

FY 2024 – FY 2026
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM
METHODOLOGY
for



DIVISION OF
AVIATION

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

With Assistance From



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METHODOLOGY for Establishing the FY 2024 – FY 2026 Overall Disadvantaged Business Enterprise (DBE) Goal for:

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

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 2024-2026 FAA-AIP projects at all of the general aviation sub-recipient airports in North Carolina of **6.6%**. 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 2024-2026 overall goal included determining the relative availability of DBEs in each of the Airports' market areas and making any necessary adjustments. It is a multi-step process, consistent with that outlined in the Federal Register (49 CFR Part 26), i.e. 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 2024-2026 projects in order to determine the types of projects/ activities involving *federal funds* (FAA-AIP, BIL, etc.), proposed for the fiscal year, and further broken down 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, 2021) 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 2024-2026.
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:
 - *2021 County Business Patterns*.
 - *NC UCP DBE Directory, December 2023*.
3. Count only the DBE firms by relevant NAICS codes that are capable of performing work relevant to the proposed FY 2024-2026 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 2024-2026.

IV. Process and Public Participation and Stakeholder Input

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

The North Carolina DOT Division of Aviation recognizes the importance of the Public Participation requirements of 49 CFR 26: 45, which calls for:

“...consultation with minority, women’s and general contractor groups, community organizations, and other officials or organizations which could be expected to have information concerning the availability of disadvantaged and non-disadvantaged businesses, the effects of discrimination on opportunities for DBEs, and your efforts to establish a level playing field for the participation of DBEs”. (26.45 (g (i)) And further,

“...The consultation [MUST] include a scheduled, direct, interactive exchange (e.g., a face-to-face meeting, video, teleconference), with as many interested stakeholders as possible...”

The Division further recognizes the importance of fostering “meaningful” public engagement in the goals development process. Before establishing the overall goal for the new three-year period, the Division of Aviation, with the assistance of a Consultant, developed a detailed “Consultation Plan”, aimed at meeting and exceeding the objectives of 26:45.

The Division held a virtual meeting using the Go to Webinar Platform. The meeting for DBE and MBE goals were held together. The purpose of the meeting was to solicit information from interested stakeholders about the draft goals, information on the availability of potential DBEs, the effects of discrimination on opportunities for DBEs, and/or the Division of Aviation’s effort to increase DBE participation. All comments will be considered prior to the completion of the final draft. The meeting summaries, Q/A, and sign-in sheets will be included in the final Attachments.

Along with this consultation, the Division of Aviation will publish a notice of the proposed overall goal on the Division’s website informing the public that the proposed goal document and its rationale were also available through a link on the website, for review and comment. The notice will also include an email address to which comments could be sent.

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. 2022 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: Documentation of Stakeholder Consultation Meeting and Activities

Attachment 1: Goal Summary Chart

Fiscal Year	Code	Airport	Project	Funding Amount	Goal	DBE Goal (Dollars)	Race Neutral	Race Neutral (Dollars)	Race Conscious	Race Conscious (Dollars)
2024	AFP	Anson County Airport	Taxilane Reconstruction	459,000	6.0%	\$27,540	0.0%	\$0	6.0%	\$27,540
2024	GEV	Ashe County Airport	Perimeter Fencing/Obstruction Removal	333,333	6.7%	\$22,333	0.0%	\$0	6.7%	\$22,333
2026	GEV	Ashe County Airport	Parallel Taxiway - Phase 3 (Design/Bid/Permit)	666,667	5.2%	\$34,667	0.0%	\$0	5.2%	\$34,667
2025	HBI	Asheboro Regional Airport	T-Hangar Taxilane Development	1,146,667	13.8%	\$158,240	0.0%	\$0	13.8%	\$158,240
2024	7A8	Avery County Airport	Terminal and Hangar Project (CPS)	614,667	2.1%	\$12,908	0.0%	\$0	2.1%	\$12,908
2024	BUY	Burlington-Alamance Regional Airport	T-Hangar and Hangar Taxilanes Site Preparation and Paving	450,000	11.9%	\$53,550	1.9%	\$8,550	10.0%	\$45,000
2024	SUT	Cape Fear Regional Jetport	Airfield Maintenance Building (Design & Construction)	1,035,001	7.4%	\$76,590	0.0%	\$0	7.4%	\$76,590
2025	SUT	Cape Fear Regional Jetport	Southwest Hangar Access Taxilane (Design & Construction)	738,437	9.9%	\$73,105	0.0%	\$0	9.9%	\$73,105
2024	EQY	Charlotte-Monroe Executive Airport	Runway Approach Obstruction (CA/RPR Services)	367,891	4.0%	\$14,716	0.0%	\$0	4.0%	\$14,716
2025	EQY	Charlotte-Monroe Executive Airport	Runway Rehabilitation and Strengthening (Design-Bidding)	562,500	6.1%	\$34,313	0.0%	\$0	6.1%	\$34,313
2025	CTZ	Clinton-Sampson County Airport	Apron & T/L Rehab (Design)	270,194	3.0%	\$8,106	0.0%	\$0	3.0%	\$8,106
2024	CPC	Columbus County Municipal Airport	AWOS Relocation - Design & Construction	300,000	3.5%	\$10,500	0.0%	\$0	3.5%	\$10,500
2024	ONX	Currituck County Regional Airport	Fuel Farm and Apron - Construction Phase	\$604,000	5.9%	\$35,636	0.0%	\$0	5.9%	\$35,636
2025	ONX	Currituck County Regional Airport	Runway Reconstruction and Lighting	\$8,500,000	5.1%	\$433,500	0.0%	\$0	5.1%	\$433,500
2025	EYF	Curtis L. Brown Jr. Field	Multi-Unit Hangar	\$1,223,790	11.3%	\$138,288	0.0%	\$0	11.3%	\$138,288
2024	MQI	Dare County Regional Airport	Runway Approach Clearing - Construction	\$459,000	8.2%	\$37,638	0.0%	\$0	8.2%	\$37,638
2025	EXX	Davidson County Airport	AWOS with Glideslope	\$81,900	2.0%	\$1,638	0.0%	\$0	2.0%	\$1,638
2025	EXX	Davidson County Airport	Runway 6-24 Obstruction Removal	\$239,904	10.6%	\$25,430	0.0%	\$0	10.6%	\$25,430
2024	DPL	Duplin County Airport	Design/Professional Services	\$1,083,334	4.1%	\$44,417	0.0%	\$0	4.1%	\$44,417
2024	HRJ	Harnett Regional Jetport	Northwest Corporate Development - Site Improvements - Design	\$587,000	9.0%	\$52,830	0.0%	\$0	9.0%	\$52,830
2024	ECG	Elizabeth City Regional Airport	Airport Terminal Sustainability	\$304,000	6.9%	\$20,976	0.0%	\$0	6.9%	\$20,976
2025	ZEF	Elkin Municipal Airport	Perimeter Fencing (Design/Construction)	\$1,146,667	6.0%	\$68,800	0.0%	\$0	6.0%	\$68,800
2024	FFA	First Flight Airport	ALP Update	\$300,000	6.2%	\$18,600	0.0%	\$0	6.2%	\$18,600
2025	MRN	Foothills Regional Airport	New T-Hangars Site Preparation and Paving - Schedule 1	\$748,539	4.1%	\$30,690	0.0%	\$0	4.1%	\$30,690
2025	AKH	Gastonia Municipal Airport	Wildlife Fence Design	\$178,272	4.3%	\$7,666	0.0%	\$0	4.3%	\$7,666
2025	AKH	Gastonia Municipal Airport	Terminal Study	\$76,950	4.3%	\$3,309	0.0%	\$0	4.3%	\$3,309
2026	AKH	Gastonia Municipal Airport	Runway 03 Obstruction Removal	\$990,000	9.0%	\$89,100	0.0%	\$0	9.0%	\$89,100
2026	IXA	Halifax Northampton Regional Aiport	Perimeter Fence Installation	\$640,000	2.1%	\$13,440	0.0%	\$0	2.1%	\$13,440
2024	ACZ	Henderson Field Airport	Runway Pavement Rehab and Lighting System Rehab CA, RPR	\$247,773	4.4%	\$10,902	0.0%	\$0	4.4%	\$10,902
2024	ACZ	Henderson Field Airport	Structure Demolition and Tree Clearing on recently acquired p	\$58,500	4.3%	\$2,516	0.0%	\$0	4.3%	\$2,516
2025	ACZ	Henderson Field Airport	Structure Demolition and Tree Clearing on recently acquired p	\$360,297	6.4%	\$23,059	0.0%	\$0	6.4%	\$23,059
2026	ACZ	Henderson Field Airport	New Fuel Farm Design	\$145,000	4.3%	\$6,235	0.0%	\$0	4.3%	\$6,235
2026	ACZ	Henderson Field Airport	New Fuel Farm Construction	\$882,000	0.5%	\$4,410	0.0%	\$0	0.5%	\$4,410
2024	HNZ	Henderson-Oxford Airport	Parallel Taxiway Design	\$337,000	8.0%	\$26,960	0.0%	\$0	8.0%	\$26,960
2025	HNZ	Henderson-Oxford Airport	Parallel Taxiway Phase 1	\$161,000	6.8%	\$10,948	0.0%	\$0	6.8%	\$10,948
2025	HNZ	Henderson-Oxford Airport	Corporate Hangar Design/Construction	\$748,000	6.5%	\$48,620	0.0%	\$0	6.5%	\$48,620
2025	HKY	Hickory Regional Airport	Terminal Renovation (Design-Bidding)	\$300,980	0.0%	\$0	0.0%	\$0	0.0%	\$0
2026	HKY	Hickory Regional Airport	Taxiway Intersection Reconfiguration	\$1,791,000	7.3%	\$130,743	0.0%	\$0	7.3%	\$130,743
2024	7WS	Hyde County Airport	Taxilane Extension and New Box Hangar (Design)	\$254,757	0.0%	\$0	0.0%	\$0	0.0%	\$0
2024	7WS	Hyde County Airport	Airfield Drainage System Improvements (Design and Construc	\$110,000	1.3%	\$1,430	0.0%	\$0	1.3%	\$1,430
2025	7WS	Hyde County Airport	Taxilane Extension and New Box Hangar (Construction & CA)	\$752,000	5.5%	\$41,360	0.0%	\$0	5.5%	\$41,360
2025	24A	Jackson County Airport	New Terminal Building (Design)	\$339,300	5.3%	\$17,983	0.0%	\$0	5.3%	\$17,983
2026	24A	Jackson County Airport	New Terminal Building	\$1,139,367	7.8%	\$88,871	0.0%	\$0	7.8%	\$88,871
2024	JNX	Johnston Regional Airport	Rehabilitate Airfield Pavement and Construct New Bypass (De	\$376,880	7.3%	\$27,512	0.0%	\$0	7.3%	\$27,512
2025	JNX	Johnston Regional Airport	Rehabilitate Airfield Pavement and Construct New Bypass (Co	\$2,028,952	7.2%	\$146,085	0.0%	\$0	7.2%	\$146,085
2025	ISO	Kinston Regional Jetport	ARFF Renovations	\$881,000	2.7%	\$23,787	0.0%	\$0	2.7%	\$23,787
2025	MEB	Laurinburg-Maxton Airport	T-Hangar & Taxilane Phase 2	\$1,587,000	12.6%	\$199,962	0.0%	\$0	12.6%	\$199,962
2025	IPJ	Lincolnton-Lincoln County Regional Airport	Runway and Taxiway Lighting Rehabilitation (Design-Bidding	\$174,088	4.6%	\$8,008	0.0%	\$0	4.6%	\$8,008
2025	IPJ	Lincolnton-Lincoln County Regional Airport	Hangar Site Development-Phase II (Construction)	\$1,172,160	8.1%	\$94,945	0.0%	\$0	8.1%	\$94,945
2026	IPJ	Lincolnton-Lincoln County Regional Airport	Runway and Taxiway Lighting Rehabilitation (Construction Pl	\$211,050	4.6%	\$9,708	0.0%	\$0	4.6%	\$9,708
2024	LBT	Lumberton Regional Airport	Hangar Taxiways	\$309,000	15.3%	\$47,277	0.0%	\$0	15.3%	\$47,277
2025	1A5	Macon County Airport	Terminal Area Hangar Development Phase 1 & 2	\$1,486,000	8.3%	\$123,338	0.0%	\$0	8.3%	\$123,338
2025	MCZ	Martin County Airport	Wildlife Perimeter Fence - Phase 1	\$1,079,999	5.9%	\$63,720	0.0%	\$0	5.9%	\$63,720

2025	MRH	Michael J. Smith Airport	Airport Road Reconstruction (Design and Construction)	\$645,031	2.6%	\$16,771	0.0%	\$0	2.6%	\$16,771
2026	MRH	Michael J. Smith Airport	East Hangar Taxilane, Apron, and Site Work (Construction)	\$984,239	4.5%	\$44,291	0.0%	\$0	4.5%	\$44,291
2026	MRH	Michael J. Smith Airport	Wildlife Fencing - Phase 1 (Design & Construction)	\$313,260	1.0%	\$3,133	0.0%	\$0	1.0%	\$3,133
2025	RUQ	Mid-Carolina Regional Airport	AWOS Rehabilitation	\$388,800	3.9%	\$15,163	0.0%	\$0	3.9%	\$15,163
2025	RUQ	Mid-Carolina Regional Airport	Airfield Lighting Rehabilitation (Design-Bidding)	\$173,134	4.6%	\$7,964	0.0%	\$0	4.6%	\$7,964
2025	RUQ	Mid-Carolina Regional Airport	ALP Updage	\$427,500	4.6%	\$19,665	0.0%	\$0	4.6%	\$19,665
2025	43A	Montgomery County Airport	Beacon Construction	\$333,333	0.3%	\$1,000	0.0%	\$0	0.3%	\$1,000
2025	43A	Montgomery County Airport	Perimeter Fence	\$836,000	1.9%	\$15,884	0.0%	\$0	1.9%	\$15,884
2025	SOP	Moore County Airport	Taxilane Extension (Design)	\$380,596	6.9%	\$26,261	0.0%	\$0	6.9%	\$26,261
2025	SOP	Moore County Airport	RPZ/ROFA Clearing, Demolition, and Grading (Construction and CA)	\$1,015,964	11.3%	\$114,804	0.0%	\$0	11.3%	\$114,804
2024	MWK	Mount Airy-Surry County Airport	GA Terminal Parking Area - Site Preparation (Construction)	\$601,000	12.9%	\$77,529	0.0%	\$0	12.9%	\$77,529
2024	W40	Mount Olive Municipal Airport	Apron Expansion	\$300,000	11.0%	\$33,000	0.0%	\$0	11.0%	\$33,000
2025	EDE	Northeastern Regional Airport	6 Box Hangars	\$300,000	6.0%	\$18,000	0.0%	\$0	6.0%	\$18,000
2025	6OJ	Odell Williamson Municipal Airport	East Runway Connector Taxiway Design	\$132,365	2.0%	\$2,647	0.0%	\$0	2.0%	\$2,647
2025	6OJ	Odell Williamson Municipal Airport	Terminal Apron Rehabilitation (Design)	\$225,000	2.0%	\$4,500	0.0%	\$0	2.0%	\$4,500
2025	6OJ	Odell Williamson Municipal Airport	T-Hangars & Taxilanes (Design)	\$225,000	2.0%	\$4,500	0.0%	\$0	2.0%	\$4,500
2026	6OJ	Odell Williamson Municipal Airport	Rotating Beacon and Wind Cone (Design and Construction)	\$300,000	2.0%	\$6,000	0.0%	\$0	2.0%	\$6,000
2025	PMZ	Plymouth Municipal Airport	AWOS (Construction)	\$226,000	6.3%	\$14,238	0.0%	\$0	6.3%	\$14,238
2025	PMZ	Plymouth Municipal Airport	Rehabilitation of Terminal Parking Lot (Design)	\$300,000	4.5%	\$13,500	0.0%	\$0	4.5%	\$13,500
2024	TTA	Raleigh Executive Jetport	Box Hangars	\$887,000	5.4%	\$47,898	0.0%	\$0	5.4%	\$47,898
2025	TDF	Raleigh Regional Airport at Person County	Access Road Rehabilitation (Construction and CA)	\$520,000	3.9%	\$20,280	0.0%	\$0	3.9%	\$20,280
2026	TDF	Raleigh Regional Airport at Person County	Runway Lighting Rehabilitation (Design)	\$240,000	4.4%	\$10,560	0.0%	\$0	4.4%	\$10,560
2026	TDF	Raleigh Regional Airport at Person County	Taxilane and Box Hangars (Design)	\$216,000	4.4%	\$9,504	0.0%	\$0	4.4%	\$9,504
2025	RCZ	Richmond County Airport	Apron and Taxiway Rehabilitation (Construction)	\$718,572	14.8%	\$106,349	0.0%	\$0	14.8%	\$106,349
2025	RCZ	Richmond County Airport	10 Unit T-Hangar (Design/Bidding/Construction)	\$1,571,457	8.5%	\$133,574	0.0%	\$0	8.5%	\$133,574
2024	SIF	Rockingham County - Shiloh Airport	Corporate Area Development	\$604,000	6.3%	\$38,052	0.0%	\$0	6.3%	\$38,052
2024	RWI	Rocky Mount-Wilson Regional Airport	T-Hangar Phase II, Site Preparation & Paving	\$587,000	7.7%	\$45,199	0.0%	\$0	7.7%	\$45,199
2025	FQD	Rutherford County Airport	Eastside Development - Phase 1	\$2,219,000	6.4%	\$142,016	0.0%	\$0	6.4%	\$142,016
2025	EHO	Shelby-Cleveland County Regional Airport	Corporate Hangar Development	\$588,000	6.1%	\$35,868	0.0%	\$0	6.1%	\$35,868
2025	SCR	Siler City Municipal Airport	Parallel Taxiway (Design)	\$550,085	8.1%	\$44,557	0.0%	\$0	8.1%	\$44,557
2025	SCR	Siler City Municipal Airport	Perimeter Fence (Design)	\$153,180	8.1%	\$12,408	0.0%	\$0	8.1%	\$12,408
2025	INT	Smith Reynolds Airport	Airfield Lighting Rehabilitation	\$333,333	2.5%	\$8,333	0.0%	\$0	2.5%	\$8,333
2025	VUJ	Stanly County Airport	Apron and Taxilanes Pavement Rehabilitation (Phase 1)	\$450,000	11.4%	\$51,300	0.0%	\$0	11.4%	\$51,300
2025	VUJ	Stanly County Airport	On-Airport Obstruction Removal	\$200,000	8.0%	\$16,000	0.0%	\$0	8.0%	\$16,000
2024	SVH	Statesville Regional Airport	Terminal Building	\$1,757,000	6.5%	\$114,205	0.0%	\$0	6.5%	\$114,205
2024	LHZ	Triangle North Executive Airport	Corporate Area Development Phase II	\$450,000	11.2%	\$50,400	0.0%	\$0	11.2%	\$50,400
2024	LHZ	Triangle North Executive Airport	Terminal Planning and Programing	\$295,000	5.6%	\$16,520	0.0%	\$0	5.6%	\$16,520
2025	ASJ	Tri County Airport	Airfield Lighting Rehabilitation (Design)	\$150,666	8.0%	\$12,053	0.0%	\$0	8.0%	\$12,053
2025	ASJ	Tri County Airport	Airfield Lighting Rehabilitation (Construction and CA)	\$673,000	2.7%	\$18,171	0.0%	\$0	2.7%	\$18,171
2025	ASJ	Tri County Airport	T-Hangar and Taxilane (Construction and CA)	\$226,000	9.0%	\$20,340	0.0%	\$0	9.0%	\$20,340
2024	OCW	Washington-Warren Airport	ALP Update and Narrative Report	\$411,685	0.0%	\$0	0.0%	\$0	0.0%	\$0
2025	OCW	Washington-Warren Airport	North GA Area Taxilanes & Aprons	\$504,928	11.3%	\$57,057	0.0%	\$0	11.3%	\$57,057
2026	OCW	Washington-Warren Airport	8-Unit T-Hangar	\$588,000	2.3%	\$13,524	0.0%	\$0	2.3%	\$13,524
2025	GWW	Wayne Executive Jetport	Terminal Improvements - (Design/Bidding)	\$249,925	7.8%	\$19,494	0.0%	\$0	7.8%	\$19,494
2025	GWW	Wayne Executive Jetport	Perimeter Fence	\$155,979	7.5%	\$11,698	0.0%	\$0	7.5%	\$11,698
2025	GWW	Wayne Executive Jetport	Corporate Access Road	\$394,667	8.6%	\$33,941	0.0%	\$0	8.6%	\$33,941
2025	GWW	Wayne Executive Jetport	Airfield Drainage Improvements - Phase 2 (Design)	\$108,000	7.8%	\$8,424	0.0%	\$0	7.8%	\$8,424
2025	GWW	Wayne Executive Jetport	Airfield Drainage Improvements - Phase 2 - Construction	\$550,000	8.7%	\$47,850	0.0%	\$0	8.7%	\$47,850
2025	RHP	Western Carolina Regional Airport	Obstruction Lighting Rehabilitation	\$309,000	1.0%	\$3,090	0.0%	\$0	1.0%	\$3,090
2024	UKF	Wilkes County Airport	Eastside T-Hangar & Taxilane Development	\$2,391,626	9.1%	\$217,638	0.0%	\$0	9.1%	\$217,638
Total				\$68,201,141		\$4,512,056		\$8,550		\$4,503,506

Overall Goal = \$4,512,056/ \$68,201,141 =	6.6%	
Race Neutral	0.0%	
Race Conscious	6.6%	

Attachment 2: Detailed Methodology: Specific Steps

Anson County Airport

1. Airport Name and Location:

Anson County Airport is located in western North Carolina, in Anson County, and about 70 miles east of Charlotte, near the town of Anson.

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: Anson County Airport Market Area

Counties	
Anson	Montgomery
Richmond	Stanly
Union	

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

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

Table 2: FY 2024 – 2026 Projects

Anson County Airport (AFP)		
Fiscal Year	Projects	AIP Dollars
2024	Taxilane Reconstruction	\$459,000
FY 2024 - FY 2026 Total		\$459,000

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

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

FY 2024 - Taxilane Reconstruction						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	7	18			
Drainage	237990	3	6			
Site Prep	238910	4	61			
Landscaping	561730	4	216			
Total		18	301	6.0%	\$459,000	\$27,449
Weighted Step 1 Goal =						6.0%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Anson County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Taxilane Reconstruction	6.0%	N/A	6.0%	\$459,000	\$27,540
FY 2024 Total				6.0%	\$459,000	\$27,540
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.0%	\$459,000	\$27,540

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Anson 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.

Ashe County Airport

1. Airport Name and Location:

Ashe County Airport is located in Ashe County, North Carolina, United States. three miles east of the central business district of Jefferson, 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 the substantial majority of dollars were spent. The market area is shown below in Table 1. The market area for Engineering (541330) was determined to be statewide.

Table 1: Ashe County Airport Market Area

County	
Alleghany	Ashe
Watauga	Wilkes

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

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

Table 2: FY 2024 – 2026 Projects

Ashe County Airport (GEV)		
Fiscal Year	Projects	Federal Dollars
2024	Perimeter Fencing/Obstruction Removal	\$333,333
2026	Parallel Taxiway - Phase 3 (Design/Bid/Permit)	\$666,667
FY 2024 - FY 2026 Total		\$1,000,000

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

Table 3a: Step 1 Base Figure

Ashe County Airport

FY 2024 - Perimeter Fencing/Obstruction Removal						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	4	46	8.7%	\$150,000	\$13,043
Fencing	238990	1	20	5.0%	\$150,000	\$7,500
Engineering	541330	90	1728	5.2%	\$33,333	\$1,736
Total				#DIV/o!	\$333,333	\$22,280
Weighted Step 1 Goal =						6.7%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2026 – Parallel Taxiway - Phase 3 (Design/Bid/Permit)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	90	1728	5.2%	\$666,667	\$34,722
Total					\$666,667	\$34,722
Weighted Step 1 Goal =						5.2%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Ashe County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Ashe County Airport (GEV) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Perimeter Fencing/Obstruction Removal	6.7%	N/A	6.7%	\$333,333	\$22,333
FY 2024 Total				6.7%	\$333,333	\$22,333
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	Parallel Taxiway - Phase 3 (Design/Bid/Permit)	5.2%	N/A	5.2%	\$666,667	\$34,667
FY 2026 Total				5.2%	\$666,667	\$34,667
FY 2024 - FY 2026 Overall Goal				5.7%	\$1,000,000	\$57,000

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Ashe 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.

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

County	Bidders	Percent of bidders	Dollars	Percent of Dollars
Alamance	2	12.5%	\$0	0.0%
Durham	1	6.3%	\$0	0.0%
Forsyth	1	6.3%	\$0	0.0%
Lee	1	6.3%	\$0	0.0%
Randolph	2	12.5%	\$268,405	42.1%
Rockingham	2	12.5%	\$0	0.0%
Surry	3	18.8%	\$369,452	57.9%
Market Area	12	75.0%	\$637,857	100.0%
Other	4	25.0%	\$0	0.0%
Total	16	100.0%	\$637,857	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Asheboro Regional Airport (HBI)		
Fiscal Year	Projects	AIP Dollars
2025	T-Hangar and Taxilane Development	\$1,146,667
FY 2024 - FY 2026 Total		\$1,146,667

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

**Table 3: Step 1 Base Figure
Asheboro Regional Airport**

FY 2025 - T-Hangar and Taxilane Development						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	9	129	7.0%	\$599,135	\$41,800
Water & Sewer	237110	6	38	15.8%	\$42,795	\$6,757
Highway & Street	237310	8	26	30.8%	\$213,692	\$65,751
Drainage	237990	2	3	66.7%	\$42,225	\$28,150
Roofing	238160	0	90	0.0%	\$35,663	\$0
Electrical	238210	3	293	1.0%	\$17,974	\$184
Drywall and Insulation Contractors	238310	2	78	2.6%	\$10,699	\$274
Site Prep	238910	13	136	9.6%	\$143,721	\$13,738
Engineering	541330	13	149	8.7%	\$7,133	\$622
Landscaping	561730	9	482	1.9%	\$33,630	\$628
Total					\$1,146,667	\$157,905
Weighted Step 1 Goal =						13.8%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Asheboro Regional Airport
FY 2024 – FY 2026 Overall DBE Goals**

Asheboro Regional Airport (HBI) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	T-Hangar and Taxilane Development	13.8%	N/A	13.8%	\$1,146,667	\$158,240
FY 2025 Total				13.8%	\$1,146,667	\$158,240
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				13.8%	\$1,146,667	\$158,240

7. Race-Conscious/Race-Neutral Projections

Asheboro Regional Airport proposes that, of the DBE goal of **13.8%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **13.8%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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, 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

County
Avery
Catawba
Rutherford

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

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

Table 2: FY 2024 – 2026 Projects

Avery County Airport (7A8)		
Fiscal Year	Projects	Federal Dollars
2024	Terminal and Hangar Project (CPS)	\$614,667
FY 2024 - FY 2026 Total		\$614,667

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

Table 3: Step 1 Base Figure

Avery County Airport

FY 2024 - Terminal and Hangar Project (CPS) Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	0	17	0.0%	\$350,742	\$0
Highway & Street	237310	2	17	11.8%	\$97,070	\$11,420
Electrical	238210	0	79	0.0%	\$1,821	\$0
Site Prep	238910	1	47	2.1%	\$57,038	\$1,214
Engineering	541330	0	30	0.0%	\$106,595	\$0
Landscaping	561730	2	108	1.9%	\$1,401	\$26
Total					\$614,667	\$12,660
Weighted Step 1 Goal =						2.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Avery County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Avery County Airport (7A8) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Terminal and Hangar Project (CPS)	2.1%	N/A	2.1%	\$614,667	\$12,908
FY 2024 Total				N/A	\$614,667	\$12,908
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2025	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				2.1%	\$614,667	\$12,908

7. Race-Conscious/Race-Neutral Projections

Avery County Airport proposes that, of the DBE goal of **2.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **2.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Alamance	1	12.5%	-	-
Forsyth	1	12.5%	\$1,995,735	69.0%
Guilford	2	25.0%	-	-
Market Area	4	50.0%	\$1,995,735	69.0%
Other	4	50.0%	\$898,415	31.0%
Total	8	100.0%	\$2,894,150	100.0%

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

The FY 2024 – 2026 projects proposed for the Burlington-Alamance Regional Airport are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Burlington-Alamance Regional Airport (BUY)		
Fiscal Year	Projects	AIP Dollars
2024	T-Hangar and Hangar Taxilanes Site Preparation and Paving	\$450,000
FY 2024 - FY 2026 Total		\$450,000

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

**Table 3: Step 1 Base Figure
Burlington-Alamance Regional Airport**

FY 2024 - T-Hangar and Hangar Taxi lanes Site Preparation and Paving						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	10	31	32.3%	\$85,500	\$27,581
Site Prep	238910	12	106	11.3%	\$315,000	\$35,660
Engineering	541330	19	143	13.3%	\$45,000	\$5,979
landscaping	561730	17	443	3.8%	\$4,500	\$173
Total					\$450,000	\$69,393
Weighted Step 1 Goal =						15.4%

SOURCES:

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

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 Tables 3 above.

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	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2019	11.0%	11.4%	0.4%
FY 2020	2.0%	5.4%	3.4%
Median	6.5%	8.4%	1.9%

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 **8.4%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figures as calculated above by averaging them with the annual accomplishment factor derived in Table 4 above (8.4%).

**Table 5: Burlington-Alamance Regional Airport
FY 2024 – FY 2026 Overall DBE Goals**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	FY 24 T-Hangar and Hangar Taxi lanes Site Preparation and Paving	15.4%	8.4%	11.9%	\$450,000	\$53,550
FY 2024 Total				11.9%	\$450,000	\$53,550
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				11.9%	\$450,000	\$53,550

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 11.9% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Burlington-Alamance Regional Airport proposes that, of the DBE goal of **11.9%**, the projected race-neutral goal will be **1.9%**, and the race conscious goal will be **10.0%**. The reason for this projected split is the median over-achievement as indicated in table 4 is **1.9%**.

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

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

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

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

Table 2: FY 2024 – 2026 Projects

Cape Fear Regional Jetport (SUT)		
Fiscal Year	Projects	Federal Dollars
2024	Airfield Maintenance Building (Design & Construction)	\$1,035,001
2025	Southwest Hangar Access Taxilane (Design & Construction)	\$738,437
FY 2024 - FY 2026 Total		\$1,773,438

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

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

FY 2024 - Airfield Maintenance Building (Design & Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	3	80	3.8%	\$315,000	\$11,813
Water & Sewer Line	237110	3	37	8.1%	\$22,500.00	\$1,824
Highway & Street	237310	2	9	22.2%	\$205,560.00	\$45,680
Electrical	238210	1	230	0.4%	\$22,500.00	\$98
Site Prep	238910	8	103	7.8%	\$168,899.00	\$13,118
Engineering	541330	0	106	0.0%	\$92,006.00	\$0
Survey	541370	1	27	3.7%	\$92,006.00	\$3,408
Testing	541380	0	14	0.0%	\$92,005.00	\$0
Landscaping	561730	4	306	1.3%	\$24,525.00	\$321
Total		22	912		\$1,035,001	\$76,261
Weighted Step 1 Goal =						7.4%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Southwest Hangar Access Taxilane (Design & Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	2	9	22.2%	\$232,505.00	\$51,668
Drainage	237990	1	23	4.3%	\$18,600.00	\$809
Site Prep	238910	8	103	7.8%	\$222,759.00	\$17,302
Engineering	541330	0	106	0.0%	\$56,818.00	\$0
Survey	541370	1	27	3.7%	\$56,818.00	\$2,104
Testing	541380	0	14	0.0%	\$56,818.00	\$0
Landscaping	561730	4	306	1.3%	\$94,119.00	\$1,230
Total		16	588		\$738,437	\$73,113
Weighted Step 1 Goal =						9.9%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Cape Fear Regional Jetport (SUT) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Airfield Maintenance Building (Design & Construction)	7.4%	N/A	7.4%	\$1,035,001	\$76,590
FY 2024 Total						
FY 2025	Southwest Hangar Access Taxilane (Design & Construction)	9.9%	N/A	9.9%	\$738,437	\$73,105
FY 2025 Total						
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				8.4%	\$1,773,438	\$149,695

7. Race-Conscious/Race-Neutral Projections

Cape Fear Regional Jetport proposes that, of the DBE goal of **8.4%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.4**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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 Davidson County 3 miles southwest of Lexington, North Carolina.

2. Definition of Project Service Area:

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

Table 1: Charlotte-Monroe Executive Airport Market Area

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

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

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

Table 2: FY 2024 – 2026 Projects

Charlotte-Monroe Executive Airport (EQY)		
Fiscal Year	Projects	Federal Dollars
2024	Runway Approach Obstruction (CA/RPR Services)	\$367,891
2025	Runway Rehabilitation and Strengthening (Design-Bidding)	\$562,500
FY 2024 - FY 2026 Total		\$930,391

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

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

FY 2024 - Runway Approach Obstruction (CA/RPR Services)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	16	398	4.0%	\$367,891	\$14,790
Total		16	398		\$367,891	\$14,790
Weighted Step 1 Goal =						4.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Runway Rehabilitation and Strengthening (Design-Bidding)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	16	398	4.0%	\$342,391	\$13,764
Survey	541370	2	53	3.8%	\$65,217	\$2,461
Geotechnical	541380	3	38	7.9%	\$32,609	\$2,574
Environmental	541620	5	40	12.5%	\$122,283	\$15,285
Total		26	529		\$562,500	\$34,085
Weighted Step 1 Goal =						6.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Charlotte-Monroe Executive Airport (EQY) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Runway Approach Obstruction (CA/RPR Services)	4.0%	N/A	4.0%	\$367,891	\$14,716
FY 2024 Total				4.0%	\$367,891	\$14,716
FY 2025	Runway Rehabilitation and Strengthening (Design-Bidding)	6.1%	N/A	6.1%	\$562,500	\$34,313
FY 2025 Total				6.1%	\$562,500	\$34,313
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				5.3%	\$930,391	\$49,028

7. Race-Conscious/Race-Neutral Projections

Charlotte-Monroe Executive Airport proposes that, of the DBE goal of **5.3%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.3**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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.

Clinton-Sampson County Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Clinton-Sampson County Airport Market Area

County
Cumberland
Sampson

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

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

Table 2: FY 2024 – 2026 Projects

Clinton-Sampson County Airport (CTZ)		
Fiscal Year	Projects	Federal Dollars
2025	Apron & T/L Rehab (Design)	\$270,194
FY 2024 - FY 2026 Total		\$270,194

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

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

FY 2025 - Apron & T/L Rehab (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	1	33	3.0%	\$270,194	\$8,188
Total					\$270,194	\$8,188
Weighted Step 1 Goal =						3.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Clinton-Sampson County Airport (CTZ) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Apron & T/L Rehab (Design)	3.0%	N/A	3.0%	\$270,194	\$8,106
FY 2025 Total				N/A	\$270,194	\$8,106
FY 2025	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				3.0%	\$270,194	\$8,106

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Clinton-Sampson County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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.

Columbus County Municipal Airport

1. Airport Name and Location:

Columbus County Municipal Airport is a county owned, public use airport in Columbus County, North Carolina. It is located three nautical miles south of the central business district of Whiteville, 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: Columbus County Municipal Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Columbus	1	33.33%	\$2,506,918	100.00%
Cumberland	1	33.33%	\$0	0.00%
New Hanover	1	33.33%	\$0	0.00%
Market Area	3	100.00%	\$2,506,918	100.00%
Other	0	0.00%	\$0	0.00%
Total	3	100.00%	\$2,506,918	100.00%

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

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

Table 2: FY 2024 – 2026 Projects

Columbus County Municipal Airport (CPC)		
Fiscal Year	Projects	AIP Dollars
2024	AWOS Relocation - Design & Construction	\$300,000
FY 2024 - FY 2026 Total		\$300,000

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

**Table 3: Step 1 Base Figure
Columbus County Municipal Airport**

FY 2024 - AWOS Relocation - Design & Construction						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Drainage	237990	0	18	0.0%	\$3,105	\$0
Electrical	238210	2	163	1.2%	\$202,753	\$2,488
Site Prep	238910	8	47	17.0%	\$85,697	\$14,587
Fencing	238990	3	48	6.3%	\$4,968	\$310
Landscaping	561730	4	205	2.0%	\$3,478	\$68
Total		17	481	3.5%	\$300,000	\$10,603
Weighted Step 1 Goal =						3.5%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Columbus County Municipal Airport
FY 2024 – FY 2026 Overall DBE Goals**

Columbus County Municipal Airport (CPC) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	AWOS Relocation - Design & Construction	3.5%	N/A	3.5%	\$300,000	\$10,500
FY 2024 Total				3.5%	\$300,000	\$10,500
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				3.5%	\$300,000	\$10,500

7. Race-Conscious/Race-Neutral Projections

Columbus County Municipal Airport proposes that, of the DBE goal of **3.5%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **3.5%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Columbus County 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.

Currituck County Regional Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Currituck County Regional Airport Market Area

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

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

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

Table 2: FY 2024 – FY 2026 Proposed Projects

Currituck County Regional Airport (ONX)		
Fiscal Year	Projects	AIP Dollars
2024	Fuel Farm and Apron - Construction Phase	\$604,000
2025	Runway Reconstruction and Lighting	\$8,500,000
FY 2024 - FY 2026 Total		\$9,104,000

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

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

FY 2024 - Fuel Farm and Apron - Construction Phase						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Utility Construction	237110	14	62			
Highway & Street	237310	13	37			
Drainage	237990	9	13			
Concrete	238110	15	110			
Electrical Contractors	238210	5	393			
Site Prep	238910	12	159			
Petroleum Bulk Stations and Terminals	424710	0	14			
Landscaping	561730	12	569			
Total		80	1357	5.9%	\$604,000	\$35,608
Weighted Step 1 Goal =						5.9%

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

FY 2025 - Runway Reconstruction and Lighting						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	13	37			
Electrical Contractors	238210	5	393			
Site Prep	238910	12	159			
Engineering	541330	38	444			
Landscaping	561730	12	569			
Total		80	1602	5.0%	\$8,500,000	\$424,469
Weighted Step 1 Goal =						5.0%

SOURCES:

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

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 Tables 3 above.

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

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

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

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	Fuel Farm and Apron - Construction Phase	5.9%	N/A	5.9%	\$604,000	\$35,636
FY 2024 Total				5.9%	\$604,000	\$35,636
2025	Runway Reconstruction and Lighting	5.0%	N/A	5.0%	\$8,500,000	\$425,000
FY 2025 Total				N/A	\$8,500,000	\$425,000
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				5.1%	\$9,104,000	\$460,636

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 6.5% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Currituck County Regional Airport proposes that, of the DBE goal of **5.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Currituck County Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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.

Curtis L. Brown Jr. Field

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

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

Bladen	Cumberland	Robeson
Columbus	Pender	Sampson

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

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

Table 2: FY 2024 – 2026 Projects

Curtis L. Brown Jr. Field (EYF)		
Fiscal Year	Projects	Federal Dollars
2025	Multi-Unit Hangar	\$1,223,790
FY 2024 - FY 2026 Total		\$1,223,790

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

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

FY 2025 - Multi-Unit Hangar						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	7	60			
Highway & Street	237310	11	13			
Drainage	237990	1	13			
Site Prep	238910	10	62			
Engineering	541330	5	47			
Geotechnical Testing	541380	3	3			
Landscaping	561730	4	164			
Total		41	362	11.3%	\$1,223,790	\$138,606
Weighted Step 1 Goal =						11.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

With the adjustment factors consider to this point, Curtis L. Brown Jr. Field will not adjust the step 1 base figure as indicated in Table 4 below.

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

Curtis L. Brown Field (EYF) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				#DIV/o!	\$0	\$0
FY 2025	Multi-Unit Hangar	11.3%	N/A	11.3%	\$1,223,790	\$138,288
FY 2025 Total				11.3%	\$1,223,790	\$138,288
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				11.3%	\$1,223,790	\$138,288

7. Race-Conscious/Race-Neutral Projections

Curtis L. Brown Jr. Field proposes that, of the DBE goal of 11.3%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 11.3%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Curtis L. Brown Jr. Field will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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 2024 – 2026 projects proposed for the Dare County Regional Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Dare County Regional Airport (CPC)		
Fiscal Year	Projects	AIP Dollars
2024	Runway Approach Clearing - Construction	\$459,000
FY 2024 - FY 2026 Total		\$459,000

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

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

FY 2024 - Runway Approach Clearing - Construction						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	2	20	10.0%	\$292,458	\$29,246
Engineering	541330	1	23	4.3%	\$77,029	\$3,349
Landscaping	561730	3	54	5.6%	\$89,513	\$4,973
Total					\$459,000	\$37,568
Weighted Step 1 Goal =						8.2%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Dare County Regional Airport (CPC) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Runway Approach Clearing - Construction	8.2%	N/A	8.2%	\$459,000	\$37,638
FY 2024 Total				8.2%	\$459,000	\$37,638
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				8.2%	\$459,000	\$37,638

7. Race-Conscious/Race-Neutral Projections

Dare County Regional Airport proposes that, of the DBE goal of **8.2%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.2%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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.

Davidson County Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Davidson County Airport Market Area

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Forsyth	1	16.7%	\$966,779	5.3%
Iredell	1	16.7%	\$0	0.0%
Stanly	3	50.0%	\$13,512,255	73.8%
Market Area	5	83.3%	\$14,479,034	79.1%
Other	1	16.7%	\$3,828,556	20.9%
Total	6	100.0%	\$18,307,590	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Davidson County Airport (EXX)		
Fiscal Year	Projects	Federal Dollars
2025	AWOS with Glideslope	\$81,900
2025	Runway 6-24 Obstruction Removal	\$239,904
FY 2024 - FY 2026 Total		\$321,804

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

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

FY 2025 - AWOS with Glideslope						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	5	26	19.2%	\$4,057	\$780
Electrical	238210	0	224	0.0%	\$57,877	\$0
Site Prep	238910	7	126	5.6%	\$14,219	\$790
Landscaping	561730	4	372	1.1%	\$5,747	\$62
Total					\$81,900	\$1,632
Weighted Step 1 Goal =						2.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Runway 6-24 Obstruction Removal						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Drainage	237990	1	8	12.5%	\$186,592	\$23,324
Site Prep	238910	7	126	5.6%	\$35,541	\$1,975
Landscaping	561730	4	372	1.1%	\$17,771	\$191
Total					\$239,904	\$25,490
Weighted Step 1 Goal =						10.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Davidson County Airport (EXX) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	AWOS with Glideslope	2.0%	N/A	2.0%	\$81,900	\$1,638
	Runway 6-24 Obstruction Removal	10.6%	N/A	10.6%	\$239,904	\$25,430
FY 2025 Total				8.4%	\$321,804	\$27,068
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				8.4%	\$321,804	\$27,068

7. Race-Conscious/Race-Neutral Projections

Davidson County Airport proposes that, of the DBE goal of **8.4%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.4%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Davidson County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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 the substantial majority of dollars were spent. The market area is shown below in Table 1. The market area for Engineering (541330) was determined to be statewide.

Table 1: Duplin County Airport Market Area

County	
Craven	Cumberland
Duplin	Lenoir
Sampson	

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

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

Table 2: FY 2024 – 2026 Projects

Duplin County Airport (DPL)		
Fiscal Year	Projects	Federal Dollars
2024	Design/Professional Services	\$1,083,334
FY 2024 - FY 2026 Total		\$1,083,334

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

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

FY 2024 - Design/Professional Services						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	2	49	4.1%	\$1,083,334	\$44,218
Total					\$1,083,334	\$44,218
Weighted Step 1 Goal =						4.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Duplin County Airport (DPL) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Design/Professional Services	4.1%	N/A	4.1%	\$1,083,334	\$44,417
FY 2024 Total				4.1%	\$1,083,334	\$44,417
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				4.1%	\$1,083,334	\$44,417

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The 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

County
Dare
Durham
Pasquotank

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

The FY 2024 – 2026 project proposed for the Elizabeth City Regional Airport is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Elizabeth City Regional Airport (ECG)		
Fiscal Year	Projects	AIP Dollars
2024	Airport Terminal Sustainability	\$304,000
FY 2024 - FY 2026 Total		\$304,000

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

**Table 3: Step 1 Base Figure
Elizabeth City Regional Airport**

FY 2024 – Airport Terminal Sustainability						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	3	34	8.8%	\$182,400	\$16,094
Electrical Contractors	238210	4	98	4.1%	\$37,384	\$1,526
Plumbing, Heating, and Air-Conditioning Contractors	238220	2	136	1.5%	\$57,924	\$852
Drywall and Insulation Contractors	238310	2	22	9.1%	\$26,292	\$2,390
Total					\$304,000	\$20,862
Weighted Step 1 Goal =						6.9%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Elizabeth City Regional Airport
FY 2024 – FY 2026 Overall DBE Goals**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Airport Terminal Sustainability	6.9%	N/A	6.9%	\$304,000	\$20,976
FY 2024 Total				6.9%	\$304,000	\$20,976
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.9%	\$304,000	\$20,976

7. Race-Conscious/Race-Neutral Projections

Elizabeth City Regional Airport proposes that, of the DBE goal of 6.9%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 6.9%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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

County	
Alamance	Lincoln
Ashe	Surry
Forsyth	

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

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

Table 2: FY 2024 – 2026 Projects

Elkin Municipal Airport (ZEF)		
Fiscal Year	Projects	AIP Dollars
2025	Perimeter Fencing (Design/Construction)	\$1,186,000
FY 2024 - FY 2026 Total		\$1,186,000

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

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

FY 2025 - Perimeter Fencing (Design/Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	12	104	11.5%	\$126,772	\$14,628
Fencing	238990	3	79	3.8%	\$861,561	\$32,718
Engineering	541330	10	80	12.5%	\$175,530	\$21,941
Geotechnical Testing	541380	1	13	7.7%	\$22,136	\$1,703
Total					\$1,186,000	\$70,989
Weighted Step 1 Goal =						6.0%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Elkin Municipal Airport (ZEF) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Perimeter Fencing (Design/Construction)	6.0%	N/A	6.0%	\$1,146,667	\$68,800
FY 2025 Total				6.0%	\$1,146,667	\$68,800
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.0%	\$1,146,667	\$68,800

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The 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.

First Flight Airport

1. Airport Name and Location:

First Flight Airport is located in Kill Devil Hills, it is a public-use airport that serves as a testament to the Wright Brothers' pioneering efforts in aviation.

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 was determined to be the State of North Carolina for professional services.

Table 1: First Flight Airport Market Area

Market Area
State of North Carolina

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

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

Table 2: FY 2024 – 2026 Projects

First Flight Airport (FFA)		
Fiscal Year	Projects	AIP Dollars
2024	ALP Update	\$300,000
FY 2024 - FY 2026 Total		\$300,000

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

**Table 3: Step 1 Base Figure
First Flight Airport**

FY 2024 - ALP Update						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	104	1687	6.2%	\$300,000	\$18,494
Total					\$300,000	\$18,494
Weighted Step 1 Goal =						6.2%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

The Step 1 DBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS

codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Tables 3 above.

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

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

**Table 4: First Flight Airport
FY 2024 – FY 2026 Overall DBE Goals**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	ALP Update	6.2%	N/A	6.2%	\$300,000	\$18,600
FY 2024 Total				6.2%	\$300,000	\$18,600
2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.2%	\$300,000	\$18,600

7. Race-Conscious/Race-Neutral Projections

First Flight Airport proposes that, of the DBE goal of **6.2%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **6.2%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The First Flight 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.

Foothills Regional Airport

1. Airport Name and Location:

Foothills Regional Airport is located in the Foothills of North Carolina, in the City of Morganton.

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: Foothills Regional Airport Market Area

Counties	
Burke	Catawba
Cleveland	Rutherford

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

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

Table 2: FY 2024 – 2026 Projects

Foothills Regional Airport (MRN)		
Fiscal Year	Projects	Federal Dollars
2025	New T-Hangars Site Preparation and Paving - Schedule 1	\$748,539
FY 2024 - FY 2026 Total		\$748,539

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

**Table 3: Step 1 Base Figure
Foothills Regional Airport**

FY 2025 - New T-Hangars Site Preparation and Paving - Schedule 1						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Water & Sewer Line Construction	237110	0	19	0.0%	\$5,572	\$0
Highway & Street	237310	5	18	27.8%	\$72,560	\$20,156
Drainage	237990	0	6	0.0%	\$418,263	\$0
Site Prep	238910	3	59	5.1%	\$207,314	\$10,541
Landscaping	561730	1	152	0.7%	\$44,831	\$295
Total					\$748,539	\$30,992
Weighted Step 1 Goal =						4.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Foothills Regional Airport
FY 2024 – FY 2026 Overall DBE Goals**

Foothills Regional Airport (MRN) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				#DIV/o!	\$o	\$o
FY 2025	New T-Hangars Site Preparation and Paving - Schedule 1	4.1%	N/A	4.1%	\$748,539	\$30,690
FY 2025 Total				4.1%	\$748,539	\$30,690
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				4.1%	\$748,539	\$30,690

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Foothills 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.

Gastonia Municipal Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Gastonia Municipal Airport Market Area

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

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

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

Table 2: FY 2024 – 2026 Projects

Gastonia Municipal Airport (AKH)		
Fiscal Year	Projects	Federal Dollars
2025	Wildlife Fence Design	\$178,272
2025	Terminal Study	\$76,950
2026	Runway 03 Obstruction Removal	\$990,000
FY 2024 - FY 2026 Total		\$1,245,222

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

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

FY 2025 - Wildlife Fence Design						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	16	369	4.3%	\$178,272	\$7,730
Total					\$178,272	\$7,730
Weighted Step 1 Goal =						4.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Terminal Study						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	16	369	4.3%	\$76,950	\$3,337
Total					\$76,950	\$3,337
Weighted Step 1 Goal =						4.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

**Table 3c: Step 1 Base Figure
Gastonia Municipal Airport**

FY 2026 - Runway 03 Obstruction Removal						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Drainage	237990	2	12	16.7%	\$225,958	\$37,660
Site Prep	238910	9	99	9.1%	\$487,728	\$44,339
Landscaping	561730	13	486	2.7%	\$276,313	\$7,391
Total					\$990,000	\$89,390
Weighted Step 1 Goal =						9.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Gastonia Municipal Airport
FY 2024 – FY 2026 Overall DBE Goals**

Gastonia Municipal Airport (AKH) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Wildlife Fence Design	4.3%	N/A	4.3%	\$178,272	\$7,666
	Terminal Study	4.3%	N/A	4.3%	\$76,950	\$3,309
FY 2025 Total				4.3%	\$255,222	\$10,975
FY 2026	Runway 03 Obstruction Removal	9.0%	N/A	9.0%	\$990,000	\$89,100
FY 2026 Total				9.0%	\$990,000	\$89,100
FY 2024 - FY 2026 Overall Goal				8.0%	\$1,245,222	\$100,075

7. Race-Conscious/Race-Neutral Projections

Gastonia Municipal Airport proposes that, of the DBE goal of **8.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.0%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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.

Halifax-Northampton Regional Airport

1. Airport Name and Location:

Halifax-Northampton Regional Airport is located in northeastern North Carolina, just west of the city of Roanoke Rapids, and south of the Virginia border.

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: Halifax-Northampton Regional Airport Area

County		
Craven	Halifax	Northampton

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

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

Table 2: FY 2024 – 2026 Projects

Halifax-Northampton Regional Airport (IXA)		
Fiscal Year	Projects	Federal Dollars
2026	Perimeter Fence Installation	\$640,000
FY 2024 - FY 2026 Total		\$640,000

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

**Table 3a: Step 1 Base Figure
Halifax-Northampton Regional Airport**

FY 2026 - Perimeter Fence Installation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	2	25	8.0%	\$44,703	\$3,576
Specialty Trade Contractors	238990	0	8	0.0%	\$423,935	\$0
Engineering	541330	1	16	6.3%	\$147,568	\$9,223
Landscaping	561730	2	50	4.0%	\$23,794	\$952
Total		5	99		\$640,000	\$13,751
Weighted Step 1 Goal =						2.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory June 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Halifax Northampton Regional Airport
FY 2024 – FY 2026 Overall DBE Goals**

Halifax-Northampton Regional Airport (IXA) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	Perimeter Fence Installation	2.1%	N/A	2.1%	\$640,000	\$13,440
FY 2026 Total				2.1%	\$640,000	\$13,440
FY 2024 - FY 2026 Overall Goal				2.1%	\$640,000	\$13,440

7. Race-Conscious/Race-Neutral Projections

The Halifax-Northampton Regional Airport proposes that, of the DBE goal of **2.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **2.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Halifax-Northampton 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.

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

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	25.0%	\$0	0.0%
Harnett	0	0.0%	\$0	0.0%
Lenoir	1	25.0%	\$204,888	82.1%
Sampson	1	25.0%	\$0	0.0%
Wake	1	25.0%	\$44,740	17.9%
Market Area	4	100.0%	\$249,628	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	4	100.0%	\$249,628	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Harnett Regional Jetport (HRJ)		
Fiscal Year	Projects	AIP Dollars
2024	Northwest Corporate Development - Site Improvements - Design	\$500,000
FY 2024 - FY 2026 Total		\$500,000

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

**Table 3: Step 1 Base Figure
Harnett Regional Jetport**

FY 2024 - Northwest Corporate Development - Site Improvements - Design						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	40	446	9.0%	\$500,000	\$45,000
Total					\$500,000	\$45,000
Weighted Step 1 Goal =						9.0%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Harnett Regional Jetport
FY 2024 – FY 2026 Overall DBE Goals**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	Northwest Corporate Development - Site Improvements - Design	9.0%	N/A	9.0%	\$500,000	\$45,000
FY 2024 Total				9.0%	\$500,000	\$45,000
2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				9.0%	\$500,000	\$45,000

7. Race-Conscious/Race-Neutral Projections

Harnett Regional Jetport proposes that, of the DBE goal of **9.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **9.0%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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 Field Airport

1. Airport Name and Location:

Henderson Field Airport is located in Duplin County 1 miles southwest of Wallace, 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 Field Airport Market Area

Duplin	Jones	Lenoir	Onslow
Pender	Sampson	Wayne	

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

The FY 2024 – 2026 projects proposed for Henderson Airfield is shown in table 2 below.

Table 2: FY 2024 – 2026 Projects

Henderson Field Airport (ACZ)		
Fiscal Year	Projects	Federal Dollars
2024	Runway Pavement Rehab and Lighting System Rehab CA, RPR and QAT Services	\$247,773
2024	Structure Demolition and Tree Clearing on recently acquired properties (Design and Bidding)	\$58,500
2025	Structure Demolition and Tree Clearing on recently acquired properties (Construction)	\$360,297
2026	New Fuel Farm Design	\$145,000
2026	New Fuel Farm Construction	\$882,000
FY 2024 - FY 2026 Total		\$1,693,570

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

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

FY 2024 - Runway Pavement Rehab and Lighting System Rehab CA, RPR and QAT Services						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	0	32	0.0%	\$148,663	\$0
Testing	541380	1	9	11.1%	\$99,110	\$11,012
Total		1	41		\$247,773	\$11,012
Weighted Step 1 Goal =						4.4%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2024 - Structure Demolition and Tree Clearing on recently acquired properties (Design and Bidding)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	0	32	0.0%	\$35,609	\$0
Survey	541370	0	16	0.0%	\$6,783	\$0
Testing	541380	1	9	11.1%	\$3,391	\$377
Environmental	541620	1	6	16.7%	\$12,717	\$2,120
Total		2	63		\$58,500	\$2,496
Weighted Step 1 Goal =						4.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Structure Demolition and Tree Clearing on recently acquired properties (Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	8	73	11.0%	\$205,330	\$22,502
Engineering	541330	0	32	0.0%	\$82,132	\$0
Landscaping	561730	1	183	0.5%	\$72,835	\$398
Total		9	288		\$360,297	\$22,900
Weighted Step 1 Goal =						6.4%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2026 – New Fuel Farm Design						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	0	32	0.0%	\$88,260	\$0
Survey	541370	0	16	0.0%	\$16,812	\$0
Testing	541380	1	9	11.1%	\$8,406	\$934
Environmental	541620	1	6	16.7%	\$31,522	\$5,254
Total		2	63		\$145,000	\$6,188
Weighted Step 1 Goal =						4.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2026 – New Fuel Farm Construction						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Electrical	238210	1	141	0.7%	\$154,475	\$1,096
Concrete	238990	1	44	2.3%	\$99,661	\$2,265
Petroleum Bulk Stations and Terminals	424710	0	7	0.0%	\$617,898	\$0
Testing	541380	1	9	11.1%	\$9,966	\$1,107
Total		3	201		\$882,000	\$4,468
Weighted Step 1 Goal =						0.5%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Henderson Field Airport (ACZ) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Runway Pavement Rehab and Lighting System Rehab CA, RPR and QAT Services	4.4%	N/A	4.4%	\$247,773	\$10,902
	Structure Demolition and Tree Clearing on recently acquired properties (Design and Bidding)	4.3%	N/A	4.3%	\$58,500	\$2,516
FY 2024 Total				4.4%	\$306,273	\$13,418
FY 2025	Structure Demolition and Tree Clearing on recently acquired properties (Construction)	6.4%	N/A	6.4%	\$360,297	\$23,059
FY 2025 Total				6.4%	\$360,297	\$23,059
FY 2026	New Fuel Farm Design	4.3%	N/A	4.3%	\$145,000	\$6,235
	New Fuel Farm Construction	0.5%	N/A	0.5%	\$882,000	\$4,410
FY 2026 Total				1.0%	\$1,027,000	\$10,645
FY 2024 - FY 2026 Overall Goal				2.8%	\$1,693,570	\$47,122

7. Race-Conscious/Race-Neutral Projections

Henderson Field Airport proposes that, of the DBE goal of 2.8%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 2.8%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Henderson Field Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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

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

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

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

Table 2: FY 2024 – 2026 Projects

Henderson-Oxford Airport (HNZ)		
Fiscal Year	Projects	Federal Dollars
2024	Parallel Taxiway Design	\$337,000
2025	Parallel Taxiway Phase 1	\$161,000
2025	Corporate Hangar Design/Construction	\$748,000
FY 2024 - FY 2026 Total		\$1,246,000

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

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

FY 2024 Parallel Taxiway - Design						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	35	435	8.0%	\$337,000	\$27,115
Total					\$337,000	\$27,115
Weighted Step 1 Goal =						8.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Parallel Taxiway Phase 1						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	25	30			
Drainage	237990	9	9			
Electrical	238210	4	324			
Fencing	238990	9	108			
Engineering	541330	35	435			
Geotechnical	541380	5	38			
Landscaping	561730	12	504			
Total		99	1448	6.8%	\$161,000	\$11,008
Weighted Step 1 Goal =						6.8%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Corporate Hangar Design/Construction						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	14	178			
Water & Sewer Line Construction	237110	12	47			
Highway & Street	237310	25	30			
Parking Lot Paving	238990	9	108			
Engineering	541330	35	435			
Total		95	798	11.9%	\$748,000	\$89,048
Weighted Step 1 Goal =						11.9%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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: Henderson-Oxford Airport
DBE Accomplishment**

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

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

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

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors consider to this point, Henderson-Oxford Airport will not adjust the step 1 base figure for the Corporate Hangar project as indicated in Table 4 below. The other projects will not be adjusted. The Airport feels this reflects participation levels that would be achieved absent discrimination.

**Table 4: Henderson-Oxford Airport
FY 2024 – FY 2026 Overall DBE Goals**

Henderson-Oxford Airport (HNZ) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Parallel Taxiway Design	8.0%	N/A	8.0%	\$337,000	\$26,960
FY 2024 Total				8.0%	\$337,000	\$26,960
FY 2025	Parallel Taxiway Phase 1	6.8%	N/A	6.8%	\$161,000	\$10,948
	Corporate Hangar Design/Construction	11.9%	1.0%	6.5%	\$748,000	\$48,620
FY 2025 Total				6.6%	\$909,000	\$59,568
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.9%	\$1,246,000	\$86,528

7. Race-Conscious/Race-Neutral Projections

Henderson-Oxford Airport proposes that, of the DBE goal of **6.9%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **6.9%**. The reason for this projected split is the previous DBE goal was under-achieved by **2.5%**.

8. Contract Goals

The Henderson-Oxford Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Avery	1	14.3%	\$0	0.0%
Catawba	3	42.9%	\$3,191,943	93.7%
Graham	1	14.3%	\$215,079	6.3%
Market Area	5	71.4%	\$3,407,022	100.0%
Other	2	28.6%	\$0	0.0%
Total	7	100.0%	\$3,407,022	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Hickory Regional Airport (HKY)		
Fiscal Year	Projects	Federal Dollars
2025	Terminal Renovation (Design-Bidding)	\$300,980
2026	Taxiway Intersection Reconfiguration	\$1,791,000
FY 2024 - FY 2026 Total		\$2,091,980

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

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

FY 2025 - Terminal Renovation (Design-Bidding)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	0	26	0.0%	\$300,980	\$0
Total					\$300,980	\$0
Weighted Step 1 Goal =						0.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2026 - Taxiway Intersection Reconfiguration						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	2	13	15.4%	\$732,879	\$112,751
Drainage	237990	0	3	0.0%	\$39,518	\$0
Electrical	238210	0	59	0.0%	\$202,778	\$0
Site Prep	238910	1	46	2.2%	\$795,224	\$17,287
Landscaping	561730	2	93	2.2%	\$20,602	\$443
Total					\$1,791,000	\$130,481
Weighted Step 1 Goal =						7.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Hickory Regional Airport
FY 2024 – FY 2026 Overall DBE Goals**

Hickory Regional Airport (HKY) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Terminal Renovation (Design-Bidding)	0.0%	N/A	0.0%	\$300,980	\$0
FY 2025 Total				0.0%	\$300,980	\$0
FY 2026	Taxiway Intersection Reconfiguration	7.3%	N/A	7.3%	\$1,791,000	\$130,743
FY 2026 Total				7.3%	\$1,791,000	\$130,743
FY 2024 - FY 2026 Overall Goal				6.2%	\$2,091,980	\$130,743

7. Race-Conscious/Race-Neutral Projections

Hickory Regional Airport proposes that, of the DBE goal of **6.2%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **6.2%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Dare	1	33.3%	\$79,890	100.0%
Beaufort	1	33.3%	\$0	0.0%
Pasquotank	1	33.3%	\$0	0.0%
Market Area	3	100.0%	\$79,890	100.0%
Other	0	0.0%	\$0	0.0%
Total	3	100.0%	\$79,890	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Hyde County Airport (7W6)		
Fiscal Year	Projects	Federal Dollars
2024	Taxilane Extension and New Box Hangar (Design)	\$254,757
2024	Airfield Drainage System Improvements (Design and Construction)	\$110,000
2025	Taxilane Extension and New Box Hangar (Construction & CA)	\$752,000
FY 2024 - FY 2026 Total		\$1,116,757

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

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

FY 2024 - Taxilane Extension and New Box Hangar (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	0	28	0.0%	\$155,069	\$0
Survey	541370	0	0	0.0%	\$29,537	\$0
Testing	541380	0	0	0.0%	\$14,769	\$0
Environmental	541620	0	0	0.0%	\$55,382	\$0
Total		0	28		\$254,757	\$0
Weighted Step 1 Goal =						0.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Airfield Drainage System Improvements (Design and Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Drainage	237990	0	15	0.0%	\$55,204	\$0
Site Prep	238910	1	20	5.0%	\$23,317	\$1,166
Engineering	541330	0	28	0.0%	\$19,820	\$0
Testing	541380	0	0	0.0%	\$2,915	\$0
Environmental Consulting	541620	0	0	0.0%	\$2,915	\$0
Landscaping	561730	3	56	5.4%	\$5,829	\$312
Total		4	119		\$110,000	\$1,478
Weighted Step 1 Goal =						1.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

**Table 3c: Step 1 Base Figure
Hyde County Airport**

FY 2025 - Taxilane Extension and New Box Hangar (Construction & CA)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	0	0	0.0%	\$111,008	\$0
Water & Sewer Line	237110	0	0	0.0%	\$8,959	\$0
Highway & Street	237310	2	10	20.0%	\$145,655	\$29,131
Electrical	238210	0	0	0.0%	\$50,636	\$0
Site Prep	238910	1	20	5.0%	\$249,483	\$12,474
Engineering	541330	0	0	0.0%	\$12,697	\$0
Survey	541370	0	0	0.0%	\$57,854	\$0
Testing	541380	0	0	0.0%	\$57,854	\$0
Landscaping	561730	3	56	0.0%	\$57,854	\$0
Total		6	86		\$752,000	\$41,605
Weighted Step 1 Goal =						5.5%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Hyde County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Hyde County Airport (7W6) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Taxilane Extension and New Box Hangar (Design)	0.0%	N/A	0.0%	\$254,757	\$0
	Airfield Drainage System Improvements (Design and Construction)	1.3%	N/A	1.3%	\$110,000	\$1,430
FY 2024 Total				5.5%	\$364,757	\$1,430
FY 2025	Taxilane Extension and New Box Hangar (Construction & CA)	5.5%	N/A	5.5%	\$752,000	\$41,360
FY 2025 Total				6.1%	\$562,500	\$34,313
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				3.8%	\$1,116,757	\$42,790

7. Race-Conscious/Race-Neutral Projections

Hyde County Airport proposes that, of the DBE goal of **3.8%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **3.8%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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.

Jackson County Airport

1. Airport Name and Location:

Jackson County Airport is a small airfield situated on a ridge about three miles southeast of the town of Sylva, the county seat of Jackson County, North Carolina, United States.

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: Jackson County Airport Market Area

County	
Buncombe	Graham
Haywood	Jackson

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

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

Table 2: FY 2024 – 2026 Projects

Fiscal Year	Projects	AIP Dollars
2025	New Terminal Building (Design)	\$339,300
2026	New Terminal Building	\$1,139,367
FY 2024 - FY 2026 Total		\$1,478,667

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

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

FY 2025 - New Terminal Building (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	4	75	5.3%	\$339,300	\$18,096
Total					\$339,300	\$18,096
Weighted Step 1 Goal =						5.3%

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

FY 2026 - New Terminal Building						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	1	31	3.2%	\$351,254	\$11,331
Land Subdivision	237210	0	13	0.0%	\$75,947	\$0
Highway & Street	237310	4	19	21.1%	\$12,559	\$2,644
Concrete	238110	0	25	0.0%	\$17,404	\$0
Masonry Contractors	238140	0	28	0.0%	\$24,525	\$0
Other Foundation, Structure, and Building Exterior Contractors	238190	0	3	0.0%	\$76,738	\$0
Electrical Contractors	238210	0	142	0.0%	\$71,991	\$0
Plumbing, Heating, and Air-Conditioning Contractors	238220	0	150	0.0%	\$111,547	\$0
Drywall and Insulation Contractors	238310	0	16	0.0%	\$50,631	\$0
Site Prep	238910	2	87	2.3%	\$148,198	\$3,407
Engineering	541330	4	75	5.3%	\$14,066	\$750
Geotechnical Testing	541380	2	5	40.0%	\$175,828	\$70,331
Landscaping	561730	4	228	1.8%	\$8,678	\$152
Total					\$1,139,367	\$88,615
Weighted Step 1 Goal =						7.8%

SOURCES:

1. 2021 County Business Patterns.
2. NC UCP DBE Directory December 2024.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Jackson County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Jackson County Airport (24A) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	New Terminal Building (Design)	5.3%	N/A	5.3%	\$339,300	\$17,983
FY 2025 Total				5.3%	\$339,300	\$17,983
FY 2026	New Terminal Building	7.8%	N/A	7.8%	\$1,139,367	\$88,871
FY 2026 Total				7.8%	\$1,139,367	\$88,871
FY 2024 - FY 2026 Overall Goal				7.2%	\$1,478,667	\$106,854

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Jackson 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.

Johnston Regional Airport

1. Airport Name and Location:

Johnston Regional Airport is located in eastern North Carolina, in Smithfield 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: Johnston Regional Airport Market Area

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Alamance	1	7.7%	\$1,790,875	100.0%
Durham	1	7.7%	-	0.0%
Johnston	1	7.7%	-	0.0%
Northampton	1	7.7%	-	0.0%
Pitt	1	7.7%	-	0.0%
Sampson	1	7.7%	-	0.0%
Wake	1	7.7%	-	0.0%
Wilson	2	15.4%	-	0.0%
Market Area	9	69.2%	\$1,790,875	100.0%
Other	4	30.8%	-	0.0%
Total	13	100.0%	\$1,790,875	100.0%

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

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

**Table 2: FY 2024 – 2026 Projects
Johnston Regional Airport (JNX)**

Fiscal Year	Projects	Federal Dollars
2024	Rehabilitate Airfield Pavement and Construct New Bypass (Design)	\$376,880
2025	Rehabilitate Airfield Pavement and Construct New Bypass (Construction)	\$2,028,952
FY 2024 - FY 2026 Total		\$2,405,832

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

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

FY 2024 - Rehabilitate Airfield Pavement and Construct New Bypass (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	40	547	7.3%	\$376,880	\$27,560
Total					\$376,880	\$27,560
Weighted Step 1 Goal =						7.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Rehabilitate Airfield Pavement and Construct New Bypass (Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	47	49			
Drainage	237990	10	13			
Concrete	238110	23	185			
Electrical	238210	7	571			
Site Prep	238910	23	244			
Engineering	541330	40	547			
Landscaping	561730	24	816			
Total		174	2425	7.2%	\$2,028,952	\$145,583
Weighted Step 1 Goal =						7.2%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Johnston Regional Airport
FY 2024 – FY 2026 Overall DBE Goals**

Johnston Regional Airport (JNX) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Rehabilitate Airfield Pavement and Construct New Bypass (Design)	7.3%	N/A	7.3%	\$376,880	\$27,512
FY 2024 Total				7.3%	\$376,880	\$27,512
FY 2025	Rehabilitate Airfield Pavement and Construct New Bypass (Construction)	7.2%	N/A	7.2%	\$2,028,952	\$146,085
FY 2025 Total				7.2%	\$2,028,952	\$146,085
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				7.2%	\$2,405,832	\$173,597

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Johnston 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.

Kinston Regional Jetport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Kinston Regional Jetport Market Area

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

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

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

Table 2: FY 2024 – 2026 Projects

Kinston Regional Jetport (ISO)		
Fiscal Year	Projects	Federal Dollars
2025	ARFF Renovations	\$881,000
FY 2024 - FY 2026 Total		\$881,000

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

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

FY 2024 - ARFF Renovations						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	2	53	3.8%	\$528,600	\$19,947
Electrical Contractors	238210	0	121	0.0%	\$108,339	\$0
Plumbing, Heating, and Air-Conditioning Contractors	238220	0	168	0.0%	\$167,866	\$0
Drywall and Insulation Contractors	238310	1	18	5.6%	\$76,195	\$4,233
Total					\$881,000	\$24,180
Weighted Step 1 Goal =						2.7%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Kinston Regional Jetport (ISO) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	ARFF Renovations	2.7%	N/A	2.7%	\$881,000	\$23,787
FY 2025 Total				2.7%	\$881,000	\$23,787
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				2.7%	\$881,000	\$23,787

7. Race-Conscious/Race-Neutral Projections

Kinston Regional Jetport proposes that, of the DBE goal of 2.7%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 2.7%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Kinston Regional Jetport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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 on the Coastal Plains of North Carolina, in the City of Maxton, 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: Laurinburg-Maxton Airport Market Area

County
Richmond
Robeson
Scotland

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

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

Table 2: FY 2024 – 2026 Projects

Laurinburg-Maxton Airport (HBI)		
Fiscal Year	Projects	AIP Dollars
2025	T-Hangar & Taxilane Phase 2	\$1,587,000
FY 2024 - FY 2026 Total		\$1,587,000

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

**Table 3: Step 1 Base Figure
Laurinburg-Maxton Airport**

FY 2025 - T-Hangar & Taxilane Phase 2						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	2	14	14.3%	\$599,196	\$85,599
Water & Sewer	237110	2	0	0.0%	\$35,247	\$0
Highway & Street	237310	1	7	14.3%	\$233,017	\$33,288
Drainage	237990	0	0	0.0%	\$111,028	\$0
Electrical	238210	2	42	4.8%	\$29,396	\$1,400
Site Prep	238910	3	10	30.0%	\$164,894	\$49,468
Fencing	238990	0	3	0.0%	\$151,561	\$0
Engineering	541330	1	8	12.5%	\$218,530	\$27,316
Geotechnical Testing	541380	3	0	0.0%	\$20,851	\$0
Landscaping	561730	4	31	12.9%	\$23,281	\$3,004
Total					\$1,587,000	\$200,076
Weighted Step 1 Goal =						12.6%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Laurinburg-Maxton Airport
FY 2024 – FY 2026 Overall DBE Goals**

Laurinburg-Maxton Airport (MEB) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	T-Hangar & Taxilane Phase 2	12.6%	N/A	12.6%	\$1,587,000	\$199,962
FY 2025 Total				12.6%	\$1,587,000	\$199,962
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				12.6%	\$1,587,000	\$199,962

7. Race-Conscious/Race-Neutral Projections

Laurinburg-Maxton Airport proposes that, of the DBE goal of **12.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **12.6%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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 Northwest of Charlotte, North Carolina.

2. Definition of Project Service Area:

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

Table 1: Lincolnton-Lincoln County Regional Airport Market Area

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

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

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

Table 2: FY 2024 – 2026 Projects

Lincolnton-Lincoln County Regional Airport (IPJ)		
Fiscal Year	Projects	Federal Dollars
2025	Runway and Taxiway Lighting Rehabilitation (Design-Bidding)	\$174,088
2025	Hangar Site Development-Phase II (Construction)	\$1,172,160
2026	Runway and Taxiway Lighting Rehabilitation (Construction Phase Professional Services)	\$211,050
FY 2024 - FY 2026 Total		\$1,557,298

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

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

FY 2025 - Runway and Taxiway Lighting Rehabilitation (Design-Bidding)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	17	373	4.6%	\$174,088	\$7,934
Total					\$174,088	\$7,934
Weighted Step 1 Goal =						4.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Hangar Site Development-Phase II (Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	25	43			
Drainage	237990	3	12			
Site Prep	238910	12	117			
Landscaping	561730	16	517			
Total		56	689	8.1%	\$1,172,160	\$95,270
Weighted Step 1 Goal =						8.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2026 - Runway and Taxiway Lighting Rehabilitation (Construction Phase Professional Services)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	17	373	4.6%	\$211,050	\$9,619
Total					\$211,050	\$9,619
Weighted Step 1 Goal =						4.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Lincolnton-Lincoln County Regional Airport (IPJ) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Runway and Taxiway Lighting Rehabilitation (Design-Bidding)	4.6%	N/A	4.6%	\$174,088	\$8,008
	Hangar Site Development-Phase II (Construction)	8.1%	N/A	8.1%	\$1,172,160	\$94,945
FY 2025 Total				7.6%	\$1,346,248	\$102,953
FY 2026	Runway and Taxiway Lighting Rehabilitation (Construction Phase Professional Services)	4.6%	N/A	4.6%	\$211,050	\$9,708
	FY 2026 Total			4.6%	\$211,050	\$9,708
FY 2024 - FY 2026 Overall Goal				7.2%	\$1,557,298	\$112,661

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The 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 Regional Airport

1. Airport Name and Location:

Lumberton Regional 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 Regional Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Cumberland	1	100.0%	\$1,819,316	100.0%
Robeson	0	0.0%	\$0	0.0%
Market Area	1	100.0%	\$1,819,316	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	1	100.0%	\$1,819,316	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Lumberton Regional Airport (CPC)		
Fiscal Year	Projects	AIP Dollars
2024	Hangar Taxiways	\$309,000
FY 2024 - FY 2026 Total		\$309,000

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

**Table 3: Step 1 Base Figure
Lumberton Regional Airport**

FY 2024 - Hangar Taxiways						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	2	10			
Site Prep	238910	7	22			
Engineering	541330	6	38			
Geotechnical Testing	541380	3	3			
Landscaping	561730	5	77			
Total		23	150	15.3%	\$309,000	\$47,380
Weighted Step 1 Goal =						15.3%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Lumberton Regional Airport
FY 2024 – FY 2026 Overall DBE Goals**

Lumberton Regional Airport (LBT) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Hangar Taxiways	15.3%	N/A	15.3%	\$309,000	\$47,277
FY 2024 Total				15.3%	\$309,000	\$47,277
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				15.3%	\$309,000	\$47,277

7. Race-Conscious/Race-Neutral Projections

Lumberton Regional Airport proposes that, of the DBE goal of 15.3%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 15.3%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Lumberton 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.

Macon County Airport

1. Airport Name and Location:

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

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Buncombe	2	28.6%	\$2,048,432	100.0%
Graham	1	14.3%	-	-
Haywood	1	14.3%	-	-
Jackson	1	14.3%	-	-
Macon	2	28.6%	-	-
Market Area	7	100.0%	\$2,048,432	100.0%
Other	0	0.0%	\$0	0.0%
Total	7	100.0%	\$2,048,432	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Macon County Airport (1A5)		
Fiscal Year	Projects	AIP Dollars
2025	Terminal Area Hangar Development Phase 1 & 2	\$1,486,000
FY 2024 - FY 2026 Total		\$1,486,000

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

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

FY 2025 - Terminal Area Hangar Development Phase 1 & 2						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	5	23	21.7%	\$369,576	\$80,343
Electrical	238210	0	161	0.0%	\$16,925	\$0
Site Prep	238910	2	104	1.9%	\$668,668	\$12,859
Engineering	541330	4	80	5.0%	\$333,870	\$16,694
Geotechnical Testing	541380	2	5	40.0%	\$29,724	\$11,889
Landscaping	561730	4	260	1.5%	\$67,238	\$1,034
Total		17	633		\$1,486,000	\$122,819
Weighted Step 1 Goal =						8.3%

SOURCES:

1. 2021 County Business Patterns.
2. NC UCP DBE Directory December 2024.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Macon County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Macon County Airport (1A5) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Terminal Area Hangar Development Phase 1 & 2	8.3%	N/A	8.3%	\$1,486,000	\$123,338
FY 2025 Total				8.3%	\$1,486,000	\$123,338
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				8.3%	\$1,486,000	\$123,338

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The 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.

Martin County Airport

1. Airport Name and Location:

Martin County Airport is a county owned, public use airport in Martin County, North Carolina. It is located six nautical miles west of the central business district of Williamston, 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: Martin County Airport Market Area

County	
Beaufort	Martin
Edgecombe	Pitt
Halifax	Washington

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

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

Table 2: FY 2024 – 2026 Projects

Martin County Airport (MCZ)		
Fiscal Year	Projects	Federal Dollars
2025	Wildlife Perimeter Fence - Phase 1	\$1,079,999
FY 2024 - FY 2026 Total		\$1,079,999

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

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

FY 2025 - Wildlife Perimeter Fence - Phase 1						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	5	37	13.5%	\$111,067	\$15,009
Fencing	238990	1	17	5.9%	\$710,790	\$41,811
Engineering	541330	0	29	0.0%	\$170,149	\$0
Landscaping	561730	8	110	7.3%	\$87,993	\$6,400
Total					\$1,079,999	\$63,220
Weighted Step 1 Goal =						5.9%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Martin County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Martin County Airport (MCZ) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024 Total				N/A	N/A	N/A
FY 2025	Wildlife Perimeter Fence - Phase 1	5.9%	N/A	5.9%	\$1,079,999	\$63,720
FY 2025 Total				5.9%	\$1,079,999	\$63,720
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				5.9%	\$1,079,999	\$63,720

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Martin 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.

Michael J. Smith Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Michael J. Smith Airport Market Area

County		
Carteret	Lenoir	Wilson

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

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

Table 2: FY 2024 – 2026 Projects

Michael J. Smith Airport (MRH)		
Fiscal Year	Projects	Federal Dollars
2025	Airport Road Reconstruction (Design and Construction)	\$645,031
2026	East Hangar Taxilane, Apron, and Site Work (Construction)	\$984,239
2026	Wildlife Fencing - Phase 1 (Design & Construction)	\$313,260
FY 2024 - FY 2026 Total		\$1,942,530

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

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

FY 2025 - Airport Road Reconstruction (Design and Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	0	3	0.0%	\$418,076	\$0
Site Prep	238910	5	36	13.9%	\$122,556	\$17,022
Engineering	541330	0	16	0.0%	\$64,503	\$0
Geotechnical Testing	541380	0	5	0.0%	\$33,446	\$0
Landscaping	561730	1	101	1.0%	\$6,450	\$64
Total		6	161		\$645,031	\$17,086
Weighted Step 1 Goal =						2.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory June 2025.

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

FY 2026 - East Hangar Taxilane, Apron, and Site Work (Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Drainage	237110	0	11	0.0%	\$139,500	\$0
Highway & Street	237310	0	3	0.0%	\$310,050	\$0
Electrical	238210	0	75	0.0%	\$22,500	\$0
Site Prep	238910	5	36	13.9%	\$321,840	\$44,700
Engineering	541330	0	16	0.0%	\$163,800	\$0
Landscaping	561730	0	1	0.0%	\$26,550	\$0
Total		5	142		\$984,239	\$44,700
Weighted Step 1 Goal =						4.5%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory June 2025.

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

FY 2026 - Wildlife Fencing - Phase 1 (Design & Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	5	36	13.9%	\$21,881	\$3,039
Specialty Trade Contractors	238990	0	23	0.0%	\$207,503	\$0
Engineering	541330	0	16	0.0%	\$72,230	\$0
Landscaping	561730	1	101	1.0%	\$11,646	\$115
Total		6	176		\$313,260	\$3,154
Weighted Step 1 Goal =						1.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory June 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Michael J. Smith Airport (MRH) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Airport Road Reconstruction (Design and Construction)	2.6%	N/A	2.6%	\$645,031	\$16,771
FY 2025 Total				2.6%	\$645,031	\$16,771
FY 2026	East Hangar Taxilane, Apron, and Site Work (Construction)	4.5%	N/A	4.5%	\$984,239	\$44,291
	Wildlife Fencing - Phase 1 (Design & Construction)	1.0%	N/A	1.0%	\$313,260	\$3,133
FY 2026 Total				3.7%	\$1,297,499	\$47,423
FY 2024 - FY 2026 Overall Goal				3.3%	\$1,942,530	\$64,194

7. Race-Conscious/Race-Neutral Projections

Michael J. Smith Airport proposes that, of the DBE goal of **3.3%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **3.3**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Michael J. Smith Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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.

Mid-Carolina Regional Airport

1. Airport Name and Location:

Mid-Carolina Regional Airport is located in central North Carolina, in Salisbury, 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: Mid-Carolina Regional Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Guilford	1	5.9%	\$0	0.0%
Iredell	2	11.8%	\$0	0.0%
Mecklenburg	3	17.6%	\$620,274	3.1%
Rowan	4	23.5%	\$18,164,557	89.4%
Stanly	2	11.8%	\$1,525,400	7.5%
Union	1	5.9%	\$0	0.0%
Market Area	13	76.5%	\$20,310,231	100.0%
<i>Other</i>	4	23.5%	\$0	0.0%
Total	17	100.0%	\$20,310,231	100.0%

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

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

Table 2: FY 2024 – 2026 Projects
Mid-Carolina Regional Airport (RUQ)

Fiscal Year	Projects	Federal Dollars
2025	AWOS Rehabilitation	\$388,800
2025	Airfield Lighting Rehabilitation (Design-Bidding)	\$173,134
2025	ALP Update	\$427,500
FY 2024 - FY 2026 Total		\$989,434

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

**Table 3a: Step 1 Base Figure
Mid-Carolina Regional Airport**

FY 2025 - AWOS Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	25	81	30.9%	\$11,586	\$3,576
Electrical	238210	13	644	2.0%	\$238,281	\$4,810
Site Prep	238910	21	257	8.2%	\$15,544	\$1,270
Engineering	541330	24	524	4.6%	\$86,893	\$3,980
Geotechnical Testing	541380	4	58	6.9%	\$19,889	\$1,372
Landscaping	561730	20	965	2.1%	\$16,606	\$344
Total					\$388,800	\$15,352
Weighted Step 1 Goal =						3.9%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

**Table 3b: Step 1 Base Figure
Mid-Carolina Regional Airport**

FY 2025 - Airfield Lighting Rehabilitation (Design-Bidding)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	24	524	4.6%	\$173,134	\$7,930
Total					\$173,134	\$7,930
Weighted Step 1 Goal =						4.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

**Table 3c: Step 1 Base Figure
Mid-Carolina Regional Airport**

FY 2025 - ALP Update						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	24	524	4.6%	\$427,500	\$19,580
Total					\$427,500	\$19,580
Weighted Step 1 Goal =						4.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

The Step 1 DBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS

codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Tables 3a through 3c above.

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

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

**Table 4: Mid-Carolina Regional Airport
FY 2024 – FY 2026 Overall DBE Goals**

Mid-Carolina Regional Airport (RUQ) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	AWOS Rehabilitation	3.9%	N/A	3.9%	\$388,800	\$15,163
	Airfield Lighting Rehabilitation (Design-Bidding)	4.6%	N/A	4.6%	\$173,134	\$7,964
	ALP Update	4.6%	N/A	4.6%	\$427,500	\$19,665
FY 2025 Total				4.3%	\$989,434	\$42,792
FY 2025	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				4.3%	\$989,434	\$42,792

7. Race-Conscious/Race-Neutral Projections

Mid-Carolina Regional Airport proposes that, of the DBE goal of **4.3%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.3%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Mid-Carolina Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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.

Montgomery County Airport

1. Airport Name and Location:

Montgomery County Airport is located in Star, North Carolina.

2. Definition of Project Service Area:

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

Table 1: Montgomery County Airport Market Area

County	
Davidson	Randolph
Montgomery	Richmond
Moore	Stanly

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

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

Table 2: FY 2024 – 2026 Projects

Montgomery County Airport (43A)		
Fiscal Year	Projects	Federal Dollars
2025	Beacon Construction	\$333,333
2025	Perimeter Fence	\$836,000
FY 2024 - FY 2026 Total		\$1,169,333

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

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

FY 2025 - Beacon Construction						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	0	48	0.0%	\$150,000	\$0
Electrical	238210	0	167	0.0%	\$150,000	\$0
Engineering	541330	1	40	2.5%	\$33,333	\$833
Total					\$333,333	\$833
Weighted Step 1 Goal =						0.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Perimeter Fence						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Fencing	238990	1	53	1.9%	\$752,400	\$14,196
Engineering	541330	1	40	2.5%	\$83,600	\$2,090
Total					\$836,000	\$16,286
Weighted Step 1 Goal =						1.9%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Montgomery County Airport (43A) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Beacon Construction	0.3%	N/A	0.3%	\$333,333	\$1,000
	Perimeter Fence	1.9%	N/A	1.9%	\$836,000	\$15,884
FY 2025 Total				N/A	\$1,169,333	\$16,884
FY 2025	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				1.4%	\$1,169,333	\$16,884

7. Race-Conscious/Race-Neutral Projections

Montgomery County Airport proposes that, of the DBE goal of 1.4%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 1.4%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Montgomery County Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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.

Moore County Airport

1. Airport Name and Location:

Moore County Airport is a public airport located 3 miles (5 km) north of Southern Pines and 5 miles northeast of Pinehurst, in Moore 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: Moore County Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	7.1%	-	0.0%
Lee	4	28.6%	\$2,118,600	60.4%
Lenoir	1	7.1%	\$1,203,138	34.3%
Randolph	2	14.3%	\$107,785	3.1%
Sampson	2	14.3%	-	0.0%
Market Area	10	71.4%	\$3,429,523	97.7%
<i>Other</i>	4	28.6%	\$79,440	2.3%
Total	14	100.0%	\$3,508,963	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Moore County Airport (SOP)		
Fiscal Year	Projects	Federal Dollars
2025	Taxilane Extension (Design)	\$380,596
	RPZ/ROFA Clearing, Demolition, and Grading (Construction and CA)	\$1,015,964
FY 2024 - FY 2026 Total		\$1,396,560

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

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

FY 2025 - Taxilane Extension (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	2	29	6.9%	\$380,596	\$26,248
Total		16	398		\$367,891	\$380,596
Weighted Step 1 Goal =						6.9%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory May 2025.

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

FY 2025 - RPZ/ROFA Clearing, Demolition, and Grading (Construction and CA)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Drainage	237110	6	20	30.0%	\$59,675	\$17,902
Site Prep	238910	10	76	13.2%	\$522,155	\$68,705
Specialty Trade Contractors	238990	1	52	1.9%	\$88,518	\$1,702
Engineering	541330	2	29	6.9%	\$248,645	\$17,148
Landscaping	561730	4	179	2.2%	\$47,243	\$1,056
Remediation Services	562910	1	6	16.7%	\$49,729	\$8,288
Total		24	362		\$1,015,964	\$114,801
Weighted Step 1 Goal =						11.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory May 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Moore County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Moore County Airport (SOP) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	<i>No projects at this time</i>					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Taxilane Extension (Design)	6.9%	N/A	6.9%	\$380,596	\$26,261
	RPZ/ROFA Clearing, Demolition, and Grading (Construction and CA)	11.3%	N/A	11.3%	\$1,015,964	\$114,804
FY 2025 Total				10.1%	\$1,396,560	\$141,065
FY 2026	<i>No projects at this time</i>					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				10.1%	\$1,396,560	\$141,065

7. Race-Conscious/Race-Neutral Projections

Moore County Airport proposes that, of the DBE goal of **10.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **10.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

Table 2: FY 2024 – FY 2026 Proposed Projects

Mount Airy-Surry County Airport (MWK)		
Fiscal Year	Projects	AIP Dollars
2024	GA Terminal Parking Area - Site Preparation (Construction)	\$601,000
FY 2024 - FY 2026 Total		\$601,000

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

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

FY 2024 - GA Terminal Parking Area - Site Preparation (Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Site Prep	238910	13	86	15.1%	\$382,935	\$57,886
Engineering	541330	9	63	14.3%	\$100,859	\$14,408
Landscaping	561730	11	251	4.4%	\$117,206	\$5,137
Total					\$601,000	\$77,430
Weighted Step 1 Goal =						12.9%

SOURCES:

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

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 Tables 3 above.

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

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

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

Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	GA Terminal Parking Area - Site Preparation (Construction)	12.9%	N/A	12.9%	\$601,000	\$77,529
FY 2024 Total				12.9%	\$601,000	\$77,529
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				12.9%	\$601,000	\$77,529

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 12.9% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Mount Airy-Surry County 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 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.

Mount Olive Municipal Airport

1. Airport Name and Location:

Mount Olive Municipal Airport is located 6 miles south of Roxboro, 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 Olive Municipal Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Craven	1	25.0%	\$0	0.0%
Lenoir	1	25.0%	\$5,241,777	100.0%
Wilson	1	25.0%	\$0	0.0%
Market Area	3	75.0%	\$5,241,777	100.0%
<i>Other</i>	1	25.0%	\$0	0.0%
Total	4	100.0%	\$5,241,777	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Mount Olive Municipal Airport (W40)		
Fiscal Year	Projects	AIP Dollars
2024	Apron Expansion	\$300,000
FY 2024 - FY 2026 Total		\$300,000

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

**Table 3: Step 1 Base Figure
Mount Olive Municipal Airport**

FY 2024 – Apron Expansion						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	1	9	11.1%	\$142,810	\$15,868
Drainage	237990	0	0	0.0%	\$5,756	\$0
Electrical	238210	1	60	1.7%	\$2,878	\$48
Site Prep	238910	5	35	14.3%	\$114,288	\$16,327
Fencing	238990	0	22	0.0%	\$14,868	\$0
Engineering	541330	1	22	4.5%	\$8,634	\$392
Landscaping	561730	3	93	3.2%	\$10,765	\$347
Total					\$300,000	\$32,982
Weighted Step 1 Goal =						11.0%

SOURCES:

1. 2021 County Business Patterns.
2. NC UCP DBE Directory July 2024.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Mount Olive Municipal Airport
FY 2024 – FY 2026 Overall DBE Goals**

Mount Olive Municipal Airport (W40) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Apron Expansion	11.0%	N/A	11.0%	\$300,000	\$33,000
FY 2024 Total				11.0%	\$300,000	\$33,000
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				11.0%	\$300,000	\$33,000

7. Race-Conscious/Race-Neutral Projections

Mount Olive Municipal Airport proposes that, of the DBE goal of **11.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **11.0%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Mount Olive 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.

Northeastern Regional Airport

1. Airport Name and Location:

Northeastern Regional Airport is located three miles southeast of the Edenton central business district.

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: Northeastern Regional Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Chowan	0	0.0%	\$0	0.0%
Dare	1	25.0%	\$0	0.0%
Pasquotank	1	25.0%	\$484,975	45.6%
Market Area	2	50.0%	\$484,975	45.6%
<i>Other</i>	2	50.0%	\$579,353	54.4%
Total	4	100.0%	\$1,064,328	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Northeastern Regional Airport (CPC)		
Fiscal Year	Projects	AIP Dollars
2024	6 Box Hangars	\$300,000
FY 2024 - FY 2026 Total		\$300,000

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

**Table 3: Step 1 Base Figure
Northeastern Regional Airport**

FY 2024 - Hangar Taxiways						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	0	7			
Highway & Street	237310	3	3			
Electrical	238210	0	37			
Site Prep	238910	1	11			
Engineering	541330	1	17			
Landscaping	561730	2	42			
Total		7	117	6.0%	\$300,000	\$17,949
Weighted Step 1 Goal =						6.0%

SOURCES:

1. 2021 County Business Patterns.
2. NC UCP DBE Directory July 2024.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Northeastern Regional Airport
FY 2024 – FY 2026 Overall DBE Goals**

Northeastern Regional Airport (EDE) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	6 Box Hangars	6.0%	N/A	6.0%	\$300,000	\$18,000
FY 2025 Total				6.0%	\$300,000	\$18,000
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.0%	\$300,000	\$18,000

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Northeastern 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.

Odell Williamson Municipal Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Odell Williamson Municipal Airport Market Area

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

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

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

Table 2: FY 2024 – 2026 Projects

Odell Williamson Municipal Airport (6OJ)		
Fiscal Year	Projects	Federal Dollars
2025	East Runway Connector Taxiway Design	\$132,365
2025	Terminal Apron Rehabilitation (Design)	\$225,000
2025	T-Hangars & Taxilanes (Design)	\$225,000
2026	Rotating Beacon and Wind Cone (Design and Construction)	\$300,000
FY 2024 - FY 2026 Total		\$882,365

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

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

FY 2025 - East Runway Connector Taxiway Design						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	1	49	2.0%	\$132,365	\$2,701
Total					\$132,365	\$2,701
Weighted Step 1 Goal =						2.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Terminal Apron Rehabilitation (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	1	49	2.0%	\$225,000	\$4,592
Total					\$225,000	\$4,592
Weighted Step 1 Goal =						2.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - T-Hangars & Taxilanes (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	1	49	2.0%	\$225,000	\$4,592
Total					\$225,000	\$4,592
Weighted Step 1 Goal =						2.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2026 - Rotating Beacon and Wind Cone (Design and Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Electrical	238210	1	174	0.6%	\$163,800	\$941
Site Prep	238910	6	64	9.4%	\$31,500	\$2,953
Engineering	541330	1	49	2.0%	\$104,700	\$2,137
Total					\$300,000	\$6,031
Weighted Step 1 Goal =						2.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Odell Williamson Municipal Airport (60J) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	East Runway Connector Taxiway Design	2.0%	N/A	2.0%	\$132,365	\$2,647
	Terminal Apron Rehabilitation (Design)	2.0%	N/A	2.0%	\$225,000	\$4,500
	T-Hangars & Taxilanes (Design)	2.0%	N/A	2.0%	\$225,000	\$4,500
FY 2025 Total				2.0%	\$582,365	\$11,647
FY 2026	Rotating Beacon and Wind Cone (Design and Construction)	2.0%	N/A	2.0%	\$300,000	\$6,000
FY 2026 Total				2.0%	\$300,000	\$6,000
FY 2024 - FY 2026 Overall Goal				2.0%	\$882,365	\$17,647

7. Race-Conscious/Race-Neutral Projections

Odell Williamson Municipal 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 Odell Williamson Municipal Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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.

Plymouth Municipal Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Plymouth Municipal Airport Market Area

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

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

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

Table 2: FY 2024 – 2026 Projects

Plymouth Municipal Airport (PMZ)		
Fiscal Year	Projects	Federal Dollars
FY 2025	AWOS (Construction)	\$226,000
FY 2025	Rehabilitation of Terminal Parking Lot (Design)	\$300,000
FY 2024 - FY 2026 Total		\$526,000

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

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

FY 2025 - AWOS (Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Other Heavy and Civil Engineering Construction	237990	2	12	16.7%	\$67,800	\$11,300
Electrical	238210	8	284	2.8%	\$67,800	\$1,910
Instruments and Related Products Manufacturing for Measuring, Displaying, and Controlling Industrial Process Variables	334513	0	4	0.0%	\$67,800	\$0
Engineering	541330	16	359	4.5%	\$22,600	\$1,007
Total					\$226,000	\$14,217
Weighted Step 1 Goal =						6.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Rehabilitation of Terminal Parking Lot (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	16	359	4.5%	\$300,000	\$13,370
Total					\$300,000	\$13,370
Weighted Step 1 Goal =						4.5%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Plymouth Municipal Airport (PMZ) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	AWOS (Construction)	6.3%	N/A	6.3%	\$226,000	\$14,238
	Rehabilitation of Terminal Parking Lot (Design)	4.5%	N/A	4.5%	\$300,000	\$13,500
FY 2025 Total				5.3%	\$526,000	\$27,738
FY 2025	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				5.3%	\$526,000	\$27,738

7. Race-Conscious/Race-Neutral Projections

Plymouth Municipal Airport proposes that, of the DBE goal of **5.3%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.3%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Plymouth Municipal Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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 Airport

1. Airport Name and Location:

Raleigh Executive Airport 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 Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	10.0%	\$0	0.0%
Lee	2	20.0%	\$0	0.0%
Wake	5	50.0%	\$10,142,421	100.0%
Wilson	2	20.0%	\$0	0.0%
Market Area	10	100.0%	\$10,142,421	100.0%
Other	0	0.0%	\$0	0.0%
Total	10	100.0%	\$10,142,421	100.0%

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

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

Table 2: FY 2024 – FY 2026 Proposed Projects

Raleigh Executive Airport (TTA)		
Fiscal Year	Projects	AIP Dollars
2024	Box Hangars	\$887,000
FY 2024 - FY 2026 Total		\$887,000

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

**Table 3: Step 1 Base Figure
Raleigh Executive Airport**

FY 2024 - Approach Clearing Construction						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	16	190	8.4%	\$739,167	\$62,246
Engineering	541330	40	450	8.9%	\$147,833	\$13,141
Total					\$887,000	\$75,386
Weighted Step 1 Goal =						8.5%

SOURCES:

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

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 Tables 3 above.

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: Raleigh Executive Airport
DBE Accomplishment**

Report Period	DBE Goal	DBE Percent Achieved	Over- /Under- Achieved
FY 2022	4.0%	2.2%	-1.8%

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 **2.2%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figures as calculated above by averaging them with the annual accomplishment factor derived in Table 4 above (2.2%).

**Table 5: Raleigh Executive Airport
FY 2024 – FY 2026 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	Box Hangars	8.5%	2.2%	5.4%	\$887,000	\$47,898
FY 2024 Total				5.4%	\$887,000	\$47,898
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				5.4%	\$887,000	\$47,898

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 5.4% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Raleigh Executive Airport proposes that, of the DBE goal of **5.4%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.4%**. The reason for this projected split is the median under achievement as indicated in table 4 is **1.8%**.

8. Contract Goals

The Raleigh 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.

Raleigh Regional Airport at Person County

1. Airport Name and Location:

Raleigh Regional Airport at Person County is located 6 miles south of Roxboro, 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 Regional Airport at Person County Market Area

Counties	
Chatham	Durham
Orange	Person

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

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

Table 2: FY 2024 – 2026 Projects

Raleigh Regional Airport at Person County (TDF)		
Fiscal Year	Projects	Federal Dollars
2025	Access Road Rehabilitation (Construction and CA)	\$520,000
2026	Runway Lighting Rehabilitation (Design)	\$240,000
2026	Taxilane and Box Hangars (Design)	\$216,000
FY 2024 - FY 2026 Total		\$976,000

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

**Table 3a: Step 1 Base Figure
Raleigh Regional Airport at Person County**

FY 2025 - Access Road Rehabilitation (Construction and CA)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	4	6			
Drainage	237990	1	1			
Site Prep	238910	3	71			
Engineering	541330	4	91			
Landscaping	561730	3	212			
Total		15	381	3.9%	\$520,000	\$20,472
Weighted Step 1 Goal =						3.9%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

**Table 3b: Step 1 Base Figure
Raleigh Regional Airport at Person County**

FY 2026 - Runway Lighting Rehabilitation (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	4	91	4.4%	\$240,000	\$10,549
Total					\$240,000	\$10,549
Weighted Step 1 Goal =						4.4%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

**Table 3c: Step 1 Base Figure
Raleigh Regional Airport at Person County**

FY 2026 - Taxiway and Box Hangars (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	4	91	4.4%	\$216,000	\$9,495
Total					\$216,000	\$9,495
Weighted Step 1 Goal =						4.4%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Raleigh Regional Airport at Person County
FY 2024 – FY 2026 Overall DBE Goals**

Raleigh Regional Airport at Person County (TDF) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Access Road Rehabilitation (Construction and CA)	3.9%	N/A	3.9%	\$520,000	\$20,280
FY 2025 Total				3.9%	\$520,000	\$20,280
FY 2026	Runway Lighting Rehabilitation (Design)	4.4%	N/A	4.4%	\$240,000	\$10,560
	Taxilane and Box Hangars (Design)	4.4%	N/A	4.4%	\$216,000	\$9,504
FY 2026 Total				4.4%	\$456,000	\$20,064
FY 2024 - FY 2026 Overall Goal				4.1%	\$976,000	\$40,344

7. Race-Conscious/Race-Neutral Projections

Raleigh Regional Airport at Person County proposes that, of the DBE goal of **4.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Raleigh Regional Airport at Person County 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

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Anson	1	12.5%	\$279,125	49.8%
Forsyth	1	12.5%	\$0	0.0%
Iredell	1	12.5%	\$0	0.0%
Richmond	1	12.5%	\$0	0.0%
Stanly	1	12.5%	\$0	0.0%
Stokes	1	12.5%	\$0	0.0%
Market Area	6	75.0%	\$279,125	49.8%
<i>Other</i>	2	25.0%	\$281,575	50.2%
Total	8	100.0%	\$560,700	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Richmond County Airport (RCZ)		
Fiscal Year	Projects	Federal Dollars
2025	Apron and Taxiway Rehabilitation (Construction)	\$718,572
2025	10 Unit T-Hangar (Design/Bidding/Construction)	\$1,571,457
FY 2024 - FY 2026 Total		\$2,290,028

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

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

FY 2025 - Apron and Taxiway Rehabilitation (Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	4	21	19.0%	\$400,517	\$76,289
Site Prep	238910	8	115	7.0%	\$76,160	\$5,298
Engineering	541330	10	102	9.8%	\$211,555	\$20,741
Geotechnical Testing	541380	2	12	16.7%	\$22,469	\$3,745
Landscaping	561730	6	339	1.8%	\$7,872	\$139
Total					\$718,572	\$106,212
Weighted Step 1 Goal =						14.8%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - 10 Unit T-Hangar (Design/Bidding/Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	4	91	4.4%	\$697,820	\$30,673
Highway & Street	237310	4	21	19.0%	\$182,550	\$34,771
Drainage	237990	1	8	12.5%	\$110,674	\$13,834
Site Prep	238910	8	115	7.0%	\$177,805	\$12,369
Engineering	541330	10	102	9.8%	\$316,345	\$31,014
Geotechnical Testing	541380	2	12	16.7%	\$64,398	\$10,733
Landscaping	561730	6	339	1.8%	\$21,865	\$387
Total					\$1,571,457	\$133,782
Weighted Step 1 Goal =						8.5%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Richmond County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Richmond County Airport (RCZ) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Apron and Taxiway Rehabilitation (Construction)	14.8%	N/A	14.8%	\$718,572	\$106,349
	10 Unit T-Hangar (Design/Bidding/Construction)	8.5%	N/A	8.5%	\$1,571,457	\$133,574
FY 2025 Total				10.5%	\$2,290,029	\$239,923
FY 2025	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				10.5%	\$2,290,029	\$239,923

7. Race-Conscious/Race-Neutral Projections

Richmond County Airport proposes that, of the DBE goal of **10.5%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **10.5%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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.

Rockingham County-Shiloh Airport

1. Airport Name and Location:

Rockingham County-Shiloh Airport is located in the Piedmont region of North Carolina, in Rockingham County, in Reidsville 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: Rockingham County-Shiloh Airport Market Area

Alamance	Rockingham
Guilford	Surry

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

The FY 2024 – 2026 projects proposed for the Rockingham County-Shiloh Airport are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Rockingham County-Shiloh Airport (MWK)		
Fiscal Year	Projects	AIP Dollars
2024	Corporate Hangar Development	\$604,000
FY 2024 - FY 2026 Total		\$604,000

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

**Table 3: Step 1 Base Figure
Rockingham County-Shiloh Airport**

FY 2024 – Corporate Hangar Development						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	3	99	3.0%	\$315,240	\$9,553
Highway & Street	237310	6	36	16.7%	\$52,540	\$8,757
Site Prep	238910	8	98	8.2%	\$181,263	\$14,797
Engineering	541330	9	96	9.4%	\$54,957	\$5,152
Total					\$604,000	\$38,259
Weighted Step 1 Goal =						6.3%

SOURCES:

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

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 Tables 3 above.

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

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

**Table 4: Rockingham County-Shiloh Airport
FY 2024 – FY 2026 Overall DBE Goals**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	Corporate Hangar Development	6.3%	N/A	6.3%	\$604,000	\$38,052
FY 2024 Total				6.3%	\$604,000	\$38,052
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.3%	\$604,000	\$38,052

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 6.3% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Rockingham County-Shiloh Airport proposes that, of the DBE goal of **6.3%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **6.3%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Rockingham County-Shiloh 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.

Rocky Mount-Wilson Regional Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Rocky Mount-Wilson Regional Airport Market Area

Counties	
Edgecombe	Wayne
Nash	Wilson

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

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

Table 2: FY 2024 – 2026 Projects

Rocky Mount-Wilson Regional Airport (RWI)		
Fiscal Year	Projects	AIP Dollars
2024	T-Hangar Phase II, Site Preparation & Paving	\$587,000
FY 2024 - FY 2026 Total		\$587,000

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

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

FY 2024 - Taxilane Reconstruction						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	8	8			
Site Prep	238910	3	43			
Engineering	541330	1	22			
Geotechnical Testing	541380	0	6			
Landscaping	561730	3	116			
Total		15	195	7.7%	\$587,000	\$45,199
Weighted Step 1 Goal =						7.7%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	T-Hangar Phase II, Site Preparation & Paving	7.7%	N/A	7.7%	\$587,000	\$45,199
FY 2024 Total				7.7%	\$587,000	\$45,199
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				7.7%	\$587,000	\$45,199

7. Race-Conscious/Race-Neutral Projections

Rocky Mount-Wilson Regional Airport proposes that, of the DBE goal of 7.7%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 7.7%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Rocky Mount-Wilson Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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.

Rutherford County Airport

1. Airport Name and Location:

Rutherford County Airport is located in southwestern North Carolina, in Rutherfordton, 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: Rutherford County Airport Market Area

County
Buncombe
Rutherford

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

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

Table 2: FY 2024 – 2026 Projects

Rutherford County Airport (FQD)		
Fiscal Year	Projects	AIP Dollars
2025	Eastside Development - Phase 1	\$2,219,000
FY 2024 - FY 2026 Total		\$2,219,000

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

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

FY 2025 - Eastside Development - Phase 1						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Drainage	237990	0	0	0.0%	\$158,531	\$0
Site Prep	238910	3	37	8.1%	\$1,677,110	\$135,982
Landscaping	561730	3	168	1.8%	\$383,358	\$6,846
Total					\$2,219,000	\$142,828
Weighted Step 1 Goal =						6.4%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Rutherford County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Rutherford County Airport (FQD) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Eastside Development Phase 1	6.4%	N/A	6.4%	\$2,219,000	\$142,016
FY 2025 Total				6.4%	\$2,219,000	\$142,016
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.4%	\$2,219,000	\$142,016

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

Rutherford 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.

Shelby-Cleveland County Regional Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Shelby-Cleveland County Regional Airport Market Area

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

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

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

Table 2: FY 2024 – 2026 Projects

Fiscal Year	Projects	AIP Dollars
2025	Corporate Hangar Development	\$588,000
FY 2024 - FY 2026 Total		\$588,000

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

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

FY 2025 - Corporate Hangar Development

Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Water & Sewer Line Construction	237110	2	22			
Highway & Street	237310	14	14			
Drainage	237990	2	2			
Electrical Contractors	238210	0	159			
Site Prep	238910	7	61			
Fencing	238990	3	53			
Engineering	541330	4	85			
Geotechnical Testing	541380	1	5			
Landscaping	561730	5	222			
Total		38	623	6.1%	\$588,000	\$35,865
Weighted Step 1 Goal =						6.1%

SOURCES:

1. 2021 County Business Patterns.
2. NC UCP DBE Directory December 2024.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Shelby-Cleveland County Airport (EHO) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Corporate Hangar Development	6.1%	N/A	6.1%	\$588,000	\$35,868
FY 2025 Total				6.1%	\$588,000	\$35,868
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.1%	\$588,000	\$35,868

7. Race-Conscious/Race-Neutral Projections

Shelby-Cleveland County Regional Airport proposes that, of the DBE goal of 6.1%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 6.1%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Shelby-Cleveland County Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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 Municipal Airport

1. Airport Name and Location:

Siler City Municipal Airport is a public use airport located three nautical miles southwest of the central business district of Siler City, a town in Chatham County, North Carolina

2. Definition of Project Service Area:

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

Table 1: Siler City Municipal Airport Market Area

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Anson	1	9.1%	\$104,275	2.3%
Graham	1	9.1%	\$0	0.0%
Guilford	2	18.2%	\$184,710	4.1%
Wake	3	27.3%	\$3,354,019	74.9%
Wilson	1	9.1%	\$0	0.0%
Market Area	8	72.7%	\$3,643,004	81.4%
Other	3	27.3%	\$833,780	18.6%
Total	11	100.0%	\$4,476,784	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Siler City Municipal Airport (SCR)		
Fiscal Year	Projects	Federal Dollars
2025	Parallel Taxiway (Design)	\$550,085
2025	Perimeter Fence (Design)	\$153,180
FY 2024 - FY 2026 Total		\$703,265

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

**Table 3a: Step 1 Base Figure
Siler City Municipal Airport**

FY 2025 - Parallel Taxiway (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	42	520	8.1%	\$550,085	\$44,430
Total		42	520		\$550,085	\$44,430
Weighted Step 1 Goal =						8.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

**Table 3b: Step 1 Base Figure
Siler City Municipal Airport**

FY 2025 - Perimeter Fence (Design)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	42	520	8.1%	\$153,180	\$12,372
Total		42	520		\$153,180	\$12,372
Weighted Step 1 Goal =						8.1%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Siler City Municipal Airport
FY 2024 – FY 2026 Overall DBE Goals**

Siler City Municipal Airport (SCR) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Parallel Taxiway (Design)	8.1%	N/A	8.1%	\$550,085	\$44,557
	Perimeter Fence (Design)	8.1%	N/A	8.1%	\$153,180	\$12,408
FY 2025 Total				8.1%	\$703,265	\$56,964
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				8.1%	\$703,265	\$56,964

7. Race-Conscious/Race-Neutral Projections

Siler City Municipal Airport proposes that, of the DBE goal of **8.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Siler City 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.

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 the substantial majority of dollars were spent. The market area is shown below in Table 1. The market area for Engineering (541330) was determined to be statewide.

Table 1: Smith Reynolds Airport Market Area

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

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

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

Table 2: FY 2024 – 2026 Projects

Fiscal Year	Projects	Federal Dollars
2025	Airfield Lighting Rehabilitation	\$333,333
FY 2024 - FY 2026 Total		\$333,333

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

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

FY 2025 - Airfield Lighting Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	16	30	53.3%	\$1,852	\$988
Electrical	238210	4	271	1.5%	\$307,776	\$4,543
Site Prep	238910	13	113	11.5%	\$23,705	\$2,727
Total					\$333,333	\$8,258
Weighted Step 1 Goal =						2.5%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Smith Reynolds Airport (INT) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Airfield Lighting Rehabilitation	2.5%	N/A	2.5%	\$333,333	\$8,333
FY 2025 Total				2.5%	\$333,333	\$8,333
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				2.5%	\$333,333	\$8,333

7. Race-Conscious/Race-Neutral Projections

Smith Reynolds Airport proposes that, of the DBE goal of **2.5%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **2.5%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The 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.

Stanly County Airport

1. Airport Name and Location:

Stanly County Airport is located in western North Carolina, in Stanly County, 70 miles east of Charlotte North Carolina in the town of Stanly.

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: Stanly County Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Iredell	1	10.0%	\$0	0.0%
Mecklenburg	1	10.0%	\$1,235,900	48.0%
Stanly	2	20.0%	\$214,419	8.3%
Market Area	4	40.0%	\$1,450,319	56.3%
<i>Other</i>	6	60.0%	\$1,124,760	43.7%
Total	10	100.0%	\$2,575,079	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Stanly County Airport (VUJ)		
Fiscal Year	Projects	Federal Dollars
2025	Apron and Taxilanes Pavement Rehabilitation (Phase 1)	\$450,000
2025	On-Airport Obstruction Removal	\$200,000
FY 2024 - FY 2026 Total		\$650,000

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

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

FY 2025 - Apron and Taxilanes Pavement Rehabilitation (Phase 1)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	7	50	14.0%	\$314,080	\$43,971
Drainage	237990	2	17	11.8%	\$3,931	\$462
Site Prep	238910	8	135	5.9%	\$88,491	\$5,244
Engineering	541330	17	399	4.3%	\$41,926	\$1,786
Landscaping	561730	14	525	2.7%	\$1,572	\$42
Total					\$450,000	\$51,506
Weighted Step 1 Goal =						11.4%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - On-Airport Obstruction Removal						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Drainage	237990	2	17	11.8%	\$86,417	\$10,167
Site Prep	238910	8	135	5.9%	\$83,386	\$4,941
Landscaping	561730	14	525	2.7%	\$30,197	\$805
Total					\$200,000	\$15,913
Weighted Step 1 Goal =						8.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Stanly County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Stanly County Airport (VUJ) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Apron and Taxilanes Pavement Rehabilitation (Phase 1)	11.4%	N/A	11.4%	\$450,000	\$51,300
	On-Airport Obstruction Removal	8.0%	N/A	8.0%	\$200,000	\$16,000
FY 2025 Total				10.4%	\$650,000	\$67,300
FY 2025	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				10.4%	\$650,000	\$67,300

7. Race-Conscious/Race-Neutral Projections

Stanly County Airport proposes that, of the DBE goal of 10.4%, the projected race-neutral goal will be 0.0%, and the race conscious goal will be 10.4%. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Stanly 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.

Statesville Regional Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Statesville Regional Airport Market Area

Alexander	Davie	Rowan
Caldwell	Iredell	Wilkes
Catawba	Mecklenburg	Yadkin

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

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

Table 2: FY 2024 – FY 2026 Proposed Projects

Statesville Regional Airport (MWK)		
Fiscal Year	Projects	AIP Dollars
2024	Terminal Building	\$1,757,000
FY 2024 - FY 2026 Total		\$1,757,000

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

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

FY 2024 - GA Terminal Parking Area - Site Preparation (Construction)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	24	237	10.1%	\$785,607	\$79,555
Land Subdivision	237210	2	26	7.7%	\$169,861	\$13,066
Concrete	238110	10	124	8.1%	\$38,926	\$3,139
Masonry Contractors	238140	6	110	5.5%	\$54,851	\$2,992
Other Foundation, Structure, and Building Exterior Contractors	238190	1	40	2.5%	\$171,630	\$4,291
Electrical Contractors	238210	8	472	1.7%	\$161,014	\$2,729
Plumbing, Heating, and Air-Conditioning Contractors	238220	8	560	1.4%	\$249,483	\$3,564
Drywall and Insulation Contractors	238310	5	143	3.5%	\$113,241	\$3,959
Landscaping	561730	22	705	3.1%	\$12,386	\$387
Total					\$1,757,000	\$113,682
Weighted Step 1 Goal =						6.5%

SOURCES:

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

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 Tables 3 above.

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

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

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

Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	Terminal Building	6.5%	N/A	6.5%	\$1,757,000	\$114,205
FY 2024 Total				6.5%	\$1,757,000	\$114,205
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				6.5%	\$1,757,000	\$114,205

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 6.5% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Statesville Regional Airport proposes that, of the DBE goal of **6.5%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **6.5%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Statesville Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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.

Tri County Airport

1. Airport Name and Location:

Tri County Airport is a public use airport located 10 miles west of the central business district of Ahoskie, in Hertford County, North Carolina.

2. Definition of Project Service Area:

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

Table 1: Tri County Airport Market Area

County	Bidders	Percent of bidders	Dollars	Percent of dollars
Edgecombe	1	11.1%	\$1,446,942	76.5%
Johnston	1	11.1%	-	-
Lenoir	1	11.1%	-	-
Martin	1	11.1%	-	-
Wake	1	11.1%	\$135,010	7.1%
Market Area	5	55.6%	\$1,581,952	83.6%
Other	4	44.4%	\$309,993	16.4%
Total	9	100.0%	\$1,891,945	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Tri County Airport (ASJ)		
Fiscal Year	Projects	Federal Dollars
2025	Airfield Lighting Rehabilitation (Design)	\$150,666
	Airfield Lighting Rehabilitation (Construction and CA)	\$673,000
	T-Hangar and Taxilane (Construction and CA)	\$226,000
FY 2024 - FY 2026 Total		\$1,049,666

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

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

FY 2025 - Airfield Lighting Rehabilitation (Construction and CA)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	36	450	8.0%	\$150,666	\$12,053
Total		36	450		\$150,666	\$12,053
Weighted Step 1 Goal =						8.0%

1. 2025 County Business Patterns.
2. NC UCP DBE Directory May 2025.

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

FY 2025 - Airfield Lighting Rehabilitation (Construction and CA)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Electrical	238210	5	422	1.2%	\$543,439	\$6,439
Site Prep	238910	16	172	9.3%	\$123,163	\$11,457
Landscaping	561730	12	581	2.1%	\$6,398	\$132
Total		33	1175		\$673,000	\$18,028
Weighted Step 1 Goal =						2.7%

- SOURCES:**
1. 2025 County Business Patterns.
 2. NC UCP DBE Directory May 2025.

**Table 3c: Step 1 Base Figure
Tri County Airport**

FY 2025 - T-Hangar and Taxilane (Construction and CA)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	15	184	8.2%	\$128,960	\$10,513
Highway & Street	237310	4	30	13.3%	\$35,691	\$4,759
Electrical	238210	5	422	1.2%	\$670	\$8
Site Prep	238910	16	172	9.3%	\$20,972	\$1,951
Engineering	541330	36	450	8.0%	\$39,193	\$3,135
Landscaping	561730	12	581	2.1%	\$515	\$11
Total		88	1839		\$226,000	\$20,377
Weighted Step 1 Goal =						9.0%

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Tri County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Tri County Airport (ASJ) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
2025	Airfield Lighting Rehabilitation (Design)	8.0%	N/A	8.0%	\$150,666	\$12,053
	Airfield Lighting Rehabilitation (Construction and CA)	2.7%	N/A	2.7%	\$673,000	\$18,171
	T-Hangar and Taxilane (Construction and CA)	9.0%	N/A	9.0%	\$226,000	\$20,340
FY 2025 Total				4.8%	\$1,049,666	\$50,564
2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				4.8%	\$1,049,666	\$50,564

7. Race-Conscious/Race-Neutral Projections

Tri County Airport proposes that, of the DBE goal of **4.8%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.8%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Tri 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.

Triangle North Executive Airport

1. Airport Name and Location:

Triangle North Executive Airport is located in Franklin County, North Carolina, five miles southwest of Louisburg, 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: Triangle North Executive Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	16.7%	\$0	0.0%
Vance	1	16.7%	\$0	0.0%
Wake	3	50.0%	\$13,459,383	100.0%
Wilson	1	16.7%	\$0	0.0%
Market Area	6	100.0%	\$13,459,383	100.0%
Other	0	0.0%	\$0	0.0%
Total	6	100.0%	\$13,459,383	100.0%

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

The FY 2024 – 2026 projects proposed for the Triangle North Executive Airport are shown in table 2 below.

Table 2: FY 2024 – FY 2026 Proposed Projects

Triangle North Executive Airport (LHZ)		
Fiscal Year	Projects	AIP Dollars
2024	Corporate Area Development Phase II	\$979,000
2024	Terminal Planning and Programing	\$295,000
FY 2024 - FY 2026 Total		\$1,274,000

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

**Table 3a: Step 1 Base Figure
Triangle North Executive Airport**

FY 2024 - Corporate Area Development Phase II						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	11	41	26.8%	\$634,537	\$170,242
Site Prep	238910	14	156	9.0%	\$186,010	\$16,693
Engineering	541330	40	445	9.0%	\$97,900	\$8,800
Geotechnical Testing	541380	2	53	3.8%	\$50,763	\$1,916
Landscaping	561730	17	592	2.9%	\$9,790	\$281
Total					\$979,000	\$197,932
Weighted Step 1 Goal =						20.2%

SOURCES:

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

**Table 3b: Step 1 Base Figure
Triangle North Executive Airport**

FY 2024 - Terminal Planning and Programing						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	40	445	9.0%	\$295,000	\$26,517
Total					\$295,000	\$26,517
Weighted Step 1 Goal =						9.0%

SOURCES:

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

5. Determining the Step 1 DBE Base Figure

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

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: Triangle North Executive Airport
DBE Accomplishment**

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2021	12.2%	2.1%	-10.1%

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 **2.1%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figures as calculated above by averaging them with the annual accomplishment factor derived in Table 4 above (2.1%).

**Table 5: Triangle North Executive Airport
FY 2024 – FY 2026 Overall Goal**

Triangle North Executive Airport (LHZ)						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Corporate Area Development Phase II	20.2%	2.1%	11.2%	\$979,000	\$109,648
FY 2024	Terminal Planning and Programing	9.0%	2.1%	5.6%	\$295,000	\$16,520
FY 2024 Total				9.9%	\$1,274,000	\$126,168
No projects at this time						
FY 2025 Total				N/A	N/A	N/A
No projects at this time						
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				9.9%	\$1,274,000	\$126,168

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 9.9% for FY 2024-FY 2026.

7. Race-Conscious/Race-Neutral Projections

Triangle North Executive Airport proposes that, of the DBE goal of **9.9%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **9.9%**. The reason for this projected split is the median under achievement as indicated in table 4 is **10.1%**.

8. Contract Goals

The Triangle North 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.

Washington-Warren Airport

1. Airport Name and Location:

Washington-Warren 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: Washington-Warren Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Craven	1	6.3%	-	0.0%
Edgecombe	2	12.5%	-	0.0%
Lenoir	1	6.3%	-	0.0%
Martin	3	18.8%	\$899,906	19.5%
Pitt	2	12.5%	-	0.0%
Rowan	1	6.3%	-	0.0%
Wilson	2	12.5%	\$2,931,570	63.4%
Market Area	12	75.0%	\$3,831,476	82.9%
<i>Other</i>	4	25.0%	\$790,962	17.1%
Total	16	100.0%	\$4,622,438	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Washington-Warren Airport (OCW)		
Fiscal Year	Projects	Federal Dollars
2024	ALP Update and Narrative Report	\$411,685
2025	North GA Area Taxilanes & Aprons	\$504,928
2026	8-Unit T-Hangar	\$588,000
FY 2024 - FY 2026 Total		\$1,504,603

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

**Table 3a: Step 1 Base Figure
Washington-Warren Airport**

FY 2024 - ALP Update and Narrative Report						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	0	53	0.0%	\$250,590	\$0
Survey	541370	0	14	0.0%	\$47,731	\$0
Geotechnical	541380	0	8	0.0%	\$23,867	\$0
Environmental	541620	0	3	0.0%	\$89,497	\$0
Total		0	78		\$411,685	\$0
Weighted Step 1 Goal =						0.0%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

**Table 3b: Step 1 Base Figure
Washington-Warren Airport**

FY 2025 - North GA Area Taxilanes and Aprons						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Water & Sewer Line	237110	2	19	10.5%	\$37,237	\$3,920
Highway & Street	237310	3	17	17.6%	\$184,484	\$32,556
Electrical	238210	1	166	0.6%	\$13,677	\$82
Site Prep	238910	7	89	7.9%	\$232,732	\$18,305
Fencing	238990	4	54	7.4%	\$21,428	\$1,587
Landscaping	561730	6	223	2.7%	\$15,370	\$414
Total		23	568		\$504,928	\$56,864
Weighted Step 1 Goal =						11.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

**Table 3c: Step 1 Base Figure
Washington-Warren Airport**

FY 2026 - 8-Unit T-Hangar						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	1	54	1.9%	\$376,702	\$6,976
Concrete Foundation	238110	2	39	5.1%	\$110,888	\$5,687
Electrical	238210	1	166	0.6%	\$100,410	\$605
Total		4	259		\$588,000	\$13,267
Weighted Step 1 Goal =						2.3%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Washington-Warren Airport
FY 2024 – FY 2026 Overall DBE Goals**

Washington-Warren (OCW) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	ALP Update and Narrative Report	0.0%	N/A	0.0%	\$411,685	\$0
FY 2024 Total				0.0%	\$411,685	\$0
FY 2025	North GA Area Taxilanes and Aprons	11.3%	N/A	11.3%	\$504,928	\$57,057
FY 2025 Total				11.3%	\$504,928	\$57,057
FY 2026	8-Unit T-Hangar	2.3%	N/A	2.3%	\$588,000	\$13,524
FY 2026 Total				2.3%	\$588,000	\$13,524
FY 2024 - FY 2026 Overall Goal				4.7%	\$1,504,613	\$70,581

7. Race-Conscious/Race-Neutral Projections

Washington-Warren 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 there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Washington-Warren 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.

Wayne Executive Jetport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Wayne Executive Jetport Market Area

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

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

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

Table 2: FY 2024 – 2026 Projects

Wayne Executive Jetport (GWW)		
Fiscal Year	Projects	Federal Dollars
2025	Terminal Improvements - (Design/Bidding)	\$249,925
2025	Perimeter Fence	\$155,979
2025	Corporate Access Road	\$394,667
2025	Airfield Drainage Improvements - Phase 2(Design)	\$108,000
2025	Airfield Drainage Improvements - Phase 2 - Construction	\$550,000
FY 2024 - FY 2026 Total		\$1,458,571

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

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

FY 2025 - Terminal Improvements - (Design/Bidding)						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	36	459	7.8%	\$249,925	\$19,602
Total					\$249,925	\$19,602
Weighted Step 1 Goal =						7.8%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Perimeter Fence						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Fencing	238990	10	134	7.5%	\$140,381	\$10,476
Engineering	541330	36	459	7.8%	\$15,598	\$1,223
Total					\$155,979	\$11,700
Weighted Step 1 Goal =						7.5%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Corporate Access Road						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	31	31			
Drainage	237990	9	9			
Concrete	238110	13	106			
Site Prep	238910	13	164			
Fencing	238990	10	134			
Engineering	541330	36	459			
Geotechnical	541380	6	43			
Landscaping	561730	13	571			
Total		131	1517	8.6%	\$394,667	\$34,081
Weighted Step 1 Goal =						8.6%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Airfield Drainage Improvements Phase 2 - Design						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Engineering	541330	36	459	7.8%	\$108,000	\$8,471
Total					\$108,000	\$8,471
Weighted Step 1 Goal =						7.8%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

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

FY 2025 - Airfield Drainage Improvements Phase 2						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Highway & Street	237310	31	31			
Drainage	237990	9	9			
Concrete	238110	13	106			
Site Prep	238910	13	164			
Engineering	541330	36	459			
Geotechnical	541380	6	43			
Landscaping	561730	13	571			
Total		121	1383	8.7%	\$550,000	\$48,120
Weighted Step 1 Goal =						8.7%

SOURCES:

1. 2022 County Business Patterns.
2. NC UCP DBE Directory March 2025.

5. Determining the Step 1 DBE Base Figures

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

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

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

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

Wayne Executive Jetport (GWW) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				#DIV/o!	\$o	\$o
FY 2025	Terminal Improvements - (Design/Bidding)	7.8%	N/A	7.8%	\$249,925	\$19,494
	Perimeter Fence	7.5%	N/A	7.5%	\$155,979	\$11,698
	Corporate Access Road	8.6%	N/A	8.6%	\$394,667	\$33,941
	Airfield Drainage Improvements - Phase 2 (Design)	7.8%	N/A	7.8%	\$108,000	\$8,424
	Airfield Drainage Improvements - Phase 2 - Construction	8.7%	N/A	8.7%	\$550,000	\$47,850
FY 2025 Total				8.3%	\$1,458,571	\$121,408
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				8.3%	\$1,458,571	\$121,408

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Wayne Executive Jetport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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.

Western Carolina Regional Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Western Carolina Regional Airport Market Area

Buncombe	Cherokee	Clay
Graham	Macon	

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

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

Table 2: FY 2024 – 2026 Projects

Western Carolina Regional Airport (HBI)		
Fiscal Year	Projects	AIP Dollars
2025	Obstruction Lighting Rehabilitation	\$309,000
FY 2024 - FY 2026 Total		\$309,000

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

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

FY 2025 - Obstruction Lighting Rehabilitation						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Electrical	238210	0	132	0.0%	\$252,818	\$0
Site Prep	238910	3	71	4.2%	\$56,182	\$2,374
Total					\$309,000	\$2,374
Weighted Step 1 Goal =						0.8%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

The Step 1 DBE base figure for each project was derived by using a weighting process by which the percentage of dollars spent on various activities (represented by NAICS

codes) were multiplied by the percentage of relevant DBE firms to all relevant firms as indicated in Tables 3 above.

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

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

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

Western Carolina Regional Airport (RHP) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	No projects at this time					
FY 2024 Total				N/A	N/A	N/A
FY 2025	Obstruction Lighting Rehabilitation	0.8%	N/A	1.0%	\$309,000	\$3,090
FY 2025 Total				1.0%	\$309,000	\$3,090
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				1.0%	\$309,000	\$3,090

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Western Carolina Regional Airport will use contract goals to meet any portion of the overall goal that it does not project being able to meet using race-neutral means. Contract goals are established so that, over the period to which the overall goal applies, they will cumulatively result in meeting any portion of our overall goal that is not projected to be met through the use of race-neutral means.

The Airport will establish contract goals only on those DOT-assisted contracts that have subcontracting possibilities. We need not establish a contract goal on every such contract, and the size of contract goals will be adapted to the circumstances of each such contract (e.g., type and location of work, availability of 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.

Wilkes County Airport

1. Airport Name and Location:

Wilkes County Airport is located in the Foothills of North Carolina in North Wilkesboro, 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: Wilkes County Airport Market Area

County	Bidders	Percent of bidders	Dollars	Percent of Dollars
Ashe	2	33.3%	\$1,106,533	100.0%
Surry	1	16.7%	-	-
Wilkes	1	16.7%	-	-
Market Area	4	66.7%	\$1,106,533	100.0%
Other	2	33.3%	\$0	0.0%
Total	6	100.0%	\$1,106,533	100.0%

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

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

Table 2: FY 2024 – 2026 Projects

Wilkes County Airport (UKF)		
Fiscal Year	Projects	AIP Dollars
2024	Eastside T-Hangar & Taxilane Development	\$2,391,626
FY 2024 - FY 2026 Total		\$2,391,626

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

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

FY 2024 - Eastside T-Hangar & Taxilane Development						
Activity	NAICS	DBE Firms	All Firms	% DBE Availability	NAICS Dollars	DBE Dollars
Building Construction	236220	0	22			
Water & Sewer	237110	0	3			
Highway & Street	237310	7	7			
Drainage	237990	0	0			
Electrical	238210	0	53			
Site Prep	238910	7	32			
Fencing	238990	1	25			
Engineering	541330	0	9			
Geotechnical Testing	541380	0	0			
Landscaping	561730	4	57			
Total		19	208	9.1%	\$2,391,626	\$218,466
Weighted Step 1 Goal =						9.1%

SOURCES:

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

5. Determining the Step 1 DBE Base Figures

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

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

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

**Table 4: Wilkes County Airport
FY 2024 – FY 2026 Overall DBE Goals**

Wilkes County Airport (UKF) - FY 2024 - FY 2026 DBE Goal						
Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2024	Eastside T-Hangar & Taxilane Development	9.1%	N/A	9.1%	\$2,391,626	\$217,638
FY 2024 Total				9.1%	\$2,391,626	\$217,638
FY 2025	No projects at this time					
FY 2025 Total				N/A	N/A	N/A
FY 2026	No projects at this time					
FY 2026 Total				N/A	N/A	N/A
FY 2024 - FY 2026 Overall Goal				9.1%	\$2,391,626	\$217,638

7. Race-Conscious/Race-Neutral Projections

Wilkes County Airport proposes that, of the DBE goal of **9.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **9.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Wilkes 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.

Attachment 3: Consultation and Stakeholder Activities-Documentation

ATTACHMENT 3: Consultation and Stakeholder Activities-Documentation:

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

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

Host: North Carolina DOT-Division of Aviation

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

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

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

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

Questions:

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

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

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

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

Additional Attachments:

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

YOU ARE INVITED...

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

Disadvantaged Business Enterprise Stakeholder Meeting



DIVISION OF AVIATION

When: Tuesday, December 17, 2024

Time: 6:00 p.m. – 7:30 p.m. EST

Location: Virtual via GoToWebinar

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

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

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

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

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

Register Here!

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

Attendee Report:	NCDOT-Division of Aviation DBE-MBE Virtual Stakeholder Meeting			
Report Generated:				
12/18/2024 10:52 AM EST				
Webinar ID	Duration	# Registered	# Attended	
461-897-755	56 minutes	30	10	
Staff Details				
Attended	Last Name	First Name	Email Address	
Yes		Ken Weeden	kwa-office@kwaplanning.com	
Yes		Kenneth Weeden	kenneth-weeden@kwaplanning.com	
Yes		Jason Schronce	jbschronce@ncdot.gov	
No		Nikki Jefferies	nikki-jefferies@kwaplanning.com	
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No		Nicholas Short	nshort2@ncdot.gov	
No		Rachel Bingham	rsbingham@ncdot.gov	
No		Kondapalli	rkondapalli@ncdot.gov	
No		Thomas Mann	tlmann@ncdot.gov	
Attendee Details				
Attended	Last Name	First Name	Email Address	Organization
Yes	Austin	Al	aaustin@krjconsulting.com	KRJC Consulting
Yes	Baldwin	Megan	megan@flyburlingtonnc.com	Burlington Alamance Airport Authority
Yes	Danieley	Dan	dan@flyburlingtonnc.com	Burlington Alamance Airport Authority
Yes	Davidson	Mark	mark.davidson@smithreynolds.org	Forsyth County Airport Department
Yes	Forde	Calvert	fordetruckinginc@yahoo.com	Forde Trucking INC
Yes	Gaddy	Jewel	womenexpresslogisticsllc@gmail.com	Women Express Logistics LLC.
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No	Muter	John	jmuter@muterconstruction.com	MUTER CONSTRUCTION
No	Parrish	Jeff	jeff@parrish-point.com	Parrish-Point LLC
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No	Roach	Paula	paula.roach@rutherfordcountync.gov	Rutherford County
No	Santiago	Phillip	psantiago@aeiconsultants.com	AEI Consultants
No	Sims	Wayne	wsims@simsfuel.com	Sims Petroleum Company LLC
No	Valasquez	Joe	joev@dronescape.com	DroneScape PLLC
No	Walker	D M	estimating.1012cc@gmail.com	TenTwelve Consulting & Contracting LLC
No	Walton	John	john.walton@MeckNC.gov	Mecklenburg County
No	Whitfield	Leah	leah@theaviationplanninggroup.com	The Aviation Planning Group, LLC (APG)

NOTICE TO THE PUBLIC

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

North Carolina DOT-Division of Aviation

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

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

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