

**DBE GOAL METHODOLOGY
HATTIESBURG-LAUREL REGIONAL AIRPORT
FISCAL YEAR 2022-FY 2024
FY 2022**

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

B. AMOUNT OF GOAL - The Authority’s overall DBE goal for FY 2022 is 8.42% of the Federal financial assistance we will expend in DOT-assisted contracts. During this fiscal year, the Hattiesburg-Laurel Regional Airport expects to receive FAA Grants in the amount of approximately \$951,017.00 proposed for the construction and engineering portion of the DOT-assisted contract. The overall dollars to be expended with DBEs is approximately \$80,076.00 during this fiscal year. This overall goal is intended for information of public users of the program, and does not imply that the FAA, as such, has approved the goal.

C. METHOD STEP 1: In the development of the DBE goal for Hattiesburg-Laurel Regional Airport the first step was to establish the availability of ready, willing, and able DBE businesses that were capable of participating in the type of contracts that were programmed during FY 2022. The grant that is anticipated involves Rehabilitating Firehall and Constructing EOC and a DBE Plan Update, along with the professional efforts associated with such projects. An analysis of the project indicates that funds will be expended in the following areas.

HATTIESBURG-LAUREL REGIONAL AIRPORT PROJECT ANALYSIS FY 2022			
TASK	NAICS	AMOUNT	PERCENTAGE
General Contractors	236220	\$275,500	28.97%
Finish Carpentry	238350	\$130,150	13.69%
Roofing	238160	\$213,750	22.47%
Electrical	238210	\$118,750	12.49%
Plumbing/HVAC	238220	\$76,000	7.99%
Flooring	442210	\$23,750	2.50%
Architectural Services	541310	\$4,525	.48%
Engineering	541330	\$100,042	10.51%
Consulting	541611	\$8,550	.90%
TOTAL		\$951,017.00	100.00%

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

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

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

Previous bidders have come from the following counties in Mississippi: Forrest, Jones, Lamar, Marion, Pearl River, Rankin, and Yazoo counties, Mississippi. It was considered reasonable to establish the aforementioned areas as the market area for the development of the Base Figure. It was agreed that the most comprehensive directory for DBE firms in the State of Mississippi was the “Mississippi Unified Certification Program List of Certified DBE Firms” that is developed and published by the Mississippi Department of Transportation. The firms were then identified that could participate in the project from the appropriate NAICS in the July 2021 Mississippi UCP DBE directory. The resulting number will be used as the numerator in determining the Base Figure.

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

$$\frac{\text{Base Figure}}{\text{Base Figure}} = .2897 \left(\frac{\text{MNAICS236220}}{\text{NAICS236220}} \right) + .1369 \left(\frac{\text{MNAICS238350}}{\text{NAICS238350}} \right) + .2247 \left(\frac{\text{MNAICS238160}}{\text{NAICS238160}} \right) + .1249 \left(\frac{\text{MNAICS238210}}{\text{NAICS238210}} \right) + .0799 \left(\frac{\text{MNAICS238220}}{\text{NAICS238220}} \right) + .0250 \left(\frac{\text{MNAICS442210}}{\text{NAICS442210}} \right) + .0048 \left(\frac{\text{MNAICS541310}}{\text{NAICS541310}} \right) + .1051 \left(\frac{\text{MNAICS541330}}{\text{NAICS541330}} \right) + .0090 \left(\frac{\text{MNAICS541611}}{\text{NAICS541611}} \right)$$

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

$$\frac{\text{Base Figure}}{\text{Base Figure}} = .2897 \left(\frac{7}{98} \right) + .1369 \left(\frac{1}{23} \right) + .2247 \left(\frac{0}{30} \right) + .1249 \left(\frac{2}{93} \right) + .0799 \left(\frac{2}{145} \right) + .0250 \left(\frac{1}{25} \right) + .0048 \left(\frac{0}{30} \right) + .1051 \left(\frac{2}{88} \right) + .0090 \left(\frac{4}{63} \right)$$

$$\frac{\text{Base Figure}}{\text{Base Figure}} = .0207 + .0060 + .0000 + .0027 + .0011 + .0010 + .0000 + .0024 + .0006$$

$$\frac{\text{Base Figure}}{\text{Base Figure}} = 3.45\%$$

STEP 2: With the Base Figure established our next step was to more finely tailor this figure to reflect conditions that have occurred at Hattiesburg-Laurel Regional Airport. Hattiesburg-Laurel Regional Airport Authority has considered the suggested options outlined in 49 CFR Part 26 and determined that past performance is the information to be used to determine if an adjustment to our Base Figure is warranted. Listed below are the previous projects that were included for analysis.

PREVIOUS FAA PROJECTS		
YEAR	LOCATION	% OF DBE PARTICIPATION
2020	Hattiesburg-Laurel Regional Airport	0.00%
2019	Hattiesburg-Laurel Regional Airport	32.55%
2018	Hattiesburg-Laurel Regional Airport	13.38%*
*Median		

The next step was to determine if any adjustment might be needed to the Base Figure. It was established that the Median of the three projects was 13.38% and that the Base Figure should be adjusted to cater for this variance.

A summary of this analysis yields the following:

MEDIAN PERCENTAGE	13.38%
BASE FIGURE	+ <u>3.45%</u>
	16.83% ÷ 2 = 8.42%

Satisfied that this percentage was valid, the final step in the comparison was the development of a simple average of the Previous FAA Projects Median and the Base Figure. It was felt that the Base Figure of 3.45% should be adjusted for the variance. The Base Figure and the Like Type FAA Project Median were combined and yielded an average of 8.42%, which is established as the goal for DBE participation at Hattiesburg-Laurel Regional Airport for FY 2022.

D. PROCESS - Before establishing the overall goal each year, the Authority has consulted with stakeholders to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses, and the effects of discrimination on opportunities for DBEs. The Authority’s efforts are to establish a level playing field for the participation of DBEs. Following this consultation, the Authority has published a notice of the proposed overall goal informing the public that the proposed goal and its rationale are available for inspection during normal business hours at the Sponsor’s principal office for 30 days following the date of the notice, and informing the public that the Authority and FAA will accept comments on the goals for 30 days from the date of the notice. This information was posted on the airport’s website at www.flypib.com, and made available to the Office of Minority Business Development at the State of Mississippi. Normally, the Authority will issue this notice by June 1 of each year with submittal to the FAA by August 1 of each year. The notice will include the Authority’s addresses to which comments may be sent. The overall goal submission to the FAA will include a summary of information and comments received during this public participation process and the Authority’s responses. We will begin using our overall goal on October 1 of each year, unless we have received other instructions from DOT (or if the goal is established on a project basis, by the time of the first solicitation for a DOT-assisted contract for the project). Consultation discussions were held on July 29, 2021 9:00 AM, with the following agencies and persons with no comments received.

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

Public comments have been requested for the FY 2022 goal and the 30-day comment period is underway. Any comments received from the public advertisement, or the other coordination will be evaluated, and necessary changes will be made to the goal and included in the contract documents for the project.

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

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

We estimate that, in meeting our overall goal of 8.42%, we will obtain 5.04% of the goal from race- conscious participation and 3.38% via race- neutral participation measures.

This breakout was established by computing the median of the variance of the level of DBE participation vs. DBE goal on the three projects considered in Step 2 of the Previous FAA Projects. The Median is 3.38% and will be the goal established as the race-neutral goal for FY 2022. The following is the data base upon which the level of variance was computed using the “Like Type FAA Project” information:

HATTIESBURG-LAUREL REGIONAL AIRPORT PREVIOUS FAA PROJECTS/DBE GOAL VARIANCE				
YEAR	LOCATION	DBE GOAL	% OF DBE PARTICIPATION	VARIANCE
2020	Hattiesburg Laurel	10.41%	0.00%	-10.41%
2019	Hattiesburg Laurel	8.05%	32.55%	24.50%
2018	Hattiesburg Laurel	10.00%	13.38%*	3.38%*
MEDIAN *				

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

F. CONTRACT GOALS: Contract goals will be used to meet any portion of the overall goal which the Authority does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

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

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

2022	-	8.42%
2023	-	8.42%
2024	-	<u>+ 7.77%</u>
		24.61% ÷ 3 =

Three-year DBE Goal: 8.20%

References:

Mississippi UCP List of Certified DBE Firms, July 2021

2021 – American Fact Finder/U.S. Census Bureau, County Business Patterns, July 2021

FY 2023

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

B. AMOUNT OF GOAL - The Authority’s overall goal for FY 2023 is 8.42% of the Federal financial assistance we will expend in DOT-assisted contracts. During this fiscal year, the Hattiesburg-Laurel Regional Airport expects to receive FAA Grants in the amount of approximately \$854,549.00, which includes the purchase of a Sweeper at the price of \$299,250.00 which will not be included in the construction project analysis. The total dollar amount to be considered is \$555,299.00 proposed for the construction and engineering portion of the DOT-assisted contract with the overall dollar goal to be expended with DBEs of approximately \$46,756.00 with DBE's during this fiscal year. This overall goal is intended for information of public users of the program, and does not imply that the FAA, as such, has approved the goal.

C. METHOD STEP 1: In the development of the DBE goal for Hattiesburg-Laurel Regional Airport the first step was to establish the availability of ready, willing, and able DBE businesses that were capable of participating in the type of contracts that were programmed during FY 2023. The grant that is anticipated involves Terminal Rehabilitation and Purchase of a Runway Sweeper along with the professional efforts associated with such projects. An analysis of the project indicates that funds will be expended in the following areas.

HATTIESBURG-LAUREL REGIONAL AIRPORT GRANT PROJECT ANALYSIS FY 2023			
TASK	NAICS	AMOUNT	PERCENTAGE
General Contractors	236220	\$95,000	17.11%
Finish Carpentry	238350	\$147,250	26.51%
Electrical	238210	\$90,250	16.25%
Painting/Wall Covering	238320	\$90,250	16.25%
Flooring	237210	\$66,500	11.98%
Architectural Services	541310	\$2,642	.48%
Engineering	541330	\$63,407	11.42%
Sweeper	N/A	\$299,250	N/A
TOTAL		\$854,549.00	100.00%

HATTIESBURG-LAUREL REGIONAL AIRPORT PROJECT ANALYSIS FY 2023			
TASK	NAICS	AMOUNT	PERCENTAGE
General Contractors	236220	\$95,000	17.11%
Finish Carpentry	238350	\$147,250	26.51%
Electrical	238210	\$90,250	16.25%
Painting/Wall Covering	238320	\$90,250	16.25%
Flooring	442210	\$66,500	11.98%
Architectural Services	541310	\$2642	.48%
Engineering	541330	\$63,407	11.42%
Sweeper	N/A	\$0.00	N/A
TOTAL		\$555,299.00	100.00%

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

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

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

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

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

$$\frac{\text{Base Figure}}{\text{Figure}} = .1711 \left(\frac{MNAICS236220}{NAICS236220} \right) + .2651 \left(\frac{MNAICS238350}{NAICS238350} \right) + .1625 \left(\frac{MNAICS238210}{NAICS238210} \right) + .1625 \left(\frac{MNAICS238320}{NAICS238320} \right) + .1198 \left(\frac{MNAICS442210}{NAICS442210} \right) + .0048 \left(\frac{MNAICS541310}{NAICS541310} \right) + .1142 \left(\frac{MNAICS541330}{NAICS541330} \right)$$

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

$$\frac{\text{Base}}{\text{Figure}} = .1711\left(\frac{7}{98}\right) + .2651\left(\frac{1}{23}\right) + .1625\left(\frac{2}{93}\right) + .1625\left(\frac{0}{30}\right) + .1198\left(\frac{1}{25}\right) + .0048\left(\frac{0}{30}\right) + .1142\left(\frac{2}{88}\right)$$

$$\frac{\text{Base}}{\text{Figure}} = .0122 + .0115 + .0035 + .0000 + .0048 + .0000 + .0026$$

$$\frac{\text{Base}}{\text{Figure}} = 3.46\%$$

STEP 2: With the Base Figure established our next step was to more finely tailor this figure to reflect conditions that have occurred at Hattiesburg-Laurel Regional Airport. Hattiesburg-Laurel Regional Airport Authority has considered the suggested options outlined in 49 CFR Part 26 and determined that past performance is the information to be used to determine if an adjustment to our Base Figure is warranted. Listed below are the previous projects that were included for analysis.

PREVIOUS FAA PROJECTS		
YEAR	LOCATION	% OF DBE PARTICIPATION
2020	Hattiesburg-Laurel Regional Airport	0.00%
2019	Hattiesburg-Laurel Regional Airport	32.55%
2018	Hattiesburg-Laurel Regional Airport	13.38%*
*Median		

The next step was to determine if any adjustment might be needed to the Base Figure. It was established that the Median of the three years was 13.38% and that the Base Figure should be adjusted to cater for this variance.

A summary of this analysis yields the following:

MEDIAN PERCENTAGE	13.38%
BASE FIGURE	+ 3.46%
	16.84% ÷ 2 = 8.42%

Satisfied that this percentage was valid, the final step in the comparison was the development of a simple average of the Previous FAA Project Median and the Base Figure. It was felt that the Base Figure of 3.46% should be adjusted for the slight variance. The Base Figure and the Previous FAA Projects Median were combined and yielded an average of 8.42%, which is established as the goal for DBE participation at Hattiesburg-Laurel Regional Airport for FY 2023.

D. PROCESS - Before establishing the overall goal each year, the Authority has consulted with the stakeholders to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses, and the effects of discrimination on opportunities for DBEs. The Authority’s efforts are to establish a level playing field for the participation of DBEs. Following this consultation, the Authority has published a notice of the proposed overall goal informing the

public that the proposed goal and its rationale are available for inspection during normal business hours at the Sponsor’s principal office for 30 days following the date of the notice, and informing the public that the Authority and FAA will accept comments on the goals for 30 days from the date of the notice. This information was posted on the airport’s website at www.flypib.com, and made available to the Office of Minority Business Development at the State of Mississippi. Normally, the Authority will issue this notice by June 1 of each year with submittal to the FAA by August 1 of each year. The notice will include the Authority’s addresses to which comments may be sent. The overall goal submission to the FAA will include a summary of information and comments received during this public participation process and the Authority’s responses. We will begin using our overall goal on October 1 of each year, unless we have received other instructions from DOT (or if the goal is established on a project basis, by the time of the first solicitation for a DOT-assisted contract for the project). Consultation discussions were held on July 29, 2021 9:00 AM, with the following agencies and persons with no comments received:

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

Public comments have been requested for the FY 2023 goal and the 30 day comment period is underway. Any comments received from the public advertisement or the other coordination will be evaluated, and necessary changes will be made to the goal and included in the contract documents for the project.

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

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

We estimate that, in meeting our overall goal of 8.42%, we will obtain 5.04% of the goal from race- conscious participation and 3.38% via race- neutral participation measures. This breakout was established by computing the median of the variance of the level of DBE participation vs. DBE goal on the three projects considered in Step 2 of the Like Type FAA Projects. The Median is 3.38% and will be the goal established as the race-neutral goal for FY 2023. The following is the data base upon which the level of variance was computed using the “Like Type FAA Project” information:

HATTIESBURG-LAUREL REGIONAL AIRPORT LIKE TYPE FAA PROJECTS/DBE GOAL VARIANCE				
YEAR	LOCATION	DBE GOAL	% OF DBE PARTICIPATION	VARIANCE
2020	Hattiesburg-Laurel	10.41%	0.00%	-10.41%
2019	Hattiesburg-Laurel	8.05%	32.55%	24.50%
2018	Hattiesburg-Laurel	10.00%	13.38%*	3.38%*
MEDIAN *				

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

F. CONTRACT GOALS: Contract goals will be used to meet any portion of the overall goal which the Authority does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

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

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

$$\begin{array}{r}
 2022 - 8.42\% \\
 2023 - 8.42\% \\
 2024 - + 7.77\% \\
 \hline
 24.61\% \div 3 =
 \end{array}$$

Three-year DBE Goal: 8.20%

FY 2024

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

B. Amount of Goal - The Authority’s overall goal for FY 2024 is 7.77% of the Federal financial assistance we will expend in DOT-assisted contracts. During this fiscal year, the Hattiesburg-Laurel Regional Airport expects to receive FAA Grants in the amount of approximately \$712,951.00. With \$712,951.00 proposed for the construction and engineering portion of the DOT-assisted contract, the overall goal to be expended is \$55,396.00 with DBE's during this fiscal year. This overall goal is intended for information of public users of the program, and does not imply that the FAA, as such, has approved the goal.

C. METHOD STEP 1: In the development of the DBE goal for Hattiesburg-Laurel Regional Airport the first step was to establish the availability of ready, willing and able DBE businesses that were capable of participating in the type of contracts that were programmed during FY 2024. The grant that is anticipated involves Beacon Rehabilitation, Runway Light Rehabilitation, Apron Lighting Rehabilitation, and Master Plan development, along with the professional efforts associated with such projects. An analysis of the project indicates that funds will be expended in the following areas.

HATTIESBURG-LAUREL REGIONAL AIRPORT PROJECT ANALYSIS FY 2024			
TASK	NAICS	AMOUNT	PERCENTAGE
Electrical	238210	\$460,750	64.63%
Architectural Services	541310	\$10,088	1.41%
Engineering	541330	\$242,113	33.96%
TOTAL		\$712,951.00	100.00%

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

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

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

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

The next step in establishing the Base Figure was to determine our denominator. This was accomplished through the use of the Census Bureau’s County Business Pattern (CBCBP) and the identification of the

County/NAICSs that were the same as those identified from the Directory. With these figures in hand we compute our Base Figure using the following mathematics:

$$\frac{\text{Base Figure}}{\text{Figure}} = .6463 \left(\frac{\text{MNAICS238210}}{\text{NAICS238210}} \right) + .0141 \left(\frac{\text{MNAICS541310}}{\text{NAICS541310}} \right) + .3396 \left(\frac{\text{MNAICS541330}}{\text{NAICS541330}} \right)$$

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

$$\frac{\text{Base Figure}}{\text{Figure}} = .6463 \left(\frac{2}{93} \right) + .0141 \left(\frac{0}{30} \right) + .3396 \left(\frac{2}{88} \right)$$

$$\frac{\text{Base Figure}}{\text{Figure}} = .0139 + .0000 + .0077$$

$$\frac{\text{Base Figure}}{\text{Figure}} = 2.16\%$$

STEP 2: With the Base Figure established our next step was to more finely tailor this figure to reflect conditions that have occurred at Hattiesburg-Laurel Regional Airport. Hattiesburg-Laurel Regional Airport Authority has considered the suggested options outlined in 49 CFR Part 26 and determined that past performance is the information to be used to determine if an adjustment to our Base Figure is warranted. Listed below are the previous projects that were included for analysis.

PREVIOUS FAA PROJECTS		
YEAR	LOCATION	% OF DBE PARTICIPATION
2020	Hattiesburg Laurel Regional Airport	0.00%
2019	Hattiesburg Laurel Regional Airport	32.55%
2018	Hattiesburg Laurel Regional Airport	13.38%*
*Median		

The next step was to determine if any adjustment might be needed to the Base Figure. It was established that the Median of the three projects was 13.38% and that the Base Figure should be adjusted to cater for this variance.

A summary of this analysis yields the following:

MEDIAN PERCENTAGE	13.38%
BASE FIGURE	+ 2.16%
	15.54% ÷ 2 = 7.77%

Satisfied that this percentage was valid, the final step in the comparison was the development of a simple average of the Like Type FAA Project Median and the Base Figure. It was felt that the Base Figure of 2.16% should be adjusted for the variance. The Base Figure and the Previous

FAA Project Median were combined and yielded an average of 7.77%, which is established as the goal for DBE participation at Hattiesburg-Laurel Regional Airport for FY 2024.

D. PROCESS - Before establishing the overall goal each year, the Authority has consulted with the stakeholders to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses, and the effects of discrimination on opportunities for DBEs. The Authority’s efforts are to establish a level playing field for the participation of DBEs. Following this consultation, the Authority has published a notice of the proposed overall goal informing the public that the proposed goal and its rationale are available for inspection during normal business hours at the Sponsor’s principal office for 30 days following the date of the notice and informing the public that the Authority and FAA will accept comments on the goals for 30 days from the date of the notice. This information was posted on the airport’s website at www.flypib.com, and made available to the Office of Minority Business Development at the State of Mississippi. Normally, the Authority will issue this notice by June 1 of each year with submittal to the FAA by August 1 of each year. The notice will include the Authority’s addresses to which comments may be sent. The overall goal submission to the FAA will include a summary of information and comments received during this public participation process and the Authority’s responses. We will begin using our overall goal on October 1 of each year, unless we have received other instructions from DOT (or if the goal is established on a project basis, by the time of the first solicitation for a DOT-assisted contract for the project). Consultation discussions were held on July 29, 2021, 9:00 am, with the following agencies and persons with no comments received:

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

Public comments have been requested for the FY 2024 goal and the 30-day comment period is underway. Any comments received from the public advertisement, or the other coordination will be evaluated, and necessary changes will be made to the goal and included in the contract documents for the project.

E. RACE CONSCIOUS AND RACE NEUTRAL GOALS: Each time Hattiesburg-Laurel Regional Airport Authority submits an overall goal for review by the FAA, the Authority will also submit a projection of the portion of the goal that is expected to be met through race-neutral means and the basis for that projection. This projection is subject to approval by the FAA, in conjunction with its review of the Authority’s overall goal. Hattiesburg-Laurel Regional Airport Authority will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. The Authority will establish contract goals to meet any portion of an overall goal when the Authority does not project being able to meet the goal using race-neutral means.

We estimate that, in meeting our overall goal of 7.77%, we will obtain 4.39% of the goal from race-conscious participation and 3.38% via race-neutral participation measures.

This breakout was established by computing the median of the variance of the level of DBE participation vs. DBE goal on the three projects considered in Step 2 of the Previous FAA Projects. The Median is 3.38% and will be the goal established as the race-neutral goal for FY 2024. The following is the data base upon which the level of variance was computed using the “Previous FAA Projects” information:

HATTIESBURG-LAUREL REGIONAL AIRPORT LIKE TYPE FAA PROJECTS/DBE GOAL VARIANCE				
YEAR	LOCATION	DBE GOAL	% OF DBE PARTICIPATION	VARIANCE
2020	Hattiesburg-Laurel	10.41%	0.00%	-10.41%
2019	Hattiesburg-Laurel	8.05%	32.55%	24.50%
2018	Hattiesburg-Laurel	10.00%	13.38%*	3.38%*
MEDIAN *				

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

F. CONTRACT GOALS: Contract goals will be used to meet any portion of the overall goal which the Authority does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

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

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

$$\begin{array}{r}
 2022 - 8.42\% \\
 2023 - 8.42\% \\
 2024 - + 7.77\% \\
 \hline
 24.61\% \div 3 =
 \end{array}$$

Three-year DBE Goal: 8.20%

References:
 Mississippi UCP List of Certified DBE Firms, July 2021
 2018 –Census Bureau County Business Patterns, July 2021