

**FAA Overall Goals (§26.45)**

**Name of Recipient: Fort Sumner Municipal Airport**

**Goal Period:**   **Fiscal Year 2022** – October 1, 2021 through September 30, 2022  
                          **Fiscal Year 2023**– October 1, 2022 through September 30, 2023  
                          **Fiscal Year 2024** – October 1, 2023 through September 30, 2024

**DOT-Assisted Contract Amount: \$1,214,847.00**

**DBE Goal: 3.35%**

**Market Area:** The market area was determined to be Market Area Four. Geographical Area Four is located in the southeastern portion of New Mexico and is comprised of the following counties: Torrance, Lincoln, De Baca, Curry, Otero, Chavez, Roosevelt, Eddy, and Lea. A substantial majority, approximately 55 percent, of contractors that perform work at the Fort Sumner Municipal Airports are from the counties that make up Geographical Area One. As with all New Mexico communities, the substantial majority of contractors and subcontractors come from Geographical Area One. Due to the majority of contractors and subcontractors coming from Geographical Area One, Fort Sumner, like other New Mexico communities, spends the majority of their contracting dollars within Geographical Area One as well. This was determined based on information within the contract documents from past projects showing locations of contractors and subcontractors that have performed work for the Fort Sumner Municipal Airport in the past. Information regarding locations of the DBE businesses was found on the New Mexico Department of Transportation website. This information also shows that the substantial majority of all DBEs are based within the Geographical Area One boundary. A map and breakout of the Geographical Areas is enclosed as an attachment.

**Step One:** The method used to calculate the relative availability of the DBEs for Step One in this process utilizes 26.45(c)(1) DBE Directories and Census Bureau Data. The base figure was determined by dividing the total number of DBE firms in the local market area by the total of all firms in the market area.

**Number and Types of Projects for FY 2022:**

**1. R/W 8-26 MIRL Design and Construction**

**Project:**           **R/W 8-26 MIRL Design and Construction**  
**Amount:**         **\$563,000.00**

<b>NAICS Code</b>	<b>Work Item</b>	<b>DBE's in Market Area</b>	<b>All Available Firms</b>	<b>Total Amount</b>	<b>Weight Factor</b>
23821	Electrical	2	361	\$440,000	78.15%
541330	Engineering	7	283	\$93,000	16.52%
23899	Markings/ Specialty	12	160	\$15,000	2.66%
48411	Trucking	3	81	\$10,000	1.78%
54138/54169	Inspection/ Testing	3	71	\$5,000	0.89%
	<b>Total</b>	<b>27</b>	<b>956</b>	<b>\$563,000.00</b>	<b>100.00%</b>

The construction estimate for this project is \$563,000.00. Of that amount, \$440,000.00 or 78.15% is anticipated for electrical; \$93,000.00 or 16.52% is anticipated for engineering. \$15,000.00 or 2.66% is anticipated for markings, \$10,000.00 or 1.78 % is anticipated for trucking, and \$5,000.00 or .89% is anticipated for testing.

Therefore, the baseline DBE goal for this contract was weighed so that it would more accurately reflect the potential DBE participation as shown below.

E= Electrical            M= Markings            T=Trucking            I= Inspection/Testing            EN= Engineering

$$\text{Project One Base Figure} = E (\%) \times \frac{\# \text{ DBE in Local Market (E)}}{\# \text{ All Firms (E)}} + EN (\%) \times \frac{\# \text{ DBE in Local Market (EN)}}{\# \text{ All Firms (EN)}} +$$

$$M (\%) \times \frac{\# \text{ DBE in Local Market (M)}}{\# \text{ All Firms (M)}} + T (\%) \times \frac{\# \text{ DBE in Local Market (T)}}{\# \text{ All Firms (T)}} + I (\%) \times \frac{\# \text{ DBE in Local Market (I)}}{\# \text{ All Firms (I)}}$$

$$\text{Project One Base Figure} = 7.815(2/361) + 1.652(7/283) + .266(12/160) + .178 (3/81) + .089(3/71)$$

**Project One Base Figure = 2.82%**

**Number and Types of Projects for FY 2023:**

**No Projects**

**Number and Types of Projects for FY 2024:**

**1. Taxiway C Relocation**

**Project: Taxiway C Relocation**  
**Amount: \$651,847.00**

NAICS Code	Work Item	DBE's in Market Area	All Available Firms	Total Amount	Weight Factor
23821	Electrical	2	361	\$52,000	7.98%
237310	Highway/Heavy Construction	14	104	\$191,542	29.38%
23899	Markings/ Specialty	12	160	\$10,000	1.53%
48411	Trucking	3	81	\$302,355	46.38%
54138/54169	Inspection/ Testing	3	71	\$20,000	3.07%
541330	Engineering	7	283	\$75,950	11.65%
	<b>Total</b>	<b>41</b>	<b>1060</b>	<b>\$651,847.00</b>	<b>100.00%</b>

The construction estimate for this project is \$651,847.00. Of that amount, \$52,000.00 or 7.98% is anticipated for electrical; \$191,542.00 or 29.38% is anticipated for heavy construction, \$10,000.00 or 1.53% is anticipated for markings, \$302,355.00 or 46.38 % is anticipated for trucking, \$20,000.00 or 3.07% is anticipated for testing, and \$75,950 or 11.65% is anticipated for engineering.

Therefore, the baseline DBE goal for this contract was weighed so that it would more accurately reflect the potential DBE participation as shown below.

E= Electrical          M= Markings          T=Trucking          I= Inspection/Testing          EN= Engineering

$$\text{Project One Base Figure} = \frac{E (\%) \times \# \text{ DBE in Local Market (E)}}{\# \text{ All Firms (E)}} + \frac{HC (\%) \times \# \text{ DBE in Local Market (HC)}}{\# \text{ All Firms (HC)}} +$$

$$\frac{M (\%) \times \# \text{ DBE in Local Market (M)}}{\# \text{ All Firms (M)}} + \frac{T (\%) \times \# \text{ DBE in Local Market (T)}}{\# \text{ All Firms (T)}} + \frac{I (\%) \times \# \text{ DBE in Local Market (I)}}{\# \text{ All Firms (I)}} +$$

$$\frac{ENG (\%) \times \# \text{ DBE in Local Market (ENG)}}{\# \text{ All Firms (ENG)}}$$

$$\text{Project One Base Figure} = .798(2/361) + 2.938(14/104) + .153(12/160) + 4.638 (3/81) +.307(3/71) +1.165(7/283)$$

**Project One Base Figure = 3.87%**

**Step Two:** This step is intended to adjust the base figure percentage calculated in Step One to reflect as accurately as possible the DBE participation that the Fort Sumner Municipal Airports would expect in the absence of discrimination.

We have considered all of the other factors, which include the current capacity of DBEs to perform work in the DOT-assisted program. We also considered the available evidence from related fields that affect the opportunities for DBE firms to form, grow, and compete. In our research, none of the previously mentioned factors require an adjustment to the base figure.

Our base figure is not the goal of another recipient and therefore was not considered as an adjustment factor.

We do not have information regarding past projects at this time, therefore, past participation will not be included in the overall goal calculations.

The proposed overall goal for the Fort Sumner Municipal Airport can be seen below.

**Fort Sumner Municipal Airports Proposed Overall Goal = 3.35%**

Breakout of Estimated Race-Neutral and Race-Conscious Participation (§26.51 (b) (1-9))

The Fort Sumner Municipal Airport will meet the maximum feasible portion of its overall goal by using race-conscious means of facilitating DBE participation. The Fort Sumner Municipal Airport uses the following race-conscious means to increase DBE participation: By arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in a way to facilitate DBE and other small businesses' participation (e.g., requiring and/or encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces).

The following is a summary of the basis of our estimated breakout of race-neutral and race-conscious DBE participation. The Fort Sumner Municipal Airport estimates that in meeting its overall goal of 3.35%, we will obtain 0% from race-neutral participation and 3.35% from race-conscious participation.

The Fort Sumner Municipal Airport will adjust the estimated breakout of race-neutral and race-conscious DBE participation as needed to reflect actual DBE participation and 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 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**

### Sample Public Notice Language:

Disadvantaged Business Enterprise (DBE) Goals for Federal Fiscal Years 2022-2024

The Fort Sumner Municipal Airport hereby announces its fiscal years 2022-2024 DBE Goal of 3.35% for airport construction projects. The proposed goal and goal-setting methodology are available for inspection between 8:00 a.m. and 5:00 p.m., Monday through Friday, for a period of 30 days following the date of this notice at the Village of Fort Sumner, 173 E. Avenue C, Fort Sumner, New Mexico 88119.

Fort Sumner Municipal Airport will accept comments on the DBE goals for 45 days from the date of this notice. Comments can be sent to either of the following:

DBELO  
Jamie Wall  
Clerk / Treasurer  
Village of Fort Sumner  
173 E. Avenue C  
Fort Sumner, NM 88119

Federal Aviation Administration  
Civil Rights Staff, AWP-9  
P.O. Box 92007  
Los Angeles, CA 90009-2007

The DBE's in Geographic Area One and Four were contacted by telephone and apprised of the projects that are planned for the next three years. The DBE goals and methodology for arriving at the goals for the project were discussed. A list of the projects, goals and methodology was also sent to them for review.

### Contract Goals

The Fort Sumner Municipal Airport will use contract goals to meet any portion of the overall goal that the recipient does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of the recipient's overall goal that is not projected to be met through the use of race-neutral means.

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

The Fort Sumner Municipal Airport will express its contract goals as a percentage of the total amount of DBE-assisted contract.