



# ***LAKE CHARLES REGIONAL AIRPORT***

## ***AIRPORT AUTHORITY of CALCASIEU PARISH***

### ***Fiscal Years 2025 to 2027 DBE GOAL METHODOLOGY***

#### **Attachment F**

**For the  
Lake Charles Regional Airport**

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

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July 26, 2024

**Overall Goals and Methodology  
Lake Charles Regional Airport  
FY 2025-2027 Update**

**OVERALL GOALS (\$26.45)**

**Amount of goal:**

Lake Charles Regional Airport's overall goal for Fiscal Years 2025-2027 (October 1, 2024, to September 30, 2027) is **4.99%** 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 eight (8) DOT-assisted contracts during Fiscal Years 2025 to 2027. The proposed projects are:

1. Terminal Area Loop and Access Road Improvements - Phase III
2. Construction of North Fixed Wing Development Phase IV
3. Wildlife Hazard Mitigation
4. Airport Entrance Road Improvements (Safety) Phase II
5. ATCT Phase III (Stick & Cab Only)
6. Terminal Area Loop and Access Road Improvements - Phase IV
7. Apron & Taxiway Joint Rehabilitation
8. Airfield Drainage Improvements

The first project, FY 2025 Terminal Area Loop and Access Road Improvements - Phase III, involves engineering, roadway construction, lighting and traffic signage, trucking and seeding. The estimated budget for this project is \$2,341,789 (federally funded portion.)

The second project, FY 2025 Construction of North Fixed Wing Development Phase IV, involves design, apron and taxilane construction, and local trucking. The estimated budget for this project is \$4,100,000 (federally funded portion.)

The third project, FY 2025 Wildlife Hazard Mitigation, involves engineering, environmental consultants, drainage improvements, and fencing. The estimated budget for this project is \$1,900,000 (federally funded portion.)

The fourth project, FY 2025 Airport Entrance Road Improvements (Safety) Phase II, involves engineering, road construction, lighting and traffic signage, trucking, and seeding. The estimated budget for this project is \$457,628 (federally funded portion.)



The fifth project, FY 2026 ATCT Phase III (Stick & Cab Only), involves architectural services, concrete foundation work, water and sewer service, electrical work, interior finishes (tile, drywall), exterior finishes, and trucking. The estimated budget for this project is \$4,987,500 (federally funded portion.)

The sixth project, FY 2026 Terminal Area Loop and Access Road Improvements - Phase IV, involves engineering, road construction, lighting and traffic signage, trucking, and seeding.. The estimated budget for this project is \$2,341,789 (federally funded portion.)

The seventh project, FY 2027 Apron & Taxiway Joint Rehabilitation, involves design, apron and taxilane construction, and local trucking. The estimated budget for this project is \$1,300,000 (federally funded portion.)

The last project, FY 2027 Airfield Drainage Improvements, involves engineering, environmental consultants, drainage pipe and structure construction, trucking and seeding. The estimated budget for this project is \$3,200,000 (federally funded portion.)

The Lake Charles Regional Airport has set a goal of expending **\$1,029,070** with certified DBE firms yielding a participation rate of **4.99%**.

### **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. These recent projects were examined to assess historical bidding practices and the current LCH market area:

1. FY 2023 Canopy Construction: awarded to a Lake Charles contractor
2. FY 2023 Master Plan Update: awarded to a Texas firm
3. FY 2023 Canopy Construction: awarded to a Lake Charles contractor
4. FY 2023 FBO Construction: awarded to a Lake Charles contractor
5. FY 2023 Maintenance Bldg design: awarded to a Lake Charles architect
6. FY 2023 Construction of Maintenance Bldg: awarded to a Lake Charles contractor
7. FY 2023 Hangar III Construction: awarded to a Lake Charles contractor
8. FY 2022 Terminal Loading Area: awarded to a Lake Charles contractor
9. FY 2021 Terminal Loading Area Design: awarded to a Pennsylvania architect
10. FY 2021 Runway 5-23 Rehab Construction: awarded to a Lake Charles contractor
11. FY 2021 Runway 5-23 Rehab Design: awarded to a Lake Charles engineer



As can be seen by this analysis, nine of the respondents came from the LCH Market 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 City of Lake Charles and Calcasieu Parish, Louisiana.

### **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 2025-2027 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 2025-2027 projects will include design and construction, 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 2025-2027 goal. The following is a summary of the method used to calculate this goal:

**Step 1:** The method used to calculate the relative availability of DBEs for Step 1 in this process is 26.45(c) (1) DBE Directories and Census Bureau Data. The base figure was determined by dividing the total DBE firms in the local market area by the total of all firms (both compiled according to the relevant NAICS project codes).



## Project No. 1 – 2025 Terminal Area Loop, Access Road Improvements - Phase III

This project involves the design and construction of Phase III of the Terminal Area Loop/Access Road project. It includes design, roadway construction, electrical work, trucking 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 <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	15%	0	64	0.00%
237310	Roadway Construction	60%	1	9	6.67%
237310	Pavement Striping	5%	0	9	0.00%
238210	Lighting, Traffic Signs, Signals	10%	2	50	0.40%
484110	Local Trucking	5%	8	25	1.60%
561730	Seeding	5%	0	37	0.00%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>11</b>	<b>76</b>	<b>8.67%</b>

The anticipated funding for this project is **\$2,341,789** (federal portion). As identified in the above table, the relative availability of DBE contractors in the LCH Market Area includes design, roadway construction, electrical work, trucking and seeding. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below:

$$\begin{aligned} \text{Base Figure} = & \% \text{ Eng} \times \frac{\# \text{ DBE in Local Market (0)}}{\# \text{ All Firms (64)}} + \% \text{ Road} \times \frac{\# \text{ DBE - Local Market (1)}}{\# \text{ All Firms (9)}} \\ & + \% \text{ Stripe} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (9)}} + \% \text{ Elec} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (9)}} \\ & + \% \text{ Truck} \times \frac{\# \text{ DBE - Local Market (2)}}{\# \text{ All Firms (50)}} + \% \text{ Seed} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (37)}} \end{aligned}$$

$$\text{Base Figure} = (0.0\% \times 0.15\%) + (0.11\% \times 0.6\%) + (0.0\% \times 0.05\%) + (0.04 \times 0.1\%) + (0.32\% \times 0.05\%) + (0.0\% \times 0.05\%)$$

$$\text{Base Figure} = 0.0\% + 6.67\% + 0.0\% + 0.4\% + 1.6\% + 0.0\% = 8.67\%$$

**Project No. 1 Base Figure = 8.67%**



## Project No. 2 – 2025 Construction of North Fixed Wing Development - Phase IV

This project involves the construction of Phase IV of the North Fixed Wing Development. It includes design/construction administration, apron and taxilane construction, and local trucking. 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 <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	10%	0	64	0.00%
237310	Apron & Taxilane Construction	85%	1	9	9.44%
484110	Local Trucking	5%	8	25	1.60%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>9</b>	<b>98</b>	<b>11.04%</b>

The budget for this project is **\$4,100,000** (federal portion). As identified in the above table, the relative availability of DBE contractors in the Market Area includes design/construction administration, apron and taxilane construction, and local trucking. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below:

$$\text{Base Figure} = \% \text{ Eng} \times \frac{\# \text{ DBE in Local Market (0)}}{\# \text{ All Firms (64)}} + \% \text{ Constr} \times \frac{\# \text{ DBE - Local Market (1)}}{\# \text{ All Firms (9)}} + \% \text{ Truck} \times \frac{\# \text{ DBE - Local Market (8)}}{\# \text{ All Firms (25)}}$$

$$\text{Base Figure} = (0.0\% \times 0.1\%) + (0.11\% \times 0.85\%) + (0.32\% \times 0.05\%)$$

$$\text{Base Figure} = 0.0\% + 9.44\% + 1.6\% = 11.04\%$$

**Project No. 2 Base Figure = 11.04%**



### Project No. 3 – 2025 Wildlife Hazard Mitigation

This project involves the preparation of a Wildlife Hazard Plan and implementation of its recommended projects. This includes environmental consultants, engineers, construction of drainage improvements and installation of new wildlife fencing. 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 <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541620	Environmental Consultants	8%	1	6	1.33%
541330	Engineering Services	10%	0	64	0.00%
238990	Specialty Trades (Fencing)	12%	1	13	0.92%
237310	Civil Construction (Drainage)	70%	1	9	7.78%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>3</b>	<b>92</b>	<b>10.03%</b>

The anticipated funding for this project is **\$1,900,000** (federal portion). As identified in the above table, the relative availability of DBE contractors in the LCH Market Area includes environmental consultants, engineers, construction of drainage improvements and installation of new wildlife fencing. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below:

$$\text{Base Figure} = \frac{\% \text{ Eng} \times \# \text{ DBE in Local Market (0)}}{\# \text{ All Firms (64)}} + \frac{\% \text{ Road} \times \# \text{ DBE - Local Market (1)}}{\# \text{ All Firms (9)}} + \frac{\% \text{ Stripe} \times \# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (9)}} + \frac{\% \text{ Elec} \times \# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (9)}}$$

$$\text{Base Figure} = (0.16\% \times 0.08\%) + (0.0\% \times 0.1\%) + (0.077\% \times 0.12\%) + (0.11 \times 0.7\%)$$

$$\text{Base Figure} = 1.33\% + 0.00\% + 0.92\% + 7.78\% = 10.03\%$$

**Project No. 3 Base Figure = 10.03%**



## Project No. 4 – 2025 Airport Entrance Road Improvements (Safety) Phase II

This project involves the design and construction of the first phase of the Airport Entrance Road Improvements (Safety) project. It involves construction admin, roadway foundation, electrical work, trucking, and seeding. 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 <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	15%	0	64	0.00%
237310	Roadway Construction	60%	1	9	6.67%
237310	Pavement Striping	5%	0	9	0.00%
238210	Lighting, Traffic Signs, Signals	10%	2	50	0.40%
484110	Local Trucking	5%	8	25	1.60%
561730	Seeding	5%	0	37	0.00%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>11</b>	<b>76</b>	<b>8.67%</b>

The anticipated budget for this project is **\$457,628** (federal portion.). As identified in the above table, the relative availability of DBE contractors in the LCH Market Area includes construction admin, roadway foundation, electrical work, trucking, and seeding. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below.

$$\begin{aligned} \text{Base Figure} = & \% \text{ Eng} \times \frac{\# \text{ DBE in Local Market (0)}}{\# \text{ All Firms (64)}} + \% \text{ Road} \times \frac{\# \text{ DBE - Local Market (1)}}{\# \text{ All Firms (9)}} + \\ & \% \text{ Stripe} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (9)}} + \% \text{ Elec} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (9)}} + \\ & \% \text{ Truck} \times \frac{\# \text{ DBE - Local Market (2)}}{\# \text{ All Firms (50)}} + \% \text{ Seed} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (37)}} \end{aligned}$$

$$\text{Base Figure} = (0.0\% \times 0.15\%) + (0.11\% \times 0.6\%) + (0.0\% \times 0.05\%) + (0.04 \times 0.1\%) + (0.32\% \times 0.05\%) + (0.0\% \times 0.05\%)$$

$$\text{Base Figure} = 0.0\% + 6.67\% + 0.0\% + 0.4\% + 1.6\% + 0.0\% = 8.67\%$$

**Project No. 4 Base Figure = 8.67%**





## Project No. 5 – 2026 ATCT Phase III (Stick & Cab Only)

This project involves construction of the Airport Traffic Control Tower. It includes design, testing, surveying, concrete foundation, water and sewer service, electrical contractors, interior finishes, exterior finishes, and trucking. 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 <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541310	Architectural Services	10%	1	13	0.77%
541380	Testing	5%	0	14	0.00%
541370	Surveying	5%	0	7	0.00%
238110	Concrete Foundation	5%	2	7	1.43%
484110	Water and Sewer Lines	5%	1	3	1.67%
561730	Electrical Contractors	5%	2	50	0.20%
337212	Interior Finishes	30%	0	0	0.00%
332311	Exterior Finishes	30%	0	0	0.00%
484110	Trucking	5%	8	25	1.60%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>14</b>	<b>119</b>	<b>5.66%</b>

The budget for this project is **\$4,987,500** (federal portion). As identified in the above table, the relative availability of DBE contractors in the Market Area includes design, testing, surveying, concrete foundation, water and sewer service, electrical work, interior finishes, exterior finishes, and trucking. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below:

$$\begin{aligned}
 \text{Base Figure} = & \% \text{ Arch} \times \frac{\# \text{ DBE in Local Market (1)}}{\# \text{ All Firms (13)}} + \% \text{ Test} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (14)}} + \\
 & \% \text{ Surv} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (7)}} + \% \text{ Conc} \times \frac{\# \text{ DBE - Local Market (2)}}{\# \text{ All Firms (7)}} + \\
 & \% \text{ Util} \times \frac{\# \text{ DBE - Local Market (2)}}{\# \text{ All Firms (50)}} + \% \text{ Elec} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (37)}} + \\
 & \% \text{ Interior} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (0)}} + \% \text{ Exterior} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (0)}} + \\
 & \% \text{ Truck} \times \frac{\# \text{ DBE - Local Market (8)}}{\# \text{ All Firms (25)}}
 \end{aligned}$$

$$\begin{aligned}
 \text{Base Figure} = & (0.07\% \times 0.1\%) + (0.0\% \times 0.05\%) + (0.0\% \times 0.05\%) + (0.28 \times 0.05\%) + \\
 & (0.33\% \times 0.05\%) + (0.4\% \times 0.05\%) + (0.0 \times 0.3\%) + (0.0 \times 0.3\%) + \\
 & (0.32\% \times 0.05\%)
 \end{aligned}$$

$$\text{Base Figure} = 0.77\% + 0.0\% + 0.0\% + 1.43\% + 1.67\% + 0.2\% + 0.0\% + 0.0\% + 1.6\% = 5.7\%$$

**Project No. 5 Base Figure = 5.66%**



## Project No. 6 – 2026 Terminal Area Loop & Access Road Improvements - Phase IV

This project involves the construction of Phase IV of the Terminal Area Loop/Access Road project. It includes construction administration, roadway construction, electrical work, trucking 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 <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541330	Construction Admin	15%	0	64	0.00%
237310	Roadway Construction	60%	1	9	6.67%
237310	Pavement Striping	5%	0	9	0.00%
238210	Lighting, Traffic Signs, Signals	10%	2	50	0.40%
484110	Local Trucking	5%	8	25	1.60%
561730	Seeding	5%	0	37	0.00%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>11</b>	<b>76</b>	<b>8.67%</b>

The anticipated funding for this project is **\$2,341,789** (federal portion). As identified in the above table, the relative availability of DBE contractors in the LCH Market Area includes construction admin, roadway construction, electrical work, trucking and seeding. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below:

$$\begin{aligned} \text{Base Figure} = & \% \text{ Admin} \times \frac{\# \text{ DBE in Local Market (0)}}{\# \text{ All Firms (64)}} + \% \text{ Road} \times \frac{\# \text{ DBE - Local Market (1)}}{\# \text{ All Firms (9)}} + \\ & \% \text{ Stripe} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (9)}} + \% \text{ Elec} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (9)}} + \\ & \% \text{ Truck} \times \frac{\# \text{ DBE - Local Market (2)}}{\# \text{ All Firms (50)}} + \% \text{ Seed} \times \frac{\# \text{ DBE - Local Market (0)}}{\# \text{ All Firms (37)}} \end{aligned}$$

$$\text{Base Figure} = (0.0\% \times 0.15\%) + (0.11\% \times 0.6\%) + (0.0\% \times 0.05\%) + (0.04 \times 0.1\%) + (0.32\% \times 0.05\%) + (0.0\% \times 0.05\%)$$

$$\text{Base Figure} = 0.0\% + 6.67\% + 0.0\% + 0.4\% + 1.6\% + 0.0\% = 8.67\%$$

**Project No. 6 Base Figure = 8.67%**



## Project No. 7 – 2027 Apron & Taxiway Joint Rehabilitation

This project involves the construction of the apron and taxilane joint rehabilitation project. It includes design/construction administration, apron and taxilane construction, and local trucking. 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 <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	10%	0	64	0.00%
237310	Apron & Taxilane Construction	85%	1	9	9.44%
484110	Local Trucking	5%	8	25	1.60%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>9</b>	<b>98</b>	<b>11.04%</b>

The budget for this project is **\$4,100,000** (federal portion). As identified in the above table, the relative availability of DBE contractors in the Market Area includes design/construction administration, apron and taxilane construction, and local trucking. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below:

$$\begin{aligned} \text{Base Figure} = & \% \text{ Eng} \times \frac{\# \text{ DBE in Local Market (0)}}{\# \text{ All Firms (64)}} + \% \text{ Constr} \times \frac{\# \text{ DBE - Local Market (1)}}{\# \text{ All Firms (9)}} + \\ & \% \text{ Truck} \times \frac{\# \text{ DBE - Local Market (8)}}{\# \text{ All Firms (25)}} \end{aligned}$$

$$\text{Base Figure} = (0.0\% \times 0.1\%) + (0.11\% \times 0.85\%) + (0.32\% \times 0.05\%)$$

$$\text{Base Figure} = 0.0\% + 9.44\% + 1.6\% = 11.04\%$$

**Project No. 7 Base Figure = 11.04%**



## Project No. 8 – 2027 Airfield Drainage Improvements

This project involves the design and construction of airfield drainage improvement. It involves design, environmental consulting services, construction of underground pipes and drainage structures, trucking, and seeding. 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 <sup>1</sup>	DBEs in Market Area	All Available Firms	Relative Availability
541330	Engineering Services	12%	0	64	0.00%
541620	Environmental Consultants	3%	1	6	0.50%
237310	Drainage Improvements	70%	1	9	7.78%
541380	Testing and Inspections	5%	0	14	0.00%
484110	Local Trucking	5%	8	25	1.60%
561730	Seeding	5%	0	37	0.00%
	<b>Totals for this Contract</b>	<b>100%</b>	<b>10</b>	<b>155</b>	<b>9.88%</b>

The anticipated budget for this project is **\$3,200,000** (federal portion.). As identified in the above table, the relative availability of DBE contractors in the LCH Market Area includes design, environmental consulting services, construction of underground pipes and drainage structures, trucking, and seeding. Therefore, the baseline DBE goal for this contract should be weighted to reflect the potential DBE participation more accurately, as shown below:

$$\begin{aligned} \text{Base Figure} = & \frac{\% \text{ Eng} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (64)}} + \frac{\% \text{ Env} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (6)}} \\ & + \frac{\% \text{ Drain} \times \# \text{ DBE} - \text{Local Market (1)}}{\# \text{ All Firms (9)}} + \frac{\% \text{ Test} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (14)}} \\ & + \frac{\% \text{ Truck} \times \# \text{ DBE} - \text{Local Market (8)}}{\# \text{ All Firms (25)}} + \frac{\% \text{ Seed} \times \# \text{ DBE} - \text{Local Market (0)}}{\# \text{ All Firms (37)}} \end{aligned}$$

$$\text{Base Figure} = (0.0\% \times 0.12\%) + (0.17\% \times 0.03\%) + (0.11\% \times 0.7\%) + (0.0 \times 0.05\%) + (0.32\% \times 0.05\%) + (0.0\% \times 0.05\%)$$

$$\text{Base Figure} = 0.0\% + 0.5\% + 7.78\% + 0.0\% + 1.6\% + 0.0\% = 9.88\%$$

**Project No. 8 Base Figure = 9.88%**

### 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-Terminal Area Loop/Access Road Imps - Ph III	\$2,341,789	11.35%
2-North Fixed Wing Development - Phase IV	\$4,100,000	19.88%
3-Wildlife Hazard Mitigation	\$1,900,000	9.21%
4-Airport Entrance Road Imps (Safety) - Ph II	\$457,628	2.22%
5-ATCT Phase III (Stick & Cab Only)	\$4,987,500	24.18%
6-Terminal Area Loop/Access Road Imps - Ph IV	\$2,341,789	11.35%
7-Apron & Taxilane Rehabilitation	\$1,300,000	6.30%
8-Airfield Drainage Improvements	\$3,200,000	15.51%
<b>Total</b>	<b>\$20,628,706</b>	<b>100.00%</b>

**Overall Base Figure:**

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

Overall Base Figure = Project #1 Terminal Loop Phase III: (0.0867% x 0.1135%) +  
 Project #2 N. Fixed Wing Devel: (0.1104% x 0.1988%) +  
 Project #3 Wildlife Hazard Mitigation: (0.1003% x 0.0921%) +  
 Project #4 Entrance Road Ph II: (0.0867% x 0.022%) +  
 Project #5 ATCT Ph III: (.0566% x 0.2418%) +  
 Project #6 Terminal Loop Ph IV: (0.0867% x 0.1135%) +  
 Project #7 Apron & Taxilane Rehabilitation (0.1104% x 0.63%)  
 Project #8 Drainage Improvements: (0.0988% x 0.1551%)

Overall Base Figure = Project #1 Terminal Loop Phase III: 0.98% +  
 Project #2 N. Fixed Wing Devel: 2.20% +  
 Project #3 Wildlife Hazard Mitigation: 0.92% +  
 Project #4 Entrance Road Ph II: 0.19% +  
 Project #5 ATCT Ph III: 1.37% +  
 Project #6 Terminal Loop Ph IV: 0.98% +  
 Project #7 Apron & Taxilane Rehabilitation: 0.70%  
 Project #8 Drainage Improvements: 1.53% =

**Overall Base Figure = 8.88%**



**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 June of 2024:

- ➔ South Louisiana Economic Council – Mr. Vic LaFont, President and CEO
- ➔ South Central Planning Devel. Comm. – Mr. Kevin Belanger, Chief Exec. Officer

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 2025-2027 is calculated.

Two of the projects anticipated for FYs 2025-2027 include design and construction. A review of the historic overall DBE goals accomplished at the Airport for similar work in recent years revealed that 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
2023	5.48%	1.3%	FBO Building, Maintenance Building, Terminal Employee Lot and DPS Parking Lot
2022	5.48%	0.9%	Construct Terminal Building
2021	4.16%	0.5%	Terminal Canopy
2021	4.26%	4.6%	Runway 5-23 Construction

**1.10% Median Accomplishments for all Projects**

'Median' is defined as the middle value in a list of numbers. Therefore, the median accomplishment is 1.10%. When we compare the median accomplishment of 1.10% with the proposed base figure for FY 2025-2027 of 8.88%, the Adjusted Overall Goal is 4.99%.

(Overall Base Figure) **8.88%** + (Median Accomplishment) **1.10%** divided by 2 =  
**4.99%** (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 believes that race-conscious goal setting is appropriate for the FY 2025 to 2027 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 **4.99%** we will obtain **0%** from race-neutral participation and **4.99%** 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 conference call on 7-25-24, 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 2025-2027, 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 conference call can be found in the Appendix:

- A – Email invitation to the 7-25-24 conference call
- B – PDF of the presentation
- C – Questions/Comments
- D – 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 2025-2027**

The Lake Charles Regional Airport hereby announces its DBE goals for Fiscal Years 2025 through 2027 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 CONFERENCE CALL

- A – Email invitation to the 7-25-24 conference call
- B – PDF of the presentation
- C – Questions/Comments
- D – Screenshot of website notice

