



# ***DBE GOAL METHODOLOGY REPORT For Fiscal Years 2023-2025***

## **Attachment E**

**For: Stennis International Airport (HSA)**

**Sponsor: The Hancock County Port and Harbor Commission**

**For the period  
October 1, 2022, to September 30, 2025**

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March 13, 2024

# Overall Goal and Methodology Report Stennis International Airport (HSA) FYs 2023-2025 Update

## OVERALL GOAL (\$26.45)

### Amount of goal:

The overall goal for the Stennis International Airport (HSA or the Airport) for Fiscal Years 2023 through 2025 (October 1, 2022, to September 30, 2025) is **9.22%** 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 seven (7) DOT-assisted contracts during Fiscal Years 2023 through 2025:

1. 2023 Construction of Phase II North Apron Expansion
2. 2024 Design of Twy A Rehabilitation/Twy B Reconfiguration
3. 2024 Construction of Twy A Rehabilitation/Twy B Reconfiguration
4. 2024 Land Purchase for Hutchinson Hangars
5. 2025 Design of Main Apron Rehab
6. 2025 Design of General Aviation Ramp
7. 2025 Design of Runway Blast Pads

The first project (**2023 North Apron Expansion Phase II**) involves concrete and asphalt pavement construction, excavation, traffic maintenance, seeding and sodding, erosion control and engineering services. It has an estimated value of \$3,332,984 (Federal portion).

The second project (**2024 Design of Twy A Rehabilitation/Twy B Reconfiguration**) involves engineering services only. It has an estimated value of \$373,230 (Federal portion).

Project #3 (**2024 Construction of Twy A Rehabilitation/Twy B Reconfiguration**) involves asphalt pavement construction, cold milling, pavement marking, excavation, traffic maintenance, erosion control and engineering services. It has an estimated value of \$5,912,666 (Federal portion).

The fourth project, **Land Purchase for Hutchinson Hangars**, does not have a DBE requirement.

The fifth project (**2025 Design of Main Apron Rehab**) involves engineering services only. It has an estimated value of \$445,000 (Federal portion).

Project #6 (**2025 Design of General Aviation Ramp**) involves engineering services only. It has an estimated value of \$631,080 (Federal portion).

The last project (**2025 Design of Runway Blast Pads**) involves engineering services only. It has an estimated value of \$53,730 (Federal portion).

The Airport has set a goal of expending **\$991,546** on these projects with certified DBE firms yielding a participation rate **9.22%**.

### **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 Mississippi. Similar projects examined were:

- An FY 2016 project to expand the apron, in which the prime for engineering (Neel-Schaffer) was located in Ridgeland, MS, and the prime for construction (Barnard & Sons) was located in Mendenhall, MS.
- An FY 2017 project to rehabilitate Runway 18-36, in which the prime for engineering (Neel-Schaffer) was located in Ridgeland, MS, and the prime for construction (Huey P Stockstill) was located in Picayune, MS.
- An FY 2018 project to install airfield guidance signs, in which the prime for engineering (Michael Baker) was headquartered in Pennsylvania, and the prime for construction (Webster Electric) was located in Collinsville, MS.
- An FY 2019 project to rehabilitate Taxiway A, in which the prime for engineering (Michael Baker) was headquartered in Pennsylvania, and the prime for construction (Sunbelt Sealing) was located in Jackson, MS.

Seventy-five percent of the contractors/consultants for these recent projects were located in Mississippi. Therefore, HSA has determined that the appropriate Market Area is the entire state of Mississippi.

## **Method:**

In accordance with the current FAA and DOT guidance, the Airport is utilizing a two-step process in setting its FYs 2023-2025 goal. The first step examines the relative availability of DBE firms in the established Market Area and the second step allows for adjustments to the relative availability based on:

- Information from available Disparity Studies
- Information gained from research and outreach with:
  - Organizations servicing or representing DBE's
  - Federal, State and Local agencies that procure services
  - Agencies charged with enforcing Civil Rights Law
  - State and Local Agencies responsible for minority/women's affairs
- Historical accomplishments of the Airport's DBE program

## **Relative Availability:**

The following documents the relative availability for the proposed project and will be used in the overall calculation of relative availability for FYs 2023-2025 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 projects broken down by trade with appropriate NAICS codes.

## Project 1 – 2023 Construction of Phase II North Apron Expansion

This project involves excavation, pavement construction, traffic maintenance, erosion control, seeding/sodding, and design. It 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
237310	Concrete Pavement	46%	14	112	5.75%
238910	Excavation	15%	14	356	0.59%
237310	Asphalt Pavement	14%	14	112	1.75%
237310	Base Aggregate/Geotextile	7%	14	112	0.88%
541380	Quality Control Testing	5%	0	0	0%
237310	Traffic Maintenance	4%	14	112	0.50%
561730	Seed/Sod/Topsoil	2%	3	588	0.01%
561730	Erosion Control	1%	3	588	0.01%
541330	Engineering Design	6%	9	327	0.01%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>85</b>	<b>2,307</b>	<b>9.65%</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 **\$3,332,984**. The relative availability of DBE contractors in the HSA market area for this project includes the services listed above. Therefore, the baseline DBE goal for this contract is calculated below:

$$\begin{aligned}
 \text{Base Figure} &= \frac{46\% \text{ Conc} \times 14 \text{ DBEs in Market Area}}{112 \text{ Total Firms in Market Area}} + \frac{15\% \text{ Excav} \times 14 \text{ DBEs in Market Area}}{356 \text{ Total Firms in Market Area}} + \\
 &\frac{14\% \text{ Asphalt} \times 14 \text{ DBEs in Market Area}}{112 \text{ Total Firms in Market Area}} + \frac{7\% \text{ Base} \times 14 \text{ DBEs in Market Area}}{112 \text{ Total Firms in Market Area}} + \\
 &\frac{5\% \text{ QCT} \times 0 \text{ DBEs in Market Area}}{0 \text{ Total Firms in Market Area}} + \frac{4\% \text{ Traffic} \times 14 \text{ DBEs in Market Area}}{112 \text{ Total Firms in Market Area}} + \\
 &\frac{2\% \text{ Seed-Sod} \times 3 \text{ DBEs in Market Area}}{588 \text{ Total Firms in Market Area}} + \frac{1\% \text{ EC} \times 3 \text{ DBEs in Market Area}}{588 \text{ Total Firms in Market Area}} + \\
 &\frac{6\% \text{ Design} \times 9 \text{ DBEs in Market Area}}{327 \text{ Total Firms in Market Area}}
 \end{aligned}$$

$$\text{Base Figure} = 46\% \times (14/112) + 15\% \times (14/356) + 14\% \times (14/112) + 7\% \times (14/112) + 5\% \times (0/0) + 4\% \times (14/112) + 2\% \times (3/588) + 1\% \times (3/588) + 6\% \times (9/327) = 9.65\%$$

**These calculations provide a Base Figure of 9.65%.**

## Project 2 – 2024 Design of Twy A Rehabilitation/Twy B Reconfiguration

This project involves the services of civil engineers 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 Services	100%	9	327	2.75%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>9</b>	<b>327</b>	<b>2.75%</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 **\$373,230**. As identified in the above table, the relative availability of DBE contractors in the HSA market area includes engineering services. Therefore, the baseline DBE goal for this contract is calculated below:

$$\text{Base Figure} = \frac{100\% \text{ Engineering Services} \times 9 \text{ DBEs in Market Area}}{327 \text{ Total Firms in Market Area}}$$

$$\text{Base Figure} = 100\% \times (9/327) = 2.75\%$$

**These calculations provide a Base Figure of 2.75%.**

## Project 3 – 2024 Construction of Twy A Rehabilitation/Twy B Reconfiguration

This project involves asphalt pavement construction, cold, milling, crack/joint repair, pavement marking, traffic maintenance, earthwork, quality control testing, base aggregate, erosion control, and engineering design. It 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
237310	Asphalt Pavement	57%	14	112	7.13%
237310	Cold Milling	11%	14	112	1.38%
237310	Crack and Joint Repair	7%	14	112	0.88%
A58 <sup>2</sup>	Pavement Marking	5%	2	112	0.09%
237310	Traffic Maintenance	3%	14	112	0.38%
238910	Excavation/Grading/Backfill	3%	14	356	0.12%
541380	Quality Control Testing	2%	0	0	0%
237310	Base Aggregate	2%	14	112	0.25%
561730	Erosion Control	1%	3	588	0.01%
541330	Engineering Design	9%	9	327	0.25%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>98</b>	<b>1,943</b>	<b>10.46%</b>

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

<sup>2</sup>From Mississippi Work Codes, which are more specific to this trade.

The estimate for the federally funded portion of this project is **\$5,912,666**. The relative availability of DBE contractors in the HSA market area for this project includes the services listed above. Therefore, the baseline DBE goal for this contract is calculated below:

$$\begin{aligned}
 \text{Base Figure} &= \frac{57\% \text{ Asphalt} \times 14 \text{ DBEs in Market Area}}{112 \text{ Total Firms in Market Area}} + \frac{11\% \text{ Milling} \times 14 \text{ DBEs in Market Area}}{112 \text{ Total Firms in Market Area}} + \\
 &\frac{7\% \text{ Crack/Joint} \times 14 \text{ DBEs in Market Area}}{112 \text{ Total Firms in Market Area}} + \frac{5\% \text{ Marking} \times 2 \text{ DBEs in Market Area}}{112 \text{ Total Firms in Market Area}} + \\
 &\frac{3\% \text{ Traffic} \times 14 \text{ DBEs in Market Area}}{112 \text{ Total Firms in Market Area}} + \frac{3\% \text{ Earthwork} \times 14 \text{ DBEs in Market Area}}{356 \text{ Total Firms in Market Area}} + \\
 &\frac{2\% \text{ QCT} \times 0 \text{ DBEs in Market Area}}{0 \text{ Total Firms in Market Area}} + \frac{2\% \text{ Base} \times 14 \text{ DBEs in Market Area}}{112 \text{ Total Firms in Market Area}} + \\
 &\frac{1\% \text{ EC} \times 3 \text{ DBEs in Market Area}}{588 \text{ Total Firms in Market Area}} + \frac{9\% \text{ Design} \times 9 \text{ DBEs in Market Area}}{327 \text{ Total Firms in Market Area}}
 \end{aligned}$$

$$\begin{aligned}
 \text{Base Figure} &= 57\% \times (14/112) + 11\% \times (14/112) + 7\% \times (14/112) + 5\% \times (2/112) + 3\% \times (14/112) \\
 &+ 3\% \times (14/356) + 2\% \times (0/0) + 2\% \times (14/112) + 1\% \times (3/588) + 9\% \times (9/327) = 9.65\%
 \end{aligned}$$

**These calculations provide a Base Figure of 10.46%.**

## Project 4 – 2024 Land Purchase for Hutchinson Hangars

This project involves the purchase of land and is therefore exempt from DBE requirements.

## Project 5 – 2025 Design of Main Apron Rehab

This project involves the services of civil engineers 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 Services	100%	9	327	2.75%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>9</b>	<b>327</b>	<b>2.75%</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 **\$445,000**. As identified in the above table, the relative availability of DBE contractors in the HSA market area includes engineering services. Therefore, the baseline DBE goal for this contract is calculated below:

$$\text{Base Figure} = \frac{100\% \text{ Engineering Services} \times 9 \text{ DBEs in Market Area}}{327 \text{ Total Firms in Market Area}}$$

$$\text{Base Figure} = 100\% \times (9/327) = 2.75\%$$

**These calculations provide a Base Figure of 2.75%.**



## Project 6 – 2025 Design of General Aviation Ramp

This project involves the services of civil engineers 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 Services	100%	9	327	2.75%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>9</b>	<b>327</b>	<b>2.75%</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 **\$631,080**. As identified in the above table, the relative availability of DBE contractors in the HSA market area includes engineering services. Therefore, the baseline DBE goal for this contract is calculated below:

$$\text{Base Figure} = \frac{100\% \text{ Engineering Services} \times 9 \text{ DBEs in Market Area}}{327 \text{ Total Firms in Market Area}}$$

$$\text{Base Figure} = 100\% \times (9/327) = 2.75\%$$

**These calculations provide a Base Figure of 2.75%.**

## Project 7 – 2025 Design of Runway Blast Pads

This project involves engineering services and electrical contractors 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 Services	100%	9	327	2.75%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>9</b>	<b>327</b>	<b>2.75%</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 **\$53,730**. As identified in the above table, the relative availability of DBE contractors in the HSA market area includes engineering services and electrical contractors. Therefore, the baseline DBE goal for this contract is calculated below:

$$\text{Base Figure} = \frac{100\% \text{ Engineering Services} \times 9 \text{ DBEs in Market Area}}{327 \text{ Total Firms in Market Area}}$$

$$\text{Base Figure} = 100\% \times (9/327) = 2.75\%$$

**These calculations provide a Base Figure of 2.75%.**

**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 award construction dollars.

<b>Project</b>	<b>Amount of Estimate</b>	<b>% of Total / Weight Factor</b>
1-Constr of Ph II N Apron Expansion	\$5,083,418	31.33%
2-Design of Twy A and Twy B	\$256,050	1.58%
3-Constr of Twy A and Twy B	\$5,436,000	33.50%
4-Land Purchase	\$584,100	NO DBE REQUIREMENT
5-Design of Main Apron Rehab	\$225,00	1.39%
6-Design of General Aviation Ramp	\$1,861,200	11.47%
7-Design of Runway Blast Pads	\$2,781,000	17.14%
<b>Total</b>	<b>\$16,226,768</b>	<b>100.00%</b>

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

- 1 – Construction of Phase II North Apron Expansion (9.65 x 0.3101) = 2.99%
- 2 – Design of Taxiway A Rehab and Taxiway B Reconfiguration (2.75 x 0.0347) = 0.10%
- 3 – Construction Taxiway A Rehab and Taxiway B Reconfiguration (10.46 x 0.5501) = 5.75%
- 4 – Land Purchase for Hutchinson Hangars (NO DBE REQUIREMENT)
- 5 – Design of Main Apron Rehab (2.75 x 0.0414) = 0.11%
- 6 – Design of General Aviation Ramp (2.75 x 0.0587) = 0.16%
- 7 – Design of Runway Blast Pads (2.75 x 0.0050) = 0.01%

Overall Base Figure = 2.99% + 0.10% + 5.75% + 0.11% + 0.16% + 0.01%

**OVERALL BASE FIGURE = 9.13%**

**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. Finding no available data, the Airport contacted the following organizations via phone in February of 2024:

- South Mississippi Planning & Development District – Mr. Leonard Bentz, Executive Director
- Mississippi Economic Development Council – Mr. Chandler Russ, Executive Director

Neither provided any other documentation of disparity studies performed for the region.

Since these sources were unable to provide 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 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.

**HSA Historical DBE Accomplishments for Similar DOT-Assisted Contracts**

Fiscal Year	Goal	Accomplishment	Type of Work
FY 2016	10.45%	0.00%	Expand Apron
FY 2017	10.45%	10.46%	Rehabilitate Runway 18-36
FY 2019	10.45%	19.55%	Rehabilitate Taxiway A
FY 2021	8.21%	8.18%	Phase I Apron Construction
FY 2022	8.21%	N/A	Acquire Miscellaneous Land
		<b>9.32%</b>	<b>Median Accomplishments for all Projects</b>

Since ‘median’ is defined as the middle value in a list of numbers, the table above indicates that the median accomplishment is **9.32%**. By averaging the median historical DBE participation rate with the relative availability calculated in Step 1, an adjusted DBE goal for the FYs 2023-2025 can be calculated. When we compare median accomplishment with the proposed base figure for FYs 2023-2025, we determine that the adjusted overall goal is: **9.22%**.

(Base Figure) 9.13% + (Historical Median) 9.32% divided by 2 = **9.22%** (Adjusted Overall Goal)

## **Breakout of Estimated Race-Neutral and Race-Conscious Participation**

The Commission will strive to meet the maximum feasible portion of its overall goal by using race-conscious means of facilitating DBE participation. The Commission uses the following race-conscious 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 consultant provide all potential bidders with information about the State of Mississippi's Department of Transportation web site for certified DBE contractors found at:

[https://mdot.ms.gov/bidsystem\\_data/bidderspdf/DBE%20Listing.pdfgi-bin/construction.asp](https://mdot.ms.gov/bidsystem_data/bidderspdf/DBE%20Listing.pdfgi-bin/construction.asp)

## **Contract Goals**

We estimate that, in meeting our overall adjusted goal of **9.22%**, we will obtain **9.22%** from race-conscious participation and **0%** from race-neutral measures (e.g. setting contract goals).

The Commission 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 Commission 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:

- Provides prospective bidders with information on the State of Mississippi's certified list of DBE contractors.
- Contacts the State of Mississippi 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 has posted this goal report on its website.

## Published Notice

The 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 2023-2025**

The Hancock County Port and Harbor Commission and Stennis International Airport hereby announce the fiscal years 2023-2025 DBE goal for construction projects at the Stennis International Airport. The proposed goal 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, 14054 Fred & Al Key Road, Kiln, Mississippi 39556.

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