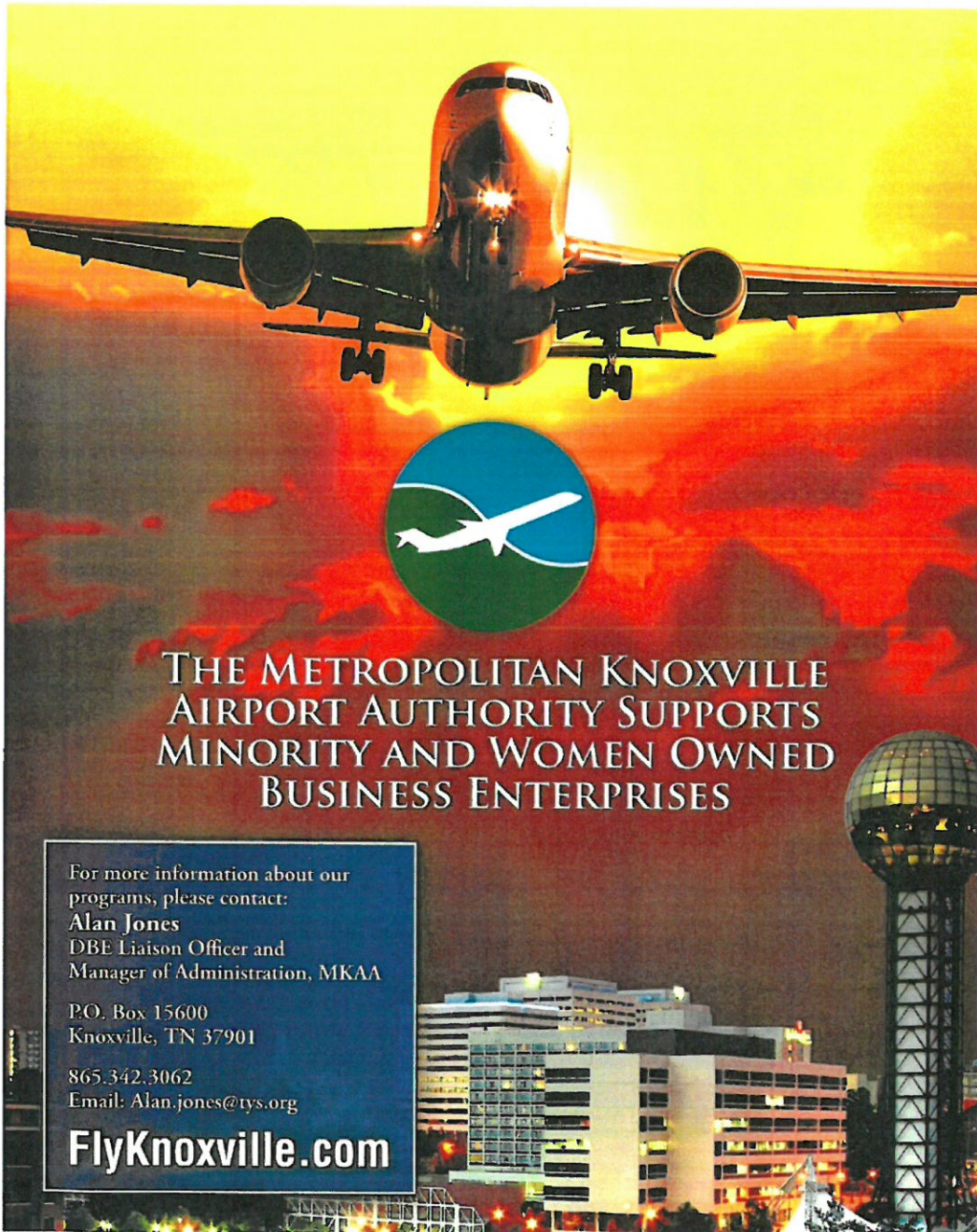


Metropolitan Knoxville Airport Authority (MCAA)

Three Year Overall DBE Goals

Federal Fiscal Years 2024 -2026



**THE METROPOLITAN KNOXVILLE
AIRPORT AUTHORITY SUPPORTS
MINORITY AND WOMEN OWNED
BUSINESS ENTERPRISES**

For more information about our programs, please contact:
Alan Jones
DBE Liaison Officer and
Manager of Administration, MCAA

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FlyKnoxville.com

MKAA DBE Goal Setting for October 1, 2023 (FY 2024) through September 30, 2026 (FY 2026)

Goal Period: FY2024-2026 – October 1, 2023 through September 30, 2026

DOT-assisted contract amount:	*FY-2024	<u>\$ 3,825,000</u>
	FY-2025	\$ 48,870,000
	FY-2026	\$ 22,500,000
	Total	<u>\$ 75,195,000</u>

*Please note: MKAA Fiscal Year (July 1 to June 30) is 3 months off of FAA Fiscal Year (Oct. 1 to Sept. 30)

Overall Three-Year Goal: 8.86%, to be accomplished through 8.86% RC and 0% RN.

Total dollar amount to be expended on DBEs: \$ 6,662,227 [*multiply goal % x DOT-assisted amount*]

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

See attached ACIP Budget.

Contracts Fiscal Year #1

1. 23 L Env. \$225M
2. 23 L Design \$3.6M

Contracts Fiscal Year #2

1. RON Exp. Env./Design \$900K
2. RON Exp. Construction \$16.2M
3. MKAA/Airline De-ice Design \$270K
4. MKAA/Airline De-Ice Construction \$9M
5. 23L Construction \$22.5M

Contracts Fiscal Year #3

1. 23L Construction \$22.5M

Market Area: The Market Area is the State of Tennessee

Step One: MKAA is using TDOT's DBE Goal (9.825%) because we have a similar market area and utilize the same TNUCP DBE listing for the State of Tennessee.

Step Two: Adjust the Base Figure-49 CFR Part 26.45(d.)

MKAA Past Achievements (From FAA Civil Rights Connect System):

FY 2022	3.7%
FY 2020	7.9% Median
FY 2021	10.1%

Further, there are no applicable disparity studies for the local market area or recent legal case information from the relevant jurisdictions to show evidence of barriers to entry or competitiveness of DBEs in the market area that is sufficient to warrant making an adjustment to the base goal.

Our Step 2 adjustment figure is the median of past participation of 7.9%

Calculation of overall goal:

$$9.825\% + 7.9\% = 17.725\%$$

$$17.725\% / 2 = \mathbf{8.86\%}$$

MKAA DBE Goal for October 1, 2023 – September 30, 2026 is 8.86% (FY 2024 – FY 2026)

Breakout of Estimated “Race and Gender Neutral” (RN) and “Race and Gender Conscious” (RC) Participation.

MKAA will meet the maximum feasible portion of the overall goal by using RN means of facilitating DBE participation. Through continued outreach to small businesses and primes MKAA will recruit, inform, and promote our DBE Program to include all small businesses from which we encourage DBE eligible firms to apply for certification. MKAA provides the following services:

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitates DBE, and other small businesses, participation;
2. Providing training in overcoming limitations such as inability to obtain bonding or financing.
3. Providing technical assistance and other services;
4. Carrying out information and communications programs on contracting procedures and specific contract opportunities;
5. By assisting and promoting the TDOT Supportive Services provider, MKAA provides program development to train and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses;
6. By networking with Knoxville Area Urban League, MKAA supports and provides services to help DBEs and other small businesses improve long-term development, increase opportunities to participate in a variety of kinds of work, handle increasingly significant projects, and achieve eventual self-sufficiency;
7. Supporting initiatives to assist new, start-up firms, particularly in fields in which DBE participation has historically been low; (Example: Co-Starters/ Urban League Program)
8. Ensuring distribution of DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors;
9. Assist DBEs and other small businesses, to develop their capability to utilize emerging technology and conduct business through electronic media; MKAA hosted and sponsored Vendor Registry (Digital Media) for DBE participants to promote their businesses.

MKAA estimates that in meeting the established overall goal of 8.86%, it will obtain 0% from RN participation and 8.86% through RC measures. This breakout is based on:

In FY-2022 and FY-2021, the MKAA RN accomplishments were 0%. FY-2020 report shows 7.9 % RN goal accomplishment but the median of the 3 year RN accomplishments remains 0%. Therefore, the 8.86 % goal is to be obtained by race-conscious measures (contract goals).

MKAA will monitor RN and RC DBE participation as needed to reflect actual DBE participation [see §26.51(f)] and track and report RN and RC participation separately. For reporting purposes, RN DBE participation includes, but is not necessarily limited to the following: DBE participation through a prime contract obtained through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry a DBE goal, DBE participation on a prime contract exceeding a contract goal, and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

PUBLIC PARTICIPATION

Consultation:

In establishing the overall goal, DBELO Alan Jones provided for consultation and publication. This process included consultation with minority, women's, and general contractor groups, community organizations including: Black Contractors Association, Diversity Business Advisory Committee (DBAC), Diversity Business Focus Group (DBFG), Knoxville Area Urban League (KAUL), East Tennessee Purchasing Association (ETPA), DBE Businesses and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the efforts to establish a level playing field for the participation of DBEs. The consultation included scheduled, direct, interactive exchange with as many interested stakeholders as possible focused on obtaining information relevant to the goal setting process, and was conducted before the goal methodology was submitted to the operating administration for review.

The following consultations included:

TDOT Supportive Services Meeting May 10, 2023 9AM to 12:30PM.

LLG Marketing meeting June 13, 2023 12-1:30 PM.

Diversity Business Alliance & City of Knoxville, Knox County, Public Building Authority, Knoxville Utility Board, East TN Purchasing Association, etc. Business Breakfast June 21, 2023 9AM to 11:30AM.

Black Contractors Association 3 PM July 19, 2023 at BCA/ETMC Contractors.

WJBE Minority Radio Station 3:00 PM July 18, 2023.

DBE SEA Magazine & Portraits Virtual Infomercial on DBE Program Goals July-August , 2023.

The following comments were received during the course of the consultation: No comments received to date.

A notice of the proposed goal was published on the MKAA official website.

Following the consultations, a notice was published on the MKAA Website regarding the proposed overall goal, informing the public that the proposed goal and its rationale are available for inspection during normal business hours at the MKAA offices for 30 days following the date of the notice, and informing the public that the MKAA will accept comments on the goals for 30 days from the date of the notice.

If the proposed goal changes following review by Federal Aviation Administration (FAA), the revised goal will be posted on the MKAA official website.

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

PUBLIC NOTICE

Notice of Publication: FY2024-2026 DBE Goal

The Metropolitan Knoxville Airport Authority (MKAA) has established a Disadvantaged Business Enterprise (DBE) Program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MKAA anticipates an overall DBE goal of 8.86% (8.86% race conscious and 0% race neutral) for the fiscal year beginning October 1, 2023. It is the policy of the Metropolitan Knoxville Airport Authority to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to participate in all of its projects. The Airport Authority in compliance with its policies and the Code of Federal Regulations shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT assisted contract or in the administration of its DBE Program. The entire DBE plan, proposed goal calculations, and research information used in the goal calculations, is available for review in its entirety at the Metropolitan Knoxville Airport Authority administrative offices and on our website at www.flyknoxville.com. Public participation is encouraged. To review the proposed goal, ask questions pertaining to the goal, or to comment, please contact Alan Jones, Director Business Diversity & DBE Liaison Officer at Metropolitan Knoxville Airport Authority, P. O. Box 15600, Knoxville, TN 37901-5600 and by email: alan.jones@tys.org. Comments will be accepted for 30 days from the date of this publication.



Tennessee Department of Transportation
Overall Annual DBE Goal
Federal Fiscal Year 2024-2027



TENNESSEE DEPARTMENT OF TRANSPORTATION (TDOT) FFY 2024-2027 OVERALL ANNUAL DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL

For the FFY 2024 - 2027 DBE Goal submission, the Tennessee Department of Transportation (TDOT) Disadvantaged Business Enterprise Program (DBE) has a proposed goal of **9.77%**. This overall goal is expected to be achieved through **8.30%** race-conscious and **1.47%** race-neutral means. Annual reviews of the data will be conducted and updates will be provided as needed.

The purpose of the DBE Program is to:

- * Remedy past and current discrimination,
- * Ensure a level playing field,
- * Foster equal opportunity on DOT-assisted contracts,
- * Improve flexibility and efficiency, and
- * Facilitate prime contracting opportunities for DBEs.

In an effort to reach this level playing field, TDOT examined its program and local markets, then determined the amount of participation DBEs would be expected to achieve in the absence of present and past effects of discrimination. These efforts are outlined on the subsequent pages.

TDOT Market Area

In order to formulate the DBE goal, the local area market has to be identified. The local market area is defined as the area where the substantial majority of contracting dollars are spent and the area in which the substantial majority of the contractors and subcontractors are located. Tennessee has the potential to have a high percentage of contractors from out-of-state since it is bordered by eight states (KY, VA, NC, GA, AL, MS, AR, MO) and extends about 430 miles East to West and 110 miles North to South. However, based on state construction data, this does not prove to be the case.

Calculating the percentage of in-state vs. out-of-state prime contractor and subcontractor firms receiving TDOT projects over a three-year period (2020-2022 FFY), TDOT overwhelmingly contracted with local (Tennessee) contractors on Federal-aid projects. As TDOT does not maintain a "bidder's list," the most representative method to capture both prime and subcontractor award information was to use goal award information tracked through TDOT's Small Business Development Program (SBDP). After analyzing this data, it was determined that a substantial majority of prime contracts with goals attached (86%) were let to in-state contractors. A substantial number of DBE subcontracts on goal projects (85%) were also let to in-state firms, as shown in **Table 1**. Of the out-of-state DBE participation, there were sixteen DBEs from nine states awarded DBE contracts during this period: MS (2); KY (3); GA (2); FL (3); IL (1); AL (2); PA (1); UT (1); and NC (1). TDOT therefore defines the State of Tennessee as its market area.

**Table 1 – Percentage of contracts to Tennessee firms**

Data Description	Total Program Awards	Amount Represented by Tennessee Firms	Tennessee Market Percentage
Distribution of Prime Contractor Awards	1145	986	86.11%
Distribution of Subcontractor Awards (out of 1145 Prime contracts)	4526	3887	85.88%

Establishing the DBE goal

Establishing the DBE goal involves two primary steps. **Step One:** Determining a base figure for the relative availability of DBEs, and **Step Two:** Examining evidence in the state to determine what adjustments, if any, are necessary to the base figure to arrive at the overall goal.

Step One: Determining the Base Figure – 49 CFR §26.45(c)

Pursuant to 49 CFR 26.45, TDOT has used the following methodology to determine the **baseline figure** for its 2021 - 2023 DBE goal. After comparing several methods to determine the availability of ready, willing and able (RWA) DBEs, information mined from U.S. Census Data was decided as the most representative way to refine an accurate Step One Figure.

Step One

The most recent U.S. Census County Business Patterns (CBP) data was used to determine the percentage of RWA DBEs in the Tennessee market area for Step One. Using the DBE directory information for firms in the defined market area, TDOT carefully reviewed the area of work performed by DBEs, creating an analysis of firms in those codes in comparison to the 2020 CBP NAICS codes (most current data available) for all businesses in Tennessee.

The Civil Rights Office also did an extensive search for potential DBE businesses on the Governor's Office of Diversity Business Enterprise ([GoDBE](#)) website. Businesses were searched by minority status and gender (women-owned businesses) in the category of Construction. Although there were 17 businesses initially listed under GoDBE's *Construction* category, this proved to be broad and the majority of these businesses would not qualify as DBEs (or were already certified as DBEs) that would be ready, willing and able to work on federally funded highway construction projects. Per USDOT's [Tips for Goal-Setting in the Disadvantaged Business Enterprise \(DBE\) Program](#), "You should take steps to filter out businesses that are not relevant to your calculations where possible." DBEs not included in Step 1 were due to their extremely limited usage potential for state highway transportation contracts. These were excluded so as not to skew the results. Therefore, those who did not qualify were excluded and the number



was later reduced to 3 potential Construction DBEs and 7 potential Consulting/Engineering DBEs.

TDOT has a total of 358 (see tables 2 and 3) DBE firms determined to be ready, willing and able to work on FHWA funded projects in the defined market area. This number includes both construction and consultant firms. We also targeted 10 (see tables 2 and 3) potential firms from the above-mentioned sources. The NAICS codes for those firms yield a total of 4,001 (see tables 2 and 3) firms. The tables below, in combination with the formulas that follow, will show the Step One Process.

**Table 2 - Tennessee County Business Patterns – 2020 US Census
(Construction/Maintenance/Trucking)**

2022 NAICS Code	Description (Construction)	TDOT DBE	Potential DBEs (GoDBE List)	OOS* DBES bidding work in TN	Census
238120	Structural steel and precast concrete contractors	13			77
238110	Poured concrete foundation and structure contractors	43			362
237310	Highway/Street/Bridge Construction	53			182
561990	Flagger/Traffic Control Services	18	2		159
561730	Landscaping Services	45		1	105
484220	Specialized freight (except used goods) trucking, local	34	1		428
423390	Other Construction Material Merchant Wholesalers	11		16	77
	SUBTOTAL	217			1390
	DUPLICATES	76			
	TOTAL	141	3	17	1407

*out-of-state

Percentage of DBE Firms in Construction, Maintenance, Trucking

$$141 \text{ (DBEs)} + 3 \text{ (Potential DBEs)} + 17 \text{ (OOS DBES)} = 161$$

$$161 / 1407 \text{ (TN NAICS Total)} = \underline{11.44 \%}$$



**Table 3 - Tennessee County Business Patterns – 2020 US Census
(Engineering/Consulting)**

2022 NAICS Code	Description (Construction)	TDOT DBE	Potential DBEs (GoDBE List)	OOS* DBEs bidding work in TN	Census
Engineering and Consulting					
541330	Engineering Services	35	5	25	828
541611	Administrative management and general management consulting services	47	1	50	865
541512	Computer systems design services	10	0	7	620
541370	Surveying and mapping (except geophysical) services	5	1	3	171
541620	Environmental consulting services	9	0	12	127
	Indiviudal OOS DBES			97	
	Duplicate OOS DBES			39	
	SUBTOTAL	105	7	136	2611
	DUPLICATES DBES	20			
	Total	85	7	136	2747

*out-of-state

Percentage of DBE Firms in ENGINEERING & CONSULTING

$$\underline{85 \text{ (TNUCP In-state DBEs)} + 7 \text{ (Potential DBEs)} + 136 \text{ (OOS DBES)} = 228}$$

$$\underline{228 / 2747 \text{ (TN NAICS Total)} = 8.29\%}$$



Table 4 – Federal-Aid Utilization for FFY 2022 by Program Area

Program	Federal-Aid Share of Contracts Awarded (Dollars)	Percentage of Total
Construction, Maintenance and Trucking	\$925,101,964.40	91.41%
Engineering and Consulting	\$87,268,444.10	8.59%
Total	\$1,012,370,408.49	100%

Step One Base Figure

$$\text{Step One Base Figure} = (\text{Percentage of Total}) \frac{\text{Ready, Willing, and Able DBEs}}{\text{All Firms (DBEs and non – DBEs)}}$$

Step One Base Figure, weighted by type of work to be performed

TNUCP RECERTS ONLY

$$\begin{aligned} & \left[.914 \left(\frac{\# \text{ CONSTRUCTION, MAINTENANCE, TRUCKING DBEs}}{\# \text{ CONSTRUCTION, MAINTENANCE, TRUCKING Firms}} \right) \right. \\ & \quad \left. + .086 \left(\frac{\# \text{ ENGINEERING \& CONSULTING DBEs}}{\# \text{ ENGINEERING \& CONSULTING Firms}} \right) \right] \times 100\% \\ & = \left[.914 \left(\frac{161 \text{ CONSTRUCTION, MAINTENANCE, TRUCKING DBEs}}{1407 \text{ CONSTRUCTION, MAINTENANCE, TRUCKING Firms}} \right) \right. \\ & \quad \left. + .086 \left(\frac{228 \text{ ENGINEERING \& CONSULTING DBEs}}{2747 \text{ ENGINEERING \& CONSULTING Firms}} \right) \right] \times 100\% \\ & = \left[.914 \left(\frac{161}{1407} \right) + .086 \left(\frac{228}{2747} \right) \right] \times 100\% \\ & = [.914(.1144) + .086(.0830)] \times 100\% = [.1046 + .0071] \times 100\% \\ & = \mathbf{11.17\%} \end{aligned}$$

Final Step One Base Figure= **11.17%**

Step Two: Adjust the Base Figure – 49 CFR § 26.45(d)

Step Two of the goal setting calculation process is intended to adjust the Step One Base Figure to make it as precise as possible. Regulations require TDOT to consider all of the evidence available in its jurisdiction to determine what adjustment, if any, is needed to the Base Figure in



order to arrive at the overall goal. TDOT also considered the capacity of DBEs to perform work based upon past performance, as measured by the volume of work DBEs have performed in recent years. Past projects used in this calculation are all transportation-related Federal-aid projects with similar scope, opportunities and characteristics of future projects to be let by TDOT, and are therefore suitable for use in this calculation. **Table 5** (next page) contains a summary of the expenditures to DBEs on projects for the last five (5) completed fiscal years. This chart indicates actual DBE attainments vs. commitments and money expended throughout TDOT for this period of time.

Table 5 – Past Performance 2018-2022

<u>FISCAL YEAR</u>	<u>GOAL COMMITMENT</u>	<u>GOAL ATTAINMENT</u>	<u>\$ EXPENDED</u>
<u>FFY 2022</u>			
Race Conscious	8.18%	7.55%	Prime: \$1,012,370,408
Race Neutral	1.43%	0.63%	DBE: \$82,793,874
	9.61%	8.18%	8.18%
<u>FFY 2021</u>			
Race Conscious	8.18%	7.91%	Prime: \$833,373,725
Race Neutral	1.43%	2.04%	DBE: \$82,926,504
	9.61%	9.95%	9.95%
<u>FFY 2020</u>			
Race Conscious	6.84%	9.99%	Prime: \$623,522,458
Race Neutral	1.43%	0.61%	DBE: \$66,108,248
	8.27%	10.60%	10.60%
<u>FFY 2019</u>			
Race Conscious	6.84%	6.60%	Prime: \$941,501,179
Race Neutral	1.43%	1.76%	DBE: \$78,709,213
	8.27%	8.36%	8.36%
<u>FFY 2018</u>			
Race Conscious	6.24%	6.83%	Prime: \$787,187,090
Race Neutral	1.43%	1.47%	DBE: \$65,334,426
	7.67%	8.30%	8.30%



Past Participation in order from lowest to highest: 8.18%, 8.30%, **8.36%**, 9.95%, 10.60%

We then averaged the five-year median Past Participation figure of 8.36% with our Step One Base Figure of 11.29% to arrive at a proposed goal of 9.85%:

TNUCP RECERTS & GODBES & OOS

$$\frac{11.17\% + 8.36\%}{2} = \frac{19.53\%}{2} = 9.765\%$$

Adjusted Base Figure=9.77%

Anticipated Race-Neutral and Race-Conscious Methods

The federal regulations require TDOT to meet the maximum feasible portion of its overall goal by using race and gender-neutral (hereafter referred as race-neutral) means of facilitating DBE participation. TDOT will adjust the estimated breakout of race-neutral and race-conscious DBE participation as needed to reflect actual DBE participation (49 CFR 26.51(f)) and track and report race-neutral and race-conscious participation separately.

When a DBE is awarded a contract as the prime contractor, or when contractors award subcontracts to DBEs on projects with no goal or DBE usage exceeds the participation required by the project goal, this is recognized as race neutral participation.

TDOT uses the following means to increase race-neutral DBE participation:

- Continue the supportive services program to develop and improve immediate and long-term business management, record-keeping, and financial and/or accounting capabilities for small businesses;
- Provide assistance to DBEs to develop their capability to utilize emerging technology and conduct business through electronic media, including utilizing our own website to disseminate information, including our DBE Directory, bid opportunities, and updated information on Part 26;
- Provide supportive services to help DBEs improve long-term development, increase opportunities to participate in a variety of different kinds of work, handle increasingly significant projects, successfully compete as prime contractors, and achieve eventual self-sufficiency;
- Created a small business element for the DBE program;
- Provide networking opportunities with local, state and federal agencies, non-profit, academic and business communities to obtain maximum partnering opportunities and



resources, and develop comprehensive resource and referral networks with technical assistance and service providers;

- Work with Tennessee Road Builders Association to involve DBEs and small businesses in events involving TDOT (as well as with other government and/or private contracting opportunities).

Breakout of Estimated Race-Neutral Participation

The following table contains a summary of all DBE race-neutral participation (prime contracting and sub-contracting opportunities) from the past five completed fiscal years. This chart provides the median percentage of contract work that DBEs have secured through race-neutral participation in the past.

Table 6 – DBE Race-Neutral Attainment on Consulting and Construction Contracts

Federal Fiscal Year	Race Neutral Attainment
2022	0.63%
2021	2.04%
2020	0.61%
2019	1.76%
2018	1.47%

Race Neutral attainment for last five years in order from lowest to highest
0.61% + 0.63% + 1.47% + 1.76% + 2.04%
Median % = 1.47%

Total FFY 2024 - 2027 Anticipated Race-Neutral Participation 1.47%

In an amendment to 49 CFR Part 26, which became effective March 5, 2010, FHWA revised the DBE goal setting guidance to have DOTs begin implementing three-year DBE goals, with the ability to revise the goal to better represent any changes in construction contract trends on an annual basis. In accordance with the new guidance, the Tennessee Department of Transportation has established its Disadvantaged Business Enterprise overall goal for the three-year period for federal fiscal years 2024 - 2027 at for new contracts, with **1.47%** to be obtained through those projects without goals (race-neutral methods) and the remaining through goals using race-conscious methods.

Final 3-Year FFY Goal Participation:

During the course of the following three FFYs, TDOT will continue to review the contracts awarded, including future contracts with possible DBE participation, to determine whether adjustments to the goal are warranted. Should TDOT determine that an adjustment to the DBE goal is warranted for a more accurate representation of contract trends, the revised DBE goal will



be posted on the website of TDOT's Civil Rights Office Small Business Development Program at <https://www.tn.gov/tdot/civil-rights/small-business-development-program.html>.

DBE Goal Consultation Process / Public Participation

Steps to Incorporate Public Participation

1. The process included online WebEx meetings to provide public participation.
2. Invitations sent to all DBEs currently on the TNUCP certification list prior to meeting.
3. Invitations sent to all TNUCP certifying partners prior to meeting.
4. Invitations sent to all members of the DBE Advisory Committee (this committee includes prime contractors, TDOT DBE contractors, members of the TDOT Construction, Local Programs and Legal Divisions, Local Banking Officials, Go-DBE Staff, MNAA and Airport and Transit staff).
5. Any written and verbal comments were recorded and submitted to FHWA.
6. TDOT's DBE plan will be revised to address the consultation process.



PUBLIC NOTICE

Disadvantaged Business Enterprise Goal for FFY 2024-2027

The Tennessee Department of Transportation (TDOT) hereby announces its FFY 2024-2027 Disadvantaged Business Enterprise (DBE) Program Goal under the guidelines of 49 CFR Part 26 and the regulations and directions of the U. S. Department of Transportation (DOT) of 9.825% for participation in the Federal Highway Construction Program.

This goal has been set based upon information currently available and will be available for public inspection online at www.tn.gov/tdot/civil-rights/small-business-development-program.html

Written comments pertaining to this goal should be sent to the attention of the Small Business Development Program Director, at David.Neese@tn.gov. Comments will be accepted through August 1, 2023.

TDOT is an Equal Opportunity Employer

McGhee Tyson Airport
Airport Capital Improvement Program (ACIP)
FYE 2024-2028

McGhee Tyson Airport
Airport Capital Improvement Program
Fiscal Year Ending June 30, 2024

		<u>Fiscal Year 2024</u>				
		Budgeted Total Cost	Federal Entitlement FYE 2024	State Funds	Customer Facility Charge	MKAAs Funds
Airfield Projects:						
A-1	Access Control Equipment Upgrade	400,000				400,000
A-2	Runway Deicing Equipment Replacement	350,000		332,500		17,500
A-3	RWY 5R-23L Rehabilitation and RSA Improvements - Environmental	250,000	225,000			25,000
A-4	RWY 5R-23L Rehabilitation and RSA Improvements - Design	4,000,000	3,600,000			400,000
A-5	ARFF Wheeled Litter Baskets (30)	55,000				55,000
A-6	ARFF Furniture, Bedding, Washer/Dryer, Fitness Equipment	95,000				95,000
A-7	Runway Lighted X Replacements	50,000				50,000
A-8	Tractor Mounted Snowplow Replacements (four total)	25,000				25,000
A-9	Snow Blower and Broom Carrier Replacement	950,000		902,500		47,500
A-10	Tractor and Flail Mower Replacement	175,000				175,000
A-11	Airfield Maintenance Fleet Replacements (2 Trucks)	120,000				120,000
Terminal Projects:						
T-1	Fire Alarm System Upgrades	150,000				150,000
T-2	Terminal Envelope Improvements Program - Construction	10,000,000		9,500,000		500,000
T-3	Holdroom Capacity Modifications Design/Install/Purchase	650,000		617,500		32,500
T-4	Terminal Furniture Improvements	250,000				250,000
T-5	Surface Lot A / SIDA Ramp / Terminal Landscape Improvements	275,000				275,000
T-6	Campus Generator's Load Bank Safety Improvements	275,000				275,000
T-7	Concourse Expansion Planning and Environmental	450,000				450,000

Other Projects:

O-1	Computer Equipment - MKAA Network Upgrades	40,000		40,000		
O-2	General Professional Services	150,000		150,000		
O-3	Parking Garage Elevator Repairs	200,000		200,000		
O-4	General Aviation Ramp Expansion and Fuel Farm Planning and Programming	200,000		200,000		
O-5	Land Purchase	1,500,000		1,500,000		
O-6	Shared Use Passenger Systems Network Infrastructure Modernization	1,000,000	950,000	50,000		
O-7	Campus Network Infrastructure Modernization	500,000	475,000	25,000		
O-8	Office Furniture	50,000		50,000		
O-9	Rental Car Service Facilities Rehabilitation Planning	75,000		75,000		
O-10	Financial Software - PO Module and Asset Tracking	60,000		60,000		
O-11	Miscellaneous Capital Purchases	500,000		500,000		
TOTAL FY 2024		\$ 22,795,000	\$ 3,825,000	\$ 12,777,500	\$ -	\$ 6,192,500

McGhee Tyson Airport
Airport Capital Improvement Program
Fiscal Year Ending June 30, 2025

	Budgeted Total Cost	Funding Source										
		Fiscal Year 2025	Federal Entitlement FYE 2025	Federal Entitlement FYE 2024	Federal Entitlement FYE 2023	Federal BIL FYE 2025	Federal BIL FYE 2024	Federal BIL FYE 2023	Federal Discretionary FYE 2025	State Funds	Customer Facility Charge	Other Funds
Airfield Projects:												
Airfield West Perimeter Road Planning Study	40,000											40,000
Airfield Mowing Equipment Replacement	400,000											400,000
Snow Removal Equipment Replacement	950,000									902,500		47,500
Land Purchase Reimbursement	720,000	648,000										72,000
Fleet Replacement - Airfield Maintenance	375,000											375,000
RON Apron Expansion - Environmental and Design	1,000,000								900,000			100,000
RON Apron Expansion Ph II - Construction	18,000,000	4,200,000			1,130,000			10,870,000				1,800,000
MKAA and Airline Deicing Storage Facility Relocation - Design	300,000					270,000						30,000
MKAA and Airline Deicing Storage Facility Relocation - Construction	10,000,000				4,070,000	4,930,000						1,000,000
RWY 5R-23L Rehabilitation and RSA Improvements - Construction	25,000,000		4,200,000				14,100,000					2,500,000
Replace ARFF Vehicle Exhaust System	71,000											71,000
Backhoe Replacement	180,000									171,000		9,000
Terminal Projects:												
Service Animal Relief Area/Nursing Station/Storage - Design / Construction	2,250,000									2,137,500		112,500
Floor Maintenance Machines Replacement	125,000											125,000
Access Control Upgrade	150,000											150,000
Passenger Boarding Bridges Visual Monitoring Upgrades	80,000											80,000
Medeco Lock System Upgrades	105,000											105,000
Terminal Envelope Improvements Program - Construction Continuation	5,000,000									4,750,000		250,000
Landscaping Improvements	200,000											200,000
Terminal Concourse Expansion - Design	13,000,000										13,000,000	
Terminal Concourse Expansion - Construction	125,000,000										125,000,000	

McGhee Tyson Airport
Airport Capital Improvement Program
Fiscal Year Ending June 30, 2026

	<u>Fiscal Year 2026</u>							
	Budgeted Total Cost	Federal Entitlement FYE 2026	Federal BIL FYE 2026	Federal Discretionary FYE 2026	State Funds	Passenger Facility Charge	Customer Facility Charge	MKAA Funds
Airfield Projects:								
ARFF Firetruck Replacement (2010 Panther Replacement * 2)	3,500,000	3,150,000						350,000
RWY 5R-23L Rehabilitation and RSA Improvements - Construction	25,000,000		5,200,000	17,300,000				2,500,000
Snow Removal Equipment Replacement (25 Ton Dump with Spreader)	500,000				475,000			25,000
Terminal Projects:								
Terminal Carpet Replacement	350,000							350,000
Roadway Graphics Sign Update	75,000							75,000
Replace HVAC Units (Terminal)	80,000							80,000
Fleet Replacement - Building Services & Facility Maintenance	215,000							215,000
Other Projects:								
Terminal Office Area Planning Study	45,000							45,000
General Professional Services	150,000							150,000
Phone System Replacement and Upgrade	500,000				475,000			25,000
Land Purchase	500,000							500,000
Cybersecurity and Network Modernization Initiatives	1,500,000							1,500,000
West Perimeter Road - Planning	50,000							50,000
Miscellaneous Capital Purchases	125,000							125,000
Total - FY 2026 CIP	\$ 32,590,000	\$ 3,150,000	\$ 5,200,000	\$ 17,300,000	\$ 950,000	\$ -	\$ -	\$ 5,990,000

McGhee Tyson Airport
Airport Capital Improvement Program
Fiscal Year Ending June 30, 2027

	Funding Source						
	Budgeted Total Cost	Federal Entitlement FYE 27	Federal Entitlement FYE 26	Federal Discretionary	State Funds	Passenger Facility Charge	MKAA Funds
Airfield Projects:							
Reseal Terminal Apron Joints - Bid and Construction	2,000,000	1,800,000					200,000
Joint Sealing Air Cargo Ramp - Design and Construction	1,000,000		900,000				100,000
Snow Removal Equipment Replacement (22' Plow)	1,400,000				1,330,000		70,000
Airfield Mowing Equipment Replacement (Tractors and Mowers)	500,000				475,000		25,000
Airfield Fleet Replacement	250,000						250,000
Terminal Projects:							
West Terminal Service Area Design and Construction 1-15570-08	3,750,000						187,500
Terminal Restrooms Remodel - Planning	100,000						100,000
Physical Plant Upgrades - Design	650,000						650,000
Terminal Roadway Relocation/Rehab Design	1,500,000					1,500,000	
Ticket Counter and Baggage Screening Relocation Design	1,550,000						1,550,000
Security Screening Checkpoint Planning and Design	3,000,000			2,700,000			300,000
Terminal Sanitary Sewer Lift Station Reconstruction	2,500,000				2,375,000		125,000
Other Projects:							
Terminal Office Area Improvements Construction	450,000						450,000
Lock and Door Hardware	30,000						30,000
Land Purchase	1,000,000						1,000,000
General Professional Services	150,000						150,000
Miscellaneous Capital Purchases	125,000						125,000
Total -- FY 2027 CIP	\$ 19,955,000	\$ 1,800,000	\$ 900,000	\$ 2,700,000	\$ 4,180,000	\$ 1,500,000	\$ 5,312,500

McGhee Tyson Airport
Airport Capital Improvement Program
Fiscal Year Ending June 30, 2028

Fiscal Year 2028

Airfield Projects:

GA Terminal Apron Rehab - Design and Construction
 Joint Sealing Air Cargo Ramp - Construction Continuation

Terminal Projects:

Ticket Lobby Expansion Design
 Ticket Lobby Expansion Initial Construction
 Wrights Ferry Road Closure Planning
 Terminal Loop Road Relocations Programming & Environmental
 Outbound Baggage System Replacement (FN100)
 Terminal Restrooms Reconstruction Design and Construction
 Terminal Chiller Replacement
 Security Screening Checkpoint Construction
 Ticket Counter and Baggage Screening Relocation - Construction

Other Projects:

	Budgeted Total Cost	Federal Entitlement FYE 27	Federal Discretionary	State Funds	Passenger Facility Charge	MKAA Funds
	4,388,889	900,000				100,000
	2,500,000			2,375,000		125,000
	4,000,000			3,800,000		200,000
	35,000					35,000
	325,000					325,000
	1,500,000			1,425,000		75,000
	6,500,000				6,500,000	
	2,500,000					2,500,000
	30,000,000		27,000,000			3,000,000
	15,600,000				1,500,000	
Total -- FY 2028 CIP	\$ 68,348,889	\$ 900,000	\$ 27,000,000	\$ 7,600,000	\$ 8,000,000	\$ 6,360,000

PUBLIC NOTICE

Notice of Publication: FY2024-2026 DBE Goal



The Metropolitan Knoxville Airport Authority (MKAA) has established a Disadvantaged Business Enterprise (DBE) Program in accordance with regulations of the U.S. Department of Transportation (DOT), 49 CFR Part 26. MKAA anticipates an overall DBE goal of 8.86% (8.86% race conscious and 0% race neutral) for the fiscal year beginning October 1, 2023. It is the policy of the Metropolitan Knoxville Airport Authority to ensure that DBEs as defined in 49 CFR Part 26 have an equal opportunity to participate in all of its projects. The Airport Authority in compliance with its policies and the Code of Federal Regulations shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT assisted contract or in the administration of its DBE Program. The entire DBE plan, proposed goal calculations, and research information used in the goal calculations, is available for review in its entirety at the Metropolitan Knoxville Airport Authority administrative offices and on our website at www.flyknoxville.com. Public participation is encouraged. To review the proposed goal, ask questions pertaining to the goal, or to comment, please contact Alan Jones, Director Business Diversity & DBE Liaison Officer at Metropolitan Knoxville Airport Authority, P. O. Box 15600, Knoxville, TN 37901-5600 and by email: alan.jones@tys.org. Comments will be accepted for 30 days from the date of this publication.