

**FAA Overall Goals (\$26.45)**

**Name of Recipient: Las Cruces International 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: \$3,889,474.60**

**DBE Goal: 4.03%**

**Market Area:** The market area was determined to be Market Area Three. Geographical Area Three is located in the Southern portion of New Mexico and is comprised of the following counties: Socorro, Catron, Sierra, Grant, Luna, Doña Ana, and Hidalgo. Geographical Area One is included in this market area because a substantial majority, approximately 55 percent, of contractors that perform work at the Las Cruces International Airport are from the counties that make up 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 Las Cruces International 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.

**Number and Types of Projects for FY 2019:**

**1. Terminal Apron Reconstruction**

**Project:        TERMINAL APRON RECONSTRUCTION**  
**Amount:       \$2,553,056.72**

**TABLE 1  
 PROJECT ONE: TERMINAL APRON RECONSTRUCTION**

<b>NAICS Code</b>	<b>Work Item</b>	<b>DBEs in Market Area</b>	<b>All Available Firms</b>	<b>Total Amount</b>	<b>Weight Factor</b>
237310	Highway, Street and Bridge Construction	17	53	\$799,472.27	31.31%
238110	Concrete Work	5	98	\$263,840.00	10.33%
23899	Markings/Specialty Contractors	4	104	\$108,335.80	4.24%
54138	Inspection/Testing	2	105	\$217,000.00	8.50%
48411	Trucking	3	49	\$999,000.00	39.13%
541330	Engineering	8	370	\$165,408.65	6.48%
	<b>Total</b>	<b>39</b>	<b>779</b>	<b>\$2,553,056.72</b>	<b>100.00%</b>

*Source: County Business Patterns and NMDOT DBE Directory*

The construction estimate for this project is \$2,553,056.72. Of that amount, \$799,472.27 or 31.31% is anticipated for heavy construction; \$263,840.00 or 10.33% is anticipated for concrete contractors; \$108,335.80 or 4.24% is anticipated for marking/specialty contractors, \$999,000.00 or 39.13% is anticipated for trucking; \$217,000.00 or 8.50% is anticipated for inspection/testing and \$165,408.65 or 6.48% 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.

H= Heavy Construction    C=Concrete                      M=Markings/Specialty Contractors                      T= Trucking  
 I=Inspection/Testing                      E= Engineering

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

**Project One Base Figure = 3.131(17/53) + 1.03(5/98) + .424(4/104) + .850(2/105) + 3.913(3/49) + .648(8/370)**

**Project One Base Figure = 5.01%**

**Number and Types of Projects for FY 2020:**

1. Perimeter High Game Fence Construction
2. R/W 8-26 Extension- EA

**Project: PERIMETER HIGH GAME FENCE CONSTRUCTION**  
**Amount: \$837,311.33**

**TABLE 1  
 PROJECT ONE: PERIMETER HIGH GAME FENCE CONSTRUCTION**

NAICS Code	Work Item	DBE's in Market Area	All Available Firms	Total Amount	Weight Factor
237310	Highway, Street and Bridge Construction	17	53	\$9,472.27	1.13%
23899	Markings/Specialty Contractors	4	104	\$707,335.80	84.48%
54138	Inspection/Testing	2	105	\$5,228.08	0.62%
484220	Trucking	3	49	\$45,000.00	5.37%
238210	Electrical	2	380	\$15,500.00	1.85%
541330	Engineering	8	370	\$54,775.18	6.54%
	<b>Total</b>	<b>36</b>	<b>1061</b>	<b>\$837,311.33</b>	<b>100.00%</b>

Source: County Business Patterns and NMDOT DBE Directory

The construction estimate for this project is \$837,311.33. Of that amount, \$9,472.270 or 1.13% is anticipated for Highway construction; \$707,335.80 or 84.48% is anticipated for marking/specialty contractors, \$5,228.08 or .62% is anticipated for inspection/testing; \$45,000.00 or 5.37% is anticipated for trucking; \$15,500.00 or 1.85% is anticipated for electrical and \$54,775.18 or 6.54% 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.

H= Heavy Construction    M=Markings/Specialty Contractors    I=Inspection/Testing    T= Trucking  
 EL=Electrical                    E= Engineering

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

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

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

**Project One Base Figure = .113(17/53) + 8 .448(4/104) + .062(2/105) + .537(3/49) + .185(2/380) + .654(8/370)**

**Project One Base Figure = 3.39%**

**Project:     RUNWAY 8-26 EXTENSION EA**  
**Amount:    \$195,000.00**

NAICS Code	Work Item	DBE's in Market Area	All Available Firms	Total Amount	Weight Factor
541620	Geotechnical/Environmental	4	79	\$195,000.00	100%
	<b>Total</b>	<b>4</b>	<b>79</b>	<b>\$195,000.00</b>	<b>100.00%</b>

Source: County Business Patterns and NMDOT DBE Directory

The construction estimate for this project is \$195,000.00. Of that amount, \$195,000.00 or 100% is anticipated for for Geotechnical/Environmental.

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

G=Geotechnical/Environmental

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

**Project One Base Figure = 1.00(4/79)**

**Project One Base Figure = 5.06%**

**Number and Types of Projects for FY 2021:**

**1. Runway 8-26 Extension- Design**

**Project: RUNWAY 8-26 EXTENSION DESIGN**

**Amount: \$304,106.55**

**TABLE 1  
PROJECT ONE: RUNWAY 8-26 EXTENSION DESIGN**

<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>
541620	Geotechnical/Environmental	4	79	\$15,000.00	4.93%
541330	Engineering	8	370	\$289,106.55	95.07%
	<b>Total</b>	<b>12</b>	<b>449</b>	<b>\$304,106.55</b>	<b>100.00%</b>

*Source: County Business Patterns and NMDOT DBE Directory*

The construction estimate for this project is \$304,106.55. Of that amount, \$15,000.00 or 4.93% is anticipated for geotechnical; \$289,106.55 or 95.07% 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.

G= Geotechnical

E= Engineering

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

$$\text{Project One Base Figure} = .493(4/79) + 9.507(8/370)$$

$$\text{Project One Base Figure} = 2.67\%$$

**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 Las Cruces International Airport would expect in the absence of discrimination.

We have considered all of the other factors, which include the current capacity of DBE's 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.

In our research, we discovered that a disparity study was completed for the City of Albuquerque by B.B.C. Research, out of Denver, Colorado in 1995. Though the City of Albuquerque is within our market area, this information is outdated and is not considered as an adjustment factor.

There have not been similar projects at the Las Cruces International Airport in the past four years.

Past participation is not going to be considered as an adjustment factor.

## **Las Cruces International Airports Proposed Overall Goal = 4.03%**

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

The Las Cruces International Airport will meet the maximum feasible portion of its overall goal by using race-conscious means of facilitating DBE participation. The Las Cruces International 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. As can be seen from Table 1, the DBE goal was not achieved for all similar projects and subcontracting opportunities, or was achieved but not substantially. Therefore, the Las Cruces International Airport estimates that in meeting its overall goal of 4.03%, we will obtain 0% from race-neutral participation and 4.03% from race-conscious participation.

The Las Cruces International 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**

### Consultation

The DBE's in Geographic Area One and Five 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.

In addition, in an effort to establish a level playing field, the following public information meeting was held:

- City of Las Cruces Regular City Council Meeting  
Monday, xxxxxx

The overall goal adopted for Fiscal Years 2019-2021 was developed after the public information meeting.

### Public Notice

The proposed goal and rationale will be advertised as available for inspection, as indicated in the following paragraph.

The notice will be published in the Las Cruces Sun, 256 W. Las Cruces Ave., Las Cruces, NM 88004, 575-541-5400. The notice was published and we are currently in the 30 day waiting period. If comments are received they will be addressed and sent to FAA.

### Sample Public Notice Language:

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

The Las Cruces International Airport hereby announces its fiscal years 2019-2021 DBE Goal Setting Meeting for airport construction projects. **A public meeting will be held at xxxpm at the City of Las Cruces Regular City Council Meeting Monday xxxxxxx at the Las Cruces City Hall 700 N. Main Street, Las Cruces, NM.**

The goal and goal-setting methodology will be available for inspection between 8:00 a.m. and 5:00 p.m., Monday through Friday, for a period of 30 days following the meeting at City of Las Cruces, 700 N. Main Street, Las Cruces, NM 88004

The Las Cruces International 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:

Andrew Hume  
Airport Manager  
City of Las Cruces  
8990 Zia Blvd  
Las Cruces, NM 88007

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

### **Contract Goals**

The Las Cruces International 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 Las Cruces International 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 Las Cruces International Airport will express its contract goals as a percentage of the total amount of DBE-assisted contract.