



THIBODAUX MUNICIPAL AIRPORT (L83)
City of Thibodaux, Louisiana

Fiscal Years 2025-2027
DBE GOAL METHODOLOGY

Attachment G

**For the
Thibodaux Municipal Airport**

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

DBE Point of Contact:

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July 22, 2024

**Overall Goals and Methodology
Thibodaux Municipal Airport
FY 2025-2027 Update**

OVERALL GOALS (\$26.45)

Amount of goal

The Thibodaux Municipal Airport's (L83) overall goal for Fiscal Years 2025 to 2027 is **5.43%** of the Federal financial assistance that it will expend in DOT-assisted contracts with DBE contractors.

Number of Projects to be covered by this contract goal:

The Thibodaux Municipal Airport expects to fund three (3) DOT-assisted contracts during FYs 2025 to 2027:

- 2025 Airport Master Plan, Exhibit 'A' and AGIS
- 2026 T-Hangar Design/Construction
- 2027 Phase I Teacup Taxiway & Road Relocation - Design

The first project (2025 Airport Master Plan, Exhibit 'A' and AGIS) has an estimated budget of **\$469,032** (federal portion). It includes a single trade/profession, airport planning.

The second project (2026 T-Hangar Construction) involves engineering services and metal building (hangar) construction. It has an estimated budget of **\$410,000** (federal portion).

The last project (Phase I Teacup Taxiway & Road Relocation - Design) involves engineering services only. It has an estimated budget of **\$150,000** (federal portion).

The Airport has set a goal of expending **\$55,900** with certified DBE firms yielding a participation rate of **5.43%**.

Market Area:

After careful research of the historical bidding practices and responses to requests for services, the Airport has determined that its market area is made up of the following Louisiana parishes: Jefferson, Lafourche, Orleans, St. Charles, and Terrebonne.

The analysis prepared in determining this included a review of the responses to advertised opportunities for projects awarded by the Thibodaux Municipal Airport in the



past. In several recent years, the Airport did not receive any new AIP funding or did not receive enough to meet the threshold for reporting. Therefore, for the purpose of confirming the Market Area, this section looked back over the last ten years to assess the location of the successful bidders. This period has included the following projects:

1. **FY 2023 – Reconstruct Parking Lot**
2. FY 2022 – No projects were completed during FY 2022
3. FY 2021 – No new AIP Project funding was received
4. FY 2020 – No new AIP Project funding was received.
5. FY 2019 – Report was not required.
6. FY 2018 – Report was not required.
7. FY 2017 – No new AIP Project funding was received.
8. FY 2016 – No new AIP Project funding was received.
9. FY 2015 – No new AIP Project funding was received.
10. **FY 2014 –Pavement Seal Coat Design & Construction**

The 2023 project (Reconstruct Parking Lot) was awarded to a contractor located in Terrebonne Parish, within the Airport’s Market Area. The 2014 project involved design and construction of the pavement seal coat. The successful bidder for design was located within the Market Area. The successful bidder on the construction of the pavement seal coat project was located in Livingston Parish, which is outside the market area.

As can be seen by this analysis, two of the three successful bidders are based within the identified 5-parish market area and the substantial majority of contracting dollars has been expended in the same area. Therefore, the Airport has determined that the appropriate Market Area is the five parish area described previously.

Method:

In accordance with the current FAA and DOT guidance, the Airport is utilizing a two-step process in setting its goals for FYs 2025 to 2027. 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:

This section documents the relative availability for the 2025-2027 projects and will be used in the overall calculation of relative availability for the goal for this period. 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 tables identify the main components of the projects broken down by trade with appropriate NAICS codes.

Project 1 – 2025 Airport Master Plan, Exhibit ‘A’, and AGIS

This project will involve the services of airport planners and should provide opportunities for DBE participation as documented in the following table:

NAICS code	Work Item	Weighting Factor¹	DBEs in Market Area	All Available Firms	Relative Availability
541618	Airport Planners	100%	0	0	0%
	Totals for this Contract	100%	0	0	0%

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

The estimate for this project is **\$469,032** (federal portion). As identified in the above table, the relative availability of DBE contractors in the market area includes airport planners only. Therefore, 100% of the will be performed by airport planners and the baseline DBE goal cannot be weighted, as shown below.

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

Base Figure = $100\% \times 0/0 = 0\%$

This calculation provides a Base Figure of **0%**.



Project 2 – 2026 T-Hangar Design/Construction

This project will involve engineering services and construction of a metal hangar. It 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	20%	25	269	1.86%
236220	Commercial-Institutional Bldg Constr	80%	22	169	10.41%
	Totals for this Contract	100%	0	0	12.27%

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

The estimate for this project is **\$410,000** (federal portion). As identified in the above table, the relative availability of DBE contractors in the market area includes engineers and building contractors. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\text{Base Figure} = \% \text{ Eng Services} \times \frac{\# \text{ DBE} - \text{Local Market (25)}}{\# \text{ All Firms (269)}} + \% \text{ Bldg} \times \frac{\# \text{ DBE} - \text{Local Market (22)}}{\# \text{ All Firms (169)}}$$

$$\text{Base Figure} = 20\% \times 25/269 + 80\% \times 22/169 = 12.27\%$$

This calculation provides a Base Figure of **12.27%**.



Project 3 – 2027 Phase I Teacup Taxiway/Road Design

This project will involve the services of engineers in the design of the Teacup Taxiway and Relocated Road. It 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	100%	25	269	9.29%
	Totals for this Contract	100%	25	269	9.29%

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

The estimate for this project is **\$150,000** (federal portion). As identified in the above table, the relative availability of DBE contractors in the market area includes engineering only. Therefore, 100% of the will be performed by engineers and the baseline DBE goal cannot be weighted, as shown below:

$$\text{Base Figure} = \% \text{ Eng Services} \times \frac{\# \text{ DBE} - \text{Local Market (25)}}{\# \text{ All Firms (269)}}$$

$$\text{Base Figure} = 100\% \times 25/269 = 9.29\%$$

This calculation provides a Base Figure of **9.29%**.

Data Sources:

- *DBEs in Local Market Area: State of Louisiana Department of Transportation and Development DBE directory for Federal Aid Projects in the following Louisiana parishes: Jefferson, Lafourche, Orleans, St Charles, and Terrebonne.*
- *All Available Firms: U.S. Census Data website*



Weight Factor:

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, as shown on the following table.

Project	Amount of Estimate	% of Total / Weight Factor
1-Master Plan, Exhibit 'A', and AGIS	\$469,032	45.58%
2- T-Hangar Design/Construction	\$410,000	39.84%
3-Teacup Taxiway/Road Design	\$150,000	14.58%
Total	\$1,029,032	100.00%

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

$$\text{OVERALL BASE FIGURE} = (0.4558 \times 0\%) + (0.3984 \times 0.1227\%) + (0.1458 \times 0.0929)$$

$$\text{OVERALL BASE FIGURE} = 0\% + 4.89\% + 1.35\%$$

$$\text{OVERALL BASE FIGURE} = 6.24\%$$

Step 2:

First, the Airport searched for availability of information from Disparity Studies. The Airport first performed an internet search which did not yield any relevant disparity studies.

Finding no available relevant data, the Airport contacted the following organizations via phone in July of 2024:

- 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.

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.



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 can be calculated.

Historical DBE Accomplishments for DOT-Assisted Contracts

Fiscal Year	Goal	Accomplishment	Type of Work
FY 2023	4.87%	5.32%	Reconstruct Parking Lot
FY 2014	6.71%	3.92%	Pavement Seal Coat
		4.62%	Median Accomplishments for all Projects

Therefore, a Median Accomplishment of **4.62%** will be utilized to adjust the goal for FYs 2025 through 2027.

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 a combination of race-conscious and race-neutral means of facilitating DBE participation. The Airport uses the following 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 Louisiana DOTD website for certified DBE contractors found at:

<http://www8.dotd.louisiana.gov/UCP/UCPResults.aspx>

Since the Airport exceeded the goal for the FY 2023 project, it plans to use a combination of race-conscious and race-neutral measures in obtaining its overall contract goals on federally assisted contracts in the future.



Contract Goals:

The Thibodaux Municipal Airport will continue to use a combination of race-conscious and race-neutral measures in obtaining its overall contract goals on federally assisted contracts.

We estimate that, in meeting our overall goal of **5.43%**, we will obtain **0.45%** from race-neutral participation and **4.98%** from race-conscious measures (e.g., setting contract goals). The estimation of race-neutral participation and race-conscious measures percentages is based on limited program participation over the past and established goals utilized at other airports in the region, and we believe it is appropriate to expect that the Airport will meet its goals through the use of race-conscious measures.

The Airport will use contract goals to meet any portion of the overall goal it 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

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 limited. 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 held a teleconference on July 24, 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 to 2027
- Discuss proposed construction projects that are planned at each airport 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
- Louisiana Association of General Contractors
- LA DOTD DBE/SBE Program Manager
- All Certified DBEs in the market area



Published Notice:

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

PUBLIC NOTICE

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

The City of Thibodaux hereby announces its fiscal years 2022-2024 DBE goals for airport projects. The proposed goals and goal setting methodology is available for inspection between 8:00 a.m. and 4:30 p.m., Monday through Friday, for 30 calendar days, at the City Council Administrator's office at City Hall, 310 West Second Street, Thibodaux, LA 70302.

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APPENDIX

Attached are the following appendices regarding the consultation teleconference:

- A – Email invitation to the July 24, 2024, teleconference
- B – List of the participants invited to attend the teleconference
- C – PDF of the online presentation
- D – List of attendees

