



Acadiana Regional Airport (ARA)

DBE GOAL METHODOLOGY REPORT for Fiscal Years 2025-2027

Attachment F

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

**For the period
October 1, 2024, to September 30, 2027**

DBE Point of Contact:

Karen Trahan
DBE Liaison Officer
Iberia Parish Airport Authority
1404 Hangar Drive
New Iberia, LA 70560
(337) 365-7202
ktrahan@iberiagov.net

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Overall DBE Goal and Methodology for Acadiana Regional Airport (ARA) - Update for FYs 2025-2027

OVERALL GOALS (\$26.45)

Amount of goal:

Acadiana Regional Airport's (the Airport or ARA) overall goal for Fiscal Years 2025-2027 (October 1, 2024, to September 30, 2027) is **4.47%** 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 four (4) DOT-assisted contracts during FYs 2025 through 2027. The proposed projects are:

1. Construct 90' x 100' Hangar (2025)
2. East Side Development Apron, Phase I Construction (2025)
3. Replace MALSR on Runway 35 (2026)
4. Master Plan Lite, AGIS, and Exhibit 'A' (2027)

Project #1 involves construction of a new hangar, and it includes architectural services, site preparation, and hangar construction. It has an estimated value of **\$2,099,460** (federal portion.)

Project #2 involves construction of the East Side Development Apron, and it includes engineering, excavation, drainage construction, electrical contractors, pavement marking, pavement construction, and fencing. It has an estimated value of **\$16,026,932** (federal portion.)

Project #3 involves replacement of the Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) on Runway 35. It includes engineering services and electrical contractors. This project has an estimated value of **\$444,000** (federal portion.)

Project #4 involves preparation of an Airport Master Plan Lite with AGIS and Exhibit 'A'. It includes airport planners only and it has a value of **\$540,000** (federal portion.)

The Airport has set a goal of spending **\$1,726,109** with certified DBE firms, yielding a participation rate of **4.47%**.



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 several federally funded projects at ARA in the last several years. One of the successful bidders came from Iberia Parish and another from St Mary Parish. The remaining bidders were located in St Landry Parish or outside of the state. This analysis included the following projects:

1. FY 2023 – Design of North GA Taxiway Rehab (Iberia Parish engineer)
2. FY 2022 – North GA Taxilane Improvements (St Mary Parish contractor)
3. FY 2021 – ARFF Relocation Study (out of state consultant)
4. FY 2020 – Taxiway A Construction (St Landry Parish contractor)

As can be seen by this analysis, two of the four 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 2025-2027 goal. 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 2025-2027.

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 No. 1 – Construct 90' x 100' Hangar (2025)

Project #1 involves construction of a 90' x 100' hangar and includes architectural services, site preparation, and hangar construction. 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
541310	Architectural Services	10%	1	40	0.25%
238910	Site Preparation	10%	5	43	1.16%
236220	Hangar Construction	80%	2	60	2.67%
	Totals for this Contract	100%	8	143	4.08%

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

For the hangar construction project, **\$2,099,460** 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:

Base Figure = $10\% \text{ Arch} \times \frac{\# \text{DBE in Local Market (1)}}{\# \text{ All Firms (40)}} + 10\% \text{ Site} \times \frac{\# \text{DBE in Local Market (5)}}{\# \text{ All Firms (43)}} +$

$80\% \text{ Hangar} \times \frac{\# \text{DBE in Local Market (2)}}{\# \text{ All Firms (60)}}$

Base Figure = $(10\% \times 1/40) + (10\% \times 5/43) + 80\% \times 2/60$

Base Figure = $0.25\% + 1.16\% + 2.67\% = 4.08\%$

This calculation provides a Base Figure of **4.08%** for this project.



Project No. 2 – East Side Development Apron, Phase I Construction (2025)

Project #2 involves Phase I construction of the East Side Development Apron, and it includes engineering, excavation, drainage construction, electrical contractors, pavement marking, pavement construction, and fencing. 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	10%	2	129	0.16%
238910	Excavation	10%	5	43	1.16%
237990	Drainage Construction	5%	2	13	0.77%
238210	Electrical Contractors	2%	3	98	0.06%
237310	Pavement Marking	1%	1	9	0.11%
237310	Pavement Construction	70%	1	9	7.78%
238990	Fencing	2%	0	19	0.00%
	Totals for this Contract	100%	14	138	10.04%

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

For the East Side Development Apron construction project, **\$16,026,932** 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:

Base Figure = $10\% \text{ Eng} \times \frac{\# \text{DBE in Local Market (2)}}{\# \text{All Firms (129)}} + 90\% \text{ Excav} \times \frac{\# \text{DBE in Local Market (5)}}{\# \text{All Firms (43)}} +$

$10\% \text{ Drain} \times \frac{\# \text{DBE in Local Market (2)}}{\# \text{All Firms (13)}} + 90\% \text{ Elec} \times \frac{\# \text{DBE in Local Market (3)}}{\# \text{All Firms (98)}} +$

$10\% \text{ Mark} \times \frac{\# \text{DBE in Local Market (1)}}{\# \text{All Firms (9)}} + 90\% \text{ Pvmt} \times \frac{\# \text{DBE in Local Market (1)}}{\# \text{All Firms (9)}} +$

$10\% \text{ Mark} \times \frac{\# \text{DBE in Local Market (0)}}{\# \text{All Firms (19)}}$

Base Figure = $(10\% \times 2/129) + (10\% \times 5/43) + (5\% \times 2/13) + (2\% \times 3/98) + (1\% \times 1/9) + (70\% \times 1/9) + (2\% \times 0/19)$

Base Figure = $0.16\% + 1.16\% + 0.77\% + 0.06\% + 0.11\% + 7.78\% + 0.0\% = 10.04\%$

This calculation provides a Base Figure of **10.04%** for this project.



Project No. 3 – Replace MALSR on Runway 35 (2026)

Project #3 involves replacement of the MALSR lights on Runway 35, and it includes engineering design and electrical contractors. 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	10%	2	129	0.16%
238210	Electrical Contractors	90%	3	98	2.76%
	Totals for this Contract	100%	5	227	2.91%

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

This project has an estimated value of \$444,000 (federal portion). As identified in the previous table, the relative availability of DBE contractors in the market area is shown below:

$$\text{Base Figure} = 10\% \text{ Eng} \times \frac{\# \text{DBE} - \text{Local Market (2)}}{\# \text{All Firms (129)}} + 90\% \text{ Elec} \times \frac{\# \text{DBE} - \text{Local Market (3)}}{\# \text{All Firms (98)}}$$

$$\text{Base Figure} = (10\% \times 2/129) + (90\% \times 3/98)$$

$$\text{Base Figure} = 0.16\% + 2.76\% = 2.91\%$$

This calculation provides a Base Figure of **2.91%** for this project.



Project No. 4 – Master Plan Lite, AGIS, and Exhibit 'A' (2027)

Project #4 involves preparation of an Airport Master Plan Lite with AGIS and Exhibit 'A' and it includes airport planners only. This project should provide opportunities for DBE participation as documented in the following table:

NAICS code	Work Item	Weight. Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
541990	Airport Planners (Other Prof Svcs)	100%	0	64	0.00%
	Totals for this Contract	100%	0	64	0.00%

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

For this project, **\$540,000** 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:

Base Figure = $100\% \text{ Planner} \times \frac{\# \text{DBE} - \text{Local Market (0)}}{\# \text{All Firms (64)}}$

Base Figure = $(100\% \times 0/64)$

Base Figure = 0.00%

This calculation provides a Base Figure of **0.00%** for this project.

Data Sources for all project tables:

- *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 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 Construct 90' x 100' Hangar	\$2,099,460	11.0%
2-East Side Development Apron, Phase I	\$16,026,932	83.9%
3-Replace MALSR on Runway 35	\$444,000	2.3%
4-Master Plan Lite, AGIS, Exhibit 'A'	\$540,000	2.8%
Total	\$19,110,392	100.0%

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

OVERALL BASE FIGURE = (4.08% x 11.0%) + (10.04% x 83.9%) + (2.91% x 2.3%) + (0.0% x 2.8%)

OVERALL BASE FIGURE = 0.45% + 8.42% + 0.07% + 0.0% = 9.03%

OVERALL BASE FIGURE = **8.93%**

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/Dbc/disparit3.xls>



Finding no available data at either of these sites, the Airport contacted the following organizations via phone in August of 2024:

- 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 2025-2027 is calculated.

There are four (4) recent federally funded projects that are similar in nature to the proposed FYs 2025-2027 projects, as outlined in the following table:

Historical DBE Accomplishments for DOT-Assisted Contracts:

Fiscal Year	Goal	Accomplishment	Type of Work
FY 2023	1.59%	0.00%	Design of North GA Taxilane Rehab
FY 2022	1.59%	0.00%	Construction of North GA Taxilane Improvements
FY 2021	1.21%	0.00%	ARFF Relocation Study
FY 2020	1.21%	0.94%	Construction of Taxiway A
		0.00%	Median Accomplishments for all Projects

The median percentage of accomplishment for all similar projects over recent years is therefore determined to be 0.0%. When we adjust the overall goal by comparing it to the median historical accomplishment, we calculate an adjusted overall goal for FYs 2025-2027 of **4.52%**.

$$\text{(Base figure) } 8.93\% + \text{(Historical median) } 0.00\% \text{ divided by } 2 =$$

$$\mathbf{4.47\% \text{ (Adjusted Overall Goal)}}$$



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 4.47% we will obtain 4.47% 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 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 September 3, 2024, 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 2025-2027
- 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 Ctr, University of Louisiana at Lafayette
- Louisiana Association of General Contractors
- LA DOTD DBE/SBE Program Manager
- All Certified DBEs in the state of Louisiana



Attached are the following appendices regarding the consultation teleconference:

- 1 – Email invitation to the 9-3-24 teleconference
- 2 – List of the participants invited to attend the teleconference
- 3 – PDF of the online presentation
- 4 – Questions/Comments during 9-3-24 teleconference



Published Notice:

The following is the notice of availability of the Airport's proposed goals and goal setting methodology that was published on the Airport's website starting on 9-3-24:

WEBSITE PUBLIC NOTICE

**Disadvantaged Business Enterprise (DBE) Goals
for Federal Fiscal Years 2025-2027**

The Iberia Parish Airport Authority hereby announces the revised FYs 2025-2027 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, at the offices of the Acadiana Regional Airport, 1404 Hangar Drive, New Iberia, LA, 70560. Comments may be sent to:

Karen Trahan
ktarahan@iberiagov.net
DBE Liaison Officer
Iberia Parish Airport Authority
1404 Hangar Drive
New Iberia, LA 70560

Shaun Bouy
Shaun.A.Bouy@faa.gov
Federal Aviation Administration
Civil Rights Staff, AWP-9
PO Box 92007
Los Angeles, CA 90009-2007

