



# Midland International Air & Space Port

AIRPORT SPONSOR: CITY OF MIDLAND

## ***DBE GOAL METHODOLOGY REPORT FOR FISCAL YEARS 2018 to 2020***

(October 1, 2017 to September 30, 2020)

### **Attachment 4 Of the Overall MAF DBE Program**

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**April 2, 2019**

**Overall Goals and Methodology  
Midland International Air & Space Port (MAF)  
FYs 2018-2020 Update**

**OVERALL GOALS (\$26.45)**

**Amount of goal:**

Midland International Air & Space Port's (MAF) overall goal for Fiscal Years 2018-2020 (October 1, 2017 to September 30, 2020) is **9.82%** of the Federal financial assistance the Airport will expend in DOT-assisted contracts with DBE contractors.

**Number of Projects to be covered by this contract goal:**

The Midland International Air & Space Port (MAF) expects to fund eleven (11) DOT-assisted contracts during Fiscal Years 2018 to 2020. The proposed projects are:

1. 2018 Acquisition of Two (2) ARFF Vehicles;
2. 2018 Rehabilitation of North, Terminal & South Aprons (Design);
3. 2018 Rehabilitation of Northwest Taxiway & Executive Apron (Design);
4. 2018 Northwest Basin Wildlife Improvements (Design);
5. 2018 Terminal Bldg Improvements/Jet Bridges/Outbound Baggage (Design);
6. 2019 Terminal Building Escalators (Manufacture);
7. 2019 Acquisition of Terminal Jet Bridges & Outbound Baggage;
8. 2020 Rehabilitation of North, Terminal & South Aprons (Construction);
9. 2020 Rehabilitation of Northwest Taxiway & Executive Apron (Construction);
10. 2020 Acquisition of Airfield Pavement Condition Monitoring System Upgrade; and
11. 2020 Acquisition of Snow Removal Vehicles.

1. The first project, 2018 Acquisition of two (2) ARFF Vehicles, involves equipment purchase only and does not include design or construction services. The estimated budget for this project is \$1,437,141 (Federally-funded portion).
2. The second project, 2018 Rehabilitation of North, Terminal & South Aprons, includes preparation of plans for the removal and replacement of all existing joint sealant and backer-rod from the existing concrete pavement. The anticipated funding for this project is \$266,229 (Federally-funded portion).
3. The third project, 2018 Rehabilitation of Northwest Taxiway & Executive Apron, involves engineering plans to extend the life of the existing asphalt pavement and will include crack sealing, surface seal, and pavement marking. The estimated budget for this project is \$192,681 (Federally-funded portion).



4. The fourth project, 2018 Northwest Basin Wildlife Improvements, is for design of improvements to an existing surface stormwater drainage basin. The estimated budget for this project is \$237,770 (Federally-funded portion).
5. Project #5, 2018 Terminal Building Improvements, involves design plans to replace five (5) Jet Bridges and replace the Outbound Baggage Conveyance System. The estimated budget for this project is \$400,495 (Federally-funded portion).
6. The sixth project (2019 Terminal Building Escalators) involves manufacture of new escalator components at the Security Checkpoint in the Terminal Building. The estimated budget for this project is \$266,157(Federally-funded portion).
7. The seventh project, 2019 Terminal Jet Bridges & Outbound Baggage, involves equipment purchase to replace five (5) Jet Bridges and the Outbound Baggage Conveyance System. The estimated budget for this project is \$5,500,478 (Federally-funded portion).
8. Project #8 (2020 Rehabilitation of North, Terminal & South Aprons) includes construction of the removal and replacement of all existing joint sealant and backer-rod from the existing concrete pavement. The anticipated funding for this project is \$1,347,036 (Federally-funded portion).
9. Project #9 (2020 Rehabilitation of Northwest Taxilane & Executive Apron) involves construction of crack sealing, surface seal, and pavement marking to extend the life of the existing asphalt pavement. The estimated budget for this project is \$744,389 (Federally-funded portion).
10. The tenth project, 2020 Airfield Pavement Condition Monitoring System Upgrade, involves equipment purchase that will replace existing electronic components that have exceeded their useful life. The estimated budget for this project is \$180,000 (Federally-funded portion).
11. Project #11, Acquisition of Snow Removal Vehicles, involves equipment purchase only and does not include design or construction services. The estimated budget for this project is \$855,000 (Federally-funded portion).

The Midland International Air & Space Port has set a goal of expending **\$312,982** with certified DBE firms yielding a participation rate of **9.82%**.

### **Market Area:**

After careful research of the historical bidding practices and responses to requests for professional services, the Midland International Air & Space Port has determined that its



market area is made up of the following twelve (12) counties in Texas, known as the Odessa Region: Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward, and Winkler.

The Airport has implemented four (4) projects similar within recent years that are similar in nature to those slated for FYs 2018 – 2020. Of those three (3) were awarded to contractors located within the Market Area.

1. The construction of Taxiways A & U and apron rehabilitation (2018) achieved DBE participation of 12.84%. The prime contractor is located in Odessa, Texas, within the MAF market area.
2. The Security Checkpoint improvement project (2017) had no DBE participation. The prime contractor is located in Midland, Texas, within the MAF market area.
3. The rehabilitation of Runways 10-28 and 16R-34L and associated taxiways (2017) had DBE participation of 14.20%. The prime contractor is located in Bountiful, Utah, which is not within the MAF market area.
4. The design of the rehabilitation of Runways 10-28 and 16R-34L and associated taxiways (2016) had no DBE participation. The prime consultant is located in Midland, Texas, within the MAF market area.

As can be seen by this analysis, the majority of the respondents come from the Odessa Region and the substantial majority of contracting dollars has been expended in the same area. Consequently, the Airport has determined that the appropriate Market Area is the Odessa Region of Texas.

### **Method:**

In accordance with the current FAA and DOT guidance, the Midland International Air & Space Port is utilizing a two-step process in setting its FY 2018-2020 goals. The first step examines the relative availability of DBE firms in the established Market Area and the second step allows for adjustments to the relative availability based on:

- Information from available Disparity Studies
- Information gained from research and outreach with:
  - Organizations servicing or representing DBE's,
  - Federal, State and Local agencies that procure services,
  - Agencies charged with enforcing Civil Rights Law
  - State and Local Agencies responsible for minority/women's affairs
- Historical accomplishments of the Airport's DBE program



## Relative Availability:

The FY 2018-2020 projects will include design, construction, and equipment purchase. The following documents the relative availability for each of the trades involved in these projects and will be used in the overall calculation of relative availability for the FY 2018-2020 goal. Following is a summary of the method used to calculate this goal:

**Step 1:** The method used to calculate the relative availability of DBEs for Step 1 in this process is 26.45(c) (1) DBE Directories and Census Bureau Data. The base figure was determined by dividing the total DBE firms in the local market area by the total of all firms (both compiled according to the relevant NAICS project codes). The following tables identify the main components of the projects broken down by trade with appropriate NAICS codes.

### Project No. 1 – 2018 Acquisition of Two (2) ARFF Vehicles

This project is limited to the procurement of two (2) 1,500 gallon Aircraft Rescue and Fire Fighting (ARFF) replacement vehicles. It does not lend itself to further breakdown or opportunities for additional subcontracting since it only involves equipment procurement, and is, therefore, not subject to DBE participation. The anticipated funding for this project is \$1,437,141 (Federal portion).

### Project No. 2 – 2018 Rehabilitation of North, Terminal, & South Aprons (Design)

This project involves the design of the concrete pavement for the rehabilitation of the North, Terminal, & South Aprons. Engineering Services is the only work item involved. The following table documents the relative availability of the engineering trade.

NAICS code	Work Item	Weighting Factor <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	100%	0	70	0.00%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>0</b>	<b>70</b>	<b>0.00%</b>

The anticipated funding for this project is \$266,229 (Federal portion). As identified in the above table, this project includes engineering only. Therefore, the baseline DBE goal for this contract cannot be weighted to adjust the potential DBE participation.

$$\text{Base Figure} = \% \text{ Eng Serv} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (70)}} +$$

$$\text{Base Figure} = 100\% \times 0/70 = 0.00\%$$

These calculations provide a Base Figure of **0%**.



### Project No. 3 – 2018 Rehabilitation of NW Taxilane & Executive Apron (Design)

This project involves the design of the pavement for the rehabilitation of the Northwest Taxilane and Executive Apron. Engineering is the only work item involved. The following table documents the relative availability of the engineering trade.

NAICS code	Work Item	Weighting Factor <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	100%	0	70	0.00%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>0</b>	<b>70</b>	<b>0.00%</b>

The anticipated funding for this project is \$192,681 (Federal portion). As identified in the above table, this project includes engineering only. Therefore, the baseline DBE goal for this contract cannot be weighted to adjust the potential DBE participation.

$$\text{Base Figure} = \% \text{ Eng Serv} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (70)}}$$

$$\text{Base Figure} = 100\% \times 0/70 = 0.00\%$$

These calculations provide a Base Figure of **0%**.

### Project No. 4 – 2018 Northwest Basin Wildlife Improvements (Design)

This project involves design services to prepare plans for rehabilitation of the existing storm drainage basin and it only involves Engineering Services. The following table documents the relative availability for the engineering trade.

NAICS code	Work Item	Weighting Factor <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	100%	0	70	0.00%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>0</b>	<b>70</b>	<b>0.00%</b>

The anticipated funding for this project is \$237,770 (Federal portion). As identified in the above table, this project includes engineering only. Therefore, the baseline DBE goal for this contract cannot be weighted to adjust the potential DBE participation.

$$\text{Base Figure} = \% \text{ Eng Serv} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (70)}}$$

$$\text{Base Figure} = 100\% \times 0/70 = 0.00\%$$

These calculations provide a Base Figure of **0%**.



## Project No. 5 – 2018 Terminal Building Improvements/Jet Bridges/Outbound Baggage (Design)

This project involves design services for the replacement of five (5) passenger boarding bridges and the existing outbound baggage conveyance system. Only architectural services are involved. The following table documents the relative availability of the architectural trade.

NAICS code	Work Item	Weighting Factor <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541310	Architectural Services	100%	0	7	0.00%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>0</b>	<b>7</b>	<b>0.00%</b>

The anticipated funding for this project is \$400,495 (Federal portion). As identified in the above table, this project includes architectural services only. Therefore, the baseline DBE goal for this contract cannot be weighted to adjust the potential DBE participation.

Base Figure = % Arch Serv x  $\frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (7)}}$

$$\text{Base Figure} = 100\% \times 0/7 = 0.00\%$$

These calculations provide a Base Figure of **0%**.

## Project No. 6 – 2019 Terminal Building Escalators (Manufacture)

This project involves the manufacture of escalator components for the Security Checkpoint area of the terminal. It does not lend itself to further breakdown or opportunities for additional subcontracting since it only involves equipment procurement, and is, therefore, not subject to DBE participation. The anticipated funding for this project is \$266,157 (Federal portion).

## Project No. 7 – 2019 Terminal Jet Bridges & Outbound Baggage

This project involves the procurement of five (5) passenger boarding bridges to replace existing units and procurement of outbound baggage belt systems to replace outdated equipment. It does not lend itself to further breakdown or opportunities for additional subcontracting since it primarily involves equipment procurement, and is, therefore, not subject to DBE participation. The anticipated funding for this project is \$5,500,478.



**Project No. 8 – 2020 Rehabilitation of North, Terminal, & South Aprons (Construction)**

This project involves construction services for rehabilitation of the affected pavement areas (including spall repair, removal of existing concrete joint sealant and backer rod, and installation of new concrete joint sealant and backer rod). This type of construction is covered by NAICS code 237310 - pavement, highway, road, street, bridge, and airport pavement construction. This project also involves local trucking. The following table documents the relative availability for these trades:

NAICS code	Work Item	Weighting Factor <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
237310	Pavement construction	90%	3	13	20.77%
484110	General freight trucking, local	10%	2	103	0.19%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>5</b>	<b>116</b>	<b>20.96%</b>

The anticipated funding for this project is \$1,347,035 (Federal portion). As identified in the above table, this project includes both pavement construction and local trucking. Therefore, the baseline DBE goal for this contract should be weighted to more accurately reflect the potential DBE participation, as shown below:

$$\text{Base Figure} = \% \text{ Pvmt Constr} \times \frac{\# \text{ DBE} - \text{Local Market (3)}}{\# \text{ All Firms (13)}} +$$

$$\% \text{ Trucking} \times \frac{\# \text{ DBE} - \text{Local Market (2)}}{\# \text{ All Firms (103)}}$$

$$\text{Base Figure} = (90\% \times 3/13) + (10\% \times 2/103) = 20.96\%$$

These calculations provide a Base Figure of **20.96%**.



## Project No. 9 – 2020 Rehabilitation of Northwest Taxilane & Executive Apron (Construction)

This project involves construction services for rehabilitation of the affected pavement areas (including joint sealing of bituminous pavement, and asphalt seal coat). This type of construction is covered by NAICS code 237310 - pavement, highway, road, street, bridge, and airport pavement construction. This project also involves pavement marking and local trucking. The following table documents the relative availability for these trades:

NAICS code	Work Item	Weighting Factor <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
237310	Pavement construction	80%	3	13	18.46%
237310	Pavement marking	10%	0	0	0.00%
484110	General freight trucking, local	10%	2	103	0.19%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>5</b>	<b>116</b>	<b>18.66%</b>

The anticipated funding for this project is \$744,389 (Federal portion). As identified in the above table, this project includes pavement construction, pavement marking, and local trucking. Therefore, the baseline DBE goal for this contract should be weighted to more accurately reflect the potential DBE participation, as shown below:

$$\text{Base Figure} = \% \text{ Pvmt Constr} \times \frac{\# \text{ DBE} - \text{Local Market (3)}}{\text{All Firms (13)}} +$$

$$\% \text{ Marking} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (0)}} +$$

$$\% \text{ Trucking} \times \frac{\# \text{ DBE} - \text{Local Market (2)}}{\# \text{ All Firms (103)}}$$

$$\text{Base Figure} = (80\% \times 3/13) + (10\% \times 0/0) + (10\% \times 2/103) = 18.66\%$$

These calculations provide a Base Figure of **18.66%**.

## Project No. 10 – 2020 Airfield Pavement Condition Monitoring System Upgrade

This project involves procurement of computers, software, cables, and sensors to upgrade the existing airfield pavement condition monitoring system. It does not lend itself to further breakdown or opportunities for additional subcontracting since it primarily involves equipment and software procurement, and is, therefore, not subject to DBE participation. The anticipated funding for this project is \$180,000.



## Project No. 11 – 2020 Acquisition of Snow Removal Vehicles

This project is limited to the procurement of Snow Removal Vehicles. It does not lend itself to further breakdown or opportunities for additional subcontracting since it only involves equipment procurement, and is, therefore, not subject to DBE participation. The anticipated funding for this project is \$855,000.

### Data Sources for Step One, Relative Availability:

- DBEs in Local Market Area: State of Texas Department of Transportation DBE directory for Federal Aid Projects in the following counties, which comprise the Odessa Region: Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward, and Winkler.
- All Available Firms: Census Data from American Factfinder website.

### Weight Factors:

Following the procedures to add weight factors based on the individual project estimates, an additional weight factor is applied based on each project's percentage of the total amount of anticipated award construction dollars.

Project (contract)	Amount of Estimate	% of Total Estimate / Weight factor
1-Purchase of ARFF Trucks (\$1,437,141)	N/A	N/A
2-Design of Apron Rehab Projects	\$266,229	8.35%
3-Design of NW Taxiway & Exec Apron Rehab	\$192,681	6.04%
4-Design of NW Basin Wildlife Improvements	\$237,770	7.46%
5-Design of Jet Bridges & Outbound Baggage	\$400,495	12.56%
6-Install Escalators (\$266,157)	N/A	N/A
7-Purchase of Jet Bridges-Bag System (\$5,500,478)	N/A	N/A
8-Construction of Apron Rehab Projects	\$1,347,036	42.25%
9-Construction of NW Taxiway & Exec Apron Rehab	\$744,389	23.25%
10-Purchase of Pmt Monitoring System (\$180,000)	N/A	N/A
11-Purchase of Snow Removal Vehicles (\$855,000)	N/A	N/A
<b>Total (excluding purchase projects)</b>	<b>\$3,188,600</b>	<b>100.00%</b>



## Overall Base Figure:

The Overall Base Figure is calculated by multiplying each project's (contract) base figure by its weight factor, and adding them together.

- 1-Acquisition of Two (2) ARFF Vehicles (N/A)
- 2-Design of Rehab of North, Terminal & South Aprons (0.0 x 0.0835)
- 3-Design of Rehab of Northwest Taxiway & Executive Apron (0.0 x 0.0604)
- 4-Design of Northwest Basin Wildlife Improvements (0.0 x 0.0746)
- 5-Design of Jet Bridges/Outbound Baggage (0.0 x 0.1256)
- 6-Escalator Installation (N/A)
- 7-Acquisition of Terminal Jet Bridges & Outbound Baggage (N/A)
- 8-Construction of Rehab of North, Terminal & South Aprons (20.96 x 0.4225)
- 9-Construction of Rehab of NW Taxiway & Executive Apron (18.66 x 0.2335)
- 10-Acquisition of Airfield Pavement Condition Monitoring System Upgrade (N/A)
- 11-Acquisition of Snow Removal Vehicles (N/A)

$$\begin{aligned}\text{Overall Base Figure} &= (0.0 \times 0.0835) + (0.0 \times 0.0604) + (0.0 \times 0.0746) + (0.0 \times 0.1256) \\ &\quad + (20.96 \times 0.4225) + (18.66 \times 0.2335) \\ &= \mathbf{13.21\%}\end{aligned}$$

**Step 2:** This step is intended to adjust the “base figure” percentage from Step 1 so that it reflects as accurately as possible the DBE participation the recipient would expect in the absence of discrimination.

## Disparity Studies:

First, the airport searched out the availability of information from Disparity Studies. This was unable to document the preparation of any disparity studies for the area over the course of the last seven years. To document this fact, the Airport first performed an internet search which yielded two databases of disparity studies – both of which are maintained by the DOT Office of Small and Disadvantaged Business Utilization:

Disparity Studies Performed Since 1998 and found at <http://osdbuweb.dot.gov/disparity/>

- Disparity Studies Performed Since 1998 and found at:  
<http://osdbuweb.dot.gov/disparity/>
- Partial List of Disparity Studies conducted for State and Local Agencies and found at: <http://osdbuweb.dot.gov/business/Dbc/disparit3.xls>



Finding no available data at either of these sites, the Airport contacted the following organizations via phone in January of 2019:

- Midland Development Corporation (855) 824-6435
- Small Business Development Center, Midland (432) 552-2455
- Texas Workforce Commission (1-800-558-8321)

None of these agencies was able to provide any other documentation of disparity studies performed for the region.

**Historical DBE Accomplishments:**

Since none of these sources was able to provide the Airport with any available disparity study information and with the lack of any disparity study being performed in the region, the Airport must then look to historical performance and DBE goal accomplishment under previous FAA grants for similar types of construction. The airport reviewed its historical DBE participation achievement in order to ensure the goal’s reasonableness. By averaging the median historical DBE participation rate with the relative availability calculated in Step 1, an adjusted DBE goal for the Fiscal Years 2018-2020 is calculated.

The historic overall DBE goals accomplished at the Airport for similar work in recent years was examined relative to the above consideration are summarized in the following table:

**MAF Historical DBE Accomplishments for Similar DOT-Assisted Contracts**

Fiscal Year	Goal	Accomplishment	Type of Work
2018	No goal	12.84%	Construct Taxiways A & U and Rehabilitate Apron
2017	9.55%	0.00%	Construct Security Checkpoint Improvements
2017	9.55%	14.20%	Rehab of Runways 10-28 and 16R-34L and Taxiways
2016	9.55%	0.00%	Design of Rwy 16L-34R Rehab
		<b>6.42%</b>	<b>Median Accomplishments for all Projects</b>

Since ‘median’ is defined as the middle value in a list of numbers, the table above indicates that the median accomplishment is **6.42%**. By averaging the median historical DBE participation rate with the relative availability calculated in Step 1, an adjusted DBE goal for the Fiscal Years 2018-2020 is calculated. The median percentage of accomplishment for all similar projects over recent years is therefore determined to be **6.42%**. When we compare this with the proposed base figure for FY 2018-2020, we determine that our adjusted overall goal is: **9.82%**.

**(Base figure) 13.21 + (Historical Median) 6.42% divided by 2 = 9.82% (Adjusted Overall Goal)**



## **Breakout of Estimated Race-Neutral and Race-Conscious Participation:**

The Midland International Air & Space Port will strive to meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The Airport uses the following race-neutral means to increase DBE participation: By arranging solicitations, times for the presentations of bids, quantities, specifications, and delivery schedules in ways 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). Additionally, the Airport and its consultants provide all potential bidders with information about the State of Texas Department of Transportation web site for certified DBE contractors found at:

<https://txdot.txdotcms.com/>

Over the history of DBE data tracking, the Airport has not consistently met its goals. As such, MAF intends to meet the entire goal through race-conscious means. When actual achievement exceeds the goal, MAF will be in a position to meet the goal through race-neutral means. However, since actual achievement has regularly fallen short of the goal, no race-neutral participation will be assumed.

## **Public Participation:**

### **Consultation**

The Airport encourages the participation of Disadvantaged Business Enterprises in its Development Program. In an effort to reach the available DBE community, seek out public input into the goal setting process, and to ensure wide distribution of the information contained in this document, the Airport makes copies of its DBE Program and Annual Goals Setting Document available to the local chapter of the Associated General Contractors, local architects and engineers, prospective bidders, and other interested parties.

As documented in the Market Area section of this report, the relative availability of DBE firms is somewhat limited. In order to encourage participation by Certified DBE firms, the Airport:

1. Provides prospective bidders with information on the State of Texas certified list of DBE contractors.
2. Contacts the State of Texas to ascertain the availability of DBE contractors in the Market Area and work on ways to encourage participation.



To comply with Code of Federal Regulations Title 49, Part 26, Section 26.45(g)(1)(i), the Airport held a teleconference on 4-2-19, to:

- Reach out to minority, women's and general contractor groups to discuss opportunities for DBEs;
- Discuss the process to become a certified-DBE;
- Address issues that contractors face with the DBE certification process;
- Present the proposed DBE Goal for FYs 2018-2020, and
- Discuss proposed construction projects that are planned at the airport during this period.

The following parties were invited to participate:

- Uptown Midland Business and Professional Women's Association
- Black Chamber of Commerce of the Permian Basin, Odessa
- Midland Hispanic Chamber of Commerce
- West Texas Chapter of the Associated General Contractors
- Midland Chamber of Commerce; and
- All DBE's located within the 12 county market area known as the Odessa Region (Andrews, Crane, Ector, Loving, Martin, Midland, Pecos, Reeves, Terrell, Upton, Ward, and Winkler Counties).

The following documents related to the DBE Goal Teleconference can be found in the Appendix:

- A – Email invitations to the 4-2-19 teleconference.
- B – List of the participants invited to attend the teleconference.
- C – PDF of the online presentation.
- D – List of attendees.
- E – Questions/Comments.
- F – Screenshot of website notice.



## Published Notice

The following is the notice of availability of the Airport's proposed goals and goal setting methodology:

### WEBSITE PUBLIC NOTICE

#### **Disadvantaged Business Enterprise (DBE) Goals for Federal Fiscal Years 2018-2020**

The Midland International Air & Space Port hereby announces its DBE goals for fiscal years 2018 through 2020 for airport construction projects. A report of the proposed goals and goal setting methodology is available for inspection between 8:00 a.m. and 4:30 p.m., Monday through Friday, beginning April 3, 2019, through May 2, 2019, in the Airport Administrative office, 9506 La Force Boulevard, Midland, TX 79706.

Kim Watkins  
Disadvantaged Business Enterprise  
Liaison Officer (DBELO)  
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P.O. Box 60305  
Midland, TX 79711

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



## Contract Goals

Historically, the Airport has used race-conscious measures in obtaining its overall contract goals on federally assisted contracts. While the Airport continues to look for meaningful participation in its federally-funded program, it still believes that race-conscious goal setting is appropriate for the FY 2018-2020 DBE Program. This is largely due to the fact that historical experience with construction projects has not resulted in the Airport exceeding its goals. Should upcoming projects show significant DBE participation, the Airport will consider the utilization of race-neutral means in the future.

We estimate that, in meeting our overall adjusted goal of **9.82%** we will obtain **0%** from race-neutral participation and **9.82%** from race-conscious measures (e.g. setting contract goals). The estimation of race-neutral participation and race-conscious measures percentages are based on past participation and established goals.

The Airport will use contract goals to meet any portion of the overall goal the Airport 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 Airport's overall goal that is not projected to be met through the use of race-neutral means.

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



# APPENDIX DBE GOAL TELECONFERENCE

April 2, 2019 at 10:00 AM (CST)

- A – Email invitation to the 4-2-19 teleconference.
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