

The Peru Board of Aviation Commissioners (BOAC) has proposed an overall disadvantaged business enterprise (DBE) goal of 3.70% for FY 2026 to 2028 for the anticipated projects of hangar design and construction and relocate taxiway connector environmental review and design.

The Peru BOAC will accept comments on the DBE plan until October 1, 2025. Any comments may be sent to Kelly Wolfe, Airport Manager, peruairporti76@msn.com or 1635 N. 400W, Peru, IN 46970.

A meeting to discuss the DBE plan will be held on October 14, 2025, at 6:00 pm in conjunction with the BOAC monthly meeting in the City Council Room, City Hall, Peru, Indiana. 35 South Broadway, Peru, IN 46970

ATTACHMENT 5

Peru Municipal Airport Overall DBE Three-Year Goal Methodology

Name of Recipient: Peru Board of Aviation Commissioners, Peru Municipal Airport

Goal Period: FY-2026-2027-2028 – October 1, 2026, through September 30, 2028

DOT-assisted contract amount:	FY-2026	\$	763,000
	FY-2027	\$	150,000
	FY-2028	\$	0
	Total	\$	913,000

Overall Three-Year Goal: 3.70%, to be accomplished through 3.70% RC and 0% RN

Total dollar amount to be expended on DBEs: \$51,541 (FY 2026 at 95%, FY 2027 at 90%)

Describe the Number and Type of Contracts that the airport anticipates awarding:

FY 2026

Hangar Building Design \$105,263 Total, \$100,000 Federal share

Hangar Building Construction \$803,158 total, \$763,000 Federal share

FY 2027

Relocate Taxiway Connector Environmental and Design \$166,667 total, \$150,000 Federal share

FY 2028

Roll over nonprimary entitlement funds

Market Area: Miami, Wabash, Grant, Howard, Cass, and Fulton counties, Indiana. For engineering services Marion County was added as that is the location of most aviation engineering firms in the state. Tippecanoe County, containing the closest larger metropolitan area was included for architectural services.

Weighted Availability of DBE firms

Estimates of probable costs are available to do a weighted calculation of the availability of DBE firms for the work anticipated. Therefore, only weighted availability was considered.

Step 1. Actual relative availability of DBEs

The base figure for the relative availability was calculated as follows:

The data source or demonstrable evidence used to derive the numerator was:

<https://entapps.indot.in.gov/DBELocator/>. The DBE firms in each of the above NAICS codes were reviewed to identify only those within the market area.

The data source or demonstrable evidence used to derive the denominator was:

<https://data.census.gov/cedsci/table> for the most recent year of data available (2023). Data

[illegible]

FY 2027 Relocation Taxiway Connector - Phase 1 Environmental and Design

Work Element	NAICS Description	NAICS	Element Cost	Census	Directory	DBE %	DBE \$
Design	Civil Engineering Services	541330	\$151,667.00	230	17	7.39%	\$11,210.17
Environmental Cat Exclusion	Environmental Consulting	541620	\$ 15,000.00	0	1	0.00%	\$ -
Total			\$166,667.00	230	18		\$11,210.17
							6.73%

The base goal projection considering weighting is as follows:

- Total Weighted DBE Availability: $(\$6,305 + \$37,329 + \$11,210) = \$54,844$
- Total for All Trades: $(\$105,300.00 + \$803,200 + \$166,667) = \$1,075,167$

Dividing the weighted DBE totals by the total estimate for all trades gives a base DBE availability figure for the projects anticipated during the goal-setting period. This figure is expressed as a percentage and serves as the basis for the three-year overall goal.

Weighted base of DBE Goal: 5.10%

Step 2: Adjustments to Step 1 base figure

After calculating a base figure of the relative availability of DBEs, evidence was examined to determine what, if any, adjustment to the base figure was needed in order to arrive at the overall goal.

Past History Participation

One piece of data used to determine the adjustment to the base figure was the median of historical DBE accomplishments, as follows:

Grant	Total Grant \$ Amount	DBE Goals			Accomplishments			Type of work
		RC	RN	Total	RC	RN	Total	
FY 2014	\$54,900	0%		0% ¹	0%	0%	0%	Improve Fuel Farm (Design)
FY 2015	\$333,360 ²	1.42%		1.42% ¹	0%	0%	0%	Improve Fuel Farm (Const I)
FY 2016	\$205,347	0%		0% ¹	0	0%	0%	Improve Fuel Farm (Const II)
FY 2017	\$29,700	0%		0% ¹	0	0%	0% ³	Replace Navajids (Design)
FY 2018	\$272,42 ⁴	1.42%		1.42%	1.42%	0.87%	2.29%	Replace Navajids (Const)
FY 2019	\$35,550	0%		0% ¹	0%	0%	0%	Replace Lighting (Design)
FY 2020	\$340,430	1.42%		1.42%	1.42%	0.62%	2.04%	Replace Lighting (Const)
FY 2022	\$67,500	0%		0% ¹		13.48%	13.48%	Conduct Environmental Assessment
FY 2023	\$103,104	0%		0%		21.31%	21.31%	Construct Hangar Building – Site Work Design
FY 2024	\$499,620	2.25%		2.25%	2.25%	0.25%	2.50%	Construct Hangar Building Site Work
FY 2024	\$179,565	0.0%						Construct Hangar Building – Site Work Construction Administration

1 Project less than \$250,000 no DBE goal required.

2 Equipment Procurement not subject to DBE. Remainder equals \$163.6k - DBE Not Applicable

3 FY 2021 NPE Rollover

4. FY 2024 construction is pledged amount.

FY 2022 with availability of a DBE archaeological investigation subconsultant and FY 2023 with survey as a large portion of the project are unique opportunities for those projects and are not reflective of typical local availability. The construction opportunities are more reflective of local availability. Considering the FY 2018, 2020 and 2024 construction (2.04%, 2.29% and 2.5%) the median DBE participation is 2.29%.

To arrive at an overall goal, the Step 1 averaged weighted base figure was added to the Step 2 adjustment figure and the total was averaged.

$$(5.10\% + 2.29\%) / 2 = 3.695\% \text{ use } 3.70\%$$

This results in an overall goal of **3.70%**. Peru BOAC believes this adjusted goal accurately reflects DBE participation that can be achieved for the type(s) of work being awarded during this three-year period.

Breakout of Estimated "Race and Gender Neutral" (RN) and "Race and Gender Conscious" (RC) Participation.

Peru BOAC will meet the maximum feasible portion of the overall goal by using RN means of facilitating DBE participation

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitates DBE, and other small businesses, participation;
2. Providing assistance in overcoming limitations such as inability to obtain bonding or financing;
3. Providing technical assistance and other services;
4. Carrying out information and communications programs on contracting procedures and specific contract opportunities;
5. Implementing a supportive services program to develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses;
6. Providing services to help DBEs and other small businesses improve long-term development, increase opportunities to participate in a variety of kinds of work, handle increasingly significant projects, and achieve eventual self-sufficiency;
7. Establishing a program to assist new, start-up firms, particularly in fields in which DBE participation has historically been low;
8. Ensuring distribution of DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors;
9. Assist DBEs and other small businesses, to develop their capability to utilize emerging technology and conduct business through electronic media.

Peru BOAC estimates that in meeting the established overall goal of 3.70%, it will obtain 0.00% from RN participation and 3.70% through RC measures.

This breakout is based on the Recipient does not have a history of DBE participation or over-achievement of goals to reference and expects to obtain its DBE participation through the use of DBE contract goals or a conscious effort to obtain DBE participation. Therefore, the entire goal of 3.70% is to be obtained through race-conscious participation.

Peru BOAC will adjust the estimated breakout of RN and RC DBE participation as needed to reflect actual DBE participation [see §26.51(f)] and track and report RN and RC participation separately. For reporting purposes, RN DBE participation includes, but is not necessarily limited to the following: DBE participation through a prime contract obtained 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.

PUBLIC PARTICIPATION

Consultation:

In establishing the overall goal, Peru BOAC provided for consultation and publication. This process included consultation with minority, women's, and general contractor groups, community organizations, and other officials or organizations which could be expected to have

information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the Peru BOAC's efforts to establish a level playing field for the participation of DBEs. The consultation included a scheduled, direct, interactive exchange with as many interested stakeholders as possible focused on obtaining information relevant to the goal setting process and was conducted before the goal methodology was submitted to the FAA for review. Details of the consultation are as follows.

The consultation was conducted in conjunction with the Peru BOAC meeting on September 9, 2025 at 7:00 pm at the Peru Municipal Airport.

The following comments were received during the course of the consultation: (will be added to the plan.)

A notice of the proposed goal was published on the Peru Municipal Airport's official website before the methodology was submitted to the FAA.

If the proposed goal changes following review by the FAA, the revised goal will be posted on Peru Municipal Airport's official website.

Notwithstanding paragraph (f)(4) of §26.45, Peru Municipal Airport proposed goals will not be implemented until this requirement has been met.