



***Acadiana Regional
Airport (ARA)***

***Fiscal Years 2019-2021
DBE GOAL METHODOLOGY***

Attachment F

**For the
Iberia Parish Airport Authority (IPAA)**

**For the period
October 1, 2018 to September 30, 2021**

DBE Point of Contact:

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July 20, 2018

**Overall Goals and Methodology
Acadiana Regional Airport (ARA)
Update for FYs 2019-2021**

OVERALL GOALS (\$26.45)

Amount of goal:

Acadiana Regional Airport's (the Airport or ARA) overall goal for Fiscal Years 2019-2021 (October 1, 2018 to September 30, 2021) is **1.44%** of the Federal financial assistance that it will expend in DOT-assisted contracts with DBE contractors.

Projects to be covered by this contract goal:

The Airport expects to fund six DOT-assisted contracts during FYs 2019 through 2021. The proposed projects are:

1. 2019 ARFF Station Design
2. 2019 North Heavy Jet Ramp Construction - Phase I
3. 2020 ARFF Station Construction
4. 2020 North Heavy Jet Ramp Construction - Phase II
5. 2020 Taxiway B West Construction
6. 2021 North Heavy Jet Ramp Construction – Phase III

Project #1 involves architectural services for design of the relocated Aircraft Rescue and Fire Fighting (ARFF) Station. The estimated value of Project #1 is **\$288,000** (Federal portion).

Project #2 involves Phase I construction of the North Heavy Jet Ramp, and includes engineering, pavement construction, pavement marking, and local trucking. It has an estimated value of **\$4,500,000** (Federal portion).

Project #3 is the construction of the relocated Aircraft Rescue and Fire Fighting (ARFF) Station. Trades that will be involved are: commercial-industrial building construction, plumbing contractors, electrical contractors, and local trucking. The estimated value of this project is **\$2,988,000** (Federal portion).

Project #4 involves Phase II construction of the North Heavy Jet Ramp, and includes engineering, pavement construction, pavement marking, and local trucking. The estimated value of this project is **\$4,365,000** (Federal portion).



Project #5 is the Taxiway B West Construction. It involves engineering, pavement construction, pavement marking, airfield lighting, and local trucking. The estimated value of this project is **\$666,000** (Federal portion).

Project #6 involves Phase III construction of the North Heavy Jet Ramp, and includes engineering, pavement construction, pavement marking, and local trucking. The estimated value of this project is **\$4,500,000** (Federal portion).

The Airport has set a goal of expending **\$249,236** with certified DBE firms yielding a participation rate of **1.44%**.

Market Area:

After careful research of the historical bidding practices and responses to requests for professional services, the Airport has determined that its market area is made up of the following Parishes/Counties:

Iberia Parish, Louisiana
Lafayette Parish, Louisiana
St. Mary Parish, Louisiana

There have been three (3) similar Federally-funded projects in the last several years. One of successful bidders came from Lafayette Parish and another from Iberia Parish. The remaining bidder was located in New York State.

This analysis included the following projects:

1. FY 2017 – Taxiway ‘A’ Construction (Lafayette Parish contractor);
2. FY 2016 – Design of Taxiway ‘A’ (Iberia Parish consultant) and
3. FY 2015 – Grooving and Joint Seal Rehabilitation (out-of-state contractor).

As can be seen by this analysis, two of the three successful bidders were located within the Market Area and a majority of contracting dollars has been expended in the same area. Consequently, the Airport has determined that the appropriate Market Area is the three-parish area described previously.



Method:

In accordance with the current FAA and DOT guidance, the Iberia Parish Airport Authority is utilizing a two-step process in setting its FYs 2019-2021 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 following documents the relative availability for the project and will be used in the overall calculation of relative availability for the goals for FYs 2019-2021.

The 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/SIC project codes).

The following pages identify the main components of the projects broken down by trade with appropriate NAICS codes.



Project 1 – 2019 Design of Relocated ARFF Station

Project #1 involves architectural services for design of the relocated ARFF Station, as documented in the following table:

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
541310	Architectural Services	100%	1	41	2.44%
	Totals for this Contract	100%	1	41	2.44%

¹ Weighting factor is based on % of total project costs in each category.

Of the total project cost, **\$288,000** will be funded under DOT-assisted contracts. As identified in the previous table, the relative availability of DBE contractors in the market area is shown below:

$$\text{Base Figure} = \frac{\% \text{ Arch} \times \# \text{ DBE} - \text{Local Market} (1)}{\# \text{ All Firms} (41)}$$

$$\text{Base Figure} = 100\% \times 1/41$$

This calculation provides a Base Figure of **2.44%**.



Project 2 – 2019 Phase I Construction of North Heavy Jet Ramp

This project involves Phase I construction of the North Heavy Jet Ramp and will include: design, pavement construction, pavement marking, and local trucking. This project should provide opportunities for DBE participation as documented in the following table:

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	7%	1	140	0.05%
237310	Ramp Construction	73%	0	10	0.00%
237310	Pavement Marking (state code 732)	10%	1	10	1.00%
484110	Local Trucking	10%	4	48	0.83%
	Totals for this Contract	100%	6	208	1.88%

¹ Weighting factor is based on % of total project costs in each category.

Of the total cost for the ramp construction, **\$4,500,000** will be funded under DOT-assisted contracts. As identified in the previous table, the relative availability of DBE contractors in the market area is shown below:

$$\begin{aligned} \text{Base Figure} = & \frac{\% \text{ Design} \times \# \text{DBE} - \text{Local Market (1)}}{\# \text{ All Firms (140)}} + \frac{\% \text{ Ramp} \times \# \text{DBE} - \text{Local Market (0)}}{\# \text{ All Firms (10)}} + \\ & \frac{\% \text{ Pvmt} \times \# \text{DBE} - \text{Local Market (1)}}{\# \text{ All Firms (10)}} + \frac{\% \text{ Truck} \times \# \text{DBE} - \text{Local Market (4)}}{\# \text{ All Firms (48)}} \end{aligned}$$

$$\text{Base Figure} = 7\% \times 1/140 + 73\% \times 0/10 + 10\% \times 1/10 + 10\% \times 4/48$$

This calculation provides a Base Figure of **1.88%**.



Project 3 – 2020 Construction of Relocated ARFF Station

This project involves construction of the relocated ARFF Station. Trades that will be involved are: commercial-institutional building construction, plumbing contractors, electrical contractors, and local trucking. This project should provide opportunities for DBE participation as documented in the following table:

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
236220	Building Construction	60%	1	52	1.15%
238220	Plumbing Contractors	15%	0	108	0.00%
238210	Electrical Contractors	15%	1	99	0.15%
484110	Local Trucking	10%	4	48	0.83%
	Totals for this Contract	100%	6	307	2.14%

¹ Weighting factor is based on % of total project costs in each category.

The estimated cost for the ARFF Station construction is **\$2,988,000**. As identified in the previous table, the relative availability of DBE contractors in the market area is shown below:

$$\begin{aligned}
 \text{Base Figure} &= \frac{\% \text{ Bldg} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (52)}} + \\
 &\quad \frac{\% \text{ Plumb} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (108)}} + \\
 &\quad \frac{\% \text{ Elec} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (99)}} + \\
 &\quad \frac{\% \text{ Truck} \times \# \text{ DBE} - \text{Local Market (4)}}{\# \text{ All Firms (48)}}
 \end{aligned}$$

$$\text{Base Figure} = 60\% \times 1/52 + 15\% \times 0/108 + 15\% \times 1/99 + 10\% \times 4/48$$

This calculation provides a Base Figure of **2.14%**.



Project 4 – 2020 Phase II Construction of North Heavy Jet Ramp

This project involves Phase II construction of the North Heavy Jet Ramp and will involve: design, pavement construction, pavement marking, and local trucking. This project should provide opportunities for DBE participation as documented in the following table:

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering	7%	1	140	0.05%
237310	Ramp Construction	73%	0	10	0.00%
237310	Pavement Marking (state code 732)	10%	1	10	1.00%
484110	Local Trucking	10%	4	48	0.83%
	Totals for this Contract	100%	6	208	1.88%

¹ Weighting factor is based on % of total project costs in each category.

Of the total cost for the ramp construction, **\$4,365,000** will be funded under DOT-assisted contracts. As identified in the previous table, the relative availability of DBE contractors in the market area is shown below:

$$\begin{aligned} \text{Base Figure} = & \% \text{ Design} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (140)}} + \% \text{ Ramp} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (10)}} + \\ & \% \text{ Pvmt} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (10)}} + \% \text{ Truck} \times \frac{\# \text{ DBE} - \text{Local Market (4)}}{\# \text{ All Firms (48)}} \end{aligned}$$

$$\text{Base Figure} = 7\% \times 1/140 + 73\% \times 0/10 + 10\% \times 1/10 + 10\% \times 4/48$$

This calculation provides a Base Figure of **1.88%**.



Project 5 – 2020 Construction of Taxiway B Improvements

This project involves construction of Taxiway B Improvements and will include: pavement construction, pavement marking, electrical contractors, design, and local trucking. This project should provide opportunities for DBE participation as documented in the following table:

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
237310	Taxiway Construction	60%	0	10	0.00%
237310	Pavement Marking (State code 732)	10%	1	10	1.00%
238210	Electrical Contractors	10%	1	99	0.10%
484110	Local Trucking	10%	4	48	0.83%
541330	Engineering Services	10%	1	140	0.07%
	Totals for this Contract	100%	7	167	2.01%

¹ Weighting factor is based on % of total project costs in each category.

The estimated cost for the Taxiway B Improvements is **\$666,000**. As identified in the previous table, the relative availability of DBE contractors is shown below:

$$\begin{aligned}
 \text{Base Figure} &= \% \text{ Twy Constr} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (10)}} + \\
 &\quad \% \text{ Pvmt Mark} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (10)}} + \\
 &\quad \% \text{ Elec Cont} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (99)}} + \\
 &\quad \% \text{ Truck} \times \frac{\# \text{ DBE} - \text{Local Market (4)}}{\# \text{ All Firms (48)}} + \\
 &\quad \% \text{ Design} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (140)}}
 \end{aligned}$$

$$\text{Base Figure} = 60\% \times 0/10 + 10\% \times 1/10 + 10\% \times 1/99 + 10\% \times 4/48 + 10\% \times 1/140$$

This calculation provides a Base Figure of **2.01%**.



Project 6 – 2021 Phase III Construction of Heavy Jet Ramp North

This project involves Phase III construction of the North Heavy Jet Ramp and will involve: pavement construction, pavement marking, design, and local trucking. This project should provide opportunities for DBE participation as documented in the following table:

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
237310	Ramp Construction	73%	0	10	0.00%
237310	Pavement Marking (state code 732)	10%	1	10	1.00%
484110	Local Trucking	10%	4	48	0.83%
541330	Engineering Services	7%	1	140	0.05%
	Totals for this Contract	100%	6	208	1.88%

¹ Weighting factor is based on % of total project costs in each category.

Of the total cost for the ramp construction, **\$4,500,000** will be funded under DOT-assisted contracts. As identified in the previous table, the relative availability of DBE contractors in the market area is shown below:

$$\text{Base Figure} = \% \text{ Ramp} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (10)}} + \% \text{ Pvmt} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (10)}}$$

$$+ \% \text{ Truck} \times \frac{\# \text{ DBE} - \text{Local Market (4)}}{\# \text{ All Firms (48)}} + \% \text{ Design} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (140)}}$$

$$\text{Base Figure} = 73\% \times 0/10 + 10\% \times 1/10 + 10\% \times 4/48 + 7\% \times 1/140$$

This calculation provides a Base Figure of **1.88%**.

Data Sources:

- *DBEs in Local Market Area: State of Louisiana Department of Transportation and Development DBE directory for Federal Aid Projects in the following parishes: Iberia, Lafayette, & St Mary, all in Louisiana*
- *All Available Firms: from the American Fact Finder website (Census Data)*



Overall Base Figure:

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 (Federal amount).

Project (contract)	Amount of Estimate	% of Total Estimate / Weight factor
1-ARFF Station Relocation Design	\$288,000	1.7%
2-Heavy Jet Ramp North Construction – Ph I	\$4,500,000	26.0%
3-ARFF Station Construction	\$2,988,000	17.3%
4-Heavy Jet Ramp North Construction – Ph II	\$4,365,000	25.2%
5-Taxiway B Construction	\$666,000	3.8%
6-Heavy Jet Ramp North Design Construction – Ph III	\$4,500,000	26.0%
Total	\$17,307,000	100.00%

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

$$\text{Overall Base Figure} = (2.44 \times .017) + (1.88 \times 0.26) + (2.14 \times 0.173) + (1.88 \times 0.252) + (2.01 \times 0.038) + (1.88 \times 0.26\%) = \mathbf{1.94\%}$$

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 effort was unable to document the preparation of any disparity studies for the area. 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/Dbe/disparit3.xls>

Finding no available data at either of these sites, the Airport contacted the following organizations via phone in May of 2018:



- South Central Planning Development Commission – Mr. Kevin Belanger, Chief Executive Officer
- South Louisiana Economic Council – Mr. Vic LaFont, President and CEO

Neither was able to provide any other documentation of disparity studies performed for the region.

Historical DBE Accomplishments:

Since neither 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. This action involves a review of the Airport’s historical DBE participation achievement in order to ensure the goal’s reasonableness. Under this process, the median historical DBE participation rate is averaged with the relative availability rate calculated in Step 1, and an adjusted DBE goal for Fiscal Years 2019-2021 is calculated.

There are three (3) recent Federally-funded projects that are similar in nature to the proposed FYs 2019-2021 projects, as outlined in the following table:

Historical DBE Accomplishments for DOT-Assisted Contracts:

Fiscal Year	Goal	Accomplishment	Type of Work
FY 2017	4.16%	0.94%	Taxiway A Construction
FY 2016	4.16%	0.00%	Design of Taxiway A
FY 2015	5.76%	32.02%	Pavement Grooving & Joint Seal Rehabilitation
		0.94%	Median Accomplishments for all Projects

The median percentage of accomplishment for all Federally-funded projects over recent years is therefore determined to be **0.94%**. When we compare this with the proposed base figure for FYs 2019-2021, we determine that our adjusted overall goal is: **1.44%**.

$$(Base\ figure)\ 1.94\% + (Historical\ median)\ 0.94\% \text{ divided by } 2 = 1.44\% \text{ (Adjusted Overall Goal)}$$



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

The Airport 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 engineer provide all potential bidders with information about the State of Louisiana's Department of Transportation and Development web site for certified DBE contractors found at:

<http://www.dotd.state.la.us/cgi-bin/construction.asp>

The Airport has experienced some success with DBE participation in recent years. However, there hasn't been a sustainable pattern of exceeding goals, and as such, the Airport intends to continue utilizing race-conscious means in order to meet its goal.

Public Participation / Consultation Process:

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. In order to encourage participation by Certified DBE firms, the Airport:

1. Provides prospective bidders with information on the State of Louisiana's certified list of DBE contractors.
2. Contacts the State of Louisiana 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 conducted a public outreach program via a teleconference on July 20, 2018, 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 2019-2021, and
- Discuss proposed construction projects that are planned during this period.



The following parties were invited to participate:

- South Louisiana Economic Council;
- Louisiana Minority Business Council;
- Women's Business Enterprise Council;
- Hispanic Chamber of Commerce of Louisiana;
- Louisiana Small Business Development Center, University of Louisiana at Lafayette;
- Louisiana Association of General Contractors;
- LA DOTD DBE/SBE Program Manager; and
- All Certified DBEs in the market area.

Attached are the following appendices regarding the consultation teleconference:

- A – Email invitation to the July 20, 2018 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 ARA 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 2019-2021**

The Iberia Parish Airport Authority hereby announces the Updated DBE Program and 2019-2021 Goal Methodology Report for Acadiana Regional Airport, which will be available for inspection between 8:00 a.m. and 4:30 p.m., Monday through Friday, for 30 days beginning July 23, 2018, through August 22, 2018, at the offices of the Acadiana Regional Airport, 1404 Hangar Drive, New Iberia, LA, 70560. Comments may be sent to:

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1404 Hangar Drive
New Iberia, LA 70560

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



Contract Goals

We estimate that, in meeting our overall adjusted goal of **1.44%** we will obtain **1.44%** from race-conscious participation **0%** from race-neutral measures (e.g. setting contract goals). The estimation of race-neutral participation and race-conscious measures percentages are based on past accomplishments 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 for ARA Fiscal Years 2019-2021 DBE Goal Methodology Report

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