

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



Ken Weeden & Associates, Inc.

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Table of Contents

I.	Introduction.....	3
II.	Goal Methodology Overview	3
	A. Preliminary Actions: Identify Geographic Market Area and Project Activities with NAICS Codes	3
	B. STEP 1: Determine the Relative Availability of DBEs in the Market Area	4
	C. STEP 2: Adjust the DBE Base Figure	4
III.	Calculate/Project Race-Neutral/Race-Conscious (contract) DBE goal split	4
IV.	Process	4
V.	Appendix A: Resource Listing	6
VI.	Attachments	6

Attachment 1: Goal Summary Chart

Attachment 2: Detailed Methodology: Specific Steps

Attachment 3: Consultation Stakeholder Meeting, and Documentation

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 **6.7%**. 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	Taxilane Reconstruction	459,000	6.0%	\$27,540	0.0%	\$0	6.0%	\$27,540
2024	BUY	Burlington-Alamance Regional Airport	T-Hangar and Hangar Taxilanes Site Preparation	450,000	11.9%	\$53,550	1.9%	\$8,550	10.0%	\$45,000
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
2024	MQI	Dare County Regional Airport	Runway Approach Clearing - Construction	\$459,000	8.2%	\$37,638	0.0%	\$0	8.2%	\$37,638
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
2024	FFA	First Flight Airport	ALP Update	\$300,000	6.2%	\$18,600	0.0%	\$0	6.2%	\$18,600
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	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 &	\$1,486,000	8.3%	\$123,338	0.0%	\$0	8.3%	\$123,338
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
2024	TTA	Raleigh Executive Jetport	Box Hangars	\$887,000	5.4%	\$47,898	0.0%	\$0	5.4%	\$47,898
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	EHO	Shelby-Cleveland County Regional Airport	Corporate Hangar Development	\$588,000	6.1%	\$35,868	0.0%	\$0	6.1%	\$35,868
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
Total				\$21,605,667		\$1,444,910		\$8,550		\$1,436,360

Overall Goal = \$1,436,360 / \$21,605,667 =	6.7%	
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.

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.

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.

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.

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.

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.

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.

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.

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.

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 considered 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.

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.

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.

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%

County	
Buncombe	Graham
Haywood	Jackson

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.

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.

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.

Attachment 3: Consultation Stakeholder Meeting, and 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	
No		Wilfred Nixon	wilfred-nixon@kwaplanning.com	
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.
Yes	Hernandez	Anthony	ahernandez@strategicutility.com	Strategic Utility Supply
Yes	Markus	Lisa	martinlandscaping@rocketmail.com	Martin Landscaping
Yes	Moradi	Mostafa	mmoradi@ncdot.gov	NCDOT
Yes	Ramirez	Nick	nickr@viasinfrastructure.com	VIAS Infrastructure
No	Benjamin	Sam	benjaminhaulingllc@gmail.com	
No	Bhatti	Kal	kbhatti@mimarch.net	Mimar Avcon Aviation AE Consultants
No	Blake	John	jblake@mimarch.net	Mimar Architects & Engineers, Inc.
No	Evgenidis	Anthony	pacha747@gmail.com	
No	Glaze	Delmar	drglazesr@yahoo.com	Glaze Independent Trucking
No	Gutierrez	Marco	mg28746@yahoo.com	JW Abbott Construction
No	Habibi	Mortaza	gmhabibi@ncdot.com	NCDOT Aviation
No	Heleine	Judy	jheleine@ces-group.net	CES Group Engineers, LLP
No	Jones	Renee	renee.jones@allfor1.rocks	All For 1 Inclusion Innovators, LLC
No	McIntosh Jr	Ron	ron@rmglobal.us	RM Global LLC
No	Muter	John	jmuter@muterconstruction.com	MUTER CONSTRUCTION
No	Parrish	Jeff	jeff@parrish-point.com	Parrish-Point LLC
No	Pate	Jad	jpate8911@gmail.com	Strategic utility supply
No	Roach	Paula	paula.roach@rutherfordcountync.gov	Rutherford County
No	Santiago	Phillip	psantiago@aeiconsultants.com	AEI Consultants
No	Sims	Wayne	wsims@simsfueloil.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.