

## Section 26.45: Overall Goal Calculation

**Name of Recipient:** *Bert Mooney Airport Authority, Butte, Montana – Bert Mooney Airport*

**Goal Period:** FY-2022, 2023, 2024 – October 1, 2021 through September 30, 2023

**DBE Goal:** 2.05% (2.05 RN, 0.00% RC)

**Total dollar amount to be expended on DBE's: \$92,857**

**Describe the Number and Type of Projects for this FY:**

The project for the next three years shall consist of

Projects Fiscal Year #1 (FY-22) - **\$2,205,000**

- Project 1 – Engineering – Taxiway 'C' and Pavement Maintenance – \$430,000
- Project 2 – Mill and Overlay Taxiway 'C' – \$1,485,000
- Project 3 – Pavement Maintenance Aprons – \$290,000

Projects Fiscal Year #2 (FY-23) – **\$2,303,000**

- Project 1 – Engineering – Conc. Apron, Mill and Overlay, PBB – \$300,000
- Project 2 – Terminal – Concrete Apron Construction – \$688,000
- Project 3 – Mill and Overlay Commercial Asphalt Apron – \$595,000
- Project 4 – Refurbish Passenger Boarding Bridge - \$720,000

Projects Fiscal Year #3 (FY-24) – **\$30,000**

- Project 1 – Snow Removal Equipment Acquisition- Engineering - \$30,000

### **1 STEP 1 OF OVERALL GOAL DETERMINATION**

Step 1 of the overall goal determination is computed by determining the number of ready, willing, and able DBEs performing the types of work noted above. Where sufficient information was available from similar contracts, the current bidders list obtained from past procurement procedures was used to determine DBE availability. The bidder's list information was compiled by work type and the DBE status of the firms listed on the bidders list. The DBE availability was determined from the total number of firms for each work type compared to the DBE firms for each work type.

Where sufficient information from the bidders list was not available for the proposed contract, the step 1 of the overall goal determination is computed by determining the number of ready, willing, and able DBEs performing the types of work noted above as listed in the current DBE Directory prepared and maintained by the Montana Department of Transportation against the number of ready, willing, and able businesses available in the same NAICS code. The total number of businesses was obtained from the Census Bureau's Business Pattern database, at <http://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml>. The latest information currently available from this site is from 2016.

**Determination of Market Area:**

The geographical area used to determine the number of ready, willing, and able DBEs and total businesses included the entire State of Montana. This represents the area from which a substantial majority of the contractors and subcontractors come and the area in which **the airport authority** spends a majority of its contracting dollars.

**Market Area:** State of Montana

**Step 1. Analysis:** Actual relative availability of DBE's

The Step 1 goal was determined for each project anticipated over \$250,000 in the fiscal year for the **Bert Mooney Airport**. A summary of the Step 1 goal determinations are summarized for each project below

Applicable work categories from the bidders list was used to determine DBE availability.

<b>Bert Mooney Airport Bidders List Airfield Projects 2003 to 2019</b>			
<b>Work Class</b>	<b>Number of Firms</b>	<b>DBE Firms</b>	<b>% DBE</b>
Construction Survey	7	2	28.57%
Traffic Control	1	0	0.00%
Cold Milling	5	0	0.00%
Pavement Marking	3	0	0.00%
Metal Culvert Installation	2	0	0.00%
Coal Tar Seal Coat	3	1	33.33%
Concrete Pavement	5	0	0.00%
Aircraft Tiedowns	2	0	0.00%
Seeding	5	1	20.00%
Supply Asphalt	3	0	0.00%
Haul Asphalt	2	0	0.00%
Material Testing	4	0	0.00%
Fencing	7	2	28.57%
Crack Sealing	5	1	20.00%
Fog Seal	5	1	20.00%
Supply Metal Culvert	2	0	0.00%
Asphalt Grooving	4	0	0.00%
Runway Lighting	12	1	8.33%
Electrical Material Supply	5	0	0.00%
Fence Material Supply	3	0	0.00%
Concrete Supply	2	0	0.00%
Snow Removal Equipment	7	0	0.00%
Haul Equipment	1	0	0.00%

<b>Bert Mooney Airport Bidders List Airfield Projects 2003 to 2019</b>			
<b>Work Class</b>	<b>Number of Firms</b>	<b>DBE Firms</b>	<b>% DBE</b>
Radio Equipment	2	0	0.00%
Security Guards	1	0	0.00%
Earthwork	6	0	0.00%
Stormwater/Pipe/Bridge	3	0	0.00%
Building	5	0	0.00%
General Const/Heavy Const	8	0	0.00%
Pavement Patching	2	2	100.00%
Engineering	4	0	0.00%

The DBE availability was weighted by the amount of work to determine the total dollar amounts available to DBE's for each project. The ratio of DBE to total project cost was used to determine the step 1 goal for each fiscal year.

**Method: Use Bidders List**

<b>FY 2022 - CONTRACTS</b>						
<b>Project #1 -Engineering - Taxiway 'F' Mill and Overlay and Apron Rehabilitation</b>						
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>TOTAL ESTABLISHMENTS</b>	<b>TOTAL DBE</b>	<b>DBE%</b>	<b>\$ DBE</b>
Survey	Bidders List	\$20,000	7	2	28.6%	\$5,714
Testing	Bidders List	\$30,000	4	0	0.0%	\$0
Engineering	Bidders List	\$380,000	4	0	0.0%	\$0
<b>TOTAL</b>		<b>\$430,000</b>	<b>15</b>	<b>2</b>		<b>\$5,714</b>

**FY 2022 - CONTRACTS**

<b>Project #2 -Mill and Overlay Taxiway 'C'</b>						
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>TOTAL ESTABLISHMENTS</b>	<b>TOTAL DBE</b>	<b>DBE%</b>	<b>\$ DBE</b>
Asphalt Milling	Bidders List	\$180,000	5	0	0.0%	\$0
Crack Repair	Bidders List	\$10,000	5	1	20.0%	\$2,000
Asphalt Paving	Bidders List	\$600,000	8	0	0.0%	\$0
Asphalt Supply	Bidders List	\$500,000	3	0	0.0%	\$0
Grading	Bidders List	\$50,000	6	0	0.0%	\$0
Pavement Marking	Bidders List	\$70,000	3	0	0.0%	\$0
Traffic Control	Bidders List	\$25,000	1	0	0.0%	\$0
Survey	Bidders List	\$20,000	7	2	28.6%	\$5,714
Testing	Bidders List	\$30,000	4	0	0.0%	\$0
<b>TOTAL</b>		<b>\$1,485,000</b>	<b>42</b>	<b>3</b>		<b>\$7,714</b>

<b>FY 2022 - CONTRACTS</b>						
<b>Project #3 - PAVEMENT MAINTENANCE - APRONS</b>						
<b>Work Description</b>	<b>NAICS Code or Bidders List</b>	<b>Trade (\$)</b>	<b>TOTAL ESTABLISHMENTS</b>	<b>TOTAL DBE</b>	<b>DBE%</b>	<b>\$ DBE</b>
Traffic Control	Bidders List	\$10,000	1	0	0.00%	\$0
Pavement Marking	Bidders List	\$20,000	3	0	0.00%	\$0
Coal Tar Seal Coat	Bidders List	\$30,000	3	1	33.33%	\$10,000
Crack Sealing	Bidders List	\$80,000	5	1	20.00%	\$16,000
Fog Seal	Bidders List	\$150,000	5	1	20.00%	\$30,000
<b>TOTAL</b>		<b>\$ 290,000</b>	<b>17</b>	<b>3</b>		<b>\$56,000</b>

<b>TOTAL FY 2022</b>	<b>Total \$</b>	<b>TOTAL ESTABLISHMENTS</b>	<b>TOTAL DBE</b>	<b>\$ DBE</b>	<b>%DBE (weighted)</b>
	<b>\$2,205,000</b>	<b>74</b>	<b>8</b>	<b>\$69,429</b>	<b>3.15%</b>

<b>FY 2023 - CONTRACTS</b>
----------------------------

**Project #1 -Engineering - Concrete Parking Apron, Mill and Overlay and Apron, Passenger Boarding Bridge**

Work Description	NAICS Code or Bidders List	Trade (\$)	TOTAL ESTABLISHMENTS	TOTAL DBE	DBE%	\$ DBE
Survey	Bidders List	\$20,000	7	2	28.6%	\$5,714
Testing	Bidders List	\$30,000	4	0	0.0%	\$0
Engineering	Bidders List	\$250,000	4	0	0.0%	\$0
<b>TOTAL</b>		<b>\$300,000</b>	<b>15</b>	<b>2</b>		<b>\$5,714</b>

**FY 2023 - CONTRACTS**

**Project #2 - Terminal Concrete Parking Apron**

Work Description	NAICS Code or Bidders List	Trade (\$)	TOTAL ESTABLISHMENTS	TOTAL DBE	DBE%	\$ DBE
Construction Survey	Bidders List	\$10,000	7	2	28.57%	\$2,857
Traffic Control	Bidders List	\$5,000	1	0	0.00%	\$0
Cold Milling	Bidders List	\$10,000	5	0	0.00%	\$0
Pavement Marking	Bidders List	\$8,000	3	0	0.00%	\$0
Concrete Pavement	Bidders List	\$300,000	5	0	0.00%	\$0
Material Testing	Bidders List	\$30,000	4	0	0.00%	\$0
Crack Sealing	Bidders List	\$40,000	5	1	20.00%	\$8,000
Concrete Supply	Bidders List	\$200,000	2	0	0.00%	\$0
Haul Equipment	Bidders List	\$40,000	1	0	0.00%	\$0
Earthwork	Bidders List	\$15,000	6	0	0.00%	\$0
General Const/Heavy Const	Bidders List	\$30,000	8	0	0.00%	\$0
<b>TOTAL</b>		<b>\$688,000</b>	<b>47</b>	<b>3</b>		<b>\$10,857</b>

**FY 2023 - CONTRACTS**

**Project #3 -Mill and Overlay Asphalt Commercial Apron**

Work Description	NAICS Code or Bidders List	Trade (\$)	TOTAL ESTABLISHMENTS	TOTAL DBE	DBE%	\$ DBE
Construction Survey	Bidders List	\$10,000	7	2	28.57%	\$2,857
Traffic Control	Bidders List	\$5,000	1	0	0.00%	\$0
Cold Milling	Bidders List	\$90,000	5	0	0.00%	\$0
Pavement Marking	Bidders List	\$20,000	3	0	0.00%	\$0
Supply Asphalt	Bidders List	\$180,000	3	0	0.00%	\$0
Material Testing	Bidders List	\$30,000	4	0	0.00%	\$0
Crack Sealing	Bidders List	\$20,000	5	1	20.00%	\$4,000
General Const/Heavy Const	Bidders List	\$240,000	8	0	0.00%	\$0
<b>TOTAL</b>		<b>\$595,000</b>	<b>36</b>	<b>3</b>		<b>\$6,857</b>

<b>FY 2023 - CONTRACTS</b>						
<b>Project #4 -Refurbish Passenger Boarding Bridge</b>						
Work Description	NAICS Code or Bidders List	Trade (\$)	TOTAL ESTABLISHMENTS	TOTAL DBE	DBE%	\$ DBE
Passenger Boarding Bridge	333921	\$720,000	176	0	0.00%	\$ -
<b>TOTAL</b>		<b>\$720,000</b>	<b>176</b>	<b>0</b>		<b>\$ -</b>

<b>TOTAL FY 2023</b>	Total \$	TOTAL ESTABLISHMENTS	TOTAL DBE	\$ DBE	%DBE (weighted)
	<b>\$2,303,000</b>	<b>274</b>	<b>8</b>	<b>\$23,429</b>	<b>1.02%</b>

<b>FY 2024 - CONTRACTS</b>
<b>Project #1 - Snow Removal Equipment Acquisition -Engineering</b>

Work Description	NAICS Code or Bidders List	Trade (\$)	TOTAL ESTABLISHMENTS	TOTAL DBE	DBE%
Engineering	Bidders List	\$30,000	4	0	0.00%
<b>TOTAL</b>		<b>\$30,000</b>	<b>4</b>	<b>0</b>	<b>0.00%</b>

The results for each fiscal year are weighted to provide an overall goal for the 3-year period.

<b>Summary Step 1 Goal Determination</b>		
Fiscal Year	\$ FY Total	\$ DBE
FY 2022	\$2,205,000	\$69,429
FY 2023	\$2,303,000	\$23,429
FY 2024	\$30,000	\$0
<b>TOTAL CONTRACTS (FY2019-FY2021)</b>	<b>\$4,538,000</b>	<b>\$92,857</b>
<b>WEIGHTED STEP 1 GOAL</b>	<b>2.05%</b>	

### Step 1 DBE Goal is 2.05%

As provided in the Tips for Goal Setting in the DBE Program, weighting DBE availability can help ensure that the Step 1 Base Figure is as accurate as possible. Weighting by fiscal year was chosen in the Step 1 base figure.

### Step 2. Analysis: Adjustment to Step 1 base figure to make it more precise

The State of Montana, Department of Transportation acts as a lead organization for the development and solicitation of minority and women owned firms. They provide a web site distribution of a bid distribution form, which is then sent to all DBE firms in the State. The State of Montana has also developed a Referral Resource list of organizations that also assist minority and women owned businesses. We have contacted the Montana Department of Transportation's to identify any barriers affecting opportunities for DBEs. The MDT maintains a website for distribution of construction project advertisements and a site for Prime contractors to solicit DBE subcontractor's bids.

MDT engaged a consultant to conduct an Availability and Disparity Study, which focused on participation of minority- and women-owned firms in MDT's contracts from October 2009 through September 2014. The Study was completed in July of 2016. Although this Study did not examine contracts using Federal Aviation Administration (FAA) funds; MDT and other agencies might review information in the report regarding DBE availability as they relate to operating the Program for FAA-funded contracts.

**The Bert Mooney Airport Authority has utilized the findings of the Montana Department of Transportation's Civil Rights Bureau disparity study to determine the existence of**

**discrimination or its effects in the market.** Provided below is a link to the DBE program's Disparity & Availability Studies webpage.

[http://www.mdt.mt.gov/other/webdata/external/research/docs/research\\_proj/disparity/final\\_report.pdf](http://www.mdt.mt.gov/other/webdata/external/research/docs/research_proj/disparity/final_report.pdf)

In Step 2 of the Goal Determination, the Bert Mooney Airport Authority examined available evidence available in its jurisdiction, including the analysis performed by the MDT 2016 Disparity Study, to determine what adjustment, if any, is needed to the base figure to arrive at an overall DBE participation goal. The Bert Mooney Airport Authority considered the following information in the potential step 2 adjustments.

- Past DBE Participation
- Information from the 2016 MDT Disparity Study in related to entry, advancement, and business ownership.
- Information from the 2016 MDT Disparity Study related the ability of DBE's to access bonding and insurance.
- Other relevant information from the 2016 MDT Disparity Study.

**Past Participation**

The **Bert Mooney Airport Authority** has previously undertaken projects at the **Bert Mooney Airport** requiring an overall goal under 49 CFR Part 26.

Below is a summary of the past goals and achievements from the uniform reports for the past 5-years. The below table shows the DBE goals and accomplishments from FY2016 through FY 2021.

<b>Step 2 Goal Calculation</b>					
<b>Past Participation History- From Uniform Report</b>					
<b>FY</b>	<b>Total Goal</b>	<b>RN Goal</b>	<b>RC Goal</b>	<b>Achievement</b>	<b>Primary Work Type</b>
2016	3.88%	3.88%	0%	0.17%	Terminal Construction
2017	3.88%	3.88%	0%	0.52%	Terminal Construction
2018	3.88%	3.88%	0%	0.53%	SRE Equipment Acquisition
2019	2.71%	2.71%	0%	1.41%	Terminal Demolition, Electrical Work
2020	2.71%	2.71%	0%	0.30%	Pavement Maintenance
2021	2.71%	2.71%	0%	TDB	Airfield Electrical
<b>Median Achievement</b>				<b>0.41%</b>	

*Data used to determine the potential adjustment to the base figure was the median of historical DBE accomplishments as follows:*



Arranging this historical data from low to high (for years where DBE Achievement was obtained), (0.17%, 0.3%, 0.52%, 0.53%, 1.41%) the median is **0.41%**.

The potential goal adjustment based on past participation is as follows:

- $FY\ 22-24\ (2.05+0.41) = 2.46/2 = 1.23\%$

For the potential step 2 adjustment for past participation, we added our Step 1 base figure with our Step 2 adjustment figure and then averaged the total arriving at an overall potential goal of **1.23%**.

In reviewing the past project types and participation, it was determined that the previous work performed was not consistent with the projects anticipated over the next goal period. Therefore, no adjustment was made for past participation.

### **Entry, Advancement, and Business Ownership.**

The 2016 MDT Disparity Study found that there are barriers that certain minority groups and women face related to entry and advancement in the Montana construction and engineering industries. Specifically, Native Americans working in the construction industry, were less likely than non-minorities to own construction businesses and women were less likely to own engineering companies. The 2016 MDT Disparity Study estimated the availability of minority and women owned firms but for the effects of race and gender based discrimination there could be an upward adjustment of 4.33% to the base figure (2016 MDT Disparity Study, Figure 9-3).

An adjustment to the base figure for barriers related to entry, advancement, and business ownership was not made in the determination of Bert Mooney Airport Authority DBE goal at the Bert Mooney Airport for the following reasons.

- The 2016 MDT Disparity Study considered potential DBE's in as it related to this section, and not current DBE's. The step 1 methodology only considers current DBE's, therefore to be consistent with the step 1 methodology an adjustment was not made related entry, advancement, and business ownership.

### **Financing, Bonding, and Insurance**

The 2016 MDT Disparity Study found quantitative and qualitative evidence of the disadvantages for minorities, women, and minority/women owned firms related to access to financing and bonding. The 2016 MDT disparity study indicated that an upward adjustment could be made to address these barriers, however, the impact of those factors could not be quantified (2016 MDT Disparity Study, Chapter 9, page 9).

An adjustment to the base figure for barriers related to financing, bonding, and insurance, was not made in the determination of Bert Mooney Airport's DBE goal for the following reasons.

- Since Disparity study indicated the impact of the barriers related to this category could not be quantified.

## **Other Factors**

The other factors examined in the 2016 MDT Disparity Study were related to success of minority- and women-owned firms relative to majority-owned businesses in the Montana marketplace. The Study noted quantitative evidence that minority- and women-owned firms are less successful than majority-owned firms and face greater barriers in the marketplace. There was also qualitative information that suggests discrimination on the basis of race, ethnicity and gender affects minority- and women-owned firms in the Montana transportation contracting industry. Although the analysis indicates an upward adjustment could be made to address these barriers, the impact of those factors could not be quantified (*2016 MDT Disparity Study, Chapter 9, page 9*).

An adjustment to the base figure for barriers related to other factors was not made in the determination of Bert Mooney Airport's DBE goal for the following reasons.

- Since Disparity study indicated the impact of the barriers related to this category could not be quantified.

## **Final Adjustments to the Step 1 Base Figure**

After examining the available evidence and evaluating the step 2 adjustment options, the Bert Mooney Airport will not apply any adjustments to the Step 1 base figure.

The Bert Mooney Airport is proposing **2.05% DBE Goal**.

The ***Bert Mooney Airport Authority*** will attempt to meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The ***Bert Mooney Airport*** will also use the following **race neutral** means to increase DBE participation: unbundling large contracts to make them more accessible to small businesses where feasible; ensure the inclusion of DBE's and other small businesses on recipient mailing lists for bidders, and ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors.

Considering these factors, a **race/gender neutral** means of acquiring the overall goal of **2.05%** has been established.

For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to, the following: DBE participation through a prime contract a DBE obtains 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.

## **Breakout of Estimated Race Neutral (RN) and Race Conscious (RC) Participation.**

26.51(b)(1-9)

The recipient will meet the maximum feasible portion of its overall goal by using RN means of facilitating DBE participation.

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitates DBE, and other small businesses, participation;
2. Providing technical assistance and other services;
3. Carrying out information and communications programs on contracting procedures and specific contract opportunities;
4. Ensuring distribution of DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors.

The Bert Mooney Airport estimates that in meeting its overall goal **2.05%**, it will obtain 2.05% from RN participation and **0%** through RC measures.

Considering these factors, a race/gender neutral means of acquiring the overall goal 2.05%, has been established.

The Bert Mooney Airport will adjust the estimated breakout of RN and RC DBE participation as needed to reflect actual DBE participation (see Section 26.51(f)) and track and report RN and RC participation separately. For reporting purposes, RN 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:** Section 26.45(g)(1).

***The Bert Mooney Airport Authority*** submits its overall DBE three-year goal to DOT on August 1 as required by the set schedule.

Before establishing the overall goal, the ***Bert Mooney Airport Authority*** checked the **Montana Department of Transportation, DBE Office website** without limiting consultation to these persons or groups, to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the ***Bert Mooney Airport Authority's*** efforts to establish a level playing field for the participation of DBEs.

In establishing the overall goal, the ***Bert Mooney Airport Authority*** provided for consultation and publication. This included consultation with minority, women's and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the ***Bert Mooney Airport Authority*** efforts to establish a level playing field for the participation of DBEs. The consultation included a scheduled, direct, interactive exchange with as many interested stakeholders as possible focused on obtaining information relevant to the goal setting process, and was conducted before we were

required to submit our goal and methodology to the operating administration for review. Details of the consultation are as follows:

An open meeting was held with as many interested stakeholders as possible focused on obtaining information relevant to the Disadvantaged Business Enterprise (DBE) goal setting methodology.

The consultation engaged in was a face-to-face meeting, as well as, a teleconference, which was held on **June 8, 2021 at 2:00** pm local time, the sponsor and the sponsor's contracted professional engineer held a public participation meeting via Microsoft Teams. To increase participation, an invitation was sent through the Montana Department of Transportation to all registered DBE's to attend. Information regarding this meeting was posted on the Bert Mooney Airport Website <http://butteairport.com/>.

The purpose of the meeting was to gather information on the availability of DBE's in the Market Area, determine if there were any effects of discrimination, and tried to gather any ideas for efforts to increase participation. A power point presentation was available to attendees and was also provided to people who called into the meeting.

The following people attended the virtual meeting:

Pam Chamberlin (Airport Manger), Rick Ryan (Assistant Manager), Cory Kesler (Morrison-Maierle), Airport Engineer, Leland Johnson (ExcelliMatrix), Kendall Gerner (EJO Ventures), Leah Whitfield (The Aviation Planning Group), Scott Johnson (V1 Consulting), Megan Handl, Meghan Strachan, Maggie Metzger, MDT.

The following comments were received during the course of the consultation:

The only question/comment received was from Scott Johnson with V1 Consulting. He inquired on how to get on the bidders list for construction administration services. Cory Kesler, stated that typically that those services are contracted under the engineering agreement, but invited him to send information so that we could keep on out potential subconsultant list.

A notice of the proposed goal was published on the Bert Mooney Airport Website <http://butteairport.com/>, and emailed to all DBE's registered in the market area used before the methodology was submitted to the FAA.

If the proposed goal changes following review by the FAA, the revised goal will be posted on the Bert Mooney Airport official website.

Notwithstanding paragraph (f)(4) of §26.45, **Bert Mooney Airport Authority** proposed goals will not be implemented until this requirement has been met.

## PUBLIC NOTICE

The **Bert Mooney Airport Authority** hereby announces its fiscal years 2019 through 2021 goal of **2.05%** for FAA-funded contracts/agreements. The proposed goal pertains to federal fiscal years 2022 through 2024.

The proposed goals and rationale is available for inspection on the Bert Mooney Airport Website, <https://www.butteairport.com/reports-and-notices-1> for 30 days from the date of this publication.

Comments on the DBE goal will be accepted for 45 days from the date of this publication and can be sent to the following:

Pam Chamberlin, Airport Manager, Bert Mooney Airport, 101 Airport Road, Butte, MT 59701 (406) 494-3771, [pamc@butteairport.com](mailto:pamc@butteairport.com)

AND

Federal Aviation Administration, Office of Civil Rights Staff, Sonia Cruz, DBE & ACDBE Compliance Specialist, Northwest Mountain Region, Federal Aviation Administration, Office of Civil Rights, P.O. Box 92007, Los Angeles, California 90009-2007, (310) 725-3940, [sonia.cruz@faa.gov](mailto:sonia.cruz@faa.gov)

R:\0853-000 Master\DBE\FY22-24 GOALS AND PLAN\GOALS\FY 2022-2024 Goal Methodology Bert Mooney Airport.docx