

FAA Overall Goals (§26.45)

Name of Recipient: Moriarty Municipal Airport

Goal Period: Fiscal Year 2019– October 1, 2018 through September 30, 2019
Fiscal Year 2020 – October 1, 2019 through September 30, 2020
Fiscal Year 2021 – October 1, 2020 through September 30, 2021

DOT-Assisted Contract Amount: \$272,000.00

DBE Goal: 4.89%

Market Area: The market area was determined to be both Geographical Areas One and Four; combined, these two Geographical Areas make up 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. Geographical Area One is located in central New Mexico and is comprised of the following counties: Sandoval, Santa Fe, Bernalillo, Valencia, and Los Alamos. A substantial majority of contractors that perform work at the Moriarty Municipal Airport are from the counties that make up Geographical Area One, as it is with the rest of New Mexico. 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, the City, 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 Moriarty 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 2019:

- 1. No projects in FY2019**

Number and Types of Projects for FY 2020:

- 1. No projects in 2020**

Number and Types of Projects for FY 2021:

1. Runway 8-26 Pavement Rehabilitation

Analysis

Project: Runway 8-26 Pavement Rehabilitation

Amount: \$272,000.00

**TABL
E 1
PROJECT ONE: RUNWAY 8-26 PAVEMENT
REHABILITATION**

NAICS Code	Work Item	DBE's in Market Area	All Available Firms	Total Amount	Weight Factor
2373	Highway/Heavy Construction	14	104	\$118,500.00	53.43%
23899	Markings/Specialty Contractors	2	198	\$153,500.00	43.57%
	Total	16	302	\$272,000.00	100.00%

Source: County Business Patterns and NMDOT DBE Directory

The construction estimate for this project is \$272,000.00. Of that amount, \$118,500.00 or 53.43% is anticipated for heavy construction and \$153,500.00 or 43.57% is anticipated for marking/specialty.

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

HC = Heavy Construction

M= Marking/Specialty

Project One Base Figure =

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

Project One Base Figure = 5.343 (14/104) + 4.357(2/198)

Project One Base Figure = 6.43%

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 Moriarty 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.

There have been two similar projects at the Moriarty Municipal Airport. Table 2 reflects the overall and achieved goals for each project.

**TABLE 2
MORIARTY MUNICIPAL AIRPORT PAST PARTICIPATION**

Fiscal Year	Description	Overall Goal	Achieved Goal
FY 2009	Runway Rehabilitation	8.20%	1.74%
FY 2010	Taxiway Reconstruction Phase I	3.20%	3.90%
3-35-0029-0012	R/W 18-36 Construction	4.59%	4.40%

Due to the similarity of the subcontracting possibilities between the past projects, past participation is going to be considered as an adjustment factor.

Past participation will be accounted for by taking the historical average (3.35%) of the achieved goals, adding it to the average base figure for FY 2016-2018 (7.09%), and dividing by two.

$$\text{Overall Adjusted Goal} = \frac{6.43\% (\text{Base Figure}) + 3.35\% (\text{Achieved Goal})}{2}$$

Overall Adjusted Goal = 4.89%

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

Moriarty Municipal Airports Proposed Overall Goal = 4.89%

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

The Moriarty Municipal Airport will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The Moriarty Municipal Airport uses the following race-neutral 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. As can be seen from Table 1, the DBE goal was not achieved for similar projects and subcontracting opportunities, or was achieved but not substantially. Therefore, the Moriarty Municipal Airport estimates that in meeting its overall goal of 4.89%, we will obtain 0% from race-neutral participation and 4.81% from race-conscious participation.

The Moriarty 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

DBE's in Geographic Area One and Four will be notified notified of a public meeting to be held on May 12, 2021 at 7:30 pm to discuss 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 made available to them for review.

Sample Public Notice Language on the Moriarty Website

Disadvantaged Business Enterprise (DBE) Goals for Federal Fiscal Year 2019-2021

The Moriarty Municipal Airport hereby announces its Fiscal Year 2019-2021 DBE Goal of 4.89% 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 City of Moriarty Municipal Offices, 201 Broadway Street, Moriarty, NM 87035.

The Moriarty 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 Bob
Hudson Airport
Manager City of
Moriarty P. O.
Box 130
Moriarty, NM 87035

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

Contract Goals

The Moriarty Municipal Airport will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The Moriarty Municipal Airport uses the following race-neutral 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 Moriarty Municipal Airport estimates that in meeting its overall goal for FY 2019-2021 of 4.89%, we will obtain 4.89% from race-conscious participation and 0% from race-neutral participation.

The Moriarty 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.