

Overall DBE Three-Year Goal Methodology

Name of Recipient: City of Oroville – Dorothy Scott Airport (0S7)

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

DOT-assisted contract amount:

FY-2024	Runway 15/33 Reconstruction (Design Only)	\$ 333,334
FY-2025	Runway 15/33 Reconstruction (Construction)	\$ 3,833,334
FY-2026	Install Jet A Fuel System	\$ 611,111
	Total	\$ 4,777,779

Overall Three-Year Goal: 5.11%, to be accomplished through 5.11% RC and 0.0% RN

Total dollar amount to be expended on DBEs: \$244,371

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

Contracts Fiscal Year #1 FY2024

1. Runway 15/33 Reconstruction (Design Only) \$ 333,334

Contracts Fiscal Year #2 FY2025

1. Runway 15/33 Reconstruction (Construction) \$ 3,833,334

Contracts Fiscal Year #3 FY2026

1. Install Jet A Fuel System \$ 611,111

Market Area:

Washington: Okanogan County, Chelan County, Grant County, Lincoln County, Douglas County, 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 Directories (<https://omwbe.diversitycompliance.com/>) and Census Bureau Data from <https://data.census.gov/cedsci/>

Weighted Availability of DBE firms:

Fiscal Year #1 - For FY 2024, award of the following is anticipated (Runway 15/33
Reconstruction—Design Only):

Trade Description	NAICS Description	NAICS	Trade (\$)	Census	Directory	DBE (%)	DBE (\$)
							(= Trade \$ x DBE %)
Design& Const. Engineering*	Engineering	541330	\$333,334	134	0	0.00%	\$0
Total FY 2024			\$333,334				\$0 (0.00% of \$333,334)

Fiscal Year #2 - For FY-2025, award of the following is anticipated (Runway 15/33
Reconstruction—Construction):

Trade Description	NAICS Description	NAICS	Trade (\$)	Census	Directory	DBE (%)	DBE (\$)
							(= Trade \$ x DBE %)
Storm Drainage	Water, Swr, Construction	237110	\$370,968	38	1	2.63%	\$9,762
Aggregate/Markings/Paving	Highway, Street, and Bridge Const.	237310	\$1,607,527	23	3	13.04%	\$209,677
Electrical	Electrical	238210	\$494,624	222	1	0.45%	\$2,228
Excavation/Backfill	Site Prep Contractor	238910	\$412,186	209	2	0.96%	\$3,944
Airport Fence	Fence Installation	238990	\$206,093	112	1	0.89%	\$1,840
Construction Engineering	Engineering	541330	\$494,624	134	0	0.00%	\$0
Construction Staking	Land Surveying	541370	\$82,437	19	0	0.00%	\$0
QA/QC Testing	Material Testing	541380	\$123,656	14	0	0.00%	\$0
Safety	Traffic Control	561990	\$41,219	38	3	7.89%	\$3,254
Total FY 2025			\$3,833,334				\$230,706 (6.02% of \$1,800,000)

Fiscal Year #3 - For FY 2026, award of the following is anticipated (Install Jet A Fuel System):

Trade Description	NAICS Description	NAICS	Trade (\$)	Census	Directory	DBE (%)	DBE (\$)
							(= Trade \$ x DBE %)
Concrete Paving	Highway, Street, and Bridge Const.	237310	\$77,193	23	3	13.04%	\$10,069
Electrical	Electrical	238210	\$19,298	222	1	0.45%	\$87
Fuel System Contractor	Site Prep Contractor	238910	\$366,667	209	2	0.96%	\$3,509
Design and Const. Engineering	Engineering	541330	\$128,655	134	0	0.00%	\$0
Construction Staking	Land Surveying	541370	\$6,433	19	0	0.00%	\$0
QA/QC Testing	Material Testing	541380	\$12,865	14	0	0.00%	\$0
Total FY 2026			\$611,111				\$13,664 (2.24% of \$611,111)

The base goal projection after weighting is as follows:

- Total Weighted DBE Availability: $\$0.00 + \$230,706 + \$13,664 = \$244,371$
- Total for All Trades: $\$333,334 + \$3,833,334 + \$611,111 = \$4,777,779$

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: 5.11%

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 the adjustment to the base figure was the median of historical DBE accomplishments, as follows:

FY	Total Grant \$ Amount	DBE Goals			Accomplishments			Type of work
		RC	RN	Total	RC	RN	Total	
FY 18	No Project	0.00%	2.20%	2.20%	0.00%	0.00%	0.00%	N/A
FY 19	No Project	0.00%	2.20%	2.20%	0.00%	0.00%	0.00%	N/A
FY 20	No Project	0.00%	2.20%	2.20%	0.00%	0.00%	0.00%	N/A
FY 21	No Project	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	N/A
FY 22	\$150,000	4.40%	0.00%	4.40%	0.00%	0.00%	0.00%	Environmental Study

Over the past five years, only one project has received federal funding. Additionally, the primary type of work of the historical project varies significantly from the types of work expected in the next three years (runway design and construction and fuel system installation vs. environmental study). Therefore, there is not enough applicable historical data on DBE participation available for reference to make an adjustment to the Step 1 base figure.

Disparity Studies

The 2019 Washington State Airports Disparity Study conducted by Washington Department of Transportation (WSDOT) (2019 Disparity Study) provided DBE availability as a percentage for the overall state, which is the market area in this calculation. This study did identify disparity within the state regarding work in the aviation industry. Therefore, the goals for this airport will be Race Conscious, in an effort to create more opportunities for DBE firms. The 2019 Disparity Study, therefore, will not be used as a basis for adjustment to the Step 1 base figure.

Therefore, the Dorothy Scott 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 Oroville 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 City of Oroville estimates that in meeting the established overall goal of 5.11%, it will obtain 0.0% from RN participation and 5.11% through RC measures.

This breakout is based on:

The Dorothy Scott Airport does not have a history of DBE participation or over-achievement of goals to reference and expects to obtain its DBE participation through the use of DBE contract goals or a conscious effort to obtain DBE participation. Therefore, the entire goal of 5.11% is to be obtained through race-conscious participation.

The City of Oroville will adjust the estimated breakout of RN and RC DBE participation as needed to reflect actual DBE participation [see §26.51(f)] 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 City of Oroville 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 City of Oroville'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 8:30 am PDT on July 14, 2023 to allow businesses in the Market Area to provide input, ask questions and give testimony on the draft DBE goals. Notice of this meeting was advertised on the City of Oroville's 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.

A notice of the proposed goal was published on the City of Oroville's official website (oroville-wa.com) before the methodology was submitted to FAA. This notice informed the public that the proposed goal and its rationale are available for inspection and comment during normal business hours at the City's principal office for 30 days following the date of the notice.

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

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

Sample Public Notice Language:

PUBLIC NOTICE

The City of Oroville hereby announces its proposed Disadvantaged Business Enterprise (DBE) participation goal of 5.11% for FAA-funded contracts/agreements. The proposed goal pertains to federal fiscal years 2024 through 2026. A teleconference will be held at 8:30 am PDT on July 14, 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 225809840#. 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.

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

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Attn: JoAnn Denney,
PO Box 2200
Oroville, WA 98844

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