



LAKE CHARLES REGIONAL AIRPORT

AIRPORT AUTHORITY of CALCASIEU PARISH

Fiscal Years 2022 to 2024 DBE GOAL METHODOLOGY

Attachment F

**For the
Lake Charles Regional Airport**

**For the period:
October 1, 2021 to September 30, 2024**

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**Overall Goals and Methodology
Lake Charles Regional Airport
FY 2022-2024 Update**

OVERALL GOALS (\$26.45)

Amount of goal:

Lake Charles Regional Airport's overall goal for Fiscal Years 2022-2024 (October 1, 2021, to September 30, 2024) is **5.48%** of the Federal financial assistance we will expend in DOT-assisted contracts with DBE contractors.

Projects to be covered by this contract goal:

The Lake Charles Regional Airport (LCH) expects to fund ten (10) DOT-assisted contracts during Fiscal Years 2022 to 2024. The proposed projects are:

1. Install Entrance Road Arrivals Canopy - Phase II (FY 2022)
2. ARFF Bunker Gear (FY 2022 equipment purchase)
3. New Maintenance Shop (FY 2022)
4. Expand Employee Parking Lot (FY 2022)
5. Renovate FBO Facility (FY 2022)
6. New Hangars (FY 2022)
7. Entrance Road (FY 2022)
8. Master Plan/AGIS/Pavement Study (FY 2023)
9. Loading Bridges, Gates 2 & 3, Phase I (FY 2024 equipment purchase)
10. Runway Sweeper (FY 2024 equipment purchase)

The first project, 2022 installation of the Phase II Entrance Road Arrivals Canopy, involves engineering, concrete footing construction, and structural steel work for the canopy. The estimated budget for this project is \$1,000,000 (Federally-funded portion).

The second project, 2022 ARFF Bunker Gear, involves equipment purchase only and does not include design or construction services. The estimated budget for this project is \$100,000 (Federally-funded portion.)

The third project, 2022 New Maintenance Shop, involves engineering, concrete foundation work, water and sewer service, electrical work, doors and windows, interior finishes (tile, drywall), exterior finishes, heating and air conditioning, and roofing. The estimated budget for this project is \$1,900,000 (Federally-funded portion.)



The fourth project, 2022 Expansion of Employee Parking Lot, involves engineering, concrete work, pavement striping, lighting and traffic signage, security gates/cameras/keypads, and seeding. The estimated budget for this project is \$1,300,000 (Federally-funded portion.)

The fifth project, 2022 Renovate Fixed Base Operator (FBO) Facility, involves engineering, concrete foundation work, water and sewer service, electrical work, doors and windows, interior finishes (tile, drywall), exterior finishes, heating and air conditioning, and roofing. The estimated budget for this project is \$2,000,000 (Federally-funded portion.)

The sixth project, 2022 New Hangars, involves structural steel, concrete foundation work, exterior finishes, and roofing. The estimated budget for this project is \$1,000,000 (Federally-funded portion.)

The seventh project, 2022 Entrance Road, involves engineering, concrete work, pavement striping, lighting, and seeding. The estimated budget for this project is \$1,000,000 (Federally-funded portion.)

The eighth project, the 2023 Master Plan, AGIS, and Pavement Study, includes work for planning consultants, photogrammetry specialists, and engineering consultants. The anticipated funding for this project is \$1,440,000 (Federally-funded portion).

The ninth project, 2024 Loading Bridges, Gates 2 & 3 (Phase I) involves equipment purchase only and does not include design or construction services. The estimated budget for this project is \$800,000 (Federally-funded portion.)

The tenth project, 2024 Runway Sweeper, involves equipment purchase only and does not include design or construction services. The estimated budget for this project is \$200,000 (Federally-funded portion.)

The Lake Charles Regional Airport has set a goal of expending **\$528,081** with certified DBE firms yielding a participation rate of **5.48%**.

Market Area:

After careful research of the historical bidding practices and responses to requests for professional services, the Lake Charles Regional Airport has determined that its market area is made up of the following Cities and Parishes/Counties: City of Lake Charles, Louisiana and Calcasieu Parish, Louisiana.



The Airport implemented the Phase I Entrance Road Canopy project in 2020. Though the project was locally-funded, the designer was located in Lake Charles. The successful bidder for construction of the new Terminal was also based in Lake Charles.

As can be seen by this analysis, the majority of the respondents come from the Lake Charles Metropolitan area and the substantial majority of contracting dollars has been expended in the same area. Consequently, the Airport has determined that the appropriate Market Area is the Lake Charles Metropolitan Statistical Area.

Method:

In accordance with the current FAA and DOT guidance, the Lake Charles Regional Airport is utilizing a two-step process in setting its FY 2022-2024 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:

Since the FY 2022-2024 projects will include design, construction and equipment purchase, the following documents the relative availability for each of these trades and will be used in the overall calculation of relative availability for the FY 2022-2024 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 project codes).



Project No. 1 – 2022 Entrance Road Arrivals Canopy - Phase II

This project involves the design and installation of the Phase II canopy for passengers arriving at the Terminal via the Airport Entrance Road. It includes design, concrete foundation construction, and structural steel work. This project lends itself to several opportunities to attract meaningful participation by certified DBE contractors, and the following table documents the relative availability of each of these trades.

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	10%	1	69	0.14%
238110	Concrete Foundation Contractors	10%	2	7	2.86%
238120	Structural Steel Erecting	80%	0	0	0.00%
	Totals for this Contract	100%	3	76	3.00%

The anticipated funding for this project is \$1,000,000 (Federal portion). As identified in the above table, the relative availability of DBE contractors in the LCH MSA includes design, concrete foundation construction, and structural steel erecting. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\begin{aligned} \text{Base Figure} = & \% \text{ Eng Serv} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (69)}} + \\ & \% \text{ Concrete} \times \frac{\# \text{ DBE} - \text{Local Market (2)}}{\# \text{ All Firms (7)}} + \\ & \% \text{ Steel} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (0)}} = \end{aligned}$$

$$\text{Base Figure} = 0.14\% + 2.86\% + 0.0\%$$

Project No. 1 Base Figure = 3.00%

Project No. 2 – 2022 Purchase of ARFF Bunker Gear

This project is limited to the procurement of ARFF Bunker Gear. It does not lend itself to further breakdown or opportunities for additional subcontracting since it only involves equipment procurement, and is, therefore, not subject to DBE participation. The anticipated funding for this project is \$100,000.



Project No. 3 – 2022 New Maintenance Shop

This project involves the construction of a new Maintenance Shop. It involves construction administration, concrete foundation, water and sewer service, electrical work, doors/windows, interior finishes, exterior finishes, heating and air conditioning, and roofing. This project lends itself to several opportunities for meaningful participation by DBE contractors, and the following table documents the relative availability of each.

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	5%	1	69	0.07%
238110	Concrete Foundation Contractors	20%	2	7	5.71%
237110	Water/Sewer Line Construction	4%	1	3	1.33%
238210	Electrical Contractors	2%	2	44	0.09%
321911	Windows and Doors	3%	0	2	0.00%
337212	Architectural Finishes (Interior)	30%	0	0	0.00%
332311	Exterior Finishes	10%	0	0	0.00%
238220	Interior Plumbing	3%	1	62	0.05%
238220	Heating & Air Conditioning	3%	1	62	0.05%
238160	Roofing	20%	0	11	0.00%
	Totals for this Contract	100%	8	260	7.31%

The anticipated budget for this project is \$1,900,000 (Federally-funded portion.). As identified in the above table, the relative availability of DBE contractors in the MSA includes engineering, concrete foundation, water/sewer, electrical, doors/windows, interior finishes, exterior finishes, heating/air conditioning, and roofing. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\begin{aligned}
 \text{Base Figure} = & \frac{\% \text{ Eng} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (69)}} + \frac{\% \text{ Conc} \times \# \text{ DBE} - \text{Local Market (2)}}{\# \text{ All Firms (7)}} \\
 & + \frac{\% \text{ Water} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (3)}} + \frac{\% \text{ Elec} \times \# \text{ DBE} - \text{Local Market (2)}}{\# \text{ All Firms (44)}} \\
 & + \frac{\% \text{ Doors} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (2)}} + \frac{\% \text{ Arch} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (0)}} \\
 & + \frac{\% \text{ Exterior} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (0)}} + \frac{\% \text{ Plumb} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (62)}} \\
 & + \frac{\% \text{ HVAC} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (62)}} + \frac{\% \text{ Roof} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (11)}}
 \end{aligned}$$

$$\text{Base Figure} = 0.07\% + 5.71\% + 1.33\% + 0.09\% + 0.00\% + 0.00\% + 0.00\% + 0.05\% + 0.05\% + 0.00\% = 7.31\%$$

Project No. 3 Base Figure = 7.31%



Project No. 4 – 2022 Expand Employee Parking Lot

This project involves expansion of the Employee Parking Lot. It includes construction administration, concrete parking lot, pavement striping, lighting/traffic sign, security gates/cameras/keypads, and seeding. This project lends itself to several opportunities to attract meaningful participation by certified DBE contractors, and the following table documents the relative availability of each of these trades.

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	5%	1	69	0.07%
237310	Concrete Parking Lot	87%	1	11	7.91%
237310	Pavement Striping	2%	2	11	0.36%
238210	Electrical Contractors	3%	2	44	0.14%
561621	Security Systems	2%	0	7	0.00%
561730	Landscaping Services	1%	0	0	0.00%
	Totals for this Contract	100%	6	142	8.48%

The anticipated funding for this project is \$1,300,000 (Federal portion). Per the above table, the relative availability of DBE contractors includes construction administration, concrete paving, pavement striping, lighting/traffic sign, security gates/cameras/keypads, and seeding. Therefore, the baseline DBE goal for this contract should be weighted to reflect potential DBE participation more accurately, as shown below.

$$\begin{aligned} \text{Base Figure} = & \frac{\% \text{ Eng} \times \# \text{ DBE} - \text{Local Market} (1)}{\# \text{ All Firms} (69)} + \frac{\% \text{ Concrete} \times \# \text{ DBE} - \text{Local Market} (1)}{\# \text{ All Firms} (11)} + \\ & \frac{\% \text{ Stripe} \times \# \text{ DBE} - \text{Local Market} (2)}{\# \text{ All Firms} (11)} + \frac{\% \text{ Elec} \times \# \text{ DBE} - \text{Local Market} (2)}{\# \text{ All Firms} (44)} + \\ & \frac{\% \text{ Security} \times \# \text{ DBE} - \text{Local Market} (0)}{\# \text{ All Firms} (7)} + \frac{\% \text{ Land} \times \# \text{ DBE} - \text{Local Market} (0)}{\# \text{ All Firms} (0)} + \end{aligned}$$

$$\text{Base Figure} = 0.07\% + 7.91\% + 0.36\% + 0.14\% + 0.00\% + 0.00\%$$

Project No. 4 Base Figure = 8.48%



Project No. 5 – 2022 Renovate FBO Facility

This project involves the renovation of the Fixed Base Operator (FBO) Facility. It involves construction administration, concrete foundation, water and sewer service, electrical work, doors/windows, interior finishes, exterior finishes, heating and air conditioning, and roofing. This project lends itself to several opportunities for meaningful participation by DBE contractors, and the following table documents the relative availability of each.

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	5%	1	69	0.07%
238110	Concrete Foundation Contractors	20%	2	7	5.71%
237110	Water/Sewer Line Construction	4%	1	3	1.33%
238210	Electrical Contractors	2%	2	44	0.09%
321911	Windows and Doors	3%	0	2	0.00%
337212	Architectural Finishes (Interior)	30%	0	0	0.00%
332311	Exterior Finishes	10%	0	0	0.00%
238220	Interior Plumbing	3%	1	62	0.05%
238220	Heating & Air Conditioning	3%	1	62	0.05%
238160	Roofing	20%	0	11	0.00%
	Totals for this Contract	100%	8	260	7.31%

The anticipated budget for this project is \$2,000,000 (Federally-funded portion.). As identified in the above table, the relative availability of DBE contractors in the MSA includes engineering, concrete foundation, water/sewer, electrical, doors/windows, interior finishes, exterior finishes, heating/air conditioning, and roofing. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\begin{aligned}
 \text{Base Figure} = & \frac{\% \text{ Eng} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (69)}} + \frac{\% \text{ Conc} \times \# \text{ DBE} - \text{Local Market (2)}}{\# \text{ All Firms (7)}} \\
 & + \frac{\% \text{ Water} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (3)}} + \frac{\% \text{ Elec} \times \# \text{ DBE} - \text{Local Market (2)}}{\# \text{ All Firms (44)}} \\
 & + \frac{\% \text{ Doors} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (2)}} + \frac{\% \text{ Arch} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (0)}} \\
 & + \frac{\% \text{ Exterior} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (0)}} + \frac{\% \text{ Plumb} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (62)}} \\
 & + \frac{\% \text{ HVAC} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (62)}} + \frac{\% \text{ Roof} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (11)}}
 \end{aligned}$$

$$\text{Base Figure} = 0.07\% + 5.71\% + 1.33\% + 0.09\% + 0.00\% + 0.00\% + 0.00\% + 0.05\% + 0.05\% + 0.00\% = 7.31\%$$

Project No. 5 Base Figure = 7.31%



Project No. 6 – 2022 New Hangars

This project involves the construction of new hangars. It includes structural steel work, metal roofing, concrete foundation work, and exterior finishes. This project lends itself to several opportunities to attract meaningful participation by certified DBE contractors, and the following table documents the relative availability of each of these trades.

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
238120	Structural Steel	50%	0	0	0.00%
238160	Roofing	20%	0	0	0.00%
238110	Concrete Foundation	20%	2	7	5.71%
332311	Exterior Metal Bldg Components	10%	0	0	0.00%
	Totals for this Contract	100%	2	7	5.71%

The anticipated funding for this project is \$1,000,000 (Federal portion). As identified in the above table, the relative availability of DBE contractors in the LCH MSA includes structural steel work, metal roofing, concrete foundation work, and exterior finishes. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\text{Base Figure} = \frac{\% \text{ Steel Serv} \times \# \text{ DBE} - \text{Local Market} (0)}{\# \text{ All Firms} (0)} + \frac{\% \text{ Roof} \times \# \text{ DBE} - \text{Local Market} (0)}{\# \text{ All Firms} (0)} + \frac{\% \text{ Conc} \times \# \text{ DBE} - \text{Local Market} (2)}{\# \text{ All Firms} (7)} + \frac{\% \text{ Exterior} \times \# \text{ DBE} - \text{Local Market} (0)}{\# \text{ All Firms} (0)}$$

$$\text{Base Figure} = 0.00\% + 0.00\% + 5.71\% + 0.00\%$$

Project No. 6 Base Figure = 5.71%



Project No. 7 – 2022 Entrance Road

This project involves the construction of the Entrance Road. It includes construction administration, concrete parking lot, pavement striping, lighting, and seeding. This project lends itself to several opportunities to attract meaningful participation by certified DBE contractors, and the following table documents the relative availability of each of these trades.

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	5%	1	69	0.07%
237310	Concrete Parking Lot	89%	2	11	16.18%
237310	Pavement Striping	2%	1	11	0.18%
238210	Electrical Contractors	3%	2	44	0.14%
561730	Landscaping Services	1%	0	0	0.00%
	Totals for this Contract	100%	6	135	16.57%

The anticipated funding for this project is \$1,000,000 (Federal portion). Per the above table, the relative availability of DBE contractors includes construction administration, concrete paving, pavement striping, lighting, and seeding. Therefore, the baseline DBE goal for this contract should be weighted to reflect potential DBE participation more accurately, as shown below.

$$\begin{aligned} \text{Base Figure} = & \frac{\% \text{ Eng} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (69)}} + \frac{\% \text{ Concrete} \times \# \text{ DBE} - \text{Local Market (2)}}{\# \text{ All Firms (11)}} + \\ & \frac{\% \text{ Stripe} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (11)}} + \frac{\% \text{ Elec} \times \# \text{ DBE} - \text{Local Market (2)}}{\# \text{ All Firms (44)}} + \\ & \frac{\% \text{ Land} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (0)}} \end{aligned}$$

$$\text{Base Figure} = 0.07\% + 16.18\% + 0.18\% + 0.14\% + 0.00\%$$

Project No. 7 Base Figure = 16.57%



Project No. 8 – 2023 Master Plan / AGIS / Pavement Study

This project involves the preparation of an updated Master Plan, Airports Geographic Information System (AGIS), and a Pavement Study. This project lends itself to several opportunities to attract meaningful participation by certified DBE contractors, including airport planners, survey and mapping firms, and engineers. The following table documents the relative availability of each of these trades.

NAICS code	Work Item	Weighting Factor ¹	DBEs in Market Area	All Available Firms	Relative Availability
541618	Airport Planners	68%	0	0	0.00%
541370	Surveying & Mapping	17%	0	8	0.00%
541330	Engineering Services	15%	1	69	0.22%
	Totals for this Contract	100%	1	77	0.22%

The anticipated funding for this project is \$1,440,000 (Federal portion). As identified in the above table, the relative availability of DBE contractors in the LCH MSA includes airport planners, survey and mapping firms, and engineers. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\begin{aligned} \text{Base Figure} = & \% \text{ Planners} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (0)}} + \\ & \% \text{ Surveying} \times \frac{\# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (8)}} + \\ & \% \text{ engineers} \times \frac{\# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (69)}} \end{aligned}$$

$$\text{Base Figure} = 0.00\% + 0.00\% + 0.22\%$$

$$\text{Base Figure} = 0.22\%$$



Project No. 9 – 2024 Purchase of Loading Bridges, Gates 2 & 3, Phase I

This project is limited to the procurement of Loading Bridges. It does not lend itself to further breakdown or opportunities for additional subcontracting since it only involves equipment procurement, and is, therefore, not subject to DBE participation. The anticipated funding for this project is \$800,000.

Project No. 10 – 2024 Purchase of Runway Sweeper

This project is limited to the procurement of a Runway Sweeper. It does not lend itself to further breakdown or opportunities for additional subcontracting since it only involves equipment procurement, and is, therefore, not subject to DBE participation. The anticipated funding for this project is \$200,000.

Data Sources:

- *DBEs in Local Market Area: State of Louisiana Department of Transportation and Development DBE directory for Federal Aid Projects in City of Lake Charles & Calcasieu Parish, Louisiana*
- *All Available Firms: U.S Census Data*



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. Projects that involve equipment purchase only are not included in this calculation.

Project (contract)	Amount of Estimate	% of Total Estimate / Weight factor
1-2022 Install Arrivals Canopy - Phase II	\$1,000,000	10.37%
2-2022 ARFF Bunker Gear (equip purchase)	\$100,000	N/A
3-2022 Maintenance Shop	\$1,900,000	19.71%
4-2022 Employee Parking	\$1,300,000	13.49%
5-2022 FBO Facility	\$2,000,000	20.75%
6-2022 New Hangars	\$1,000,000	10.37%
7-2022 Entrance Road	\$1,000,000	10.37%
8-2023 Master Plan/AGIS/Pavement Study	\$1,440,000	14.94%
9-2024 Loading Bridges (equip Purchase)	\$800,000	N/A
10-2024 Runway Sweeper (equip Purchase)	\$200,000	N/A
Total	\$9,640,000	100.0%

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, as shown in the table below. Projects that involve equipment purchase only are not included in this calculation.

Overall Base Figure = Project #1 Arrivals Canopy: (3.00% x 0.1037%) +
 Project #3 Maintenance Shop: (7.31% x 0.1971%) +
 Project #4 Employee Parking: (8.48% x 0.1349%) +
 Project #5 FBO Facility: (7.31% x 0.2075%) +
 Project #6 New Hangars: (5.71% x 0.1037%) +
 Project #7 Entrance Road: (16.57% x 0.1037%) +
 Project #8 Master Plan/AGIS: (0.22% x 0.1494%)

Overall Base Figure = Project #1 Arrivals Canopy: 0.31 +
 Project #3 Maintenance Shop: 1.44 +
 Project #4 Employee Parking: 1.14 +
 Project #5 FBO Facility: 1.51 +
 Project #6 New Hangars: 0.59 +
 Project #7 Entrance Road: 1.71 +
 Project #8 Master Plan/AGIS: 0.03

Overall Base Figure = 6.76%



Step 2: This 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.

Disparity Studies:

First, the airport searched for availability of information from Disparity Studies. The Airport first performed an internet search which did not yield any relevant disparity studies.

Finding no available relevant data, the Airport contacted the following organizations via phone in May of 2021:

- ➔ South Central Planning Development Commission – Mr. Kevin Belanger, Chief Executive Officer
- ➔ South Louisiana Economic Council – Mr. Vic LaFont, President and CEO

Neither was able to provide any other documentation of disparity studies performed for the region.

Historical DBE Accomplishments:

Since none of these sources was able to provide the airport with any available disparity study information, 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 for the Fiscal Years 2022-2024 is calculated.

Two of the projects anticipated for FYs 2022-2024 include design and construction. A review of the historic overall DBE goals accomplished at the Airport for similar work in recent years revealed that one project that was of the same nature. Therefore, they have been included in the median accomplishment calculation, as shown in the table below.



LCH Historical DBE Accomplishments for Other Similar DOT-Assisted Contracts

FY	Goal	Accomplishment	Type of Work
2021	4.16%	0.50%	Terminal Canopy (Grant 50)
2021	4.16%	4.60%	Rwy 5-23 Construction (Grant 54)
2013	8.34%	6.85%	Gauthier Road Construction (Grant 39)
2013	8.34%	25.20%	Twy & Apron Rehab (Grant 43)
2011	10.19%	3.80%	Master Plan (Grant 41)
2011	10.19%	0.00%	ARFF Building (Grant 40)
2009	10.50%	1.57%	Access Road Construction (Grant 37)
2009	10.50%	15.99%	Gauthier Road Construction (Grant 37)

4.20% Median Accomplishments for all Projects

'Median' is defined as the middle value in a list of numbers. Therefore, the median accomplishment is **4.20%**. When we compare the median accomplishment of 4.20% with the proposed base figure for FY 2022-2024 of 6.76%, the Adjusted Overall Goal is **5.48%**.

(Overall Base Figure) **6.76%** + (Median Accomplishment) **4.20%** divided by 2 =
5.48% (Adjusted Overall Goal)

Breakout of Estimated Race-Neutral and Race-Conscious Participation

The Lake Charles Regional Airport will strive to meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The Lake Charles Regional 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 design professionals 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/UCPResults.aspx>

Over the history of data tracking, there have been few occasions when the Airport's annual goals were exceeded. As such, LCH intends to meet the entire goal through race-conscious means. When actual achievement exceeds the goal, LCH 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, the Lake Charles Regional Airport has used race-conscious measures in obtaining its overall contract goals on federally assisted contracts. While the Airport continues to look for meaningful participation in its federally funded program, it still believes that race-conscious goal setting is appropriate for the FY 2022 to 2024 Program. This is largely due to the fact that historical experience with construction projects has not resulted in the airport exceeding its goals.

We estimate that, in meeting our overall adjusted goal of **5.48%** we will obtain **0%** from race-neutral participation and **5.48%** 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:

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.

As documented in the Market Area section of this report, the relative availability of DBE firms is limited. 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 teleconference on October 12, 2021, to:

- Reach out to minority, women's and general contractor groups to discuss opportunities for DBEs;
- Discuss the process to become a certified-DBE;
- Address issues that contractors face with the DBE certification process;
- Present the proposed DBE Goal for FYs 2022-2024, and
- Discuss proposed construction projects that are planned at the airport during this period.

The following parties were invited to participate:

- South Louisiana Economic Council;
- Louisiana Minority Business Council;
- Women's Business Enterprise Council;
- Hispanic Chamber of Commerce of Louisiana;
- Louisiana Small Business Development Center-McNeese State University;
- Louisiana Association of General Contractors, Lake Charles Chapter;
- LA DOTD DBE/SBE Program Manager; and
- All Certified DBEs in the market area.



The following documents related to the DBE Goal Teleconference can be found in the Appendix:

- A – Email invitation to the October 12, 2021, teleconference
- B – List of the participants invited to attend the teleconference
- C – PDF of the online presentation
- D – List of attendees
- E – Questions/Comments
- F – Screenshot of website notice

Published Notice

The following is the 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 2022-2024

The Lake Charles Regional Airport hereby announces its DBE goals for Fiscal Years 2022 through 2024 for airport construction projects. The proposed goals and goal setting methodology is available for inspection between 8:00 a.m. and 4:30 p.m., Monday through Friday, for 30 calendar days, in the Airport Administration offices, 500 Airport Boulevard, Suite 104, Lake Charles, LA 70607.

Ms. Chastity Kratzer
Disadvantaged Business Enterprise
Liaison Officer (DBELO)
Lake Charles Regional Airport
P.O. Drawer 5820
Lake Charles, LA 70606

Federal Aviation Administration
Civil Rights Staff, AWP-9
PO Box 92007
Los Angeles, CA 90009-2007



APPENDIX DBE GOAL TELECONFERENCE

October 12, 2021, at 10:30 AM

- A – Email invitation to the October 12, 2021, teleconference
- B – List of the participants invited to attend the teleconference
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