

## Section 26.45: Overall Goal Calculation

**Name of Recipient:** *City of Redmond, Oregon – Redmond (Roberts Field) Municipal Airport*

**Goal Period:** FY-2019, 2020, 2021 – October 1, 2018 through September 30, 2021

**DBE Goal:** 2.90% to be accomplished through 0% RC and 100% RN

**Total dollar amount to be expended on DBE's: \$579,457**

### **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-19) - **\$10,340,000** (\$969,375 is Federal Share at 93.75/6.25)

Project 1. SRE Building Design)

Project 2 – SRE Building – Construction Management Services

Project 3 – SRE Building – Construction

Projects Fiscal Year #2 (FY-20) – **\$300,000** (\$281,125 is Federal Share at 93.75/6.25)

Project 1 - SRE Equipment Acquisition – Design Only

Project 2 – Environmental Assessment

Projects Fiscal Year #3 (FY-21) – **\$9,320,000** (\$8,737,500 is Federal Share at 93.75/6.25)

Project 1. Taxiway 'F' Rehabilitation Design

Project 2 – Taxiway 'F' Rehabilitation – Construction Management Services

Project 3 – Taxiway 'F' Rehabilitation – Construction

Project 4 – Electrical Vault Rehabilitation Design

Project 5 - Electrical Vault Rehabilitation – Construction Management Services

Project 6 - Electrical Vault Rehabilitation – Construction

### **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. Where sufficient information was available from similar contracts, the current bidders list obtained from past procurement procedures was used to determine DBE availability. The bidder's list information was compiled by work type and the DBE status of the firms listed on the bidders list. The DBE availability was determined from the total number of firms for each work type compared to the DBE firms for each work type.

Where sufficient information from the bidders list was not available for the proposed contract, the step 1 goal 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 Oregon Department of Transportation 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://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>. The latest information currently available from this site is from 2015.

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 1 : Use Redmond Municipal Airport Bidders List**

The below table reflects the DBE availability based on the Bidders List.

REDMOND MUNICIPAL AIRPORT BIDDERS LIST			
Work Type	Total Number of Contractors	Number of DBE	DBE AVAILABILITY
Aggregate Crushing	6	0	0%
Aggregate Placement	6	1	17%
Asphalt Paving	6	0	0%
Concrete Cutting	3	2	67%
Crack Seal	1	0	0%
Drilling and Blasting	1	0	0%
Electrical	2	0	0%
Engineering	4	0	0%
Excavation	7	1	14%
Fabric Supply	1	0	0%
Field Office	1	0	0%
Grooving	1	0	0%
Milling	6	0	0%
Pavement Marking	3	0	0%
Seal Coat	1	0	0%
Security	3	1	33%
Storm Drain	5	0	0%
Storm Drain Supply	1	0	0%
Survey	4	0	0%
Testing	1	0	0%
Trenching	2	0	0%
Trucking	6	0	0%

**Method 2: Use DBE Directories and American Fact Finder (Census Data)**

REDMOND MUNICIPAL AIRPORT (REDMOND, OREGON) - DBE BREAKDOWN				
Market Area: Deschutes, Jefferson, Linn, Lane, Klamath, Lake, Harney and Crook Counties				
DESCRIPTION	NAICS CODE	TOTAL ESTABLISHMENTS	TOTAL DBE	% DBE
Industrial Building Construction -Prime Contractor	236210	11	0	0.00%
Water and Sewer Line and Related Structures Construction	237110	39	0	0.00%
Power and Communication Line Related Construction	237130	18	0	0.00%
Highway, Street and Bridge Construction	237310	34	5	14.71%
Concrete Contractors- Sidewalk and Curb	237990	15	1	6.67%
Poured Concrete Foundation and Structure Contractors	238120	8	1	12.50%
Framing Contractors- Interior	238130	57	0	0.00%
Masonry Contractors	238140	54	0	0.00%
Glass and Glazing Contractors	238150	13	0	0.00%
Roofing Contractors	238160	71	0	0.00%
Siding Contractors	238170	32	0	0.00%
Electrical Contractors and Other Wiring Installation Contractors	238210	208	0	0.00%
Plumbing Heating and Air conditioning Contractors	238220	260	0	0.00%
Drywall and Insulation Contractors	238310	80	1	1.25%
Painting and Wall Covering Contractors	238320	166	1	0.60%
Flooring Contractors	238330	73	0	0.00%
Finished Carpentry Contractors	238350	95	0	0.00%
Site Prep Contractors -Excavation	238910	140	2	1.43%
Fencing Contractors (All Specialty Trade)	238990	122.0	5	4.10%
Architect	541310	55.0	0	0.00%
Engineering	541330	121.0	5	4.13%
Building Inspection Services	541350	23	0	0.00%
Survey	541370	32	1	3.13%
Geotechnical	541380	18	0	0.00%
Landscaping	561730	307	1	0%

**FY 2019 - CONTRACTS**

**Contract #1 - SRE Building Design**

**ANALYSIS METHOD: DBE DIRECTORY AND CENSUS DATA**

Work Description	NAICS Code or Bidders List	Trade (\$)	DBE%	DBE \$
ARCHITECT	541310	\$ 300,000	0.0%	\$ -
CIVIL	541330	\$ 200,000	4.1%	\$ 8,264.46
STRUCTURAL	541330	\$ 40,000	4.1%	\$ 1,652.89
MECHANICAL	541330	\$ 70,000	4.1%	\$ 2,892.56
ELECTRICAL	541330	\$ 60,000	4.1%	\$ 2,479.34
GEOTECH	541380	\$ 10,000	0.0%	\$ -
SURVEY	541370	\$ 10,000	3.1%	\$ 312.50
<b>TOTAL</b>		<b>\$ 690,000</b>		<b>\$ 15,601.76</b>

**Contract #2 - SRE Building - Construction Management Services**

**ANALYSIS METHOD: DBE DIRECTORY AND CENSUS DATA**

Work Description	NAICS Code or Bidders List	Trade (\$)	DBE%	DBE \$
ARCHITECT	541310	\$ 40,000	0.0%	\$ -
CIVIL	541330	\$ 200,000	4.1%	\$ 8,264.46
STRUCTURAL	541330	\$ 15,000	4.1%	\$ 619.83
MECHANICAL	541330	\$ 10,000	4.1%	\$ 413.22
ELECTRICAL	541330	\$ 10,000	4.1%	\$ 413.22
BUILDING INSPECTION SERVICES	541350	\$ 50,000	0.0%	\$ -
<b>TOTAL</b>		<b>\$ 325,000</b>		<b>\$ 9,710.74</b>

<b>Contract #3 - SRE Building - Construction</b>				
<b>ANALYSIS METHOD: DBE DIRECTORY AND CENSUS DATA</b>				
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>DBE%</b>	<b>DBE \$</b>
Highway, Street and Bridge Construction - Paving	237310	\$ 300,000	14.71%	\$ 44,117.65
Site Prep Contractors - Excavation	238910	\$ 250,000	1.43%	\$ 3,571.43
Concrete Contractors- Sidewalk and Curb	237990	\$ 50,000	6.67%	\$ 3,333.33
Fencing Contractors (All Specialty Trade)	238990	\$ 100,000	4.10%	\$ 4,098.36
Landscaping	561730	\$ 25,000	0.33%	\$ 81.43
Power and Communication Line Related Construction	237130	\$ 350,000	0.00%	\$ -
Water and Sewer Line and Related Structures Construction	237110	\$ 250,000	0.00%	\$ -
Industrial Building Construction -Prime Contractor	236210	\$ 2,400,000	0.00%	\$ -
Poured Concrete Foundation and Structure Contractors	238120	\$ 2,260,000	12.50%	\$ 282,500.00
Framing Contractors-	238130	\$ 40,000	0.00%	\$ -
Masonry Contractors	238140	\$ 20,000	0.00%	\$ -
Glass and Glazing	238150	\$ 40,000	0.00%	\$ -
Roofing Contractors	238160	\$ 800,000	0.00%	\$ -
Siding Contractors	238170	\$ 800,000	0.00%	\$ -
Electrical Contractors and Other Wiring Installation Contractors	238210	\$ 640,000	0.00%	\$ -
Plumbing Heating and Air conditioning Contractors	238220	\$ 480,000	0.00%	\$ -
Drywall and Insulation Contractors	238310	\$ 400,000	1.25%	\$ 5,000.00
Painting and Wall Covering Contractors	238320	\$ 32,000	0.60%	\$ 192.77
Flooring Contractors	238330	\$ 48,000	0.00%	\$ -
Finished Carpentry Contractors	238350	\$ 40,000	0.00%	\$ -
<b>TOTAL</b>		<b>\$ 9,325,000</b>		<b>\$ 342,894.97</b>

<b>TOTAL FY 2019</b>	<b>Total \$</b>	<b>Total DBE\$</b>	<b>% DBE (\$DBE/\$ Total)</b>
	<b>\$ 10,340,000</b>	<b>\$ 368,207.47</b>	<b>3.56%</b>

<b>FY 2020 - CONTRACTS</b>				
<b>Contract #1 - SRE Equipment Acquisition</b>				
<b>ANALYSIS METHOD: BIDDERS LIST</b>				
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>DBE%</b>	<b>DBE \$</b>
Engineering	Bidders List	\$ 50,000	0.00%	\$ -
<b>TOTAL</b>		<b>\$ 50,000</b>		<b>\$ -</b>
<b>Contract #2 - Environmental Assessment</b>				
<b>ANALYSIS METHOD: BIDDERS LIST</b>				
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>DBE%</b>	<b>DBE \$</b>
Engineering	Bidders List	\$ 250,000	0.00%	\$ -
<b>TOTAL</b>		<b>\$ 250,000</b>		<b>\$ -</b>
<b>TOTAL FY 2020</b>		<b>Total \$ \$ 300,000</b>	<b>Total DBE\$ \$ -</b>	<b>% DBE (SDBE/\$ Total) 0.00%</b>

<b>FY 2021 - CONTRACTS</b>				
<b>Contract #1 - Taxiway 'F' Rehabilitation Design</b>				
<b>ANALYSIS METHOD: BIDDERS LIST</b>				
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>DBE%</b>	<b>DBE \$</b>
CIVIL	Bidders List	\$ 400,000	0.00%	\$ -
ELECTRICAL	Bidders List	\$ 10,000	0.00%	\$ -
GEOTECH/TESTING	Bidders List	\$ 30,000	0.00%	\$ -
SURVEY	Bidders List	\$ 15,000	0.00%	\$ -
<b>TOTAL</b>		<b>\$ 455,000</b>		<b>\$ -</b>
<b>Contract #2 - Taxiway 'F' Rehabilitation - Construction Management Services</b>				
<b>ANALYSIS METHOD: BIDDERS LIST</b>				
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>DBE%</b>	<b>DBE \$</b>
CIVIL	Bidders List	\$ 400,000	0.00%	\$ -
ELECTRICAL	Bidders List	\$ 5,000	0.00%	\$ -
GEOTECH/TESTING	Bidders List	\$ 35,000	0.00%	\$ -
<b>TOTAL</b>		<b>\$ 440,000</b>		<b>\$ -</b>

**Contract #3 - Taxiway 'F' Rehabilitation - Construction****ANALYSIS METHOD: BIDDERS LIST**

<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>DBE%</b>	<b>DBE \$</b>
Field Office	Bidders List	\$ 10,000	0.00%	\$ -
Security	Bidders List	\$ 50,000	33.00%	\$ 16,500.00
Fabric Supply	Bidders List	\$ 10,000	0.00%	\$ -
Storm Drain Supply	Bidders List	\$ 146,000	0.00%	\$ -
Storm Drain	Bidders List	\$ 230,000	0.00%	\$ -
Trenching	Bidders List	\$ 150,000	0.00%	\$ -
Milling	Bidders List	\$ 400,000	0.00%	\$ -
Grooving	Bidders List	\$ -	0.00%	\$ -
Seal Coat	Bidders List	\$ 140,000	0.00%	\$ -
Crack Seal	Bidders List	\$ -	0.00%	\$ -
Drilling and Blasting	Bidders List	\$ -	0.00%	\$ -
Concrete Cutting	Bidders List	\$ 125,000	67.00%	\$ 83,750.00
Trucking	Bidders List	\$ 300,000	0.00%	\$ -
Excavation	Bidders List	\$ 550,000	14.00%	\$ 77,000.00
Asphalt Paving	Bidders List	\$ 3,874,000	0.00%	\$ -
Aggregate Crushing	Bidders List	\$ 400,000	0.00%	\$ -
Aggregate Placement	Bidders List	\$ 200,000	17.00%	\$ 34,000.00
Electrical	Bidders List	\$ 550,000	0.00%	\$ -
Pavement Marking	Bidders List	\$ 150,000	0.00%	\$ -
Testing	Bidders List	\$ 50,000	0.00%	\$ -
Survey	Bidders List	\$ 50,000	0.00%	\$ -
<b>TOTAL</b>		<b>\$ 7,385,000</b>		<b>\$ 211,250.00</b>

<b>Contract #4 - Electrical Vault Rehabilitation Design</b>				
<b>ANALYSIS METHOD: BIDDERS LIST</b>				
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>DBE%</b>	<b>DBE \$</b>
Engineering	Bidders List	\$ 75,000	0.00%	\$ -
<b>TOTAL</b>		<b>\$ 75,000</b>		<b>\$ -</b>
<b>Contract #5 - Electrical Vault Rehabilitation - Construction Management Services</b>				
<b>ANALYSIS METHOD: BIDDERS LIST</b>				
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>DBE%</b>	<b>DBE \$</b>
Engineering	Bidders List	\$ 25,000	0.00%	\$ -
<b>TOTAL</b>		<b>\$ 25,000</b>		<b>\$ -</b>
<b>Contract #6 - Electrical Vault Rehabilitation - Construction</b>				
<b>ANALYSIS METHOD: BIDDERS LIST</b>				
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>DBE%</b>	<b>DBE \$</b>
Electrical	Bidders List	\$ 940,000	0.00%	\$ -
<b>TOTAL</b>		<b>\$ 940,000</b>		<b>\$ -</b>
<b>TOTAL FY 2021</b>	<b>Total \$</b>	<b>Total DBE\$</b>	<b>% DBE (\$DBE/\$ Total)</b>	
	<b>\$ 9,320,000</b>	<b>\$ 211,250.00</b>	<b>2.27%</b>	

The final step 1 goal is determined by taking the total DBE dollars divided by the total dollars associated with the contracts.

<b>Summary Step 1 Goal Determination</b>		
<b>Fiscal Year</b>	<b>\$ Total</b>	<b>\$ DBE</b>
FY 2019	\$ 10,340,000	\$ 368,207
FY 2020	\$ 300,000	\$ -
FY 2021	\$ 9,320,000	\$ 211,250
<b>TOTAL</b>	<b>\$ 19,960,000</b>	<b>\$ 579,457</b>
<b>Step 1 Goal Determination (\$ DBE / \$ Total)</b>		<b>2.90%</b>

**Step 1 DBE Goal is 2.90%**



**Step 2 of Overall Goal Determination**

Oregon Department of Transportation engaged a consultant to conduct an Availability and Disparity Study, which focused on participation of minority- and women-owned firms in ODOT’s contracts from October 2010 through September 2014. The Study was completed in June of 2016. Although this Study did not examine contracts using Federal Aviation Administration (FAA) funds; ODOT and other agencies might review information in the report regarding DBE availability as they relate to operating the Program for FAA-funded contracts.

In Step 2 of the Goal Determination, the **City of Redmond** examined available evidence available in its jurisdiction, including the analysis performed by the ODOT 2016 Disparity Study, to determine what adjustment, if any, is needed to the base figure to arrive at an overall DBE participation goal. The **City of Redmond** considered the following information in the potential step 2 adjustments.

- Past DBE Participation
- Information from the 2016 ODOT Disparity Study in related to entry, advancement, and business ownership.
- Information from the 2016 ODOT Disparity Study related the ability of DBE’s to access bonding and insurance.
- Other relevant information from the 2016 ODOT Disparity Study.

**Past History DBE Participation**

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

FY	Total Grant \$ Amount	DBE Goals			Accomplishments			Type of work
		RC	RN	Total	RC	RN	Total	
FY 16	\$3,898,349		2.79		0.0%	0.00%	0.00%	Project 1 - Runway 5-23 Phase II Construction; Project 2 – Taxiway ‘B’ Rehabilitation – Design and Construction; Project 3 – Master Plan Update (Engineering); Project 4 – Runway 11-29 Rehabilitation (Design Only).
FY 17	\$11,369,645		2.79		0.0%	0.0%	0.0%	RW 11-29 Rehabilitation - Construction
FY 18	\$6,907,500(estimate)		2.79		0%	TBD%	TBD%	Project 1. Terminal Apron Expansion Project 2 – Taxiway ‘F’ Widening Project 3 – Taxiway ‘F’ Pavement Rehabilitation

## FY 2016

### Projects Fiscal Year #1 (FY-16) -

- Project 1. RW 5-23 Phase II - Construction
- Project 2. Taxiway 'B' Rehabilitation – Design and Construction
- Project 3. Master Plan Update – (Engineering)
- Project 4. Runway 11-29 Rehabilitation - Design

Funding for the project was provided by one FAA grant and a portion of funding was also provided by a connect Oregon grant. The Airport Improvement Program grant was AIP 3-41-0052-040-2016 which included engineering design and construction management for the Taxiway 'B' portion of the project. AIP 3-41-0052-040-2016 also included engineering design for Runway 11/29 Reconstruction.

DBE participation was encouraged with the bid; however, there was no DBE participation with the project. DBE Utilization on this project was 0.0%.

## FY 2017

The FY 2017 project was the construction of Runway 11-29 Rehabilitation. The funding for this project was included in the AIP 3-41-0052-042-2017 grant. . .

DBE participation was encouraged with the bid; however, there was no DBE participation with the project. DBE Utilization on this project was 0.0%.

## FY 2018

### Projects Fiscal Year #3 (FY-18)

- Project 1. Terminal Apron Expansion
- Project 2 – Taxiway 'F' Widening
- Project 3 – Taxiway 'F' Pavement Rehabilitation

The grant for AIP 43 has not yet been approved by the FAA. The projects, as well as the cost below are estimated at this time. The City of Redmond will encourage DBE participation with the bid.

There was no past DBE participation for FY 2016 – FY 2018 at the **Redmond Municipal Airport**. Also, In this case the past participation is not considered for adjustment to the base figure since the types of projects are not similar in nature to the projects listed in the current goal period.

## Entry, Advancement, and Business Ownership.

The 2016 ODOT Disparity Study found that there are barriers that certain minority groups and women face related to entry and advancement in the Oregon construction and engineering industries. Specifically, Hispanic Americans, Native Americans, and white women working in the construction industry, were less likely than non-minorities to own construction businesses and women were less likely to own engineering companies. The 2016 ODOT Disparity Study estimated the availability of minority and women owned firms but for the effects of race and gender based discrimination there could be an upward adjustment of 5.47% to the base figure (2016 ODOT Disparity Study, Figure 9-2).

An adjustment to the base figure for barriers related to entry, advancement, and business ownership was not made in the determination of City of Redmond's DBE goal at the Redmond Municipal Airport for the following reasons.

- The 2016 ODOT Disparity Study considered potential DBE's in as it related to this section, and not current DBE's. The step 1 methodology only considers current DBE's, therefore to be consistent with the step 1 methodology an adjustment was not made related entry, advancement, and business ownership.

#### Financing, Bonding, and Insurance

The 2016 ODOT Disparity Study found quantitative and qualitative evidence of the disadvantages for minorities, women, and minority/women owned firms related to access to financing and bonding. The 2016 ODOT disparity study indicated that an upward adjustment could be made to address these barriers, however, the impact of those factors could not be quantified (*2016 ODOT Disparity Study, Chapter 9, page 9*).

An adjustment to the base figure for barriers related to financing, bonding, and insurance, was not made in the determination of Redmond Airport's DBE goal for the following reasons.

- Since Disparity study indicated the impact of the barriers related to this category could not be quantified.

#### Other Factors

The other factors examined in the 2016 ODOT Disparity Study were related to success of minority- and women-owned firms relative to majority-owned businesses in the Oregon marketplace. The Study noted quantitative evidence that minority- and women-owned firms are less successful than majority-owned firms and face greater barriers in the marketplace. There was also qualitative information that suggests discrimination on the basis of race, ethnicity and gender affects minority- and women-owned firms in the Oregon transportation contracting industry. Although the analysis indicates an upward adjustment could be made to address these barriers, the impact of those factors could not be quantified (*2016 ODOT Disparity Study, Chapter 9, page 9*).

An adjustment to the base figure for barriers related to other factors was not made in the determination of Redmond Municipal Airport's DBE goal for the following reasons.

- Since Disparity study indicated the impact of the barriers related to this category could not be quantified.

#### Final Adjustments to the Step 1 Base Figure

After examining the available evidence and evaluating the step 2 adjustment options, the Redmond Municipal Airport will not apply any adjustments to the Step 1 base figure.

The City of Redmond is proposing **2.9% DBE Goal for FY2019-2021**.

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 Municipal 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.

Considering these factors, a race/gender neutral means of acquiring the overall goal of **2.9%** has been established.

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.

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

**The City of Redmond will utilize the findings of the Oregon Department of Transportation's disparity study to determine the existence of discrimination or its effects in the market.**

ODOT conducted a statewide disparity study with respect to highway construction. The 2016 Disparity Study Update is the last full disparity and availability study conducted. 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](http://www.oregon.gov/ODOT/CS/CIVILRIGHTS/Pages/dbe_disp_avail_stud.aspx)

The 2016 ODOT Disparity Study found that minority- and women-owned firms were underutilized based on their availability. The Study also noted both quantitative and qualitative information suggesting that there is not a level playing field for minority- and women-owned businesses in the Oregon transportation contracting industry. As a result, the Study indicated that race- and possibly gender-conscious means may need to be implemented for the portion of the overall goal that cannot be met solely through race neutral measures.

While race- and possibly gender-conscious methods may be used, the Airport has not been successful the past five years in meeting its overall goal, on average, solely through race neutral measures and has proposed that method going forward (See achievement table above). In order to meet the overall **2.9% DBE goal**, the Airport is committed to implementing race neutral measures that encourage small business and DBE participation.

The Airport has not met prior overall DBE goals through solely race neutral means, so to comply with 49 CFR 26.51, where the maximum feasible portion of the overall DBE goal must be met through race- and gender-neutral measures, the Airport is proposing to meet the overall goal solely through race neutral measures. If the Uniform Report indicates that the Airport fell short or will fall short of meeting the overall goal, the Airport will re-evaluate how much of the overall goal can be met through race neutral means and implement race conscious measures (i.e. project specific goals) to meet the remainder of the goal.

The **City of Redmond** will meet the maximum feasible portion of its overall goal by using RN means of facilitating DBE participation.

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitates DBE, and other small businesses, participation;
2. 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 City estimates that in meeting its overall goal **2.9%**, it will obtain **100% from RN participation** and **0% through RC measures**.

The City does not have a history of DBE participation or over-achievement of goals to reference for the proposed projects in the goal period. Primarily one of the largest project during the goal period is the construction of an SRE building which has more subcontracting opportunities than the past projects at the airport. The airport expects to obtain its DBE participation through the use of race neutral DBE goals to obtain DBE participation. Therefore, we are applying the entire goal of **2.90%** to race neutral participation.

The City 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.

Considering these factors, a race/gender neutral means of acquiring the overall goal **2.90%**, has been established.

### ***Public Participation***

**Consultation:** Section 26.45(g)(1).

***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*** checked the **Oregon Department of Transportation, DBE Office website** 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.

In establishing the overall goal, the **City of Redmond** provided for consultation and publication. This included consultation with minority, women's and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the **City of Redmond** efforts to establish a level playing field for the participation of DBEs. The consultation included a scheduled, direct, interactive exchange with as many interested stakeholders as possible focused on obtaining information relevant to the **City of Redmond** goal setting process, and it occurred before we were required to submit our goal and methodology to the operating administration for review. Details of the consultation are as follows:

An open meeting was held with as many interested stakeholders as possible focused on obtaining information relevant to the Disadvantaged Business Enterprise (DBE) goal setting methodology.

The consultation engaged in a face-to-face, teleconference, video conference meeting held on June 6, 2018 at 2:00 pm local time, at the **Roberts Field Airport, 2522 SE Jesse Butler Circle, Redmond, OR 97756**. To increase participation, stakeholders were invited to attend. Information regarding this meeting was posted on the City of Redmond website (<http://www.ci.redmond.or.us/business/city-hall-calendar/>) and the Redmond Municipal Airport website (<http://www.flyrdm.com/?Airport-Publications--Policies>), and emailed to all DBE's registered in the market area used.

The purpose of the meeting was to gather information on the availability of DBE's in the Market Area, determine if there were any effects of discrimination, and tried to gather any ideas for efforts to increase participation. A power point presentation was available to attendees, and was also provided to people who called into the meeting.

The following people attended the meeting:  
Fred LeLacheur – Redmond Airport Engineer  
Felila Sumanas Narotski, Redmond DBELO  
Tammy Rohech – Redmond Airport, Property Specialist  
Cory Kesler – Project Manager – Morrison-Maierle, Inc  
Tim Orthmeyer – Project Manager – Morrison-Maierle, Inc.  
Kathy Jensen – (called in) - Morrison-Maierle, Inc

The following comments were received during the course of the consultation:

**Question:** What does a disparity study do and when does it expire?

**Answer:** A **disparity study** is an analysis that examines the number of specified individuals or groups who are available to participate in certain opportunities, such as winning contracts to provide goods, services and public works support for the state, and those who actually get selected. It shows statistical data of discrimination in a state and what type of discrimination. Expiration depends on each State.

A notice of the proposed goal was published on the **Redmond Municipal Airport** website <http://www.flyrdm.com/?Airport-Publications--Policies>, before the methodology was submitted to the FAA.

If the proposed goal changes following review by FAA, the revised goal will be posted on the **Redmond Municipal Airport** website.

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

No comments were received.

## PUBLIC NOTICE

The **City of Redmond** hereby announces its fiscal years 2019 through 2021 goal of **2.90%** 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 ***Roberts Field Airport, 2522 SE Jesse Butler Circle, Redmond, OR 97756, (541) 548-0646.*** 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:

Felila Sumanas Narotski, Airport Business Coordinator, 2522 S.E. Jesse Butler Circle, # 17, Redmond, OR 97756, Phone: 541-504-3086, Email: [felila.narotski@flyrdm.com](mailto:felila.narotski@flyrdm.com)

AND

Federal Aviation Administration, Office of Civil Rights Staff, Sonia Cruz, DBE & ACDBE Compliance Specialist, Northwest Mountain Region, Federal Aviation Administration, Office of Civil Rights, P.O. Box 92007, Los Angeles, California 90009-2007, (310) 725-3940, [sonia.cruz@faa.gov](mailto:sonia.cruz@faa.gov)



SIGN IN SHEET  
 REDMOND MUNICIPAL AIRPORT  
 DBE MEETING  
 June 6, 2018 - 2:00 PM

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