

FY 2024 – FY 2026
MINORITY BUSINESS ENTERPRISE PROGRAM
METHODOLOGY
for



DIVISION OF
AVIATION

North Carolina Department of Transportation
Division of Aviation
Raleigh, North Carolina

With Assistance From



Ken Weeden & Associates, Inc.

January 2025

METHODOLOGY for Establishing the FY 2024-2026 Minority Owned Business Enterprise (MBE) Goals for:

North Carolina Department of Transportation Division of Aviation Raleigh, North Carolina

January 2025

I. Introduction

The purpose of this document is to set forth the goal-setting process for the triennial MBE goal for Minority and Women Business Enterprises (M/WBE) participation in the North Carolina Department of Transportation (NCDOT) Division of Aviation's *non-federally funded* (i.e. state-funded) airport projects.

In previous years, the overall goals for state-funded aviation projects were “split” into separate goals for MBE (minority), and WBE (women) business enterprises. However, due to a change in NC state law as of **April 1, 2018, (NCGS 136-28.4(b1))**, participation goals for minority and women-owned firms were no longer separated by gender but presented as one combined Minority Business Enterprise (MBE) and Women Business Enterprise (WBE)) goal, expressed as (MWBE) in the same sense that federal DBE goals are not broken down by gender. Therefore, the goals for state-funded projects in this FY 2024-2026 update will not be separated but developed as a combined MWBE goal, i.e., and include both minority and women businesses. This new overall goal will be referred to as Minority Business Enterprise (MBE). In goal implementation, however, participation is tracked separately by gender of business ownership.

This goal-setting methodology for state-funded aviation projects mirrors and reflects the goal-setting process required for the Federal U.S. Department of Transportation Disadvantaged Business Enterprise (DBE) Program. That process, as described in 49 CFR Part 26, was developed, in part, based on implications and recommendations from the U.S. Supreme Court regarding preferential programs. These concepts are presented and explained in the methodology below.

II. Goal Methodology Overview

The methodology used to establish the FY 2024-2026 goals, included determining the relative availability of MBEs in each Airport's market area and making any necessary adjustments. The methodology also included a multi-step process, consistent with that outlined in the Federal Register (49 CFR Part 26) – Steps 1 and 2.

A. Preliminary Actions: Identify Geographic Market Area and Project Activities with NAICS Codes

1. Determine the Airport's normal market area for procuring goods and services, by county, because of the data format contained in the Census' County Business Patterns.
2. Select the market area based on the geographic area, where, historically, the substantial majority of successful bidders came from, and where the substantial majority of the contracting dollars were spent. This establishes the *geographic* parameters for statistical analysis of the relative availability of MBEs.
3. Review the airport's proposed FY 2024-2026 projects in order to determine the types of projects/ activities involving state funds proposed for the fiscal year, to be broken out according to major NAICS codes.
4. Allocate the project activities and/or types of firms/services required by the major relevant NAICS codes needed to complete these projects. This triggers the market search for both "all firms" *and* MBE firms within the selected geographic parameters, and for the *same* NAICS codes, in order to help determine the relative availability of MBE s.
5. Collect information, if available, on the engineering cost estimates or other detailed cost estimates for the project activities, in order to allocate these costs according to the identified major NAICS codes. This may permit the availability of MBE s in each major NAICS code to be "weighted" according to the relative percent-of-project-cost by NAICS code.

B. STEP 1: Determine the Relative Availability of M/WBEs in the Market Area

1. Examine the census data (*County Business Patterns, 2022*) for the market area, by county, using the previously-identified NAICS codes to determine the total number of firms that perform the types of work/activities relevant to the proposed State projects for FY 2024-2026.
2. Determine the initial relative availability of MBEs in the market area, *only* within the identified NAICS codes. Some data sources for this determination include the following:
 - *NC DOT Disadvantaged Enterprise Directory*
3. Count only the M/WBE firms by relevant NAICS codes that are capable of performing work relevant to the proposed FY 2024-2026 projects. Compare MBE firms to **all** firms in the same codes to determine the initial "relative availability" of MBE firms within the market area.
4. Calculate the Step 1 MBE base figure, or the "weighted" MBE Base figure to determine the relative availability of MBE firms in all the relevant NAICS codes.

C. STEP 2: Adjust the MBE Base Figure

In fashioning the North Carolina Department of Transportation Division of Aviation MBE goal after the Federal DBE program, a second step should be considered, an adjustment of the base goal. This adjustment helps ensure that the goal is narrowly tailored to the *specific* conditions throughout the State. Factors that could be considered include:

1. Evidence from disparity studies
2. The current capacity of [minorities and women] to perform work, as measured by the volume of work MBEs have performed in recent years.

II. Airport Goal Chart

NCDOT - Division of Aviation
FY 2024-2026 Minority and Women-Owned Business Goals

Airport Name	Airport	Description	Funding Amount	Program Year	Goal	MWBE Goal in dollars
Cape Fear Regional Jetport	SUT	East Apron Pavement Rehabilitation	\$1,650,000	2025	4.1%	\$67,650
Charlotte-Monroe Executive	EQY	Runway 5-23 Approach Obstruction Removal	\$1,948,823	2024	7.8%	\$152,008
Clinton-Sampson County Airport	CTZ	Airfield Lighting and Signage Improvement	\$3,300,000	2025	3.1%	\$102,300
Currituck County Regional	ONX	Fuel Farm	\$924,000	2024	6.0%	\$55,440
Curtis L. Brown Field Airport	EYF	Runway and Apron Rehabilitation, Direct Taxiway Access Removal, and Fillet Widening	\$3,080,000	2024	9.2%	\$283,360
Dare County Regional Airport	MQI	Airfield Lighting Rehabilitation, PAPI System Replacement, Airfield Lighting Vault Standby Generator EBS	\$2,438,100	2024	1.5%	\$36,572
Davidson County Airport	EXX	Runway Lighting Rehabilitation	\$2,600,000	2025	3.3%	\$85,800
Davidson County Airport	EXX	Drainage Phase II	\$3,900,000	2026	8.3%	\$323,700
Duplin County Airport	DPL	Terminal Apron Rehabilitation	\$4,902,000	2026	6.4%	\$313,728
Elkin Municipal Airport	ZEF	Apron Expansion (West)	\$2,409,000	2025	10.1%	\$243,309
Elkin Municipal Airport	ZEF	Partial Parallel Taxiway (Phase I)	\$2,475,000	2025	7.6%	\$188,100
Gastonia Municipal	AKH	Runway Lighting Rehabilitation	\$1,226,382	2024	3.6%	\$44,150
Henderson Field Airport	ACZ	Runway Pavement Rehabilitation	\$2,978,600	2024	5.7%	\$169,780
Henderson Field Airport	ACZ	East Taxiway Extension	\$3,061,000	2026	6.0%	\$183,660
Henderson-Oxford	HNZ	PAPI Construction	\$792,000	2024	4.1%	\$32,472
Kinston Regional Jetport	ISO	Runway / Taxiway Sign and Lighting Upgrade	\$6,500,000	2025	4.8%	\$312,000
Kinston Regional Jetport	ISO	Drainage Improvements	\$2,000,000	2026	7.2%	\$144,000
Lincolnton-Lincoln County Regional Airport	IPJ	Runway-Taxiway Lighting Rehabilitation	\$2,000,000	2026	3.7%	\$74,000
Michael J. Smith Field Airport	MRH	Runway 3-21 Rehabilitation - Construction	\$7,549,100	2024	4.6%	\$347,259
Montgomery County Airport	43A	West Side Perimeter Fence Phase II	\$1,748,000	2025	3.0%	\$52,440
Mount Airy-Surry County Airport	MWK	Replace Fuel Farm	\$1,005,000	2026	4.7%	\$47,235
Odell Williamson Municipal Airport	60J	Parallel Taxiway	\$6,100,000	2026	10.2%	\$622,200
Plymouth Municipal Airport	PMZ	Airfield Electrical Rehabilitation	\$1,752,600	2024	3.1%	\$54,331
Rocky Mount-Wilson Regional Airport	RWI	Obstruction Removal	\$824,768	2024	5.2%	\$42,888
Shelby-Cleveland County Airport	EHO	Taxiway Overlay, Widening and Direct Access Taxiways	\$4,200,000	2026	5.7%	\$239,400
Smith Reynolds Airport	INT	Taxiway A Rehabilitation	\$5,249,100	2024	7.2%	\$377,935
Statesville Regional Airport	SVH	Replace Fuel Farm	\$1,290,000	2025	1.4%	\$18,060
Statesville Regional Airport	SVH	Terminal Apron Expansion	\$1,800,000	2026	13.9%	\$250,200
Tarboro-Edgecombe Airport	ETC	Perimeter Fence - Phase II	\$940,000	2025	9.8%	\$92,120
Tarboro-Edgecombe Airport	ETC	Taxiway Turnaround	\$800,000	2026	13.4%	\$107,200
Wayne Executive Jetport	GWW	Perimeter Fence - Phase 2	\$888,593	2024	8.6%	\$76,419
Western Carolina Regional Airport	RHP	Runway Lighting Rehabilitation	\$1,547,297	2024	1.0%	\$15,473
		State Dollars	\$83,879,363		MWBE	\$5,155,188

State Overall MWBE Goal = MWBE/State	6.1%
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Cape Fear Regional Jetport

1. Airport Name and Location:

Cape Fear Regional Jetport is located on the coast of North Carolina, in Brunswick County.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Cape Fear Regional Jetport Market Area

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Brunswick	1	9.1%	\$1,125,258	26.6%
Columbus	1	9.1%	-	-
New Hanover	1	9.1%	\$2,284,947	54.0%
Sampson	1	9.1%	-	-
Wayne	1	9.1%	-	-
Wilson	1	9.1%	\$710,128	16.8%
Market Area	6	54.5%	\$4,120,332	97.4%
Other	5	45.5%	\$109,725	2.6%
Total	11	100.0%	\$4,230,057	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Cape Fear Regional Jetport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Cape Fear Regional Jetport (SUT)		
Fiscal Year	Projects	AIP Dollars
2025	East Apron Pavement Rehabilitation	\$1,650,000
FY 2024 - FY 2026 Total		\$1,650,000

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Cape Fear Regional Jetport**

FY 2025 - East Apron Pavement Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	14	14			
Site Prep	238910	6	103			
Engineering	541330	1	106			
Surveying	541370	0	27			
Geotechnical Testing	541380	0	14			
Environmental	541620	0	20			
Landscaping	561730	3	306			
Total		24	590	4.1%	\$1,650,000	\$67,119
Weighted Step 1 Goal =						4.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory October 2024.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Cape Fear Regional Jetport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Cape Fear Regional Jetport
FY 2024 – FY 2026 Overall MWBE Goals**

Cape Fear Regional Jetport (SUT) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				#DIV/o!	\$0	\$0
FY 2025	East Apron Pavement Rehabilitation	4.1%	N/A	4.1%	\$1,650,000	\$67,650
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				4.1%	\$1,650,000	\$67,650

7. Race-Conscious/Race-Neutral Projections

Cape Fear Regional Jetport proposes that, of the MWBE goal of **4.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Cape Fear Regional Jetport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Charlotte-Monroe Executive Airport

1. Airport Name and Location:

Charlotte-Monroe Executive Airport is located in Monroe, North Carolina, 7 miles east of Charlotte, NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Charlotte-Monroe Executive Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Lincoln	1	20.0%	\$1,097,511	27.6%
Mecklenburg	3	60.0%	\$2,884,600	72.4%
Union	0	0.0%	\$0	0.0%
Market Area	4	80.0%	\$3,982,111	100.0%
Other	1	20.0%	\$0	0.0%
Total	5	100.0%	\$3,982,111	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Charlotte-Monroe Executive Airport are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Charlotte-Monroe Executive Airport (EQY)		
Fiscal Year	Projects	AIP Dollars
2024	Runway 5-23 Approach Obstruction Removal	\$1,948,823
FY 2024 - FY 2026 Total		\$1,948,823

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Charlotte-Monroe Executive Airport**

FY 2024 - Corporate Area Development Phase II						
Activity	NAICS	MWBE Firms	All Firms	% MWBE Availability	NAICS Dollars	MWBE Dollars
Drainage	237990	6	19	31.6%	\$151,578	\$47,867
Site Prep	238910	13	137	9.5%	\$438,954	\$41,653
Fencing	238990	8	160	5.0%	\$807,472	\$40,374
Engineering	541330	18	398	4.5%	\$313,770	\$14,191
Geotechnical Testing	541380	4	38	10.5%	\$37,663	\$3,965
Landscaping	561730	12	622	1.9%	\$199,385	\$3,847
Total					\$1,948,823	\$151,895
Weighted Step 1 Goal =						7.8%

SOURCES:
 1. 2022 County Business Patterns.
 2. NC UCP MWBE Directory July 2024.

5. Determining the Step 1 MWBE Base Figure

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Charlotte-Monroe Executive Airport
FY 2024 – FY 2026 Overall Goal**

Charlotte-Monroe Executive Airport (EQY)						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	MWBE Goal (dollars)
FY 2024	Runway 5-23 Approach Obstruction Removal	7.8%	N/A	7.8%	\$1,948,823	\$152,008
FY 2024 Total				7.8%	\$1,948,823	\$152,008
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				7.8%	\$1,948,823	\$152,008

The total MWBE goal in dollars was divided by the total federal portion of project costs to derive the overall MWBE goal of 7.8% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Charlotte-Monroe Executive Airport proposes that, of the MWBE goal of 7.8%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 7.8%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Charlotte-Monroe Executive Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Clinton-Sampson County Airport

1. Airport Name and Location:

Clinton-Sampson County Airport is a public use airport located two nautical miles southwest of the central business district of Clinton, a city in Sampson County, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Clinton-Sampson County Airport Market Area

County
Cumberland
Sampson

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Clinton-Sampson County Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Clinton-Sampson County Airport (CTZ)		
Fiscal Year	Projects	AIP Dollars
2025	Airfield Lighting & Signage Improvement	\$3,300,000
FY 2024 - FY 2026 Total		\$3,300,000

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Clinton-Sampson County Airport**

FY 2025 - Airfield Lighting & Signage Improvement						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	1	3	33.3%	\$49,727	\$16,576
Electrical	238210	1	84	1.2%	\$2,366,062	\$28,167
Site Prep	238910	3	26	11.5%	\$213,087	\$24,587
Engineering	541330	2	33	6.1%	\$528,575	\$32,035
Surveying	541370	0	0	0.0%	\$52,305	\$0
Geotechnical Testing	541380	0	3	0.0%	\$53,410	\$0
Landscaping	561730	1	78	1.3%	\$36,834	\$472
Total					\$3,300,000	\$101,837
Weighted Step 1 Goal =						3.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory October 2024.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Clinton-Sampson County Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Clinton-Sampson County Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Clinton Sampson County (CTZ) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024						
FY 2024 Total				#DIV/o!	\$0	\$0
FY 2025	Airfield Lighting & Signage Improvement	3.1%	N/A	3.1%	\$3,300,000	\$102,300
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				3.1%	\$3,300,000	\$102,300

7. Race-Conscious/Race-Neutral Projections

Clinton-Sampson County Airport proposes that, of the MWBE goal of **3.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **3.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Clinton-Sampson County Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Currituck County Regional Airport

1. Airport Name and Location:

Currituck County Regional Airport is located on the Outer Banks of North Carolina about 25 miles east of Elizabeth City.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Currituck County Regional Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Currituck	0	0.00%	\$0	0.00%
Johnston	1	50.00%	\$0	0.00%
Wake	1	50.00%	\$1,074,000	100.00%
Market Area	2	100.00%	\$1,074,000	100.00%
Other	0	0.00%	\$0	0.00%
Total	2	100.00%	\$1,074,000	100.00%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Currituck County Regional Airport are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Currituck County Regional Airport (ONX)		
Fiscal Year	Projects	AIP Dollars
2024	Fuel Farm	\$924,000
FY 2024 - FY 2026 Total		\$924,000

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Currituck County Regional Airport**

FY 2024 - Fuel Farm						
Activity	NAICS	MWBE Firms	All Firms	% MWBE Availability	NAICS Dollars	MWBE Dollars
Highway & Street	237310	13	37			
Drainage	237990	9	13			
Concrete	238110	15	110			
Electrical	238210	5	393			
Site Prep	238910	12	159			
Petroleum Bulk Stations and Terminals	424710	0	14			
Engineering	541330	38	444			
Surveying	541370	3	55			
Geotechnical Testing	541380	3	46			
Landscaping	561730	12	569			
Total		110	1840	6.0%	\$924,000	\$55,239

SOURCES:

1. 2021 County Business Patterns.
2. NC UCP MWBE Directory May 2024.

5. Determining the Step 1 MWBE Base Figure

The Step 1 MWBE base figure was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors considered to this point, Currituck County Regional Airport will not adjust the step 1 base figures as indicated in Table 4 below.

**Table 4: Currituck County Regional Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	MWBE Goal (dollars)
2024	Fuel Farm	6.0%	N/A	6.0%	\$924,000	\$55,440
FY 2024 Total				6.0%	\$924,000	\$55,440
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.0%	\$924,000	\$55,440

The total MWBE goal in dollars was divided by the total federal portion of project costs to derive the overall MWBE goal of 6.0% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Currituck County Regional Airport proposes that, of the MWBE goal of **6.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **6.0%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Currituck County Regional Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Curtis L. Brown Jr. Field

1. Airport Name and Location:

Curtis L. Brown Jr. Field is located in southern North Carolina just southeast of the city of Elizabethtown in Bladen County, about 35 miles southeast of Fayetteville.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Curtis L. Brown Jr. Field Market Area

Bladen	Cumberland	Robeson
Columbus	Pender	Sampson

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Curtis L. Brown Jr. Field are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Curtis L. Brown Jr. Field (EQY)		
Fiscal Year	Projects	AIP Dollars
2024	Runway and Apron Rehabilitation, Direct Taxiway Access Removal, and Fillet Widening	\$3,080,000
FY 2024 - FY 2026 Total		\$3,080,000

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Curtis L. Brown Jr. Field**

FY 2024 - Runway and Apron Rehabilitation, Direct Taxiway Access Removal, and Fillet Widening						
Activity	NAICS	MWBE Firms	All Firms	% MWBE Availability	NAICS Dollars	MWBE Dollars
Highway & Street	237310	12	13			
Drainage	237990	0	13			
Electrical	238210	4	155			
Site Prep	238910	11	62			
Engineering	541330	6	47			
Geotechnical Testing	541380	3	3			
Landscaping	561730	6	164			
Total		42	457	9.2%	\$3,080,000	\$283,063
Weighted Step 1 Goal =						9.2%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory July 2024.

5. Determining the Step 1 MWBE Base Figure

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Curtis L. Brown Jr. Field
FY 2024 – FY 2026 Overall Goal**

Curtis L. Brown Jr. Field (EQY)						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	MWBE Goal (dollars)
FY 2024	Runway and Apron Rehabilitation, Direct Taxiway Access Removal, and Fillet Widening	9.2%	N/A	9.2%	\$3,080,000	\$283,360
FY 2024 Total				9.2%	\$3,080,000	\$283,360
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				9.2%	\$3,080,000	\$283,360

The total MWBE goal in dollars was divided by the total federal portion of project costs to derive the overall MWBE goal of 7.8% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Curtis L. Brown Jr. Field proposes that, of the MWBE goal of **9.2%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **9.2%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Curtis L. Brown Jr. Field will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Dare County Regional Airport

1. Airport Name and Location:

Dare County Regional Airport is located in northeastern part of the state, one mile northwest of the coastal town of Manteo and near the Roanoke Sound.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Dare County Regional Airport Market Area

Beaufort	Dare	Hyde
Tyrrell	Washington	

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Dare County Regional Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Dare County Regional Airport (MQI)		
Fiscal Year	Projects	AIP Dollars
2024	Airfield Lighting Rehabilitation, PAPI System Replacement, Airfield Lighting Vault Standby Generator EBS	\$2,438,100
FY 2024 - FY 2026 Total		\$2,438,100

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Dare County Regional Airport**

FY 2024 - Airfield Lighting Rehabilitation, PAPI System Replacement, Airfield Lighting Vault Standby Generator EBS						
Activity	NAICS	MWBE Firms	All Firms	% MWBE Availability	NAICS Dollars	MWBE Dollars
Electrical	238210	0	35	0.0%	\$1,869,050	\$0
Site Prep	238910	2	20	10.0%	\$251,050	\$25,105
Engineering	541330	1	23	4.3%	\$280,000	\$12,174
Geotechnical Testing	541380	0	0	0.0%	\$38,000	\$0
Total					\$2,438,100	\$37,279
Weighted Step 1 Goal =						1.5%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory July 2024.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Dare County Regional Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Dare County Regional Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Dare County Regional Airport (MQI) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	MWBE Goal (dollars)
FY 2024	Airfield Lighting Rehabilitation, PAPI System Replacement, Airfield Lighting Vault Standby Generator EBS	1.5%	N/A	1.5%	\$2,438,100	\$36,572
FY 2024 Total				1.5%	\$2,438,100	\$36,572
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				1.5%	\$2,438,100	\$36,572

7. Race-Conscious/Race-Neutral Projections

Dare County Regional Airport proposes that, of the MWBE goal of **1.5%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **1.5%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Dare County Regional Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Davidson County Airport

1. Airport Name and Location:

Davidson County Airport is located in Davidson County 3 miles southwest of Lexington, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Davidson County Airport Market Area

County	
Alamance	Forsyth
Haywood	Iredell
Mecklenburg	

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Davidson County Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Davidson County Airport (EXX)		
Fiscal Year	Projects	AIP Dollars
2025	Runway Lighting Rehabilitation	\$2,600,000
2026	Drainage Phase II	\$3,900,000
FY 2024 - FY 2026 Total		\$6,500,000

4. Determination of Relative Availability of MWBE's in Project Service Area

**Table 3a: Step 1 Base Figure
Davidson County Airport**

FY 2025 -Runway Lighting Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Electrical	238210	8	473	1.7%	\$1,869,452	\$31,619
Site Prep	238910	15	205	7.3%	\$209,946	\$15,362
Engineering	541330	31	461	6.7%	\$481,481	\$32,377
Geotechnical Testing	541380	7	50	14.0%	\$39,120	\$5,477
Total					\$2,600,000	\$84,835
Weighted Step 1 Goal =						3.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory October 2024.

**Table 3b: Step 1 Base Figure
Davidson County Airport**

FY 2026 -Drainage Phase II						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Drainage	237990	4	20	20.0%	\$339,859	\$67,972
Concrete	238110	15	154	9.7%	\$1,009,536	\$98,331
Site Prep	238910	15	205	7.3%	\$408,028	\$29,856
All Other Specialty Trade Contractors	238990	11	196	5.6%	\$1,657,480	\$93,022
Engineering	541330	31	461	6.7%	\$397,709	\$26,744
Geotechnical Testing	541380	7	50	14.0%	\$52,992	\$7,419
Landscaping	561730	22	769	2.9%	\$34,396	\$984
Total					\$3,900,000	\$324,328
Weighted Step 1 Goal =						8.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory October 2024.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Davidson County Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Davidson County Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Davidson County Airport (EXX) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024						
FY 2024 Total				N/A	N/A	N/A
2025	Runway Lighting Rehabilitation	3.3%	N/A	3.3%	\$2,600,000	\$85,800
FY 2025 Total				3.3%	\$2,600,000	\$85,800
2026	Drainage Phase II	8.30%	N/A	8.3%	\$3,900,000	\$323,700
FY 2026 Total				8.3%	\$3,900,000	\$323,700
FY 2024 - FY 2026 Overall Goal				6.3%	\$6,500,000	\$409,500

7. Race-Conscious/Race-Neutral Projections

Davidson County Airport proposes that, of the MWBE goal of **8.3%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.3%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Davidson County Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Duplin County Airport

1. Airport Name and Location:

Duplin County Airport is located in Coastal North Carolina, near Interstate 40 about 3.5 miles from Kenansville.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Duplin County Airport Market Area

County	
Craven	Cumberland
Duplin	Lenoir
Sampson	

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Duplin County Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Duplin County Airport (DPL)		
Fiscal Year	Projects	AIP Dollars
2026	Terminal Apron Rehabilitation	\$4,902,000
FY 2024 - FY 2026 Total		\$4,902,000

4. Determination of Relative Availability of MWBE's in Project Service Area

**Table 3: Step 1 Base Figure
Duplin County Airport**

FY 2026 - Terminal Apon Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	8	8	100.0%	\$3,177,222	\$3,177,222
Site Prep	238910	7	61	11.5%	\$931,380	\$106,880
Engineering	541330	1	49	2.0%	\$490,200	\$10,004
Geotechnical Testing	541380	0	3	0.0%	\$254,178	\$0
Landscaping	561730	1	145	0.7%	\$49,020	\$338
Total		17	266	6.4%	\$4,902,000	\$313,286
Weighted Step 1 Goal =						6.4%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

"...Additional evidence in the sponsor's jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal" (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

"(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Duplin County Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Duplin County Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Duplin County Airport (DPL) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
2026	Terminal Apron Rehabilitation	6.4%	N/A	6.4%	\$4,902,000	\$313,728
FY 2026 Total				6.4%	\$4,902,000	\$313,728
FY 2024 - FY 2026 Overall Goal				6.4%	\$4,902,000	\$313,728

7. Race-Conscious/Race-Neutral Projections

Duplin County Airport proposes that, of the MWBE goal of **6.4%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **6.4%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Duplin County Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Elkin Municipal Airport

1. Airport Name and Location:

Elkin Municipal Airport is located in the Foothills of North Carolina in Elkin, NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Elkin Municipal Airport Market Area

County	
Alamance	Lincoln
Ashe	Surry
Forsyth	

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Elkin Municipal Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Elkin Municipal Airport (ZEF)		
Fiscal Year	Projects	AIP Dollars
2025	Apron Expansion (West)	\$2,409,000
	Partial Parallel Taxiway (Phase I)	\$2,475,000
FY 2024 - FY 2026 Total		\$4,884,000

4. Determination of Relative Availability of MWBE's in Project Service Area

**Table 3a: Step 1 Base Figure
Elkin Municipal Airport**

FY 2025 -Apron Expansion (West)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	23	23			
Drainage	237990	2	3			
Site Prep	238910	12	104			
Engineering	541330	10	80			
Geotechnical Testing	541380	1	13			
Landscaping	561730	9	341			
Total		57	564	10.1%	\$2,409,000	\$243,463
Weighted Step 1 Goal =						10.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory October 2024.

**Table 3b: Step 1 Base Figure
Elkin Municipal Airport**

FY 2025 -Partial Parallel Taxiway (Phase I)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	23	23			
Drainage	237990	2	3			
Electrical	238210	0	190			
Site Prep	238910	12	104			
Engineering	541330	10	80			
Geotechnical Testing	541380	1	13			
Landscaping	561730	9	341			
Total		57	754	7.6%	\$2,475,000	\$187,102
Weighted Step 1 Goal =						7.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory October 2024.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3a and 3b above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Elkin Municipal Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Elkin Municipal Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Elkin Municipal Airport (ZEF) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
2025	Apron Expansion (West)	10.1%	N/A	10.1%	\$2,409,000	\$243,309
	Partial Parallel Taxiway (Phase I)	7.6%	N/A	7.6%	\$2,475,000	\$188,100
FY 2025 Total				8.8%	\$4,884,000	\$431,409
2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				8.8%	\$4,884,000	\$431,409

7. Race-Conscious/Race-Neutral Projections

Elkin Municipal Airport proposes that, of the MWBE goal of **8.8%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.8%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Elkin Municipal Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Gaston Municipal Airport

1. Airport Name and Location:

Gaston Municipal Airport is located near Charlotte, North Carolina 4 miles south of Gastonia, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Gaston Municipal Airport Market Area

County	Bidders	% of Bidders	Dollars	% of Dollars
Gaston	1	100.0%	\$17,186	100.0%
Mecklenburg	0	0.0%	\$0	0.0%
Market Area	1	100.0%	\$17,186	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	1	100.0%	\$17,186	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Gaston Municipal Airport are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Gaston Municipal Airport (AKH)		
Fiscal Year	Projects	AIP Dollars
2024	Runway Lighting Rehabilitation	\$1,226,382
FY 2024 - FY 2026 Total		\$1,226,382

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Gaston Municipal Airport**

FY 2024 - Runway Lighting Rehabilitation						
Activity	NAICS	MWBE Firms	All Firms	% MWBE Availability	NAICS Dollars	MWBE Dollars
Electrical	238210	7	321	2.2%	\$846,961	\$18,470
Site Prep	238910	10	99	10.1%	\$101,873	\$10,290
Fencing	238990	7	140	5.0%	\$30,719	\$1,536
Engineering	541330	19	369	5.1%	\$195,668	\$10,075
Surveying	541370	2	39	5.1%	\$16,829	\$863
Geotechnical Testing	541380	4	35	11.4%	\$16,829	\$1,923
Landscaping	561730	16	486	3.3%	\$17,502	\$576
Total					\$1,226,382	\$43,733
Weighted Step 1 Goal =						3.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory July 2024.

5. Determining the Step 1 MWBE Base Figure

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Gaston Municipal Airport
FY 2024 – FY 2026 Overall Goal**

Gastonia Municipal Airport (AKH)						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	MWBE Goal (dollars)
FY 2024	Runway Lighting Rehabilitation	3.6%	N/A	3.6%	\$1,226,382	\$44,150
FY 2024 Total				3.6%	\$1,226,382	\$44,150
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				3.6%	\$1,226,382	\$44,150

The total MWBE goal in dollars was divided by the total federal portion of project costs to derive the overall MWBE goal of 3.6% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Gaston Municipal Airport proposes that, of the MWBE goal of **3.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **3.6%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Gaston Municipal Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Henderson Field Airport

1. Airport Name and Location:

Henderson Field Airport is located in Duplin County 1 mile southwest of Wallace.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Henderson Field Airport Market Area

Duplin	Jones	Lenoir	Onslow
Pender	Sampson	Wayne	

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Henderson Field Airport are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Henderson Field Airport (ACZ)		
Fiscal Year	Projects	AIP Dollars
2024	Runway Pavement Rehabilitation	\$2,978,600
2026	East Taxiway Extension	\$3,061,000
FY 2024 - FY 2026 Total		\$6,039,600

4. Determination of Relative Availability of MWBE's in Project Service Area

**Table 3a: Step 1 Base Figure
Henderson Field Airport**

FY 2024 - Runway Pavement Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	14	14			
Concrete	238110	0	30			
Electrical	238210	1	141			
Site Prep	238910	8	73			
Engineering	541330	2	32			
Landscaping	561730	2	183			
Total		27	473	5.7%	\$2,978,600	\$170,026
Weighted Step 1 Goal =						5.7%

**Table 3b: Step 1 Base Figure
Henderson Field Airport**

FY 2026 - East Taxiway Extension						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	14	14			
Drainage	237990	0	19			
Electrical	238210	1	141			
Site Prep	238910	8	73			
Engineering	541330	2	32			
Surveying	541370	0	16			
Geotechnical Testing	541380	1	1			
Environmental	541620	1	5			
Landscaping	561730	2	183			
Total		29	484	6.0%	\$3,061,000	\$183,407
Weighted Step 1 Goal =						6.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory July 2024.

5. Determining the Step 1 MWBE Base Figure

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Henderson Field Airport
FY 2024 – FY 2026 Overall Goal**

Henderson Field Airport (ACZ)						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	Runway Pavement Rehabilitation	5.7%	N/A	5.7%	\$2,978,600	\$169,780
FY 2024 Total				5.7%	\$2,978,600	\$169,780
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
2026	East Taxiway Extension	6.0%	N/A	6.0%	\$3,061,000	\$183,660
FY 2026 Total				N/A	\$3,061,000	\$183,660
FY 2024 - FY 2026 Overall Goal				5.9%	\$6,039,600	\$353,440

The total MWBE goal in dollars was divided by the total federal portion of project costs to derive the overall MWBE goal of 5.9% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Henderson Field Airport proposes that, of the MWBE goal of **5.9%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.9%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Henderson Field Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Henderson-Oxford Airport

1. Airport Name and Location:

Henderson-Oxford Airport is located in the city of Oxford, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Henderson-Oxford Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Granville	0	0.0%	\$0	0.0%
Vance	0	0.0%	\$0	0.0%
Wake	2	100.0%	\$2,447,970	100.0%
Market Area	2	100.0%	\$2,447,970	100.0%
Other	0	0.0%	\$0	0.0%
Total	2	100.0%	\$2,447,970	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Henderson-Oxford Airport are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Henderson-Oxford Airport (HNZ)		
Fiscal Year	Projects	AIP Dollars
2024	PAPI Construction	\$792,000
FY 2024 - FY 2026 Total		\$2,510,060

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Henderson-Oxford Airport**

FY 2024 – PAPI Construction						
Activity	NAICS	MWBE Firms	All Firms	% MWBE Availability	NAICS Dollars	MWBE Dollars
Electrical	238210	4	324	1.2%	\$469,333	\$5,794
Site Prep	238910	12	142	8.5%	\$146,667	\$12,394
Engineering	541330	36	435	8.3%	\$158,400	\$13,109
Surveying	541370	3	51	5.9%	\$17,600	\$1,035
Total					\$792,000	\$32,333
Weighted Step 1 Goal =						4.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory July 2024.

5. Determining the Step 1 MWBE Base Figure

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

The historical overall MWBE goals established and/or accomplished at the Airport in recent years was examined relative to the above consideration (see table below):

**Table 4: Henderson-Oxford Airport
MWBE Accomplishment**

Report Period	MWBE Goal	MWBE Percent Achieved	Over-/Under-Achieved
FY 2022	3.5%	1.0%	-2.5%

Source: Division of Aviation staff; analysis by Ken Weeden & Associates, Inc.

The MWBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **1.0%**.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figure. The project is not similar to the project for this goal period.

**Table 5: Henderson-Oxford Airport
FY 2024 – FY 2026 Overall Goal**

Henderson-Oxford Airport (HNZ)						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	MWBE Goal (dollars)
FY 2024	PAPI Construction	4.1%	N/A	4.1%	\$792,000	\$32,472
FY 2024 Total				4.1%	\$792,000	\$32,472
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				4.1%	\$792,000	\$32,472

The total MWBE goal in dollars was divided by the total federal portion of project costs to derive the overall MWBE goal of 4.1% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Henderson-Oxford Airport proposes that, of the MWBE goal of **4.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.1%**. The reason for this projected split is the median under achievement as indicated in table 4 is 2.5%.

8. Contract Goals

The Henderson-Oxford Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Kinston Regional Jetport

1. Airport Name and Location:

Kinston Regional Jetport also known as **Stallings Field**, is a public airport located three miles (5 km) northwest of the central business district of Kinston, a city in Lenoir County.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Kinston Regional Jetport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Craven	1	5.6%	-	0.0%
Lenoir	6	33.3%	\$273,675	42.1%
Pitt	2	11.1%	-	0.0%
Wayne	3	16.7%	-	0.0%
Wilson	1	5.6%	\$255,868	39.4%
Market Area	13	72.2%	\$529,543	81.6%
<i>Other</i>	5	27.8%	\$119,782	18.4%
Total	18	100.0%	\$649,325	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Kinston Regional Jetport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Kinston Regional Jetport (CTZ)		
Fiscal Year	Projects	AIP Dollars
2025	Runway / Taxiway Sign and Lighting Upgrade	\$6,500,000
2026	Drainage Improvements	\$2,000,000
FY 2024 - FY 2026 Total		\$8,500,000

4. Determination of Relative Availability of MWBE's in Project Service Area

**Table 3a: Step 1 Base Figure
Kinston Regional Jetport**

FY 2025 - Runway / Taxiway Sign and Lighting Upgrade						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Electrical	238210	0	121			
Site Prep	238910	9	70			
All Other Specialty Trade Contractors	238990	2	49			
Engineering	541330	2	48			
Surveying	541370	0	13			
Geotechnical Testing	541380	1	8			
Landscaping	561730	9	171			
Total		23	480	4.8%	\$6,500,000	\$311,458
Weighted Step 1 Goal =						4.8%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

**Table 3b: Step 1 Base Figure
Kinston Regional Jetport**

FY 2026 - Drainage Improvements						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Drainage	237990	0	6			
Site Prep	238910	9	70			
All Other Specialty Trade Contractors	238990	2	49			
Engineering	541330	2	48			
Surveying	541370	0	13			
Geotechnical Testing	541380	1	8			
Total		14	194	7.2%	\$2,000,000	\$144,330
Weighted Step 1 Goal =						7.2%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Kinston Regional Jetport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Kinston Regional Jetport
FY 2024 – FY 2026 Overall MWBE Goals**

Kinston Regional Jetport (ISO) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024						
FY 2024 Total				N/A	N/A	N/A
2025	Runway / Taxiway Sign and Lighting Upgrade	4.8%	N/A	4.8%	\$6,500,000	\$312,000
FY 2025 Total				4.8%	\$6,500,000	\$312,000
2026	Drainage Improvements	7.2%	N/A	7.2%	\$2,000,000	\$144,000
FY 2026 Total				7.2%	\$2,000,000	\$144,000
FY 2024 - FY 2026 Overall Goal				5.4%	\$8,500,000	\$456,000

7. Race-Conscious/Race-Neutral Projections

Kinston Regional Jetport proposes that, of the MWBE goal of 5.4%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 5.4%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Kinston Regional Jetport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Lincolnton-Lincoln County Regional Airport

1. Airport Name and Location:

Lincolnton-Lincoln County Regional Airport is located near Lincolnton, North Carolina 28 miles North West of Charlotte, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Lincolnton-Lincoln County Regional Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	33.3%	\$0	0.0%
Lincoln	1	33.3%	\$1,234,796	100.0%
Mecklenburg	1	33.3%	\$0	0.0%
Market Area	3	100.0%	\$1,234,796	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	3	100.0%	\$1,234,796	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Lincolnton-Lincoln County Regional Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Lincolnton-Lincoln County Regional Airport (IPJ)		
Fiscal Year	Projects	AIP Dollars
2026	Runway-Taxiway Lighting Rehabilitation	\$2,000,000
FY 2024 - FY 2026 Total		\$2,000,000

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Lincolnton-Lincoln County Regional Airport**

FY 2026 - Runway-Taxiway Lighting Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Electrical	238210	8	335	2.4%	\$1,412,463	\$33,730
Site Prep	238910	13	117	11.1%	\$142,649	\$15,850
Engineering	541330	19	373	5.1%	\$377,664	\$19,238
Geotechnical Testing	541380	4	38	10.5%	\$53,736	\$5,656
Landscaping	561730	16	517	3.1%	\$13,488	\$417
Total					\$2,000,000	\$74,892
Weighted Step 1 Goal =						3.7%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Lincolnton-Lincoln County Regional Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Lincolnton-Lincoln County Regional Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Lincolnton-Lincoln County Regional Airport (IPJ) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
2026	Runway-Taxiway Lighting Rehabilitation	3.7%	N/A	3.7%	\$2,000,000	\$74,000
FY 2026 Total				3.7%	\$2,000,000	\$74,000
FY 2024 - FY 2026 Overall Goal				3.7%	\$2,000,000	\$74,000

7. Race-Conscious/Race-Neutral Projections

Lincolnton-Lincoln County Regional Airport proposes that, of the MWBE goal of **3.7%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **3.7%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Lincolnton-Lincoln County Regional Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Michael J. Smith Airport

1. Airport Name and Location:

Michael J. Smith Airport is located in eastern North Carolina, on the coast in Carteret County, and about 40 miles east of Jacksonville, near Morehead City.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Michael J. Smith Airport Market Area

County		
Carteret	Lenoir	Wilson

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Michael J. Smith Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Michael J. Smith Airport (MRH)		
Fiscal Year	Projects	AIP Dollars
2024	Runway 3-21 Rehabilitation - Construction	\$7,549,100
FY 2024 - FY 2026 Total		\$7,549,100

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Michael J. Smith Airport**

FY 2024 - Runway 3-21 Rehabilitation - Construction						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	5	5			
Drainage	237990	0	21			
Electrical	238210	1	75			
Site Prep	238910	5	36			
Engineering	541330	0	16			
Geotechnical Testing	541380	0	5			
Landscaping	561730	1	101			
Total		12	259	4.6%	\$7,549,100	\$349,765
Weighted Step 1 Goal =						4.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory July 2024.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors considered to this point, Michael J. Smith Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Michael J. Smith Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Michael J. Smith Airport (MRH) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Runway 3-21 Rehabilitation - Construction	4.6%	N/A	4.6%	\$7,549,100	\$347,259
FY 2024 Total				4.6%	\$7,549,100	\$347,259
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				4.6%	\$7,549,100	\$347,259

7. Race-Conscious/Race-Neutral Projections

Michael J. Smith Airport proposes that, of the MWBE goal of **4.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.6%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Michael J. Smith Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Montgomery County Airport

1. Airport Name and Location:

Montgomery County Airport is located in Star, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Montgomery County Airport Market Area

County	
Davidson	Randolph
Montgomery	Richmond
Moore	Stanly

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Montgomery County Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Montgomery County Airport (MQI)		
Fiscal Year	Projects	AIP Dollars
2025	West Side Perimeter Fence Phase II	\$1,748,000
FY 2024 - FY 2026 Total		\$1,748,000

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Montgomery County Airport**

FY 2025 - West Side Perimeter Fence Phase II						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	3	79	3.8%	\$168,412	\$6,395
All Other Specialty Trade Contractors	238990	1	53	1.9%	\$1,139,394	\$21,498
Engineering	541330	1	40	2.5%	\$314,756	\$7,869
Surveying	541370	0	15	0.0%	\$24,391	\$0
Geotechnical Testing	541380	1	3	33.3%	\$47,620	\$15,873
Landscaping	561730	1	230	0.4%	\$53,427	\$232
Total					\$1,748,000	\$51,868
Weighted Step 1 Goal =						3.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Montgomery County Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Montgomery County Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Montgomery County Airport (43A) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024						
FY 2024 Total				N/A	N/A	N/A
2025	West Side Perimeter Fence Phase II	3.0%	N/A	3.0%	\$1,748,000	\$52,440
FY 2025 Total				3.0%	\$1,748,000	\$52,440
2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				3.0%	\$1,748,000	\$52,440

7. Race-Conscious/Race-Neutral Projections

Montgomery County Airport proposes that, of the MWBE goal of **3.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **3.0%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Montgomery County Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Mount Airy-Surry County Airport

1. Airport Name and Location:

Mount Airy-Surry County Airport is located just west of the piedmont region of North Carolina, 3 miles southeast of Mount Airy, NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Mount Airy-Surry County Airport Market Area

Alleghany	Forsyth	Stokes
Surry	Wilkes	Yadkin

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Mount Airy-Surry County Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Mount Airy-Surry County Airport (MWK)		
Fiscal Year	Projects	AIP Dollars
2026	Replace Fuel Farm	\$1,005,000
FY 2024 - FY 2026 Total		\$1,005,000

4. Determination of Relative Availability of MWBE's in Project Service Area

**Table 3: Step 1 Base Figure
Mount Airy-Surry County Airport**

FY 2026 - Replace Fuel Farm						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Electrical	238210	0	142	0.0%	\$71,628	\$0
Site Prep	238910	13	90	14.4%	\$189,539	\$27,378
Petroleum Bulk Stations and Terminals	424710	0	0	0.0%	\$606,086	\$0
Engineering	541330	9	64	14.1%	\$110,197	\$15,497
Geotechnical Testing	541380	1	6	16.7%	\$27,549	\$4,592
Total				#DIV/o!	\$1,005,000	\$47,466
Weighted Step 1 Goal =						4.7%

SOURCES:

- 2022 County Business Patterns.
- NC UCP MWBE Directory January 2025.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Mount Airy-Surry County Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Mount Airy-Surry County Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Mount Airy-Surry County Airport (MWK) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
2026	Replace Fuel Farm	4.7%	N/A	4.7%	\$1,005,000	\$47,235
FY 2026 Total				4.7%	\$1,005,000	\$47,235
FY 2024 - FY 2026 Overall Goal				4.7%	\$1,005,000	\$47,235

7. Race-Conscious/Race-Neutral Projections

Mount Airy-Surry County Airport proposes that, of the MWBE goal of **4.7%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.7%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Mount Airy-Surry County Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Odell Williamson Municipal Airport

1. Airport Name and Location:

Odell Williamson Municipal Airport is a public use airport in Brunswick County, North Carolina. It is owned by the town of Ocean Isle Beach and located one mile north of Ocean Isle Beach.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Odell Williamson Municipal Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	33.3%	\$0	0.0%
Brunswick	1	33.3%	\$263,449	100.0%
Cumberland	1	33.3%	\$0	0.0%
Market Area	3	100.0%	\$263,449	100.0%
Other	0	0.0%	\$0	0.0%
Total	3	100.0%	\$263,449	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Odell Williamson Municipal Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Odell Williamson Municipal Airport (60J)		
Fiscal Year	Projects	AIP Dollars
2026	Parallel Taxiway	\$6,100,000
FY 2024 - FY 2026 Total		\$6,100,000

4. Determination of Relative Availability of MWBE's in Project Service Area

**Table 3: Step 1 Base Figure
Odell Williamson Municipal Airport**

FY 2026 - Parallel Taxiway						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	5	17	29.4%	\$1,247,150	\$366,809
Drainage	237990	1	9	11.1%	\$350,000	\$38,889
Electrical	238210	1	174	0.6%	\$441,340	\$2,536
Site Prep	238910	5	64	7.8%	\$1,930,000	\$150,781
Fencing	238990	2	56	3.6%	\$278,000	\$9,929
Engineering	541330	2	49	4.1%	\$993,000	\$40,531
Surveying	541370	0	11	0.0%	\$17,510	\$0
Geotechnical Testing	541380	0	10	0.0%	\$50,000	\$0
Environmental	541620	0	8	0.0%	\$350,000	\$0
Landscaping	561730	5	208	2.4%	\$443,000	\$10,649
Total					\$6,100,000	\$620,124
Weighted Step 1 Goal =						10.2%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Odell Williamson Municipal Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Odell Williamson Municipal Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Odell Williamson Municipal Airport (60J) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
2026	Parallel Taxiway	10.2%	N/A	10.2%	\$6,100,000	\$622,200
FY 2026 Total				10.2%	\$6,100,000	\$622,200
FY 2024 - FY 2026 Overall Goal				10.2%	\$6,100,000	\$622,200

7. Race-Conscious/Race-Neutral Projections

Odell Williamson Municipal Airport proposes that, of the MWBE goal of **10.2%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **10.2%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Odell Williamson Municipal Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Plymouth Municipal Airport

1. Airport Name and Location:

Plymouth Municipal Airport is located in located in the Coastal Plains of North Carolina, in the City of Plymouth

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Plymouth Municipal Airport Market Area

County	Bidders	% of Bidders	Dollars	% of Dollars
Mecklenburg	1	33.3%	\$502,212	36.6%
Nash	2	66.7%	\$869,015	63.4%
Washington	0	0.0%	\$0	0.0%
Market Area	3	100.0%	\$1,371,227	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	3	100.0%	\$1,371,227	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Plymouth Municipal Airport are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Plymouth Municipal Airport (PMZ)		
Fiscal Year	Projects	AIP Dollars
2024	Airfield Electrical Rehabilitation	\$1,752,600
FY 2024 - FY 2026 Total		\$1,752,600

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Plymouth Municipal Airport**

FY 2024 - Airfield Electrical Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Concrete	238110	8	85	9.4%	\$11,610	\$1,093
Electrical	238210	8	284	2.8%	\$1,320,139	\$37,187
Site Prep	238910	10	82	12.2%	\$9,288	\$1,133
Petroleum Bulk Stations and Terminals	424710	0	11	0.0%	\$72,561	\$0
Engineering	541330	19	359	5.3%	\$290,242	\$15,361
Geotechnical	541380	4	31	0.0%	\$48,761	\$0
Total					\$1,752,600	\$54,773
Weighted Step 1 Goal =						3.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory July 2024.

5. Determining the Step 1 MWBE Base Figure

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Plymouth Municipal Airport
FY 2024 – FY 2026 Overall Goal**

Plymouth Municipal Airport (PMZ)						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Airfield Electrical Rehabilitation	3.1%	N/A	3.1%	\$1,752,600	\$54,331
FY 2024 Total				3.1%	\$1,752,600	\$54,331
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				3.1%	\$1,752,600	\$54,331

The total MWBE goal in dollars was divided by the total federal portion of project costs to derive the overall MWBE goal of 3.1% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Plymouth Municipal Airport proposes that, of the MWBE goal of **3.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **3.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Plymouth Municipal Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Rocky Mount-Wilson Regional Airport

1. Airport Name and Location:

Rocky Mount-Wilson Regional Airport is a public airport located seven miles (11 km) southwest of the central business district of Rocky Mount, a city located in Nash and Edgecombe Counties in the U.S. state of North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Rocky Mount-Wilson Regional Airport Market Area

Counties	
Edgecombe	Wayne
Nash	Wilson

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Rocky Mount-Wilson Regional Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Rocky Mount-Wilson Regional Airport (RWI)		
Fiscal Year	Projects	AIP Dollars
2024	Obstruction Removal	\$824,768
FY 2024 - FY 2026 Total		\$824,768

4. Determination of Relative Availability of MWBE's in Project Service Area

**Table 3: Step 1 Base Figure
Rocky Mount-Wilson Regional Airport**

FY 2024 - Obstruction Removal						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	3	43	7.0%	\$436,400	\$30,447
Engineering	541330	1	22	4.5%	\$138,368	\$6,289
Landscaping	561730	3	116	2.6%	\$250,000	\$6,466
Total				#DIV/o!	\$824,768	\$43,201
Weighted Step 1 Goal =						5.2%

SOURCES:

1. 2021 County Business Patterns.
2. NC UCP MWBE Directory December 2023.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Anson County will not adjust the step 1 base figures as indicated in Table 4 below.

**Table 4: Rocky Mount-Wilson Regional Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Rocky Mount-Wilson Regional Airport (RWI)						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	Obstruction Removal	5.2%	N/A	5.2%	\$824,768	\$42,888
FY 2024 Total				5.2%	\$824,768	\$42,888
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				5.2%	\$824,768	\$42,888

7. Race-Conscious/Race-Neutral Projections

Rocky Mount-Wilson Regional Airport proposes that, of the MWBE goal of **5.2%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.2%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Rocky Mount-Wilson Regional Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Shelby-Cleveland County Regional Airport

1. Airport Name and Location:

Shelby-Cleveland County Regional Airport is located in the Piedmont of North Carolina, in the City of Shelby.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Shelby-Cleveland County Regional Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Buncombe	4	40.0%	\$149,750	7.5%
Lincoln	2	20.0%	\$1,834,936	91.8%
Cleveland	0	0.0%	\$0	0.0%
Surry	1	10.0%	\$8,539	0.4%
Market Area	7	70.0%	\$1,993,225	99.8%
<i>Other</i>	3	30.0%	\$4,730	0.2%
Total	10	100.0%	\$1,997,955	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Shelby-Cleveland County Regional Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Shelby-Cleveland County Regional Airport (60J)		
Fiscal Year	Projects	AIP Dollars
2026	Taxiway Overlay, Widening and Direct Access Taxiways	\$4,200,000
FY 2024 - FY 2026 Total		\$4,200,000

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Shelby-Cleveland County Regional Airport**

FY 2026 - Taxiway Overlay, Widening and Direct Access Taxiways						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	15	15			
Drainage	237990	2	2			
Electrical	238210	0	179			
Site Prep	238910	9	76			
Engineering	541330	4	94			
Geotechnical Testing	541380	1	5			
Landscaping	561730	5	260			
Total		36	631	5.7%	\$4,200,000	\$239,620
Weighted Step 1 Goal =						5.7%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Shelby-Cleveland County Regional Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Shelby-Cleveland County Regional Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Shelby-Cleveland County Airport (EHO) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
2026	Taxiway Overlay, Widening and Direct Access Taxiways	5.7%	N/A	5.7%	\$4,200,000	\$239,400
FY 2026 Total				5.7%	\$4,200,000	\$239,400
FY 2024 - FY 2026 Overall Goal				5.7%	\$4,200,000	\$239,400

7. Race-Conscious/Race-Neutral Projections

Shelby-Cleveland County Regional Airport proposes that, of the MWBE goal of **5.7%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.7%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Shelby-Cleveland County Regional Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Smith Reynolds Airport

1. Airport Name and Location:

Smith Reynolds Airport is located in the Piedmont region of North Carolina, in the city of Winston-Salem.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Smith Reynolds Airport Market Area

County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	12.5%	\$4,556,163	41.1%
Ashe	1	12.5%	\$3,878,500	35.0%
Forsyth	2	25.0%	\$0	0.0%
Guilford	1	12.5%	\$0	0.0%
Market Area	5	62.5%	\$8,434,663	76.1%
<i>Other</i>	3	37.5%	\$2,643,798	23.9%
Total	8	100.0%	\$11,078,461	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Smith Reynolds Airport are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Smith Reynolds Airport (INT)		
Fiscal Year	Projects	AIP Dollars
2024	Taxiway A Rehabilitation	\$5,249,100
FY 2024 - FY 2026 Total		\$5,249,100

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Smith Reynolds Airport**

FY 2024 - Taxiway A Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	27	30			
Electrical	238210	3	271			
Site Prep	238910	11	113			
Engineering	541330	18	145			
Surveying	541370	2	28			
Geotechnical Testing	541380	1	27			
Landscaping	561730	16	470			
Total		78	1084	7.2%	\$5,249,100	\$377,703
Weighted Step 1 Goal =						7.2%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory July 2024.

5. Determining the Step 1 MWBE Base Figure

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Smith Reynolds Airport
FY 2024 – FY 2026 Overall Goal**

Smith Reynolds Airport (INT)						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Taxiway A Rehabilitation	7.2%	N/A	7.2%	\$5,249,100	\$377,935
FY 2024 Total				7.2%	\$5,249,100	\$377,935
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				7.2%	\$5,249,100	\$377,935

The total MWBE goal in dollars was divided by the total federal portion of project costs to derive the overall MWBE goal of 7.2% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Smith Reynolds Airport proposes that, of the MWBE goal of **7.2** the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **7.2%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Smith Reynolds Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Statesville Regional Airport

1. Airport Name and Location:

Statesville Regional Airport is located in the western Piedmont, or “foothills” region of North Carolina, just southwest of the city of Statesville, in Iredell County, about 45 miles north of Charlotte.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Statesville Regional Airport Market Area

Alexander	Davie	Rowan
Caldwell	Iredell	Wilkes
Catawba	Yadkin	

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Statesville Regional Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Statesville Regional Airport (SVH)		
Fiscal Year	Projects	AIP Dollars
2025	Replace Fuel Farm	\$1,290,000
2026	Terminal Apron Expansion	\$1,800,000
FY 2024 - FY 2026 Total		\$3,090,000

4. Determination of Relative Availability of MWBE's in Project Service Area

**Table 3a: Step 1 Base Figure
Statesville Regional Airport**

FY 2025 - Replace Fuel Farm						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Concrete	238110	4	50	8.0%	\$50,000	\$4,000
Electrical	238210	0	250	0.0%	\$56,250	\$0
Site Prep	238910	11	151	7.3%	\$156,250	\$11,382
Petroleum Bulk Stations and Terminals	424710	0	3	0.0%	\$812,500	\$0
Engineering	541330	1	81	1.2%	\$215,000	\$2,654
Total					\$1,290,000	\$18,037
Weighted Step 1 Goal =						1.4%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

**Table 3b: Step 1 Base Figure
Statesville Regional Airport**

FY 2026 - Terminal Apron Expansion						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	5	20	25.0%	\$871,540	\$217,885
Drainage	237990	0	8	0.0%	\$183,611	\$0
Site Prep	238910	11	151	7.3%	\$364,162	\$26,528
Engineering	541330	1	81	1.2%	\$244,815	\$3,022
Landscaping	561730	6	312	1.9%	\$135,872	\$2,613
Total					\$1,800,000	\$250,049
Weighted Step 1 Goal =						13.9%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Statesville Regional Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Statesville Regional Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Statesville Regional Airport (SVH) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
2025	Replace Fuel Farm	1.4%	N/A	1.4%	\$1,290,000	\$18,060
FY 2025 Total				1.4%	\$1,290,000	\$18,060
2026	Terminal Apron Expansion	13.90%	N/A	13.9%	\$1,800,000	\$250,200
FY 2026 Total				13.9%	\$1,800,000	\$250,200
FY 2024 - FY 2026 Overall Goal				8.7%	\$3,090,000	\$268,260

7. Race-Conscious/Race-Neutral Projections

Statesville Regional Airport proposes that, of the MWBE goal of **8.7%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.7%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Statesville Regional Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Tarboro-Edgecombe Airport

1. Airport Name and Location:

Tarboro-Edgecombe Airport is located in eastern North Carolina, in the City of Tarboro.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Tarboro-Edgecombe Airport Market Area

Counties
Edgecombe
Halifax
Nash
Wayne

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Tarboro-Edgecombe Airport is shown in table 2 below.

**Table 2: FY 2024 – 2026 Projects
Tarboro-Edgecombe Airport (ETC)**

Fiscal Year	Projects	AIP Dollars
2025	Perimeter Fence - Phase II	\$940,000
2026	Taxiway Turnaround	\$800,000
FY 2024 - FY 2026 Total		\$1,740,000

4. Determination of Relative Availability of MWBE's in Project Service Area

**Table 3a: Step 1 Base Figure
Tarboro-Edgecombe Airport**

FY 2025 - Perimeter Fence - Phase II						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	2	40	5.0%	\$105,471	\$5,274
Fencing	238990	2	17	11.8%	\$592,053	\$69,653
Engineering	541330	1	12	8.3%	\$204,419	\$17,035
Landscaping	561730	1	91	1.1%	\$38,057	\$418
Total					\$940,000	\$92,380
Weighted Step 1 Goal =						9.8%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

**Table 3b: Step 1 Base Figure
Tarboro-Edgecombe Airport**

FY 2026 - Taxiway Turnaround						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	1	3	33.3%	\$233,374	\$77,791
Drainage	237990	0	0	0.0%	\$22,037	\$0
Electrical	238210	2	73	2.7%	\$82,640	\$2,264
Site Prep	238910	2	40	5.0%	\$147,098	\$7,355
Engineering	541330	1	12	8.3%	\$228,906	\$19,075
Geotechnical Testing	541380	0	0	0.0%	\$22,037	\$0
Landscaping	561730	1	91	1.1%	\$63,908	\$702
Total					\$800,000	\$107,188
Weighted Step 1 Goal =						13.4%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory January 2025.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Tarboro-Edgecombe Airport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Tarboro-Edgecombe Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Tarboro-Edgecombe Airport (ETC) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
2025	Perimeter Fence - Phase II	9.8%	N/A	9.8%	\$940,000	\$92,120
FY 2025 Total				9.8%	\$940,000	\$92,120
2026	Taxiway Turnaround	13.4%	N/A	13.4%	\$800,000	\$107,200
FY 2026 Total				13.4%	\$800,000	\$107,200
FY 2024 - FY 2026 Overall Goal				11.5%	\$1,740,000	\$199,320

7. Race-Conscious/Race-Neutral Projections

Tarboro-Edgecombe Airport proposes that, of the MWBE goal of **11.5%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **11.5%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Tarboro-Edgecombe Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Wayne Executive Jetport

1. Airport Name and Location:

Wayne Executive Jetport is located in coastal North Carolina, 3 miles north of Goldsboro, NC.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Wayne Executive Jetport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Craven	1	33.3%	\$0	0.0%
Wake	1	33.3%	\$0	0.0%
Wilson	1	33.3%	\$2,608,176	100.0%
Market Area	3	100.0%	\$2,608,176	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	3	100.0%	\$2,608,176	100.0%

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Wayne Executive Jetport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Wayne Executive Jetport (MQI)		
Fiscal Year	Projects	AIP Dollars
2024	Perimeter Fence - Phase 2	8.6%
FY 2024 - FY 2026 Total		\$888,593

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Wayne Executive Jetport**

FY 2024 - Perimeter Fence - Phase 2						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	13	136	9.6%	\$129,636	\$12,392
Fencing	238990	11	122	9.0%	\$614,733	\$55,427
Engineering	541330	37	454	8.1%	\$95,207	\$7,759
Landscaping	561730	13	542	2.4%	\$49,018	\$1,176
Total					\$888,593	\$76,753
Weighted Step 1 Goal =						8.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory July 2024.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Wayne Executive Jetport will not adjust the step 1 base figure as indicated in Table 4 below.

**Table 4: Wayne Executive Jetport
FY 2024 – FY 2026 Overall MWBE Goals**

Wayne Executive Jetport (GWW)						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	Perimeter Fence - Phase 2	8.6%	N/A	8.6%	\$888,593	\$76,419
FY 2024 Total				8.6%	\$888,593	\$76,419
2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				8.6%	\$888,593	\$76,419

7. Race-Conscious/Race-Neutral Projections

Wayne Executive Jetport proposes that, of the MWBE goal of **8.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.6%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Wayne Executive Jetport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Western Carolina Regional Airport

1. Airport Name and Location:

Western Carolina Regional Airport is a county-owned public-use airport located two nautical miles west of the central business district of Andrews, in Cherokee County, North Carolina.

2. Definition of Project Service Area:

The normal market area was determined through consultation with engineers and an assessment of the area from where the substantial majority of previous bidders came, and the area where the substantial majority of dollars were spent. The market area is shown below in Table 1.

Table 1: Western Carolina Regional Airport Market Area

Buncombe	Cherokee	Clay
Graham	Macon	

3. Definition of Project Scope, Activities and NAICS codes:

The FY 2024 – 2026 projects proposed for the Western Carolina Regional Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Western Carolina Regional Airport (MQI)		
Fiscal Year	Projects	AIP Dollars
2024	Runway Lighting Rehabilitation	\$1,547,297
FY 2024 - FY 2026 Total		\$1,547,297

4. Determination of Relative Availability of MWBE’s in Project Service Area

**Table 3: Step 1 Base Figure
Western Carolina Regional Airport**

FY 2024 - Airfield Lighting Rehabilitation, PAPI System Replacement, Airfield Lighting Vault Standby Generator EBS						
Activity	NAICS	MWBE Firms	All Firms	% MWBE Availability	NAICS Dollars	MWBE Dollars
Highway & Street	237310	10	13	76.9%	\$6,512	\$5,009
Electrical	238210	0	132	0.0%	\$1,351,785	\$0
Site Prep	238910	3	71	4.2%	\$169,000	\$7,141
Landscaping	561730	4	200	2.0%	\$20,000	\$400
Total					\$1,547,297	\$12,550
Weighted Step 1 Goal =						0.8%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP MWBE Directory October 2024.

5. Determining the Step 1 MWBE Base Figures

The Step 1 MWBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS codes) were multiplied by the percentage of relevant MWBE firms to all relevant firms as indicated in Tables 3 above.

6. Adjustments to the MWBE Base Figure:

After the MWBE Base Figure has been developed, the regulations (49 CFR Part 26) require that:

“...Additional evidence in the sponsor’s jurisdiction be considered to determine what adjustment, if any, is needed to the base figure in order to arrive at your overall goal” (26:45(d)).

a. Adjustment Factors to Consider

The regulations also state that several types of evidence that must be considered when adjusting the base figure. These include:

“(i) The current capacity of MWBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work MWBEs have performed in recent years.

There are no recent past similar projects by which to adjust the goal, so this factor will not be used to adjust the base figure.

b. Adjustment to Step 1 MWBE Base Figure

With the adjustment factors consider to this point, Western Carolina Regional Airport will not adjust the step 1 base figure as indicated in Table 4 below. The step 1 base figure of 0.8% will be rounded to **1.0%**.

**Table 4: Western Carolina Regional Airport
FY 2024 – FY 2026 Overall MWBE Goals**

Western Carolina Regional Airport (MQI) - FY 2024 - FY 2026 MWBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	MWBE Goal (dollars)
FY 2024	Runway Lighting Rehabilitation	0.8%	N/A	1.0%	\$1,547,297	\$15,473
FY 2024 Total				1.0%	\$1,547,297	\$15,473
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				1.0%	\$1,547,297	\$15,473

7. Race-Conscious/Race-Neutral Projections

Western Carolina Regional Airport proposes that, of the MWBE goal of **1.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **1.0%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Western Carolina Regional Airport will use contract goals to meet any portion of the overall goal that it 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.

The Airport 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 MWBEs to perform the particular type of work).

The Airport will express its contract goals as a percentage of the Federal share of a DOT-assisted contract.

Attachment 4: Consultation Information

Consultation and Stakeholder Activities-Documentation:

Stakeholder Meeting Summary: North Carolina DOT-Division of Aviation- FY 2024-2026 DBE/MBE Goal Methodology VIRTUAL Meeting.

Date: Tuesday December 17, 2024, 6:00 p.m.

Host: North Carolina DOT-Division of Aviation

Platform: Go To Webinar, organized by Ken Weeden & Associates, Inc. (A copy of the invitation is included in this Appendix)

Attendance: 14, including staff and consultants. (A copy of the registration sign-in list is included in this Attachment 3).

The meeting was opened by Jason Schronce, Deputy Director of Programs and Planning, Division of Aviation. Mr. Schronce also briefly mentioned the purpose of the meeting. Mr. Schronce then introduced the NCDOT-Aviation DBE Program Consultants, Ken Weeden & Associates, Inc. The Consultant representatives were Kenneth Weeden, Principal and Project Manager, Wilfred Nixon, Sr. VP, Assistant Project Manager, and Nikki Jefferies, Compliance Specialist and Virtual Meetings Manager.

Mr. Weeden, and Mr. Nixon were responsible for delivery of the DBE goals presentation and Ms. Jefferies managed the meeting logistics, including the Q/A session. After all introductions, Mr. Weeden presented a detailed PowerPoint, explaining the background, and purpose of the DBE program itself, and the specific requirements for the triennial goals for NCDOT-Aviation. Mr. Nixon reviewed the Goals Methodology, i.e., the actual steps utilized in developing the new 3-year proposed DBE goals for each of the sub-grantee airports under the NCDOT Division of Aviation. After the presentation, the session was open for questions. Very few questions were asked, with answers being provided by Mr. Weeden and Mr. Nixon. A summary is shown below:

Questions:

1. What are the airport's consequences of not meeting their DBE goals year after year?

The Airport must analyze in detail the reasons for the difference between the overall goal and the awards and commitments. Next the Airport must establish specific steps and milestones to correct the problems. This report must be kept on file for three years. Core Airports must submit the analysis and corrective actions to the FAA within 90 days of the end of the fiscal year.

2. Can the goal be met with suppliers and is this encouraged?

If there are contract goals on a project, bidders can choose how to meet the goals or demonstrate good faith efforts. Manufacturers, regular dealers and distributors are counted 100%, 60% and 40% respectively.

Additional Attachments:

- 1. Invitation to Virtual Stakeholder Meeting*
- 2. Registration/Sign-In for Meeting Attendance*
- 3. Public Notice of Goal-Screenshot.*

YOU ARE INVITED...

N.C. Airports, Airport Development stakeholders, related business, etc.

Disadvantaged Business Enterprise Stakeholder Meeting



DIVISION OF AVIATION

When: Tuesday, December 17, 2024

Time: 6:00 p.m. – 7:30 p.m. EST

Location: Virtual via GoToWebinar

In compliance with the Federal Regulations, 49 CFR Part 26, the North Carolina Department of Transportation Division of Aviation is in the process of developing its 3-year Disadvantaged Business Enterprise and Minority Business Enterprise (DBE/MBE) program goals (FY 2024 – FY 2026).

The purpose of the meeting is to receive input regarding the Division of Aviation's three-year DBE and MBE Goals. We invite you to participate in a meeting to discuss the proposed **goal methodology**, as well as the availability of potential DBE/MBEs for the Division of Aviation's projects, and the Division of Aviation's effort to increase DBE/MBE participation.

We sincerely hope that you or your representative will attend this meeting to assist the Division of Aviation in our ongoing efforts to implement effective DBE/MBE programs.

For questions or additional information, please contact Jason Schronce at (919) 814-0552 or jbschronce@ncdot.gov.

We will be using GoToWebinar. You can join our session by using a Mac, PC or a mobile device.

Register Here!

Click [here](#) to view this message in your browser

Attendee Report:	NCDOT-Division of Aviation DBE-MBE Virtual Stakeholder Meeting			
Report Generated:				
12/18/2024 10:52 AM EST				
Webinar ID	Duration	# Registered	# Attended	
461-897-755	56 minutes	30	10	
Staff Details				
Attended	Last Name	First Name	Email Address	
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No		Thomas Mann	tlmann@ncdot.gov	
Attendee Details				
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No	Walker	D M	estimating.1012cc@gmail.com	TenTwelve Consulting & Contracting LLC
No	Walton	John	john.waltonll@MeckNC.gov	Mecklenburg County
No	Whitfield	Leah	leah@theaviationplanninggroup.com	The Aviation Planning Group, LLC (APG)

NOTICE TO THE PUBLIC

DISADVANTAGED BUSINESS ENTERPRISE (DBE) and MINORITY BUSINESS ENTERPRISE (MBE) GOALS FOR FY 2024- 2026

North Carolina DOT-Division of Aviation

The **North Carolina Department of Transportation division of Aviation** hereby publishes proposed overall goals for its Disadvantaged Business Enterprise (DBE) Program, and its Minority Business Enterprise (MBE) Program, for FY 2024 through FY 2026. The proposed percentage overall goals for the Division of Aviation-administered grant funds for both FAA-AIP funded projects, and for State-funded projects in FY 2024 through FY 2026 are shown below:

State Overall DBE Federal Goal =	6.7%
State Overall State MWBE Goal =	5.5%

The methodology used in developing this overall goal and specific goals for each airport, is available for review and comment during normal business hours, until **January 20, 2025**, (<https://connect.ncdot.gov/municipalities/State-Airport-Aid/Pages/default.aspx>) Comments or questions may be submitted directly to the division to, jbschronce@ncdot.gov or, via mail, to NCDOT - Division of Aviation, 1560 Mail Service Center, Raleigh, NC 27699-1560 to the attention of Mr. Jason Schronce or by phone at 919-814-0552 during normal business hours.