



Tifton-Tift County  
Airport Authority

HENRY TIFT MYERS AIRPORT

**DBE PROGRAM PLAN**

Tifton, Georgia

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November 2023

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**UNITED STATES DEPARTMENT OF TRANSPORTATION**

**DBE PROGRAM - 49 CFR PART 26**

Tifton-Tift County Airport Authority  
for the Henry Tift Myers Airport, Tifton GA

**POLICY STATEMENT**

**Section 26.1, 26.23 Objectives/Policy Statement**

The Tifton-Tift County Airport Authority (hereafter 'the Airport Authority') has established a Disadvantaged Business Enterprise (DBE) program in accordance with regulations of the U.S. Department of Transportation (USDOT) 49 CFR Part 26. The Airport Authority has received federal financial assistance from USDOT, and as a condition of receiving this assistance, the Airport Authority has signed an assurance that it will comply with 49 CFR Part 26.

It is the policy of the Airport Authority to ensure that DBEs, as defined in 49 CFR Part 26, have an equal opportunity to receive and participate in USDOT-assisted contracts. It is also the Airport Authority's policy:

1. To ensure nondiscrimination in the award and administration of USDOT-assisted contracts.
2. To create a level playing field on which DBEs can compete fairly for USDOT-assisted contracts.
3. To ensure that the DBE program is narrowly tailored in accordance with applicable law.
4. To ensure that only firms that fully meet 49 CFR Part 26 eligibility standards are permitted to participate as DBEs.
5. To help remove barriers to the participation of DBEs in USDOT-assisted contracts.
6. To promote the use of DBEs in all types of federally assisted contracts and procurement activities conducted by recipients.
7. To assist the development of firms that can compete successfully in the marketplace outside the DBE program.
8. To provide appropriate flexibility to recipients of federal financial assistance in establishing and providing opportunities for DBEs.

**Dr. Greg Anderson, Chairman, Tifton-Tift County Airport Authority** has been designated as the DBE Liaison Officer (DBELO). In that capacity, the Airport Authority Chairman is responsible for implementing all aspects of the DBE program. Implementation of the DBE program is accorded the same priority as compliance with all other legal obligations incurred by the Airport Authority in its financial assistance agreements with the US Department of Transportation.

The Airport Authority has disseminated this policy statement to its board members and all of the components of the organization. The Airport Authority will distribute this statement to DBE and non-DBE business communities that perform work for the Airport on USDOT-assisted contracts in the following manner:

1. This policy statement will be prepared as a handout, and made available at pre-bid conferences and outreach meetings conducted by the Airport Authority.

  
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Dr. Greg Anderson, Chairman, Tifton-Tift County Airport Authority

11-9-2023  
Date

## **SUBPART A – GENERAL REQUIREMENTS**

### **Section 26.1 Objectives**

The objectives are found in the policy statement on the first page of this program.

### **Section 26.3 Applicability**

The Tifton-Tift County Airport Authority is the recipient of federal airport funds authorized by 49 U.S.C. 47101, *et seq.*

### **Section 26.5 Definitions**

The Airport Authority will adopt the definitions contained in Section 26.5 for this program.

### **Section 26.7 Non-discrimination Requirements**

The Airport Authority will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR Part 26 on the basis of race, color, sex, or national origin.

In administering its DBE program, the Airport Authority will not, directly or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE program with respect to individuals of a particular race, color, sex, or national origin.

### **Section 26.11 Recordkeeping Requirements**

#### Reporting to USDOT: 26.11(b)

The Airport Authority will report DBE participation to USDOT as follows:

The Airport will submit annually, by or before December 1, the *Uniform Report of DBE Awards or Commitments and Payments*, as modified for use by FAA recipients, via FAA Civil Rights Connect (<https://faa.civilrightsconnect.com/>).

#### Bidders List: 26.11(c)

The Airport Authority will create and maintain a bidders list, consisting of information about all DBE and non-DBE firms that bid or quote on USDOT-assisted contracts. The purpose of this requirement is to allow use of the bidders' list approach to calculating overall goals. The bidder list will include the name, address, DBE non-DBE status, age, and annual gross receipts of firms.

The Airport Authority will collect this information using the Bidders List Data Collection form, as shown in Attachment 10.

### **Section 26.13            Federal Financial Assistance Agreement**

The Airport Authority has signed the following assurances, applicable to all USDOT-assisted contracts and their administration:

#### Assurance: 26.13(a)

*The Tifton-Tift County Airport Authority shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any USDOT-assisted contract; or in the administration of its DBE Program or the requirements of 49 CFR Part 26. The Airport Authority shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of USDOT assisted contracts. The Airport Authority's DBE Program, as required by 49 CFR Part 26 and as approved by USDOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the Airport Authority of its failure to carry out its approved program, the Department may impose sanction as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).*

This language will appear in financial assistance agreements with sub-recipients.

#### Contract Assurance: 26.13b

The Airport Authority will ensure that the following clause is placed in every USDOT-assisted contract and subcontract:

*The contractor, sub-recipient, or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of USDOT assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the recipient deems appropriate, which may include, but is not limited to:*

- (1) Withholding monthly progress payments.*
- (2) Assessing sanctions.*
- (3) Liquidated damages.*
- (4) Disqualifying the contractor from future bidding as non-responsible.*

## **SUBPART B - ADMINISTRATIVE REQUIREMENTS**

### **Section 26.21 DBE Program Updates**

The Airport Authority is required to have a DBE program meeting the requirements of this part as it will receive grants for airport planning or development and will award prime contracts, cumulative total value of which exceeds \$250,000 in FAA funds in a federal fiscal year. The Airport Authority is not eligible to receive DOT financial assistance unless DOT has approved this DBE program and the Airport Authority is in compliance with it and Part 26. The Airport Authority will continue to carry out this program until all funds from DOT financial assistance have been expended. The Airport Authority does not have to submit regular updates of the DBE program document, as long as it remains in compliance. However, significant changes in the program, including those required by regulatory updates, will be submitted for DOT approval.

### **Section 26.23 Policy Statement**

The Policy Statement is elaborated on the first page of this program.

### **Section 26.25 DBE Liaison Officer (DBELO)**

The Airport Authority has designated the following individual as its DBE Liaison Officer:

**Dr. Greg Anderson, Chairman**  
**Tifton-Tift County Airport Authority**  
**PO Box 826**  
**Tifton, GA 31794**  
**Phone: (229) 386-7856**  
**Email: [miriam.jordan@tiftcounty.org](mailto:miriam.jordan@tiftcounty.org)**

In that capacity, the DBELO is responsible for implementing all aspects of the DBE program and ensuring that the Airport Authority complies with all provisions of 49 CFR Part 26. The DBELO has direct, independent access to the Airport Authority board concerning DBE program matters. An organization chart displaying the DBELO's position in the organization is found in Attachment 1 to this program.

The DBELO is responsible for developing, implementing, and monitoring the DBE program, in coordination with other appropriate officials. The DBELO, along with his staff, will administer the program. The DBELO performs the following duties and responsibilities:

1. Gathers and reports statistical data and other information as required by USDOT.
2. Reviews third-party contracts and purchase requisitions for compliance with this program.
3. Works with all departments to set overall triennial goals.
4. Ensures that bid notices and requests for proposals are available to DBEs in a timely manner.

5. Identifies contracts and procurements so that DBE goals are included in solicitations (both race-neutral methods and contract-specific goals).
6. Analyzes the Airport Authority's progress toward attainment and identifies ways to improve progress.
7. Participates in pre-bid meetings.
8. Advises the Airport Authority on DBE matters and achievement.
9. Chairs the DBE Advisory Committee (when formed).
10. Provides DBEs with information and assistance in preparing bids, obtaining bonding and insurance.
11. Provides outreach to DBEs and community organizations to advise them of opportunities.

### **Section 26.27 DBE Financial Institutions**

It is the policy of the Airport Authority to investigate the full extent of services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in the community, to make reasonable efforts to use these institutions, and to encourage prime contractors on USDOT-assisted contracts to make use of these institutions.

In developing this DBE program, the Airport Authority's efforts did not identify any such institutions within its service area. The Airport Authority will evaluate on an annual basis, and if any such institutions are established in the Airport's service area, the Airport Authority will consider the services offered by these institutions and refer them as noted above.

### **Section 26.29 Prompt Payment Mechanisms**

The Airport Authority requires that all subcontractors performing work on USDOT-assisted contracts be promptly paid for work performed pursuant to their agreements, in accordance with all relevant federal, state, and local law.

The Airport Authority has established, as part of its DBE program plan, a contract clause to require prime contractors to pay subcontractors for satisfactory performance of their contracts no later than 10 days from receipt of each payment made to the prime contractor.

The Airport Authority will ensure prompt and full payment of retainage from the prime contractor to the subcontractor within 10 days after the subcontractor's work is satisfactorily completed. The Airport Authority will hold retainage from prime contractors and provide for prompt and regular incremental acceptances of portions of the prime contract; pay retainage to prime contractors based on these acceptances; and require a contract clause obligating the prime contractor to pay all retainage owed to the subcontractor for satisfactory completion of the accepted work within 10 days after payment to the prime contractor.

To implement this measure the Airport Authority will include the following clause from the FAA Advisory Circular 150-5370-10H in each DOT-assisted prime contract.

- a. *From the total of the amount determined to be payable on a partial payment, 10% percent of such total amount will be deducted and retained by the Airport Authority for protection of the Airport Authority's interests. Unless otherwise instructed by the Airport Authority, the amount retained by the Airport Authority will be in effect until the final payment is made except as follows:*
  - (1) *Contractor may request release of retainage on work that has been partially accepted by the Airport Authority in accordance with Section 50-14. Contractor must provide a certified invoice to the RPR that supports the value of retainage held by the Airport Authority for partially accepted work.*
  - (2) *In lieu of retainage, the Contractor may exercise at its option the establishment of an escrow account per paragraph 90-08.*
- b. *The Contractor is required to pay all subcontractors for satisfactory performance of their contracts no later than 10 days after the Contractor has received a partial payment. Contractor must provide the Airport Authority evidence of prompt and full payment of retainage held by the prime Contractor to the subcontractor within 10 days after the subcontractor's work is satisfactorily completed. A subcontractor's work is satisfactorily completed when all the tasks called for in the subcontract have been accomplished and documented as required by the Airport Authority. When the Airport Authority has made an incremental acceptance of a portion of a prime contract, the work of a subcontractor covered by that acceptance is deemed to be satisfactorily completed.*
- c. *When at least 95% of the work has been completed to the satisfaction of the RPR, the RPR shall, at the Airport Authority's discretion and with the consent of the surety, prepare estimates of both the contract value and the cost of the remaining work to be done. The Airport Authority may retain an amount not less than twice the contract value or estimated cost, whichever is greater, of the work remaining to be done. The remainder, less all previous payments and deductions, will then be certified for payment to the Contractor.*

The Airport Authority will share information regarding required documentation for payment with subcontractors. The Airport Authority will take steps to promote the timely submission by contractors of invoices for payment, and will also maintain adequate internal controls to facilitate timely payment to contractors.

## **Section 26.31            Directory**

The primary Disadvantaged Business Enterprise Directory for the Airport Authority comes from the Georgia Department of Transportation (GDOT) and contains listings of certified minority- and women-owned construction firms and material suppliers from throughout the State of Georgia.

GDOT maintains active lists of certified disadvantaged businesses located throughout the state. Therefore, all of the firms listed in the directory have been certified by this state and in accordance with USDOT criteria. It should be noted also that these listings and certifications are periodically updated with some firms being added, while others are removed. Also, the State of



Georgia Department of Administrative Services, which maintains a list of small businesses<sup>1</sup>, may be consulted to identify potential DBE firms.

Prime contractors may also consider the FAA's DBE directory, which can be found at FAA Matchmaker (<https://faa.dbesystem.com>).

These directories should enable prime contractors to proceed more easily in their attempts to comply with overall goals regarding Disadvantaged Business Enterprises for projects at the Airport.

GDOT revises the directory in real time, and the weblink may be found in Attachment 2.

### **Section 26.33            Overconcentration**

The Airport Authority has not identified that overconcentration exists in the types of work that DBEs perform. However, the DBELO will continue to monitor the various categories every three years to ensure that non-DBE firms are not unduly burdened.

### **Section 26.35            Business Development Programs**

The Airport Authority has not established a business development program. The DBELO will re-evaluate the need for such a program every three years.

### **Section 26.37            Monitoring and Enforcement Mechanisms**

The Airport Authority implements and carries out appropriate mechanisms to ensure compliance with 49 CFR Part 26 program requirements by all program participants, including prompt payment, and describes and set forth these mechanisms in its DBE program plan.

The Airport Authority actively monitors participation by maintaining a running tally of actual DBE attainments (e.g., payments actually made to DBE firms), including a means of comparing these attainments to commitments.

#### Monitoring Payments to DBEs and Non-DBEs

The Airport Authority will provide ongoing monitoring of prime contractor payments to subcontractors over the course of any covered contract. The Airport Authority will require prime contractors to report documentation of payments to subcontractors monthly. The DBELO will review and verify that payments have been made and retainage has been returned to subcontractors in accordance with section 26.29.

The Airport Authority will require prime contractors to maintain records and documents of payments to subcontractors, including DBEs, for a minimum of three (3) years unless otherwise provided by applicable record retention requirements for the Airport Authority's financial

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<sup>1</sup> <https://ssl.doas.state.ga.us/gpr/loadSupplierSearch>

assistance agreement, whichever is longer. These records will be made available for inspection upon request by any authorized representative of the Airport Authority or DOT. This reporting requirement extends to all subcontractors, both DBE and non-DBE.

The Airport Authority uses a number of DBE forms, which can be found in [Attachment 3](#), to collect DBE information for initial project setup and for ongoing monitoring of DBE participation:

- DBE Project Compliance Review Checklist
- Listing of DBE Subcontractors
- DBE Monthly Report
- DBE Commercially Useful Function Report

The DBELO or the Airport Authority's representative will conduct onsite compliance reviews of FAA-funded projects. The DBELO will review all DBE subcontracts and payments; and will evaluate any DBE firms working on the project during the date of the visit. The DBELO will conduct a commercially useful function (CUF) review at least once during the project for all DBEs. The DBELO will also review monthly progress reports submitted by prime contractors to determine if they are on track to meet the DBE goal. The DBELO will document written certification on the DBE Project Compliance Review Checklist form.

#### Prompt Payment Dispute Resolution

The Airport Authority will take the following steps to resolve disputes as to whether work has been satisfactorily completed for purposes of §26.29.

A meeting will be scheduled with the prime contractor, subcontractor, DBELO and other appropriate Airport representative(s). Any meeting for the purpose of dispute resolution will include Airport Authority representative(s) authorized to bind each interested party, including representative(s) with authorization to take enforcement action.

The Airport Authority has established, as part of its DBE program, the following mechanism(s) to ensure prompt payment and return of retainage:

A contract clause providing that the prime contractor will not be reimbursed for work performed by subcontractors unless and until the prime contractor ensures that the subcontractors are promptly paid for the work they have performed.

*If the prime contractor has not paid subcontractors in accordance with 26.29, the Airport Authority will not reimburse the prime contractor for work performed by subcontractors until the prime contractor is in compliance with 26.29.*

#### Prompt Payment Complaints

Complaints by subcontractors regarding the prompt payment requirements are handled according to the following procedure.

1. The affected subcontractor shall file a complaint with the prime contractor directly regarding payment.
2. If filing a complaint with the prime contractor does not result in timely and meaningful action by the prime contractor to resolve the prompt payment dispute, the affected subcontractor may contact the Airport Authority's DBELO.
3. If filing a prompt payment complaint with the DBELO does not result in timely and meaningful action by the Airport Authority to resolve prompt payment disputes, the affected subcontractor may contact the FAA Office of Civil Rights.
4. Pursuant to Sec. 157 of the FAA Reauthorization Act of 2018, all complaints related to prompt payment will be reported via FAA Civil Rights Connect, including the nature and origin of the complaint and its resolution.

#### Enforcement Actions for Noncompliance of Participants

The Airport Authority will provide appropriate means to enforce the requirements of §26.29. These means may include:

- Assessing liquidated damages, in accordance with the contract, against the prime contractor for each day beyond the required time period the prime contractor fails to pay the subcontractor.
- Advising subcontractors of the availability of the payment and performance bond to assure payment for labor and materials in the execution of the work provided for in the contract.
- Paying subcontractors directly and deducting this amount from the retainage owed to the prime contractor.
- Issuing a stop-work order until payments are released to subcontractors, specifying in the contract that such orders constitute unauthorized delays, for the purposes of calculating liquidated damages, if milestones are not met.

The Airport Authority will actively implement the enforcement actions detailed above.

#### Monitoring Contracts and Work Sites

The Airport Authority will review contracting records and will engage in active monitoring of work sites to ensure that work committed to DBEs at contract award or subsequently (*e.g.*, as the result of modification to the contract) is actually performed by the DBEs to which the work was committed. The DBELO will conduct work site monitoring with assistance from the resident project representative. The DBELO will also review all contracting records. The Airport Authority will maintain written certification that contracting records have been reviewed and work sites have been monitored for this purpose.

### **Section 26.39           Fostering Small Business Participation**

The Airport Authority has created an element to structure contracting requirements to facilitate competition by small business concerns, taking all reasonable steps to eliminate obstacles to

their participation, including unnecessary and unjustified bundling of contract requirements that may preclude small business participation in procurements as prime contractors or subcontractors.

This element has been included as [Attachment 4](#). The Airport Authority will actively implement the program elements to foster small business participation. Doing so is a requirement of good faith implementation of the DBE program.

**SUBPART C – GOALS, GOOD FAITH EFFORTS, AND COUNTING**

**Section 26.43 Set-asides or Quotas**

The Airport Authority does not use quotas in any way in the administration of this DBE program. However, the use of race-neutral set-asides for small businesses is permissible as a strategy under 26.39 (b) (1).

**Section 26.45 Overall Goals**

The Airport Authority will establish an overall DBE goal covering a three-year federal fiscal year period if it anticipates awarding DOT/FAA-funded prime contracts the cumulative total value of which exceeds \$250,000 during any one or more of the reporting fiscal years within the three-year goal period. In accordance with Section 26.45(f), the Airport Authority will submit its overall three-year DBE goal to FAA by August 1st as required by the established schedule below.

<b>Airport Type</b>	<b>Region</b>	<b>Date Due (Goal Period)</b>	<b>Next Goal Due (Goal Period)</b>
Non-Primary (GAs, Relievers and State DOTs)	New England, Northwest Mountain, & Southern	August 1, 2023 (2024/2025/2026)	August 1, 2026 (2027/2028/2029)

The overall DBE goal will be established for those fiscal years that the Airport Authority anticipates awarding USDOT-assisted prime contracts exceeding \$250,000 during the three-year period. The DBE goal will be established in accordance with the two-step process as specified in 49 CFR Part 26.45. If the Airport Authority does not anticipate awarding DOT/FAA-funded prime contracts the cumulative total value of which exceeds \$250,000 during any of the years within the three-year reporting period, the Airport Authority will not develop an overall goal; however, this DBE Program will remain in effect and the Airport Authority will seek to fulfill the objectives outlined in 49 CFR Part 26.1.

A description of the methodology to calculate the overall goal and the goal calculations can be found in [Attachment 5](#) to this program. This section of the program will be updated triennially.

In establishing the overall goal, the Airport Authority will provide for consultation and publication. This includes consultation with minority, women’s and general contractor groups, community organizations, and other officials or organizations that 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 Airport Authority's efforts to establish a level playing field for the participation of DBEs. The consultation will include a scheduled, direct, interactive exchange (e.g., a face-to-face meeting, video conference, teleconference) with as many interested stakeholders as possible focused on obtaining information relevant to the Airport Authority's goal setting process, and it will occur before submitting the goal methodology to the FAA for review pursuant to paragraph (f) of this section. The Airport Authority will document in the goal submission the consultation process that was utilized. Notwithstanding paragraph (f)(4) of this section, the Airport Authority will not implement the proposed goal until this requirement is fulfilled.

In addition, the Airport Authority will post a notice announcing the proposed overall goal before submission to the FAA on August 1st. The notice will be posted on the Airport Authority's official internet web site and may be posted in any other sources (e.g., minority-focused media, trade association publications). If the proposed goal changes following review by the FAA, the revised goal will be posted on the official internet web site. The Airport Authority will inform the public that the proposed overall goal and its rationale are available for inspection during normal business hours at the DBELO's office, and that the Airport Authority will accept comments on the goals for 21 days from the date of the notice. Notice of the comment period will include the addresses to which comments may be sent (including offices and websites) where the proposal may be reviewed. The public comment period will not extend the August 1<sup>st</sup> deadline.

The Airport Authority's overall goal submission to USDOT will include a summary of information and comments received during this public participation process and responses, if any comments are received.

The Airport Authority will begin using the overall goal on October 1 of the required year of submission, unless it has received other instructions from USDOT. If the Airport Authority establishes a goal on a project basis, it will begin using the goal by the time of the first solicitation for a USDOT-assisted contract for the project.

#### Section 26.45(e) - Project Goals

If permitted or required by the FAA Administrator, an overall goal may be expressed as a percentage of funds for a particular grant or project or group of grants and/or projects, including entire projects. Like other overall goals, a project goal may be adjusted to reflect changed circumstances, with the concurrence of the FAA. A project goal is an overall goal, and it must meet all the substantive and procedural requirements of this section pertaining to overall goals. A project goal covers the entire length of the project to which it applies. The project goal will include a projection of the DBE participation anticipated to be obtained during each fiscal year covered by the project goal. The funds for the project to which the project goal pertains are separated from the base from which the regular overall goal, applicable to contracts not part of the project covered by a project goal, is calculated.

If a goal is established on a project basis, the goal will be used by the time of the first solicitation for a DOT-assisted contract for the project.

#### Section 26.45(f) - Prior Operating Administration Concurrence

The Airport Authority understands that it is not required to obtain prior FAA concurrence with the overall goal. However, if the FAA's review suggests that the overall goal has not been correctly calculated or that the method for calculating goals is inadequate, the FAA may, after consulting with the Airport Authority, adjust the overall goal or require that the Airport Authority do so. The adjusted overall goal is binding. In evaluating the adequacy or soundness of the methodology used to derive the overall goal, the FAA will be guided by the goal setting principles and best practices identified by the Department in guidance issued pursuant to § 26.9.

#### **Section 26.47            Goal Setting and Accountability**

The Airport Authority cannot be penalized, or treated by USDOT as being in noncompliance with Part 26, because DBE participation falls short of an overall goal, unless the Airport Authority fails to administer its DBE program in good faith.

The Airport Authority understands that, to be considered to be in compliance with this part, an approved DBE Program plan and overall DBE goal, if applicable, must be maintained, and this DBE Program must be administered in good faith.

The Airport Authority understands that if the awards and commitments shown on the Airport Authority's Uniform Report of Awards or Commitments and Payments at the end of any fiscal year are less than the overall applicable to that fiscal year, the Airport Authority will:

1. Analyze in detail the reason for the difference between the overall goal and the actual awards/commitments.
2. Establish specific steps and milestones to correct the problems identified in the analysis.
3. Prepare, within 90 days of the end of the fiscal year, the analysis and corrective actions developed under paragraph (c)(1) and (2) of this section. The Airport Authority will retain a copy of the analysis and corrective actions in its records for a minimum of three years. The Airport Authority will make it available to the FAA upon request.

#### **Section 26.49            Transit Vehicle Manufacturers Goals**

N/A

#### **Section 26.51(a-c)    Breakout of Estimated Race-Neutral & Race-Conscious Participation**

The breakout of estimated race-neutral and race-conscious participation can be found in Attachment 5 to this program. This section of the program will be updated annually when the goal calculation is updated.

## **Section 26.51(d-g) Contract Goals**

The Airport Authority will use contract goals to meet any portion of the overall goal it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of the overall goal that is not projected to be met through the use of race-neutral means.

The Airport Authority will establish contract goals only on those USDOT-assisted contracts that have subcontracting possibilities. The Airport Authority needs not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport Authority will express its contract goals as a percentage of the total share of a USDOT-assisted contract.

## **Section 26.53 Good Faith Efforts Procedures**

### Demonstration of good faith efforts (26.53(a) & (c))

The obligation of the bidder/offeror is to make good faith efforts. The bidder/offeror can demonstrate that it has done so either by meeting the contract goal or documenting good faith efforts. Examples of good faith efforts are found in Appendix A to Part 26.

The DBELO is responsible for determining whether a bidder/offeror who has not met the contract goal has documented sufficient good faith efforts to be regarded as responsive.

The Airport Authority will ensure that all information is complete and accurate and adequately documents the bidder/offeror's good faith efforts before we commit to the performance of the contract by the bidder/offeror.

### Information to be submitted (26.53(b))

In its solicitations for DOT/FAA-assisted contracts for which a contract goal has been established, the Airport Authority will require the following:

- (1) Award of the contract will be conditioned on meeting the requirements of this section;
- (2) All bidders or offerors will be required to submit the following information to the Airport Authority, at the time provided in paragraph (b)(3) of this section:
  - (i) The names and addresses of DBE firms that will participate in the contract;
  - (ii) A description of the work that each DBE will perform. To count toward meeting a goal, each DBE firm must be certified in a NAICS code applicable to the kind of work the firm would perform on the contract;

- (iii) The dollar amount of the participation of each DBE firm participating;
  - (iv) Written documentation of the bidder/offeror's commitment to use a DBE subcontractor whose participation it submits to meet a contract goal; and
  - (v) Written confirmation from each listed DBE firm that it is participating in the contract in the kind and amount of work provided in the prime contractor's commitment.
  - (vi) If the contract goal is not met, evidence of good faith efforts (see Appendix A of 49 CFR Part 26). The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract; and
- (3) The Airport Authority will require that the bidder/offeror present the information required by paragraph (b)(2) of this section under sealed bid procedures, as a matter of responsiveness, or with initial proposals, under contract negotiation procedures.

This information will be collected using the forms found in Attachment 7.

Administrative reconsideration (26.53(d))

Within seven (7) calendar days of being informed by the Airport Authority that it is not responsive because it has not documented sufficient good faith efforts, a bidder may request administrative reconsideration. Bidders should make this request in writing to the following administrative reconsideration official (ARO):

**Tony Rowell, Attorney**  
**Tift County**  
**1564 King Road**  
**Tifton, GA 31793-7903**  
**Email: arowell@hallboothsmith.com**

The ARO will not have played any role in the original determination that the bidder did not document sufficient good faith efforts.

As part of this reconsideration, the bidder/offeror will have the opportunity to provide written documentation or argument concerning the issue of whether it met the goal or made adequate good faith efforts to do so. The bidder/offeror will have the opportunity to meet in person with the Airport Authority's administrative reconsideration official to discuss the issue of whether it met the goal or made adequate good faith efforts to do so. The Airport Authority will send the bidder/offeror a written decision on reconsideration, explaining the basis for finding that the bidder did or did not meet the goal or make adequate good faith efforts to do so. The result of the reconsideration process is not administratively appealable to the US Department of Transportation.



### Good Faith Efforts procedural requirements (post-solicitation)

The awarded contractor will be required to make available upon request a copy of all DBE subcontracts. The contractor shall ensure that all subcontracts or agreements with DBEs to supply labor or materials include all required contract provisions and mandate that the subcontractor and all lower tier subcontractors perform in accordance with the provisions of Part 26.

### Good Faith Efforts when a DBE is replaced on a contract (26.53(f))

The Airport Authority will require a contractor to make good faith efforts to replace a DBE that is terminated or has otherwise failed to complete its work on a contract with another certified DBE, to the extent needed to meet the contract goal. The prime contractor will be required to notify the DBELO immediately of the DBE's inability or unwillingness to perform and provide reasonable documentation.

In those instances where "good cause" exists to terminate a DBE's contract, the Airport Authority will require the prime contractor to make good faith efforts to replace a DBE that is terminated or has otherwise failed to complete its work on a contract with another certified DBE, to the extent needed to meet the contract goal. The Airport Authority will require the prime contractor to notify the DBELO immediately of the DBE's inability or unwillingness to perform and provide reasonable documentation.

In this situation, the Airport Authority will require the prime contractor to obtain prior approval of the substitute DBE and to provide copies of new or amended subcontracts, or documentation of good faith efforts. The Airport Authority will provide such written consent only if the Airport Authority agrees, for reasons stated in a concurrence document, that the prime contractor has good cause to terminate the DBE firm. For purposes of this paragraph, good cause includes the following circumstances:

- (1) The listed DBE subcontractor fails or refuses to execute a written contract;
- (2) The listed DBE subcontractor fails or refuses to perform the work of its subcontract in a way consistent with normal industry standards. Provided however, that good cause does not exist if the failure or refusal of the DBE subcontractor to perform its work on the subcontract results from the bad faith or discriminatory action of the prime contractor;
- (3) The listed DBE subcontractor fails or refuses to meet the prime contractor's reasonable, non-discriminatory bond requirements.
- (4) The listed DBE subcontractor becomes bankrupt, insolvent, or exhibits credit unworthiness;
- (5) The listed DBE subcontractor is ineligible to work on public works projects because of suspension and debarment proceedings pursuant to 2 CFR Parts 180, 215 and 1,200 or applicable state law;
- (6) The Airport Authority has determined that the listed DBE subcontractor is not a responsible contractor;

- (7) The listed DBE subcontractor voluntarily withdraws from the project and provides to us written notice of its withdrawal;
- (8) The listed DBE is ineligible to receive DBE credit for the type of work required;
- (9) A DBE owner dies or becomes disabled with the result that the listed DBE contractor is unable to complete its work on the contract;
- (10) Other documented good cause that the Airport Authority has determined compels the termination of the DBE subcontractor. Provided, that good cause does not exist if the prime contractor seeks to terminate a DBE it relied upon to obtain the contract so that the prime contractor can self-perform the work for which the DBE contractor was engaged or so that the prime contractor can substitute another DBE or non-DBE contractor after contract award.

Before transmitting its request to the Airport Authority to terminate and/or substitute a DBE subcontractor, the prime contractor must give notice in writing to the DBE subcontractor, with a copy to the Airport Authority, of its intent to request to terminate and/or substitute, and the reason for the request.

The prime contractor must give the DBE five days to respond to the prime contractor's notice and advise the Airport Authority and the contractor of the reasons, if any, why it objects to the proposed termination of its subcontract and why the Airport Authority should not approve the prime contractor's action. If required in a particular case as a matter of public necessity (e.g., safety), the Airport Authority may provide a response period shorter than five days.

In addition to post-award terminations, the provisions of this section apply to pre-award deletions of or substitutions for DBE firms put forward by offerors in negotiated procurements.

Each prime contract will include a provision stating:

*The contractor shall utilize the specific DBEs listed in the contractor's bid to perform the work and supply the materials for which each is listed unless the contractor obtains prior written consent of the Tifton-Tift County Airport Authority, as provided in 49 CFR Part 26, §26.53(f). Unless such consent is provided, the contractor shall not be entitled to any payment for work or material unless it is performed or supplied by the listed DBE.*

The Airport Authority will require a contractor to make good faith efforts to replace a DBE that is terminated or has otherwise failed to complete its work on a contract with another certified DBE. These good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the contract as the DBE that was terminated, to the extent needed to meet the contract goal that was established for the procurement. The good faith efforts shall be documented by the contractor. If the Airport Authority requests documentation from the contractor under this provision, the contractor shall submit the documentation within seven (7) days, which may be extended for an additional seven (7) days, if necessary, at the request of the contractor, and the recipient shall provide a written determination to the contractor stating whether or not good faith efforts have been demonstrated.

The Airport Authority will include in each prime contract the contract clause required by § 26.13(b) stating that failure by the contractor to carry out the requirements of this part is a material breach of the contract and may result in the termination of the contract or such other remedies set forth in that section that are deemed appropriate if the prime contractor fails to comply with the requirements of this section.

If the contractor fails or refuses to comply in the time specified, the Airport Authority's contracting office will issue an order stopping all or part of payment/work until satisfactory action has been taken. If the contractor still fails to comply, the contracting officer may issue a termination for default proceeding.

Sample Bid Specification:

The requirements of 49 CFR Part 26, Regulations of the U.S. Department of Transportation, apply to this contract. It is the policy of the Tifton-Tift County Airport Authority, as owner of the airport, to practice nondiscrimination based on race, color, sex, or national origin in the award or performance of this contract. All firms qualifying under this solicitation are encouraged to submit bids/proposals. Award of this contract will be conditioned upon satisfying the requirements of this bid specification. These requirements apply to all bidders/offers, including those who qualify as a DBE. A DBE contract goal of \_\_\_ percent has been established for this contract. The bidder/offers shall make good faith efforts, as defined in Appendix A, 49 CFR Part 26, to meet the contract goal for DBE participation in the performance of this contract.

The bidder/offers will be required to submit the following information:

- 1) The names and addresses of DBE firms that will participate in the contract;
- 2) A description of the work that each DBE will perform;
- 3) The dollar amount of the participation of each DBE firm participating;
- 4) Written and signed documentation of commitment to use a DBE subcontractor whose participation it submits to meet a contract goal;
- 5) Written and signed confirmation from the DBE that it is participating in the contract in the kind and amount of work as provided in the prime contractors commitment and
- 6) If the contract goal is not met, evidence of good faith efforts. The documentation of good faith efforts must include copies of each DBE and non-DBE subcontractor quote submitted to the bidder when a non-DBE subcontractor was selected over a DBE for work on the contract.

**Section 26.55                      Counting DBE Participation**

The Airport Authority will count DBE participation toward overall and contract goals as provided in 49 CFR 26.55. The participation of a DBE subcontractor will not be counted toward a

contractor's final compliance with its DBE obligations on a contract until the amount being counted has actually been paid to the DBE.

In the case of post-award substitutions or additions, if a firm is not currently certified as a DBE in accordance with the standards of subpart D of this part at the time of the execution of the contract, the firm's participation will not be counted toward any DBE goals, except as provided for in §26.87(j).

Pursuant to Sec. 150 of the FAA Reauthorization Act of 2018, DBE firms that exceed the business size standard in § 26.65(b) will remain eligible for DBE credit for work in that category as long as they do not exceed the small business size standard for that category, as adjusted by the United States Small Business Administration.

## **SUBPART D – CERTIFICATION STANDARDS**

### **Section 26.61 – 26.73 Certification Process**

The Airport Authority will refer all matters pertaining to certification to the Georgia Department of Transportation's Equal Opportunity Division in accordance with the State's UCP program. The Equal Opportunity Division will use the certification standards of Subpart D of Part 26 to determine the eligibility of firms to participate as DBEs in USDOT-assisted contracts. To be certified as a DBE, a firm must meet all certification eligibility standards. The Equal Opportunity Division will make all certification decisions based on the facts as a whole.

For information about the certification process or to apply for certification, firms should contact:

**Georgia Department of Transportation  
Equal Opportunity Division  
600 West Peachtree Street, N.W., 7th Floor  
Atlanta, Georgia 30308  
<https://www.dot.ga.gov/GDOT/Pages/DBE.aspx>**

The certification application forms and documentation requirements are found in Attachment 8 to this program plan.

## **SUBPART E – CERTIFICATION PROCEDURES**

### **Section 26.81 Unified Certification Programs**

The Airport Authority is a member of the Unified Certification Program (UCP) administered by the Georgia Department of Transportation (GDOT)'s Equal Opportunity Division. The UCP will meet all of the requirements of this section. Georgia's UCP program uses the certification standards of Subpart D of Part 26 and the certification procedures of Subpart E of Part 26 to determine the eligibility of firms to participate as DBEs in USDOT/FAA-assisted contracts. Under the GDOT UCP Program, only GDOT and Atlanta's MARTA will conduct all DBE certifications. To be certified as a

DBE, a firm must meet all certification eligibility standards. The Airport Authority will refer all certifications to either of these two agencies.

## **SUBPART F – COMPLIANCE AND ENFORCEMENT**

### **Section 26.101 Compliance Procedures Applicable to the Airport Authority**

The Airport Authority understands that if it fails to comply with any requirement of this part, it may be subject to formal enforcement action under §26.103 or §26.105 or appropriate program sanctions by the FAA, such as the suspension or termination of federal funds, or refusal to approve projects, grants or contracts until deficiencies are remedied. Program sanctions may include, in the case of the FAA program, actions consistent with 49 U.S.C. 47106(d), 47111(d), and 47122.

### **Section 26.109 Information, Confidentiality, Cooperation**

The Airport Authority will safeguard, from disclosure to third-parties, information that may reasonably be regarded as confidential business information, consistent with Federal, state, and local law. Notwithstanding any contrary provisions of state or local law, the Airport Authority will not release personal financial information submitted in response to the personal net worth requirement to a third party (other than USDOT) without the written consent of the firm that submitted the information. This includes applications for DBE certification and supporting information. However, the Airport Authority will transmit this information to DOT in any certification appeal proceeding under § 26.89 of this part or to any other state to which the individual's firm has applied for certification under § 26.85 of this part.

All participants in the Department's DBE program (including, but not limited to, recipients, DBE firms and applicants for DBE certification, complainants and appellants, and contractors using DBE firms to meet contract goals) are required to cooperate fully and promptly with DOT and recipient compliance reviews, certification reviews, investigations, and other requests for information. Failure to do so shall be a ground for appropriate action against the party involved (e.g., with respect to recipients, a finding of noncompliance; with respect to DBE firms, denial of certification or removal of eligibility and/or suspension and debarment; with respect to a complainant or appellant, dismissal of the complaint or appeal; with respect to a contractor which uses DBE firms to meet goals, findings of non-responsibility for future contracts and/or suspension and debarment).

The Airport Authority, contractor, or any other participant in the program will not intimidate, threaten, coerce, or discriminate against any individual or firm for the purpose of interfering with any right or privilege secured by this part or because the individual or firm has made a complaint, testified, assisted, or participated in any manner in an investigation, proceeding, or hearing under this part. If the Airport Authority violates this prohibition, the Airport Authority will be in noncompliance with this part.

## Monitoring Payments to DBEs

The Airport Authority will require prime contractors to maintain records and documents of payments to DBEs for three (3) years following the performance of the contract. These records will be made available for inspection upon request by any authorized representative of the Airport Authority or USDOT. This reporting requirement also extends to any certified DBE subcontractor.

The Airport Authority will perform interim audits of contract payments to DBEs. The audit will review payments to DBE subcontractors to ensure that the actual amount paid to DBE subcontractors equals or exceeds the dollar amounts states in the schedule of DBE participation.

### **ATTACHMENTS**

Attachment 1	Organizational Chart
Attachment 2	DBE Directory
Attachment 3	Monitoring and Enforcement Mechanisms
Attachment 4	Fostering Small Business Participation
Attachment 5	Overall Goal Calculation
Attachment 6	Breakout of Estimated Race-Neutral & Race-Conscious Participation
Attachment 7	Form 1 & 2 for Demonstration of Good Faith Efforts
Attachment 8	Certification Application Forms
Attachment 9	Regulations: 49 CFR Part 26
Attachment 10	Bidders List Data Form

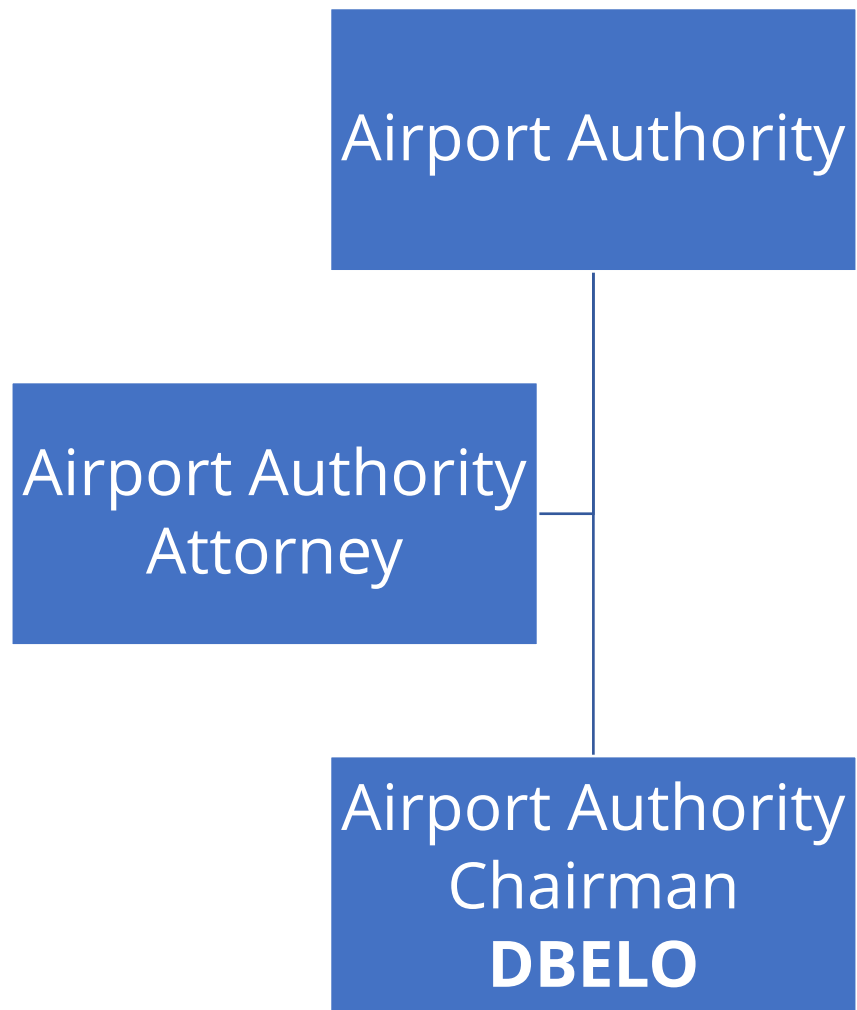
# **Attachment 1**

## Organizational Chart

# Tifton-Tift County Airport Authority

Henry Tift Myers Airport  
Tifton, Georgia

## Organizational Chart





## **Attachment 2**

# DBE Directory

The DBE Directory for the State of Georgia may be  
found at

<https://www.dot.ga.gov/GDOT/Pages/DBE.aspx>.

## **Attachment 3**

# Monitoring and Enforcement Mechanisms

## **Tift County – Henry Tift Myers Airport**

1. All participants are hereby notified that pursuant to Title 49 Code of Federal Regulations, United States Department of Transportation, Part 26 and the Disadvantaged Business Enterprise Participation Program for the Tifton-Tift County Airport Authority, they must affirmatively ensure that, in any contract entered into with the Airport Authority, DBEs will be afforded *equal* opportunity to participate in subcontracting activities. It is the policy of the Airport Authority to ensure that DBEs, as defined in Part 26, have an equal opportunity to receive and participate in USDOT-assisted contracts. It is further the policy of the Airport Authority to ensure nondiscrimination in the award and administration of USDOT-assisted contracts.
2. All contracts between the Airport Authority, and a Contractor shall contain an appropriate provision to the effect that failure by the Contractor to comply with the Airport Authority's DBE Program shall constitute a breach of contract, exposing the Contractor to a potential termination of the contract or other appropriate remedy, including withholding of funds, until such time as the contractor complies with all the DBE requirements of this program. Under authority granted by Georgia law, the Airport Authority may impose liquidated damages, contract suspension, or even contract termination.
3. All documentation submitted at time of bid, as well as additional data provided by the successful bidder, is considered part of the contract documents. Any alterations, substitutions, deletions, etc., to data provided at the time of submission of bid must have prior approval of the Airport Authority's DBE Liaison Officer.
4. Should a DBE firm not certified by the Georgia Department of Transportation be proposed by a potential contractor as a part of his/her DBE plan efforts, the inclusion of said firm will not be considered a demonstration of making good faith efforts towards meeting the DBE goal.
5. In contracts with DBE contract goals, bids submitted which do not meet the DBE contract goals, and which do not show that a meaningful good faith effort was made to achieve the stated goals, will be considered non-responsive bids, and bidders will be notified of the deficiency and given opportunity to appeal to the Administrative Reconsideration Official (49 CFR 26.53). The bidder will not be eligible for award of the contract until the appeal procedures are complete. The Administrative Reconsideration Official will make the determination on the sufficiency of the good faith efforts.
6. The Airport Authority reserves the right to reject any or all bids, or to re-advertise for bids. Award, if made, will be to the lowest responsive and qualified bidder. A bid will not be considered responsive unless the bidder complies with Title 49 Code of the Federal Regulations, Part 26, and the Disadvantaged Business Enterprise Program of the Airport Authority.
7. The Airport Authority shall require contractors to make good faith efforts to replace a DBE subcontractor that is terminated, or fails to complete its work on the contract for any reason, with another DBE subcontractor. If a DBE subcontractor is terminated, or fails to

complete its work on the contract for any reason, the Contractor must notify the Airport immediately. These good faith efforts shall be directed at finding another DBE to perform at least the same amount of work under the contract as the DBE that was terminated, to the extent needed to meet the established contract goal. The Airport Authority shall approve all substitutions prior to contract award and during contract performance in order to ensure that the substitute firms are eligible DBEs.

Additional information on the Airport Authority's Disadvantaged Business Enterprise Program can be obtained from the DBE Liaison Officer, **Dr. Greg Anderson, Chairman, Tifton-Tift County Airport Authority, PO Box 826, Tifton, GA 31794, Phone: (229) 386-7856, Email: [miriam.jordan@tiftcounty.org](mailto:miriam.jordan@tiftcounty.org).**

8. The Airport Authority will also implement a monitoring and enforcement mechanism to ensure that work committed to DBEs at contract award is actually performed by DBEs. This mechanism will provide for a running tally of actual DBE attainments (e.g., payments actually made to DBE firms), including a means of comparing these attainments to commitments. These mechanisms will include, but not be limited to, the following:
  - a. Reviewing bid package documentation thoroughly, obtaining clarification, if necessary.
  - b. Reviewing monthly reports regarding employment as well as DBE participation to ensure adherence to plan as represented in bid documents and as stipulated in this program.
  - c. Monitoring progress of payments to DBEs through monthly reports from prime contractors.
  - d. Monitoring progress of DBEs work through on-site visits and communication with DBEs. The Airport Authority will implement a monitoring and enforcement mechanism that will include written certification that the Airport Authority has reviewed contracting records and monitored work sites for this purpose. This monitoring will be conducted during routine project site visits on a monthly basis. The DBELO will sign off on the written certifications.
9. The Airport Authority will bring to the attention of the US Department of Transportation any false, fraudulent, or dishonest conduct in connection with the program, so that USDOT can take the steps (e.g., referral to the Department of Justice for criminal prosecution, referral to the USDOT Inspector General, action under suspension and debarment or Program Fraud and Civil Penalties rules) provided in 26.109.
10. The Airport Authority also will consider similar action under its own legal authorities, including responsibility determinations in future contracts. In addition, the Airport Authority will apply legal and contract remedies under state and local law. This includes, for example, applying liquidated damages, withholding payments, etc.
11. In its reports of DBE participation to the USDOT, the Airport Authority will show both commitments and attainments, as required by the USDOT reporting form.

Attachment 9 contains a link to 49 CFR Part 26, which describes federal regulations, provisions, and contract remedies available to the Airport Authority in the event of non-compliance by a participant.

## **Attachment 4**

# Small Business Participation Plan

## Section 26.39 – Fostering Small Business Participation

### A. Purpose and Objective of this Element

This element, 49 CFR Part 26.39, is included as an amendment to the airport's DBE program plan. The element is herein referenced as the Small Business Participation Plan (SBPP). This new part calls for the inclusion of an element to

*“structure contracting requirements to facilitate competition by small business concerns, taking all reasonable steps to eliminate obstacles to their participation.”*

The Tifton-Tift County Airport Authority (“the Airport Authority”) hereby sets forth the Henry Tift Myers Airport’s (“the Airport”) plan to implement these requirements. The Airport’s SBPP is also regarded as a substantial effort toward fulfilling the overall intent of 49 CFR Part 26.51, which is to meet the maximum feasible portion of its overall goal by using race-neutral means to obtain DBE participation. Therefore, implementation of the Airport’s SBPP will be based on the standard of business size, without regard to race or gender of the business owner.

This element also addresses the unnecessary and unjustified bundling of contract requirements that may preclude or inhibit small business participation in procurements, as either prime or subcontractors.

Further, the Airport Authority perceives the objectives of this section to be consistent with its DBE program policy statement, which says in part:

*“- To ensure nondiscrimination in the award and administration of DOT-assisted contracts.  
- To help remove barriers to the participation of DBEs in DOT assisted contracts...  
-To assist the development of firms that can compete successfully in the market place outside the DBE Program.”*

The Airport Authority’s policy statement and this SBPP are consistent with the airport’s mission of creating and encouraging business opportunities at all levels.

### B. SBPP Strategy

The Airport Authority intends to carry out the objectives of this part by employing the following strategies and supporting activities:

#### 1. Establishment of a Race-neutral Subcontracting Goal

The Airport Authority proposes, where feasible, on certain prime contracts that do not have a DBE contract goal, that prime contractors will be required to provide subcontracting opportunities to qualified small business concerns (SBCs), as defined herein, without regards to race or gender of the business owner. Verified business size and subcontracting opportunities will be the basis of this subcontracting goal. The opportunities must be of a size that SBCs, including some which may also be

DBEs, can reasonably perform. The DBELO or the Airport Authority's consultants will assess the feasibility for race-neutral subcontracting goals on projects. The Airport Authority staff, or its consultant(s), will assist the potential prime contractors by reviewing the projects, in advance of the solicitation, and by suggesting potential subcontracting opportunities in the solicitation documents. This will help to establish a reasonable race-neutral subcontracting goal.

2. **Consideration of "Unbundling" of Large Contracts**

The Airport, as a general aviation facility, has given consideration to "unbundling" as a small business strategy and believes that, at this time, such a strategy will not be suitable for the airport. Because of the limited number of contracts each year, the increased total number of bid solicitations with "unbundling" could significantly increase both administrative and project costs per bid. This will reduce the necessary "economy of scale" for general aviation airports.

C. **Definitions for this Element**

1. **Small Business**

For purposes of this program element, which is part of the airport's approved DBE program, "small business" shall have the same definition as "small business concerns" contained in 49 CFR 26.5:

*"Small business concern means, with respect to firms seeking to participate as DBEs in DOT-assisted contracts, a small business concern as defined pursuant to section 3 of the Small Business Act and Small Business Administration regulations implementing it (13 CFR part 121) that also does not exceed the cap on average annual gross receipts specified in §26.65(b)."*

For additional clarification, it is useful to include here some excerpts from the SBA regulations, 13 CFR, 121.105:

*(a)(1) Except for small agricultural cooperatives, a business concern eligible for assistance from SBA as a small business is a business entity organized for profit, with a place of business located in the United States, and which operates primarily within the United States or which makes a significant contribution to the U.S. economy through payment of taxes or use of American products, materials or labor...." and,*

*(b) A business concern may be in the legal form of an individual proprietorship, partnership, limited liability company, corporation, joint venture, association, trust or cooperative, except that where the form is a joint venture there can be no more than 49 percent participation by foreign business entities in the joint venture.*

Small business concerns must meet the business size standards, as defined by the SBA. The business size standards are based upon the average annual revenues, and they vary according to the type of business. More information can be found at [http://www.sba.gov/sites/default/files/files/Size\\_Standards\\_Table.pdf](http://www.sba.gov/sites/default/files/files/Size_Standards_Table.pdf).



Further, it is acknowledged that the SBA rules make allowances for the dollar amounts to be adjusted from time to time.

## 2. **Disadvantaged Business Enterprise**

Disadvantaged Business Enterprise (DBE) means a for-profit small business concern (defined by SBA rules, above) that meets the standards of 49 CFR Part 26, i.e.

- *At least 51 percent owned by one or more individuals who are both socially and economically disadvantaged or, in the case of a corporation, in which 51 percent of the stock is owned by one or more such individuals;*
- *Whose socially and economically disadvantaged owners do not exceed the personal net worth (PNW) does not exceed the described in 49 CFR Part 26. (The current PNW cap is \$1.32 million.)*
- *Whose management and daily business operations are controlled by one or more of the socially and economically disadvantaged individuals who own it;*
- *Has been certified as a DBE by a certifying member of the Georgia Unified Certification Program (GA UCP) in accordance with the full requirements of 49 CFR 26.*

It is understood that in the implementation of this element, all of the “small business concerns” may not necessarily be DBE firms. However, small businesses that are also owned and controlled by individuals who meet the DBE standard will certainly be encouraged to seek DBE certification. Only DBE-certified firms who participate as small business concerns, pursuant to this element, will be counted towards DBE race-neutral participation on FAA-assisted contracts in this program.

## D. **Verification Standards and Procedures**

For purposes of this small business element, the Airport will require the following verification and/or certification:

1. **Georgia Unified Certification Program (GA UCP) DBE Certification** – DBE certification by a certifying member of the GA UCP which stipulates that a firm has been determined to meet all the requirements in accordance with 49 CFR Part 26. All certification determinations are evidenced by a letter of DBE certification issued by a certifying member of the GA UCP. It should be noted that the Airport is a non-certifying member of the GA UCP and relies on certification decisions of the Georgia Department of Transportation (GDOT). The GDOT certification staff applies the standards and procedures for DBE certification applicants contained in Subparts D and E of 49 CFR 26.61 – 26.91.
2. **Small business status** - A non-DBE certified potential small business concern may have to complete a simplified application and/or provide the following information

at time of response to a solicitation or a bid submittal, as evidence of the small business status:

- a. Evidence of SBA 8(a) or SBD Certification (as described in 13 CFR Parts 121 and 124);
  - b. A copy of the business tax returns for the most recent three-year period indicating the gross receipts; and/or
  - c. A notarized statement from a Certified Public Accountant indicating the firm's average gross receipts for the past three years.
3. **Use of Personal Net Worth:** The Airport Authority, in addition to the standards for small business concerns described above, plans to utilize the current personal net worth standards of the DBE program (49 CFR Part 26.67), presently at \$1.32 million.

#### **E. Supportive Services**

The Airport Authority is a non-certifying member of the GA UCP. The Airport Authority does not conduct DBE certifications on behalf of the Airport, but relies on certifications of GDOT. While the Airport Authority also does not provide direct supportive services or business development programs to DBEs or small businesses, the City is aware of several valuable resources in the surrounding area. The City will coordinate and make referrals to potential and qualifying small business concerns to these services. Some of the resources are listed below:

Access to Capital for Entrepreneurs  
3173 Highway 129 North  
Cleveland, GA 30528  
Phone: 706-348-6609  
[www.ace loans.org/site/apply/](http://www.ace loans.org/site/apply/)

SCORE – South Georgia  
116 First Avenue SE  
Moultrie GA 31768  
<https://www.score.org/southgeorgia/about>

Southern Georgia Regional Commission  
327 West Savannah Avenue  
Valdosta, GA 31601  
Phone: 229-333-5277  
<http://www.sgrc.us/lending.html>

Note: The Southern Georgia Regional Commission offers loan programs for small businesses in an 18-county area in southern Georgia, including Tift County.

The University of Georgia Small Business Development Center  
2419 Westgate Drive  
Albany, GA 31701  
Phone: (229) 420-1144  
<https://georgiasbdc.org/albany-office/>

Tifton-Tift County Chamber of Commerce  
100 Central Avenue  
Post Office Box 165  
Tifton, Georgia USA 31793  
Phone (229) 382-6200  
<http://www.tiftonchamber.org/chamber-connections>

## F. Assurances

To ensure the successful implementation of the Small Business Participation Plan (SBPP), the Airport Authority, by way of review, accepts the following assurances:

1. *A detailed description of the small business program, its objectives, and how it is designed to operate.*
  - a. The details of our proposed program are described in sections A through G, of this part.
2. *Assurance that the program is authorized under state law.*
  - a. The Airport Authority's SBPP will adhere to all applicable local and state laws and regulations.
3. *Assurance that certified DBEs that meet the size criteria established under the program are **presumptively** eligible to participate in the program.*
  - a. As stated in D. 4, of this section, certified DBE firms that meet the size criteria established under the program are presumptively eligible to participate in the small business program.
4. *Assurance that there **are no geographic preferences** or limitations imposed on any federally assisted procurement included in the program.*
  - a. The Airport Authority will ensure that there will be no geographic preferences or limitations imposed on any federally assisted procurement included in the Airport Authority's DBE program.

5. Assurance that there **are no limits** on the number of contracts awarded to firms participating in the program but that every effort will be made to avoid creating barriers to the use of new, emerging, or untried businesses.
  - a. The Airport Authority will ensure that it will not limit the number of contracts awarded to firms that are participating in the small business program. The Airport Authority further ensures that it will make a concerted effort to avoid creating barriers to the use of new, emerging, or untried businesses.
6. Assurance that aggressive steps will be taken to encourage those minority and women owned firms that are eligible for DBE certification to become certified.
  - a. The Airport Authority recognizes that while some firms encountering our SBPP program may be small-business eligible, but not certified as DBEs. If in the verification process, such firms appear to be DBE-eligible as well, they will be referred to the state UCP and encouraged to become DBE-certified. The Airport will also make them aware of additional potential business opportunities if they become certified as DBEs.
7. Assurance that the program is open to small businesses regardless of their location (i.e., that there is no local or other geographic preference).
  - a. The assurance stated in item 4, above, is also applicable specifically to the airport's SBPP program as well.

#### **G. Principal Responsible Person**

The principal responsible person for overseeing and implementing the Airport Authority's SBPP will be the currently designated Disadvantaged Business Enterprise Liaison Officer (DBELO). The DBELO at the Airport is **Dr. Greg Anderson, Chairman, Tifton-Tift County Airport Authority.**

## **Attachment 5**

# Overall Goal Calculation

**FEDERAL FISCAL YEARS (FFY) 2024 - 2026  
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM METHODOLOGY  
FOR**

**HENRY TIFT MYERS AIRPORT**

**TIFTON, GEORGIA**

**NOVEMBER 2023**

## Federal Fiscal Years (FFY) 2024-2026 Overall Disadvantaged Business Enterprise (DBE) Goal Methodology

Airport Sponsor: **Tifton-Tift County Airport Authority**

Airport: **Henry Tift Myers Airport**

**DBELO: Dr. Greg Anderson, Chairman**

Tifton-Tift County Airport Authority

PO Box 826

Tifton, GA 31794

Phone: (229) 386-7856

Email: [miriam.jordan@tiftcounty.org](mailto:miriam.jordan@tiftcounty.org)

### I. Detailed Methodology: Specific Steps

#### A. Amount of Goal

The Tifton-Tift County Airport Authority's FFY 2024-2026 overall goal for the federal financial assistance it will expend in USDOT-assisted contracts is the following:

Overall Goal:	<b>8.44%</b>		<b><u>FY 2024 Goal</u></b>	<b><u>n/a</u></b>
Race-Neutral:	<b>0.00%</b>		<b><u>FY 2025 Goal</u></b>	<b><u>7.85%</u></b>
Race-Conscious:	<b>8.44%</b>		<b><u>FY 2026 Goal</u></b>	<b><u>8.77%</u></b>

The Airport Authority expects to let approximately **\$4,668,300** in USDOT-assisted contracts for FFY 2024-2026. The Airport Authority has set a goal of expending approximately **\$394,080** with DBE firms during this three-year period.

#### B. Determination of the Market Area

The normal market area is derived by determining where the substantial majority of contracting dollars for Airport Improvement Program (AIP)-funded projects were spent, and from where the majority of bidders over a given period of time have come. The market area is shown below in Table 1.

**Table 1: Counties in the Local Market Area for Henry Tift Myers Airport**

COUNTY	Number of Bidders	Percentage of Bidders	Dollars Expended	Percentage of Dollars Expended
Colquitt County, Georgia	2	22.2%	\$4,046,489	91.7%
Dougherty County, Georgia	3	33.3%	\$0	0.0%
Lowndes County, Georgia	3	33.3%	\$260,715	5.9%
<b>SUBTOTAL</b>	<b>8</b>	<b>88.9%</b>	<b>\$4,307,204</b>	<b>97.6%</b>
Others	1	11.1%	\$103,906	2.4%
<b>TOTAL</b>	<b>9</b>	<b>100.0%</b>	<b>\$4,411,110</b>	<b>100.0%</b>

**C. Determination of relevant NAICS codes**

Based on information provided by the Airport Authority's engineering consultant concerning the proposed projects for this three-year period, a list of NAICS codes corresponding to these projects was developed and is shown below:

**Table 2: Henry Tift Myers Airport—FFY 2024-2026 Projects & Activities**

<b>FFY 2024 Projects</b>		
<b>PROJECT</b>	<b>ACTIVITY</b>	<b>NAICS CODE</b>
No projects exceeding \$250,000 in federal grant funds		
<b>FFY 2025 Projects</b>		
<b>PROJECT</b>	<b>ACTIVITY</b>	<b>NAICS CODE</b>
Corporate Hangar Development (Construction Services)	Construction administration; resident representative	541330
	Quality assurance testing	541380
Corporate Hangar Development - Construction	Building/foundation	236220
	Utility; drainage	237110
	Paving	237310
	Grading/sitework	238910
South Hangar Development - Site Preparation (Design)	Drainage	237110
	Civil engineering; administration, bidding	541330
	Surveying	541370
	Geotechnical	541380
	Environmental consulting	541620
	Erosion control	561730
<b>FFY 2026 Projects</b>		
<b>PROJECT</b>	<b>ACTIVITY</b>	<b>NAICS CODE</b>
South Hangar Development - Site Preparation (Construction Services)	Construction administration; resident representative	541330
	Quality assurance testing	541380
South Hangar Development - Site Preparation (Construction)	Utility; drainage	237110
	Paving	237310
	Lighting	238210
	Grading	238910
	Erosion control	561730
Apron Crack Seal, Rejuvenate, and Re-marking Project (Design)	Civil engineering; administration, bidding	541330
	Surveying	541370
3 Year DBE Goal Update (FY2027 - FY2029)	Planning	541320

SOURCE: Holt Consulting Company LLC



**D. Determination of Relative Availability of DBEs in Market Area, Compared to All Firms**

**Table 3a: DBEs—Henry Tift Myers Airport, by Relevant NAICS Codes—FFY 2025**

CORPORATE HANGAR DEVELOPMENT - CONSTRUCTION SERVICES							
Activity	NAICS CODES	DBE Firms	All Firms	Percentage of DBE Firms Available	x	Grant Amount Breakdown	= DBE Amount
Construction administration; Resident representative	541330	15	271	5.56%	x	\$180,000	= \$10,008
Quality assurance testing	541380	2	35				
<b>TOTAL =</b>		<b>17</b>	<b>306</b>				
<b>STEP 1 DBE BASE FIGURE =</b>							<b>5.56%</b>

**Table 3b: DBEs—Henry Tift Myers Airport, by Relevant NAICS Codes—FFY 2025**

CORPORATE HANGAR DEVELOPMENT - CONSTRUCTION							
Activity	NAICS CODES	DBE Firms	All Firms	Percentage of DBE Firms Available	x	Grant Amount Breakdown	= DBE Amount
Building/foundation	236220	0	34	4.35%	x	\$1,260,000	= \$54,810
Utility; drainage	237110	1	6				
Paving	237310	2	8				
Grading/sitework	238910	2	67				
<b>TOTAL =</b>		<b>5</b>	<b>115</b>	<b>STEP 1 DBE BASE FIGURE =</b>			<b>4.35%</b>

**Table 3c: DBEs—Henry Tift Myers Airport, by Relevant NAICS Codes—FFY 2025**

SOUTH HANGAR DEVELOPMENT - SITE PREPARATION (DESIGN)							
Activity	NAICS CODES	DBE Firms	All Firms	Percentage of DBE Firms Available	x	Grant Amount Breakdown	= DBE Amount
Drainage	237110	1	6	6.85%	x	\$225,000	= \$15,413
Civil engineering; administratio	541330	15	271				
Surveying	541370	3	21				
Geotechnical	541380	2	35				
Environmental consulting	541620	4	34				
Erosion Control	561730	5	71				
<b>TOTAL =</b>		<b>30</b>	<b>438</b>	<b>STEP 1 DBE BASE FIGURE =</b>			<b>6.85%</b>

**Table 3d: DBEs—Henry Tift Myers Airport, by Relevant NAICS Codes—FFY 2026**

**SOUTH HANGAR DEVELOPMENT - SITE PREPARATION (CONSTRUCTION SERVICES)**

Activity	NAICS CODES	DBE Firms	All Firms	Percentage of DBE Firms Available	x	Grant Amount Breakdown	=	DBE Amount
Construction administration; Resident representative	541330	15	271	5.56%	x	\$225,000	=	\$12,510
Quality assurance testing	541380	2	35					
<b>TOTAL =</b>		<b>17</b>	<b>306</b>					
<b>STEP 1 DBE BASE FIGURE =</b>								<b>5.56%</b>

**Table 3e: DBEs—Henry Tift Myers Airport, by Relevant NAICS Codes—FFY 2026**

**SOUTH HANGAR DEVELOPMENT - SITE PREPARATION (CONSTRUCTION)**

Activity	NAICS CODES	DBE Firms	All Firms	Percentage of DBE Firms Available	x	Grant Amount Breakdown	=	DBE Amount
Utility; drainage	237110	1	6	5.85%	x	\$2,700,000	=	\$157,950
Paving	237310	2	8					
Lighting	238210	0	67					
Grading	238910	2	19					
Erosion control	561730	5	71					
<b>TOTAL =</b>		<b>10</b>	<b>171</b>	<b>STEP 1 DBE BASE FIGURE =</b>				<b>5.85%</b>

**Table 3f: DBEs—Henry Tift Myers Airport, by Relevant NAICS Codes—FFY 2026**

**APRON CRACK SEAL, REJUVENATE, AND RE-MARKING PROJECT (DESIGN)**

Activity	NAICS CODES	DBE Firms	All Firms	Percentage of DBE Firms Available	x	Grant Amount Breakdown	=	DBE Amount
Civil engineering; administration, bidding	541330	15	271	6.16%	x	\$67,500	=	\$4,158
Surveying	541370	3	21					
<b>TOTAL =</b>		<b>18</b>	<b>292</b>	<b>STEP 1 DBE BASE FIGURE =</b>				<b>6.16%</b>

**Table 3g: DBEs—Henry Tift Myers Airport, by Relevant NAICS Codes—FFY 2026**

3 YEAR DBE GOAL UPDATE (FY2027 - FY2029)							
Activity	NAICS CODES	DBE Firms	All Firms	Percentage of DBE Firms Available	x	Grant Amount Breakdown	= DBE Amount
Planning	541320	3	13	6.34%	x	\$10,800	= \$685
Engineering	541330	15	271				
<b>TOTAL =</b>		<b>18</b>	<b>284</b>	<b>STEP 1 DBE BASE FIGURE =</b>			<b>6.34%</b>

SOURCES:

1. 2021 County Business Patterns, U.S. Census Bureau, April 27, 2023.
2. Georgia DOT UCP Directory, October 2023.

**NOTE: The County Business Patterns data were used as the source to determine the denominator, or the number of all firms in the market area. The DBE directories listed above were used to determine the numerator, or the number of DBE firms in the market area.**

**E. Determination of the Weighted DBE Base Figure**

The Step 1 DBE Base Figure for each project was derived by multiplying the dollars for each activity by the percentage of relevant DBE firms to all relevant firms. The total DBE goal in dollars was divided by the total grant amount to derive the step 1 base figures.

**FFY 2024**

n/a

**FFY 2025**

- Corporate Hangar Development (Construction Services) – **5.56%**
- Corporate Hangar Development (Construction) – **4.35%**
- South Hangar Development - Site Preparation (Design) – **6.85%**

**FFY 2026**

- Corporate Hangar Development (Construction Services) – **5.56%**
- Corporate Hangar Development (Construction) – **5.85%**
- Parallel Taxiway & Stream Relocation - Permitting & Design – **6.16%**
- Land Acquisition for Parallel Taxiway & Stream Relocation, Phase 2 – **6.34%**

**II. Adjustments to the DBE Base Figures**

After the DBE base figures have been calculated, the regulations (49 CFR Part 26) require that:

“...additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

**A. Adjustment Factors to Consider**

The regulations further state that there are several types of evidence that must be considered when adjusting the base figure. These include:

*“(i) The current capacity of DBEs to perform work in your USDOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.*

*“(ii) Evidence from disparity studies conducted anywhere within your jurisdiction, to the extent it is not already accounted for in your base figure...”*

The overall DBE goal accomplishments at the Airport were examined relative to the above consideration.

**Table 4: Henry Tift Myers Airport DBE Accomplishments**

Report Period	Approved DBE Goal	Total DBE Percent achieved	Achieved over/under
<b>FFY 2018</b>	7.95%	12.37%	4.42%

Source: faa.civilrightsconnect.com

49 CFR Part 26.45(d)(2) also states that the following must be considered for the purposes of considering an adjustment to the base figure:

*“(i) Statistical disparities in the ability of DBEs to get the financing, bonding and insurance required to participate in your program;*

*“(ii) Data on employment, self-employment, education, training and union apprenticeship programs, to the extent you can relate it to the opportunities for DBEs to perform in your program.”*

There are no local disparity studies or similar documents that can be utilized to adjust the Step 1 DBE base figure. Several agencies were contacted, including the Georgia Department of Economic Development (GDEcD), the Georgia DOT Equal Opportunity Division, and the University of Georgia’s Small Business Development Center office in Albany GA. None of the entities had any disparity studies or data available for the Tift County area, and none had any data available noting disparities regarding DBEs’ access to bonding, capital, insurance, etc.

A disparity study was conducted for the Georgia Department of Transportation (GDOT) and the findings were released in July 2016. The study demonstrated that there exists disparity between the availability of minority- and women-owned firms and DBEs to

perform GDOT-funded work, and the utilization of said firms. Because the study does not focus on FAA-funded contracts, and because of the age of the study, the disparity study data will not be used to make an adjustment to the base figure.

There are a number of programs available to DBEs and other small businesses. GDEcD (<http://www.georgia.org/small-business/>) has resources available for DBEs, including certification information, legislation involving small businesses, and contact information for small and minority business coordinators throughout the state of Georgia.

The Small Business Development Center office in Albany GA has consultants available to assist DBE firms in writing business plans; conforming to federal government regulations; bidding on federal, state, and local contracts; find capital, etc. The agency does not conduct disparity studies, but it does provide resources to assist DBEs in obtaining a greater opportunity to participate in federal contracts.

**B. Adjustment to Step 1 DBE Base Figure: Henry Tift Myers Airport, FFY 2024-2026**

With the adjustment factors considered to this point, the Airport Authority will adjust the Step 1 base figures as calculated above for construction projects by adding the median accomplishment factor derived in Table 4, above (12.37%) to the base figure as noted, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Overall Goal Calculation – Henry Tift Myers Airport**

Federal Fiscal Year	Project	Step 1 Base Figure	Step 2 adjustment	Overall Goal	Federal portion project costs	DBE Goal (dollars)
FFY 2024			n/a			
<b>FFY 2024 Total</b>						
FFY 2025	Corporate Hangar Development (Construction Services)	5.56%	n/a	5.56%	\$180,000	\$10,008
	Corporate Hangar Development (Construction)	4.35%	12.37%	8.36%	\$1,260,000	\$105,336
	South Hangar Development - Site Preparation (Design)	6.85%	n/a	6.85%	\$225,000	\$15,413
<b>FFY 2025 Total</b>				<b>7.85%</b>	<b>\$1,665,000</b>	<b>\$130,757</b>
FFY 2026	South Hangar Development - Site Preparation (Construction Services)	5.56%	n/a	5.56%	\$225,000	\$12,510
	South Hangar Development - Site Preparation (Construction)	5.85%	12.37%	9.11%	\$2,700,000	\$245,970
	Apron Crack Seal, Rejuvenate, and Re-marking Project (Design)	6.16%	n/a	6.16%	\$67,500	\$4,158
	3 Year DBE Goal Update (FY2027 - FY2029)	6.34%	n/a	6.34%	\$10,800	\$685
<b>FFY 2026 Total</b>				<b>8.77%</b>	<b>\$3,003,300</b>	<b>\$263,323</b>
<b>FFY 2024 - FFY 2026 Overall Goal</b>			<b>8.44%</b>		<b>\$4,668,300</b>	<b>\$394,079</b>

**Resources:** Henry Tift Myers Airport - Disadvantaged Business Enterprise Program Methodology (FFY 2024-2026)

**A. Resource Documents**

1. 2021 County Business Patterns, U.S. Census Bureau, April 27, 2023.
2. Georgia DOT UCP Directory, October 2023.

## **APPENDIX A:**

### **PUBLIC COMMENTS**

No comments were received from the public regarding the DBE goal for Henry Tift Myers Airport for FFY 2024- 2026. The notice to the public was posted at <http://www.tiftcounty.org/departments/airport/index.php> (see Appendix B).

A public consultation meeting was held via GoToWebinar on Thursday, November 16, 2023, at 11:00 a.m. \_\_ invitations were sent to prime contractors, subcontractors, DBE firms and minority/women-owned business firms, and to contractor advocacy organizations. There were \_\_ attendees for the meeting. Questions and comments, and their responses, are shown below:

## Henry Tift Myers Airport DBE stakeholders meeting

Thursday, November 16, 2023

11:00 AM - 11:45 AM (EST)

**Please join my meeting from your computer, tablet, or smartphone.**

<https://attendee.gotowebinar.com/register/3435246395116981848>

**You can also dial in using your phone.**

United States: +1 (415) 655-0060

**Access Code:** 748-124-746

Tifton-Tift County Airport Authority, as owner and operator of the Henry Tift Myers Airport (FAA Identifier: TMA), is a recipient of federal grant funds from the Federal Aviation Administration (FAA). As a condition of receiving the funds, the Airport Authority is required to establish a Disadvantaged Business Enterprise (DBE) program plan, including a triennial overall DBE goal.

In accordance with [49 CFR Part 26.45\(g\)\(1\)](#), one of the requirements of the DBE program is to have a scheduled, direct, interactive exchange with stakeholders. The purpose of the exchange is to become educated on the requirements of the DBE program, and to solicit input on the goal-setting process. Stakeholders are also asked to give their input on:

- Barriers to participation in federally funded projects
- The effects of discrimination on opportunities for DBE firms
- Ways to level the playing field to increase opportunities for all firms, including DBE firms.

The Airport Authority has established an overall DBE goal for federal fiscal years (FFY) 2024-2026 of **8.44%**. You are invited to take part in a short PowerPoint presentation via video conference, and you are invited to give input in writing or via the video conference. Kevin Weeden of Ken Weeden & Associates, Inc., will facilitate and moderate the meeting on behalf of the Airport Authority.

**Please register** for the Henry Tift Myers Airport DBE stakeholders meeting at <https://attendee.gotowebinar.com/register/3435246395116981848>. After registering, you will receive a confirmation email containing information about joining the webinar. Your participation and input are quite valuable in this process and would be much appreciated. Please register by **10:00 a.m.** on **Thursday, November 16, 2023**, if you plan to participate. Please email Kevin at [kevin-weeden@kwaplanning.com](mailto:kevin-weeden@kwaplanning.com) with any questions. Thank you.

Kevin Weeden, Senior Vice President

Ken Weeden & Associates, Inc.

Phone: 678-540-8647

Cell: 919-889-8328



**APPENDIX B:**

NOTICE TO THE PUBLIC

## **Attachment 6**

Breakout of Estimated Race-Neutral  
& Race-Conscious Participation

## I. Breakout of Estimated Race-Conscious/Race-Neutral Participation

The Airport Authority will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The Airport Authority will use a combination of the following race-neutral means to increase DBE participation:

- 1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate DBE, and other small businesses participation (e.g., unbundling large contracts to make them more accessible to small businesses, encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces);*
- 2. Disseminating information communications on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists for bidders, ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors).*

The Airport Authority estimates that, in meeting its overall goal of **8.44%**, that it will obtain its entire goal using race-conscious measures. The Airport Authority used the past participation data from a neighboring airport. The data showed that the neighboring airport did not meet its overall DBE goal (see [Attachment 5, Table 4](#)). The Airport Authority proposes to meet its goal via race-conscious measures for this fiscal three-year period.

The Airport Authority will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation (26.51(f)) and it will track and report race-neutral and race-conscious participation separately. For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to, the following:

- DBE participation through a prime contract a DBE obtains 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.

## II. Process

The Airport Authority will normally submit its overall goal to the FAA on August 1 of the required year of submission for general aviation airports in the FAA's Southern Region.

In establishing the overall goal, the Airport Authority provided for consultation and publication. The consultation included minority-, women's and general contractor

groups, and small business organizations that 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 Airport Authority's efforts to establish a level playing field for the participation of DBEs. The consultation included a scheduled, direct, interactive exchange via a web conference with as many interested stakeholders as possible focused on obtaining information relevant to the Airport Authority's goal setting process. The consultation web conference was held on November 16, 2023, prior to the submission of the DBE goal methodology to the FAA for review pursuant to paragraph (f) of this section. The Airport Authority documented in the goal submission the consultation process that was utilized (see [Appendix A of Attachment 5](#)).

Following this consultation, the Airport Authority published a notice of the proposed overall goal, informing the public that the proposed goal and its rationale were available for inspection during normal business hours at the office of the Airport Authority Chairman for 30 days from the date of the notice. The notice was posted at <http://www.tiftcounty.org/departments/airport/index.php>.

The Airport Authority will begin using the overall goal on October 1 of the required year of submission, unless the Airport Authority has received other instructions from USDOT/FAA (or, if the goal is established on a project basis) by the time of the first solicitation for a USDOT/FAA-assisted contract for the projects.

### **III. Contract Goals**

The Airport Authority will use contract goals to meet any portion of the overall goal that the Airport Authority does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of its overall goal that is not projected to be met through the use of race-neutral means.

The Airport Authority will establish contract goals only on those USDOT-assisted contracts that have subcontracting possibilities. The Airport Authority does not need to establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

The Airport Authority will express its contract goals as a percentage of the total share of a USDOT-assisted contract.

## **Attachment 7**

Form 1 & 2 for  
Demonstration of Good  
Faith Efforts

**TIFTON-TIFT COUNTY AIRPORT AUTHORITY**

**FORM 1: DISADVANTAGED BUSINESS ENTERPRISE (DBE) UTILIZATION**

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

The bidder/offeror is committed to a minimum of \_\_\_\_% DBE utilization on this contract.

The bidder/offeror (if unable to meet the DBE goal of \_\_\_\_%) is committed to a minimum of \_\_\_\_% DBE utilization on this contract and has submitted documentation demonstrating good faith efforts.

Name of bidder/offeror's firm: \_\_\_\_\_

State Registration No. \_\_\_\_\_

By \_\_\_\_\_

Signature

Title

# TIFTON-TIFT COUNTY AIRPORT AUTHORITY

## FORM 2: LETTER OF INTENT

*Note: The authorized representative (AR) named below must be an individual vested with the authority to make contracting decisions on behalf of the firm.*

Name of bidder/offeror's firm: \_\_\_\_\_

Name & title of firm's AR: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Name of DBE firm: \_\_\_\_\_

Name & title of DBE firm's AR: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Work to be performed by DBE firm:

Description of Work	NAICS	Dollar Amount / %*	Dealer/Manufacturer**

*\*Percentage is to be used only in negotiated procurements, including design-build contracts*

*\*\*For material suppliers only, indicate whether the DBE is a manufacturer, or a regular dealer as defined by §26.55.*

The undersigned bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The total expected dollar value of this work is \$ \_\_\_\_\_. The bidder/offeror understands that if it is awarded the contract/agreement resulting from this procurement, it must enter into a subcontract with the DBE firm identified above that is representative of the type and amount of work listed. Bidder/offeror understands that upon submitting this form with its bid/offer, it may not substitute or terminate the DBE listed above without following the procedures of 49 CFR Part 26, §26.53.

\_\_\_\_\_  
Signature of Bidder/Offeror's Authorized Representative

Date: \_\_\_\_\_

The undersigned DBE affirms that it is ready, willing, and able to perform the amount and type of work as described above, and is properly certified to be counted for DBE participation, therefore.

\_\_\_\_\_  
Signature of DBE Bidder/Offeror's Authorized Representative

Date: \_\_\_\_\_

**If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent shall be null and void.**

*Submit this page for each DBE subcontractor.*

## **Attachment 8**

# Certification Application Forms



The UCP certification application for the State of Georgia may be found at <https://www.dot.ga.gov/GDOT/Pages/DBE.aspx>.

## **Attachment 9**

Regulations: 49 CFR Part 26

The federal regulations, Title 49  
Code of Federal Regulations Part  
26, may be found at  
<https://www.ecfr.gov/>.

# **Attachment 10**

Bidders List Data Form

Firm Name	Firm Address and Phone No.	DBE or Non-DBE Status <i>(verify via GDOT DBE Directory)</i>	Age of Firm	Annual Gross Receipts
		<input type="checkbox"/> DBE <input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1M <input type="checkbox"/> \$1-2M <input type="checkbox"/> \$2-5M <input type="checkbox"/> Greater than \$5M
		<input type="checkbox"/> DBE <input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1M <input type="checkbox"/> \$1-2M <input type="checkbox"/> \$2-5M <input type="checkbox"/> Greater than \$5M
		<input type="checkbox"/> DBE <input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1M <input type="checkbox"/> \$1-2M <input type="checkbox"/> \$2-5M <input type="checkbox"/> Greater than \$5M
		<input type="checkbox"/> DBE <input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1M <input type="checkbox"/> \$1-2M <input type="checkbox"/> \$2-5M <input type="checkbox"/> Greater than \$5M
		<input type="checkbox"/> DBE <input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1M <input type="checkbox"/> \$1-2M <input type="checkbox"/> \$2-5M <input type="checkbox"/> Greater than \$5M
		<input type="checkbox"/> DBE <input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1M <input type="checkbox"/> \$1-2M <input type="checkbox"/> \$2-5M <input type="checkbox"/> Greater than \$5M
		<input type="checkbox"/> DBE <input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1M <input type="checkbox"/> \$1-2M <input type="checkbox"/> \$2-5M <input type="checkbox"/> Greater than \$5M
		<input type="checkbox"/> DBE <input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1M <input type="checkbox"/> \$1-2M <input type="checkbox"/> \$2-5M <input type="checkbox"/> Greater than \$5M
		<input type="checkbox"/> DBE <input type="checkbox"/> Non-DBE	<input type="checkbox"/> Less than 1 year <input type="checkbox"/> 1- 3 years <input type="checkbox"/> 4-7 years <input type="checkbox"/> 8-10 years <input type="checkbox"/> More than 10 years	<input type="checkbox"/> Less than \$500K <input type="checkbox"/> \$500K - \$1M <input type="checkbox"/> \$1-2M <input type="checkbox"/> \$2-5M <input type="checkbox"/> Greater than \$5M