



Fiscal Years 2025-2027 DBE GOAL METHODOLOGY

Attachment F

For: New Orleans Lakefront Airport (NEW)

Airport Sponsor: Lakefront Management Authority

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

DBE Point of Contact:

Mr. Bruce Martin, USMC (Ret.), Director of Aviation
New Orleans Lakefront Airport
6001 Stars and Stripes Boulevard
Suite 204
New Orleans, LA 70126
Office: (504) 874-0498
bmartin@lakefrontairport.com

Overall Goals and Methodology
New Orleans Lakefront Airport (NEW) - Update for FYs 2025-2027

OVERALL GOALS (\$26.45)

Amount of goal:

The overall goal for the New Orleans Lakefront Airport (NEW or the Airport) for Fiscal Years 2025 through 2027 (October 1, 2024, to September 30, 2027) is **29.04%** 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:

NEW expects to fund 6 DOT-assisted contracts during Fiscal Years 2025 through 2027:

- 2025 Drainage Improvements – Phase III Pump Station Construction
- 2025 Taxiway B Rehab – Phase II Construction
- 2025 Hot Spot Mitigation – Design
- 2026 Hot Spot Mitigation – Phase II Construction
- 2026 Drainage Improvements – Phase IV Design
- 2027 Drainage Improvements – Phase IV Construction

The first project (**2025 Phase III Pump Station Construction**) involves pump station shelter construction, pump/valve/pipe installation, generator installation, new electrical service, and local trucking. It has an estimated value of **\$7,778,390** (federal portion.)

The second project (**2025 Phase II Construction of Taxiway B Rehab**) involves bidding/construction services, materials testing, pavement cold milling, crack sealing, pavement overlay, taxiway marking, local trucking, and sod. It has an estimated value of **\$2,405,231** (federal portion.)

The third project (**2025 Hot Spot Mitigation Design**) involves engineering services only. It has an estimated value of **\$265,500** (federal portion.)

The fourth project (**2026 Phase II Construction of Hot Spot 3 Mitigation**) involves pavement removal, new pavement, paint striping, pavement marking, airfield signage, local trucking, and seeding. It has an estimated value of **\$3,307,500** (federal portion.)

The fifth project (**2026 Phase IV Design for Drainage Improvements**) involves engineering services only. It has an estimated value of **\$225,000** (federal portion.)

The sixth project (**2027 Phase IV Construction of Drainage Improvements**) involves

site preparation, drainage pipe/drainage structure installation, local trucking, and seeding. It has an estimated value of **\$6,030,000** (federal portion.)

The total amount for all 6 projects is **\$20,011,621** (federal portion) and NEW has set a goal of expending **\$5,810,530** with certified DBE firms, yielding a DBE participation rate of **29.04%**.

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 of the entire State of Louisiana. Similar projects examined were:

1. An FY 2021 study to remove a runway (Grant 34), in which NEW had a 17.46% DBE goal and DBE participation of 19.24%. The prime engineering firm was located in Baton Rouge, Louisiana.
2. An FY 2022 taxiway reconfiguration project (Grant 37), which had a DBE goal of 24.13% and DBE participation of 39.10%. The prime engineer was located in Baton Rouge, Louisiana and the prime contractor was located in Kenner, Louisiana.
3. An FY 2023 drainage project (Grants 39 & 42), which had a DBE goal of 24.13% and DBE participation of 56.10%. The prime engineer was located in Baton Rouge, Louisiana and the prime contractor was located in New Orleans, Louisiana..
4. An FY 2023 taxiway rehabilitation project (Grant 40), which had a DBE goal of 24.13% and DBE participation of 61.46%. The prime engineering firm was located in Baton Rouge, Louisiana and the prime contractor was located in New Orleans, Louisiana.
5. An FY 2023 drainage/pump acquisition project (Grant 43), which had a DBE goal of 24.13% and DBE participation of 0%. The prime engineering firm was located in Baton Rouge, Louisiana and the pump contractor was located in Houma, Louisiana.
6. An FY 2024 pump station construction project (Grant 44), which had a DBE goal of 24.13% and DBE participation of 16.66%. The prime engineering firm was located in Baton Rouge, Louisiana and the prime contractor was located in St Rose, Louisiana.

All of the prime consultants and prime contractors listed above are located in Louisiana. Therefore, NEW has determined that the appropriate Market Area is the entire state.

Method:

In accordance with the current FAA and DOT guidance, the Airport is utilizing a two-step process in setting its FYs 2025-2027 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; and
 - State and Local Agencies responsible for minority/women's affairs.
- Historical accomplishments of the Airport's DBE program.

Relative Availability:

The following calculations document the relative availability for the proposed projects and will be used in the overall calculation of relative availability for FYs 2025-2027 goals.

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 components of the projects broken down by trade with appropriate NAICS codes.

Project 1 – 2025 Drainage Improvements: Phase III Pump Station Construction

This project involves construction of a pump station shelter, installation of a pump/valves/drainage pipe, electrical service to install a generator, and local trucking. 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
236220	Pump Shelter Construction	25%	111	659	4.21%
237990	Drainage Construction	50%	33	117	14.10%
238210	Generator Installation, Elec. Serv.	15%	58	1,007	0.86%
484110	Local Trucking	10%	116	366	3.17%
	Totals for this Contract	100%	318	2,149	22.35%

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

The estimate for the federally funded portion of this project is **\$7,778,390**. As identified in the above table, the relative availability of DBE contractors in the NEW market area includes construction of a pump station shelter, installation of a pump/valves/drainage pipe, electrical service to install a generator, and local trucking. Therefore, the baseline DBE goal for this contract is:

Base Figure =

$$\% \text{ Shelter Const} \times \frac{\# \text{ DBEs} - \text{Local Market (111)}}{\# \text{ All Firms (659)}} +$$

$$\% \text{ Drain Const} \times \frac{\# \text{ DBEs} - \text{Local Market (33)}}{\# \text{ All Firms (117)}} +$$

$$\% \text{ Electrical} \times \frac{\# \text{ DBEs} - \text{Local Market (58)}}{\# \text{ All Firms (1,007)}} +$$

$$\% \text{ Trucking} \times \frac{\# \text{ DBEs} - \text{Local Market (116)}}{\# \text{ All Firms (366)}}$$

$$\text{Base Figure} = (25\% \times 111/659) + (50\% \times 33/117) + (15\% \times 58/1,007) + (10\% \times 116/366) = 13.92\%$$

These calculations provide a Base Figure of 22.35%.

Project 2 – 2025 Taxiway B Rehab: Phase II Construction

This project involves design/bidding services, materials testing, pavement cold milling/crack sealing/pavement overlay, taxiway remarking, local trucking, and sod. 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	Construction Admin/Bidding Services	2%	101	1,104	0.18%
541380	Testing Services	3%	8	137	0.18%
237310	Pavement Milling, Sealing, Overlay	78%	94	181	40.51%
237310	Pavement Marking (LA Code 737)	7%	11	181	0.43%
484110	Local Trucking	8%	116	366	2.54%
561730	Sod	2%	58	949	0.12%
	Totals for this Contract	100%	388	2,918	43.95%

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

The estimate for the federally funded portion of this project is **\$2,405,231**. As identified in the above table, the relative availability of DBE contractors in the NEW market area includes bidding services, testing, pavement cold milling/crack sealing/pavement overlay, taxiway remarking, local trucking, and sod. Therefore, the baseline DBE goal for this contract is:

Base Figure =

$$\begin{aligned}
 & \% \text{ Bid} \times \frac{\# \text{ DBEs} - \text{Local Market (101)}}{\# \text{ All Firms (1,104)}} + \% \text{ Test} \times \frac{\# \text{ DBEs} - \text{Local Market (8)}}{\# \text{ All Firms (137)}} + \\
 & \% \text{ Pvmt} \times \frac{\# \text{ DBEs} - \text{Local Market (94)}}{\# \text{ All Firms (181)}} + \% \text{ Mark} \times \frac{\# \text{ DBEs} - \text{Local Market (11)}}{\# \text{ All Firms (181)}} + \\
 & \% \text{ Truck} \times \frac{\# \text{ DBEs} - \text{Local Market (116)}}{\# \text{ All Firms (366)}} + \% \text{ Sod} \times \frac{\# \text{ DBEs} - \text{Local Market (58)}}{\# \text{ All Firms (949)}}
 \end{aligned}$$

$$\begin{aligned}
 \text{Base Figure} = & (2\% \times 101/1,104) + (3\% \times 8/137) + (78\% \times 94/181) + (7\% \times 11/181) + \\
 & (8\% \times 116/366) + (2\% \times 58/949) = 43.95\%
 \end{aligned}$$

These calculations provide a Base Figure of 43.95%.

Project 3 – 2025 Hot Spot Mitigation Design

This project involves the design of the mitigation plans to correct the existing hot spot on the airfield and 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	Design/Engineering Services	100%	101	1,104	9.15%
	Totals for this Contract	100%	101	1,109	9.15%

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

The estimate for the federally funded portion of this project is **\$265,500**. As identified in the above table, the relative availability of DBE contractors in the NEW market area includes engineering services only. Therefore, the baseline DBE goal for this contract is:

Base Figure =

$$\% \text{ Twy Const} \times \frac{\# \text{ DBE} - \text{Local Market (101)}}{\# \text{ All Firms (1,104)}}$$

$$\text{Base Figure} = 100\% \times 101/1,104 = 9.15\%$$

These calculations provide a Base Figure of 9.15%.

Project 4 – 2026 Hot Spot Mitigation: Phase II Construction

This project involves taxiway pavement removal/marketing/stripping, installation of airfield signage, local trucking, and seeding. 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
237310	Pavement Removal/Marking/Striping	65%	94	181	33.76%
238210	Airfield Signage	20%	58	1,007	1.15%
484110	Local Trucking	10%	116	366	3.17%
561730	Seeding	5%	58	949	0.31%
	Totals for this Contract	100%	326	2,503	38.38%

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

The estimate for the federally funded portion of this project is **\$3,307,500**. As identified in the above table, the relative availability of DBE contractors in the NEW market area includes taxiway pavement removal/marketing/stripping, installation of airfield signage, local trucking, and seeding. Therefore, the baseline DBE goal for this contract is:

Base Figure =

$$\begin{aligned}
 & \% \text{ Pavement} \times \frac{\# \text{ DBE} - \text{Local Market (94)}}{\# \text{ All Firms (181)}} + \\
 & \% \text{ Signage Const} \times \frac{\# \text{ DBE} - \text{Local Market (58)}}{\# \text{ All Firms (1,007)}} + \\
 & \% \text{ Trucking} \times \frac{\# \text{ DBE} - \text{Local Market (116)}}{\# \text{ All Firms (366)}} + \\
 & \% \text{ Seeding} \times \frac{\# \text{ DBE} - \text{Local Market (58)}}{\# \text{ All Firms (949)}}
 \end{aligned}$$

$$\text{Base Figure} = (65\% \times 94/181) + (20\% \times 58/1,007) + (10\% \times 116/366) + (5\% \times 58/949) = 38.38\%$$

These calculations provide a Base Figure of 38.38%.

Project 5 – 2026 Drainage Improvements: Phase IV Design

This project involves the design of the Phase IV drainage improvements and 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	Design/Engineering Services	100%	101	1,104	9.15%
	Totals for this Contract	100%	101	1,109	9.15%

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

The estimate for the federally funded portion of this project is **\$225,000**. As identified in the above table, the relative availability of DBE contractors in the NEW market area includes engineering services only. Therefore, the baseline DBE goal for this contract is:

Base Figure =

$$\% \text{ Twy Const} \times \frac{\# \text{ DBE} - \text{Local Market (101)}}{\# \text{ All Firms (1,104)}}$$

$$\text{Base Figure} = 100\% \times 101/1,104 = 9.15\%$$

These calculations provide a Base Figure of 9.15%.

Project 6 – 2027 Drainage Improvements: Phase IV Construction

This project involves site preparation, drainage pipe/structure installation, local trucking and seeding. 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
238910	Site Preparation	15%	142	469	4.54%
237990	Pipe/Structure Installation	70%	33	117	19.74%
484110	Local Trucking	10%	116	366	3.17%
561730	Seeding	5%	58	949	0.31%
	Totals for this Contract	100%	349	1,901	27.76%

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

The estimate for the federally funded portion of this project is **\$6,030,000**. As identified in the above table, the relative availability of DBE contractors in the NEW market area includes site preparation, drainage pipe/structure installation, local trucking and seeding. Therefore, the baseline DBE goal for this contract is:

Base Figure =

$$\begin{aligned}
 & \% \text{ Site Prep} \times \frac{\# \text{ DBE} - \text{Local Market (142)}}{\# \text{ All Firms (469)}} + \\
 & \% \text{ Drain Const} \times \frac{\# \text{ DBE} - \text{Local Market (33)}}{\# \text{ All Firms (117)}} + \\
 & \% \text{ Trucking} \times \frac{\# \text{ DBE} - \text{Local Market (116)}}{\# \text{ All Firms (366)}} + \\
 & \% \text{ Seeding} \times \frac{\# \text{ DBE} - \text{Local Market (58)}}{\# \text{ All Firms (949)}}
 \end{aligned}$$

$$\text{Base Figure} = (15\% \times 142/469) + (70\% \times 33/117) + (10\% \times 116/366) + (5\% \times 58/949) = 27.76\%$$

These calculations provide a Base Figure of 27.76%.

Overall Base Figure Calculations:

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 construction dollar awards.

Project	Amount of Estimate	% of Total / Weight Factor
1-Pump Station Construction	\$7,778,390	38.9%
2-Construction of Twy B Rehab	\$2,405,231	12.0%
3-Hot Spot Mitigation Design	\$265,500	1.3%
4-Construction of Hot Spot Mitig.	\$3,307,500	16.5%
5-Drainage Design	\$225,000	1.1%
6-Drainage Construction	\$6,030,000	30.1%
Total	\$20,011,621	100.0%

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

$$\begin{aligned}\text{Overall Base Figure} = & (0.389\% \times 0.2235\%) + (0.120\% \times 0.4395\%) + \\ & (0.013\% \times 0.0915\%) + (0.165\% \times 0.3838\%) + \\ & (0.011\% \times 0.0915\%) + (0.3051\% \times 0.2776\%)\end{aligned}$$

$$\text{Overall Base Figure} = 8.69\% + 5.28\% + 0.12\% + 6.34\% + 0.10\% + 8.36\% = \mathbf{28.90\%}$$

OVERALL BASE FIGURE = 28.90%

Step 2:

This step is intended to adjust the “overall 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:

The Airport was unable to document the existence of any disparity studies for the area over the last several years. The Airport first performed an internet search and was unable to find recent, relevant disparity studies.

Finding no available data online, in February of 2025, the Airport contacted the South Central Planning Development Commission and the South Louisiana Economic Council organizations via phone. Neither was able to provide any other documentation of disparity studies performed for the region.

Since these sources were unable 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.

Historical DBE Participation:

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 is calculated.

The historic overall DBE goals accomplished at the Airport for similar work in recent years that were examined relative to the above consideration are summarized below.

NEW Historical DBE Accomplishments for Similar DOT-Assisted Contracts:

Fiscal Year	Goal	Accomplishment	Type of Work
FY 2021	17.46%	19.24%	Runway Removal Study (Grant 34)
FY 2022	24.13%	39.10%	Twy Reconfig: Mitigate Airport HS 1 & 3 (Grant 37)
FY 2023	24.13%	56.10%	Phase III Drainage/Eros Control (Grants 39 & 42)
FY 2023	24.13%	61.46%	Phase I Rehabilitate Taxiway (Grant 40)
FY 2023	24.13%	0.00%	Phase III Drainage/Pump Acquisition (Grant 43)
FY 2024	24.13%	16.66%	Pump Station Construction (Grant 44)
		29.17%	Median Accomplishments for all Projects

Adjusted Overall Goal:

Since 'median' is defined as the middle value in a list of numbers, the table above indicates that the median accomplishment for similar projects over recent years is **29.17%**. By averaging the median historical DBE participation rate with the relative availability calculated in Step 1, an adjusted DBE goal for FYs 2025-2027 is calculated.

When we compare this with the proposed base figure for FYs 2025-2027, we determine that the adjusted overall goal is **29.04%**:

(Base figure) **28.90%** + (Historical Median) **29.17%** divided by 2 =

Adjusted Overall Goal = 29.04%

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

The Authority will meet the maximum feasible portion of its overall DBE Goal by using race-neutral means of facilitating participation. NEW uses the following race-neutral measures to increase DBE participation:

- ➔ Locating and identifying DBEs and other small businesses who may be interested in participating in projects at NEW
- ➔ Notifying DBEs of opportunities and encouraging them to compete
- ➔ Ensuring that competitors for contracting and consulting opportunities are informed during pre-solicitation meetings about how the DBE program will affect the procurement process
- ➔ Providing information concerning the availability of DBE firms to competitors to assist them in obtaining DBE participation
- ➔ Providing 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>

Contract Goals:

Historically, the Lakefront Management Authority has used race-conscious measures in obtaining its overall contract goals on federally assisted contracts. The Authority now believes that a combination of race-conscious and race-neutral goal setting is appropriate for its DBE Program. We estimate that, in meeting our overall adjusted goal of **29.04%**, we will obtain **5.04%** from race-neutral participation and **24.00%** from race-conscious measures (e.g. setting contract goals).

The Authority 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.

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 DBE Goal conference call on April 29, 2025, 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 at the airport during this period.

The following parties were invited to participate:

- 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
- Louisiana DOTD DBE/SBE Program Manager
- Certified DBEs in the market area

Published Notice:

Following is the website 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 2025-2027**

The Lakefront Management Authority hereby announces its fiscal years 2025-2027 DBE goal for construction projects at the New Orleans Lakefront Airport. The proposed goals and goal setting methodology are available for inspection between 8:00 a.m. and 4:30 p.m., Monday through Friday, for 30 days, in the Airport's Administrative office, 6001 Stars and Stripes Boulevard, New Orleans, LA 70126.

Bruce Martin, Director of Aviation
(504) 243-4010
New Orleans Lakefront Airport
6001 Stars and Stripes Blvd
Suite 204.
New Orleans, LA 70126

Shaun Bouy
(267) 702-5190
Federal Aviation Administration
Civil Rights Staff, AWP-9
PO Box 92007
Los Angeles, CA 90009-2007