

**Jackson County, Oregon**  
**Rogue Valley International – Medford Airport**  
**(MFR)**



**JACKSON  
COUNTY**  
*Airport Authority*

---

**DISADVANTAGE BUSINESS ENTERPRISE  
49 CFR PART 26**

**REVISED TRIENNIAL GOAL  
METHODOLOGY FISCAL YEAR 2023  
Revision**

Revised Overall DBE Goal Methodology

**Name of Recipient:** Jackson County Airport Authority (JCAA)  
Rogue Valley International – Medford Airport

**Goal Period:** FY 2023 – October 1, 2022 through September 30, 2023

**DOT-assisted contract amount:** FY-2023      \$12,663,381

**Overall Three-Year Goal:** 4.82%, to be accomplished through 4.82% RC and 0.0% RN

**Total dollar amount to be expended on DBEs:** \$610,375

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

Contracts Fiscal Year #2 - 2023

1. Runway 14-32 Lighting & Closure Markers	\$3,215,625
2. ATCT Improvements	\$1,550,000
3. East Apron Expansion – Phase 1	\$3,416,536
4. Extend Taxiway C, Construct Taxilanes, NW Apron	\$3,768,750
5. Pavement Condition Index	\$ 104,720
6. Terminal Expansion – Concept and Budget Report	\$ 561,000
7. Terminal Expansion – Environmental Assessment	\$ 46,750

**Market Area:** The Rogue Valley International – Medford Airport’s market area is where the majority of its bidders are located and contracting dollars spent. The market area was determined by the 2021 Oregon Statewide DBE Disparity Study, which identified the State of Oregon, Clark and Skamania Counties in Washington and Payette County in Idaho.

**Step 1. Actual relative availability of DBEs**

The base figure for the relative availability was calculated as follows:

Method: Use of Disparity Study – Oregon Department of Aviation, Oregon Statewide DBE Disparity Study, completed 2021, which analyzed FAA funded contracts from 2014 through 2019. DBE % figures were taken from figure 9-4, Southwest region figures.

Weighted Availability of DBE firms:

For FY-2023, award of the following is anticipated:

<b>Contract Name</b>	<b>Trade Description</b>	<b>NAICS Description</b>	<b>Trade (\$)</b>	<b>DBE (%)</b>	<b>DBE (\$)</b>
Contract 1: Runway 14-32 Lighting & Closure Markers (BIL)	Electrical	Power, Communication Lines, Electrical Construction	\$ 2,489,063	4.80%	\$ 119,475
	Engineering	Design Engineering	\$ 398,438	7.90%	\$ 31,477
	Survey & Mapping	Construction Survey	\$ 93,750	6.90%	\$ 6,469
	Other Construction Work	Traffic Control	\$ 234,375	0.00%	\$ -
<b>Total Contract #1</b>			<b>\$3,215,625</b>	<b>4.90%</b>	<b>\$157,420</b>
Contract 2: ATCT Improvements	Electrical, Security alarm systems sales combined with installation, repair, or monitoring services, fiber optic cable transmission line construction	Electrical Work	\$ 719,000	4.80%	\$ 34,512.00
	HVAC	Plumbing, Heating, Air Conditioning	\$ 75,000	0.00%	\$ -
	Elevator Installation	Elevators, escalators, automatic doors, baggage systems	\$ 480,000	0.00%	\$ -
	Engineering	Engineering Services	\$ 244,000	7.90%	\$ 19,276.00
	Carpet Install	Other Professional Services	\$ 32,000	0.00%	\$ -
<b>Total Contract #2</b>			<b>\$ 1,550,000</b>	<b>3.47%</b>	<b>\$53,788</b>
Contract 3 East Apron Expansion Phase 1	Paving, Prep, Marking, Mobilization	Highway, Bridge, Street	\$ 2,646,008	4.70%	\$124,362
	Drainage	Civil Engineering	\$ 85,403	0.00%	\$0
	Excavation, Demolition, Site Prep	Site Preparation	\$ 69,543	5.00%	\$3,477
	Trucking Services	Trucking	\$ 392,956	3.40%	\$13,361
	Inspection	Engineering Services	\$ 190,475	10.00%	\$19,048
	Survey & Stakeout	Survey & Mapping	\$ 7,821	6.90%	\$540
	Seeding	Landscaping Services	\$ 24,330	0.00%	\$0
<b>Total Contract #3</b>			<b>\$ 3,416,536</b>	<b>4.69%</b>	<b>\$160,248</b>
Contract 4 Extend TW C, construct Taxilanes, Northwest Apron (D&C)	Drainage	Civil Engineering	\$ 375,000	0.00%	\$0
	Asphalt Paving & Marking, Traffic Control	Airport paving	\$ 1,698,750	4.70%	\$79,841
	Electrical Construction	Electrical Work	\$ 421,875	4.80%	\$20,250
	Excavation & Embankment	Excavation, Site Prep	\$ 468,750	5.00%	\$23,438
	engineering	Design Engineering	\$ 665,625	7.90%	\$52,584
	Construction Survey	Survey & Mapping	\$ 18,750	6.90%	\$1,294

	Geotechnical Testing or Services	Geotechnical Testing	\$ 18,750	0.50%	\$94
	Environmental Consulting	Environmental consulting	\$ 82,500	10.50%	\$8,663
	Cultural / Archeological Research or Study	Other Professional Services	\$ 18,750	10.00%	\$1,875
<b>Total Contract #4</b>			<b>\$ 3,768,750</b>	<b>4.99%</b>	<b>\$188,038</b>
Contract #5 Pavement Condition Index	Project Admin	Engineering	\$ 14,025	10.00%	\$1,403
	Geotech Services	Geotechnical Testing	\$ 90,695	0.50%	\$453
<b>Total Contract #5</b>			<b>\$ 104,720</b>	<b>1.77%</b>	<b>\$1,856</b>
<b>Contract #6 Terminal Expansion Concept and Budget</b>	Engineering	Engineering Services	\$ 561,000	7.90%	\$44,319
<b>Total Contract #6</b>			<b>\$ 561,000</b>	<b>7.90%</b>	<b>\$44,319</b>
<b>Contract #7 Terminal Expansion Environmental Assessment</b>	Engineering	Engineering	\$ 8,926	7.90%	\$705
	Environmental Consulting, Planning, Study	Environmental consulting	\$ 37,824	10.50%	\$3,972
<b>Total Contract #7</b>			<b>\$ 46,750</b>	<b>10.00%</b>	<b>\$4,677</b>
<b>Total FY-2023</b>			<b>\$ 12,663,381</b>	<b>4.82%</b>	<b>\$610,346</b>

The base goal projection after weighting is as follows:

- Total Weighted DBE Availability: \$610,346
- Total for All Trades: \$12,663,381

Dividing the weighted DBE totals by the total estimate for all trades gives a base DBE availability figure for the projects anticipated during the goal-setting period. This figure is expressed as a percentage and serves as the basis for the three-year overall goal.

Base of DBE Goal: 4.82%

## Step 2: Adjustments to Step 1 base figure

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

Not enough historical data on DBE participation is available to reference to make an adjustment to the Step 1 base figure; therefore, JCAA is adopting the Step 1 base figure as the overall goal for this three-year goal period.

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

JCAA will meet the maximum feasible portion of the 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 facilitate participation by DBEs and other small businesses and by making contracts more accessible to small businesses, by means such as those provided under §26.39.
- (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);
- (3) Referring DBE’s and other small businesses to supportive services to develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses;
- (4) Referring DBE’s to services to help DBEs, and other small businesses, improve long-term development, increase opportunities to participate in a variety of kinds of work, handle increasingly significant projects, and achieve eventual self-sufficiency;
- (5) Ensuring distribution of the DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors; and
- (6) Consider unbundling large contracts to make them more accessible to small businesses when possible
- (7) Provide instructions and clarification on bid specifications, general bidding requirements, and procurement policies and procedures; and
- (8) Discuss the DBE goal and DBE requirements at Pre-bid meetings to encourage prime contractors to solicit DBE firms in subcontracting opportunities.

JCAA estimates that in meeting the established overall goal of 4.82%, it will obtain 0.0% from RN participation and 4.82% through RC measures.

This breakout is based on:

The Recipient does not have a history of DBE participation or over-achievement of goals to reference and expects to obtain its DBE participation through the use of DBE contract goals or a conscious effort to obtain DBE participation. Therefore, the entire goal of 2.63% is to be obtained through race-conscious participation.

JCAA will adjust the estimated breakout of RN and RC DBE participation as needed to reflect actual DBE participation [see §26.51(f)] and track and report RN and RC participation separately. For reporting purposes, RN DBE participation includes, but is not necessarily limited to the following: DBE participation through a prime contract obtained through customary

competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry a DBE goal, DBE participation on a prime contract exceeding a contract goal, and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

## PUBLIC PARTICIPATION

### **Consultation:**

In establishing the overall goal, JCAA provided for consultation and publication. This process included consultation with 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 JCAA's efforts to establish a level playing field for the participation of DBEs. JCAA had an open invitation to include participation from the community, minority organizations, and prime contractors. The consultation included a scheduled, direct, interactive exchange with as many interested stakeholders as possible focused on obtaining information relevant to the goal setting process, and was conducted before the goal methodology was submitted to the operating administration for review. Details of the consultation are as follows.

The consultation engaged in was a video conference, which was held on December 14, 2021.

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

- Very limited number of qualified firms that are willing to work in this location
- The amount of available DBE's are not accurate as the market area in the disparity study is a lot larger than the market area for Medford.
- ODOT goal is much lower, usually in the 3 – 5% range and sometimes have trouble meeting these goals.
- MFR has only had one year with DBE achievement (2019) since 2010.

A notice of the proposed goal was published on the JCAA official before the methodology was submitted to FAA.

If the proposed goal changes following review by FAA, the revised goal will be posted on JCAA official website.

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

## PUBLIC NOTICE

JCAA hereby announces its proposed Disadvantaged Business Enterprise (DBE) participation goal of 4.82% for FAA-funded contracts/agreements. The proposed goal pertains to federal fiscal years 2023. A *teleconference* will be held on December 14, 2021 at 1:00 p.m. for the purpose of consulting with stakeholders to obtain information relevant to the goal-setting

process. If you would like to participate, please contact Lisa Howard at [lhoward@cscos.com](mailto:lhoward@cscos.com) for call in information.

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

*Amber Judd*  
*Director of Finance & Administration*  
*Rogue Valley International-Medford Airport (MFR)*  
*1000 Terminal Loop Parkway, Suite 201*  
*Medford, Oregon 97504*  
*Phone: 541-776-7222*  
[juddAJ@jacksoncounty.org](mailto:juddAJ@jacksoncounty.org)

AND

Sonia Cruz  
FAA Western-Pacific Regional Office  
Office of Civil Rights  
777 S. Aviation Blvd, Suite #150  
El Segundo, CA 90245  
[Sonia.cruz@faa.gov](mailto:Sonia.cruz@faa.gov)