

Sandpoint Airport
FY 2018-2020
Overall Goal Amendment to the
Disadvantaged Business Enterprise (DBE)
Program



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FY 2018-2020 Overall Goal Amendment

Overall Goals (\$26.45)

Amount of Goal – FY 2018-2020 Improvements

Based upon 49 CFR Part 26, Bonner County, which is the Sponsor of the Sandpoint Airport, has evaluated upcoming airport projects in the 2018-2020 goal period in order to establish a DBE goal. The projects referred to in this report appear on the most recent Capital Improvement Plan (CIP) for the Sandpoint Airport. If, for any reason, the project list changes, this report will be amended to reflect the actual projects expected to be completed.

The purpose of establishing a DBE goal is to promote the use of minority and women-owned businesses in our geographical area, and to assure FAA grant eligibility for projects at the Sandpoint Airport.

The overall goal for FY 2018-2020 is 3.12% (race neutral)

Method

Determining Types of Work

The FY 2018-2020 capital improvements at the Sandpoint Airport include five (5) projects that are slated to utilize FAA funding. The projects and estimated costs are listed below in Table 1. The FAA participation at this airport is at 90% of the costs shown. The total dollars will be shown throughout this report, as the percentages will remain the same whether shown at the full amount or the 90% level.

The projects planned for this period create prime and/or subcontracting opportunities in an estimated nine (9) different disciplines, as listed in Table 2, below, paired with their respective NAICS codes. Although engineering services will be utilized on the projects, the Sandpoint Airport has awarded a prime contract to an engineering firm through 2022, therefore no DBE opportunities will be available to a DBE engineering firm.

In the case of land acquisition projects, only funds toward services, such as appraisal negotiation and consulting, have DBE opportunities. Typically, those services account for approximately 10% of the total project funds. Based on the projected land acquisition project cost in 2018, those services are not expected to surpass the \$250,000 threshold, and will not be included in this DBE goal calculation. However, the 2019 land acquisition will be included in the goal as it will surpass that threshold when combined with the two other projects. (Note: the costs shown below are total project costs. The \$250,000 threshold is based on the FAA funding level of 90%.)

Table 1: FY 2018-2020 Capital Improvement Projects and Total Costs

FY 2018		FY 2019		FY 2020	
Land Acquisition	\$582,332.00	RW Reconstruction (Design)	\$333,333.00	RW Reconstruction (Construction)	\$4,166,667
		Boyer Avenue Relocation	\$144,444.00		
		Land Acquisition	\$1,666,667.00		

These are total dollars. FAA funds 90% of these amounts

Table 2: Disciplines Employed in FY 2018-2020 Projects

Discipline	NAICS Code	Discipline	NAICS Code
Highway Construction	237310	Material Testing	541380
Electrical	238210	Real Estate Appraisal	531320
Site Preparation	238910	Real Estate	
Trucking	484220	Relocation/Negotiation	531390
Engineering	541330	Environmental Consulting	541620
Land Surveying	541370		

Determining the Geographical Area

Based on past federally funded airport projects, the prime contractors that generally bid on projects are predominately from a specific geographic region. That region is hereafter referred to as our Market Area. The market area is the area in which the substantial majority of the Airport’s contractors and subcontractors that seek to do business with the Airport are located and the area in which the Airport spends the substantial majority of its contracting dollars. In the case of the Sandpoint Airport, this market area includes the surrounding counties of Bonner County, Boundary County, Kootenai County, and Shoshone County, as well as Spokane County, Washington to the west.

After establishing the Market Area, the 2015 US Census Bureau database was used to determine the number of available contractors and subcontractors for the work anticipated on these projects. The “DBE Directory” on the FAA dbE-Connect website for Idaho and Washington was used to find DBE businesses in the Market area that did the type of work called out.

Federal grant authorities prohibit recipients from using geographic preference in the evaluation of bids or proposals for DOT-assisted contracts, including contracts funded with AIP grants. The specific regulation outlining this requirement is 49 CFR, Part 18, “Uniform Administration Requirements for Grants and Cooperative Agreements to State and Local Governments.”

Determining the Common Opportunities in the FY 2018-2020 Projects

Tables 3 -6below summarize the total available businesses, total DBE businesses, and estimated available DBE contract dollars for each aspect of the projects planned for the three-year period. Table 7 lists the individual DBE contractors available, per the ITD and WSDOT DBE Directories, in the Market Area. A two-step process is conducted to determine the opportunities for DBE: (1) Analysis and (2) Adjustment.

Step 1 – Analysis

Tables 3-6 are used to determine the percentage of the total estimated project costs which is available to DBE Contractors. The number of total contractors and the number of DBE contractors available for each relevant category of work are listed. A rough estimate of the combined project costs is tabulated along with a breakdown of costs by construction category. From these figures, a weighted percentage of contract dollars available to DBEs in the Market Area can be calculated. First, the percent of DBE firms in each category is calculated. The estimated cost of construction for each category is multiplied by this percentage to determine a reasonable amount that could be paid to DBE firms. Next, the amounts available for DBE firms in each category are totaled. Finally, the dollar value reasonably

available to DBE firms is divided by the estimated combined project total. The result is the percentage of contract work reasonably available to DBE firms.

Table 3: Runway Reconstruction (Design Phase) – FY 2019

NAICS Code	Classification	Total Businesses	Total DBE Businesses	% DBE Businesses	Contract Dollars FY 2018-2020	Contract Dollars DBE
541330	Engineering	1	0	0%	\$283,333.05	\$0.00
541330	Geotechnical Engineering	3	0	0%	\$49,999.95	\$0.00
Total					\$333,333.00	\$0.00
Contract Work Available to DBE Firms:						0.00%

These are total dollars. FAA funds 90% of these amounts

Table 4: Relocate Boyer Avenue and Fence beyond ROFA – FY 2019

NAICS Code	Classification	Total Businesses	Total DBE Businesses	% DBE Businesses	Contract Dollars FY 2018-2020	Contract Dollars DBE
237310	Highway, Street, and Bridge Construction	38	2	5.3%	\$38,999.88	\$2,052.63
238210	Electrical	232	1	0.4%	\$7,222.20	\$31.13
238910	Site Preparation Contractors	166	1	0.6%	\$36,111.00	\$217.54
484220	Trucking	66	2	3.0%	\$10,111.08	\$306.40
541330	Engineering	1	0	0%	\$21,666.60	\$0.00
541370	Land Surveying	20	0	0%	\$10,111.08	\$0.00
541380	Material Testing	22	0	0%	\$10,111.08	\$0.00
561990	Traffic Control	41	3	7.3%	\$10,111.08	\$739.84
Total					\$144,444.00	\$3,347.52
Contract Work Available to DBE Firms:						2.32%

These are total dollars. FAA funds 90% of these amounts

Table 5: Land Acquisition – FY 2019

NAICS Code	Classification	Total Businesses	Total DBE Businesses	% DBE Businesses	Contract Dollars FY 2018-2020	Contract Dollars DBE
541330	Engineering	1	0	0%	\$25,000.00	\$0.00
531320	Appraisal	50	0	0%	\$83,333.35	\$0.00
531390	Relocation/Negotiation	35	0	0%	\$41,666.68	\$0.00
541620	Environmental Consulting	21	1	5%	\$16,666.67	\$793.65
	Land Acquisition				\$1,500,000.30	
561990	Traffic Control	41	0	0%	\$0.00	\$0.00
Total (without land)					\$166,667.00	\$793.65
Contract Work Available to DBE Firms:						0.48%

These are total dollars. FAA funds 90% of these amounts

Table 6: Runway Reconstruction (Construction Phase) – FY 2020

NAICS Code	Classification	Total Businesses	Total DBE Businesses	% DBE Businesses	Contract Dollars FY 2018-2020	Contract Dollars DBE
237310	Highway, street, and Bridge Construction	38	2	5.3%	\$2,500,000.20	\$ 131,578.96
238210	Electrical Contractor	93	1	1.1%	\$500,000.04	\$ 5,376.34
238910	Site Preparation Contractors	166	1	0.6%	\$208,333.35	\$ 1,255.02
484220	Trucking	33	2	6.1%	\$125,000.01	\$ 7,575.76
541330	Engineering	1	0	0.0%	\$625,000.05	\$ 0.00
541370	Land Surveying	20	0	0.0%	\$125,000.01	\$ 0.00
541380	Material Testing	5	0	0.0%	\$83,333.34	\$ 0.00
Total					\$4,166,667.00	\$ 145,786.08
Contract Work Available to DBE Firms:						3.50%

These are total dollars. FAA funds 90% of these amounts

A weighted average will be used with these projects to determine an overall base figure.

$$\frac{\$333,333 * 0.0\% + 144,444 * 2.32\% + \$166,666 * 0.48\% + \$4,166,667 * 3.5\%}{\$333,333 + \$144,444 + \$166,667 + \$4,166,667} = 3.12\%$$

Table 7 lists the DBE firms in the Market Area that are available for the types of services required in the construction of the FY 2018-2020 projects.

Table 7: Disadvantaged Business Enterprises in the Market Area

	Business Name	Type of Work
1	Evans Engineering & Consulting PLLC (Post Falls, ID)	Electrical (238210)
2	Northwest Traffic Control LLC (Hayden, ID)	Traffic Control (561990)
3	Trafficorp (Coeur d'Alene, ID)	Traffic Control, Highway Construction (561990, 237310)
4	T&R Trucking (Rathdrum, ID)	Trucking (484220)
5	C&R Traffic Control (St Maries, ID)	Traffic Control (561990)
6	Eller Corporation (Spokane, WA)	Highway Construction, Site Preparation, Trucking (237310, 238910, 484220)
7	Anderson Environmental Consulting (Spokane, WA)	Environmental Consulting (541620)

Step 2 – Adjustment

The regulations allow for an adjustment to the base figure percentage (derived above) for circumstances or issues that might impact the availability.

Step 2(a) – Past Participation

Past participation can be considered as a possible reason for adjustment of the Step 1 goal. However, since 2013, Sandpoint Airport has experienced projects totaling less than \$250,000, and projects with no DBE participation. Therefore, the goal calculated in Step 1 stands without past participation adjustment as 3.12%.

Table 8: Actual Historical DBE Participation

Year	Work	Cost	Money to DBE	DBE Participation
2013	Airport MPU	\$ 370,000.00	\$ -	0%
2013	Rehabilitate Apron	\$ 1,007,326.00	\$ -	0%
2015	Environmental Study < \$250,000			
2016	Remove Obstructions < \$250,000			
Total		\$ 1,377,326.00	\$ -	0%

Step 2(b) – Disparity Studies

A 2007 Disparity Study done on contracts for the Idaho Department of Transportation found 10.5% DBEs available statewide. The percentage of DBEs awarded ITD contracts was 7.3%. In the final recommendations portion of this study, it was noted that there were not enough FAA projects in the state to determine an overall DBE participation goal for airport projects therefore these goals will not be considered in the adjustment.

Step 2(c) – Consultation

The FAA dbE-Connect website has a DBE Directory which was used to determine DBEs in the area that may bid on the above projects.

Prior to finalizing the goal, a teleconference call was held to allow businesses in the Market Area to provide input on the methodology used in this goal calculation.

A teleconference call will be held on August 8, 2017 from 10:30 to 11:30 am to allow businesses in the Market Area to provide input on the draft DBE goals. Notice of this meeting will be sent to the Coeur d'Alene Chamber of Commerce and the Sandpoint Chamber of Commerce for distribution to their membership. The DBE businesses shown in Table 5 will also be contacted regarding the teleconference. Comments gathered on this call will be included in this report.

Step 2(d) – Adjusted DBE Goal

After considering these factors, the overall DBE Goal is set at 3.12%.

Race/Gender Neutral and Race/Gender Conscious Participation

The DBE Goal of 3.12% will be obtained by race/gender neutral means, with no race/gender component. The Airport uses the following race-neutral means to increase DBE participation:

- Contracts will be unbundled to include pricing for separate items thus encouraging DBE participation;
- Notice of Invitation for Bids will be sent to the local newspaper to make minority, women, and/or small businesses aware of the project;
- Plans and specifications will be available on an ftp site so the DBEs may view the plans.

Process

The Sandpoint Airport will submit this DBE goal to FAA by August 1, 2017 for the next three-year period. Before establishing the overall goal each term, we will consult the Idaho DBE Directory, the latest available ITD DBE goal rationales, available disparity studies and our latest capital improvement plan.

Public Notice

The Sandpoint Airport will publish a notice of the proposed overall goal on the Sandpoint Airport website informing the public that the proposed goal and its rationale are available for inspection and comment during normal business hours at the airport's principal office for 30 days following the date of the notice. We will accept comments on the goals for 45 days from the date of notice.

Our overall goal submission to the FAA will include a summary of information and comments received and the Airport Board's responses during the public participation process. We will begin applying our overall goal effective October 1 of each year if possible. In all cases the overall goal will be effective prior to the publication of the Invitation for Bids of the construction projects.

Sample Public Notice Language:**PUBLIC NOTICE**

The Sandpoint Airport hereby announces its FY 2018-2020 Disadvantaged Business Enterprise (DBE) Race-Neutral goal of 3.12% for airport construction projects. The proposed goal and rationale are available for inquiry by mail for 30 days from the date of this publication.

Comments on the DBE overall goal may be sent to:

1100 Airport Way
Attn: Jim Kaiser,
Airport Director
Sandpoint, ID 83864

or

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