



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

***DBE GOAL METHODOLOGY REPORT  
for  
Design of East Side Development***

**Attachment F**

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

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## Goal Methodology Report for Acadiana Regional Airport (ARA)

### OVERALL GOALS (§26.45)

#### Amount of goal:

Acadiana Regional Airport's (the Airport or ARA) overall goal for the Design of the East Side Development project is **3.11%** 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 proposed project is:

- 2024 Design of East Side Development

**Project #1** involves design of the East Side Development, including a hangar, apron, and vehicular parking. This project will include engineering services, surveying, and geotechnical services/materials testing. It has an estimated value of **\$900,000** (Federal portion).

For this project, the Airport has set a goal of spending **\$51,754** with certified DBE firms, yielding a participation rate of **3.11%**.

#### Market Area:

The Airport has historically used 3 parishes in South Louisiana as its Market Area for DBE Goal setting purposes (Iberia, Lafayette, and St Mary Parishes.) After careful research of the historical bidding practices and responses to requests for professional services, the Airport believes that it is appropriate to expand the Market Area to include East Baton Rouge Parish.

There have been 4 federally funded contracts implemented in the last several years. One of the successful bidders came from Lafayette Parish and another from Iberia Parish. The remaining bidders are located in East Baton Rouge Parish, Louisiana, and New York State. This analysis included the following projects:

1. FY 2023 – On-Call Engineering Consulting Services (Baton Rouge consultant)
2. FY 2017 – Taxiway 'A' Construction (Lafayette Parish contractor)
3. FY 2016 – Design of Taxiway 'A' (Iberia Parish consultant)
4. FY 2015 – Grooving and Joint Seal Rehabilitation (out-of-state contractor)



As can be seen by this analysis, two of the four successful bidders were located within the existing 3 parish Market Area. Consequently, the Airport believes it is appropriate to expand the Market Area to include East Baton Rouge Parish since the majority of contracting dollars has been expended in the existing 3 parish Market Area and East Baton Rouge Parish. The Airport also hopes to boost interest by DBE firms since East Baton Rouge Parish has a larger population than the other parishes in the market area, and consequently more DBE firms. Therefore, the Airport plans to include the following parishes in its Market Area for this DBE Goal and future goal calculations:

East Baton Rouge Parish, Louisiana  
Iberia Parish, Louisiana  
Lafayette Parish, Louisiana  
St. Mary Parish, Louisiana

### Method:

In accordance with the current FAA and DOT guidance, the Iberia Parish Airport Authority is utilizing a two-step process in setting its DBE Goal for this project. 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 goal.

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



## Project 1 – 2024 Design of East Side Development

Project #1 involves design of the East Side Development and includes engineering services for a new 20,000 sf MRO hangar, associated apron, and associated vehicular parking. This project should provide opportunities for DBE participation as documented in the following table:

NAICS code	Work Item	Weighting Factor <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	87.5%	20	365	4.79%
541370	Surveying	5.0%	5	34	0.74%
541380	Geotech/Materials Testing	7.5%	2	68	0.22%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>27</b>	<b>467</b>	<b>5.75%</b>

<sup>1</sup> Weighting factor is based on % of total project costs in each category.

For this design project, **\$900,000** 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:

$$\text{Base Figure} = \frac{87.5\% \text{ Eng} \times \# \text{DBE} - \text{Market} (20)}{\# \text{ All Firms} (365)} + \frac{5.0\% \text{ Surv} \times \# \text{DBE} - \text{Market} (5)}{\# \text{ All Firms} (34)} + \frac{7.5\% \text{ Geotech} \times \# \text{DBE} - \text{Market} (2)}{\# \text{ All Firms} (68)}$$

$$\text{Base Figure} = (87.5\% \times 20/365) + (5.0\% \times 5/34) + (7.5\% \times 2/68) = 5.75\%$$

This calculation provides a Base Figure of **5.75%**.

### 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 U.S. Census website*



## Overall Base Figure:

Following the procedures to add weight factors based on the individual project estimates, an additional weight factor is *usually* 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-Design of East Side Development	\$900,000	100.0%
<b>Total</b>	<b>\$900,000</b>	<b>100.0%</b>

The Overall Base Figure is typically calculated by multiplying the project's (contract) base figure by its weight factor and adding them together. Since there is only one project included in this DBE Goal calculation, the calculation for the Overall Base Figure is 100%.

**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/Dbе/disparit3.xls>

Finding no available data at either of these sites, the Airport contacted the following organizations via phone in November of 2022:

- South Central Planning Development Commission
- South Louisiana Economic Council

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 2022-2024 is calculated.

There are three (3) recent federally funded projects that are similar in nature to the proposed FYs 2022-2024 projects, as outlined in the following table:

### Historical DBE Accomplishments for DOT-Assisted Contracts:

Fiscal Year	Goal	Accomplishment	Type of Work
FY 2016	4.16%	0.00%	Design of Taxiway A
FY 2017	4.16%	0.94%	Construction of Taxiway A
		<b>0.47%</b>	<b>Median Accomplishments for all Projects</b>

The median percentage of accomplishment for all similar projects over recent years is therefore determined to be **0.47%**. When we adjust the overall goal by comparing it to the median historical accomplishment, we calculate an adjusted overall goal of **3.11%**.

$$\text{(Base figure) } 5.75\% + \text{(Historical median) } 0.47\% \text{ divided by } 2 = \\ \mathbf{3.11\% \text{ (Adjusted Overall Goal)}}$$



## **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 has not 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.

## **Contract Goals**

**We estimate that, in meeting our overall adjusted goal of 3.11% we will obtain 3.11% 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).



### **Public Participation / Consultation Process:**

The Airport did not perform a public consultation event for the DBE Goal for this project but uploaded the report on its website.

### **Published Notice:**

The Airport published the DBE Goal for this project on its website.

