

**OREGON DEPARTMENT OF AVIATION
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM – 2015, 2016, 2017**

FFY 2015, 2016, 2017 - OVERALL GOALS (CFR Part 26.45)

Oregon Department of Aviation’s (ODA’s) overall goal for the Federal Fiscal Years (FFY) 2015, 2016 and 2017 are as follows:

Federal Fiscal Year 2015								
Airport	Status	Proposed Project	FAA Funds	State Funds	Other Funds	Total Anticipated	DBE Goal %	DBE \$
Aurora		Rehab Apron; Rehab Taxilanes; Reconstruct Connector Taxiway	\$ 1,419,954	\$ 157,773	\$ -	\$ 1,577,727	32.40%	\$ 511,170
Condon	Exempt	Rehab Apron - PMP	\$ 18,000	\$ 2,000	\$ -	\$ 20,000	0.00%	\$ -
Joseph	Exempt	Rehab Apron - PMP	\$ 18,000	\$ 2,000	\$ -	\$ 20,000	0.00%	\$ -
Lebanon	Exempt	Master Plan / Environmental Land	\$ 225,000	\$ 25,000	\$ -	\$ 250,000	0.00%	\$ -
2015 Program Totals			\$ 1,680,954	\$ 186,773	\$ -	\$ 1,867,727	27.37%	\$ 511,170
Federal Fiscal Year 2016								
Airport	Status	Proposed Project	FAA Funds	State Funds	Other Funds	Total Anticipated	DBE Goal %	DBE \$
Aurora	Exempt	Rehab Taxiway - PMP, AGIS/Environmental	\$ 135,000	\$ 15,000	\$ -	\$ 150,000	0.00%	\$ -
Condon	Exempt	Improve Taxiway - widen, Improve Airport Drainage, Install Beacon and Lighted Wind Cones, Runway 25 - Improve RSA Design	\$ 225,000	\$ 25,000	\$ -	\$ 250,000	0.00%	\$ -
Independence		Airport Master Plan, Rehab Apron- PMP	\$ 288,000	\$ 32,000	\$ -	\$ 320,000	15.69%	\$ 50,210
Lebanon	Exempt	Land Acquisition, Rehab Apron - PMP	\$ 135,000	\$ 15,000	\$ -	\$ 150,000	0.00%	\$ -
McDermitt	Exempt	Rehab Runway (Including Lighting), Rehab Rotating Beacon Design	\$ 135,000	\$ 15,000	\$ -	\$ 150,000	0.00%	\$ -
Mulino		Environmental / Obstruction Removal	\$ 270,000	\$ 30,000	\$ -	\$ 300,000	27.79%	\$ 83,380
Siletz	Exempt	Rehab Apron - PMP	\$ 18,000	\$ 2,000	\$ -	\$ 20,000	0.00%	\$ -
2016 Program Totals			\$ 1,206,000	\$ 134,000	\$ -	\$ 1,340,000	9.97%	\$ 133,589
Federal Fiscal Year 2017								
Airport	Status	Proposed Project	FAA Funds	State Funds	Other Funds	Total Anticipated	DBE Goal %	DBE \$
Aurora	Exempt	Remove Obstructions, Runway Improvements Design	\$ 225,000	\$ 25,000	\$ -	\$ 250,000	0.00%	\$ -
Bandon	Exempt	Rehab Runway - PMP	\$ 18,000	\$ 2,000	\$ -	\$ 20,000	0.00%	\$ -
Chiloquin	Exempt	Rehab Taxiway, Fence Design	\$ 90,000	\$ 10,000	\$ -	\$ 100,000	0.00%	\$ -
Condon		Rehab Taxiway, Runway - Improve RSA, Improve Airport Drainage, Install Airport Beacon and Wind Cones	\$ 1,440,000	\$ 160,000	\$ -	\$ 1,600,000	32.16%	\$ 514,494
Cottage Grove	Exempt	Airport Master Plan, Rehab Taxiway- PMP	\$ 153,000	\$ 17,000	\$ -	\$ 170,000	0.00%	\$ -
Independence	Exempt	Install Fence Design	\$ 67,500	\$ 7,500	\$ -	\$ 75,000	0.00%	\$ -
Lebanon	Exempt	Rehab Taxiway, Rehab Apron - Design	\$ 90,000	\$ 10,000	\$ -	\$ 100,000	0.00%	\$ -
McDermitt		Rehab Runway (Including Lighting), Rehab Rotating Beacon, Construction	\$ 1,350,000	\$ 150,000	\$ -	\$ 1,500,000	5.73%	\$ 85,939
Siletz	Exempt	Master Plan	\$ 135,000	\$ 15,000	\$ -	\$ 150,000	0.00%	\$ -
2017 Program Totals			\$ 3,568,500	\$ 396,500	\$ -	\$ 3,965,000	15.14%	\$ 600,433

During FFY 2015, ODA expects to receive **\$1,867,727** in Federal Aviation Administration – Department of Transportation (FAA - DOT) assisted contracts. At **27.37%**, ODA anticipates contracting **\$511,170** to Disadvantaged Business Enterprise (DBE) firms.

During FFY 2016, ODA expects to receive **\$1,340,000** in Federal Aviation Administration – Department of Transportation (FAA - DOT) assisted contracts. At **9.97%**, ODA anticipates contracting **\$133,589** to Disadvantaged Business Enterprise (DBE) firms.

During FFY 2017, ODA expects to receive **\$3,965,000** in Federal Aviation Administration – Department of Transportation (FAA - DOT) assisted contracts. At **15.14%**, ODA anticipates contracting **\$600,433** to Disadvantaged Business Enterprise (DBE) firms.

Overall Goal Calculation – Three Year Goal 2014, 2015, 2016			
Year	Amount	DBE Amount	DBE %
FY 2015	\$1,867,727	\$511,170	27.37%
FY 2016	\$1,340,000	\$133,589	9.97%
FY 2017	\$3,965,000	\$600,433	15.14%
Overall	\$7,172,727	\$1,245,192	17.36%

Based on the above calculation the overall goal for ODA for fiscal years 2015-17 is 17.36% (\$1,245,192 / \$7,172,727). ODA estimates that in meeting its overall goal 17.36%, it will obtain 17.36% from Race-

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Neutral participation and 0.0% through Race-Conscious measures.

METHOD

In arriving at this goal, ODA has researched the U.S. Census Bureau, County Business Patterns Section, to obtain the total number of businesses in the designated market area surrounding the airport specific project site that fall within the appropriate North American Industry Classification Systems (NAICS) Code, which match the prevalent work to be accomplished under federal grant. ODA also consulted the DBE and Oregon Office of Minorities, Women, and Emerging Small Businesses (OMWESB) Certified Directory maintained by the State of Oregon to find the number of certified businesses in the job classifications for project work for the fiscal year. DBE directories for the States of Idaho and Nevada were also consulted for the 2017 McDermitt State Airport project. Individual DBE goals will be calculated for each Airport Improvement Program (AIP) and General Aviation Entitlement grant issued to ODA in FFY 2015, 2016 and 2017. The individual calculations include both a percentage goal and a dollar goal. ODA added each DBE goal and averaged that goal to calculate an overall DBE fiscal goal.

Aurora State Airport (Rehab Apron; Rehab Taxilanes; Reconstruct Taxiway) 2015

Aurora State Airport is located in Marion County in Northwestern Oregon. The project consists of apron rehabilitation, taxilane rehabilitation, and taxilane reconstruction. Work for this project will be awarded under one contract.

A substantial majority of the airport’s contractors and subcontractors come from the following counties: Benton, Clackamas, Columbia, Lane, Linn, Marion, Multnomah, Polk, Washington and Yamhill. ODA consulted the U.S. Census Bureau, County Business Patterns Section for these counties to obtain the total number of businesses in NAICS Codes 237110 (Water and Sewer), 237310 (Highway Construction), 238210 (Electrical Contractors), 238910 (Site Preparation), 541330 (Engineering Services), 541360 (Geophysical Surveying and Mapping), and 541370 (Aerial Surveying).

ODA then consulted the DBE and Oregon OMWESB Certified Directory for the stated counties. Results are listed below:

2012 NAICS		Total		Raw DBE	Cost of	DBE \$	Weighted
Code #	Certification Type	DBE	All	Percentage	Work	for work	DBE %
Heavy and Civil Engineering Construction							
237110	Water and Sewer Lines	31	125	24.80%	\$ 144,358.00	\$ 35,800.78	2.27%
237310	Highway, Street, and Bridge Con	77	167	46.11%	\$ 716,720.00	\$ 330,463.71	20.95%
Specialty Trade Contractors							
238210	Electrical Contractors	11	122	9.02%	\$ 84,102.00	\$ 7,582.97	0.48%
238910	Site Preparation (incl. excavation)	60	182	32.97%	\$ 223,702.00	\$ 73,747.91	4.67%
Consultants							
541330	Engineering Services	21	138	15.22%	\$ 343,845.00	\$ 52,324.24	3.32%
541360	Geophysical Surveying and Map	3	8	37.50%	\$ 30,000.00	\$ 11,250.00	0.71%
541370	Aerial surveying (except geophy)	0	76	NO DBE	\$ 35,000.00	\$ -	0.00%
Total		203	617	32.90%	\$ 1,577,727.00	\$ 511,169.62	32.40%

The costs shown in the above table were estimated from the best available information. The Aurora State Airport DBE goal may be revised to reflect updated cost information.

No step 2 adjustment was made for this goal.

ODA estimates a 32.40% (\$511,169.62) race neutral goal for the \$1,577,727.00 Aurora State Airport project.

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Independence State Airport (Airport Master Plan, Rehab Apron - PMP) 2016

Independence State Airport is located west of Salem in the Willamette Valley. An Airport Master Plan and the Pavement Maintenance Program (PMP) will be accomplished through this project. Work for this project will be awarded in two grants.

A substantial majority of the airport's contractors and subcontractors come from the following counties: Benton, Clackamas, Columbia, Crook, Deschutes, Douglas, Jefferson, Josephine, Marion, Multnomah, Polk, and Washington. ODA consulted the U.S. Census Bureau, County Business Patterns Section for these counties to obtain the total number of businesses in NAICS Codes 238990 (Specialty Trade) and 541330 (Engineering Services).

ODA then consulted the DBE and Oregon OMWESB Certified Directory for the stated counties. Results are listed below:

2012 NAICS Code #	Certification Type	Total		Raw DBE Percentage	Cost of Work	DBE \$ for work	Weighted DBE %
		DBE	All				
Specialty Trade Contractors							
238990	Specialty Trade (incl. sealing, fen	44	222	19.82%	\$ 5,000.00	\$ 990.99	0.31%
Consultants							
541330	Engineering Services	20	128	15.63%	\$ 315,000.00	\$ 49,218.75	15.38%
Total		64	350	18.29%	\$ 320,000.00	\$ 50,209.74	15.69%

The costs shown in the above table were estimated from the best available information. The Independence State Airport (Airport Master Plan, Rehab Apron - PMP) project DBE goal may be revised to reflect updated cost information.

No step 2 adjustment was made for this goal.

ODA estimates a 15.69% (\$50,209.74) race neutral goal for the \$320,000 Independence State Airport (Airport Master Plan, Rehab Apron - PMP) 2016 project.

Mulino State Airport (Environmental / Obstruction Removal) 2016

Mulino State Airport is located within Lane County, in western Oregon. This project has been designed to include obstruction removal and environmental. Work for this project will be awarded under one contract.

A substantial majority of the airport's contractors and subcontractors come from the following counties: Benton, Clackamas, Columbia, Lane, Linn, Marion, Multnomah, Polk, Washington and Yamhill. ODA consulted the U.S. Census Bureau, County Business Patterns Section for these counties to obtain the total number of businesses in NAICS Codes 238910 (Site Preparation), 541330 (Engineering Services), and 541360 (Geophysical Surveying and Mapping Services).

ODA then consulted the DBE and Oregon OMWESB Certified Directory for the stated counties. Results are listed below:

2012 NAICS Code #	Certification Type	Total		Raw DBE Percentage	Cost of Work	DBE \$ for work	Weighted DBE %
		DBE	All				
Specialty Trade Contractors							
238910	Site Preparation (incl. excavation, grading, demo, cl	60	182	32.97%	\$ 200,000.00	\$ 65,934.07	21.98%
Consultants							
541330	Engineering Services	21	138	15.22%	\$ 90,000.00	\$ 13,695.65	4.57%
541360	Geophysical Surveying and Mapping Services	3	8	37.50%	\$ 10,000.00	\$ 3,750.00	1.25%
Total		84	328	25.61%	\$ 300,000.00	\$ 83,379.72	27.79%

The costs shown in the above table were estimated from the best available information. The Mulino State Airport (Environmental / Obstruction Removal) 2016 DBE goal may be revised to reflect updated cost

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information.

No step 2 adjustment was made for this goal.

ODA estimates a 27.79% (\$83,379.72) race neutral goal for the \$300,000 Mulino State Airport (Environmental / Obstruction Removal) project.

Condon State Airport (Rehab Taxiway, Runway – Improve RSA, Improve Airport Drainage, Install Airport Beacon and Wind Cones) 2017

This project consists of taxiway rehabilitation, improvement of airport drainage, and installation of beacon and lighted windcones. Work for these projects will be awarded in one grant.

A substantial majority of the airport’s contractors and subcontractors come from the following counties: Clackamas, Crook, Deschutes, Gilliam, Grant, Hood River, Jefferson, Morrow, Multnomah, Sherman, Umatilla, Union, Wasco, Washington, and Wheeler. ODA consulted the U.S. Census Bureau, County Business Patterns Section for these counties to obtain the total number of businesses in NAICS Codes: (Highway, Street, and Bridge Construction), 238210 (Electrical Contractors), 238910 (Site Preparation), 541330 (Engineering Services), and 541370 (Geophysical Surveying and Mapping Services).

ODA then consulted the DBE and Oregon OMWESB Certified Directory for the stated counties. Results are listed in the table below:

NAICS 2012		Total		Raw DBE	Cost of	DBE \$	Weighted
Code #	Certification Type	DBE	All	Percentage	Work	for work	DBE %
Heavy and Civil Engineering Construction							
237110	Water and Sewer Lines	26	108	24.07%	\$ 50,000.00	\$ 12,037.04	0.75%
237310	Highway, Street, and Bridge Construction (AC, PCC, rock, paint)	61	135	45.19%	\$ 450,000.00	\$ 203,333.33	12.71%
Specialty Trade Contractors							
238210	Electrical Contractors	11	83	13.25%	\$ 60,000.00	\$ 7,951.81	0.50%
238910	Site Preparation (incl. excavation, grading, demo, clearing, etc.)	46	148	31.08%	\$ 850,000.00	\$ 264,189.19	16.51%
238990	Specialty Trade (incl. sealing, fencing, etc.)	37	183	20.22%	\$ 20,000.00	\$ 4,043.72	0.25%
Consultants							
541330	Engineering Services	20	115	17.39%	\$ 150,000.00	\$ 26,086.96	1.63%
541360	Geophysical Surveying and Mapping Services	4	9	44.44%	\$ 20,000.00	\$ 8,888.89	0.56%
Total		205	673	30.46%	\$ 1,600,000.00	\$ 514,493.89	32.16%

The costs shown in the above table were estimated from the best available information. The Condon State Airport (Rehab Taxiway, Runway – Improve RSA, Improve Airport Drainage, Install Airport Beacon and Wind Cones) 2017 project DBE goal may be revised to reflect updated cost information.

No step 2 adjustment was made for this goal.

ODA estimates a 32.16% (\$514,493.89) race neutral goal for the 2017 \$1,600,000 Condon State Airport project.

McDermitt State Airport (Runway Rehab, [Including Lighting], Rehab Rotating Beacon, Construction) 2017

The **McDermitt State Airport** is located in Malheur County in southeastern Oregon at the Oregon/Nevada border, and 0.5 mile northwest of McDermitt, NV. The project consists of runway rehabilitation (including lighting), rehabilitation of rotating beacon (construction). Work for these projects will be awarded in one grant.

A substantial majority of the airport’s contractors and subcontractors come from Malheur County, Oregon; Humboldt County, Nevada; and the following Idaho counties: Ada, Boise, Canyon, Elmore, Gem, Payette, and Valley. ODA consulted the U.S. Census Bureau, County Business Patterns Section for these counties to obtain the total number of businesses in NAICS Codes: 237110 (Water and Sewer

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Lines), 237310 (Highway, Street, and Bridge Construction), 238210 (Electrical Contractors), 238910 (Site Preparation), 541330 (Engineering Services), and 541370 (Geophysical Surveying and Mapping Services).

ODA then consulted the DBE and DBE Directories for the stated counties in Idaho, Oregon, and Nevada. Results are listed in the table below:

2012 NAICS		Total		Raw DBE	Cost of	DBE \$	Weighted
Code #	Certification Type	DBE	All	Percentage	Work	for work	DBE %
Heavy and Civil Engineering Construction							
237110	Water and Sewer Lines	2	43	4.65%	\$ 100,000.00	\$ 4,651.16	0.31%
237310	Highway, Street, and Bridge	2	27	7.41%	\$ 800,000.00	\$ 59,259.26	3.95%
Specialty Trade Contractors							
238210	Electrical Contractors	2	191	1.05%	\$ 300,000.00	\$ 3,141.36	0.21%
238910	Site Preparation (incl. exc)	5	116	4.31%	\$ 100,000.00	\$ 4,310.34	0.29%
Consultants							
541330	Engineering Services	4	190	2.11%	\$ 280,000.00	\$ 5,894.74	0.39%
541360	Geophysical Surveying and	2	3	66.67%	\$ 20,000.00	\$ 13,333.33	0.89%
Total		17	527	3.23%	\$ 1,500,000.00	\$ 85,939.04	5.73%

The costs shown in the above table were estimated from the best available information. The 2017 McDermitt State Airport (Runway Rehab, [Including Lighting], Rehab Rotating Beacon, Construction) project DBE goal may be revised to reflect updated cost information.

No step 2 adjustment was made for this goal.

ODA estimates a 5.73% (\$85,939.04) race neutral goal for the \$1,500,000 McDermitt State Airport project for 2017.

Basis for no Step 2 adjustment in the above project

- a. **Past participation** – There have been no recent projects of similar character at the airports that have had DBE participation. Based on past participation, there is no data to support an adjustment to the base figure. Therefore, no adjustment to the base figure was made based on past participation.
- b. **Disparity study** – A disparity study was conducted in 1996 for the Portland Region. This study is too old to be considered current. There are no newer disparity studies available for review. ODA will continue to contact FAA, Oregon OMWESB and others for records of any recently completed disparity studies. Therefore, no adjustment will be made based on disparity studies.
- c. **Other factors, information about barriers to entry to past competitiveness of DBEs on projects:**
 - ODA has not found disparity in contracting for airport construction.

DBE Goal - Project Exemption Requests

Although ODA will contract for various planning, design and pavement evaluation work during 2015, 2016 and 2017, some of these projects will not exceed \$250,000 in total dollars, including engineering services and administration.

Specifically, exemption eligible work will consist of the following state airport projects:

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- **Condon (2015)** – Rehab Apron – PMP (\$20,000)
- **Joseph (2015)** – Rehab Apron – PMP (\$20,000)
- **Lebanon (2015)** – Master Plan / Environmental Land (\$250,000)
- **Aurora (2016)** – Rehab Taxiway – PMP, AGIS/Environmental (\$150,000)
- **Condon (2016)** – Improve Taxiway – Widen, Improve Airport Drainage, Install Beacon and Lighted Wind Cones, Runway 25 – Improve RSA Design (\$250,000)
- **Lebanon (2016)** – Land Acquisition, Rehab Apron – PMP (\$150,000)
- **McDermitt (2016)** – Rehab Runway (Incl. Lighting), Rehab Rotating Beacon Design (\$150,000)
- **Siletz Bay (2016)** – Rehab Apron – PMP (\$20,000)
- **Aurora (2017)** – Remove Obstructions, Runway Improvements Design (\$250,000)
- **Bandon (2017)** – Rehab Runway – PMP (\$20,000)
- **Chiloquin (2017)** – Rehab Taxiway – Fence Design (\$100,000)
- **Cottage Grove (2017)** – Airport Master Plan, Rehab Taxiway – PMP (\$170,000)
- **Independence (2017)** – Install Fence Design (\$75,000)
- **Lebanon (2017)** – Rehab Taxiway, Rehab Apron – Design (\$100,000)
- **Siletz Bay (2017)** – Master Plan (\$150,000)

ODA, therefore, requests an exemption from DBE goal setting for these projects.

BREAKOUT OF ESTIMATED RACE-NEUTRAL AND RACE-CONSCIOUS PARTICIPATION (CFR PART 26.51 (A-C))

ODA will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. ODA's projects will achieve increased DBE participation through race-neutral means by encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces; ensuring the inclusion of DBE's and other small businesses on recipient mailing lists for bidders; and advising prime contractors of the State of Oregon DBE website (www.cbs.state.or.us).

ODA will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation and will track and report race-neutral and race-conscious participation separately. For reporting purposes, race neutral DBE participation includes, but is not necessarily limited to, the following: DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry a DBE goal; DBE participation on a prime contract exceeding a contract goal; and DBE participation through a subcontract from a prime contract that did not consider a firm's DBE status in making the award.

PROCESS

Before establishing our overall goal, ODA consulted with Oregon Department of Transportation, Oregon OMWESB and the U.S. Department of Transportation Office of Small and Disadvantaged Business Utilization to obtain information on the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs and our efforts to establish a level playing field for the participation of DBEs. DBE directories for the States of Idaho and Nevada were also consulted for the 2017 McDermitt State Airport project.

PUBLIC PARTICIPATION - (CFR Part 26.45(g)(1-2))

Public Notice

ODA hereby announces that fiscal years 2015, 2016 and 2017 overall goal of 17.36% (race neutral) for Disadvantaged Business Enterprise (DBE) airport construction projects. The proposed goals and rationale is available for inspection between 8:00 a.m. and 5:00 p.m., Monday through Friday at 3040

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25th Street SE, Salem, OR 97302-1125, for 30 days from the date of this publication.

Comments on the DBE goal will be accepted for 45 days from the date of this publication and can be sent to the following:

Heather Peck, Planning and Projects Manager
3040 25th Street SE
Salem, OR 97302-1125
(503) 378-3168
Heather.Peck@aviation.state.or.us

or

Federal Aviation Administration
Office of Civil Rights (Attn: Ricky Watson)
PO Box 92007
Los Angeles, CA 90009

CONTRACT GOALS (CFR Part 26.51 (d-g))

After direction from the FAA Office of Civil Rights, ODA will not use contract goals to meet any portion of the overall goal ODA does not project being able to meet using race-neutral means.

ODA will establish goals only on those FAA - DOT assisted contracts that have subcontracting possibilities. ODA need not establish a goal on every such contract, and the size of 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).

ODA will express its goals as a percentage of the Federal Share of a FAA - DOT assisted contract.

Aurora State Airport (Rehab Apron; Rehab Taxilanes; Reconstruct Taxiway) 2015

Section 26.45: Overall Goal Calculation

AMOUNT OF GOAL

1. ODA's overall goal for FFY 2015 at the Aurora State Airport (Rehab Apron; Rehab Taxilanes; Reconstruct Taxiway) is the following: 32.40% of the Federal Financial assistance we will expend in FAA - DOT assisted contracts. The entire goal of 32.40% will be achieved through race neutral means.

2. \$1,577,727.00 is the dollar amount of FAA - DOT assisted contracts that ODA expects to award during FFY 2015 at the Aurora State Airport. This means that ODA has set a goal of expending \$511,169.62 with DBE's during this fiscal year/project at the Aurora Airport for the Rehab Apron; Rehab Taxilanes; Reconstruct Taxiway project.

The local market area was determined by listing the nearby counties in which construction firms are located. Neighboring counties considered included Benton, Clackamas, Columbia, Lane, Linn, Marion, Multnomah, Polk, Washington and Yamhill.

These DBE goals apply to the Aurora State Airport's Rehab Apron; Rehab Taxilanes; Reconstruct Taxiway project.

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METHODOLOGY USED TO CALCULATE OVERALL GOAL

Step 1: 26.45(c)

The base figure for the relative availability of construction DBE's was determined from data obtained from the U.S. Census and the Oregon OMWESB. All work on the project was categorized according to NAICS codes. Table 1 shows the types of work involved according to NAICS codes.

Table 1 - Contractor Inventory

2012 NAICS Code # Certification Type	Benton		Clackamas		Columbia		Lane		Linn		Marion		Multnomah		Polk		Washington		Yamhill		Total		Raw DBE
	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	Percentage
Heavy and Civil Engineering Construction																							
237110	1	2	11	35	0	0	0	8	1	5	5	21	8	19	0	3	5	31	0	1	31	125	24.80%
237310	2	4	18	36	0	2	1	11	5	8	9	24	24	34	2	4	15	38	1	6	77	167	46.11%
Specialty Trade Contractors																							
238210	0	1	2	25	0	1	0	8	0	2	0	11	7	27	0	5	2	18	0	24	11	122	9.02%
238910	2	4	17	47	0	1	3	13	3	8	8	30	14	26	1	4	12	44	0	5	60	182	32.97%
Consultants																							
541330	1	7	4	23	0	1	1	10	0	5	0	2	8	50	0	0	7	36	0	4	21	138	15.22%
541360	0	0	3	4	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	3	8	37.50%
541370	0	0	0	11	0	3	0	11	0	1	0	5	0	22	0	1	0	16	0	6	0	76	NO DBE
Total																					203	617	32.90%

The base figure for the relative availability of DBE's was calculated as follows:

$$\text{Base figure} = \frac{\text{Ready, willing, and able DBE's}}{\text{All firms ready, willing and able}}$$

The data source or demonstrable evidence used to derive the numerator was:

Oregon OMWESB DBE database:

<http://imd10.cbs.state.or.us/ex/dir/omwesb/search/index.cfm>

The data source or demonstrable evidence used to derive the denominator was:

United States Census Bureau database:

<http://censtats.census.gov/cbpnaic/cbpnaic.shtml>

When we divided the numerators by the denominators, we arrived at the base figure for our overall goal. The calculations for the overall goal are summarized in Table 2.

Table 2 - DBE Goal Calculation

2012 NAICS Code # Certification Type	Total		Raw DBE	Cost of Work	DBE \$ for work	Weighted DBE %
	DBE	All	Percentage			
Heavy and Civil Engineering Construction						
237110	31	125	24.80%	\$ 144,358.00	\$ 35,800.78	2.27%
237310	77	167	46.11%	\$ 716,720.00	\$ 330,463.71	20.95%
Specialty Trade Contractors						
238210	11	122	9.02%	\$ 84,102.00	\$ 7,582.97	0.48%
238910	60	182	32.97%	\$ 223,702.00	\$ 73,747.91	4.67%
Consultants						
541330	21	138	15.22%	\$ 343,845.00	\$ 52,324.24	3.32%
541360	3	8	37.50%	\$ 30,000.00	\$ 11,250.00	0.71%
541370	0	76	NO DBE	\$ 35,000.00	\$ -	0.00%
Total	203	617	32.90%	\$ 1,577,727.00	\$ 511,169.62	32.40%

Step 2: 26.45(d)

After calculating a base figure of the relative availability of DBE's, evidence was examined to determine

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what adjustment was needed to the base figure in order to arrive at the overall goal.

In order to reflect as accurately as possible the DBE participation we would expect in the absence of discrimination we have adjusted our base figure by 0%.

The data used to determine the adjustment to the base figure was:

- a. Past participation** – There have been no recent projects of similar character at the Airport that had DBE participation. Based on past participation, there is no data to support an adjustment to the base figure. Therefore, no adjustment to the base figure was made based on past participation.
- b. Disparity study** – There are no disparity studies available for review. ODA will continue to contact FAA, Oregon OMWESB and others for records of any recently completed disparity studies. Therefore, no adjustments will be made on this basis.
- c. Other factors, information about barriers to entry to past competitiveness of DBEs on projects:** The Oregon OMWESB and the Oregon Association of Minority Entrepreneurs were previously contacted to obtain information about barriers to past competitiveness.

In general the comments received focused on the perception among prime contractors that DBE's have insufficient experience to justify their utilization as a subcontractor. No specific impediments were mentioned which would suggest any barriers to DBEs acting as prime contractors. It was also suggested that contacting potential DBE's during the design process prior to bidding would help "spread the news" and give DBEs and small firms ample notice of impending projects.

Because of the type of project being considered, DBE participation on this project is most likely to be in a subcontract specialty role, therefore high value bonding requirements are not necessary. In addition, ODA as part of its overall DBE plan does make an effort to notify potential DBE firms and small businesses of upcoming projects.

None of the information received appears to have an impact on the base figure for DBE participation on the project, therefore, no adjustment will be made to the base figure.

ODA will continue to contact these and other potential agencies for information about barriers to entry and past competitiveness.

Based on this information no adjustment to the Base figure will be made.

**BREAKOUT OF ESTIMATED RACE-NEUTRAL & RACE
CONSCIOUS PARTICIPATION**

ODA will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. ODA uses the following race-neutral means to increase DBE participation:

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

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3. Ensuring distribution of the State DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors.

The DBE goal for this project is 32.40% of the total amount bid. Based on the 9th Circuit Court Decision in Western States Paving Company v. Washington State Department of Transportation, ODA has determined that it is appropriate to use a race/gender neutral goal. ODA encourages all bidders to take active race/gender neutral steps to include DBE's in this and other airport contracts. Race/gender neutral steps include unbundling large contracts, subcontract work the prime contractor may self-perform, provide bonding or financing assistance, provide technical assistance, etc. This contract can be awarded without the lowest responsive bidder meeting the goal or demonstrating good faith effort to meet the goal.

The following is a summary of the basis of our estimated breakout of race neutral and race conscious DBE participation:

- o There have been no recent projects at the Airport that had DBE participation. Based on past participation, there is no data to support and adjustment to the base figure.
- o There are no disparity studies to assist in estimating the race conscious/neutral breakout.
- o Based on our agency/organization contacts, issues regarding bonding requirements, DBE subcontractor perceptions, and making DBE firms and small businesses aware of upcoming projects are primarily race conscious efforts, until those firms begin to track these types of projects, naturally on their own. This information indicates that a large proportion of the overall goal is likely to be race conscious.

ODA does not plan to use contract goals to help meet the DBE participation goal (see 26.51(f)). 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 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.

We will maintain data separately on DBE achievements in those contracts with and without contract goals, respectively.

Independence State Airport (Airport Master Plan, Rehab Apron - PMP) 2016

Section 26.45: Overall Goal Calculation

AMOUNT OF GOAL

1. ODA's overall goal for FFY 2016 at the Independence State Airport (Airport Master Plan, Rehab Apron - PMP) is the following: 15.69% of the Federal Financial assistance we will expend in FAA - DOT assisted contracts. The entire goal of 15.69% will be achieved through race neutral means.

2. \$320,000 is the dollar amount of FAA - DOT assisted contracts that ODA expects to award during FFY 2015. This means that ODA has set a goal of expending \$50,209.74 with DBE's during this fiscal year/project at the Independence State Airport (Airport Master Plan, Rehab Apron - PMP).

The local market area was determined by listing the nearby counties in which construction firms are located. Neighboring counties considered included Benton, Clackamas, Columbia, Crook, Deschutes, Douglas, Jefferson, Josephine, Marion, Multnomah, Polk, and Washington.

These DBE goals apply to the Independence State Airport's Airport Master Plan, Rehab Apron - PMP

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project.

METHODOLOGY USED TO CALCULATE OVERALL GOAL

Step 1: 26.45(c)

The base figure for the relative availability of construction DBE's was determined from data obtained from the U.S. Census and the Oregon OMWESB. All work on the project was categorized according to NAICS codes. Table 1 shows the types of work involved according to NAICS codes.

Table 3 - Contractor Inventory

2012 NAICS Code #	Certification Type	Benton		Clackamas		Columbia		Crook		Deschutes		Douglas		Jefferson		Josephine		Marion		Multnomah		Polk		Washington		Total			
		DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All		
Specialty Trade Contractors																													
238990	Specialty Trade (incl. sealing, fen	1	3	10	40	0	4	0	3	3	15	2	7	0	2	1	4	5	28	13	66	0	1	9	49	44	222		
Consultants																													
541330	Engineering Services	1	7	4	23	0	1	0	0	0	4	0	3	0	1	0	1	0	2	8	50	0	0	7	36	20	128		
Total		64 350																											

The base figure for the relative availability of DBE's was calculated as follows:

$$\text{Base figure} = \frac{\text{Ready, willing, and able DBE's}}{\text{All firms ready, willing and able}}$$

The data source or demonstrable evidence used to derive the numerator was:

Oregon OMWESB DBE database:

<http://imd10.cbs.state.or.us/ex/dir/omwesb/search/index.cfm>

The data source or demonstrable evidence used to derive the denominator was:

United States Census Bureau database:

<http://censtats.census.gov/cbpnaic/cbpnaic.shtml>

When we divided the numerators by the denominators, we arrived at the base figure for our overall goal. The calculations for the overall goal are summarized in Table 2.

Table 4 - DBE Goal Calculation

2012 NAICS Code #	Certification Type	Total		Raw DBE Percentage	Cost of Work	DBE \$ for work	Weighted DBE %
		DBE	All				
Specialty Trade Contractors							
238990	Specialty Trade (incl. sealing, fen	44	222	19.82%	\$ 5,000.00	\$ 990.99	0.31%
Consultants							
541330	Engineering Services	20	128	15.63%	\$ 315,000.00	\$ 49,218.75	15.38%
Total		64	350	18.29%	\$ 320,000.00	\$ 50,209.74	15.69%

Step 2: 26.45(d)

After calculating a base figure of the relative availability of DBE's, evidence was examined to determine what adjustment was needed to the base figure in order to arrive at the overall goal.

In order to reflect as accurately as possible the DBE participation we would expect in the absence of discrimination we have adjusted our base figure by 0%.

The data used to determine the adjustment to the base figure was:

- d. Past participation** – There have been no recent projects of similar character at the Airport that had DBE participation. Based on past participation, there is no data to support an

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adjustment to the base figure. Therefore, no adjustment to the base figure was made based on past participation.

- e. **Disparity study** – There are no disparity studies available for review. ODA will continue to contact FAA, Oregon OMWESB and others for records of any recently completed disparity studies. Therefore, no adjustments will be made on this basis.
- f. **Other factors, information about barriers to entry to past competitiveness of DBEs on projects:** The Oregon OMWESB and the Oregon Association of Minority Entrepreneurs were previously contacted to obtain information about barriers to past competitiveness.

In general the comments received focused on the perception among prime contractors that DBE's have insufficient experience to justify their utilization as a subcontractor. No specific impediments were mentioned which would suggest any barriers to DBEs acting as prime contractors. It was also suggested that contacting potential DBE's during the design process prior to bidding would help "spread the news" and give DBEs and small firms ample notice of impending projects.

Because of the type of project being considered, DBE participation on this project is most likely to be in a subcontract specialty role, therefore high value bonding requirements are not necessary. In addition, ODA as part of its overall DBE plan does make an effort to notify potential DBE firms and small businesses of upcoming projects.

None of the information received appears to have an impact on the base figure for DBE participation on the project, therefore, no adjustment will be made to the base figure.

ODA will continue to contact these and other potential agencies for information about barriers to entry and past competitiveness.

Based on this information no adjustment to the Base figure will be made.

BREAKOUT OF ESTIMATED RACE-NEUTRAL & RACE CONSCIOUS PARTICIPATION

ODA will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. ODA uses the following race-neutral means to increase DBE participation:

- 4. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate DBE, and other small businesses, participation (e.g., unbundling large contracts to make them more accessible to small businesses, requiring or encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces);
- 5. Carrying out information and communications programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists for bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate);
- 6. Ensuring distribution of the State DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors.

The DBE goal for this project is 15.69% of the total amount bid. Based on the 9th Circuit Court Decision in Western States Paving Company v. Washington State Department of Transportation, ODA has determined that it is appropriate to use a race/gender neutral goal. ODA encourages all bidders to take active race/gender neutral steps to include DBE's in this and other airport contracts. Race/gender neutral

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steps include unbundling large contracts, subcontract work the prime contractor may self-perform, provide bonding or financing assistance, provide technical assistance, etc. This contract can be awarded without the lowest responsive bidder meeting the goal or demonstrating good faith effort to meet the goal.

The following is a summary of the basis of our estimated breakout of race neutral and race conscious DBE participation:

- There have been no recent projects at the Airport that had DBE participation. Based on past participation, there is no data to support and adjustment to the base figure.
- There are no disparity studies to assist in estimating the race conscious/neutral breakout.
- Based on our agency/organization contacts, issues regarding bonding requirements, DBE subcontractor perceptions, and making DBE firms and small businesses aware of upcoming projects are primarily race conscious efforts, until those firms begin to track these types of projects, naturally on their own. This information indicates that a large proportion of the overall goal is likely to be race conscious.

ODA does not plan to use contract goals to help meet the DBE participation goal (see 26.51(f)). 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 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.

We will maintain data separately on DBE achievements in those contracts with and without contract goals, respectively.

Mulino State Airport (Environmental / Obstruction Removal) 2016

Section 26.45: Overall Goal Calculation

AMOUNT OF GOAL

1. ODA's overall goal for FFY 2016 at the Mulino State Airport (Environmental / Obstruction Removal) is the following: 27.79% of the Federal Financial assistance we will expend in FAA - DOT assisted contracts. The entire goal of 27.79% will be achieved through race neutral means.

2. \$300,000 is the dollar amount of FAA - DOT assisted contracts that ODA expects to award during FFY 2016. This means that ODA has set a goal of expending \$83,379.72 with DBE's during this fiscal year/project at the Mulino State Airport (Environmental / Obstruction Removal).

The local market area was determined by listing the nearby counties in which construction firms are located. Neighboring counties considered included Benton, Clackamas, Columbia, Lane, Linn, Marion, Multnomah, Polk, Washington, and Yamhill.

These DBE goals apply to the Mulino State Airport's Phase 1 design of Environmental / Obstruction Removal project.

METHODOLOGY USED TO CALCULATE OVERALL GOAL

Step 1: 26.45(c)

The base figure for the relative availability of construction DBE's was determined from data obtained from the U.S. Census and the Oregon OMWESB. All work on the project was categorized according to NAICS

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codes. Table 1 shows the types of work involved according to NAICS codes.

Table 5 - Contractor Inventory

2012 NAICS		Benton		Clackamas		Columbia		Lane		Linn		Marion		Multnomah		Polk		Washington		Yamhill		Total	
Code #	Certification Type	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All
Specialty Trade Contractors																							
238910	Site Preparation (incl. excavation, gr	2	4	17	47	0	1	3	13	3	8	8	30	14	26	1	4	12	44	0	5	60	182
Consultants																							
541330	Engineering Services	1	7	4	23	0	1	1	10	0	5	0	2	8	50	0	0	7	36	0	4	21	138
541360	Geophysical Surveying and Mapping	0	0	3	4	0	0	0	1	0	1	0	0	0	2	0	0	0	0	0	0	3	8
Total																						84	328

The base figure for the relative availability of DBE's was calculated as follows:

$$\text{Base figure} = \frac{\text{Ready, willing, and able DBE's}}{\text{All firms ready, willing and able}}$$

The data source or demonstrable evidence used to derive the numerator was:

Oregon OMWESB DBE database:

<http://imd10.cbs.state.or.us/ex/dir/omwesb/search/index.cfm>

The data source or demonstrable evidence used to derive the denominator was:

United States Census Bureau database:

<http://censtats.census.gov/cbpnaic/cbpnaic.shtml>

When we divided the numerators by the denominators, we arrived at the base figure for our overall goal. The calculations for the overall goal are summarized in Table 2.

Table 6 - DBE Goal Calculation

2012 NAICS		Total		Raw DBE	Cost of	DBE \$	Weighted
Code #	Certification Type	DBE	All	Percentage	Work	for work	DBE %
Specialty Trade Contractors							
238910	Site Preparation (incl. excavation, gr	60	182	32.97%	\$ 200,000.00	\$ 65,934.07	21.98%
Consultants							
541330	Engineering Services	21	138	15.22%	\$ 90,000.00	\$ 13,695.65	4.57%
541360	Geophysical Surveying and Mapping	3	8	37.50%	\$ 10,000.00	\$ 3,750.00	1.25%
Total		84	328	25.61%	\$ 300,000.00	\$ 83,379.72	27.79%

Step 2: 26.45(d)

After calculating a base figure of the relative availability of DBE's, evidence was examined to determine what adjustment was needed to the base figure in order to arrive at the overall goal.

In order to reflect as accurately as possible the DBE participation we would expect in the absence of discrimination we have adjusted our base figure by 0%.

The data used to determine the adjustment to the base figure was:

- g. Past participation** – There have been no recent projects of similar character at the Airport that had DBE participation. Based on past participation, there is no data to support an adjustment to the base figure. Therefore, no adjustment to the base figure was made based on past participation.
- h. Disparity study** – There are no disparity studies available for review. ODA will continue to contact FAA, Oregon OMWESB and others for records of any recently completed disparity studies. Therefore, no adjustments will be made on this basis.

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- i. Other factors, information about barriers to entry to past competitiveness of DBEs on projects:* The Oregon OMWESB and the Oregon Association of Minority Entrepreneurs were previously contacted to obtain information about barriers to past competitiveness.

In general the comments received focused on the perception among prime contractors that DBE's have insufficient experience to justify their utilization as a subcontractor. No specific impediments were mentioned which would suggest any barriers to DBEs acting as prime contractors. It was also suggested that contacting potential DBE's during the design process prior to bidding would help "spread the news" and give DBEs and small firms ample notice of impending projects.

Because of the type of project being considered, DBE participation on this project is most likely to be in a subcontract specialty role, therefore high value bonding requirements are not necessary. In addition, ODA as part of its overall DBE plan does make an effort to notify potential DBE firms and small businesses of upcoming projects.

None of the information received appears to have an impact on the base figure for DBE participation on the project, therefore, no adjustment will be made to the base figure.

ODA will continue to contact these and other potential agencies for information about barriers to entry and past competitiveness.

Based on this information no adjustment to the Base figure will be made.

BREAKOUT OF ESTIMATED RACE-NEUTRAL & RACE CONSCIOUS PARTICIPATION

ODA will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. ODA uses the following race-neutral means to increase DBE participation:

7. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate DBE, and other small businesses, participation (e.g., unbundling large contracts to make them more accessible to small businesses, requiring or encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces);
8. Carrying out information and communications programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists for bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate);
9. Ensuring distribution of the State DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors.

The DBE goal for this project is 27.79% of the total amount bid. Based on the 9th Circuit Court Decision in Western States Paving Company v. Washington State Department of Transportation, ODA has determined that it is appropriate to use a race/gender neutral goal. ODA encourages all bidders to take active race/gender neutral steps to include DBE's in this and other airport contracts. Race/gender neutral steps include unbundling large contracts, subcontract work the prime contractor may self-perform, provide bonding or financing assistance, provide technical assistance, etc. This contract can be awarded without the lowest responsive bidder meeting the goal or demonstrating good faith effort to meet the goal.

The following is a summary of the basis of our estimated breakout of race neutral and race conscious DBE participation:

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- There have been no recent projects at the Airport that had DBE participation. Based on past participation, there is no data to support and adjustment to the base figure.
- There are no disparity studies to assist in estimating the race conscious/neutral breakout.
- Based on our agency/organization contacts, issues regarding bonding requirements, DBE subcontractor perceptions, and making DBE firms and small businesses aware of upcoming projects are primarily race conscious efforts, until those firms begin to track these types of projects, naturally on their own. This information indicates that a large proportion of the overall goal is likely to be race conscious.

ODA does not plan to use contract goals to help meet the DBE participation goal (see 26.51(f)). 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 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.

We will maintain data separately on DBE achievements in those contracts with and without contract goals, respectively.

Condon State Airport (Rehab Taxiway, Runway – Improve RSA, Improve Airport Drainage, Install Airport Beacon and Wind Cones) 2017

Section 26.45: Overall Goal Calculation

AMOUNT OF GOAL

1. ODA's overall goal for FFY 2017 at the Condon State Airport (Rehab Taxiway, Runway – Improve RSA, Improve Airport Drainage, Install Airport Beacon and Wind Cones) is the following: 32.16% of the Federal Financial assistance we will expend in FAA - DOT assisted contracts. The entire goal of 32.16% will be achieved through race neutral means.

2. \$1,600,000 is the dollar amount of FAA - DOT assisted contracts that ODA expects to award during FFY 2017. This means that ODA has set a goal of expending \$514,493.89 with DBE's during this fiscal year/project at the Condon State Airport (Rehab Taxiway, Runway – Improve RSA, Improve Airport Drainage, Install Airport Beacon and Wind Cones).

The local market area was determined by listing the nearby counties in which construction firms are located. Neighboring counties considered included Clackamas, Crook, Deschutes, Gilliam, Grant, Hood River, Jefferson, Morrow, Multnomah, Sherman, Umatilla, Union, Wasco, Washington, and Wheeler.

These DBE goals apply to the Condon State Airport's Rehab Taxiway, Runway – Improve RSA, Improve Airport Drainage, Install Airport Beacon and Wind Cones project.

METHODOLOGY USED TO CALCULATE OVERALL GOAL

Step 1: 26.45(c)

The base figure for the relative availability of construction DBE's was determined from data obtained from the U.S. Census and the Oregon OMWESB. All work on the project was categorized according to NAICS codes. Table 1 shows the types of work involved according to NAICS codes.

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Table 7 - Contractor Inventory

NAICS 2012 Code #	Certification Type	Clackamas DBE AII	Crook DBE AII	Deschutes DBE AII	Gilliam DBE AII	Grant DBE AII	Hood River DBE AII	Jefferson DBE AII	Morrow DBE AII	Multnomah DBE AII	Sherman DBE AII	Umatilla DBE AII	Union DBE AII	Wasco DBE AII	Washington DBE AII	Wheeler DBE AII	Total DBE AII																
Heavy and Civil Engineering Construction																																	
237110	Water and Sewer Lines	11	35	0	1	0	10	0	0	1	0	1	0	3	0	0	8	19	0	0	2	4	0	3	0	0	5	31	0	0	26	108	
237310	Highway, Street, and Bridge Construction	18	36	0	1	1	12	0	0	1	3	0	1	0	3	0	0	24	34	0	0	1	1	1	6	0	0	15	38	0	0	61	135
Specialty Trade Contractors																																	
238210	Electrical Contractors	2	25	0	1	0	6	0	0	0	0	2	0	1	0	0	7	27	0	0	0	2	0	1	0	0	2	18	0	0	11	83	
238910	Site Preparation (incl. excavation)	17	47	0	1	1	14	0	0	2	0	2	0	0	0	0	14	26	0	0	2	4	0	6	0	0	12	44	0	0	46	148	
238990	Specialty Trade (incl. sealing, finishing)	10	40	0	3	3	15	0	0	1	2	0	0	2	0	1	13	66	0	0	1	1	0	4	0	0	9	49	0	0	37	183	
Consultants																																	
541330	Engineering Services	4	23	0	0	0	4	0	0	0	0	1	1	0	1	0	8	50	0	0	0	0	0	0	0	0	7	36	0	0	20	115	
541360	Geophysical Surveying and Mapping	3	4	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	4	9	
Total																	205	673															

The base figure for the relative availability of DBE's was calculated as follows:

$$\text{Base figure} = \frac{\text{Ready, willing, and able DBE's}}{\text{All firms ready, willing and able}}$$

The data source or demonstrable evidence used to derive the numerator was:

Oregon OMWESB DBE database:

<http://imd10.cbs.state.or.us/ex/dir/omwesb/search/index.cfm>

The data source or demonstrable evidence used to derive the denominator was:

United States Census Bureau database:

<http://censtats.census.gov/cbpnaic/cbpnaic.shtml>

When we divided the numerators by the denominators, we arrived at the base figure for our overall goal. The calculations for the overall goal are summarized in Table 2.

Table 8 - DBE Goal Calculation

NAICS 2012 Code #	Certification Type	Total DBE	All	Raw DBE Percentage	Cost of Work	DBE \$ for work	Weighted DBE %
Heavy and Civil Engineering Construction							
237110	Water and Sewer Lines	26	108	24.07%	\$ 50,000.00	\$ 12,037.04	0.75%
237310	Highway, Street, and Bridge Construction	61	135	45.19%	\$ 450,000.00	\$ 203,333.33	12.71%
Specialty Trade Contractors							
238210	Electrical Contractors	11	83	13.25%	\$ 60,000.00	\$ 7,951.81	0.50%
238910	Site Preparation (incl. excavation)	46	148	31.08%	\$ 850,000.00	\$ 264,189.19	16.51%
238990	Specialty Trade (incl. sealing, finishing)	37	183	20.22%	\$ 20,000.00	\$ 4,043.72	0.25%
Consultants							
541330	Engineering Services	20	115	17.39%	\$ 150,000.00	\$ 26,086.96	1.63%
541360	Geophysical Surveying and Mapping	4	9	44.44%	\$ 20,000.00	\$ 8,888.89	0.56%
Total		205	673	30.46%	\$ 1,600,000.00	\$ 514,493.89	32.16%

Step 2: 26.45(d)

After calculating a base figure of the relative availability of DBE's, evidence was examined to determine what adjustment was needed to the base figure in order to arrive at the overall goal.

In order to reflect as accurately as possible the DBE participation we would expect in the absence of discrimination we have adjusted our base figure by 0%.

The data used to determine the adjustment to the base figure was:

- j. Past participation** – There have been no recent projects of similar character at the Airport that had DBE participation. Based on past participation, there is no data to support an

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adjustment to the base figure. Therefore, no adjustment to the base figure was made based on past participation.

- k. Disparity study** – There are no disparity studies available for review. ODA will continue to contact FAA, Oregon OMWESB and others for records of any recently completed disparity studies. Therefore, no adjustments will be made on this basis.
- l. Other factors, information about barriers to entry to past competitiveness of DBEs on projects:** The Oregon OMWESB and the Oregon Association of Minority Entrepreneurs were previously contacted to obtain information about barriers to past competitiveness.

In general the comments received focused on the perception among prime contractors that DBE's have insufficient experience to justify their utilization as a subcontractor. No specific impediments were mentioned which would suggest any barriers to DBEs acting as prime contractors. It was also suggested that contacting potential DBE's during the design process prior to bidding would help "spread the news" and give DBEs and small firms ample notice of impending projects.

Because of the type of project being considered, DBE participation on this project is most likely to be in a subcontract specialty role, therefore high value bonding requirements are not necessary. In addition, ODA as part of its overall DBE plan does make an effort to notify potential DBE firms and small businesses of upcoming projects.

None of the information received appears to have an impact on the base figure for DBE participation on the project, therefore, no adjustment will be made to the base figure.

ODA will continue to contact these and other potential agencies for information about barriers to entry and past competitiveness.

Based on this information no adjustment to the Base figure will be made.

**BREAKOUT OF ESTIMATED RACE-NEUTRAL & RACE
CONSCIOUS PARTICIPATION**

ODA will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. ODA uses the following race-neutral means to increase DBE participation:

- 10.** Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate DBE, and other small businesses, participation (e.g., unbundling large contracts to make them more accessible to small businesses, requiring or encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces);
- 11.** Carrying out information and communications programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists for bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate);
- 12.** Ensuring distribution of the State DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors.

The DBE goal for this project is 32.16% of the total amount bid. Based on the 9th Circuit Court Decision in Western States Paving Company v. Washington State Department of Transportation, ODA has determined that it is appropriate to use a race/gender neutral goal. ODA encourages all bidders to take active race/gender neutral steps to include DBE's in this and other airport contracts. Race/gender neutral

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steps include unbundling large contracts, subcontract work the prime contractor may self-perform, provide bonding or financing assistance, provide technical assistance, etc. This contract can be awarded without the lowest responsive bidder meeting the goal or demonstrating good faith effort to meet the goal.

The following is a summary of the basis of our estimated breakout of race neutral and race conscious DBE participation:

- There have been no recent projects at the Airport that had DBE participation. Based on past participation, there is no data to support and adjustment to the base figure.
- There are no disparity studies to assist in estimating the race conscious/neutral breakout.
- Based on our agency/organization contacts, issues regarding bonding requirements, DBE subcontractor perceptions, and making DBE firms and small businesses aware of upcoming projects are primarily race conscious efforts, until those firms begin to track these types of projects, naturally on their own. This information indicates that a large proportion of the overall goal is likely to be race conscious.

ODA does not plan to use contract goals to help meet the DBE participation goal (see 26.51(f)). 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 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.

We will maintain data separately on DBE achievements in those contracts with and without contract goals, respectively.

McDermitt State Airport (Runway Rehab, [Including Lighting], Rehab Rotating Beacon, Construction) 2017

Section 26.45: Overall Goal Calculation

AMOUNT OF GOAL

1. ODA's overall goal for FFY 2017 at the McDermitt State Airport (Runway Rehab, [Including Lighting], Rehab Rotating Beacon, Construction) is the following: 5.73% of the Federal Financial assistance we will expend in FAA - DOT assisted contracts. The entire goal of 5.73% will be achieved through race neutral means.

2. \$1,500,000 is the dollar amount of FAA - DOT assisted contracts that ODA expects to award during FFY 2017. This means that ODA has set a goal of expending \$85,939.04 with DBE's during this fiscal year/project at the McDermitt State Airport (Runway Rehab, [Including Lighting], Rehab Rotating Beacon, Construction).

The local market area was determined by listing the nearby counties in which construction firms are located. Neighboring counties considered included Malheur in Oregon; Ada, Boise, Canyon, Elmore, Gem, Payette, and Valley in Idaho; and Humboldt in Nevada.

These DBE goals apply to the McDermitt State Airport's Runway Rehab, [Including Lighting], Rehab Rotating Beacon, Construction project.

METHODOLOGY USED TO CALCULATE OVERALL GOAL

Step 1: 26.45(c)

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The base figure for the relative availability of construction DBE's was determined from data obtained from the U.S. Census, the Oregon OMWESB, Idaho DOT, and Nevada DOT DBE Vender Lists. All work on the project was categorized according to NAICS codes. Table 1 shows the types of work involved according to NAICS codes.

Table 9 - Contractor Inventory

		OR				ID						NV									
2012 NAICS		Malheur		Ada		Boise		Canyon		Elmore		Gem		Payette		Valley		Humboldt		Total	
Code #	Certification Type	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All	DBE	All
Heavy and Civil Engineering Construction																					
237110	Water and Sewer Lines	0	0	1	21	0	0	1	13	0	1	0	1	0	2	0	2	0	3	2	43
237310	Highway, Street, and Bridge	0	0	1	10	0	1	1	9	0	1	0	3	0	2	0	1	0	0	2	27
Specialty Trade Contractors																					
238210	Electrical Contractors	0	0	2	114	0	4	0	44	0	3	0	6	0	7	0	9	0	4	2	191
238910	Site Preparation (incl. earthwork)	0	0	3	48	1	2	0	37	1	3	0	4	0	3	0	18	0	1	5	116
Consultants																					
541330	Engineering Services	0	0	3	164	0	0	1	20	0	0	0	1	0	3	0	2	0	0	4	190
541360	Geophysical Surveying	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3
Total																				17	527

The base figure for the relative availability of DBE's was calculated as follows:

$$\text{Base figure} = \frac{\text{Ready, willing, and able DBE's}}{\text{All firms ready, willing and able}}$$

The data source or demonstrable evidence used to derive the numerator was:

Oregon OMWESB DBE database:

<http://imd10.cbs.state.or.us/ex/dir/omwesb/search/index.cfm>

Idaho DOT DBE Program website:

<http://www.itd.idaho.gov/civil/overview.htm>; contact at (208) 334-8000

Nevada DOT Certified DBE Vender Lists:

<http://www.itd.idaho.gov/civil/overview.htm>

The data source or demonstrable evidence used to derive the denominator was:

United States Census Bureau database:

<http://censtats.census.gov/cbpnaic/cbpnaic.shtml>

When we divided the numerators by the denominators, we arrived at the base figure for our overall goal. The calculations for the overall goal are summarized in Table 2.

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Table 10 - DBE Goal Calculation

2012 NAICS		Total		Raw DBE	Cost of	DBE \$	Weighted
Code #	Certification Type	DBE	All	%	Work	for work	DBE %
Heavy and Civil Engineering Construction							
237110	Water and Sewer Lines	2	43	4.65%	\$ 100,000.00	\$ 4,651.16	0.31%
237310	Highway, Street, and Bridge Con	2	27	7.41%	\$ 800,000.00	\$ 59,259.26	3.95%
Specialty Trade Contractors							
238210	Electrical Contractors	2	191	1.05%	\$ 300,000.00	\$ 3,141.36	0.21%
238910	Site Preparation (incl. excavation	5	116	4.31%	\$ 100,000.00	\$ 4,310.34	0.29%
Consultants							
541330	Engineering Services	4	190	2.11%	\$ 280,000.00	\$ 5,894.74	0.39%
541360	Geophysical Surveying and Mapp	2	3	66.67%	\$ 20,000.00	\$ 13,333.33	0.89%
Total		17	527	3.23%	\$ 1,500,000.00	\$ 85,939.04	5.73%

Step 2: 26.45(d)

After calculating a base figure of the relative availability of DBE's, evidence was examined to determine what adjustment was needed to the base figure in order to arrive at the overall goal.

In order to reflect as accurately as possible the DBE participation we would expect in the absence of discrimination we have adjusted our base figure by 0%.

The data used to determine the adjustment to the base figure was:

- m. Past participation** – There have been no recent projects of similar character at the Airport that had DBE participation. Based on past participation, there is no data to support an adjustment to the base figure. Therefore, no adjustment to the base figure was made based on past participation.
- n. Disparity study** – There are no disparity studies available for review. ODA will continue to contact FAA, Oregon OMWESB and others for records of any recently completed disparity studies. Therefore, no adjustments will be made on this basis.
- o. Other factors, information about barriers to entry to past competitiveness of DBEs on projects:** The Oregon OMWESB and the Oregon Association of Minority Entrepreneurs were previously contacted to obtain information about barriers to past competitiveness.

In general the comments received focused on the perception among prime contractors that DBE's have insufficient experience to justify their utilization as a subcontractor. No specific impediments were mentioned which would suggest any barriers to DBEs acting as prime contractors. It was also suggested that contacting potential DBE's during the design process prior to bidding would help "spread the news" and give DBEs and small firms ample notice of impending projects.

Because of the type of project being considered, DBE participation on this project is most likely to be in a subcontract specialty role, therefore high value bonding requirements are not necessary. In addition, ODA as part of its overall DBE plan does make an effort to notify potential DBE firms and small businesses of upcoming projects.

None of the information received appears to have an impact on the base figure for DBE participation on the project, therefore, no adjustment will be made to the base figure.

ODA will continue to contact these and other potential agencies for information about barriers to entry and past competitiveness.

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Based on this information no adjustment to the Base figure will be made.

**BREAKOUT OF ESTIMATED RACE-NEUTRAL & RACE
CONSCIOUS PARTICIPATION**

ODA will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. ODA uses the following race-neutral means to increase DBE participation:

13. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate DBE, and other small businesses, participation (e.g., unbundling large contracts to make them more accessible to small businesses, requiring or encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces);
14. Carrying out information and communications programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists for bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate);
15. Ensuring distribution of the State DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors.

The DBE goal for this project is 5.73% of the total amount bid. Based on the 9th Circuit Court Decision in Western States Paving Company v. Washington State Department of Transportation, ODA has determined that it is appropriate to use a race/gender neutral goal. ODA encourages all bidders to take active race/gender neutral steps to include DBE's in this and other airport contracts. Race/gender neutral steps include unbundling large contracts, subcontract work the prime contractor may self-perform, provide bonding or financing assistance, provide technical assistance, etc. This contract can be awarded without the lowest responsive bidder meeting the goal or demonstrating good faith effort to meet the goal.

The following is a summary of the basis of our estimated breakout of race neutral and race conscious DBE participation:

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- o There are no disparity studies to assist in estimating the race conscious/neutral breakout.
- o Based on our agency/organization contacts, issues regarding bonding requirements, DBE subcontractor perceptions, and making DBE firms and small businesses aware of upcoming projects are primarily race conscious efforts, until those firms begin to track these types of projects, naturally on their own. This information indicates that a large proportion of the overall goal is likely to be race conscious.

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