

# **WAUCHULA MUNICIPAL AIRPORT**

## **Disadvantaged Business Enterprise Goals and Methodology**



**AUGUST 2023**

**For**

**FY 2024 – FY 2026**



# WAUCHULA MUNICIPAL AIRPORT DISADVANTAGED BUSINESS ENTERPRISE GOALS AND METHODOLOGY

The city of Wauchula, FL is the owner and operator of the Wauchula Municipal Airport (Airport or CHN). The city of Wauchula is known to the Federal Aviation Administration (FAA) as the Sponsor of the Airport.

As a recipient of FAA Airport Improvement Program (AIP) funds in the amount of over \$250,000 per year or more, it is required that the Airport's AIP goal for Disadvantaged Business Enterprise (DBE) be calculated on a triennial basis consistent with 49 CFR Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*, Section 26.45, *How Do Participants Set Overall Goals?* under *DOT-Assisted Projects*. The process is intended to provide maximum flexibility, while ensuring that goals are based on the availability of ready, willing, and able DBEs in the Airport's "Market Area." This approach is crucial in meeting the obligation to ensure that these goals are narrowly tailored. The process of setting goals is used to estimate the percentage of the base calculation that would be performed by DBEs in the absence of discrimination and its effects. The overall goal period for the DBE program at the Airport for federally assisted projects is established on at least a triennial basis. This report establishes the goals for the period beginning on October 1, 2023, and ending on September 30, 2026. This is referred to as the goal period.

The overall goal for the goal period has been set using the methodologies described in 49 CFR Part 26. Based on the data currently available to the Airport staff, the **overall goal of 5.7 percent has been set for the goal period of FY 2024 through FY 2026**. The Airport anticipates \$ 11,310,000 of Department of Transportation (DOT)-assisted contracts within the goal period. The Airport has set a goal of expending \$ 644,670 with DBEs during the goal period.

### Step 1.1 – Actual Relative Availability of Disadvantaged Business Enterprises

The first step of the goal setting process is based on the demonstrable evidence of the relative availability of ready, willing, and able DBEs (relative availability of DBEs) to compete for Airport Improvement Program (AIP) projects. The data sources used to determine the contractors and subcontractors include DBE directories, lists of bidders and proposers, and firms who previously competed for AIP contracts at the Airport. The Airport elected to use the methodology described in 49 CFR 26.45 (c) (1) to determine the base figure for the relative availability of DBEs. Analysis of the Airport's previous three years, FY 2021 through FY 2023, AIP projects; discussions with Airport staff and consultants; and a review of the Airport's bidders' lists, and the Florida DOT (FDOT) DBE directory revealed 23 counties as the Airport's "market area." An amount of \$ 4,696,756.40 represents 100 percent of the AIP funds bid during the three-year bidding history for the Airport. A total of 32 bidding contractors and subcontractors are represented in the bids. These were spread across the 23 counties shown in Table 1.

**Table 1**  
**MARKET AREA COUNTIES**

<b>Market Counties</b>
Barnstable, MA
Berkely, SC
Boulder, CO
Brevard, FL
Charlotte, FL
Collier, FL
DeSoto, FL
Early, GA
Hardee, FL
Hillsborough, FL
Jefferson, NY
Lake, FL
Lee, FL
Manatee, FL
Okeechobee, FL
Orange, FL
Osceola, FL
Pasco, FL
Polk, FL
Sarasota, FL
St. Lucie, FL
Sumpter, FL
Volusia, FL

A preliminary percentage of 1.8 percent DBE firms to all firms doing business in these 23 counties over the next three years was determined by utilizing Calendar Year (CY) 2021 County Business Patterns (CBP) data of the U.S. Census Bureau, as well as the FDOT DBE Directories, which are updated almost daily. The 2021 Census Bureau's CBP data was used as the denominator and the FDOT's DBE Directory information was used as the numerator. All were extracted for construction and professional services trades for the Airport's "market area" in the same North American Industry Classification System (NAICS) codes category.

The NAICS code is a six-digit code. The FDOT DBE Directory's gleaned information also included all DBE participants within the six-digit classification. Further, while the FDOT DBE Directory classifies those participants that have been certified to perform aviation work, as opposed to those who have been certified to perform highway, rail, or transit work, it was elected to include all FDOT DBEs certified within the NAISC six-digit code. The base figure was calculated by counting only the DBEs and the U.S. Census Bureau establishments in the same NAICS codes as shown in Tables 2, 3, and 4.

**Table 2  
ACTUAL RELATIVE AVAILABILITY OF DISADVANTAGED BUSINESS ENTERPRISES FOR FY 2024**

<b>NAICS</b>	<b>Project</b>	<b>Total Project Amount</b>	<b>Total DBE Firms for Subject NAICS Groups Located in Market Area</b>	<b>Total All Firms for Subject NAICS Groups Located in Market Area</b>
	<b>Design/Build New Fuel Farm Jet A/ AvGas - Construction</b>	<b>\$ 1,000,000</b>		
238210	Electrical Contractors		16	2,607
238910	Site Prep Contractors		19	911
238990	Asphalt Contractors, Horizontal Drilling, Fencing		49	1,959
423390	Erosion Control Fencing		1	131
423610	Electrical Equipment & Supplies		4	343
541330	Engineering Services		45	2,235
541370	Survey and Mapping Services		8	302
541380	Testing Laboratories and Services		9	155
	<b>Extend, Mark, and Light Runway 36 and Taxiway A 1,200 L.F. - Construction</b>	<b>\$ 9,000,000</b>		
237310	Highway, Street, & Bridge Construction		16	198
238210	Electrical Contractors		16	2,607
238910	Site Prep Contractors		19	911
423390	Erosion Control Fencing		1	131
423610	Electrical Equipment & Supplies		4	343
484220	Specialized Freight, Trucking - Local		39	553
541330	Engineering Services		45	2,235
541370	Survey and Mapping Services		8	302
541380	Testing Laboratories and Services		9	155
561730	Landscaping Services (Sod)		23	5,422
<b>TOTAL FY 2024</b>		<b>\$ 10,000,00</b>	<b>331</b>	<b>21,500</b>
	<b>FY 2024 Relative DBE Availability</b>			<b>1.5%</b>

**Table 3**  
**ACTUAL RELATIVE AVAILABILITY OF DISADVANTAGED BUSINESS ENTERPRISES FOR FY 2025**

NAICS	Project	Total Project Amount	Total DBE Firms for Subject NAICS Groups Located in Market Area	Total All Firms for Subject NAICS Groups Located in Market Area
	<b>Design Apron Expansions Phases 1 and 2</b>	\$ 100,000		
541330	Engineering Services		45	2,235
541370	Survey and Mapping Services		8	302
541380	Testing Laboratories and Services		9	155
	<b>Airport Master Plan Update AMPU/AGIS</b>	\$ 360,000		
541330	Engineering Services		45	2,235
541370	Survey and Mapping Services		8	302
	<b>Obstruction Removal - Trees</b>	\$ 350,000		
423390	Erosion Control Fencing		1	131
484220	Specialized Freight, Trucking - Local		39	553
541330	Engineering Services		45	2,235
541370	Survey and Mapping Services		8	302
TOTAL FY 2025		\$ 810,000	208	8,450
	FY 2025 Relative DBE Availability			2.5%

**Table 4  
ACTUAL RELATIVE AVAILABILITY OF DISADVANTAGED BUSINESS ENTERPRISES FOR FY 2026**

NAICS	Project	Total Project Amount	Total DBE Firms for Subject NAICS Groups Located in Market Area	Total All Firms for Subject NAICS Groups Located in Market Area
	<b>Construct Apron Expansion (Phase 1)</b>	\$ 500,000		
237310	Highway, Street, & Bridge Construction		16	198
238210	Electrical Contractors		16	2,607
238910	Site Prep Contractors		19	911
423390	Erosion Control Fencing		1	131
423610	Electrical Equipment & Supplies		4	343
484220	Specialized Freight, Trucking - Local		39	553
541330	Engineering Services		45	2,235
541370	Survey and Mapping Services		8	302
541380	Testing Laboratories and Services		9	155
561730	Landscaping Services (Sod)		23	5,422
TOTAL FY 2026		\$ 500,000	180	12,857
	FY 2026 Relative DBE Availability			1.4%

The relative availability of Disadvantaged Business Enterprises is predicted to be 1.5 percent for FY 2024, 2.5 percent in FY 2025, and 1.4 percent in FY 2026. The average relative availability of DBE businesses is predicted to be 1.8 percent over the three-year period.

### **Step 1.2 Weighted Availability of Disadvantaged Business Enterprises**

49 CFR Section 26.45 (d) and the goal and the methodology guidelines found on the Office of Small and Disadvantaged Business Utilization (OSDBU) website identify numerous examples of the various types of data to examine to adjust the Total Relative Availability to make it as precise as possible. This step is intended to adjust the preliminary percentage from Step 1 to accurately reflect the DBE participation that would be expected in the absence of discrimination.

### **Step 1.3 – Weighted Availability of Disadvantaged Business Enterprises**

For FY 2024, the award of the following projects and classifications is anticipated as shown in Table 5.

**Table 5  
WEIGHTED RELATIVE AVAILABILITY OF DBEs FOR FY 2024**

<b>Project Name</b>	<b>Trade/NAICS Description</b>	<b>NAICS Code</b>	<b>Trade Dollars</b>	<b>Number of State DOT Directory Firms</b>	<b>Number of U.S. Census Firms</b>	<b>DBE Percentage</b>	<b>DBE Dollars</b>
Design/Build New Fuel Farm Jet A/ AvGas - Construction	Electrical Contractors	238210	\$ 180,000	16	2,607	0.61%	\$ 1,105
	Site Prep Contractors	238910	\$ 180,000	19	911	2.09%	\$ 3,754
	Asphalt Contractors, Horizontal Drilling, Fencing	238990	\$ 170,000	49	1,959	2.50%	\$ 4,252
	Erosion Control Fencing	423390	\$ 20,000	1	131	0.76%	\$ 153
	Electrical Equipment & Supplies	423610	\$ 180,000	4	343	1.17%	\$ 2,099
	Engineering Services	541330	\$ 120,000	45	2,235	2.01%	\$ 2,416
	Survey and Mapping Services	541370	\$ 80,000	8	302	2.65%	\$ 2,119
	Testing Laboratories and Services	541380	\$ 70,000	9	155	5.81%	\$ 4,065
Total Contract No. 1 FY 2024			\$ 1,000,000			2.00%	\$ 19,963

Table 5 Continued on Next Page



**Table 5 Continued  
WEIGHTED RELATIVE AVAILABILITY OF DBEs FOR FY 2024**

Project Name	Trade/NAICS Description	NAICS Code	Trade Dollars	Number of State DOT Directory Firms	Number of U.S. Census Firms	DBE Percentage	DBE Dollars
Extend, Mark, and Light Runway 36 and Taxiway A 1200 LF - Construction	Highway, Street, & Bridge Construction	237310	\$ 2,700,000	16	198	8.1%	\$ 218,182
	Electrical Contractors	238210	\$ 1,350,000	16	2,607	0.6%	\$ 8,285
	Site Prep Contractors	238910	\$ 720,000	19	911	2.1%	\$ 15,016
	Erosion Control Fencing	423390	\$ 90,000	1	131	0.8%	\$ 687
	Electrical Equipment & Supplies	423610	\$ 720,000	4	343	1.2%	\$ 8,397
	Specialized Freight, Trucking - Local	484220	\$ 720,000	39	553	7.1%	\$ 50,778
	Engineering Services	541330	\$ 900,000	45	2,235	2.0%	\$ 18,121
	Survey and Mapping Services	541370	\$ 720,000	8	302	2.6%	\$ 19,073
	Testing Laboratories and Services	541380	\$ 630,000	9	155	5.8%	\$ 36,581
	Landscaping Services (Sod)	561730	\$ 450,000	23	5,422	0.4%	\$ 1,909
Total Contract No. 2 FY 2024			\$ 9,000,000			4.2%	\$ 377,028
TOTAL FY 2024			\$10,000,000			4.0%	\$ 396,991

For each classification, the number of DBE firms is divided by the number of firms found in the market area counties as shown in the U.S. Census. This results in the DBE percentage. The dollars for each trade are achieved by multiplying the percentage of the work required for that trade for that project by the Overall Project Budget. The trade dollars are then multiplied by the DBE percentage to achieve the DBE dollars.

Total weighted DBE percentage for FY 2024: Total DBE dollars (\$ 396,991) divided by the total number of trade dollars (\$ 10,000,000) = 4.0 percent.

For FY 2025, the award of the following projects and classifications is anticipated as shown in Table 6.

**Table 6  
WEIGHTED RELATIVE AVAILABILITY OF DBE'S FOR 2025**

Project Name	Trade/NAICS Description	NAICS Code	Trade Dollars	Number of State DOT Directory Firms	Number of U.S. Census Firms	DBE Percentage	DBE Dollars
Design Apron Expansions Phases 1 and 2	Engineering Services	541330	\$ 85,000	45	2,235	2.0%	\$ 1,711
	Survey and Mapping Services	541370	\$ 8,000	8	302	2.6%	\$ 212
	Testing Laboratories and Services	541380	\$ 7,000	9	155	5.8%	\$ 406
Total Contract No.1 FY 2025			\$ 100,000			2.3%	\$ 2,330

Table 6 Continued on Next Page.

**Table 6 Continued  
WEIGHTED RELATIVE AVAILABILITY OF DBE'S FOR 2025**

<b>Project Name</b>	<b>Trade/NAICS Description</b>	<b>NAICS Code</b>	<b>Trade Dollars</b>	<b>Number of State DOT Directory Firms</b>	<b>Number of U.S. Census Firms</b>	<b>DBE Percentage</b>	<b>DBE Dollars</b>
Airport Master Plan Update AMPU/AGIS	Engineering Services	541330	\$ 331,200	45	2,235	2.0%	\$ 6,668
	Survey and Mapping Services	541370	\$ 28,800	8	302	2.6%	\$ 763
Total Contract No. 2 FY 2025			\$ 360,000			2.1%	\$ 7,431
Obstruction Removal - Trees	Erosion Control Fencing	423390	\$ 7,000	1	131	0.8%	\$ 53
	Specialized Freight, Trucking - Local	484220	\$ 273,000	39	553	7.1%	\$ 19,253
	Engineering Services	541330	\$ 42,000	45	2,235	2.0%	\$ 846
	Survey and Mapping Services	541370	\$ 28,000	8	302	2.6%	\$ 742
Total Contract No. 3 FY 2025			\$ 350,000			6.0%	\$ 20,894
TOTAL FY 2025			\$ 810,000			3.8%	\$ 30,655

For each classification, the number of DBE firms is divided by the number of firms found in the market area counties as shown in the U.S. Census. This results in the DBE percentage. The dollars for each trade are achieved by multiplying the percentage of the work required for that trade for that project by the Overall Project Budget. The trade dollars are then multiplied by the DBE percentage to achieve the DBE dollars.

Total weighted DBE percentage for FY 2025: Total DBE dollars (\$ 30,655) divided by the total number of trade dollars (\$810,000) = 3.8 percent.

For FY 2026, the award of the following projects and classifications is anticipated as shown in Table 7.

**Table 7  
WEIGHTED RELATIVE AVAILABILITY OF DBES FOR FY 2026**

Project Name	Trade/NAICS Description	NAICS Code	Trade Dollars	Number of State DOT Directory Firms	Number of U.S. Census Firms	DBE Percentage	DBE Dollars
Construct Apron Expansion (Phase 1)	Highway, Street, & Bridge Construction	237310	\$ 150,000	16	198	8.1%	\$ 12,121
	Electrical Contractors	238210	\$ 75,000	16	2,607	0.6%	\$ 460
	Site Prep Contractors	238910	\$ 40,000	19	911	2.1%	\$ 834
	Erosion Control Fencing	423390	\$ 10,000	1	131	0.8%	\$ 76
	Electrical Equipment & Supplies	423610	\$ 40,000	4	343	1.2%	\$ 466
	Specialized Freight, Trucking - Local	484220	\$ 35,000	39	553	7.1%	\$ 2,468
	Engineering Services	541330	\$ 50,000	45	2,235	2.0%	\$ 1,007
	Survey and Mapping Services	541370	\$ 40,000	8	302	2.6%	\$ 1,060
	Testing Laboratories and Services	541380	\$ 35,000	9	155	5.8%	\$ 2,032
	Landscaping Services (Sod)	561730	\$ 25,000	23	5,422	0.4%	\$ 106
Total Contract No. 1 FY 2026			\$ 500,000			4.1%	\$ 20,632
TOTAL FY 2026			\$ 500,000			4.1%	\$ 20,632

For each classification, the number of DBE firms is divided by the number of firms found in the market area counties as shown in the U.S. Census. This results in the DBE percentage. The dollars for each trade are achieved by multiplying the percentage of the work required for that trade for that project by the Overall Project Budget. The trade dollars are then multiplied by the DBE percentage to achieve the DBE dollars. Total weighted DBE percentage for FY 2026: Total DBE dollars (\$ 20,632) divided by the total number of trade dollars (\$ 500,000) = 4.1 percent.

The base goal projection after weighting is as follows:

- Total Weighted DBE Availability: FY 2024 (\$ 396,991) + FY 2025 (\$ 38,655) + FY 2026 (\$ 20,632) = **\$ 456,278**
- Total for all trades: FY 2024 (\$ 10,000,000) + FY 2025 (\$ 810,000) + FY 2026 (\$ 500,000) = **\$ 11,310,000.**

Dividing the weighted DBE totals (\$ 456,278) by the total estimate for all classifications (\$ 11,310,000) gives a base DBE availability figure for the projects during the goal setting period. This figure is expressed as a percentage and serves as the basis for the three-year overall goal.

Base DBE Goal: 3.96 percent

## **B. Step 2.1 – Past Participation - Median Past Participation Method**

Adjustments based on the utilization of the “Median Past Participation” method included the three-year history of AIP projects of similar scope, which yielded an actual DBE percentage of 7.43 percent, as shown in Table 8.

**Table 8  
THREE-YEAR MEDIAN HISTORICAL AIP PROJECTS**

Project Title	Total Project Dollars	DBE					
		Goal		Actual		Variance	
		Dollars	Percentage	Dollars	Percentage	Dollars	Percentage
Taxiway A	\$ 4,410,756	\$ 327,719	7.43%	\$ 84,826	1.92%	\$ (242,893)	-5.5%
AWOS III	\$ 286,000	\$ 21,250	7.43%	\$ 37,000	12.94%	\$ 15,750	5.5%
				MEDIAN=	7.43%		

The median actual percentage of the two projects was 7.43 percent. The base number of 3.96 percent plus the median of 7.43 percent yields  $(3.96 + 7.43)/2 = 5.7$  percent. Therefore, the base figure adjusted for historical median past participation is 5.7 percent.

## **Step 2.2 - Other Factors**

The Airport and its consultant validated with the State of Florida’s Office of Supplier Diversity and found no information about past discrimination in public contracting, discrimination in private credit, bonding or insurance, data on employment, training, or union apprenticeship programs, and/or data on firms’ formation. The City does not have sufficient reliable information about the characteristics of the firms (size, age, past-experience, bonding, insurance, etc.) available in the market area to make any justifiable adjustments.

The consultant and Airport staff considered all the factors listed in the federal regulation and the Office of Small and Disadvantaged Business Utilization (OSDBU) website to determine if an

adjustment is necessary. It was determined that no market area disparity study had been conducted that would impact the federal DBE goal-setting process.

### **Step 3 Breakout of Race-Neutral and Race Conscious Participation**

The estimated breakout of race-neutral and race conscious participation on the Airport's AIP projects will be adjusted to reflect actual DBE participation. Race-neutral and race conscious participation will be tracked and reported separately. Race-neutral participation includes either DBE participation through a prime contract, which a DBE obtains via competitive procurement procedures; DBE participation on a prime contract exceeding a contract goal; or DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making an award.

Per 49 CFR Part 26.51 (c), the Airport's race-neutral and race conscious goals are subject to change and will be updated annually to include these changes. It is anticipated that the Naples Municipal Airport will meet the maximum feasible portion of its overall goal by using race conscious means of facilitating DBE participation. It is estimated that in meeting the Airport's overall goal of 5.7 percent, it will obtain zero percent from race-neutral participation and 5.7 percent will be obtained through race conscious measures. This projection is subject to approval by the FAA, in conjunction with its review of the Sponsor's overall goal. The Sponsor will establish goals to meet any portion of an overall goal when the Sponsor does not project being able to meet goals using race-neutral means.

The breakout was established by computing the median of the variance of the level of DBE participation versus the DBE goal on the previous three fiscal years considered in Step 2 of the Previous FAA Projects. The Median is a positive number, 7.43 percent, therefore 7.43 percent is established as the race-neutral goal for FY 2024 through FY 2026. The race conscious participation is established at 5.7 percent. The following is the database upon which the level of variance was computed using the "Prior Projects Considered" information:

**Table 9  
PAST DBE PARTICIPATION VARIANCE MEDIAN**

<b>Year</b>	<b>Airport</b>	<b>DBE Goal</b>	<b>Percent of DBE Participation</b>	<b>Variance</b>
2022	Wauchula Municipal Airport	7.43%	1.92%	-5.51%
2023	Wauchula Municipal Airport	7.43%	12.93%	5.50%
		MEDIAN	7.43%	

The Airport has no recent examples of a history of DBE participation where no contract goals were used. The Airport uses the following race-neutral measures:

1. Arranging solicitations, times for the presentation of bids, quantities specifications, and delivery schedules in ways that facilitate DBE and other small businesses' participation.

2. Carrying out information and communications programs on contracting procedures and specific contract opportunities.
3. Implementing a supportive services program to develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses.
4. Providing services to help DBEs and other small businesses improve long-term development, increase opportunities to participate in a variety of kinds of work, handle increasingly significant projects, and achieve eventual self-sufficiency.
5. Ensuring distribution of the knowledge of the DBE directory through print and electronic means, to the widest feasible universe of potential prime contractors.

### **Contract Goals**

The Sponsor will use contract goals to meet any portion of the overall goal that the Wauchula Municipal Airport does not project being able to meet using race-neutral means. Contract goals are established so that, over the goal period, they will cumulatively result in meeting any portion of the Airport's overall goal that is not projected to be met using race-neutral means. The Sponsor will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. It is not necessary to establish a contract goal on every such project, and the size of contract goals will be adapted to the circumstances of each contract (e.g., type and location of work, DBEs to perform the particular type of work). The Sponsor will express its contract goals as a percentage of the federal share of a DOT-assisted contract. Contract goals shall be used to meet the 5.7 percent (FY 2024) of the Airport's overall goal and such goals can only be used on contracts that present subcontracting opportunities. However, contract goals shall not be utilized for Part 26 federally funded FY 2024-FY 2026 projects beyond the attainment of the annual overall goal. This requirement applies to both construction and non-construction (i.e., architectural, landscaping, and other professional services, equipment, etc.).

The appropriate goal will be included in each AIP solicitation. Individual contract goals may vary from the overall goals of the federal share of DOT-assisted contracts:

- Note 1: If a contract goal has been established, a bidder may not meet the requirements of the bid specification by stating that he/she will accomplish all work of the contract using his/her own employees. First, he/she must demonstrate, to the Airport's satisfaction, that he/she made good faith efforts to meet the goal, and despite those efforts, was unable to subcontract any of the work to DBEs.
- Note 2: The good faith effort requirements of 49 CFR Part 26.53 shall be required in every instance where a contract goal has been established.

## DBE Goals Process

The Wauchula Municipal Airport reviews its overall DBE goal each year and submits its triennial DBE Goals to the FAA Office of Civil Rights as per FAA's schedule. Before establishing the Airport's DBE Program, the Airport consulted with various minority and small business trade organizations to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs and the Airport's efforts to establish a level playing field for the participation of DBEs.

These Disadvantaged Business Enterprise Liaison Officers (DBELO), DBEs, and prime contractors cited several problem areas regarding DBE issues including, but not limited to:

1. The lack of prime contractor's encouragement to hire DBEs over and above the DBE goal.
2. The lack of assistance to promote DBE joint venture formations.
3. The lack of sufficient prime contractor notices to DBEs regarding Airport opportunities.

To remedy the above items, the Airport's outreach efforts have increased and intensified:

The Airport published a notice of a webinar to be held on September 18, 2023, at 1:30 p.m. on the city of Wauchula website [www.cityofwauchula.gov](http://www.cityofwauchula.gov). Additionally, all the DBEs registered with the State of Florida within the NCIAS codes that are used in the Wauchula Municipal Airport DBE Goals and Methodology Plan that are available to do business within Hardee County, where Wauchula is located, were directly notified by email of the webinar. The webinar was held, and a PowerPoint presentation was given to let the viewers know why the DBE Goals and Methodologies had been created, the methodologies that had been used in the development of the Goals, and the Goals themselves. An opportunity was given at the end for questions and comments. An accessible version of this report has been posted on the City of Wauchula website. Should changes to this report be necessary after the conclusion of this approval process by the FAA, a revised and still accessible version of this report will be posted on the City website.

## Summary

Because of the weighted relative methodology, together with the median of the past participation, the Airport determined that the goal of 11.35 percent is representative of the spirit and intent of 49 CFR Part 26. **The Airport has established the reasonable and attainable DBE goal of 5.7 percent for the goal period of FY 2024 through FY 2026.**