

## Overall DBE Three-Year Goal Methodology

**Name of Recipient:** City of Twin Falls and Twin Falls County – Magic Valley Regional Airport/Joslin Field (TWF)

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

**DOT-assisted contract amount:**

FY-2022	Design Cross-Wind Runway; Construct Apron N of Alpha	\$1,700,000
FY-2023	Rehabilitate Runway 8/26 and Relocate Connector Taxiway A3; Construct Cross-Wind Runway; Rehabilitate Runway 8/26 Lighting System; Rotating Beacon	\$14,856,666
FY-2024	Design and Construct Public Use Apron; Design Repurpose Runway 12/30	\$925,000
<b>Total</b>		<b>\$17,481,666</b>

**Overall Three-Year Goal:** 4.94%, to be accomplished through 4.94% RC and 0.0% RN

**Total dollar amount estimated to be available to DBEs:** \$862,913

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

Contracts Fiscal Year #1 **FY2022**

1. Design Cross-Wind Runway; Design and Construct Apron North of Alpha \$1,700,000

Contracts Fiscal Year #2 **FY2023**

1. Rehabilitate Runway 8/26 and Relocate Connector Taxiway A3; Construct Cross-Wind Runway; Rehabilitate Runway 8/26 Lighting System; Rotating Beacon \$14,856,666

Contracts Fiscal Year #3 **FY2024**

1. Design and Construct Public Use Apron; Design Repurpose Runway 12/30 \$925,000

**Market Area:**

Idaho Counties: Ada, Adams, Bannock, Bear Lake, Bingham, Blaine, Boise, Canyon, Caribou, Cassia, Elmore, Franklin, Gem, Gooding, Jerome, Lincoln, Minidoka, Owyhee, Payette, Power, Twin Falls, and Valley. (Idaho Districts 3, 4, and 5)

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-2022**, award of the following is anticipated

Contract No. 1 - Design Cross-Wind Runway; Design and Construct Apron North of Alpha:

Trade Description	NAICS Description	NAICS	Trade (\$)	Census	Directory	DBE (%)	DBE (\$)
							(= Trade \$ x DBE %)
Storm Drainage	Water & Sewer Line Const	237110	\$119,000	67	3	4.48%	\$5,328
Asphalt Paving/Markings	Hwy, Street, Bridge Const.	237310	\$765,000	47	5	10.64%	\$81,383
Excavation/Backfill	Site Prep. Contractors	238910	\$136,000	251	3	1.20%	\$1,625
Asphalt/Gravel Hauling	Trucking	484220	\$170,000	189	8	4.23%	\$7,196
Design & Const. Eng.	Engineering	541330	\$391,000	257	0	0.00%	\$0
Const. Staking	Land Surveying	541370	\$51,000	22	2	9.09%	\$4,636
I	Material Testing	541380	\$51,000	18	0	0.00%	\$0
Environmental Consulting	Environmental Consulting	541620	\$17,000	42	8	19.05%	\$3,238
<b>Total FY 2021</b>			<b>\$1,700,000</b>				<b>\$103,407</b>
							<b>(6.08% of \$1,700,000)</b>

**Fiscal Year #2 - For FY 2023**, award of the following is anticipated:

Contract No. 1 - Rehabilitate Runway 8/26 and Relocate Connector Taxiway A3; Construct Cross-Wind Runway; Rehabilitate Runway 8/26 Lighting System; Rotating Beacon:

<i>Trade Description</i>	<i>NAICS Description</i>	<i>NAICS</i>	<i>Trade (\$)</i>	<i>Census</i>	<i>Directory</i>	<i>DBE (%)</i>	<i>DBE (\$)</i>
							<i>(= Trade \$ x DBE %)</i>
<i>Storm Drainage</i>	<i>Water and Sewer Line</i>	<i>237110</i>	<i>\$742,833</i>	<i>67</i>	<i>3</i>	<i>4.48%</i>	<i>\$33,261</i>
<i>Asphalt Paving/Markings</i>	<i>Highway, Street, and Bridge Const.</i>	<i>237310</i>	<i>\$5,348,400</i>	<i>47</i>	<i>5</i>	<i>10.64%</i>	<i>\$568,979</i>
<i>Airfield Electrical</i>	<i>Electrical</i>	<i>238210</i>	<i>\$3,714,167</i>	<i>396</i>	<i>1</i>	<i>0.25%</i>	<i>\$9,379</i>
<i>Excavation/Backfill</i>	<i>Site Preparation Contractors</i>	<i>238910</i>	<i>\$1,188,533</i>	<i>251</i>	<i>3</i>	<i>1.20%</i>	<i>\$14,206</i>
<i>Asphalt/Gravel Hauling</i>	<i>Trucking</i>	<i>484220</i>	<i>\$1,485,667</i>	<i>189</i>	<i>8</i>	<i>4.23%</i>	<i>\$62,885</i>
<i>Design&amp; Const. Engineering</i>	<i>Engineering</i>	<i>541330</i>	<i>\$1,931,367</i>	<i>257</i>	<i>0</i>	<i>0.00%</i>	<i>\$0</i>
<i>Const. Staking</i>	<i>Land Surveying</i>	<i>541370</i>	<i>\$297,133</i>	<i>22</i>	<i>2</i>	<i>9.09%</i>	<i>\$27,012</i>
<i>Material Testing</i>	<i>Material Testing</i>	<i>541720</i>	<i>\$148,567</i>	<i>18</i>	<i>0</i>	<i>0.00%</i>	<i>\$0</i>
<b>Total FY 2022</b>			<b>\$14,856,666</b>				<b>\$715,722</b>
							<b>(4.82% of \$14,856,666)</b>

**Fiscal Year #3 - For FY 2024**, award of the following is anticipated:

Contract No. 1 - Design and Construct Public Use Apron; Design Repurpose Runway 12/30:

Trade Description	NAICS Description	NAICS	Trade (\$)	Census	Directory	DBE (%)	DBE (\$)
							(= Trade \$ x DBE %)
Storm Drainage	Water & Sewer Line Const	237110	\$64,750	67	3	4.48%	\$2,899
Crack Seal/ Seal Coat/ Markings	Highway, Street, and Bridge Const.	237310	\$323,750	47	5	10.64%	\$34,441
Airfield Electrical	Electrical	238210	\$46,250	396	1	0.25%	\$117
Excavation/Backfill	Site Prep. Contractors	238910	\$92,500	251	3	1.20%	\$1,106
Asphalt/Gravel Hauling	Trucking	484220	\$92,500	189	8	4.23%	\$3,915
Design & Const. Engineering	Engineering	541330	\$212,750	257	0	0.00%	\$0
Const. Staking	Land Surveying	541370	\$46,250	22	2	9.09%	\$4,205
Material Testing	Material Testing	541380	\$46,250	18	0	0.00%	\$0
<b>Total FY 2024</b>			<b>\$925,000</b>				<b>\$43,784</b>
							<b>(4.73% of \$925,000)</b>

The base goal projection after weighting is as follows:

- Total Weighted DBE Availability: \$103,407 + \$715,722 + \$43,784 = \$862,913
- Total for All Trades: \$1,700,000 + \$14,856,666 + \$925,000 = \$17,481,666

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: 4.94%

### 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 16	\$1,855,648	1.31%	0.00%	1.31%	0.00%	0.00%	0.00%	Expand Terminal Bldg
FY 17	\$3,460,768	1.04%	0.00%	1.04%	0.00%	0.00%	0.00%	Reconst. TW, Rehab TW
	\$1,228,658							Acquire ARFF, Constr TW
FY 18	\$532,809			N/A			0.00%	Acquire Land, Install Fencing, Conduct Misc Study, Acquire SRE
FY 19	\$748,525	4.40%	0.00%	4.40%	0.00%	0.00%	0.00%	Extend TW
FY 20	\$1,385,273	4.40%	0.00%	4.40%	0.00%	11.63%	11.63%	Pave Maintenance
	\$632,115							Update Master Plan
	\$3,273,328							Construct TW

Over the last five years, the only DBE participation in the Magic Valley Regional Airport/Joslin Field projects was 11.63% on a pavement maintenance project. The DBE participation was achieved through a prime contractor. This goal calculation is based on anticipated participation on airport projects by subcontractors, therefore the DBE participation of 11.63% 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, the Magic Valley Regional Airport/Joslin Field 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 Magic Valley Regional Airport/Joslin Field 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;

The Magic Valley Regional Airport/Joslin Field estimates that in meeting the established 3-year goal of 4.94%, it will obtain 4.94% from RC participation and 0.0% through RN measures.

This breakout is based on:

The Magic Valley Regional Airport/Joslin Field does not have a history of DBE participation or over-achievement of goals at Airport for the type of work that is expected in the next 3 fiscal years to reference and expects to obtain its DBE participation through the use of DBE contract goals or a conscious effort to obtain DBE participation. Through good-faith efforts, low apparent evidence of barriers to DBE firms and the low historic DBE accomplishments, RN participation will not be utilized.

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 Magic Valley Regional Airport/Joslin Field 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 Magic Valley Regional Airport/Joslin Field'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 12:00 pm MST on July 20, 2021 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 Twin Falls' 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. No one else called in and there were no comments.

A notice of the proposed goal was published on the City of Twin Falls' official website (<https://www.tfid.org/>) before the methodology was submitted to FAA.

If the proposed goal changes following review by FAA, the revised goal will be posted on City of Twin Falls' website.

Notwithstanding paragraph (f)(4) of §26.45, the Magic Valley Regional Airport/Joslin Field's proposed goals will not be implemented until this requirement has been met.

### **PUBLIC NOTICE**

The Magic Valley Regional Airport/Joslin Field hereby announces its proposed Disadvantaged Business Enterprise (DBE) participation goal of 4.94% for FAA-funded contracts/agreements. The proposed goal pertains to federal fiscal years 2022 through 2024. A teleconference will be held at 12:00 pm MST on July 20, 2021 for the purpose of consulting with stakeholders to obtain information relevant to the goal-setting process.

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

Magic Valley Regional Airport/Joslin Field  
Attn: Bill Carberry, Airport Manager  
492 Airport Loop  
Twin Falls, ID 83301

FAA Western-Pacific Regional Office  
Office of Civil Rights  
777 S. Aviation Blvd. Suite #150  
El Segundo, CA 90245