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**DISADVANTAGED BUSINESS ENTERPRISE
(DBE) GOAL
CITY OF REDMOND, OREGON
2022 and 2023**

Section 26.45: Overall Goal Calculation

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

Goal Period: FY-2022 & 2023 – October 1, 2021 through September 30, 2023

DBE Goal: 2.71% to be accomplished through 2.63% RC and 0.08% RN

Total dollar amount to be expended on DBE's: \$521,337

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-22) - **\$3,220,183** (\$3,018,922 is Federal Share at 93.75/6.25)

Project 1 - Terminal – Environmental and Design- Architectural and Engineering

Project 2 – Pavement Management Plan Update - Engineering

Projects Fiscal Year #2 (FY-23) – **\$14,700,000** (\$13,781,250 is Federal Share at 93.75/6.25)

Project 1 – Terminal Construction – Construction Management

Project 2 – Terminal Apron Expansion

Project 3 – Terminal Boarding Bridges

Project 4 – Terminal Construction

OVERALL GOAL SETTING METHODOLOGY

The two-step goal setting process required by CFR 49 part 26 has been used to determine the overall goal for FY 2022-2023.

1. Establish a base figure for the relative availability of DBE's
2. Determine the figure adjustment.

The base figure is intended to be a measurement of the current ready, willing and able DBE's as a percentage of all businesses ready, willing and able to perform the recipients anticipated FAA-assisted contracts.

The base figure was established using the Redmond Municipal Airports Bidders List, DBE Directory and Census Data, and the Oregon Department of Aviation 2021 Disparity Study.

This methodology and the supporting evidence comply with the requirements of the federal regulations and federal guidance, as well as relevant court decisions, including *Western States Paving v. Washington State Dept. of Transportation*, 907 F.3d 963 (9th Cir. 2005).

STEP 1 ACTUAL RELATIVE DBE AVAILABILITY

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 using the most refined data possible. There are three methodologies used to determine DBE availability.

Method #1 DBE Bidders List

The Redmond Municipal Airport maintains a bidders list from FAA funded project. When information was available from the bidders list for 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.

The geographical area for DBE's in the bidders list is not adjusted to a specific region. The bidders list reflects the DBE willing to bid on projects at Redmond Airport.

The table below shows the DBE availability based on the bidders list at the airport.

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 DBE Directories and Census Data.

When 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 <https://data.census.gov/cedsci/>. The latest information currently available from this site is from 2017.

The geographical area used when DBE directories and census data are limited to the immediate geographical region where we would expect bidders to determine the most accurate

determination of DBE availability. The geographic region 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.

The table below shows the applicable NAICS codes, DBE's, and total business in the market area.

CENSUS DATA AND DBE DIRECTORY				
REDMOND MUNICIPAL AIRPORT (REDMOND, OREGON) - DBE BREAKDOWN				
Market Area: Deschutes, Jefferson, Crook, Linn, Lane, Klamath, Lake and Harney Counties				
DESCRIPTION	NAICS CODE	TOTAL ESTABLISHMENTS	TOTAL DBE	% DBE
Industrial Building Construction -Prime Contractor	236220	169	2	1.18%
Water and Sewer Line and Related Structures Construction	237110	62	3	4.84%
Power and Communication Line Related Construction	237130	22	1	4.55%
Highway, Street and Bridge Construction	237310	56	2	3.57%
Concrete Contractors- Sidewalk and Curb	238990	19	0	0.00%
Poured Concrete Foundation and Structure Contractors	238110	129	2	1.55%
Framing Contractors- Interior	238130	101	0	0.00%
Masonry Contractors	238140	133	0	0.00%
Glass and Glazing Contractors	238150	19	0	0.00%
Roofing Contractors	238160	148	0	0.00%
Siding Contractors	238170	57	0	0.00%
Electrical Contractors and Other Wiring Installation Contractors	238210	414	0	0.00%
Plumbing Heating and Air conditioning Contractors	238220	569	0	0.00%
Drywall and Insulation Contractors	238310	128	2	1.56%
Painting and Wall Covering Contractors	238320	407	3	0.74%
Flooring Contractors	238330	181	1	0.55%
Finished Carpentry Contractors	238350	192	1	0.52%
Site Prep Contractors -Excavation	238910	328	3	0.91%
Fencing Contractors (All Specialty Trade)	238990	231.0	1	0.43%
Architect	541310	120.0	0	0.00%
Engineering	541330	226.0	2	0.88%
Building Inspection Services	541350	67	0	0.00%
Survey	541370	42	0	0.00%
Geotech	541380	25	0	0.00%
Landscaping	541320	37	1	3%

Method #3 Disparity Study Data

When projects are not well defined at the time of the DBE goal preparation, information on DBE availability 2021 Oregon Department of Aviation Disparity Study is used to establish the DBE availability for the respective project. An example of this type of project would be a building expansion project where the breakdown of the trades cannot be adequately defined until the project is more defined. The link to the disparity study is shown below. (<https://www.oregon.gov/aviation/plans-and-programs/Pages/StatewideDisparityStudy.aspx>) .

The information in the disparity study delineates the market regions as Portland/ Hood River region, Northwest Oregon, Southwest Oregon, Central Oregon, and Eastern Oregon. The market The Redmond Municipal Airport is east of the Cascades, therefore the market region used in the DBE availability calculation is Central Oregon. The DBE Availability from the disparity study is shown below.

Weighted DBE Availability Benchmarks (Current DBE's)					
2021 ODA Disparity Study Figure 9-4					
Type of Prime Contract	Portland/Hood River Region	Northwest Oregon	Southwest Oregon	Central Oregon	Eastern Oregon
Construction					
Airport Runway, Taxiway, Apron Paving	9.1%	8.6%	4.7%	4.9%	5.2%
Concrete Work	5.6%	5.1%	6.1%	5.9%	6.5%
Electrical Work	4.2%	4.1%	4.8%	4.3%	4.8%
Excavation, Site Prep, Grading, Drainage	6.8%	6.1%	5.0%	4.6%	5.3%
Installation of guardrails and Fencing	3.6%	3.2%	3.8%	3.7%	4.3%
Office and Public Building Construction	6.0%	5.6%	4.8%	4.5%	4.5%
Pavement Surface Treatment	1.1%	1.1%	1.4%	1.3%	1.3%
Wrecking and Demolition	9.7%	9.0%	5.1%	5.0%	5.4%
Other Construction Work	0.0%	0.0%	0.0%	0.0%	0.0%
Professional Services					
Construction Management	8.2%	9.0%	8.2%	8.9%	9.8%
Design Engineering	8.8%	10.3%	7.9%	10.0%	8.6%
Environmental Consulting	13.2%	14.5%	10.5%	14.5%	11.8%
Geotechnical	0.6%	0.6%	0.5%	0.6%	0.6%
Survey and Mapping	6.9%	6.9%	6.9%	6.4%	7.4%
Other professional services	10.0%	10.0%	10.0%	10.4%	10.5%
Other Goods and Services					
Other Services	3.2%	2.9%	3.4%	3.3%	0.0%

Step 1 Goal Determination

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. The market area for the projects and the method for determining DBE availability is shown below in the calculation tables. The potential DBE participation for each project is weighted by trade group or work type.

FY 2022 - CONTRACTS				
Contract #1 - Terminal Design Phase 1a				
Total Contract		\$3,156,183.00		
ANALYSIS METHOD: DBE DIRECTORY AND CENSUS DATA				
MARKET AREA: Deschutes, Jefferson, Crook, Linn, Lane, Klamath, Lake and Harney Counties				
Work Description	NAICS Code,	Trade (\$)	DBE%	DBE \$
ARCHITECT	541310	\$1,893,710	0.00%	\$0.00
CIVIL	541330	\$315,618	0.88%	\$2,777.44
ENVIRONMENTAL	541330	\$94,685	0.88%	\$833.23
STRUCTURAL	541330	\$157,809	0.88%	\$1,388.72
MECHANICAL	541330	\$315,618	0.88%	\$2,777.44
ELECTRICAL	541330	\$252,495	0.88%	\$2,221.95
GEOTECH	541380	\$63,124	0.00%	\$0.00
SURVEY	541370	\$63,124	0.00%	\$0.00
TOTAL		\$3,156,183		\$9,998.79

Contract #2 - Update Pavement Management Program				
Total Contract		\$60,000.00		
ANALYSIS METHOD: DBE DIRECTORY AND CENSUS DATA				
MARKET AREA: Deschutes, Jefferson, Crook, Linn, Lane, Klamath, Lake and Harney Counties				
Work Description	NAICS Code	Trade (\$)	DBE%	DBE \$
CIVIL	541330	\$60,000	0.88%	\$528.00
TOTAL		\$60,000		\$528.00

	Total \$	Total DBE\$	% DBE (\$DBE/\$ Total)
TOTAL FY 2022	\$3,216,183.00	\$10,526.79	0.33%

FY 2023 - CONTRACTS				
Contract #1 - Terminal - Construction Management Services				
Total Contract		\$1,000,000.00		
ANALYSIS METHOD: DBE DIRECTORY AND CENSUS DATA				
MARKET AREA: Deschutes, Jefferson, Crook, Linn, Lane, Klamath, Lake and Harney Counties				
Work Description	Bidders List,	Trade (\$)	DBE%	DBE \$
ARCHITECT	541310	\$420,000.00	0.00%	\$0.00
CIVIL	541330	\$100,000.00	0.88%	\$880.00
STRUCTURAL	541330	\$100,000.00	0.88%	\$880.00
MECHANICAL	541330	\$100,000.00	0.88%	\$880.00
ELECTRICAL	541330	\$80,000.00	0.88%	\$704.00
GEOTECH	541330	\$50,000.00	0.00%	\$0.00
SURVEY	541380	\$0.00	0.00%	\$0.00
TESTING	541370	\$150,000.00	0.00%	\$0.00
TOTAL		\$1,000,000.00		\$3,344.00

Contract #2 -Terminal Apron Expansion				
Total Contract		\$3,000,000		
ANALYSIS METHOD: BIDDERS LIST				
MARKET AREA: BIDDERS LIST				
Work Description	Bidders List	Trade (\$)	DBE%	DBE \$
Field Office	Bidders List	\$3,000.00	0.00%	\$0.00
Security	Bidders List	\$9,000.00	33.33%	\$3,000.00
Fencing	Bidders List	\$6,000.00	100.00%	\$6,000.00
Fabric Supply	Bidders List	\$3,000.00	0.00%	\$0.00
Storm Drain Supply	Bidders List	\$3,000.00	0.00%	\$0.00
Precast Conc	Bidders List	\$3,000.00	0.00%	\$0.00
Storm Drain	Bidders List	\$6,000.00	0.00%	\$0.00
Trenching	Bidders List	\$15,000.00	0.00%	\$0.00
Milling	Bidders List	\$15,000.00	0.00%	\$0.00
Grooving	Bidders List	\$0.00	0.00%	\$0.00
Seal Coat	Bidders List	\$0.00	0.00%	\$0.00
Crack Seal	Bidders List	\$0.00	0.00%	\$0.00
Drilling and Blasting	Bidders List	\$15,000.00	0.00%	\$0.00
Concrete Cutting	Bidders List	\$15,000.00	33.33%	\$4,999.50
Trucking	Bidders List	\$150,000.00	0.00%	\$0.00
Excavation	Bidders List	\$120,000.00	14.29%	\$17,142.86
Asphalt Paving	Bidders List	\$90,000.00	0.00%	\$0.00
Concrete Paving	Bidders List	\$1,500,000.00	0.00%	\$0.00
Aggregate Crushing	Bidders List	\$150,000.00	0.00%	\$0.00
Aggregate Placement	Bidders List	\$60,000.00	16.67%	\$10,000.00
Electrical	Bidders List	\$120,000.00	0.00%	\$0.00
Pavement Marking	Bidders List	\$30,000.00	0.00%	\$0.00
Testing	Bidders List	\$45,000.00	0.00%	\$0.00
Survey	Bidders List	\$45,000.00	0.00%	\$0.00
TOTAL		\$2,403,000.00		\$41,142.36

Contract #3 -Terminal - Passenger Boarding Bridges				
Total Contract		\$2,000,000.00		
ANALYSIS METHOD: DBE DIRECTORY/CENSUS DATA				
MARKET AREA: Deschutes, Jefferson, Crook, Linn, Lane, Klamath, Lake and Harney Counties				
Work Description	NAICS Code,	Trade (\$)	DBE%	DBE \$
Passenger Boarding Bridge - Supply and Install	332312	\$2,000,000.00	0.00%	\$0.00
TOTAL		\$2,000,000.00		\$0.00

Contract #4 -Terminal - Construction				
Total Contract		\$10,000,000.00		
ANALYSIS METHOD: Disparity Study				
Work Description	Disparity Study	Trade (\$)	DBE%	DBE \$
Office and Public Building Construction	Disparity Study	\$10,000,000.00	4.5%	\$450,000.00
TOTAL		\$10,000,000.00		\$450,000.00

	Total \$	Total DBE\$	% DBE (\$DBE/\$ Total)
TOTAL FY 2023	\$15,403,000.00	\$494,486.36	3.21%

The total step 1 goal is determined by taking the total DBE dollars divided by the total project dollars.

Summary Step 1 Goal Determination		
Fiscal Year	\$ Total	\$ DBE
FY 2022	\$3,216,183	\$10,527
FY 2023	\$15,403,000	\$494,486
TOTAL	\$18,619,183	\$510,014
Step 1 Goal Determination (\$ DBE / \$ Total)		2.71%

Step 1 DBE Goal is 2.71%

Step 2 – Adjustments to the Step 1 Goal

Oregon Department of Aviation (ODA) engaged a consultant to conduct a DBE Disparity Study, which focused on participation of minority- and women-owned firms in ODA and other airport contracts from October 2014 through September 2019. The Study was completed in March of 2021.

In Step 2 of the Goal Determination, the **City of Redmond** examined available evidence available in its jurisdiction, including the analysis performed by the ODA 2021 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 2021 ODA Disparity Study in related to entry, advancement, and business ownership.
- Information from the 2021 ODA Disparity Study related the ability of DBE's to access bonding and insurance.
- Other relevant information from the 2021 ODA 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.

Past Participation History							
FY	Goal			Accomplishment			Primary Work Type
	Total	RN	RC	Total	RN	RC	
2016	2.79%	2.79%	0%	0.00%	0.00%	0.00%	Airfield Pavement Construction
2017	2.79%	2.79%	0%	0.00%	0.00%	0.00%	Airfield Pavement Construction
2018	2.79%	2.79%	0%	0.08%	0.08%	0.00%	Airfield Pavement Construction
2019	2.90%	2.90%	0%	0.02%	0.02%	0.00%	Building Construction, Airfield Pavement Construction
2020	2.90%	2.90%	0%	0.10%	0.10%	0.00%	Building Construction, Airfield Pavement Construction
2021	2.90%	2.90%	0%	TDB	TDB	TDB	Airfield Pavement Construction
Median Achievement				0.08%	0.08%	0.00%	

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; the final DBE participation was 0.08%

FY 2018

Projects Fiscal Year #3 (FY-18)

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

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 3-41-0052-043-2028

DBE participation was encouraged with the bid; however, the DBE Utilization on this project was 0.08%.

FY 2019-2020

Projects Fiscal Year #3 (FY-19/20)

- Project 1. Snow Removal Equipment Storage Building Construction

Funding for the project was provided by two FAA grants and a portion of funding was also provided by a connect Oregon grant. The Airport Improvement Program grant was AIP 3-41-0052-044-2019 and AIP 3-41-052-0044-2020

DBE participation was encouraged with the bid; however, no DBE participation was anticipated with the bid. The final DBE participation is pending completion of the project.

The past participation in from FY 2016-2021 was considered for the adjustment of the base figure given that the future projects are similar to those constructed in past years.

The median DBE participation for F2016-2021 was taken from years and determined to be 0.08%.

The median past participation and the step1 goal are averaged to determine the potential step 2 adjustment based on past DBE participation.

$(0.08\% \text{ median} + 2.71\% \text{ step 1 goal}) / 2 = 1.40\%$

Entry, Advancement, and Business Ownership.

The 2021 ODA 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. Such barriers may affect the availability of MBE/WBE to perform airport related contracts. The 2021 ODA 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 7.05% or 46% increase in the base figure (2021 ODA Disparity Study, Figure 9-8).

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 2021 ODA 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 2021 ODA 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 2021 ODA disparity study indicated that an upward adjustment could be made to address these barriers, however, the impact of those factors could not be quantified (2021 ODA Disparity Study, Chapter 9, page 14).

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.

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

Other Factors

The other factors examined in the 2021 ODA 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, even after considering neutral factors. 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 (*2021 ODA Disparity Study, Chapter 9, page 15*).

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.

- The 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 **2.71% DBE Goal for FY2022-2023**.

The Step 2 Goal based on Final Adjustments 2.71%

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

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 **2.71%**, it will obtain **0.08% from RN participation** and **2.63% through RC measures**.

To evaluate the portions of the goal to be met through race neutral and race conscious measures the City evaluated past race neutral DBE participation. The City's median percentage of race neutral means from FY 2016-2020 was 0.08%. Therefore, the City projects that it will meet 0.08% of its overall goal through race neutral measures and 2.63% through race conscious measures.

Past Participation History- Per Uniform Reports							
FY	Goal			Accomplishment			Primary Work Type
	Total	RN	RC	Total	RN	RC	
2016	2.79%	2.79%	0%	0.00%	0.00%	0.00%	Airfield Pavement Construction
2017	2.79%	2.79%	0%	0.00%	0.00%	0.00%	Airfield Pavement Construction
2018	2.79%	2.79%	0%	0.08%	0.08%	0.00%	Airfield Pavement Construction
2019	2.90%	2.90%	0%	0.02%	0.02%	0.00%	Building Construction, Airfield Pavement Construction
2020	2.90%	2.90%	0%	0.10%	0.10%	0.00%	Building Construction, Airfield Pavement Construction
2021	2.90%	2.90%	0%	TDB	TDB	TDB	Airfield Pavement Construction
Median Achievement				0.08%	0.08%	0.00%	

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.

Disparity Study Findings

The City of Redmond will utilize the findings of the 2021 ODA Disparity Study to determine the existence of discrimination or its effects in the market.

The 2021 Disparity Study is the last full disparity and availability study conducted. Provided is a link to the DBE program's Disparity & Availability Studies webpage.
<https://www.oregon.gov/aviation/plans-and-programs/Pages/StatewideDisparityStudy.aspx>

The 2021 ODA 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 airport related 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/gender neutral measures.

Contract Goals

The City will use contract goals to meet any portion of the overall goal that the recipient does not anticipate meeting through RN measures. Contract goals are established so that over the

period that the goal applies, the cumulatively result in meeting the overall goal that is not anticipated to be met through the use of RN means.

Contract goals will be established only on those DOT-assisted contracts that have subcontracting possibilities. A contract goal need not be established 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).

Contract goals will be expressed as a percentage of the total amount of a DOT-assisted contract OR the Federal share of a DOT-assisted contract.

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 video conference meeting held on May 17, 2021 at 1:00 pm local time. 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.

The following people attended the meeting:

Fred LeLacheur – Redmond Airport Engineer

Felila Sumanas Narotski, Redmond DBELO

Tammy Rohach – Redmond Airport, Property Specialist

Leif Anderson – Redmond Contract and Properties Manager

Cory Kesler – Project Manager – Morrison-Maierle, Inc

Cathy Clark – Oregon Department of Aviation

Kristin Martin – Resolute Construction, LLC

Jan Fillingner – Studio.e Architecture

James Pex – Flagline Engineering, LLC

The following comments were received:

- Kathy provided an update on ODA's Disparity Study, suggested methods for increasing outreach to DBE's
- Jan inquired on the timing of the RFP for the Terminal Design.

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.

- No comments were received.

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.

PUBLIC NOTICE

The **City of Redmond** hereby announces its fiscal years 2022 through 2023 goal of **2.71%** for Disadvantaged Business Enterprise (DBE) airport construction Contracts. The proposed goals and rationale is <http://www.flyrdm.com/?Business-Advertising-Opportunities> 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

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