



***Monroe Regional Airport  
(MLU)***

**Monroe, Louisiana**

***Fiscal Years 2025 through 2027  
Revised DBE GOAL METHODOLOGY***

**Attachment**

**Sponsor: City of Monroe, Louisiana**

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

**DBE Point of Contact:**

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December 20, 2024

## Overall Goals and Methodology Report for Monroe Regional Airport (MLU) Update for FYs 2025 through 2027

### OVERALL GOALS (\$26.45)

#### Amount of goal:

The overall goal for Monroe Regional Airport (MLU or the Airport) for Fiscal Years 2025 through 2027 (October 1, 2024, to September 30, 2027) is **7.43%** 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 Airport expects to fund six (6) DOT-assisted contracts during FYs 2025-2027:

1. Construction of Taxiway D Realignment - Phase III (2025)
2. Loading Bridges (2025)
3. Runway Intersection Project (2025)
4. South GA Taxiway (2026)
5. Runway 14-32 Rehabilitation (2026)
6. Master Plan Update (2027)

The first project, Taxiway D Realignment Construction Ph III (FY 2025), involves engineering, trucking, pavement construction, electrical work, and pavement marking. The estimated value for this project is **\$6,955,996** (federal portion).

The second project, Loading Bridges, involves equipment purchase only and does not include design or construction services. The estimated budget for this project is **\$6,270,000** (federal portion.)

The third project, Runway Intersection Project, involves engineering, trucking, pavement construction, electrical work, and pavement marking. The estimated value for this project is **\$376,830** (federal portion.)

The fourth project, South GA Taxiway, involves engineering, trucking, pavement construction, electrical work, and pavement marking. The estimated value for this project is **\$1,456,039** (federal portion.)

The fifth project, Runway 14-32 Rehabilitation, involves engineering, trucking, pavement construction, electrical work, and pavement marking. The estimated value for this project is **\$2,700,000** (federal portion.)

The sixth project, Master Plan Update, involves planning services only, with an estimated budget of **\$1,580,435** (federal portion.)

The Airport has set a goal of expending **\$2,338,923** with certified DBE firms yielding a participation rate of **7.43%**.

### **Market Area:**

MLU has historically used a multi-parish Market Area in calculating its triennial DBE Goal Update. These included the parishes of Avoyelles, East Carroll, Franklin, Madison, Morehouse, Ouchita, Richland, Tensas, Union, and West Carroll. In an effort to boost awareness of upcoming projects at MLU and to increase DBE participation, the Airport has decided to increase its DBE Market Area to include two (2) additional parishes in Louisiana, Jackson and Lincoln.

### **Method:**

In accordance with the current FAA and DOT guidance, the Airport is utilizing a two-step process in setting its goals for FYs 2025-2027. 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 DBEs
  - 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 proposed projects and will be used in the overall calculation of relative availability for FY 2025-2027 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/SIC project codes).

The following tables identify the components of the project broken down by trade with appropriate NAICS codes.

## Project No. 1 – Taxiway D Realignment Construction Ph III (2025)

The first project, Taxiway D Realignment Construction Ph III (2025), involves engineering, trucking, pavement construction, electrical work, pavement marking, and 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	10%	0	29	0.00%
484110	Trucking	10%	2	25	0.80%
237310	Pavement Construction	65%	4	19	13.68%
238210	Electrical Contractors	10%	1	62	0.16%
237310	Pavement Marking	5%	1	21	0.24%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>8</b>	<b>156</b>	<b>14.88%</b>

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

The estimate for the federally funded portion of this project is **\$6,955,996**. As identified in the above table, this project involves engineering, trucking, pavement construction, electrical work, pavement marking. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\begin{aligned}
 \text{Base Figure} &= \% \text{ Engr} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (29)}} + \% \text{ Truck} \times \frac{\# \text{ DBE} - \text{Local Market (2)}}{\# \text{ of All Firms (25)}} + \\
 &\% \text{ Pvmt} \times \frac{\# \text{ DBE} - \text{Local Market (4)}}{\# \text{ All Firms (19)}} + \% \text{ Elec} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ of All Firms (62)}} + \\
 &\% \text{ Marking} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ of All Firms (21)}}
 \end{aligned}$$

$$\text{Base Figure} = 10\% \times 0/29 + 10\% \times 2/25 + 65\% \times 4/19 + 10\% \times 1/62 + 5\% \times 1/21$$

This calculation provides a Base Figure of **14.88%**.

## Project No. 2 – Loading Bridges (2025)

This project, Loading Bridges, involves the procurement of passenger loading bridges and 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
333248	Other Industrial Manufacturing	100%	0	0	0.00%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>

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

The estimate for the federally funded portion of this project is **\$6,270,000**. As identified in the above table, this project involves manufacturing passenger loading bridges only. Therefore, the baseline DBE goal for this contract cannot be weighted.

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

Base Figure = 100% x 0/0

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

### Project No. 3 – Runway Intersection Project (2025)

The third project, Runway Intersection Project, involves engineering, trucking, pavement construction, electrical work, pavement marking, and 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	10%	0	29	0.00%
484110	Trucking	10%	2	25	0.80%
237310	Pavement Construction	65%	4	19	13.68%
238210	Electrical Contractors	10%	1	62	0.16%
237310	Pavement Marking	5%	1	21	0.24%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>8</b>	<b>156</b>	<b>14.88%</b>

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

The estimate for the federally funded portion of this project is **\$376,830**. As identified in the above table, this project involves engineering, trucking, pavement construction, electrical work, pavement marking. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\begin{aligned}
 \text{Base Figure} &= \% \text{ Engr} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (29)}} + \% \text{ Truck} \times \frac{\# \text{ DBE} - \text{Local Market (2)}}{\# \text{ of All Firms (25)}} + \\
 &\% \text{ Pvmt} \times \frac{\# \text{ DBE} - \text{Local Market (4)}}{\# \text{ All Firms (19)}} + \% \text{ Elec} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ of All Firms (62)}} + \\
 &\% \text{ Marking} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ of All Firms (21)}}
 \end{aligned}$$

$$\text{Base Figure} = 10\% \times 0/29 + 10\% \times 2/25 + 65\% \times 4/19 + 10\% \times 1/62 + 5\% \times 1/21$$

This calculation provides a Base Figure of **14.88%**.

## Project No. 4 – South GA Taxiway (2026)

This project, South GA Taxiway, involves engineering, trucking, pavement construction, electrical work, pavement marking, and 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	10%	0	29	0.00%
484110	Trucking	10%	2	25	0.80%
237310	Pavement Construction	65%	4	19	13.68%
238210	Electrical Contractors	10%	1	62	0.16%
237310	Pavement Marking	5%	1	21	0.24%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>8</b>	<b>156</b>	<b>14.88%</b>

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

The estimate for the federally funded portion of this project is **\$1,456,039**. As identified in the above table, this project involves engineering, trucking, pavement construction, electrical work, pavement marking. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\begin{aligned}
 \text{Base Figure} &= \% \text{ Engr} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (29)}} + \% \text{ Truck} \times \frac{\# \text{ DBE} - \text{Local Market (2)}}{\# \text{ of All Firms (25)}} + \\
 &\quad \% \text{ Pvmt} \times \frac{\# \text{ DBE} - \text{Local Market (4)}}{\# \text{ All Firms (19)}} + \% \text{ Elec} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ of All Firms (62)}} + \\
 &\quad \% \text{ Marking} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ of All Firms (21)}}
 \end{aligned}$$

$$\text{Base Figure} = 10\% \times 0/29 + 10\% \times 2/25 + 65\% \times 4/19 + 10\% \times 1/62 + 5\% \times 1/21$$

This calculation provides a Base Figure of **14.88%**.

## Project No. 5 – Runway 14-32 Rehabilitation (2026)

This project, Runway 14-32 Rehabilitation, involves engineering, trucking, pavement construction, electrical work, pavement marking, and 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	10%	0	29	0.00%
484110	Trucking	10%	2	25	0.80%
237310	Pavement Construction	65%	4	19	13.68%
238210	Electrical Contractors	10%	1	62	0.16%
237310	Pavement Marking	5%	1	21	0.24%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>8</b>	<b>156</b>	<b>14.88%</b>

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

The estimate for the federally funded portion of this project is **\$2,700,000**. As identified in the above table, this project involves engineering, trucking, pavement construction, electrical work, pavement marking. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\begin{aligned}
 \text{Base Figure} &= \% \text{ Engr} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (29)}} + \% \text{ Truck} \times \frac{\# \text{ DBE} - \text{Local Market (2)}}{\# \text{ of All Firms (25)}} + \\
 &\quad \% \text{ Pvmt} \times \frac{\# \text{ DBE} - \text{Local Market (4)}}{\# \text{ All Firms (19)}} + \% \text{ Elec} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ of All Firms (62)}} + \\
 &\quad \% \text{ Marking} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ of All Firms (21)}}
 \end{aligned}$$

$$\text{Base Figure} = 10\% \times 0/29 + 10\% \times 2/25 + 65\% \times 4/19 + 10\% \times 1/62 + 5\% \times 1/21$$

This calculation provides a Base Figure of **14.88%**.



## Project 6 – Master Plan Update (2027)

This project, Master Plan Update, involves the services of airport planners and 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
541990	Other Specialty Profess. Services	100%	0	13	0.00%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>0</b>	<b>13</b>	<b>0.00%</b>

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

The estimate for the federally funded portion of this project is **\$1,580,435**. As identified in the above table, this project involves engineering, trucking, pavement construction, electrical work, pavement marking. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

Base Figure =  $\% \text{ Plan} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (13)}}$

Base Figure = 100% x 0/13

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

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### Data Sources:

- *DBEs in Local Market Area: State of Louisiana Department of Transportation and Development DBE directory for Federal Aid Projects in 10 Louisiana Parishes*
- *All Available Firms: Census Data from U.S. Census website*

## Weight Factors:

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.

Project	Amount of Estimate	% of Total / Weight Factor
1- Construction of Twy D Realignment - Ph III (2025)	\$6,955,996	36.0%
2-Loading Bridges (2025)	\$6,270,000	32.4%
3-Runway Intersection Project (2025)	\$376,830	1.9%
4-South GA Taxiway (2026)	\$1,456,039	7.5%
5-Rwy 14-32 Rehabilitation (2026)	\$2,700,000	14.0%
6-Master Plan Update	\$1,580,435	8.2%
<b>Total</b>	<b>\$19,339,300</b>	<b>100.0%</b>

## Overall Base Figure:

The Overall Base Figure is calculated by multiplying each project's (contract) base figure by its weight factor and adding them together. Projects that involve equipment purchase only are not included in this calculation.

$$\text{Overall Base Figure} = (0.1488\% \times 0.36\%) + (0\% \times 0.324\%) + (0.1488\% \times 0.019\%) + (0.1488\% \times 0.075\%) + (0.1488\% \times 0.14\%) + (0.0\% \times 0.08.2\%) =$$

$$\text{Overall Base Figure} = 5.35\% + 0.0\% + 0.29\% + 1.12\% + 2.08\% + 0.0\% = \mathbf{8.84\%}$$

**Overall Base Figure = 8.84%**

## Step Two:

This second 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.

First, the Airport searched out the availability of information from Disparity Studies. This was unable to document the preparation of any disparity studies for the area over the course of the last seven years. 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 entities in July of 2024 and was unable to document any other documentation of disparity studies performed for the region:

- The North Louisiana Economic Partnership located in Monroe, LA
- The North Delta Regional Planning & Development District, located in Monroe, LA

## Historical DBE Accomplishments:

Since none 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 is calculated.

The projects anticipated for FYs 2025-2027 include design and construction. A review of the historic overall DBE goals accomplished at the Airport for similar work in recent years revealed that two projects were of the same nature. Therefore, they have been included in the median accomplishment calculation, as summarized below.

### MLU Historical DBE Accomplishments for DOT-Assisted Contracts Projects

Fiscal Year	Goal	Accomplishment	Type of Work
FY 2023	8.31%	5.55%	Extend Rwy 14-32 Phase II Construction
FY 2023	8.31%	14.25%	Airfield Drainage
FY 2022	8.31%	6.50%	Extend Rwy 14-32 Phase I Construction
FY 2017	7.73%	4.60%	Runway 14-32 Design
		<b>6.03%</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 **6.03%**. When we compare this with the proposed base figure for FYs 2025-2027, we determine that our adjusted overall goal is: **7.36%**.

(Overall Base figure) **8.84%** + (Historical median) **6.03%** divided by 2 = **7.43%** (Adjusted 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://www8.dotd.louisiana.gov/UCP/UCPSearch.aspx>

Over the history of data tracking, there have been few occasions when the Airport's annual goals were exceeded. As such, MLU intends to meet the entire goal through race-conscious means. When achievement exceeds the goal, MLU will be in a position to meet the goal through race-neutral means. However, since actual achievement has regularly fallen short of the goal, no race-neutral participation will be assumed.

### **Contract Goals:**

Historically, MLU has struggled to meet its DBE Goal and has relied upon race-conscious measures to obtain its overall contract goals on federally assisted contracts. ***We estimate that, in meeting our overall adjusted goal of 7.43% we will obtain 0% from race-neutral participation and 7.43% from race-conscious measures (e.g., setting contract goals).*** The estimation of race-neutral participation and race-conscious measures percentages are based on past participation 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:

The Airport encourages the participation of DBEs 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 conference call on December 19, 2024, to:

- Discuss opportunities for DBEs at Monroe Regional Airport
- 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:

- NE Louisiana Regional Black Chamber of Commerce
- Monroe Chamber of Commerce
- Louisiana Black Chamber of Commerce
- North Louisiana Economic Council
- North Delta Regional Planning & Development
- Louisiana Minority Business Council
- Women's Business Enterprise Council
- Hispanic Chamber of Commerce of Louisiana
- Louisiana Small Business Development Center, Monroe Chapter
- Louisiana Association of General Contractors
- LA DOTD DBE/SBE Program Manager
- All Certified DBEs in the market area

Attached are the following appendices regarding the consultation conference call:

- A – Email invitation to the 12-19-24 conference call
- B – PDF of the online presentation
- C – Questions/Comments
- D – Screenshot of MLU website notice

**Published Notice:**

The following is the notice of availability of the Airport's proposed goals and goal setting methodology. The notice was posted on 12-20-24.

**WEBSITE PUBLIC NOTICE**

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

The Monroe Regional Airport hereby announces its fiscal years 2025-2027 DBE goal for airport construction projects. The proposed goal and goal setting methodology report are available for inspection between 8:00 a.m. and 3:30 p.m., Monday through Friday, for a period of 30 calendar days, in the offices of the Airport Director, 5400 Operations Road, Monroe, LA, 71203.

Comments can be sent to either of the following addresses:

Charles Butcher  
Airport Director  
5400 Operations Road #201  
Monroe, LA 71203

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

## APPENDIX

### PUBLIC CONSULTATION DOCUMENTATION

- A – Email invitation to the 12-19-24 conference call
- B – PDF of the presentation
- C – Questions/Comments During 12-19-24 conference call
- D – Screenshot of MLU website notice