

FY 2015 – FY 2017
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM METHODOLOGY
for



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

With Assistance From



Ken Weeden & Associates, Inc.

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NCDOT Division of Aviation: Overall Goal and Methodology Summary Sheet

Fiscal Year	Airport	Project	Goal
2016	Asheboro Regional Airport	Apron Rehabilitation	12.9%
2016	Avery County Airport	Runway Repair	7.0%
2014	Burlington-Alamance Regional Airport	New Vehicular Access and Auto Parking Expansion	4.4%
2017	Burlington-Alamance Regional Airport	New Airport Terminal Building	11.4%
2014	Cape Fear Regional Jetport	Runway Approach Clearing	7.1%
2016	Charlotte-Monroe Executive Airport	Apron Rehabilitation	16.7%
2015	Dare County Regional Airport	Airfield Pavement Rehabilitation	9.7%
2017	Dare County Regional Airport	Runway 5-23 and Taxiway A Lighting Rehabilitation	2.2%
2015	Duplin County Airport	Tree Clearing - Runway 5-23 RPZ	12.0%
2016	Elizabeth City Regional Airport	Pavement Condition - Rehabilitate Runway 1-19	7.4%
2015	Elkin Municipal Airport	Runway Safety Area Extension Runway 7	8.5%
2017	Elkin Municipal Airport	Runway 25 500' Extension and Taxiway Turnaround	12.8%
2016	Gaston Municipal Airport	Runway Approach Obstruction Removal	10.1%
2017	Harnett Regional Jetport	Runway 23 Land Acquisition Easement and Clearing	7.4%
2015	Henderson-Oxford Airport	Runway Lighting Rehabilitation	4.6%
2017	Hickory Regional Jetport	Runway 6 Extension - Phase 1	8.7%
2017	Hyde County Airport	Runway Pavement Rehabilitation	11.6%
2017	Laurinburg/Maxton Airport	Apron Rehabilitation (Phase 1)	14.9%
2017	Lincolnton-Lincoln County Regional Airport	Land acquisition and obstruction removal - runway 5	4.7%
2016	Lumberton Municipal Airport	Partial Parallel Taxiway - Runway 5	11.6%
2016	Macon County Airport	Runway 7 Extended Safety Area	6.8%
2014	Mount Airy-Surry County Airport	Road Relocation - SR 1627 Utility Relocation	6.3%
2015	Mount Airy-Surry County Airport	Runway and Taxiway Extension - Site Preparation	8.2%
2016	Mount Airy-Surry County Airport	Runway and Taxiway Extension - Paving and Lighting	12.9%
2017	Mount Airy-Surry County Airport	Apron Rehabilitation	14.5%
2014	Raleigh Executive Jetport	GA Apron Expansion and Taxiway Widening	14.8%
2016	Richmond County Airport	Runway 14 Obstruction Removal	9.8%
2015	Siler City Airport	Rehabilitate Runway 4-22, Taxiway Turnarounds, and Apron	17.9%
2014	Smith Reynolds Airport	Reconstruct Taxiway F	14.5%
2014	Smith Reynolds Airport	Reconstruct Taxiway NW Section of Taxiway A	13.8%
2016	Smith Reynolds Airport	Runway 15-33 Terrain Obstruction Removal	9.5%
2014	Warren Field	Runway 5-23 Lighting Rehabilitation	2.0%
Total			10.4%

METHODOLOGY for Establishing the FY 2015 – FY 2017 Overall Disadvantaged Business Enterprise (DBE) Goal for:

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

November 2014

I. Introduction

In fulfillment of the requirements of 49 CFR Part 26, the NCDOT Division of Aviation (Division of Aviation) has proposed an Overall Goal for FY 2015-2017 FAA-AIP projects at all of the general aviation sub-recipient airports in North Carolina. The methodology used in establishing this goal is described herein, first with an overview, followed by a more detailed explanation.

II. Goal Methodology Overview

The methodology used to establish the FY 2015-2017 overall goal, including determining the relative availability of DBEs in the Airports' market area and making any necessary adjustments consists of 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 DBEs.
3. Review the airport's proposed FY 2015-2017 projects in order to determine the types of projects/ activities involving federal funds (FAA-AIP) 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* DBE firms within the selected geographic parameters, and for the *same* NAICS codes, in order to help determine the relative availability of DBEs.
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 DBEs 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 DBEs in the Market Area

1. Examine the census data (County Business Patterns, 2012) 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 FAA-AIP projects for FY 2015-2017.
2. Determine the initial relative availability of DBEs in the market area, *only* within the identified NAICS codes. Some data sources for this determination include the following:
 - *2012 County Business Patterns.*
 - *NC UCP DBE Directory, September 2014.*
3. Count only the DBE firms by relevant NAICS codes that are capable of performing work relevant to the proposed FY 2015-2017 projects. Compare DBE firms to **all** firms in the same codes to determine the initial “relative availability” of DBE firms within the market area.
4. Calculate the Step 1 DBE base figure, or the “weighted” DBE Base figure to determine the relative availability of DBE firms in all the relevant NAICS codes.

C. STEP 2: Adjust the DBE Base Figure

In accordance with 49 CFR Part 26, give consideration to “...*additional evidence in the sponsor’s jurisdiction [which should] 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)).

III. Calculate/Project Race-Neutral/Race-Conscious (contract) DBE goal split

Review the history of DBE participation on FAA-AIP projects in previous years at the Airport to look for factors that indicate race-neutral DBE accomplishment. This could be, for example, the amount by which the Airport exceeded its established DBE goals in the past. The median amount by which the goals were exceeded could be evidence to support a projection of race-neutral participation for FY 2015-2017.

IV. Process

The Division of Aviation will normally submit its overall goal to the FAA on August 1 of the year that the triennial period begins

Before establishing the overall goal this year, the Division of Aviation consulted with minority, women's and general contractor groups, community organizations, and other officials or organizations to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and the Division of Aviation’s efforts to establish a level playing field for the participation of DBEs.

The NC Airports Association is divided into three geographic regions designed to facilitate the dissemination of information. As part of the consultation process the Division of Aviation held stakeholder meetings in each of the three regions. The purpose of the meetings were to solicit information from interested stakeholders about the draft goal, as well as the availability of potential DBEs, the effects of discrimination on opportunities for DBEs, and the Division of Aviation's effort to increase DBE participation. All of the comments were considered prior to the completion of the final draft. Meeting attendees and comments from this consultation can be found in Attachments 3 and 4.

Following this consultation, the Division of Aviation published a notice of the proposed overall goal, informing the public that the proposed goal and its rationale were available for inspection during normal business hours at the Division of Aviation's administrative office for 30 days following the date of the notice, and informing the public that the Division of Aviation would accept comments on the goals for 45 days from the date of the notice. The notice included an address (including an office) to which comments could be sent and an address where the proposal could be reviewed. This process was used to establish the goals for FY 2015-2017.

The Division of Aviation's overall goal submission to the FAA will include a summary of information and comments received during this public participation process and our responses.

The Division of Aviation will begin using the overall goal on October 1 of year that the triennial period begins, unless it has received other instructions from DOT/FAA (or, if the goal is established on a project basis) by the time of the first solicitation for a DOT/FAA-assisted contract for the projects.

V. Appendix A: Resource Listing

A. Resource Documents:

1. North Carolina UCP DBE Directory
2. 2012 County Business Patterns, Census Bureau
3. Uniform Report of DBE Commitments/Awards and Payments

VI. Attachments

Attachment 1: Goal Summary Chart

Attachment 2: Detailed Methodology: Specific Steps

Attachment 3: Consultation Meeting Attendee List

Attachment 4: Consultation Meeting Comments

Attachment 2: Detailed Methodology: Specific Steps

Asheboro Regional Airport

1. Airport Name and Location:

Asheboro Regional Airport is located in central North Carolina six miles from the City of Asheboro.

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: Asheboro Regional Airport Market Area

Alamance	Durham	Forsyth
Lee	Randolph	Rockingham
Surry		

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

The FY 2015 – 2017 project proposed for the Asheboro Regional Airport is shown in table 2 below.

Table 2: Asheboro Regional Airport

PROJECT	ACTIVITY	NAICS CODES
Apron Rehabilitation	Highway & Street	237310
	Site Prep	238910
	Engineering	541330
	Landscaping	561730

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

Table 3: Availability of DBEs for the Asheboro Regional Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	6	40	15.0%	70.0%	10.5%
238910	9	108	8.3%	19.0%	1.6%
541330	10	130	7.7%	10.0%	0.8%
561730	6	351	1.7%	1.0%	0.0%
WEIGHTED GOAL – Step 1					12.9%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Asheboro Regional Airport is 12.9%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Asheboro Regional Airport FY 2015 - FY 2017 is: 12.9%.

7. Race-Conscious/Race-Neutral Projections

Asheboro Regional Airport proposes that, of the DBE goal of **12.9%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **12.9%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Asheboro 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 DBEs 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.

Avery County Airport

1. Airport Name and Location:

Avery County Airport is located in Western North Carolina. It is 4 miles northeast of the town of Spruce Pine, 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: Avery County Airport Market Area

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

The FY 2015 – 2017 project proposed for the Avery County Airport is shown in table 2 below.

Table 2: Avery County Airport

PROJECT	ACTIVITY	NAICS CODES
Runway Repair	Highway & Street	237310
	Site Prep	238910
	Engineering	541330
	Landscaping	561730

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

Table 3: Availability of DBEs for the Avery County Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	2	22	9.1%	70.0%	6.4%
238910	1	33	3.0%	19.0%	0.6%
541330	0	26	0.0%	10.0%	0.0%
561730	1	80	1.3%	1.0%	0.0%
WEIGHTED GOAL – Step 1					7.0%

SOURCES:

- 2012 County Business Patterns.
- NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Avery County Airport is 7.0%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Avery County Airport FY 2015 - FY 2017 is: 7.0%.

7. Race-Conscious/Race-Neutral Projections

Avery County Airport proposes that, of the DBE goal of **7.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **7.0%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Avery 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 DBEs 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.

Burlington– Alamance Regional Airport

1. Airport Name and Location:

Burlington–Alamance Regional Airport is located in the Piedmont region of North Carolina, 3 miles southwest of Burlington.

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: Burlington–Alamance Regional Airport Market Area

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

The FY 2015 – 2017 projects proposed for the Burlington–Alamance Regional Airport consists of taxiway lighting and runway extension and safety area improvements.

Table 2: Burlington–Alamance Regional Airport

PROJECT	ACTIVITY	NAICS
Taxiway Lighting Rehabilitation	Drainage	237990
	Electrical	238210
	Engineering	541330
Runway 6 Extension and Runway Safety Area Improvements	Highway & Street	237310
	Drainage	237990
	Electrical	238210
	Site Prep	238910
	Engineering	541330
	Landscaping	561730

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

Table 3a: Availability of DBEs for the Burlington–Alamance Regional Airport by Relevant NAICS Codes - Taxiway Lighting Rehabilitation

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237990	1	6	16.7%	4.7%	0.8%
238210	4	239	1.7%	76.0%	1.3%
541330	9	131	6.9%	19.3%	1.3%
WEIGHTED GOAL – Step 1					3.4%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

Table 3b: Availability of DBEs for the Burlington–Alamance Regional Airport by Relevant NAICS Codes - Runway 6 Extension and Runway Safety Area Improvements

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	12	30	40.0%	23.3%	9.3%
237990	1	6	16.7%	5.1%	0.9%
238210	4	239	1.7%	9.1%	0.2%
238910	14	92	15.2%	36.4%	5.5%
541330	9	131	6.9%	20.5%	1.4%
561730	7	322	2.2%	5.6%	0.1%
WEIGHTED GOAL – Step 1					17.4%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Taxiway Lighting Rehabilitation project is **3.4%**.

The Step 1 DBE Base Figure for the Runway 6 Extension and Runway Safety Area Improvements project is **17.4%**.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

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

**Table 4: Burlington-Alamance Regional Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2009	9.0%	5.4%	-3.6%
FY 2010	9.0%	20.1%	11.1%
FY 2012	6.0%	5.0%	-1.0%
Median	9.0%	5.4%	-1.0%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **5.4%**, compared to Step 1 DBE Base Figures for the airport of 3.4% and 17.4%.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will adjust the Step 1 DBE Base Figures. The base figures will be adjusted by the median accomplishment figure shown in table 4 above.

**Table 5: Burlington-Alamance Regional Airport
FY 2015 – FY 2017 Overall Goal**

Project	Step1	Step 2 adjustment	Overall Goal	Projected funding	DBE Goal (dollars)
Taxiway Lighting Rehabilitation	3.4%	5.4%	4.4%	\$972,072	\$42,771
Runway 6 Extension and Runway Safety Area Improvements	17.4%	5.4%	11.4%	\$1,759,473	\$200,580
Total 3-year goal			8.9%	\$2,731,545	\$243,351

The total DBE goal in dollars was divided by the total project costs to derive the overall DBE goal of 8.9% for FY 2015-FY 2017.

7. Race-Conscious/Race-Neutral Projections

Burlington-Alamance Regional Airport proposes that, of the DBE goal of **8.9%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.9%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **1.0%**.

8. Contract Goals

The Burlington-Alamance 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 DBEs 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.

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

Brunswick	Columbus	Iredell
Pender	Robeson	Wilson

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

The FY 2015 – 2017 Project proposed for the Cape Fear Regional Jetport consists of runway approach clearing.

Table 2: Cape Fear Regional Jetport

PROJECT	ACTIVITY	NAICS CODES
Runway Approach Clearing	Site Prep	238910
	Engineering	541330
	Surveying	541370
	Landscaping	561730

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

Table 3: Availability of DBEs for the Cape Fear Regional Jetport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
238910	7	67	10.4%	38.0%	4.0%
541330	1	60	1.7%	27.1%	0.5%
541370	1	26	3.8%	4.5%	0.2%
561730	6	186	3.2%	30.3%	1.0%
WEIGHTED GOAL – Step 1					5.6%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Cape Fear Regional Jetport is 5.6%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

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

**Table 4: Cape Fear Regional Jetport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2008	6.0%	8.8%	2.8%
FY 2008	9.0%	23.7%	14.7%
FY 2009	13.6%	0.0%	-13.6%
FY 2012	10.0%	8.2%	-1.8%
Median	9.5%	8.5%	0.5%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **8.5%**, compared to Step 1 DBE Base Figure for the airport of **5.6%**.

b. Adjustment to Step 1 DBE Base Figure

The median DBE accomplishment for the reporting period as shown in Table 4 for the Cape Fear Regional Jetport is 8.5%. This amount will be averaged with the 5.6% base figure to yield an adjusted goal of **7.1%**.

Proposed Overall Goal for Cape Fear Regional Jetport FY 2015 - FY 2017 is: 7.1%.

7. Race-Conscious/Race-Neutral Projections

Cape Fear Regional Jetport proposes that, of the DBE goal of **7.1%**, the projected race-neutral goal will be **0.5%**, and the race conscious goal will be **6.6%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.5%**.

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 DBEs 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, 7miles 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

Alamance	Cabarrus	Iredell
Mecklenburg	Robeson	Union

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

The FY 2015 – 2017 project proposed for the Charlotte-Monroe Executive Airport is shown in table 2 below.

Table 2: Charlotte-Monroe Executive Airport

PROJECT	ACTIVITY	NAICS CODES
Apron Rehabilitation	Highway & Street	237310
	Drainage	237990
	Engineering	541330

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

Table 3: Availability of DBEs for the Charlotte-Monroe Executive Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	14	72	19.4%	80.7%	15.7%
237990	3	25	12.0%	2.7%	0.3%
541330	16	399	4.0%	16.6%	0.7%
WEIGHTED GOAL – Step 1					16.7%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Charlotte-Monroe Executive Airport is 16.7%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Charlotte-Monroe Executive Airport FY 2015 - FY 2017 is: 16.7%.

7. Race-Conscious/Race-Neutral Projections

Charlotte-Monroe Executive Airport proposes that, of the DBE goal of **16.7%**, the projected race-neutral goal will be **4.7%**, and the race conscious goal will be **12.0%**. The reason for this projected split is the Airport over-achieved its previous goals by 4.7%.

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 DBEs 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 2015 – 2017 projects proposed for the Dare County Regional Airport consists of taxiway lighting and runway extension and safety area improvements.

Table 2: Dare County Regional Airport

PROJECT	ACTIVITY	NAICS
Airfield Pavement Rehabilitation	Highway & Street	237310
	Drainage	237990
	Concrete	238110
	Site Prep	238910
	Engineering	541330
	Landscaping	561730
Runway 5-23 and Taxiway A Lighting Rehabilitation	Electrical	238210
	Engineering	541330

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

Table 3a: Availability of DBEs for the Dare County Regional Airport by Relevant NAICS Codes - Airfield Pavement Rehabilitation

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	1	6	16.7%	87.4%	14.6%
237990	2	16	12.5%	3.3%	0.4%
238110	1	4	25.0%	2.3%	0.6%
238910	2	18	11.1%	6.1%	0.7%
541330	1	15	6.7%	0.5%	0.0%
561730	4	45	8.9%	0.3%	0.0%
WEIGHTED GOAL – Step 1					16.3%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

Table 3b: Availability of DBEs for the Dare County Regional Airport by Relevant NAICS Codes - Runway 5-23 and Taxiway A Lighting Rehabilitation

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
238210	0	46	0.0%	80.1%	0.0%
541330	1	15	6.7%	19.9%	1.3%
WEIGHTED GOAL – Step 1					1.3%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Airfield Pavement Rehabilitation project is **16.3%**.

The Step 1 DBE Base Figure for the Runway 5-23 and Taxiway A Lighting Rehabilitation project is **1.3%**.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

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

**Table 4: Dare County Regional Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2008	4.0%	5.8%	1.8%
FY 2009	1.0%	0.4%	-0.6%
Median	2.5%	3.1%	0.6%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **3.1%**, compared to Step 1 DBE Base Figures for the airport of 16.3% and 1.3%.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will adjust the Step 1 DBE Base Figures. The base figures will be adjusted by the median accomplishment figure shown in table 4 above.

**Table 5: Dare County Regional Airport
FY 2015 – FY 2017 Overall Goal**

Project	Step1	Step 2 adjustment	Overall Goal	Projected funding	DBE Goal (dollars)
Airfield Pavement Rehabilitation	16.3%	3.1%	9.7%	\$581,823	\$56,437
Runway 5-23 and Taxiway A Lighting Rehabilitation	1.3%	3.1%	2.2%	\$427,245	\$9,399
Total 3-year goal			6.5%	\$1,009,068	\$65,836

The total DBE goal in dollars was divided by the total project costs to derive the overall DBE goal of 6.5% for FY 2015-FY 2017.

7. Race-Conscious/Race-Neutral Projections

Dare County Regional Airport proposes that, of the DBE goal of **6.5%**, the projected race-neutral goal will be **0.6%**, and the race conscious goal will be **5.9%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.6%**.

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 DBEs 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

Craven	Cumberland	Duplin
Lenoir	Sampson	

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

The FY 2015 – 2017 project proposed for the Duplin County Airport is shown in table 2 below.

Table 2: Duplin County Airport

PROJECT	ACTIVITY	NAICS CODES
Tree Clearing - Runway 5-23 RPZ	Site Prep	238910
	Engineering	541330

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

Table 3: Availability of DBEs for the Duplin County Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
238910	7	45	15.6%	77.4%	12.0%
541330	0	60	0.0%	22.6%	0.0%
WEIGHTED GOAL – Step 1					12.0%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Duplin County Airport is 12.0%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Duplin County Airport FY 2015 - FY 2017 is: 12.0%.

7. Race-Conscious/Race-Neutral Projections

Duplin County Airport proposes that, of the DBE goal of **12.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **12.0%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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 DBEs 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.

Elizabeth City Regional Airport

1. Airport Name and Location:

Elizabeth City Regional Airport is located in eastern North Carolina, in 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: Elizabeth City Regional Airport Market Area

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

The FY 2015 – 2017 Project proposed for the Elizabeth City Regional Airport consists of runway approach clearing.

Table 2: Elizabeth City Regional Airport

PROJECT	ACTIVITY	NAICS CODES
Pavement Condition - Rehabilitate Runway 1-19	Highway & Street	237310
	Drainage	237990
	Electrical	238210
	Engineering	541330
	Landscaping	561730

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

Table 3: Availability of DBEs for the Elizabeth City Regional Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	2	12	16.7%	70.7%	11.8%
237990	0	14	0.0%	6.8%	0.0%
238210	3	94	3.2%	9.4%	0.3%
541330	4	72	5.6%	12.8%	0.7%
561730	3	105	2.9%	0.4%	0.0%
WEIGHTED GOAL – Step 1					12.8%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Elizabeth City Regional Airport is 12.8%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

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

**Table 4: Elizabeth City Regional Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2011	3.0%	1.9%	-1.1%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **1.9%**, compared to Step 1 DBE Base Figure for the airport of **12.8%**.

b. Adjustment to Step 1 DBE Base Figure

The DBE accomplishment for the reporting period as shown in Table 4 for the Elizabeth City Regional Airport is 1.9%. This amount will be averaged with the 12.8% base figure to yield an adjusted goal of **7.4%**.

Proposed Overall Goal for Elizabeth City Regional Airport FY 2015 - FY 2017 is: 7.4%.

7. Race-Conscious/Race-Neutral Projections

Elizabeth City Regional Airport proposes that, of the DBE goal of **7.4%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **7.4%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **1.1%**.

8. Contract Goals

The Elizabeth City 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 DBEs 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

Alamance	Ashe	Forsyth
Lincoln	Surry	

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

The FY 2015 – 2017 projects proposed for the Elkin Municipal Airport are shown in the table below.

Table 2: Elkin Municipal Airport

PROJECT	ACTIVITY	NAICS
Runway Safety Area Extension Runway 7	Drainage	237990
	Concrete	238110
	Site Prep	238910
	Engineering	541330
	Landscaping	561730
Runway 25 500' Extension and Taxiway Turnaround	Highway & Street	237310
	Electrical	238210
	Site Prep	238910
	Engineering	541330
	Landscaping	561730

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

Table 3a: Availability of DBEs for the Elkin Municipal Airport by Relevant NAICS Codes - Runway Safety Area Extension Runway 7

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237990	0	5	0.0%	5.8%	0.0%
238110	1	29	3.4%	10.5%	0.4%
238910	8	87	9.2%	57.3%	5.3%
541330	7	65	10.8%	16.7%	1.8%
561730	4	233	1.7%	9.7%	0.2%
WEIGHTED GOAL – Step 1					7.6%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

Table 3b: Availability of DBEs for the Elkin Municipal Airport by Relevant NAICS Codes - Runway 25 500' Extension and Taxiway Turnaround

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	6	28	21.4%	57.7%	12.4%
238210	0	173	0.0%	0.8%	0.0%
238910	8	87	9.2%	14.5%	1.3%
541330	7	65	10.8%	22.7%	2.4%
561730	4	233	1.7%	4.2%	0.1%
WEIGHTED GOAL – Step 1					16.2%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Runway Safety Area Extension Runway 7 project is **7.6%**.

The Step 1 DBE Base Figure for the Runway 25 500' Extension and Taxiway Turnaround project is **16.2%**.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

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

**Table 4: Elkin Municipal Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2011	8.9%	9.3%	0.4%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **9.3%**, compared to Step 1 DBE Base Figures for the airport of 7.6% and 16.2%.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will adjust the Step 1 DBE Base Figures. The base figures will be adjusted by the median accomplishment figure shown in table 4 above.

**Table 5: Elkin Municipal Airport
FY 2015 – FY 2017 Overall Goal**

Project	Step1	Step 2 adjustment	Overall Goal	Projected funding	DBE Goal (dollars)
Runway Safety Area Extension Runway 7	7.6%	9.3%	8.5%	\$2,797,600	\$237,796
Runway 25 500' Extension and Taxiway Turnaround	16.2%	9.3%	12.8%	\$2,360,000	\$302,080
Total 3-year goal			10.5%	\$5,157,600	\$539,876

The total DBE goal in dollars was divided by the total project costs to derive the overall DBE goal of 10.5% for FY 2015-FY 2017.

7. Race-Conscious/Race-Neutral Projections

Elkin Municipal Airport proposes that, of the DBE goal of **10.5%**, the projected race-neutral goal will be **0.4%**, and the race conscious goal will be **10.1%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.4%**.

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 DBEs 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.

Gastonia Municipal Airport

1. Airport Name and Location:

Gastonia 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: Gastonia Municipal Airport Market Area

Alamance	Forsyth	Gaston
Lincoln	Surry	

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

The FY 2015 – 2017 project proposed for the Gastonia Municipal Airport consists of runway approach clearing.

Table 2: Gastonia Municipal Airport

PROJECT	ACTIVITY	NAICS CODES
Runway Approach Obstruction Removal	Site Prep	238910
	Engineering	541330
	Surveying	541370

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

Table 3: Availability of DBEs for the Gastonia Municipal Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
238910	8	93	8.6%	85.0%	7.3%
541330	8	83	9.6%	10.0%	1.0%
541370	2	31	6.5%	5.0%	0.3%
WEIGHTED GOAL – Step 1					8.6%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Gastonia Municipal Airport is 8.6%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

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

**Table 4: Gastonia Municipal Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2013	6.0%	11.6%	5.6%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **11.6%**, compared to Step 1 DBE Base Figure for the airport of **8.6%**.

b. Adjustment to Step 1 DBE Base Figure

The DBE accomplishment for the reporting period as shown in Table 4 for the Gastonia Municipal Airport is 11.6%. This amount will be averaged with the 8.6% base figure to yield an adjusted goal of **10.1%**.

Proposed Overall Goal for Gastonia Municipal Airport FY 2015 - FY 2017 is: 10.1%.

7. Race-Conscious/Race-Neutral Projections

Gastonia Municipal Airport proposes that, of the DBE goal of **10.1%**, the projected race-neutral goal will be **5.6%**, and the race conscious goal will be **4.5%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **5.6%**.

8. Contract Goals

The Gastonia 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 DBEs 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.

Harnett Regional Jetport

1. Airport Name and Location:

Harnett Regional Jetport is located near Dunn about 35 miles South of Raleigh, in the Town of Erwin.

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: Harnett Regional Jetport Market Area

Cumberland	Harnett
Lenoir	Wake

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

The FY 2015 – 2017 project proposed for the Harnett Regional Jetport is shown in table 2 below.

Table 2: Harnett Regional Jetport

PROJECT	ACTIVITY	NAICS CODES
Runway 23 Land Acquisition Easement and Clearing	Site Prep	238910
	Appraisal	531320
	Engineering	541330
	Surveying	541370
	Landscaping	561730

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

Table 3: Availability of DBEs for the Harnett Regional Jetport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
238910	18	109	16.5%	24.0%	4.0%
531320	1	89	1.1%	20.1%	0.2%
541330	33	430	7.7%	17.9%	1.4%
541370	15	52	28.8%	3.2%	0.9%
561730	13	472	2.8%	34.8%	1.0%
WEIGHTED GOAL – Step 1					7.4%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Harnett Regional Jetport is 7.4%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Harnett Regional Jetport FY 2015 - FY 2017 is: 7.4%.

7. Race-Conscious/Race-Neutral Projections

Harnett Regional Jetport proposes that, of the DBE goal of **7.4%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **7.4%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Harnett 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 DBEs 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

Alamance	Beaufort	Durham
Guilford	Lenoir	Nash
Wake	Wayne	Wilson

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

The FY 2015 – 2017 project proposed for the Henderson-Oxford Airport is shown in table 2 below.

Table 2: Henderson-Oxford Airport

PROJECT	ACTIVITY	NAICS CODES
Runway Lighting Rehabilitation	Electrical	238210
	Site Prep	238910
	Engineering	541330

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

Table 3: Availability of DBEs for the Henderson-Oxford Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
238210	7	578	1.2%	62.4%	0.8%
238910	27	192	14.1%	17.9%	2.5%
541330	38	562	6.8%	19.7%	1.3%
WEIGHTED GOAL – Step 1					4.6%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Henderson-Oxford Airport is 4.6%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Henderson-Oxford Airport FY 2015 - FY 2017 is: 4.6%.

7. Race-Conscious/Race-Neutral Projections

Henderson-Oxford Airport proposes that, of the DBE 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 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 DBEs 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.

Hickory Regional Airport

1. Airport Name and Location:

Hickory Regional Airport is located in Hickory, North Carolina in the foothills 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: Hickory Regional Airport Market Area

Alamance	Cabarrus	Caldwell
Catawba	Forsyth	

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

The FY 2015 – 2017 project proposed for the Hickory Regional Airport is shown in table 2 below.

Table 2: Hickory Regional Airport

PROJECT	ACTIVITY	NAICS CODES
Runway 6 Extension - Phase 1	Highway & Street	237310
	Drainage	237990
	Electrical	238210
	Site Prep	238910
	Engineering	541330
	Environmental	541620
	Landscaping	561730

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

Table 3: Availability of DBEs for the Hickory Regional Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	5	36	13.9%	32.0%	4.4%
237990	0	10	0.0%	3.9%	0.0%
238210	1	245	0.4%	12.3%	0.1%
238910	9	97	9.3%	24.3%	2.3%
541330	8	97	8.2%	19.6%	1.6%
541620	3	21	14.3%	2.1%	0.3%
561730	4	293	1.4%	5.9%	0.1%
WEIGHTED GOAL – Step 1					8.7%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Hickory Regional Airport is 8.7%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Hickory Regional Airport FY 2015 - FY 2017 is: 8.7%.

7. Race-Conscious/Race-Neutral Projections

Hickory Regional Airport proposes that, of the DBE 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 Hickory 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 DBEs 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.

Hyde County Airport

1. Airport Name and Location:

Hyde County Airport is located in coastal North Carolina approximately seven miles north of Engelhard.

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: Hyde County Airport Market Area

Dare	Hertford
Hyde	Lenoir

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

The FY 2015 – 2017 project proposed for the Hyde County Airport is shown in table 2 below.

Table 2: Hyde County Airport

PROJECT	ACTIVITY	NAICS CODES
Runway Pavement Rehabilitation	Highway & Street	237310
	Site Prep	238910
	Engineering	541330
	Landscaping	561730

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

Table 3: Availability of DBEs for the Hyde County Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	1	8	12.5%	71.8%	9.0%
238910	2	17	11.8%	7.8%	0.9%
541330	1	12	8.3%	0.6%	0.0%
561730	4	48	8.3%	19.9%	1.7%
WEIGHTED GOAL – Step 1					11.6%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory October 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Hyde County Airport is 11.6%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Hyde County Airport FY 2015 - FY 2017 is: 11.6%.

7. Race-Conscious/Race-Neutral Projections

Hyde County Airport proposes that, of the DBE goal of **11.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **11.6%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Hyde 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 DBEs 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.

Laurinburg-Maxton Airport

1. Airport Name and Location:

Laurinburg-Maxton Airport is located in the Coastal Plains of North Carolina, in the City of Maxton.

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: Laurinburg-Maxton Airport Market Area

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

The FY 2015 – 2017 project proposed for the Laurinburg-Maxton Airport is shown in table 2 below.

Table 2: Laurinburg-Maxton Airport

PROJECT	ACTIVITY	NAICS CODES
Apron Rehabilitation (Phase 1)	Highway & Street	237310
	Engineering	541330

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

Table 3: Availability of DBEs for the Laurinburg-Maxton Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	2	13	15.4%	90.0%	13.8%
541330	1	9	11.1%	10.0%	1.1%
WEIGHTED GOAL – Step 1					14.9%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory October 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Laurinburg-Maxton Airport is 14.9%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Laurinburg-Maxton Airport FY 2015 - FY 2017 is: 14.9%.

7. Race-Conscious/Race-Neutral Projections

Laurinburg-Maxton Airport proposes that, of the DBE goal of **14.9%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **14.9%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Laurinburg-Maxton 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 DBEs 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

Alamance
Lincoln
Mecklenburg

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

The FY 2015 – 2017 project proposed for the Lincolnton-Lincoln County Regional Airport is shown in table 2 below.

Table 2: Lincolnton-Lincoln County Regional Airport

PROJECT	ACTIVITY	NAICS CODES
Land acquisition and obstruction removal - Runway 5	Site Prep	238910
	Appraisal	531320
	Attorneys	541110
	Engineering	541330
	Surveying	541370
	Landscaping	561730

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

Table 3: Availability of DBEs for the Lincolnton-Lincoln County Regional Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
238910	9	88	10.2%	33.9%	3.5%
531320	1	71	1.4%	3.6%	0.1%
541110	2	639	0.3%	3.6%	0.0%
541330	15	322	4.7%	14.9%	0.7%
541370	3	47	6.4%	3.6%	0.2%
561730	4	362	1.1%	40.5%	0.4%
WEIGHTED GOAL – Step 1					4.9%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory October 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Lincolnton-Lincoln County Regional Airport is 4.9%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

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

**Table 4: Lincolnton-Lincoln County Regional Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2012	6.0%	4.5%	-1.5%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **4.5%**, compared to Step 1 DBE Base Figure for the airport of **4.9%**.

b. Adjustment to Step 1 DBE Base Figure

The DBE accomplishment for the reporting period as shown in Table 4 for the Lincolnton-Lincoln County Regional Airport is 4.5%. This amount will be averaged with the 4.9% base figure to yield an adjusted goal of **4.7%**.

Proposed Overall Goal for Lincolnton-Lincoln County Regional Airport FY 2015 - FY 2017 is: 4.7%.

7. Race-Conscious/Race-Neutral Projections

Lincolnton-Lincoln County Regional Airport proposes that, of the DBE 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 the historical information on DBE participation showed that the amount by which the past DBE goal was under-achieved is **1.5%**.

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 DBEs 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.

Lumberton Municipal Airport

1. Airport Name and Location:

Lumberton Municipal Airport is located just west of the City of Lumberton in Robeson County, approximately 30 miles south 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: Lumberton Municipal Airport Market Area

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

The FY 2015 – 2017 project proposed for the Lumberton Municipal Airport is shown below.

Table 2: Lumberton Municipal Airport

PROJECT	ACTIVITY	NAICS CODES
Partial Parallel Taxiway - Runway 5	Highway & Street	237310
	Electrical	238210
	Site Prep	238910
	Engineering	541330
	Landscaping	561730

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

Table 3: Availability of DBEs for the Lumberton Municipal Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	6	23	26.1%	45.7%	11.9%
238210	4	156	2.6%	8.7%	0.2%
238910	6	35	17.1%	23.9%	4.1%
541330	4	96	4.2%	14.1%	0.6%
561730	6	125	4.8%	7.6%	0.4%
WEIGHTED GOAL – Step 1					17.2%

SOURCES:

- 2012 County Business Patterns.
- NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Lumberton Municipal Airport is 17.2%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

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

**Table 4: Lumberton Municipal Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2011	6.7%	5.9%	-0.8%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **5.9%**, compared to Step 1 DBE Base Figure for the airport of **17.2%**.

b. Adjustment to Step 1 DBE Base Figure

The median DBE accomplishment for the reporting period as shown in Table 4 for the Lumberton Municipal Airport is 5.9%. This amount will be averaged with the 17.2% base figure to yield an adjusted goal of **11.6%**.

Proposed Overall Goal for Lumberton Municipal Airport FY 2015 - FY 2017 is: 11.6%.

7. Race-Conscious/Race-Neutral Projections

Lumberton Municipal Airport proposes that, of the DBE goal of **11.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **11.6%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.8%**.

8. Contract Goals

The Lumberton 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 DBEs 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.

Macon County Airport

1. Airport Name and Location:

Macon County Airport is located in Western North Carolina three miles from downtown Franklin 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: Macon County Airport Market Area

Buncombe	Graham	Haywood
Jackson	Macon	

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

The FY 2015 – 2017 project proposed for the Macon County Airport is shown below.

Table 2: Macon County Airport

PROJECT	ACTIVITY	NAICS CODES
Runway 7 Extended Safety Area	Drainage	237990
	Site Prep	238910
	Fencing	238990
	Engineering	541330
	Environmental Consulting	541620
	Archeological Services	541720
	Landscaping	561730

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

Table 3: Availability of DBEs for the Macon County Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237990	0	2	0.0%	10.9%	0.0%
238910	2	95	2.1%	13.2%	0.3%
238990	0	35	0.0%	1.0%	0.0%
541330	4	65	6.2%	5.7%	0.3%
541620	3	26	11.5%	54.2%	6.3%
541720	0	2	0.0%	11.8%	0.0%
561730	4	169	2.4%	3.2%	0.1%
WEIGHTED GOAL – Step 1					7.0%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Macon County Airport is 7.0%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

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

**Table 4: Macon County Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2011	6.0%	6.6%	0.6%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **6.6%**, compared to Step 1 DBE Base Figure for the airport of **7.0%**.

b. Adjustment to Step 1 DBE Base Figure

The median DBE accomplishment for the reporting period as shown in Table 4 for the Macon County Airport is 6.6%. This amount will be averaged with the 7.0% base figure to yield an adjusted goal of **6.8%**.

Proposed Overall Goal for Macon County Airport FY 2015 - FY 2017 is: 6.8%.

7. Race-Conscious/Race-Neutral Projections

Macon County Airport proposes that, of the DBE goal of **6.8%**, the projected race-neutral goal will be **0.6%**, and the race conscious goal will be **6.2%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.6%**.

8. Contract Goals

The Macon 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 DBEs 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 2015 – 2017 projects proposed for the Mount Airy-Surry County Airport are shown in table 2 below.

Table 2: Mount Airy-Surry County Airport

PROJECT	ACTIVITY	NAICS
Road Relocation - SR 1627 Utility Relocation	Water and Sewer Line Construction	237110
	Power and Communication Line Construction	237130
Runway and Taxiway Extension - Site Preparation	Drainage	237990
	Site Prep	238910
	Engineering	541330
	Surveying	541370
Runway and Taxiway Extension - Paving and Lighting	Landscaping	561730
	Highway & Street	237310
	Electrical	238210
	Site Prep	238910
	Engineering	541330
Apron Rehabilitation	Surveying	541370
	Highway & Street	237310
	Engineering	541330
	Surveying	541370

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

Table 3a: Availability of DBEs for the Mount Airy-Surry County Airport by Relevant NAICS Codes - Road Relocation - SR 1627 Utility Relocation

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
Water and Sewer Line Construction	237110	2	16	12.5%	50.0%
Power and Communication Line Construction	237130	0	17	0.0%	50.0%
WEIGHTED GOAL – Step 1					6.3%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

Table 3b: Availability of DBEs for the Mount Airy-Surry County Airport by Relevant NAICS Codes - Runway and Taxiway Extension - Site Preparation

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237990	0	5	0.0%	10.3%	0.0%
238910	7	74	9.5%	68.2%	6.5%
541330	7	59	11.9%	13.3%	1.6%
541370	0	22	0.0%	0.8%	0.0%
561730	4	206	1.9%	7.3%	0.1%
WEIGHTED GOAL – Step 1					8.2%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

Table 3c: Availability of DBEs for the Mount Airy-Surry County Airport by Relevant NAICS Codes - Runway and Taxiway Extension - Paving and Lighting

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	4	26	15.4%	69.0%	10.6%
238210	0	146	0.0%	8.7%	0.0%
238910	7	74	9.5%	5.1%	0.5%
541330	7	59	11.9%	15.4%	1.8%
541370	0	22	0.0%	1.3%	0.0%
561730	4	206	1.9%	0.5%	0.0%
WEIGHTED GOAL – Step 1					12.9%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

**Table 3d: Availability of DBEs for the Mount Airy-Surry County Airport
by Relevant NAICS Codes - Apron Rehabilitation**

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	4	26	15.4%	81.9%	12.6%
541330	7	59	11.9%	15.8%	1.9%
541370	0	22	0.0%	2.3%	0.0%
WEIGHTED GOAL – Step 1					14.5%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Road Relocation - SR 1627 Utility Relocation project is **6.3%**.

The Step 1 DBE Base Figure for the Runway and Taxiway Extension - Site Preparation project is **8.2%**.

The Step 1 DBE Base Figure for the Runway and Taxiway Extension - Paving and Lighting project is **12.9%**.

The Step 1 DBE Base Figure for the Apron Rehabilitation project is **14.5%**.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figures. There is no recent similar past participation history on federally-funded projects.

**Table 5: Mount Airy-Surry County Airport
FY 2015 – FY 2017 Overall Goal**

Project	Step1	Step 2 adjustment	Overall Goal	Projected funding	DBE Goal (dollars)
Road Relocation - SR 1627 Utility Relocation	6.3%	N/A	6.3%	\$1,230,000	\$77,490
Runway and Taxiway Extension - Site Preparation	8.2%	N/A	8.2%	\$2,400,000	\$196,800
Runway and Taxiway Extension - Paving and Lighting	12.9%	N/A	12.9%	\$1,400,000	\$180,600
Apron Rehabilitation	14.5%	N/A	14.5%	330000	\$47,850
Total 3-year goal			9.4%	\$5,360,000	\$502,740

The total DBE goal in dollars was divided by the total project costs to derive the overall DBE goal of 9.4% for FY 2015-FY 2017.

7. Race-Conscious/Race-Neutral Projections

Mount Airy-Surry County Airport proposes that, of the DBE goal of **9.4%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **9.4%**.

The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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 DBEs 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.

Raleigh Executive Jetport

1. Airport Name and Location:

Raleigh Executive Jetport previously known as the Sanford-Lee County Regional Airport, is located 8 miles northeast of Sanford, 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: Raleigh Executive Jetport Market Area

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

The FY 2015 – 2017 Project proposed for the Raleigh Executive Jetport consists of runway approach clearing.

Table 2: Raleigh Executive Jetport

PROJECT	ACTIVITY	NAICS CODES
GA Apron Expansion and Taxiway Widening	Highway & Street	237310
	Electrical	238210
	Site Prep	238910
	Engineering	541330
	Landscaping	561730

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

Table 3: Availability of DBEs for the Raleigh Executive Jetport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	7	32	21.9%	47.0%	10.3%
238210	0	255	0.0%	11.3%	0.0%
238910	13	80	16.3%	18.4%	3.0%
541330	33	396	8.3%	16.7%	1.4%
WEIGHTED GOAL – Step 1					14.8%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Raleigh Executive Jetport is 14.8%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figures. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Raleigh Executive Jetport FY 2015 - FY 2017 is: 14.8%.

7. Race-Conscious/Race-Neutral Projections

Raleigh Executive Jetport proposes that, of the DBE goal of **14.8%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **14.8%**. The reason for this projected split is there is no historical information to project a race-neutral percentage.

8. Contract Goals

The Raleigh 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 DBEs 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.

Richmond County Airport

1. Airport Name and Location:

Richmond County Airport is located in central North Carolina, in Rockingham, 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: Richmond County Airport Market Area

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

The FY 2015 – 2017 project proposed for the Richmond County Airport is shown below.

Table 2: Richmond County Airport

PROJECT	ACTIVITY	NAICS CODES
Runway 14 Obstruction Removal	Site Prep	238910
	Engineering	541330
	Landscaping	561730

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

Table 3: Availability of DBEs for the Richmond County Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
238910	6	30	20.0%	52.8%	10.6%
541330	0	41	0.0%	20.0%	0.0%
561730	3	98	3.1%	27.2%	0.8%
WEIGHTED GOAL – Step 1					11.4%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory October 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Richmond County Airport is 11.4%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.

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

**Table 4: Richmond County Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2008	6.0%	13.5%	7.5%
FY 2013	4.0%	3.0%	-1.0%
Median	5.0%	8.3%	3.3%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **8.3%**, compared to Step 1 DBE Base Figure for the airport of **11.4%**.

b. Adjustment to Step 1 DBE Base Figure

The median DBE accomplishment for the reporting period as shown in Table 4 for the Richmond County Airport is 8.3%. This amount will be averaged with the 11.4% base figure to yield an adjusted goal of **9.8%**.

Proposed Overall Goal for Richmond County Airport FY 2015 - FY 2017 is: 9.8%.

7. Race-Conscious/Race-Neutral Projections

Richmond County Airport proposes that, of the DBE goal of **9.8%**, the projected race-neutral goal will be **3.3%**, and the race conscious goal will be **6.5%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **3.3%**.

8. Contract Goals

The Richmond 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 DBEs 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.

Siler City Airport

1. Airport Name and Location:

Siler City Airport is located in central North Carolina in Siler 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: Siler City Airport Market Area

Alamance	Chatham	Durham
Harnett	Lee	Moore
Orange	Randolph	Wake

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

The FY 2015 – 2017 project proposed for the Siler City Airport is shown in table 2 below.

Table 2: Siler City Airport

PROJECT	ACTIVITY	NAICS CODES
Rehabilitate Runway 4-22, Taxiway Turnarounds, and Apron	Highway & Street	237310
	Site Prep	238910
	Engineering	541330
	Landscaping	561730

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

Table 3: Availability of DBEs for the Siler City Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	13	65	20.0%	82.9%	16.6%
238910	20	185	10.8%	6.3%	0.7%
541330	37	514	7.2%	8.3%	0.6%
561730	18	694	2.6%	2.5%	0.1%
WEIGHTED GOAL – Step 1					17.9%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Siler City Airport is 17.9%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Siler City Airport FY 2015 - FY 2017 is: 17.9%.

7. Race-Conscious/Race-Neutral Projections

Siler City Airport proposes that, of the DBE goal of **17.9%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **17.9%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Siler City 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 DBEs 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

Alamance	Durham	Forsyth	Guilford
Iredell	Orange	Rockingham	

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

The FY 2015 – 2017 projects proposed for the Smith Reynolds Airport are shown in table 2 below.

Table 2: Smith Reynolds Airport

PROJECT	ACTIVITY	NAICS
Reconstruct Taxiway F	Highway & Street	237310
	Electrical	238210
	Site Prep	238910
	Engineering	541330
	Surveying	541370
	Testing	541380
Reconstruct Taxiway NW Section of Taxiway A	Highway & Street	237310
	Electrical	238210
	Site Prep	238910
	Engineering	541330
	Surveying	541370
	Testing	541380
Runway 15-33 Terrain Obstruction Removal	Highway & Street	237310
	Site Prep	238910
	Fencing	238990
	Engineering	541330
	Surveying	541370
	Testing	541380
	Landscaping	561730

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

**Table 3a: Availability of DBEs for the Smith Reynolds Airport
by Relevant NAICS Codes - Reconstruct Taxiway F**

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	13	49	26.5%	65.5%	17.4%
238210	8	412	1.9%	3.5%	0.1%
238910	16	157	10.2%	5.6%	0.6%
541330	13	241	5.4%	22.6%	1.2%
541370	0	54	0.0%	1.3%	0.0%
541380	0	31	0.0%	1.7%	0.0%
WEIGHTED GOAL – Step 1					19.2%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

**Table 3b: Availability of DBEs for the Smith Reynolds Airport
by Relevant NAICS Codes - Reconstruct Taxiway NW Section of Taxiway A**

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
237310	13	49	26.5%	61.3%	16.3%
238210	8	412	1.9%	17.1%	0.3%
238910	16	157	10.2%	6.0%	0.6%
541330	13	241	5.4%	12.8%	0.7%
541370	0	54	0.0%	0.7%	0.0%
541380	0	31	0.0%	2.0%	0.0%
WEIGHTED GOAL – Step 1					17.9%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

**Table 3c: Availability of DBEs for the Smith Reynolds Airport
by Relevant NAICS Codes - Runway 15-33 Terrain Obstruction Removal**

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
238910	16	157	10.2%	80.8%	8.2%
238990	5	115	4.3%	2.9%	0.1%
541330	13	241	5.4%	10.7%	0.6%
541370	0	54	0.0%	0.7%	0.0%
541380	0	31	0.0%	0.8%	0.0%
561730	10	514	1.9%	4.2%	0.1%
WEIGHTED GOAL – Step 1					9.0%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Road Relocation - Reconstruct Taxiway F project is **19.2%**.

The Step 1 DBE Base Figure for the Runway and Reconstruct Taxiway NW Section of Taxiway A project is **17.9%**.

The Step 1 DBE Base Figure for the Runway 15-33 Terrain Obstruction Removal project is **9.0%**.

9. Adjustments to the DBE Base Figure:

After the DBE 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:

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

**Table 4: Smith Reynolds Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2008	8.8%	0.5%	-8.3%
FY 2008	8.8%	9.7%	0.9%
FY 2009	9.0%	31.3%	22.3%
Median	8.8%	9.7%	0.9%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **9.7%**, compared to Step 1 DBE Base Figures for the airport of 19.2, 17.9% and 9.0%.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will adjust the Step 1 DBE Base Figures. The base figures will be adjusted by the median accomplishment figure shown in table 4 above.

**Table 5: Smith Reynolds Airport
FY 2015 – FY 2017 Overall Goal**

Project	Step1	Step 2 adjustment	Overall Goal	Projected funding	DBE Goal (dollars)
Reconstruct Taxiway F	19.2%	9.7%	14.5%	\$650,000	\$94,250
Reconstruct Taxiway NW Section of Taxiway A	17.9%	9.7%	13.8%	\$1,500,000	\$207,000
Runway 15-33 Terrain Obstruction Removal	9.0%	9.7%	9.5%	\$2,100,000	\$199,500
Total 3-year goal			11.8%	\$4,250,000	\$500,750

The total DBE goal in dollars was divided by the total project costs to derive the overall DBE goal of 11.8% for FY 2015-FY 2017.

7. Race-Conscious/Race-Neutral Projections

Smith Reynolds Airport proposes that, of the DBE goal of **11.8%**, the projected race-neutral goal will be **0.9%**, and the race conscious goal will be **10.9%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.9%**.

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 DBEs 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.

Warren Field Airport

1. Airport Name and Location:

Warren Field Airport is located in located in Washington, NC approximately 25 miles outside of Greenville, 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: Warren Field Airport Market Area

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

The FY 2015 – 2017 project proposed for the Warren Field Airport is shown in table 2 below.

Table 2: Warren Field Airport

PROJECT	ACTIVITY	NAICS CODES
Runway 5-23 Lighting Rehabilitation	Electrical	238210
	Engineering	541330

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

Table 3: Availability of DBEs for the Warren Field Airport by Relevant NAICS Codes

NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	% of estimated total expended	Weighted Total Availability
238210	1	80	1.3%	90.0%	1.1%
541330	4	44	9.1%	10.0%	0.9%
WEIGHTED GOAL – Step 1					2.0%

SOURCES:

1. 2012 County Business Patterns.
2. NC UCP DBE Directory September 2014.
3. NC HUB Vendor Directory.

5. Determining the Step 1 DBE Base Figure

The Step 1 DBE 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 DBE firms to all relevant firms as indicated in Table 3 above.

The Step 1 DBE Base Figure for the Warren Field Airport is 2.0%.

6. Adjustments to the DBE Base Figure:

After the DBE 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 DBEs to perform work in your DOT-assisted contracting program, as measured by the volume of work DBEs 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 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. There is no recent similar past participation history on federally-funded projects.

Proposed Overall Goal for Warren Field Airport FY 2015 - FY 2017 is: 2.0%.

7. Race-Conscious/Race-Neutral Projections

Warren Field Airport proposes that, of the DBE goal of **2.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **2.0%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Warren 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 DBEs 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 3 - Consultation Meeting Attendee List

NAME	COMPANY/AIRPORT	Raleigh 10-3-14	Charlotte 10-14-14	Wilmington 10-24-14
Aboulhosn, Nadia	Atkins	x		
Akins, Lorin	ECS Carolinas	x		
Allsbrook, Amanda	Atkins	x		
Austin, Robin	Talbert & Bright			x
Bingham, Rachel	NCDOT, Division of Aviation	x		x
Blackmon, Ray	Johnston County Airport	x		
Bleiweis, Lew	Asheville Regional Airport			x
Blevins, Barry	Harnett Regional Airport	x		
Borden, Steve	Moore County Airport	x		
Brabble, Knapp	Plymouth Municipal Airport			x
Cashion, Lloyd	Davidson County Airport	x		
Cook, Bill	Henderson Field			x
Davidson, Mark	Smith Reynolds Airport	x		
Deres, Nick	Atkins	x		
Easter, Sarah	THC	x		
Elliott, Jason	Michael Baker Corp.	x		
Farthing, Jim	Michael Baker Corp.			x
Floyd, Mike	Parrish & Partners			x
Hilderbran, Matt	DOA	x		
Hodges, Jane	Hyde County			x
Hodges, Kimberly	Parrish & Partners	x		
Howard, Don	Avcon, Inc.	x		x
Jewett, Ron	RDU	x		
Jones, Joe	Michael J. Smith Field			x
Joyner, Ed	Kimley-Horn		x	
Kennedy, Jason	W.K. Dickson	x		x
Kirby, Jeff	Parrish & Partners			x
Kuttrus, Mark	Parsons Brinkerhoff			x
Laliberte, Lance	TELICS			x
Lanier, Phil	DOA	x		
Lennon, John	NCDOT			x
Luther, James	W.K. Dickson	x		
Madden, Eddie	Elizabethtown	x		
Maslyk, Bill		x		
Mayfield, Jack	Pond & Co.	x		
McNeal, Aaron	RS & H	x		
Messer, Benjamin	Woolpert	x		
Metcalf, Mick	TBEI	x		
Metz, Joe	Air Traffic Control Manager			x
Myers, Todd	DOA	x		x
Nixon, Wilfred	Ken Weeden & Associates	x		x
Novak, Adam	Parsons Brinkerhoff	x		x
Novak, Jim	RDU	x		
O'Dell, Kelly	Summitt Design & Engineering			x
Plentyl, Will	Parrish & Partners	x		x
Quesenberry, Tom	RDU	x		
Rosser, Alex	Piedmont Triad International Airport	x		
Rysdon, Eric	RS & H			x
Sander, Doug	Delta Airport	x		x
Shorter, Andy	Coastal Carolina Regional Airport			x
Siegler, Nancy	DOA	x		
Sill, Savannah	Arora Engineers			
Slater, Tom	RS & H	x		x
Smith, Paul	W. K. Dickson	x		x
Strong, John	MCAS New River			x
Taylor, Gary	Wilmington International Airport			x
VanDerLinden, Karel	Island Spice	x		
Vickers, Jerry	Pitt-Greenville Airport			x
Viventi, Dion	Elizabeth City Regional Airport			x
Walston, Bobby	DOA	x		
White, Chris	Albert J. Ellis			x
Whited, Bradley	Fayetteville Regional Airport	x		
Williams, Brigid	W.K. Dickson	x		
Yap, Basil	DOA	x		

Attachment 4: Consultation Meeting Comments

1. Where are all firms and DBEs found for the step 1 goal calculation?
DBE firms come from the NC UCP DBE directory and all firm come from the US Census Bureau County Business Patterns.
2. How is the market area determined?
The market area is where the substantial majority of bidders are located and where the substantial majority of funding that was spent. One source to determine market area are bid tabs.
3. What do you do if projects in bid tabs are not similar to anticipated projects?
If bid tabs from similar projects are not available, other sources are used.
4. Why doesn't the market area include nearby counties?
The market area is determined by where bidders are located and dollars are spent. Which is not always in nearby counties.
5. What is the lighting NAICS code?
For airport lighting the 238210 NAICS code for electrical contractors is used.
6. Are goals set for engineering services?
If engineering services used are AIP funded then they are included in the overall goal. The Division will determine specific goals for individual projects.
7. Are there any adjustment factors for DBE experience?
The Division must examine adjustment factors in step 2 of the goal setting process. Specifically, the Division has used DBE accomplishment percentages for recent projects which take into account actual DBE experience on airport projects.
8. Prime contractors and subcontractors have to be prequalified to participate on projects. Are all of the DBEs used in the goal calculation prequalified?
Prequalification was not a factor that was considered when determining the number of available DBEs?
9. Is it required to advertise upcoming projects?
The advertisement of upcoming projects is not required, but may be considered when evaluating a prime contractor's good faith efforts.