

FAA Overall Goals (§26.45)

Name of Recipient: Santa Fe Regional 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: \$9,471,642.72

DBE Goal: 8.19%

Market Area: The market area was determined to be Market Area One. Geographical Area One is located in the central portion of New Mexico and is comprised of the following counties: Sandoval, Santa Fe, Bernalillo, Valencia, and Los Alamos. As with all New Mexico communities, the substantial majority of contractors and subcontractors come from Market Area One. This was previously determined based on information within the contract documents showing locations of contractors and subcontractors that have performed work for the City of Santa Fe in the past, such as subcontractor listings, etc. 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 Market Area One boundary. In this case, Market Area One is also the area where the airport is located. A map and breakout of the market areas can be seen 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. Taxiway D Phase II Construction Including Electrical
2. Taxiway G Reconstruction

Analysis:

Project One: Taxiway D Phase II Construction

Project Amount: \$4,218,286.57

**TABLE 1
PROJECT ONE: TAXIWAY D PHASE II CONSTRUCTION**

| NAICS Code | Work Item | DBE's in Market Area | All Available Firms | Total Amount | Weight Factor |
|------------|---------------------------------|----------------------|---------------------|-----------------------|----------------|
| 238990 | Markings, Specialty Contractors | 4 | 79 | \$96,415.00 | 2.29% |
| 48411 | Trucking | 1 | 39 | \$1,632,150.49 | 38.69% |
| 238910 | Site Prep | 2 | 70 | \$500,000.00 | 11.85% |
| 237310 | Heavy Construction | 14 | 45 | \$792,211.14 | 18.78% |
| 541620 | Geotechnical/Environmental | 2 | 74 | \$15,000.00 | 0.36% |
| 23821 | Electrical | 1 | 313 | \$1,100,423.37 | 26.09% |
| 541330 | Engineering Services | 5 | 301 | \$82,086.57 | 1.95% |
| | Total | | | \$4,218,286.57 | 100.00% |

Source: County Business Patterns and NMDOT DBE Directory

The construction estimate for this project is \$4,218,286.57. Of that amount, \$96,415.00 or 2.29% is anticipated for markings/specialty contractors; \$1,632,150.49 or 38.69% is anticipated for trucking contractors; \$500,000 or 11.85% is anticipated for site prep; \$792,211.14 or 18.78% is anticipated for heavy construction; \$15,000.00 or

0.36% is anticipated for geotechnical /environmental; \$1,100,423.37 or 26.09% is anticipated for electrical; \$82,086.57 or 1.95% 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.

M = Markings/Specialty Contractors T = Trucking SP = Site Prep H= Heavy Construction
 G = Geotechnical/Environmental E = Electrical ENG=- Engineering

Project One Base Figure =

$$\begin{aligned}
 & M (\%) \times \frac{\# \text{ DBE in Local Market (M) +}}{\# \text{ All Firms (M)}} + \\
 & T (\%) \times \frac{\# \text{ DBE in Local Market (T) +}}{\# \text{ All Firms (T)}} + SP (\%) \times \frac{\# \text{ DBE in Local Market (SP) +}}{\# \text{ All Firms (SP)}} + \\
 & H (\%) \times \frac{\# \text{ DBE in Local Market (H) +}}{\# \text{ All Firms (H)}} + H (\%) \times \frac{\# \text{ DBE in Local Market (H) +}}{\# \text{ All Firms (H)}} + \\
 & E (\%) \times \frac{\# \text{ DBE in Local Market (E) +}}{\# \text{ All Firms (E)}} + ENG (\%) \times \frac{\# \text{ DBE in Local Market (ENG) +}}{\# \text{ All Firms (ENG)}} +
 \end{aligned}$$

Project One Base Figure = .229(4/79) + 3.869(1/39) + 1.185(2/70) + 1.878(14/45) + .036(2/74) +2.609(1/313) +.195(5/301)

Project One DBE = 7.41%

Project Two: Taxiway G Reconstruction
Project Amount: \$3,010,763.50

**TABLE 2
 PROJECT TWO: TAXIWAY G RECONSTRUCTION**

| NAICS Code | Work Item | DBE's in Market Area | All Available Firms | Total Amount | Weight Factor |
|------------|---------------------------------|----------------------|---------------------|-----------------------|----------------|
| 238990 | Markings, Specialty Contractors | 4 | 79 | \$96,415.00 | 3.20% |
| 48411 | Trucking | 1 | 39 | \$1,476,465.27 | 49.04% |
| 238910 | Site Prep | 2 | 70 | \$300,000.00 | 9.96% |
| 237310 | Heavy Construction | 14 | 45 | \$527,250.36 | 17.51% |
| 541620 | Geotechnical/Environmental | 2 | 74 | \$15,000.00 | 0.50% |
| 23821 | Electrical | 1 | 313 | \$457,861.08 | 15.21% |
| 541330 | Engineering Services | 5 | 301 | \$137,771.79 | 4.58% |
| | Total | | | \$3,010,763.50 | 100.00% |

Source: County Business Patterns and NMDOT DBE Directory

The construction estimate for this project is \$3,010,763.50. Of that amount, \$96,415.00 or 3.20% is anticipated for markings/specialty contractors; \$1,476,465.27 or 49.04% is anticipated for trucking contractors; \$300,000 or 9.96% is anticipated for site prep; \$527,250.36 or 17.51% is anticipated for heavy construction; \$15,000.00 or 0.50% is

anticipated for geotechnical /environmental; \$457,861.08 or 15.21% is anticipated for electrical; \$137,771.79 or 4.58% 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.

M = Markings/Specialty Contractors T = Trucking SP = Site Prep H= Heavy Construction
 G = Geotechnical/Environmental E = Electrical ENG=- Engineering

Project Two Base Figure =

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

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

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

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

Project Two Base Figure = .320(4/79) + 4.904(1/39) + .996(2/70) + 1.751(14/45) + .050(2/74) +1.521(1/313) +.458(5/301)

Project Two DBE = 7.29%

Number and Types of Projects for FY2020

1. Taxiway G Rehab and Lighting PER/Design
2. Runway 33 and 20 RSA Improvements Design and Construction

Analysis

Project One: Taxiway G Rehab and Lighting PER/Design

Project Amount: \$225,458.75

**TABLE 1
 PROJECT ONE: Taxiway G Rehab and Lighting PER/Design**

| NAICS Code | Work Item | DBE's in Market Area | All Available Firms | Total Amount | Weight Factor |
|------------|----------------------------|----------------------|---------------------|--------------|---------------|
| 541330 | Engineering Services | 5 | 301 | \$213,458.75 | 94.68% |
| 541620 | Geotechnical/Environmental | 2 | 74 | \$12,000.00 | 5.32% |
| | | | | \$225,458.75 | 100.00% |

The design estimate for this project is \$225,458.75. Of that amount, \$213,458.75 or 94.68% is anticipated for design; \$12,000.00 or 5.32% is anticipated 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.

ENG=Engineering G= Geotechnical/Environmental

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

$$\text{Project One Base Figure} = 9.468 (5/301) + .532(2/74)$$

$$\text{Project One Base Figure} = 1.72\%$$

Project Two: Runway 33 and 20 RSA Improvements Design and Construction
Project Amount: \$1,342,915.15

TABLE 2
PROJECT TWO: RUNWAY 33 AND 20 RSA IMPROVEMENTS DESIGN AND CONSTRUCTION

| NAICS Code | Work Item | DBE's in Market Area | All Available Firms | Total Amount | Weight Factor |
|------------|---------------------------------|----------------------|---------------------|-----------------------|----------------|
| 238990 | Markings, Specialty Contractors | 4 | 79 | \$50,000.00 | 3.72% |
| 48411 | Trucking | 1 | 39 | \$952,515.15 | 70.93% |
| 238910 | Site Prep | 2 | 70 | \$50,000.00 | 3.72% |
| 541330 | Engineering Services | 5 | 301 | \$210,400.00 | 15.67% |
| 237310 | Heavy Construction | 14 | 45 | \$30,000.00 | 2.23% |
| 541620 | Geotechnical/Environmental | 2 | 74 | \$50,000.00 | 3.72% |
| | Total | 28 | 608 | \$1,342,915.15 | 100.00% |

The construction estimate for this project is \$1,342,915.15. Of that amount, \$50,000.00 or 3.72% is anticipated for markings/specialty contractors; \$952,515.15 or 70.93% is anticipated for trucking contractors; \$50,000,000 or 3.72% is anticipated for site prep; \$210,400 or 15.67% is anticipated for engineering; \$30,000.00 or 2.23% is anticipated for heavy construction, and \$50,000.00 or 3.72% is anticipated 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.

M = Markings/Specialty Contractors T = Trucking SP = Site Prep ENG= Engineering
H= Heavy Construction G = Geotechnical/Environmental

Project Two Base Figure =

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

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

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

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

Project Two Base Figure = .372(4/79) + 7.093(1/39) + .372(2/70) + 1.567 (5/301) + .223(14/45) + .372(2/74)

Project Two Base DBE = 3.17%

Number and Types of Projects for FY 2021:

1. ARFF Replacement Truck

Analysis

Project One: ARFF Replacement Truck

Project Amount: \$674,218.75

Project One is the ARFF Truck purchase necessary for the safety of the airport. Included in this project are services, such as engineering assistance, which is required to complete this acquisition. The grant is anticipated to be for \$674,218.75. Of that amount, \$658,037.50 will be used for the actual purchase of an ARFF Truck, which has no subcontracting opportunities. Therefore the goal will be 0%.

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 Santa Fe Regional Airport 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 similar projects at the Santa Fe Regional Airport. Table One reflects the overall and achieved goals for the projects.

**TABLE 1
SANTA FE REGIONAL AIRPORT PAST PARTICIPATION**

| AIP Number | Description | Overall Goal | Achieved Race Conscious Goal | Achieved Race Neutral Goal | Achieved Goal |
|--|--|---------------------|-------------------------------------|-----------------------------------|----------------------|
| <ul style="list-style-type: none"> • 3-35-0037-031-2009 • 3-35-0037-032-2009 | Taxiway F and East Apron Reconstruction Projects | 9.45% | 9.45% | 1.95% | 11.4% |

| | | | | | |
|---|---|--------|--------|-------|--------|
| <ul style="list-style-type: none"> • 3-35-0037-32-2010 • 3-35-0037-33-2010 • 3-35-0037-36-2011 | Rehab Apron East Apron Rehab East Apron Ph II Rehab T/W A, T/W C, MIRL | 10.57% | 10.57% | 7.03% | 17.6% |
| <ul style="list-style-type: none"> • 3-35-0037-37-2012 | Taxiway A Phase II | 10.51% | 10.51% | .06% | 10.57% |
| <ul style="list-style-type: none"> • 3-35-0037-40-2013 | Reconstruct Taxiway F | 9.74% | 9.74% | 8.02% | 17.76% |
| <ul style="list-style-type: none"> • 3-35-0037-41-2014 | Masterplan | 2.14 | 0% | 0% | 0% |

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 (11.47%) of the achieved goals, adding it to the average base figure for FY 2019-2021 (6.87%), and dividing by two.

$$\text{Overall Adjusted Goal} = \frac{4.90 \% (\text{Base Figure}) + 11.47\% (\text{Achieved Goal})}{2}$$

Overall Adjusted Goal = 8.19%

The proposed overall goal for the Santa Fe Regional Airport can be seen below.

Santa Fe Regional Airport Proposed Overall Goal = 8.19%

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

The Santa Fe Regional Airport will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The Santa Fe Regional 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-conscious and race-neutral DBE participation. As can be seen from Table 1, the majority of the DBE goal was achieved for past projects and subcontracting opportunities through race-conscious means. Therefore, the Santa Fe Regional Airport estimates that, in meeting its overall goal of 8.81%, we will obtain 8.81% from race-conscious participation and 0% from race-neutral participation.

The Santa Fe Regional 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

In an effort to establish a level playing field a Public Meeting was held on xxxxx for the Santa Fe Regional Airport.

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

Public Notice

The proposed goal and rationale was advertised in the Albuquerque Journal, 7777 Jefferson NE, Albuquerque, NM 87109, 505-823-3800.

Sample Public Notice Language:

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

The City of Santa Fe Aviation Department hereby announces its fiscal years 2019-2021 DBE Goal Setting Meeting for the Santa Fe Regional Airport construction projects. A public meeting will be held from 9:00 a.m. to 10:00 a.m. on xxxxxxxx at the xxxxxxxxxxxxxxxx, NM.

The proposed 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 the **Santa Fe Regional Airport, Airport Managers Office, 121 Aviation Drive, Santa Fe, NM 87504. The information will also be available for viewing on the internet at [http:// www.santafenm.gov/airport](http://www.santafenm.gov/airport).**

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 Albuquerque Journal, 7777 Jefferson NE, Albuquerque, NM 87109, 505-823-3800, and the Santa Fe New Mexican, P.O. Box 2048 Santa Fe, NM 87504, 505-986-3000. A copy of the notice will be included in the final submission to the FAA along with any additional comments that might be received.

The Santa Fe Regional 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
Mark D. Baca
Airport Manager
City of Santa Fe
P.O. Box 909
Santa Fe, NM 87501

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

Contract Goals

The Santa Fe Regional 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 Santa Fe Regional 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 Santa Fe Regional Airport will express its contract goals as a percentage of the total amount of DBE-assisted contract.