

**DBE GOAL METHODOLOGY
HATTIESBURG-LAUREL REGIONAL AIRPORT
FISCAL YEAR 2019-FY 2021
FY 2019**

A. UPDATE OF GOALS - To make the program as useful as possible to the public, the Hattiesburg-Laurel Regional Airport Authority, will update the "amount," "method," and "breakout" portions of this section of the program annually, or as required. The following sections will be submitted to the FAA every year, or as required, for approval: Amount of Overall Goal Section, Method Used for Establishing Overall Goals, Process, the Race-Neutral/Race Conscious Breakout, and Contract goals. The material on overall goals in the DBE program will be a shorter summary of the material submitted annually, or as required, in the overall goal submission.

B. AMOUNT OF GOAL - The Authority's overall DBE goal for FY 2019 is 8.05% of the Federal financial assistance we will expend in DOT-assisted contracts. During this fiscal year, the Hattiesburg-Laurel Regional Airport expects to receive FAA Grants in the amount of approximately \$716,000.00. With \$550,000.00 proposed for the purchase of an ARFF Vehicle and \$166,000.00 proposed for the construction and engineering portion of the DOT-assisted contract. The overall dollars to be expended with DBEs is approximately \$13,363.00 during this fiscal year. This overall goal is intended for information of public users of the program, and does not imply that the FAA, as such, has approved the goal.

C. METHOD STEP 1: In the development of the DBE goal for Hattiesburg-Laurel Regional Airport the first step was to establish the availability of ready, willing and able DBE businesses that were capable of participating in the type of contracts that were programmed during FY 2019. The grant that is anticipated involves Runway and Taxiway Markings, Updated DBE Plan, and Purchase of an ARFF Vehicle along with the professional efforts associated with such projects. An analysis of the project indicates that funds will be expended in the following areas.

HATTIESBURG-LAUREL REGIONAL AIRPORT PROJECT ANALYSIS FY 2019			
TASK	NAICS	AMOUNT	PERCENTAGE
Street & Highway Marking	237310	\$77,000	46.39%
ARFF Vehicle	N/A	\$550,000	N/A
Engineering	541330	\$80,000	48.19%
Consulting	541611	\$9,000	5.42%
TOTAL		\$716,000.00	100.00%

HATTIESBURG-LAUREL REGIONAL AIRPORT PROJECT ANALYSIS FY 2019			
TASK	NAICS	AMOUNT	PERCENTAGE
Street & Highway Marking	237310	\$77,000	46.39%
ARFF Vehicle	N/A	\$0.00	N/A
Engineering	541330	\$80,000	48.19%
Consulting	541611	\$9,000	5.42%
TOTAL		\$166,000	100.00%

The weighting factor is the value of each work item based on cost as a fraction of the whole project.

The formula to be used to calculate the Base Figure for the DBE goal is as follows:

$$\frac{\text{Total DBE Firms in County listed by NAICS Code of Work to be Performed}}{\text{Total Firms in the County listed by NAICS Code of Work to be Performed}} \times 100 = \text{Base Figure}$$

Previous bidders have come from the following counties in Mississippi: Forrest, Jones Lamar, Marion, Pearl River, Rankin, and Yazoo counties, Mississippi. It was considered reasonable to establish the aforementioned areas as the market area for the development of the Base Figure. It was agreed, that the most comprehensive directory for DBE firms in the State of Mississippi was the “Mississippi Unified Certification Program List of Certified DBE Firms” that is developed and published by the Mississippi Department of Transportation. The firms were then identified that could participate in the project from the appropriate NAICS in the July, 2018 Mississippi UCP DBE directory. The resulting number will be used as the numerator in determining the Base Figure.

The next step in establishing the Base Figure was to determine our denominator. This was accomplished through the use of the Census Bureau’s County Business Pattern (CBCBP) and the identification of the County/NAICSs that were the same as those identified from the Directory. With these figures in hand we compute our Base Figure using the following mathematics:

$$\frac{\text{Base}}{\text{Figure}} = .4636 \left(\frac{\text{MNAICS237310}}{\text{NAICS237310}} \right) + .4819 \left(\frac{\text{MNAICS541330}}{\text{NAICS541330}} \right) + .0542 \left(\frac{\text{MNAICS541611}}{\text{NAICS541611}} \right)$$

MNAICS- Mississippi DBE Directory NAICS/County
 NAICS – Census Bureau’s County Business Pattern (CBCBP) Data Base

$$\frac{\text{Base}}{\text{Figure}} = .4639 \left(\frac{1}{18} \right) + .4819 \left(\frac{1}{54} \right) + .0542 \left(\frac{5}{33} \right)$$

$$\frac{\text{Base}}{\text{Figure}} = .0258 + .0089 + .0082$$

$$\frac{\text{Base}}{\text{Figure}} = 4.29\%$$

STEP 2: With the Base Figure established our next step was to more finely tailor this figure to reflect conditions that have occurred at Hattiesburg-Laurel Regional Airport. Currently there are no known disparity studies completed in this area of the State of Mississippi. Hattiesburg-Laurel Regional Airport Authority has considered the suggested options outlined in 49 CFR Part 26 and determined that past performance is the most relevant information available to determine if an adjustment to our Base Figure is warranted. Samplings of like type appropriate projects that took place in Mississippi were used in determining if an adjustment was required to the Base Figure. To this end, we investigated three other airports with like type projects. Listed below are the projects that were included for analysis. Each of these projects is of a similar nature to the project that is being anticipated in the FY 2019 time frame at the Hattiesburg-Laurel Regional Airport:

YEAR	LOCATION	PROJECT TYPE	% OF DBE PARTICIPATION
2015	Columbia	Runway Rehabilitation and Marking	16.87%
2011	Tylertown	Runway Overlay and Marking	8.67%
2006	Olive Branch	Runway Seal and Mark	11.80%*

The next step was to determine if any adjustment might be needed to the Base Figure. It was established that the Median of the three projects was 11.80% and that the Base Figure should be adjusted to cater for this variance.

A summary of this analysis yields the following:

MEDIAN PERCENTAGE	11.80%
BASE FIGURE	+ 4.29%
	16.09% ÷ 2 = 8.05%

Satisfied that this percentage was valid, the final step in the comparison was the development of a simple average of the Like Type FAA Project Median and the Base Figure. It was felt that the Base Figure of 4.29% should be adjusted for the variance. The Base Figure and the Like Type FAA Project Median were combined and yielded an average of 8.05%, which is established as the goal for DBE participation at Hattiesburg-Laurel Regional Airport for FY 2019.

D. PROCESS - Before establishing the overall goal each year, the Authority has consulted with the Mississippi Department of Transportation to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses, and the effects of discrimination on opportunities for DBEs. The Authority's efforts are to establish a level playing field for the participation of DBEs. Following this consultation, the Authority has published a notice of the proposed overall goal informing the public that the proposed goal and its rationale are available for inspection during normal business hours at the Sponsor's principal office for 30 days following the date of the notice, and informing the public that the Authority and FAA will accept comments on the goals for 30 days from the date of the notice. This information was posted on

the airport’s website at www.flypib.com, and made available to the Office of Minority Business Development at the State of Mississippi. Normally, the Authority will issue this notice by June 1 of each year with submittal to the FAA by August 1 of each year. The notice will include the Authority’s addresses to which comments may be sent. The overall goal submission to the FAA will include a summary of information and comments received during this public participation process and the Authority’s responses. We will begin using our overall goal on October 1 of each year, unless we have received other instructions from DOT (or if the goal is established on a project basis, by the time of the first solicitation for a DOT-assisted contract for the project). Consultation discussions were held on July 27, 2018 10:45 AM, with the following agencies and persons:

HATTIESBURG-LAUREL REGIONAL AIRPORT AGENCIES/PERSONS CONSULTED WITH	
Agency/Organization	Discussion/Information
Taffy Pippin Consulting, LLC Ms. Taffy Pippin, Consultant	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.
SDW Engineering Mr. Kyle Wallace	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.
Hattiesburg-Laurel Regional Airport Mr. Tom Heanue, Executive Director	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.
Taffy Pippin Consulting, LLC Mr. Clayton Pippin, Planner	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.

Public comments have been requested for the FY 2019 goal and the 30 day comment period is underway. Any comments received from the public advertisement or the other coordination will be evaluated, and necessary changes will be made to the goal and included in the contract documents for the project.

E. RACE CONSCIOUS AND RACE NEUTRAL GOALS: Each time Hattiesburg-Laurel Regional Airport Authority, submits an overall goal for review by the FAA, the Authority will also submit a projection of the portion of the goal that is expected to be met through race-neutral means and the basis for that projection. This projection is subject to approval by the FAA, in conjunction with its review of the Authority’s overall goal.

The Hattiesburg-Laurel Regional Airport Authority will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The Authority will establish contract goals to meet any portion of an overall goal when the Authority does not project being able to meet the goal using race-neutral means.

We estimate that, in meeting our overall goal of 8.05%, we will obtain 6.33% of the goal from race- conscious participation and 1.72% via race- neutral participation measures.

This breakout was established by computing the median of the variance of the level of DBE participation vs. DBE goal on the three projects considered in Step 2 of the Like Type FAA Projects. The Median is 1.72% and will be the goal established as the race-neutral goal for FY 2019. The following is the data base upon which the level of variance was computed using the “Like Type FAA Project” information:

HATTIESBURG-LAUREL REGIONAL AIRPORT LIKE TYPE FAA PROJECTS/DBE GOAL VARIANCE				
YEAR	LOCATION	DBE GOAL	% OF DBE PARTICIPATION	VARIANCE
2015	Columbia	10.92%	16.87%	5.95%
2011	Tylertown	8.67%	8.67%	0.00%
2006	Olive Branch	10.08%	11.80%	1.72%*
* MEDIAN PERCENTAGE				

We will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation and we will track and report race-neutral and race-conscious participation separately. For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to the following, DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures, DBE participation through a subcontract on a prime contract that does not carry a DBE goal. DBE participation on a prime contract exceeding a contract goal, and DBE participation through a subcontract from a prime contractor that did not consider a firm’s DBE status in making the award.

F. CONTRACT GOALS: Contract goals will be used to meet any portion of the overall goal which the Authority 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 our overall goal that is not projected to be met through the use of race-neutral means.

We will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

We will express our contract goals as a percentage of the total amount of a DOT-assisted contract. The contract goal established for this period is 8.05%.

G. THREE YEAR GOAL: The Three Year Goal established is as follows:

$$\begin{array}{r}
 2019 - 8.05\% \\
 2020 - 10.41\% \\
 2021 - + 9.51\% \\
 \hline
 27.97\% \div 3 =
 \end{array}$$

Three year DBE Goal: 9.32%

References:

Mississippi UCP List of Certified DBE Firms, July 2018
2016 – American Fact Finder/U.S. Census Bureau, County Business Patterns, July 2018

FY 2020

A. UPDATE OF GOALS - To make the program as useful as possible to the public, the Hattiesburg-Laurel Regional Airport Authority, will update the "amount," "method," and "breakout" portions of this section of the program annually, or as required. The following sections will be submitted to the FAA every year, or as required, for approval: Amount of Overall Goal Section, Method Used for Establishing Overall Goals, Process, the Race-neutral/race conscious breakout, and Contract goals. The material on overall goals in the DBE program will be a shorter summary of the material submitted annually, or as required, in the overall goal submission.

B. AMOUNT OF GOAL - The Authority's overall goal for FY 2020 is 10.41% of the Federal financial assistance we will expend in DOT-assisted contracts. During this fiscal year, the Hattiesburg-Laurel Regional Airport expects to receive FAA Grants in the amount of approximately \$879,625.00. With \$629,625.00 proposed for the construction and engineering portion of the DOT-assisted contract, and \$250,000.00 proposed for purchase of a Runway Sweeper, the overall dollar goal to be expended is approximately \$65,544.00 with DBE's during this fiscal year. This overall goal is intended for information of public users of the program, and does not imply that the FAA, as such, has approved the goal.

C. METHOD STEP 1: In the development of the DBE goal for Hattiesburg-Laurel Regional Airport the first step was to establish the availability of ready, willing and able DBE businesses that were capable of participating in the type of contracts that were programmed during FY 2020. The grant that is anticipated involves Parking Lot Rehabilitation, Waste Water Construction, and Purchase of a Runway Sweeper along with the professional efforts associated with such projects. An analysis of the project indicates that funds will be expended in the following areas.

HATTIESBURG-LAUREL REGIONAL AIRPORT GRANT PROJECT ANALYSIS FY 2020			
TASK	NAICS	AMOUNT	PERCENTAGE
Water Sewer Lines	237110	\$100,000	15.88%
Street & Highway	237310	\$425,000	67.50%
Sweeper	N/A	\$250,000	N/A
Engineering	541330	\$104,625	16.62
TOTAL		\$879,625.00	100.00%

HATTIESBURG-LAUREL REGIONAL AIRPORT PROJECT ANALYSIS FY 2020			
TASK	NAICS	AMOUNT	PERCENTAGE
Water Sewer Lines	237110	\$100,000	15.88%
Street & Highway	237310	\$425,000	67.50%
Sweeper	N/A	\$0.00	N/A
Engineering	541330	\$9,000	5.42%
TOTAL		\$629,625	100.00%

The weighting factor is the value of each work item based on cost as a fraction of the whole project.

The formula to be used to calculate the Base Figure for the DBE goal is as follows:

$$\frac{\text{Total DBE Firms in County listed by NAICS Code of Work to be Performed}}{\text{Total Firms in the County listed by NAICS Code of Work to be Performed}} \times 100 = \text{Base Figure}$$

Previous bidders have come from the following counties in Mississippi: Forrest, Jones Lamar, Marion, Pearl River, Rankin, and Yazoo counties, Mississippi. It was considered reasonable to establish the aforementioned areas as the market area for the development of the Base Figure. It was agreed, that the most comprehensive directory for DBE firms in the State of Mississippi was the “Mississippi Unified Certification Program List of Certified DBE Firms” that is developed and published by the Mississippi Department of Transportation. The firms were then identified that could participate in the project from the appropriate NAICS in the July Mississippi UCP DBE directory. The resulting number will be used as the numerator in determining the Base Figure.

The next step in establishing the Base Figure was to determine our denominator. This was accomplished through the use of the Census Bureau’s County Business Pattern (CBCBP) and the identification of the County/NAICSs that were the same as those identified from the Directory. With these figures in hand we compute our Base Figure using the following mathematics:

$$\frac{\text{Base}}{\text{Figure}} = .1588 \left(\frac{\text{MNAICS237110}}{\text{NAICS237110}} \right) + .6750 \left(\frac{\text{MNAICS237310}}{\text{NAICS237310}} \right) + .1662 \left(\frac{\text{MNAICS541330}}{\text{NAICS541330}} \right)$$

MNAICS- Mississippi DBE Directory NAICS/County
 NAICS – Census Bureau’s County Business Pattern (CBCBP) Data Base

$$\frac{\text{Base}}{\text{Figure}} = .1588 \left(\frac{0}{29} \right) + .6750 \left(\frac{2}{18} \right) + .1662 \left(\frac{1}{54} \right)$$

$$\frac{\text{Base}}{\text{Figure}} = .0000 + .0750 + .0031$$

$$\frac{\text{Base}}{\text{Figure}} = 7.81\%$$

STEP 2: With the Base Figure established our next step was to more finely tailor this figure to reflect conditions that have occurred at Hattiesburg-Laurel Regional Airport. Currently there are no known disparity studies completed in this area of the State of Mississippi. Hattiesburg-Laurel Regional Airport Authority has considered the suggested options outlined in 49 CFR Part 26 and determined that past performance is the most relevant information available to determine if an adjustment to our Base Figure is warranted. Samplings of like type appropriate projects that took place in Mississippi were used in determining if an adjustment was required to the Base Figure. To this end, we investigated three other airports with like type projects. Listed

below are the projects that were included for analysis. Each of these projects is of a similar nature and elements to the project that is being anticipated in the FY 2020 time frame at the Hattiesburg-Laurel Regional Airport:

YEAR	LOCATION	PROJECT TYPE	% OF DBE PARTICIPATION
2016	Ripley	Runway Rehabilitation	9.07%
2014	Picayune	Rehabilitate Taxiway	13.00%*
2011	Corinth	Rehabilitate TW	18.00%
*Median			

The next step was to determine if any adjustment might be needed to the Base Figure. It was established that the Median of the three projects was 13.00% and that the Base Figure should be adjusted to cater for this variance.

A summary of this analysis yields the following:

MEDIAN PERCENTAGE	13.00%
BASE FIGURE	+ <u>7.81%</u>
	$20.81\% \div 2 = 10.41\%$

Satisfied that this percentage was valid, the final step in the comparison was the development of a simple average of the Like Type FAA Project Median and the Base Figure. It was felt that the Base Figure of 4.29% should be adjusted for the slight variance. The Base Figure and the Like Type FAA Project Median were combined and yielded an average of 10.41%, which is established as the goal for DBE participation at Hattiesburg-Laurel Regional Airport for FY 2020.

D. PROCESS - Before establishing the overall goal each year, the Authority has consulted with the Mississippi Department of Transportation to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses, and the effects of discrimination on opportunities for DBEs. The Authority's efforts are to establish a level playing field for the participation of DBEs. Following this consultation, the Authority has published a notice of the proposed overall goal informing the public that the proposed goal and its rationale are available for inspection during normal business hours at the Sponsor's principal office for 30 days following the date of the notice, and informing the public that the Authority and FAA will accept comments on the goals for 30 days from the date of the notice. This information was posted on the airport's website at www.flypib.com, and made available to the Office of Minority Business Development at the State of Mississippi. Normally, the Authority will issue this notice by June 1 of each year with submittal to the FAA by August 1 of each year. The notice will include the Authority's addresses to which comments may be sent. The overall goal submission to the FAA will include a summary of information and comments received during this public participation process and the Authority's responses. We will begin using our overall goal on October 1 of each year, unless we have received other instructions from DOT (or if the goal is established on a project basis, by the time of the first solicitation for a DOT-assisted contract for the project). Consultation discussions were held on July 27, 2018 10:45 AM, with the following agencies and persons with no comments received:

HATTIESBURG-LAUREL REGIONAL AIRPORT AGENCIES/PERSONS CONSULTED WITH	
Agency/Organization	Discussion/Information
Taffy Pippin Consulting, LLC Ms. Taffy Pippin, Consultant	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.
SDW Engineering Mr. Kyle Wallace	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.
Hattiesburg-Laurel Regional Airport Mr. Tom Heanue, Executive Director	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.
Taffy Pippin Consulting, LLC Mr. Clayton Pippin, Planner	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.

Public comments have been requested for the FY 2020 goal and the 30 day comment period is underway. Any comments received from the public advertisement or the other coordination will be evaluated, and necessary changes will be made to the goal and included in the contract documents for the project.

E. RACE CONSCIOUS AND RACE NEUTRAL GOALS: Each time Hattiesburg-Laurel Regional Airport Authority, submits an overall goal for review by the FAA, the Authority will also submit a projection of the portion of the goal that is expected to be met through race-neutral means and the basis for that projection. This projection is subject to approval by the FAA, in conjunction with its review of the Authority’s overall goal.

The Hattiesburg-Laurel Regional Airport Authority will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The Authority will establish contract goals to meet any portion of an overall goal when the Authority does not project being able to meet the goal using race-neutral means.

We estimate that, in meeting our overall goal of 10.41%, we will obtain 7.86% of the goal from race- conscious participation and 2.55% via race- neutral participation measures.

This breakout was established by computing the median of the variance of the level of DBE participation vs. DBE goal on the three projects considered in Step 2 of the Like Type FAA Projects. The Median is 2.55% and will be the goal established as the race-neutral goal for FY 2020. The following is the data base upon which the level of variance was computed using the “Like Type FAA Project” information:

HATTIESBURG-LAUREL REGIONAL AIRPORT LIKE TYPE FAA PROJECTS/DBE GOAL VARIANCE				
YEAR	LOCATION	DBE GOAL	% OF DBE PARTICIPATION	VARIANCE
2016	Ripley	10.79%	9.07%	-1.72%
2014	Picayune	10.45%	13.00%	2.55%*
2011	Corinth	10.91%	18.00%	7.09%
* MEDIAN PERCENTAGE				

We will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation and we will track and report race-neutral and race-conscious participation separately. For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to the following, DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures, DBE participation through a subcontract on a prime contract that does not carry a DBE goal, DBE participation on a prime contract exceeding a contract goal, and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

F. CONTRACT GOALS: Contract goals will be used to meet any portion of the overall goal which the Authority 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 our overall goal that is not projected to be met through the use of race-neutral means.

We will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

We will express our contract goals as a percentage of the total amount of a DOT-assisted contract. The contract goal established for this period is 10.41%.

G. THREE YEAR GOAL: The Three Year Goal established is as follows:

2019	-	8.05%
2020	-	10.41%
2021	-	<u>+ 9.51%</u>
		27.97% ÷ 3 =

Three year DBE Goal: 9.32%

References:

Mississippi UCP List of Certified DBE Firms, July 2018

2016 – American Fact Finder/U.S. Census Bureau, County Business Patterns, July 2018

FY 2021

A. Update of Goals - To make the program as useful as possible to the public, the Hattiesburg-Laurel Regional Airport Authority, will update the "amount," "method," and "breakout" portions of this section of the program annually, or as required. The following sections will be submitted to the FAA every year, or as required, for approval: Amount of Overall goal section, Method Used for Establishing Overall Goals, Process, the Race-neutral/Race conscious Breakout, and Contract goals. The material on overall goals in the DBE program will be a shorter summary of the material submitted annually, or as required, in the overall goal submission.

B. Amount of Goal - The Authority’s overall goal for FY 2021 is 9.51% of the Federal financial assistance we will expend in DOT-assisted contracts. During this fiscal year, the Hattiesburg-Laurel Regional Airport expects to receive FAA Grants in the amount of approximately \$681,000.00. With \$681,000.00 proposed for the construction and engineering portion of the DOT-assisted contract, the overall goal to be expended is \$64,763.00 with DBE's during this fiscal year. This overall goal is intended for information of public users of the program, and does not imply that the FAA, as such, has approved the goal.

C. METHOD STEP 1: In the development of the DBE goal for Hattiesburg-Laurel Regional Airport the first step was to establish the availability of ready, willing and able DBE businesses that were capable of participating in the type of contracts that were programmed during FY 2019. The grant that is anticipated involves Rehabilitation of the Perimeter Road, Rehabilitation of the Fire Hall, and Replacement of the ARTT COMO System, along with the professional efforts associated with such projects. An analysis of the project indicates that funds will be expended in the following areas.

HATTIESBURG-LAUREL REGIONAL AIRPORT PROJECT ANALYSIS FY 2021			
TASK	NAICS	AMOUNT	PERCENTAGE
General Contractors	236220	\$400,000	58.74%
Street & Highway Marking	237310	\$200,000	29.37%
Engineering	541330	\$81,000	11.89%
TOTAL		\$681,000.00	100.00%

The weighting factor is the value of each work item based on cost as a fraction of the whole project.

The formula to be used to calculate the Base Figure for the DBE goal is as follows:

$$\frac{\text{Total DBE Firms in County listed by NAICS Code of Work to be Performed}}{\text{Total Firms in the County listed by NAICS Code of Work to be Performed}} \times 100 = \text{Base Figure}$$

Previous bidders have come from the following counties in Mississippi: Forrest, Jones Lamar, Marion, Pearl River, Rankin, and Yazoo counties, Mississippi. It was considered reasonable to establish the aforementioned areas as the market area for the development of the Base Figure. It was agreed, that the most comprehensive directory for DBE firms in the State of Mississippi was the “Mississippi Unified Certification Program List of Certified DBE Firms” that is developed and published by the Mississippi Department of Transportation. The firms were then identified that could participate in the project from the appropriate NAICS in the July Mississippi UCP DBE directory. The resulting number will be used as the numerator in determining the Base Figure.

The next step in establishing the Base Figure was to determine our denominator. This was accomplished through the use of the Census Bureau’s County Business Pattern (CBCBP) and the identification of the County/NAICSs that were the same as those identified from the Directory. With these figures in hand we compute our Base Figure using the following mathematics:

$$\frac{\text{Base Figure}}{\text{Figure}} = .5874 \left(\frac{\text{MNAICS236220}}{\text{NAICS236220}} \right) + .2937 \left(\frac{\text{MNAICS237310}}{\text{NAICS237310}} \right) + .1189 \left(\frac{\text{MNAICS541330}}{\text{NAICS541330}} \right)$$

MNAICS- Mississippi DBE Directory NAICS/County
 NAICS – Census Bureau’s County Business Pattern (CBCBP) Data Base

$$\frac{\text{Base Figure}}{\text{Figure}} = .5874 \left(\frac{2}{75} \right) + .2937 \left(\frac{2}{18} \right) + .1189 \left(\frac{1}{54} \right)$$

$$\frac{\text{Base Figure}}{\text{Figure}} = .0157 + .0326 + .0022$$

$$\frac{\text{Base Figure}}{\text{Figure}} = 5.05\%$$

STEP 2: With the Base Figure established our next step was to more finely tailor this figure to reflect conditions that have occurred at Hattiesburg-Laurel Regional Airport. Currently there are no known disparity studies completed in this area of the State of Mississippi. Hattiesburg-Laurel Regional Airport Authority has considered the suggested options outlined in 49 CFR Part 26 and determined that past performance is the most relevant information available to determine if an adjustment to our Base Figure is warranted. Samplings of like type appropriate projects that took place in Mississippi were used in determining if an adjustment was required to the Base Figure. To this end, we investigated three other airports with like type projects. Listed below are the projects that were included for analysis. Each of these projects is of a similar nature and elements to the project that is being anticipated in the FY 2021 time frame at the Hattiesburg-Laurel Regional Airport:

YEAR	LOCATION	PROJECT TYPE	% OF DBE PARTICIPATION
2016	Ripley	Rehabilitate RW	9.07%
2014	Picayune	Runway Rehabilitation	13.00%*
2011	Corinth	Rehabilitate Taxiway/Improve Drainage	18.00%
*Median Percentage			

The next step was to determine if any adjustment might be needed to the Base Figure. It was established that the Median of the three projects was 13.00% and that the Base Figure should be adjusted to cater for this variance.

A summary of this analysis yields the following:

MEDIAN PERCENTAGE	13.00%
BASE FIGURE	+ <u>7.81%</u>
	20.81% ÷ 2 = 10.41%

Satisfied that this percentage was valid, the final step in the comparison was the development of a simple average of the Like Type FAA Project Median and the Base Figure. It was felt that the Base Figure of 7.81% should be adjusted for the variance. The Base Figure and the Like Type FAA Project Median were combined and yielded an average of 10.41%, which is established as the goal for DBE participation at Hattiesburg-Laurel Regional Airport for FY 2021.

D. PROCESS - Before establishing the overall goal each year, the Authority has consulted with the Human Resources Division of the Mississippi Department of Transportation, and the Office of Minority Business Development to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses, and the effects of discrimination on opportunities for DBEs. The Authority’s efforts are to establish a level playing field for the participation of DBEs. Following this consultation, the Authority has published a notice of the proposed overall goal informing the public that the proposed goal and its rationale are available for inspection during normal business hours at the Sponsor’s principal office for 30 days following the date of the notice, and informing the public that the Authority and FAA will accept comments on the goals for 30 days from the date of the notice. This information was posted on the airport’s website at www.flypib.com, and made available to the Office of Minority Business Development at the State of Mississippi. Normally, the Authority will issue this notice by June 1 of each year with submittal to the FAA by August 1 of each year. The notice will include the Authority’s addresses to which comments may be sent. The overall goal submission to the FAA will include a summary of information and comments received during this public participation process and the Authority’s responses. We will begin using our overall goal on October 1 of each year, unless we have received other instructions from DOT (or if the goal is established on a project basis, by the time of the first solicitation for a DOT-assisted contract for the project). Consultation discussions were held on July 27, 2018 10:45 AM, with the following agencies and persons with no comments received:

HATTIESBURG-LAUREL REGIONAL AIRPORT AGENCIES/PERSONS CONSULTED WITH	
Agency/Organization	Discussion/Information
Taffy Pippin Consulting, LLC Ms. Taffy Pippin, Consultant	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.
SDW Engineering Mr. Kyle Wallace	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.
Hattiesburg-Laurel Regional Airport Mr. Tom Heanue, Executive Director	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.
Taffy Pippin Consulting, LLC Mr. Clayton Pippin, Planner	Availabilities of DBEs, Directories and DBE contracting experience, Good Faith, Prompt Payment.

Public comments have been requested for the FY 2021 goal and the 30 day comment period is underway. Any comments received from the public advertisement or the other coordination will be evaluated, and necessary changes will be made to the goal and included in the contract documents for the project.

E. RACE CONSCIOUS AND RACE NEUTRAL GOALS: Each time Hattiesburg-Laurel Regional Airport Authority, submits an overall goal for review by the FAA, the Authority will also submit a projection of the portion of the goal that is expected to be met through race-neutral means and the basis

for that projection. This projection is subject to approval by the FAA, in conjunction with its review of the Authority’s overall goal. Hattiesburg-Laurel Regional Airport Authority will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The Authority will establish contract goals to meet any portion of an overall goal when the Authority does not project being able to meet the goal using race-neutral means.

We estimate that, in meeting our overall goal of 10.41%, we will obtain 7.86% of the goal from race-conscious participation and 2.55% via race- neutral participation measures.

This breakout was established by computing the median of the variance of the level of DBE participation vs. DBE goal on the three projects considered in Step 2 of the Like Type FAA Projects. The Median is 2.55% and will be the goal established as the race-neutral goal for FY 2021. The following is the data base upon which the level of variance was computed using the “Like Type FAA Project” information:

HATTIESBURG-LAUREL REGIONAL AIRPORT LIKE TYPE FAA PROJECTS/DBE GOAL VARIANCE					
YEAR	LOCATION	DBE GOAL	% OF PARTICIPATION	DBE	VARIANCE
2016	Ripley	10.79%	9.07%		-1.72%
2014	Picayune	10.45%	13.00%		2.55%*
2011	Corinth	10.91%	18.00%		7.09%
* MEDIAN PERCENTAGE					

We will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation and we will track and report race-neutral and race-conscious participation separately. For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to the following, DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures, DBE participation through a subcontract on a prime contract that does not carry a DBE goal. DBE participation on a prime contract exceeding a contract goal, and DBE participation through a subcontract from a prime contractor that did not consider a firm’s DBE status in making the award.

F. CONTRACT GOALS: Contract goals will be used to meet any portion of the overall goal which the Authority 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 our overall goal that is not projected to be met through the use of race-neutral means.

We will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

We will express our contract goals as a percentage of the total amount of a DOT-assisted contract. The contract goal established for this period is 10.41%.

G. THREE YEAR GOAL: The Three Year Goal established is as follows:

$$\begin{array}{r} 2019 - 8.05\% \\ 2020 - 10.41\% \\ 2021 - \underline{+ 9.51\%} \\ 27.97\% \div 3 = \end{array}$$

Three year DBE Goal: 9.32%

References:

Mississippi UCP List of Certified DBE Firms, July 2018

2016 – American Fact Finder/U.S. Census Bureau, County Business Patterns, July 2018