

ATTACHMENT 4

Section 26.45: Overall Goal Calculation

Name of Recipient: *City of Redmond, Oregon – Redmond Municipal Airport*

Goal Period: FY-2016, 2017, 2018 – October 1, 2014 through September 30, 2018

DBE Goal: 2.79%

Total dollar amount to be expended on DBE's:

Describe the Number and Type of Projects for this FY:

The project for the next three years shall consist of

Projects Fiscal Year #1 (FY-16) - **\$19,748,423** (\$18,514,146 is Federal Share at 93.75/6.25)

Project 1. RW 5-23 Phase II - Construction

Project 2. Taxiway 'B' Rehabilitation – Design and Construction (\$13,823,423)

Project 3. Master Plan Update – (Engineering) – \$750,000

Project 4. Runway 11-29 Rehabilitation - Design

Projects Fiscal Year #2 (FY-17) - **\$9,500,000** (\$8,906,250 is Federal Share at 93.75/6.25)

Project 1. Runway 11-29 Rehabilitation - Construction

Projects Fiscal Year #3 (FY-18) – **\$5,200,000** (\$4,875,000 is Federal Share at 93.75/6.25)

Project 1. Apron Rehabilitation

1 STEP 1 OF OVERALL GOAL DETERMINATION

Step 1 of the overall goal determination is computed by determining the number of ready, willing, and able DBEs performing the types of work noted above as listed in the current DBE Directory prepared and maintained by the OMWESB against the number of ready, willing, and able businesses available in the same NAICS code. The total number of businesses was obtained from the Census Bureau's Business Pattern database, at <http://www.census.gov/econ/cbp/index.html>. The latest information currently available from this site is from 2013.

The geographical area used to determine the number of ready, willing, and able DBEs and total businesses included Deschutes, Jefferson, Linn, Lane, Klamath, Lake, Harney and Crook Counties. This represents the area from which a substantial majority of the contractors and subcontractors come and the area in which **the City** spends a majority of its contracting dollars.

Finally, by applying the ratio of ready, willing, and able DBE firms and the total number of ready, willing, and able firms from the census data to the estimated percentage of total project costs, the Step 1 goal is determined.

The Step 1 goal was determined for each project anticipated over \$250,000 for the **Redmond Municipal Airport**. A summary of the Step 1 goal determinations are summarized for each project below

Determination of Market Area:

Market Area: Deschutes, Jefferson, Crook, Linn, Lane, Klamath, Lake and Harney Counties.

Step 1. Analysis: Actual relative availability of DBE's

Method: Used DBE Directories and Census Bureau Data.

Summary FY 2016 - 2017 - 2018	%	Amount	NAICS	Total # of Businesses in Counties	# of DBE in Counties	DBE/Businesses	DBE % x % STEP 1 GOAL
Engineering	12.2%	\$4,200,000.40	541330	125	3	2.40%	0.29%
Highway, Street & Bridge Const-Signing Str	56.9%	\$19,563,714.46	237310	41	3	7.32%	4.16%
Concrete Contractors	8.9%	\$3,065,000.00	237990	15	1	6.67%	0.59%
Excavation	14.9%	\$5,121,253	238910	137	5	3.65%	0.54%
Electrical Contractors and Other Wiring Ins	7.1%	\$2,448,457	238210	216	0	0	0
Total	100.0%	\$34,398,424.36		534	12		5.59%
Step 1 DBE goal is 5.59							

Step 2. Analysis: Adjustment to Step 1 base figure to make it more precise.

The **City of Redmond** has previously undertaken projects at the Redmond Airport requiring an overall goal under 49 CFR Part 26.

Past History Participation

Other data used to determine the adjustment to the base figure was the median of historical DBE accomplishments as follows:

FY 2013

GA Ramp and Taxiway C Extension was completed. The project was started in July 2012 and completed in 2013. The project included the construction of an extension of Taxiway C, parallel to Runway 10-28 as well as the removal and replacement of the pavement on the GA Ramp. Total construction cost was \$5,746,690 as performed by High Desert Aggregate & Paving.

One qualified DBE subcontractor was used for a total of \$22,596. Therefore there was a **0.393%** participation.

FY 2014 and FY 2015

Phase I of the Runway 4-22 Rehabilitation Project was completed. Design for the rehabilitation for Runway 4-22 began in 2013 with construction of Phase 1 completed in 2015. The project included the removal of existing asphalt pavement and reconstruction of 1,500 feet of the south end of Runway 4-22. Total construction cost was \$2,633,265.50 as performed by High Desert Aggregate & Paving.

DBE participation was encouraged with the bid; however, there was no DBE participation with the project.

FY	Total Grant \$ Amount	DBE Goals			Accomplishments			Type of work
		RC	RN	Total	RC	RN	Total	
FY 13	\$5,746,690				0.0%	0.39%	0.393%	GA Ramp and Taxiway C Extension
FY 14					0.0%	0.0%	0.0%	Phase I of the Runway 4-22 Rehabilitation
FY 15	\$2,633,265.50				0.0%	0.0%	0.0%	Rehabilitation for Runway 4-22

Other data used to determine the adjustment to the base figure was the median of historical DBE accomplishments as follows:

Arranging this historical data from low to high, (0%, 0%, 0.393%) the median is 0%.

The proposed Overall DBE Goals are as follows:

- FY 16-18 $(5.59 + 0)/2 = 2.79$

To arrive at an overall goal, we added our Step 1 base figure with our Step 2 adjustment figure and then averaged the total arriving at an overall goal of 2.79 %. We feel this adjusted goal figure will accurately reflect DBE participation that can be achieved for the type of work being awarded during this three-year period.

Considering these factors, a race/gender neutral means of acquiring the overall goal of 2.79 % has been established.

The **City of Redmond** will attempt to meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The **Redmond Airport** will also use the following race neutral means to increase DBE participation: unbundling large contracts to make them more accessible to small businesses where feasible; ensure the inclusion of DBE's and other small businesses on recipient mailing lists for bidders, and ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors.

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; and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

ODOT Disparity Study 2016 - Currently Underway

The Oregon Department of Transportation 2016 Disparity Study is analyzing whether there is a level playing field for minority- and women-owned firms in the Oregon transportation contracting industry and in its own contracts. This information will help ODOT operate the Federal Disadvantaged Business Enterprise Program

for its federally-funded contracts. ODOT's last disparity study was conducted in 2011. Keen Independent Research is leading the disparity study.

ODOT conducted a statewide disparity study with respect to highway construction. The 2011 Disparity Study Update is the last full disparity and availability study conducted. The 2013 study was just an update on DBE availability data. Provided is a link to the DBE program's Disparity & Availability Studies webpage.

http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/dbe_disp_avail_stud.aspx

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

26.51(b)(1-9)

The recipient will meet the maximum feasible portion of its overall goal by using race neutral (RN) means of facilitating DBE participation.

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitates DBE, and other small businesses, participation;
2. Providing technical assistance and other services;
3. Carrying out information and communications programs on contracting procedures and specific contract opportunities;
4. Ensuring distribution of DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors.

The recipient estimates that in meeting its overall goal 2.79%, it will obtain 2.79% from RN participation and **0%** through race conscious (RC) measures.

The recipient will adjust the estimated breakout of RN and RC DBE participation as needed to reflect actual DBE participation (see Section 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. Race conscious participation measures will be used for

Contract Goals

The **City of Redmond** will use contract goals to meet any portion of the overall goal that the recipient does not project being able to meet using RN 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 recipient's overall goal that is not projected to be met through the use of RN means.

The **City of Redmond** will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. It need not establish a contract goal on every such contract, and the size of the contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work and availability of DBE's to perform the particular type of work).

We will express our contract goals as a percentage *of the Federal share of a DOT-assisted contract*.

PUBLIC PARTICIPATION

Consultation: Section 26.45(g)(1).

In establishing the overall goal, the **City of Redmond** will provide for consultation and publication. This includes consultation with minority, women's and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the **City of Redmond** 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 **City of Redmond's** goal setting process, and it will occur before we are required to submit our goal methodology to the operating administration for review pursuant to paragraph (f) of this section. We will document in our goal submission the consultation process that we engaged in. Notwithstanding paragraph (f)(4) of this section, we will not implement our proposed goal until we have complied with this requirement.

*The **City of Redmond** submits its overall DBE three-year goal to DOT on August 1 as required by the set schedule.*

*Before establishing the overall goal, the **City of Redmond** will consult with OMWESB and ODOT Office of Civil Rights, without limiting consultation to these persons or groups, to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the **City of Redmond** efforts to establish a level playing field for the participation of DBEs*

*Following the consultation, we will publish a notice on the **City of Redmond, Oregon official Internet Website**, <http://www.redmond.or.us/> of the proposed overall goal, informing the public that the proposed goal and its rationale are available for inspection during normal business hours at the airport administration building for 30 days following the date of the notice, and informing the public that the **City of Redmond** and DOT will accept comments on the goals for 30 days from the date of the notice*

Our overall goal submission to DOT will include a summary of information and comments received during this public participation process and our responses, if any.

PUBLIC NOTICE

The **City of Redmond** hereby announces its fiscal years 2016 through 2018 goal of **2.79%** for Disadvantaged Business Enterprise (DBE) airport construction Contracts. The proposed goals and rationale is available for inspection between 8:00 a.m. and 5:00 p.m., Monday through Friday at the **Aviation Program Manager's Office, Nettice Honn, Redmond Municipal Airport, 2522 Jesse Butler Circle, #17, Redmond, OR 97756**, for 30 days from the date of this publication.

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

Aviation Program Manager's Office, Nettice Honn, Redmond Municipal Airport, 2522 Jesse Butler Circle, #17, Redmond, OR 97756, 541-504-3087, Nettice.Honn@flyrdm.com.

AND

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