas of work.

The City of Orofino 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, the Orofino Municipal 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 the Orofino Municipal 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 PST on June 7, 2022 to allow businesses in the Market Area to provide input on the draft DBE goals. Notice of this meeting was advertised on the City of Orofino's official website. DBE businesses identified in the Market Area and included in the Step 1 calculations were also contacted by email and when possible, by phone call inviting them to join the teleconference.

Thomas Leija from J-U-B was on the conference call.

A notice of the proposed goal was published on the Orofino's official website (<http://www.cityoforofino.org/>) before the methodology was submitted to FAA.

If the proposed revision to this goal changes following review by FAA, the revised goal will be posted on City of Orofino's website.

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

## **PUBLIC NOTICE**

The Orofino Municipal Airport hereby announces its proposed Disadvantaged Business Enterprise (DBE) participation goal of 0.47% for FAA-funded contracts/agreements. The proposed goal pertains to federal fiscal years 2021 through 2023. A teleconference will be held at 10:00 am PST on June 7, 2022 for the purpose of consulting with stakeholders to obtain information relevant to the goal-setting process. The telephone number for this teleconference is (253) 215-8482, Meeting ID No. 5825826666. 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 Civil Rights Department. A copy of the proposed DBE goal and the calculations used to determine this goal may be obtained by contacting Thomas Leija at [tleija@jub.com](mailto:tleija@jub.com).

The proposed goal and its attendant methodology are available for inspection on the City of Orofino'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:

Orofino Municipal Airport  
Attn: Ryan Smathers, Airport Manager  
217 First St., Orofino  
Orofino, ID 83544

FAA Northwest Mountain Regional Office  
Office of Civil Rights  
2200 S. 216<sup>th</sup> St.  
Des Moines, WA 98198