

FY 2018 – FY 2020
DISADVANTAGED BUSINESS ENTERPRISE PROGRAM METHODOLOGY
for



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

With Assistance From



Ken Weeden & Associates, Inc.

March 2018

Table of Contents

I.	Introduction	4
II.	Goal Methodology Overview	4
	A. Preliminary Actions: Identify Geographic Market Area and Project Activities with NAICS Codes	4
	B. STEP 1: Determine the Relative Availability of DBEs in the Market Area	5
	C. STEP 2: Adjust the DBE Base Figure	5
III.	Calculate/Project Race-Neutral/Race-Conscious (contract) DBE goal split	5
IV.	Process	5
V.	Appendix A: Resource Listing	7
VI.	Attachments	7
	Attachment 1: Goal Summary Chart	
	Attachment 2: Detailed Methodology: Specific Steps	
	Attachment 3: Consultation Plan	
	Attachment 4: Consultation Meeting Comments and Documents	

NCDOT Division of Aviation: Overall Goal and Methodology Summary Sheet

Fiscal Year	Airport	Project	Goal
2018	1A5 - Macon County Airport	Obstruction Removal	4.5%
2019	1A5 - Macon County Airport	Upgrade Fueling System	5.0%
2018	24A - Jackson County Airport	T-Hangar Development Phase I	5.8%
2019	24A - Jackson County Airport	T-Hangar Development Phase II	5.4%
2020	24A - Jackson County Airport	T-Hangar Development Phase III	4.0%
2018	43A - Montgomery County Airport	RWY 21 Obstruction Removal Construction	3.9%
2018	43A - Montgomery County Airport	Self-Service Fuel Farm	3.1%
2018	60J - Odell Williamson Municipal	Approach Clearing	11.5%
2019	60J - Odell Williamson Municipal	Airport Perimeter Fence - Phase I	8.3%
2018	7A8 - Avery County	Wildlife Fence	5.6%
2018	7A8 - Avery County	Design Build Taxiway C	0.0%
2018	7W6 - Hyde County Airport	Runway Extension and Lighting	10.6%
2018	ACZ - Henderson Field Airport	AWOS	1.0%
2019	ACZ - Henderson Field Airport	RELS/Beacon	0.5%
2018	AFP - Anson County	Wildlife Fencing - Airport Perimeter	3.1%
2019	AKH - Gastonia Municipal Airport	Corporate Hangar Taxiway	15.2%
2018	ASJ - Tri-County Airport	Runway Extension	10.1%
2018	CPC - Columbus County Airport	Runway 6-24 Rehabilitation	15.8%
2019	CPC - Columbus County Airport	Perimeter Fencing - Phase I	11.7%
2020	CPC - Columbus County Airport	Perimeter Fencing - Phase I	11.7%
2019	CTZ - Clinton-Sampson Airport	Parking Lot Rehabilitation	11.3%
2018	ECG - Elizabeth City Regional Airport	T-Hangar Taxiway Drainage Rehabilitation	3.7%
2018	EDE - Northeastern Regional Airport	Fuel System	5.8%
2019	ETC - Tarboro-Edgecombe Airport	Perimeter Fence - Phase II	4.9%
2019	EXX - Davidson County Airport	Runway Edge Lighting Rehabilitation/Upgrade to HRL	3.6%
2018	FQD - Rutherford County Airport	Runway, Taxiway and Apron Overlay	9.6%
2019	FQD - Rutherford County Airport	Fuel Farm	4.1%
2018	GWW - Wayne Executive Jetport	T-Hangar & Taxiway Extension	4.3%
2018	HKY - Hickory Regional Airport	Runway 1-19 RPZ Land Acquisition/Obstruction Removal Ph 1-2	9.1%
2019	HRJ - Harnett Regional Jetport	New - 5 Unit Box Hangars and Taxiways	17.8%
2019	INT - Smith Reynolds Airport	New Parallel Taxiway 'Q' (Relocation of Taxiway A)	14.5%
2019	IPJ - Lincoln County Airport	Self-Service AV-Gas Tank/Appurtenances	9.8%
2018	ISO - Kinston Regional Jetport	Runway 23 Obstruction Removal	10.6%
2019	IXA - Halifax Northampton Regional	Construct 6 Unit T-Hangar	5.1%
2018	JNX - Johnston County Airport	Perimeter Fencing	8.4%
2020	JNX - Johnston County Airport	Parallel Taxiway & Connector (Widening & Strengthening)	11.8%
2020	JNX - Johnston County Airport	Runway Rehabilitation	14.4%
2018	LBT - Lumberton Regional Airport	Airport Perimeter Fence - Phase I	6.7%
2020	LBT - Lumberton Regional Airport	Airport Perimeter Fence - Phase II	6.5%
2020	LHZ - Triangle North Executive	Obstruction Clearing for AWOS & MALS R	7.2%
2018	MCZ - Martin County Airport	AWOS Clearing Site Preparation	6.1%
2019	MCZ - Martin County Airport	Parallel Taxiway	10.2%
2020	MCZ - Martin County Airport	T-Hangar Area Apron	9.8%
2019	MQI - Dare County Regional Airport	Corporate Hangar Taxiway	7.6%
2018	MRH - Michael J. Smith Field Airport	Airfield Perimeter Fencing - Phase I	8.2%
2020	MRH - Michael J. Smith Field Airport	Airfield Perimeter Fencing - Phase II	8.1%
2019	MRN - Foothills Regional Airport	Partial Parallel Taxiway	3.1%
2018	OCW - Warren Field Airport	Hangar and Apron	5.5%
2018	ONX - Currituck County Airport	Fuel Farm	4.4%
2020	RCZ - Richmond County Airport	Runway Lighting Rehabilitation and PAPI Replacement	5.3%
2019	RHP - Western Carolina Regional Airport	Perimeter Fencing - Airport Property	9.5%
2020	RHP - Western Carolina Regional Airport	Perimeter Fencing - Terminal Area	9.5%
2019	RUQ - Rowan County Airport	South Apron Rehabilitation - Food Lion Hangar	12.1%
2020	RUQ - Rowan County Airport	T-Hangars	7.2%
2018	RWI - Rocky Mount-Wilson Regional Airport	Runway & Taxiway Rehabilitation	15.7%
2018	SCR - Siler City Municipal Airport	Obstruction Clearing - Runway 4	7.4%
2020	SCR - Siler City Municipal Airport	Parallel Taxiway - Phase I	13.2%
2018	SIF - Rockingham County - Shiloh Airport	Rehabilitate Runway Lighting, RELS, Wind Cones, Beacon & PAPIs	3.3%
2018	SOP - Moore County Airport	Hangar Development	10.1%
2019	SOP - Moore County Airport	Pavement Condition (Runway)	15.5%
2018	SUT - Cape Fear Regional Jetport	Corporate Hangar	5.9%
2018	TDF - Person County Airport	Runway 6 Obstruction Removal	3.8%
2019	TDF - Person County Airport	Runway Safety Area Widening	5.5%
2019	TTA - Raleigh Executive @Sanford	Replace PAPI 4 and Install RDR Signs	4.0%
2018	W40 - Mount Olive Municipal Airport	Approach Clearing	2.3%
2020	W40 - Mount Olive Municipal Airport	Complete North Parallel Taxiway	11.9%
2020	W40 - Mount Olive Municipal Airport	Complete South Parallel Taxiway	14.7%
2018	ZEF - Elkin Municipal Airport	Perimeter Fence	6.3%
2020	ZEF - Elkin Municipal Airport	Turnaround Taxiway at Runway 7 End	10.5%
Total			10.6%

METHODOLOGY for Establishing the FY 2018 – FY 2020 Overall Disadvantaged Business Enterprise (DBE) Goal for:

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

March 2018

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 2018-2020 FAA-AIP projects at all of the general aviation sub-recipient airports in North Carolina. The methodology used in establishing this goal is described herein, first with an overview, followed by a more detailed explanation.

II. Goal Methodology Overview

The methodology used to establish the FY 2018-2020 overall goal, including determining the relative availability of DBEs in the Airports' market area and making any necessary adjustments consists of a multi-step process, consistent with that outlined in the Federal Register (49 CFR Part 26) – Steps 1 and 2.

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

- 1.** Determine the Airport's normal market area for procuring goods and services, by county, because of the data format contained in the Census' County Business Patterns.
- 2.** Select the market area based on the geographic area, where, historically, the substantial majority of successful bidders came from, and where the substantial majority of the contracting dollars were spent. This establishes the *geographic* parameters for statistical analysis of the relative availability of DBEs.
- 3.** Review the airport's proposed FY 2018-2020 projects in order to determine the types of projects/ activities involving federal funds (FAA-AIP) proposed for the fiscal year, to be broken out according to major NAICS codes.
- 4.** Allocate the project activities and/or types of firms/services required by the major relevant NAICS codes needed to complete these projects. This triggers the market search for both "all firms" *and* DBE firms within the selected geographic parameters, and for the *same* NAICS codes, in order to help determine the relative availability of DBEs.
- 5.** Collect information, if available, on the engineering cost estimates or other detailed cost estimates for the project activities, in order to allocate these costs according to the identified major NAICS codes. This may permit the availability of DBEs in each major NAICS code to be "weighted" according to the relative percent-of-project-cost by NAICS code.

B. STEP 1: Determine the Relative Availability of DBEs in the Market Area

1. Examine the census data (County Business Patterns, 2015) 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 2018-2020.
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:
 - *2015 County Business Patterns*.
 - *NC UCP DBE Directory, October 2017*.
3. Count only the DBE firms by relevant NAICS codes that are capable of performing work relevant to the proposed FY 2018-2020 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 2018-2020.

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. A copy of this plan, and documentation of its implementation is contained in Attachment ____.

A total of five (5) public meetings were conducted across the State of North Carolina to cover and give access to the different geographic areas in the state, including one online webinar, accessible to anyone statewide. Meetings were held in Raleigh, Wilmington, Charlotte, and Asheville. The first meeting was hosted in the conference room of the Division of Aviation near the RDU International airport, three meetings were hosted by commercial service airport partners, i.e. Asheville Regional, Wilmington International, and Charlotte Douglas International airports. A final stakeholder webinar was held in Raleigh and hosted in the NCDOT state headquarters building. The Division made a robust attempt to both solicit meaningful input and foster “meaningful public engagement”. Meeting summaries, Q/A, and sign-in sheets, are included in the Attachments.

The purpose of the meetings was to solicit information from interested stakeholders about the draft goal, as well as the availability of potential DBEs, the effects of discrimination on opportunities for DBEs, and the Division of Aviation’s effort to increase DBE participation. All of the comments were considered prior to the completion of the final draft.

Following this consultation, the Division of Aviation published a notice of the proposed overall goal, informing the public that the proposed goal and its rationale were available for review and comment during normal business hours at the Division of Aviation’s administrative office for 30 days from the date of the notice. The notice included an address (including an office) to which comments could be sent and an address where the proposal could be reviewed.

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. 2015 County Business Patterns, Census Bureau
3. Uniform Report of DBE Commitments/Awards and Payments

VI. Attachments

Attachment 1: Goal Summary Chart

Attachment 2: Detailed Methodology: Specific Steps

Attachment 3: Consultation Plan

Attachment 4: Consultation Meeting Comments and Documents

Attachment 1: Goal Summary Chart

Attachment 1 - Division of Aviation Goal Chart 3-8-18

Fiscal	Airport	Project	Goal	Dollars	DBE goal	Neutral	Dollars
2018	1A5 - Macon County Airport	Obstruction Removal	4.5%	\$175,000	\$7,875	0.6%	\$1,050
2019	1A5 - Macon County Airport	Upgrade Fueling System	5.0%	\$374,220	\$18,711	0.6%	\$2,245
2018	24A - Jackson County Airport	T-Hangar Development Phase I	5.8%	\$745,384	\$43,232	0.0%	\$0
2019	24A - Jackson County Airport	T-Hangar Development Phase II	5.4%	\$605,688	\$32,707	0.0%	\$0
2020	24A - Jackson County Airport	T-Hangar Development Phase III	4.0%	\$462,840	\$18,514	0.0%	\$0
2018	43A - Montgomery County Airport	RWY 21 Obstruction Removal Construction	3.9%	\$185,950	\$7,252	0.0%	\$0
2018	43A - Montgomery County Airport	Self-Service Fuel Farm	3.1%	\$213,460	\$6,617	0.0%	\$0
2018	60J - Odell Williamson Municipal	Approach Clearing	11.5%	\$325,000	\$37,375	0.0%	\$0
2019	60J - Odell Williamson Municipal	Airport Perimeter Fence - Phase I	8.3%	\$394,000	\$32,702	0.0%	\$0
2018	7A8 - Avery County	Wildlife Fence	5.6%	\$166,667	\$9,333	0.0%	\$0
2018	7A8 - Avery County	Design Build Taxiway C	0.0%	\$120,000	\$0	0.0%	\$0
2018	7W6 - Hyde County Airport	Runway Extension and Lighting	10.6%	\$400,000	\$42,400	0.0%	\$0
2018	ACZ - Henderson Field Airport	AWOS	1.0%	\$351,900	\$3,519	0.0%	\$0
2019	ACZ - Henderson Field Airport	REILs/Beacon	0.5%	\$251,440	\$1,257	0.0%	\$0
2018	AFP - Anson County	Wildlife Fencing - Airport Perimeter	3.1%	\$278,000	\$8,618	0.0%	\$0
2019	AKH - Gastonia Municipal Airport	Corporate Hangar Taxiway	15.2%	\$414,500	\$63,004	5.6%	\$23,212
2018	ASJ - Tri-County Airport	Runway Extension	10.1%	\$780,850	\$78,866	0.0%	\$0
2018	CPC - Columbus County Airport	Runway 6-24 Rehabilitation	15.8%	\$2,904,750	\$458,951	4.8%	\$139,428
2019	CPC - Columbus County Airport	Perimeter Fencing - Phase I	11.7%	\$299,520	\$35,044	4.8%	\$14,377
2020	CPC - Columbus County Airport	Perimeter Fencing - Phase I	11.7%	\$294,580	\$34,466	4.8%	\$14,140
2019	CTZ - Clinton-Sampson Airport	Parking Lot Rehabilitation	11.3%	\$338,330	\$38,231	0.0%	\$0
2018	ECG - Elizabeth City Regional Airport	T-Hangar Taxiway Drainage Rehabilitation	3.7%	\$300,273	\$11,110	0.0%	\$0
2018	EDE - Northeastern Regional Airport	Fuel System	5.8%	\$497,550	\$28,858	0.0%	\$0
2019	ETC - Tarboro-Edgecombe Airport	Perimeter Fence - Phase II	4.9%	\$316,300	\$15,499	0.0%	\$0
2019	EXX - Davidson County Airport	Runway Edge Lighting Rehabilitation/Upgrade to HRL	3.6%	\$378,700	\$13,633	0.0%	\$0
2018	FQD - Rutherford County Airport	Runway, Taxiway and Apron Overlay	9.6%	\$3,422,880	\$328,596	0.0%	\$0
2019	FQD - Rutherford County Airport	Fuel Farm	4.1%	\$554,400	\$22,730	0.0%	\$0
2018	GWV - Wayne Executive Jetport	T-Hangar & Taxiway Extension	4.3%	\$842,591	\$36,231	4.3%	\$36,231
2018	HKY - Hickory Regional Airport	Runway 1-19 RPZ Land Acquisition/Obstruction Removal-Ph 1-2	9.1%	\$400,000	\$36,400	0.0%	\$0
2019	HRJ - Harnett Regional Jetport	New - 5 Unit Box Hangars and Taxiways	17.8%	\$1,500,000	\$267,000	0.0%	\$0
2019	INT - Smith Reynolds Airport	New Parallel Taxiway 'Q' (Relocation of Taxiway A)	14.5%	\$10,783,250	\$1,563,571	0.9%	\$97,049
2019	IPJ - Lincoln County Airport	Self-Service AV-Gas Tank/Appurtenances	9.8%	\$270,270	\$26,486	0.0%	\$0
2018	ISO - Kinston Regional Jetport	Runway 23 Obstruction Removal	10.6%	\$649,235	\$68,819	0.0%	\$0
2019	IXA - Halifax Northampton Regional	Construct 6 Unit T-Hangar	5.1%	\$430,000	\$21,930	0.0%	\$0
2018	JNX - Johnston County Airport	Perimeter Fencing	8.4%	\$259,000	\$21,756	1.0%	\$2,590
2020	JNX - Johnston County Airport	Parallel Taxiway & Connectors (Widening & Strengthening)	11.8%	\$3,636,660	\$429,126	1.0%	\$36,367
2020	JNX - Johnston County Airport	Runway Rehabilitation	14.4%	\$3,153,220	\$454,044	1.0%	\$31,532
2018	LBT - Lumberton Regional Airport	Airport Perimeter Fence - Phase I	6.7%	\$318,500	\$21,340	0.0%	\$0
2020	LBT - Lumberton Regional Airport	Airport Perimeter Fence - Phase II	6.5%	\$250,000	\$16,250	0.0%	\$0
2020	LHZ - Triangle North Executive	Obstruction Clearing for AWOS & MALSR	7.2%	\$250,000	\$18,000	0.0%	\$0
2018	MCZ - Martin County Airport	AWOS Clearing Site Preparation	6.1%	\$226,000	\$13,786	0.9%	\$2,034
2019	MCZ - Martin County Airport	Parallel Taxiway	10.2%	\$1,727,200	\$176,174	0.9%	\$15,545
2020	MCZ - Martin County Airport	T-Hangar Area Apron	9.8%	\$220,500	\$21,609	0.9%	\$1,985
2019	MQI - Dare County Regional Airport	Corporate Hangar Taxiway	7.6%	\$329,875	\$25,071	0.6%	\$1,979
2018	MRH - Michael J. Smith Field Airport	Airfield Perimeter Fencing - Phase I	8.2%	\$533,080	\$43,713	2.7%	\$14,393
2020	MRH - Michael J. Smith Field Airport	Airfield Perimeter Fencing - Phase II	8.1%	\$455,500	\$36,896	2.7%	\$12,299
2019	MRN - Foothills Regional Airport	Partial Parallel Taxiway	3.1%	\$8,802,125	\$272,866	0.0%	\$0
2018	OCW - Warren Field Airport	Hangar and Apron	5.5%	\$512,900	\$28,210	0.0%	\$0
2018	ONX - Currituck County Airport	Fuel Farm	4.4%	\$874,100	\$38,460	0.0%	\$0
2020	RCZ - Richmond County Airport	Runway Lighting Rehabilitation and PAPI Replacement	5.3%	\$504,050	\$26,715	3.3%	\$16,634
2019	RHP - Western Carolina Regional Airport	Perimeter Fencing - Airport Property	9.5%	\$308,000	\$29,260	0.0%	\$0
2020	RHP - Western Carolina Regional Airport	Perimeter Fencing - Terminal Area	9.5%	\$220,000	\$20,900	0.0%	\$0
2019	RUQ - Rowan County Airport	South Apron Rehabilitation - Food Lion Hangar	12.1%	\$128,450	\$15,542	0.0%	\$0
2020	RUQ - Rowan County Airport	T-Hangars	7.2%	\$650,000	\$46,800	0.0%	\$0
2018	RWI - Rocky Mount-Wilson Regional Airport	Runway & Taxiway Rehabilitation	15.7%	\$11,654,400	\$1,829,741	0.0%	\$0
2018	SCR - Siler City Municipal Airport	Obstruction Clearing - Runway 4	7.4%	\$417,500	\$30,895	0.0%	\$0
2020	SCR - Siler City Municipal Airport	Parallel Taxiway - Phase I	13.2%	\$2,819,354	\$372,155	0.0%	\$0
2018	SIF - Rockingham County - Shiloh Airport	Rehabilitate Runway Lighting, REILs, Wind Cones, Beacon & PAPI's	3.3%	\$620,975	\$20,492	0.0%	\$0
2018	SOP - Moore County Airport	Hangar Development	10.1%	\$1,200,000	\$121,200	0.0%	\$0
2019	SOP - Moore County Airport	Pavement Condition (Runway)	15.5%	\$8,274,978	\$1,282,622	0.0%	\$0
2018	SUT - Cape Fear Regional Jetport	Corporate Hangar	5.9%	\$828,345	\$48,872	0.5%	\$4,142
2018	TDF - Person County Airport	Runway 6 Obstruction Removal	3.8%	\$467,500	\$17,765	0.0%	\$0
2019	TDF - Person County Airport	Runway Safety Area Widening	5.5%	\$9,004,635	\$495,255	0.0%	\$0
2019	TTA - Raleigh Executive @Sanford	Replace PAPI-4 and Install RDR Signs	4.0%	\$360,000	\$14,400	0.0%	\$0
2018	W40 - Mount Olive Municipal Airport	Approach Clearing	2.3%	\$181,680	\$4,179	0.0%	\$0
2020	W40 - Mount Olive Municipal Airport	Complete North Parallel Taxiway	11.9%	\$1,534,000	\$182,546	0.0%	\$0
2020	W40 - Mount Olive Municipal Airport	Complete South Parallel Taxiway	14.7%	\$1,027,500	\$151,043	0.0%	\$0
2018	ZEF - Elkin Municipal Airport	Perimeter Fence	6.3%	\$189,600	\$11,945	0.4%	\$758
2020	ZEF - Elkin Municipal Airport	Turnaround Taxiway at Runway 7 End	10.5%	\$1,962,240	\$206,035	0.4%	\$7,849
Total			10.6%	\$94,329,395	\$9,965,219	0.5%	\$475,839

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 2018 – 2020 project proposed for the Anson County Airport is shown in table 2 below.

Table 2: Anson County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2019	Security Fencing - Terminal Area	Fencing	238990
		Engineering	541330
		Geotechnical	541380

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	1	32	3.1%	\$208,000	\$6,500
Engineering	541330	1	30	3.3%	\$60,000	\$2,000
Geotechnical	541380	0	8	0.0%	\$10,000	\$0
Total					\$278,000	\$8,500
Weighted Step 1 Goal =						3.1%

SOURCES:

- 2015 County Business Patterns.
- NC UCP DBE Directory October 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Anson County Airport is 3.1%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Anson County Airport FY 2018 - FY 2020 is: 3.1%.

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The 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.

Avery County Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Avery County Airport Market Area

Avery	Catawba	Rutherford
-------	---------	------------

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

The FY 2018 – 2020 project proposed for the Avery County Airport is shown in table 2 below.

Table 2: Avery County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Wildlife Fence	Fencing	238990
FY 2018	Design Build Taxiway C	Engineering	541330

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

Table 3a: Availability of DBEs for the Avery County Airport by Relevant NAICS Codes – FY 2018 – Wildlife Fence

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	1	18	5.6%	\$166,667	\$9,259
Total					\$166,667	\$9,259
Weighted Step 1 Goal =						5.6%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory March 2018.

**Table 3b: Availability of DBEs for the Avery County Airport
by Relevant NAICS Codes – FY 2018 - Design Build Taxiway C**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Engineering	541330	0	28	0.0%	\$120,000	\$0
Total					\$120,000	\$0
Weighted Step 1 Goal =						0.0%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory March 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Avery County Airport are:

- FY 2018 – Wildlife Fence – 5.6%.**
- FY 2018 – Design Build Taxiway C – 0.0%.**

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figures as calculated above.

**Table 5: Avery County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Wildlife Fence	5.6%	N/A	5.6%	\$166,667	\$9,333
FY 2018	Design Build Taxiway C	0.0%	N/A	0.0%	\$120,000	\$0
FY 2018 Total				3.3%	\$286,667	\$9,333
No projects at this time						
FY 2019 Total				N/A	N/A	N/A
No projects at this time						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				3.3%	\$286,667	\$9,333

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 3.3% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

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

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

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

Cape Fear Regional Jetport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Cape Fear Regional Jetport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Brunswick	1	16.7%	\$1,125,067	61.3%
Sampson	1	16.7%	-	0.0%
Union	2	33.3%	-	0.0%
Wayne	1	16.7%	-	0.0%
Wilson	1	16.7%	\$710,127	38.7%
Market Area	6	100.0%	\$1,835,194	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	6	100.0%	\$1,835,194	100.0%

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

The FY 2018 – 2020 project proposed for the Cape Fear Regional Jetport is shown in table 2 below.

Table 2: Cape Fear Regional Jetport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Corporate Hangar	Building Construction	236220
		Drainage	237990
		Concrete	238110
		Site Prep	238910
		Engineering	541330

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Building Construction	236220	1	64	1.6%	\$514,300	\$8,036
Drainage	237990	1	12	8.3%	\$52,000	\$4,333
Concrete	238110	5	47	10.6%	\$52,000	\$5,532
Site Prep	238910	5	77	6.5%	\$102,000	\$6,623
Engineering	541330	1	50	2.0%	\$108,045	\$2,161
Total					\$828,345	\$26,685
Weighted Step 1 Goal =						3.2%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Cape Fear Regional Jetport is 3.2%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2008	6.00%	8.80%	2.80%
FY 2008	9.00%	23.70%	14.70%
FY 2009	13.60%	0.00%	-13.60%
FY 2012	10.00%	8.20%	-1.80%
Median	9.5%	8.5%	0.5%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **8.5%**, compared to Step 1 DBE Base Figure for the airport of **3.2%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (8.5%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Cape Fear Regional Jetport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
No projects at this time						
FY 2018	Corporate Hangar	3.2%	8.5%	5.9%	\$828,345	\$48,872
FY 2018 Total				5.9%	\$828,345	\$48,872
No projects at this time						
FY 2019 Total				N/A	N/A	N/A
No projects at this time						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				5.9%	\$828,345	\$48,872

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 5.9% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Cape Fear Regional Jetport proposes that, of the DBE goal of **5.9%**, the projected race-neutral goal will be **0.5%**, and the race conscious goal will be **5.4%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.5%**.

8. Contract Goals

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

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

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

Clinton-Sampson Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Clinton-Sampson Airport Market Area

Counties
Cumberland
Sampson

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

The FY 2018 – 2020 project proposed for the Clinton-Sampson Airport is shown in table 2 below.

Table 2: Clinton-Sampson Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2019	Parking Lot Rehabilitation	Highway & Street	237310
		Drainage	237990
		Concrete	238110
		Electrical	238210
		Fencing	238990
		Engineering	541330
		Geotechnical testing	541380
		Landscaping	561730

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

Table 3: Availability of DBEs for the Clinton-Sampson Airport by Relevant NAICS Codes

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	1	5	20.0%	\$169,730	\$33,946
Drainage	237990	0	1	0.0%	\$10,000	\$0
Concrete	238110	1	15	6.7%	\$2,000	\$133
Electrical	238210	2	82	2.4%	\$3,000	\$73
Fencing	238990	0	19	0.0%	\$7,200	\$0
Engineering	541330	0	43	0.0%	\$85,000	\$0
Geotechnical testing	541380	0	3	0.0%	\$5,000	\$0
Landscaping	561730	1	60	1.7%	\$24,000	\$400
Total					\$305,930	\$34,553
Weighted Step 1 Goal =						11.3%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Clinton-Sampson Airport is 11.3%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Clinton-Sampson Airport FY 2018 - FY 2020 is: 11.3%.

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The Clinton-Sampson 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 Airport

1. Airport Name and Location:

Columbus County 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 Airport Market Area

Counties	
Bladen	Brunswick
Columbus	Robeson

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

The FY 2018 – 2020 project proposed for the Columbus County Airport is shown in table 2 below.

Table 2: Columbus County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
2018	Runway 6-24 Rehabilitation	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Geotechnical	541380
		Landscaping	561730
2019	Perimeter Fencing - Phase I	Fencing	238990
		Engineering	541330
		Geotechnical	541380
2020	Perimeter Fencing - Phase II	Fencing	238990
		Engineering	541330
		Geotechnical	541380

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

Table 3a: Availability of DBEs for the Columbus County Airport Runway 6-24 Rehabilitation

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	3	19	15.8%	\$2,025,475	\$319,812
Drainage	237990	2	8	25.0%	\$219,600	\$54,900
Electrical	238210	2	59	3.4%	\$10,050	\$341
Site Prep	238910	7	39	17.9%	\$311,975	\$55,996
Engineering	541330	2	20	10.0%	\$180,000	\$18,000
Geotechnical	541380	0	1	0.0%	\$20,000	\$0
Landscaping	561730	6	87	6.9%	\$137,650	\$9,493
Total					\$2,904,750	\$458,541
Weighted Step 1 Goal =						15.8%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory December 2017.

Table 3b: Availability of DBEs for the Columbus County Airport Perimeter Fencing - Phase I

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	2	16	12.5%	\$230,400	\$28,800
Engineering	541330	2	20	10.0%	\$62,120	\$6,212
Geotechnical	541380	0	1	0.0%	\$7,000	\$0
Total					\$299,520	\$35,012
Weighted Step 1 Goal =						11.7%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory December 2017.

Table 3c: Availability of DBEs for the Columbus County Airport Perimeter Fencing - Phase II

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	2	16	12.5%	\$226,600	\$28,325
Engineering	541330	2	20	10.0%	\$60,980	\$6,098
Geotechnical	541380	0	1	0.0%	\$7,000	\$0
Total					\$294,580	\$34,423
Weighted Step 1 Goal =						11.7%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory December 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Columbus County Airport is as follows:

- **FY 2018 Runway 6-24 Rehabilitation** - **15.8%**.
- **FY 2019 Perimeter Fencing – Phase I** - **11.7%**.
- **FY 2020 Perimeter Fencing – Phase II** - **11.7%**.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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: Columbus County Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2008	15.9%	10.8%	-5.1%
FY 2013	7.0%	21.7%	14.7%
Median	11.5%	16.3%	4.8%

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

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

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figures as calculated above. The FY 2018 Step 1 base figure is substantially similar to the median achievement. The Step 1 base figures for FY 2019 and FY 2020 are for projects that are not similar to the historic projects.

**Table 5: Columbus County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Runway 6-24 Rehabilitation	15.8%	N/A	15.8%	\$2,904,750	\$458,951
FY 2018 Total				15.8%	\$2,904,750	\$458,951
FY 2019	Perimeter Fencing - Phase I	11.7%	N/A	11.7%	\$299,520	\$35,044
FY 2019 Total				11.7%	\$299,520	\$35,044
FY 2020	Perimeter Fencing - Phase II	11.7%	N/A	11.7%	\$294,580	\$34,466
FY 2020 Total				11.7%	\$294,580	\$34,466
FY 2018 - FY 2020 Overall Goal				15.1%	\$3,498,850	\$528,460

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 15.1% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Columbus County Airport proposes that, of the DBE goal of **15.1%**, the projected race-neutral goal will be **4.8%**, and the race conscious goal will be **10.3%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **4.8%**.

8. Contract Goals

The Columbus 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.

Currituck County Airport

1. Airport Name and Location:

Currituck County 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 Airport Market Area

Counties	
Pasquotank, NC	Chesapeake, VA
Perquimans, NC	Norfolk, VA

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

The FY 2018 – 2020 project proposed for the Currituck County Airport is shown in table 2 below.

Table 2: Currituck County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Fuel Farm	Highway & Street	237310
		Drainage	237990
		Concrete	238110
		Electrical	238210
		Site Prep	238910
		Petroleum Bulk Stations and Terminals	424710
		Engineering	541330
		Surveying	541370
		Geotechnical Testing	541380
		Environmental Consulting	541620
		Landscaping	561730

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	6	20	30.0%	\$27,000	\$8,100
Drainage	237990	5	18	27.8%	\$3,300	\$917
Concrete	238110	6	26	23.1%	\$64,000	\$14,769
Electrical	238210	11	120	9.2%	\$15,000	\$1,375
Site Prep	238910	4	40	10.0%	\$87,000	\$8,700
Petroleum Bulk Stations and Terminals	424710	0	10	0.0%	\$500,000	\$0
Engineering	541330	4	138	2.9%	\$129,800	\$3,762
Surveying	541370	0	9	0.0%	\$15,000	\$0
Geotechnical Testing	541380	0	15	0.0%	\$15,000	\$0
Environmental Consulting	541620	1	14	7.1%	\$15,000	\$1,071
Landscaping	561730	6	129	4.7%	\$3,000	\$140
Total					\$874,100	\$38,834
Weighted Step 1 Goal =						4.4%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory December 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Currituck County Airport is 4.4%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Currituck County Airport FY 2018 - FY 2020 is: 4.4%.

7. Race-Conscious/Race-Neutral Projections

Currituck County Airport proposes that, of the DBE goal of **4.4%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.4%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

The Currituck 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.

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 2018 – 2020 project proposed for the Dare County Regional Airport is shown below.

Table 2: Dare County Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2019	Corporate Hangar Taxiway	Highway & Street	237310
		Drainage	237990
		Site Prep	238910
		Engineering	541330
		Surveying	541370
		Geotechnical Testing	541380
		Environmental Consulting	541620
		Landscaping	561730

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	1	5	20.0%	\$137,775	\$27,555
Drainage	237990	1	15	6.7%	\$5,000	\$333
Site Prep	238910	1	19	5.3%	\$106,250	\$5,592
Engineering	541330	1	18	5.6%	\$55,100	\$3,061
Surveying	541370	1	5	20.0%	\$7,000	\$1,400
Geotechnical Testing	541380	0	0	0.0%	\$7,000	\$0
Environmental Consulting	541620	1	4	25.0%	\$7,000	\$1,750
Landscaping	561730	2	50	4.0%	\$4,750	\$190
Total					\$329,875	\$39,882
Weighted Step 1 Goal =						12.1%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory December 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Dare County Regional Airport is 12.1%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

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

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **3.1%**, compared to Step 1 DBE Base Figure for the airport of **12.1%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (3.1%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Dare County Regional Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
No projects at this time						
FY 2018 Total				N/A	N/A	N/A
FY 2019	Corporate Hangar Taxiway	12.1%	3.1%	7.6%	\$329,875	\$25,071
FY 2019 Total				7.6%	\$329,875	\$25,071
No projects at this time						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				7.6%	\$329,875	\$25,071

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 7.6% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Dare County Regional Airport proposes that, of the DBE goal of **7.6%**, the projected race-neutral goal will be **0.6%**, and the race conscious goal will be **7.0%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.6%**.

8. Contract Goals

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

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

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

Davidson County Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Davidson County Airport Market Area

Counties	
Alamance	Forsyth
Haywood	Iredell
Mecklenburg	

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

The FY 2018 – 2020 project proposed for the Davidson County Airport is shown in table 2 below.

Table 2: Davidson County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2019	Runway Edge Lighting Rehabilitation/Upgrade to HIRL	Electrical	238210
		Site prep	238910
		Engineering	541330

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Electrical	238210	8	416	1.9%	\$247,700	\$4,763
Site prep	238910	14	146	9.6%	\$49,000	\$4,699
Engineering	541330	23	443	5.2%	\$82,000	\$4,257
Total					\$378,700	\$13,719
Weighted Step 1 Goal =						3.6%

SOURCES:

- 2015 County Business Patterns.
- NC UCP DBE Directory October 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Davidson County Airport is 3.6%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Davidson County Airport FY 2018 - FY 2020 is: 3.6%.

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

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

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

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

Elizabeth City Regional Airport

1. Airport Name and Location:

Elizabeth City Regional Airport is located in eastern North Carolina, in Elizabeth City.

2. Definition of Project Service Area:

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

Table 1: Elizabeth City Regional Airport Market Area

Dare	Durham	Pasquotank
------	--------	------------

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

The FY 2018 – 2020 project proposed for the Elizabeth City Regional Airport is shown below.

Table 2: Elizabeth City Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	T-Hangar Taxilane Drainage Rehabilitation	Highway & Street	237310
		Drainage	237990
		Site Prep	238910
		Engineering	541330

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

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

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	1	13	7.7%	\$120,408	\$9,262
Drainage	237990	0	13	0.0%	\$58,387	\$0
Site Prep	238910	0	30	0.0%	\$58,560	\$0
Engineering	541330	2	74	2.7%	\$62,917	\$1,700
Total		3	130		\$300,273	\$10,963
Weighted Step 1 Goal =						3.7%

SOURCES:

- 2015 County Business Patterns.
- NC UCP DBE Directory March 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Elizabeth City Regional Airport is 3.7%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

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

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **1.9%**, compared to Step 1 DBE Base Figure for the airport of **3.7%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figure as calculated above. The FY 2011 accomplishment was for a project that is not similar to the project for this goal period.

**Table 5: Elizabeth City Regional Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	T-Hangar Taxilane Drainage Rehabilitation	3.7%	N/A	3.7%	\$300,273	\$11,110
FY 2018 Total				3.7%	\$300,273	\$11,110
No projects at this time						
FY 2019 Total				N/A	N/A	N/A
No projects at this time						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				3.7%	\$300,273	\$11,110

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 3.7% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Elizabeth City Regional Airport proposes that, of the DBE goal of **3.7%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **3.7%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **1.1%**.

8. Contract Goals

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

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

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

Elkin Municipal Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Elkin Municipal Airport Market Area

Alamance	Ashe	Forsyth
Lincoln	Surry	

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

The FY 2018 – 2020 project proposed for the Elkin Municipal Airport is shown in table 2 below.

Table 2: Elkin Municipal Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Perimeter Fence	Fencing	238990
		Engineering	541330
		Geotechnical Testing	541380
FY 2020	Turnaround Taxiway at Runway 7 End	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Geotechnical testing	541380
		Landscaping	561730

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

**Table 3a: Availability of DBEs for the Elkin Municipal Airport
by Relevant NAICS Codes
FY 2018 – Perimeter Fence**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	1	55	1.8%	\$158,000	\$2,873
Engineering	541330	9	72	12.5%	\$26,600	\$3,325
Geotechnical testing	541380	0	7	0.0%	\$5,000	\$0
Total					\$189,600	\$6,198
Weighted Step 1 Goal =						3.3%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory March 2018.

**Table 3b: Availability of DBEs for the Elkin Municipal Airport
by Relevant NAICS Codes
FY 2020 – Turnaround Taxiway at Runway 7 End**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	8	24	33.3%	\$273,300	\$91,100
Drainage	237990	0	5	0.0%	\$35,000	\$0
Electrical	238210	0	163	0.0%	\$124,400	\$0
Site Prep	238910	7	81	8.6%	\$1,150,000	\$99,383
Engineering	541330	9	72	12.5%	\$287,040	\$35,880
Geotechnical Testing	541380	0	7	0.0%	\$40,000	\$0
Landscaping	561730	6	236	2.5%	\$52,500	\$1,335
Total					\$1,962,240	\$227,697
Weighted Step 1 Goal =						11.6%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory March 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Elkin Municipal Airport are as follows:

**FY 2018 – Perimeter Fence - 3.3%.
 FY 2020 – Turnaround Taxiway at Runway 7 End – 11.6%.**

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

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

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **9.3%**.

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 adding the annual accomplishment factor derived in Table 4 above (9.3%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Elkin Municipal Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Perimeter Fence	3.3%	9.3%	6.3%	\$189,600	\$11,945
FY 2018 Total				6.3%	\$189,600	\$11,945
FY 2019	<i>No projects at this time</i>					
FY 2019 Total				N/A	N/A	N/A
FY 2020	Turnaround Taxiway at Runway 7 End	11.6%	9.3%	10.5%	\$1,962,240	\$205,054
FY 2020 Total				10.5%	\$1,962,240	\$205,054
FY 2018 - FY 2020 Overall Goal				10.1%	\$2,151,840	\$216,999

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 10.1% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Elkin Municipal Airport proposes that, of the DBE goal of **10.1%**, the projected race-neutral goal will be **0.4%**, and the race conscious goal will be **9.7%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.4%**.

8. Contract Goals

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

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

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

Foothills Regional Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Foothills Regional Airport Market Area

Counties	
Burke	Catawba
Cleveland	Rutherford

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

The FY 2018 – 2020 project proposed for the Foothills Regional Airport is shown in table 2 below.

Table 2: Foothills Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2019	Partial Parallel Taxiway	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Landscaping	561730

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	4	19	21.1%	\$767,335	\$161,544
Drainage	237990	0	3	0.0%	\$300,000	\$0
Electrical	238210	1	86	1.2%	\$389,000	\$4,523
Site Prep	238910	1	52	1.9%	\$5,383,000	\$103,519
Engineering	541330	0	44	0.0%	\$1,427,190	\$0
Landscaping	561730	0	107	0.0%	\$535,600	\$0
Total					\$8,802,125	\$269,587
Weighted Step 1 Goal =						3.1%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory October 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Foothills Regional Airport is 3.1%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Foothills Regional Airport FY 2018 - FY 2020 is: 3.1%.

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

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

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

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

Gastonia Municipal Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Gastonia Municipal Airport Market Area

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

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

The FY 2018 – 2020 project proposed for the Gastonia Municipal Airport is shown below.

Table 2: Gastonia Municipal Airport

Fiscal Year	Project	Activity	NAICS
FY 2019	Corporate Hangar Taxiway	Highway & Street	237310
		Site prep	238910
		Engineering	541330
		Landscaping	561730

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

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

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	2	8	25.0%	\$269,300	\$67,325
Site prep	238910	2	17	11.8%	\$34,000	\$4,000
Engineering	541330	0	17	0.0%	\$68,600	\$0
Landscaping	561730	1	68	1.5%	\$8,700	\$128
Total		5	110		\$380,600	\$71,453
Weighted Step 1 Goal =						18.8%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Gastonia Municipal Airport is 18.8%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

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

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **11.6%**, compared to Step 1 DBE Base Figure for the airport of **18.8%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (11.6%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Gastonia Municipal Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
<i>No projects at this time</i>						
FY 2018 Total				N/A	N/A	N/A
FY 2019	Corporate Hangar Taxiway	18.8%	11.6%	15.2%	\$414,500	\$63,004
FY 2019 Total				15.2%	\$414,500	\$63,004
<i>No projects at this time</i>						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				15.2%	\$414,500	\$63,004

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 15.2% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Gastonia Municipal Airport proposes that, of the DBE goal of **15.2%**, the projected race-neutral goal will be **5.6%**, and the race conscious goal will be **9.6%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **5.6%**.

8. Contract Goals

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

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

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

Halifax-Northampton Regional Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Halifax-Northampton Regional Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Craven County	1	100.0%	\$1,020,379	100.0%
Halifax	-	0.0%	-	0.0%
Northampton	-	0.0%	-	0.0%
Market Area	1	100.0%	\$1,020,379	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	1	100.0%	\$1,020,379	100.0%

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

The FY 2018 – 2020 project proposed for the Halifax-Northampton Regional Airport is shown in table 2 below.

Table 2: Halifax-Northampton Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2019	T-Hangar (6 Unit)	Building Construction	236220
		Site prep	238910
		Engineering	541330
		Landscaping	561730

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

Table 3: Availability of DBEs for the Halifax-Northampton Regional Airport by Relevant NAICS Codes

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Building Construction	236220	1	11	9.1%	\$300,100	\$27,282
Site prep	238910	0	27	0.0%	\$38,400	\$0
Engineering	541330	0	19	0.0%	\$75,000	\$0
Landscaping	561730	4	41	9.8%	\$1,000	\$98
Total					\$414,500	\$27,379
Weighted Step 1 Goal =						6.6%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory October 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Halifax-Northampton Regional Airport is 6.6%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

Table 4: Halifax-Northampton Regional Airport DBE Accomplishment

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2009	9.1%	2.6%	-6.5%
FY 2010	4.0%	4.6%	0.6%
Median	6.6%	3.6%	-3.0%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **3.6%**, compared to Step 1 DBE Base Figure for the airport of **6.6%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (3.6%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

Table 5: Halifax-Northampton Regional Airport FY 2018 – FY 2020 Overall Goal

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
<i>No projects at this time</i>						
FY 2018 Total				N/A	N/A	N/A
FY 2019	T-Hangar (6 Unit)	6.6%	3.6%	5.1%	\$414,500	\$21,140
FY 2019 Total				5.1%	\$414,500	\$21,140
<i>No projects at this time</i>						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				5.1%	\$414,500	\$21,140

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 5.1% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Halifax-Northampton 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 the median under achievement as indicated in table 4 is 3.0%.

8. Contract Goals

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

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

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

Harnett Regional Jetport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Harnett Regional Jetport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	10.0%	-	0.0%
Cumberland	1	10.0%	\$2,506,566	87.6%
Lee	1	10.0%	-	0.0%
Lenoir	1	-	-	0.0%
Sampson	1	10.0%	-	0.0%
Wake	2	20.0%	\$355,550	12.4%
Market Area	7	70.0%	\$2,862,116	100.0%
<i>Other</i>	3	30.0%	\$0	0.0%
Total	10	100.0%	\$2,862,116	100.0%

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

The FY 2018 – 2020 project proposed for the Harnett Regional Jetport is shown in table 2 below.

Table 2: Harnett Regional Jetport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2019	New 5-Unit Box Hangars and Taxiways	Building Construction	236220
		Highway & Street	237310
		Concrete	238110
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Testing	541380
		Landscaping	561730

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Building Construction	236220	10	208	4.8%	\$330,000	\$15,865
Highway & Street	237310	18	44	40.9%	\$407,800	\$166,827
Concrete	238110	14	87	16.1%	\$90,000	\$14,483
Electrical	238210	4	401	1.0%	\$30,000	\$299
Site Prep	238910	21	133	15.8%	\$304,000	\$48,000
Engineering	541330	34	490	6.9%	\$270,720	\$18,785
Testing	541380	4	55	7.3%	\$30,080	\$2,188
Landscaping	561730	16	537	3.0%	\$37,400	\$1,114
Total					\$1,500,000	\$267,561
Weighted Step 1 Goal =						17.8%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Harnett Regional Jetport is 17.8%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Harnett Regional Jetport FY 2018 - FY 2020 is: 17.8%.

7. Race-Conscious/Race-Neutral Projections

Harnett Regional Jetport proposes that, of the DBE goal of **17.8%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **17.8%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

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

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

Henderson Field Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Henderson Field Airport Market Area

Duplin	Jones	Lenoir	New Hanover
Onslow	Pender	Sampson	Wayne

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

The FY 2018 – 2020 project proposed for the Henderson Field Airport is shown in table 2 below.

Table 2: Henderson Field Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	AWOS	Electrical	238210
		Appraisal	531320
		Engineering	541330
		Surveying	541370
		Environmental Consulting	541620
		Landscaping	561730
FY 2019	REILs/Beacon	Electrical	238210
		Engineering	541330
		Surveying	541370
		Geotechnical Testing	541380
		Environmental Consulting	541620
		Landscaping	561730

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

**Table 3a: Availability of DBEs for the Henderson Field Airport
by Relevant NAICS Codes – FY 2018 – AWOS**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Electrical	238210	0	200	0.0%	\$220,000	\$0
Appraisal	531320	0	47	0.0%	\$4,000	\$0
Engineering	541330	2	112	1.8%	\$100,000	\$1,786
Surveying	541370	0	36	0.0%	\$9,000	\$0
Environmental Consulting	541620	2	22	9.1%	\$18,000	\$1,636
Landscaping	561730	3	209	1.4%	\$900	\$13
Total					\$351,900	\$3,435
Weighted Step 1 Goal =						1.0%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory December 2017.

**Table 3b: Availability of DBEs for the Henderson Field Airport
by Relevant NAICS Codes – FY 2019 - REILs/Beacon**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Electrical	238210	0	200	0.0%	\$189,690	\$0
Engineering	541330	2	112	1.8%	\$40,000	\$714
Surveying	541370	0	36	0.0%	\$6,000	\$0
Geotechnical Testing	541380	0	14	0.0%	\$6,000	\$0
Environmental Consulting	541620	2	22	9.1%	\$6,000	\$545
Landscaping	561730	3	209	1.4%	\$3,750	\$54
Total					\$251,440	\$1,314
Weighted Step 1 Goal =						0.5%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory December 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Henderson Field Airport are:

FY 2018 – AWOS – 1.0%.
FY 2019 – REILs/Beacon – 0.5%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figures as calculated above.

**Table 5: Henderson Field Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	AWOS	1.0%	N/A	1.0%	\$351,900	\$3,519
FY 2018 Total				1.0%	\$351,900	\$3,519
FY 2019	REILs/Beacon	0.5%	N/A	0.5%	\$251,440	\$1,257
FY 2019 Total				0.5%	\$251,440	\$1,257
No projects at this time						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				0.8%	\$603,340	\$4,776

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 1.0 % (0.8% rounded) for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

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

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

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

Hickory Regional Airport

1. Airport Name and Location:

Hickory Regional Airport is located in Hickory, North Carolina in the foothills of North Carolina.

2. Definition of Project Service Area:

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

Table 1: Hickory Regional Airport Market Area

Counties		
Alamance	Cabarrus	Caldwell
Catawba	Forsyth	

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

The FY 2018 – 2020 project proposed for the Hickory Regional Airport is shown in table 2 below.

Table 2: Hickory Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Runway 1-19 RPZ Land Acquisition/Obstruction Removal Phase 1 & 2	Site Prep	238910
		Engineering	541330

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	9	101	8.9%	\$360,000	\$32,079
Engineering	541330	12	109	11.0%	\$40,000	\$4,404
Total					\$400,000	\$36,483
Weighted Step 1 Goal =						9.1%

SOURCES:

- 2015 County Business Patterns.
- NC UCP DBE Directory March 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Hickory Regional Airport is 9.1%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Hickory Regional Airport FY 2018 - FY 2020 is: 9.1%.

7. Race-Conscious/Race-Neutral Projections

Hickory Regional Airport proposes that, of the DBE goal of **9.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **9.1%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

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

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

Hyde County Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Hyde County Airport Market Area

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

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

The FY 2018 – 2020 project proposed for the Hyde County Airport is shown in table 2 below.

Table 2: Hyde County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Runway Extension and Lighting (Design and Construction)	Highway & Street	237310
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Landscaping	561730

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

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

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	1	6	16.7%	\$230,120	\$38,353
Electrical	238210	1	19	5.3%	\$23,177	\$1,220
Site Prep	238910	0	9	0.0%	\$79,750	\$0
Engineering	541330	0	23	0.0%	\$50,453	\$0
Landscaping	561730	1	6	16.7%	\$16,500	\$2,750
Total					\$400,000	\$42,323
Weighted Step 1 Goal =						10.6%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Hyde County Airport is 10.6%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Hyde County Airport FY 2018 - FY 2020 is: 10.6%.

7. Race-Conscious/Race-Neutral Projections

Hyde County Airport proposes that, of the DBE goal of **10.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **10.6%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

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

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

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 2018 – 2020 project proposed for the Jackson County Airport is shown in table 2 below.

Table 2: Jackson County Airport

Fiscal Year	Project	Activity	NAICS
FY 2018	T-Hangar Development Phase I	Building Construction	236220
		Highway & Street	237310
		Drainage	237990
		Site Prep	238910
		Engineering	541330
		Geotechnical Testing	541380
		Landscaping	561730
FY 2019	T-Hangar Development Phase II	Building Construction	236220
		Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Geotechnical Testing	541380
FY 2020	T-Hangar Development Phase III	Building Construction	236220
		Highway & Street	237310
		Drainage	237990
		Site Prep	238910
		Engineering	541330
		Geotechnical Testing	541380
		Landscaping	561730

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

**Table 3a: Availability of DBEs for the Jackson County Airport
by Relevant NAICS Codes
FY 2018 – T-Hangar Development Phase I**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Building Construction	236220	1	39	2.6%	\$450,000	\$11,538
Highway & Street	237310	6	18	33.3%	\$68,798	\$22,933
Drainage	237990	1	2	50.0%	\$53,000	\$26,500
Site Prep	238910	2	70	2.9%	\$87,130	\$2,489
Engineering	541330	5	61	8.2%	\$71,863	\$5,890
Geotechnical testing	541380	1	8	12.5%	\$8,000	\$1,000
Landscaping	561730	6	170	3.5%	\$6,594	\$233
Total					\$745,384	\$70,583
Weighted Step 1 Goal =						9.5%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

**Table 3b: Availability of DBEs for the Jackson County Airport
by Relevant NAICS Codes
FY 2019 – T-Hangar Development Phase II**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Building Construction	236220	1	39	2.6%	\$300,000	\$7,692
Highway & Street	237310	6	18	33.3%	\$72,740	\$24,247
Drainage	237990	1	2	50.0%	\$17,500	\$8,750
Electrical	238210	0	114	0.0%	\$1,500	\$0
Site Prep	238910	2	70	2.9%	\$97,500	\$2,786
Engineering	541330	5	61	8.2%	\$89,948	\$7,373
Geotechnical testing	541380	1	8	12.5%	\$11,000	\$1,375
Landscaping	561730	6	170	3.5%	\$15,500	\$547
Total					\$605,688	\$52,770
Weighted Step 1 Goal =						8.7%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

**Table 3c: Availability of DBEs for the Jackson County Airport
by Relevant NAICS Codes
FY 2020 – T-Hangar Development Phase III**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Building Construction	236220	1	39	2.6%	\$300,000	\$7,692
Highway & Street	237310	6	18	33.3%	\$23,200	\$7,733
Drainage	237990	1	2	50.0%	\$7,000	\$3,500
Site Prep	238910	2	70	2.9%	\$45,000	\$1,286
Engineering	541330	5	61	8.2%	\$69,140	\$5,667
Geotechnical testing	541380	1	8	12.5%	\$8,000	\$1,000
Landscaping	561730	6	170	3.5%	\$10,500	\$371
Total					\$462,840	\$27,249
Weighted Step 1 Goal =						5.9%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Jackson County Airport are as follows:

FY 2018 – T-Hangar Development Phase I – 9.5%.

FY 2019 – T-Hangar Development Phase II – 8.7%.

FY 2020 – T-Hangar Development Phase III – 5.9%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2009	3.0%	2.1%	-0.9%
FY 2010	2.0%	1.9%	-0.1%
FY 2012	4.0%	5.8%	1.8%
Median	3.0%	2.1%	-0.1%

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 figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (6.6%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Jackson County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	T-Hangar Development Phase I	9.5%	2.1%	5.8%	\$745,384	\$43,232
FY 2018 Total				5.8%	\$745,384	\$43,232
FY 2019	T-Hangar Development Phase II	8.7%	2.1%	5.4%	\$605,688	\$32,707
FY 2019 Total				5.4%	\$605,688	\$32,707
FY 2020	T-Hangar Development Phase III	5.9%	2.1%	4.0%	\$462,840	\$18,514
FY 2020 Total				4.0%	\$462,840	\$18,514
FY 2018 - FY 2020 Overall Goal				5.6%	\$1,351,072	\$75,939

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 5.6% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Jackson County Airport proposes that, of the DBE goal of **5.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.6%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **-0.1%**.

8. Contract Goals

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

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

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

Johnston County Airport

1. Airport Name and Location:

Johnston County Airport is located in eastern North Carolina, in Smithfield NC.

2. Definition of Project Service Area:

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

Table 1: Johnston County Airport Market Area

County	
Alamance	Pitt
Durham	Sampson
Johnston	Wilson
Northampton	

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

The FY 2018 – 2020 project proposed for the Johnston County Airport is shown in table 2 below.

Table 2: Johnston County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Perimeter Fencing	Fencing	238990
		Engineering	541330
		Landscaping	561730
FY 2020	Parallel Taxiway & Connectors (Widening & Strengthening)	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Geotechnical Testing	541380
		Landscaping	561730
FY 2020	Runway Rehabilitation	Highway & Street	237310
		Site Prep	238910
		Engineering	541330
		Landscaping	561730

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

**Table 3a: Availability of DBEs for the Johnston County Airport
by Relevant NAICS Codes
FY 2018 – Perimeter Fencing**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	6	60	10.0%	\$169,800	\$16,980
Engineering	541330	6	112	5.4%	\$78,500	\$4,205
Landscaping	561730	10	267	3.7%	\$11,000	\$412
Total					\$259,300	\$21,597
Weighted Step 1 Goal =						8.3%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

**Table 3b: Availability of DBEs for the Johnston County Airport
by Relevant NAICS Codes
FY 2020 – Parallel Taxiway & Connectors**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	8	29	27.6%	\$1,582,510	\$436,554
Drainage	237990	2	6	33.3%	\$25,200	\$8,400
Electrical	238210	5	234	2.1%	\$541,800	\$11,577
Site Prep	238910	7	100	7.0%	\$773,950	\$54,177
Engineering	541330	6	112	5.4%	\$526,300	\$28,195
Geotechnical testing	541380	0	29	0.0%	\$27,500	\$0
Landscaping	561730	10	267	3.7%	\$159,400	\$5,970
Total					\$3,636,660	\$544,873
Weighted Step 1 Goal =						15.0%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

**Table 3c: Availability of DBEs for the Johnston County Airport
by Relevant NAICS Codes
FY 2020 – Runway Rehabilitation**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	8	29	27.6%	\$2,072,590	\$571,749
Site Prep	238910	7	100	7.0%	\$643,930	\$45,075
Engineering	541330	6	112	5.4%	\$338,300	\$18,123
Landscaping	561730	10	267	3.7%	\$98,400	\$3,685
Total					\$3,153,220	\$638,633
Weighted Step 1 Goal =						20.3%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Johnston County Airport are as follows:

- FY 2018 – Perimeter Fencing – 8.3%.**
- FY 2020 – Parallel Taxiway & Connectors – 15.0%.**
- FY 2020 – Runway Rehabilitation III – 20.3%.**

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2010	5.8%	8.8%	3.0%
FY 2011	8.1%	8.2%	-1.0%
Median	7.0%	8.5%	1.0%

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

The median DBE accomplishment for the reporting period as shown above is **8.5%**.

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 adding the annual accomplishment factor derived in Table 4 above (8.5%) to the base figures, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Johnston County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Perimeter Fencing	8.3%	8.5%	8.4%	\$259,300	\$21,781
FY 2018 Total				8.4%	\$259,300	\$21,781
FY 2020	Parallel Taxiway & Connectors (Widening & Strengthening)	15.0%	8.5%	11.8%	\$3,636,660	\$427,308
FY 2019 Total				11.8%	\$3,636,660	\$427,308
FY 2020	Runway Rehabilitation	20.3%	8.5%	14.4%	\$3,153,220	\$454,064
FY 2020 Total				14.4%	\$3,153,220	\$454,064
FY 2018 - FY 2020 Overall Goal				11.5%	\$3,895,960	\$449,089

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 11.5% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Johnston County Airport proposes that, of the DBE goal of **11.5%**, the projected race-neutral goal will be **1.0%**, and the race conscious goal will be **10.5%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is - **1.0%**.

8. Contract Goals

The Johnston 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.

Kinston Regional Jetport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Kinston Regional Jetport Market Area

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

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

The FY 2018 – 2020 project proposed for the Kinston Regional Jetport is shown in table 2 below.

Table 2: Kinston Regional Jetport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Runway 23 Obstruction Removal	Site Prep	238910
		Engineering	541330

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	6	51	11.8%	\$315,000	\$37,059
Engineering	541330	0	49	0.0%	\$35,000	\$0
Total					\$350,000	\$37,059
Weighted Step 1 Goal =						10.6%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Kinston Regional Jetport is 10.6%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Kinston Regional Jetport FY 2018 - FY 2020 is: 10.6%.

7. Race-Conscious/Race-Neutral Projections

Kinston Regional Jetport proposes that, of the DBE goal of **10.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **10.6%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

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

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

Lincoln County Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Lincoln County Airport Market Area

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

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

The FY 2018 – 2020 project proposed for the Lincoln County Airport is shown below.

Table 2: Lincoln County Airport

Fiscal Year	Project	Activity	NAICS
FY 2019	Self-Service AV-Gas Tank/Appurtenances	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Petroleum Bulk Stations and Terminals	424710
		Engineering	541330
		Landscaping	561730

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

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

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	19	39	48.7%	\$62,645	\$30,519
Drainage	237990	3	7	42.9%	\$6,605	\$2,831
Electrical	238210	7	287	2.4%	\$5,000	\$122
Site Prep	238910	10	88	11.4%	\$43,220	\$4,911
Petroleum Bulk Stations and Terminals	424710	0	13	0.0%	\$90,000	\$0
Engineering	541330	13	365	3.6%	\$58,300	\$2,076
Landscaping	561730	7	396	1.8%	\$4,500	\$80
Total					\$270,270	\$40,539
Weighted Step 1 Goal =						15.0%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Lincoln County Airport is 15.0%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

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

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **4.5%**, compared to Step 1 DBE Base Figure for the airport of **15.0%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (4.5%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Lincoln County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step 1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
<i>No projects at this time</i>						
FY 2018 Total				N/A	N/A	N/A
FY 2019	Self-Service AV-Gas Tank/Appurtenances	15.0%	4.5%	9.8%	\$270,270	\$26,351
FY 2019 Total				9.8%	\$270,270	\$26,351
<i>No projects at this time</i>						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				9.8%	\$270,270	\$26,351

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 9.8% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Lincoln County Airport proposes that, of the DBE goal of **9.8%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **9.8%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **1.5%**.

8. Contract Goals

The Lincoln 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 Municipal Airport

1. Airport Name and Location:

Lumberton Municipal Airport is located just west of the City of Lumberton in Robeson County, approximately 30 miles south of Fayetteville.

2. Definition of Project Service Area:

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

Table 1: Lumberton Municipal Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Cumberland	1	100.0%	\$1,819,316	100.0%
Robeson	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 2018 – 2020 project proposed for the Lumberton Municipal Airport is shown in table 2 below.

Table 2: Lumberton Municipal Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Airport Perimeter Fence - Phase I	Fencing	238990
		Engineering	541330
		Surveying	541370
		Testing	541380
FY 2020	Airport Perimeter Fence - Phase II	Fencing	238990
		Engineering	541330
		Surveying	541370
		Testing	541380

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

Table 3a: Availability of DBEs for the Lumberton Municipal Airport by Relevant NAICS Codes – FY 2018 - Perimeter Fence Ph-1

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	1	16	6.3%	\$245,000	\$15,313
Engineering	541330	2	47	4.3%	\$58,800	\$2,502
Surveying	541370	0	7	0.0%	\$7,350	\$0
Testing	541380	2	4	50.0%	\$7,350	\$3,675
Total					\$318,500	\$21,490
Weighted Step 1 Goal =						6.7%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

Table 3b: Availability of DBEs for the Lumberton Municipal Airport by Relevant NAICS Codes – FY 2020 - Perimeter Fence Ph-2

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	1	16	6.3%	\$220,000	\$13,750
Engineering	541330	2	47	4.3%	\$24,000	\$1,021
Surveying	541370	0	7	0.0%	\$3,000	\$0
Testing	541380	2	4	50.0%	\$3,000	\$1,500
Total					\$250,000	\$16,271
Weighted Step 1 Goal =						6.5%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Lumberton Municipal Airport are:

FY 2020 - Perimeter Fence Ph-1 – 6.7%.

FY 2020 - Perimeter Fence Ph-2 – 6.5%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figures as calculated above.

**Table 5: Cape Fear Regional Jetport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2018	Perimeter Fence - Phase I	6.7%	N/A	6.7%	\$318,500	21339.5
FY 2018 Total				6.7%	\$318,500	\$21,340
<i>No projects at this time</i>						
FY 2019 Total				N/A	N/A	N/A
2020	Perimeter Fence - Phase II	6.5%	N/A	6.5%	\$250,000	16250
FY 2020 Total				6.5%	\$250,000	\$16,250
FY 2018 - FY 2020 Overall Goal				6.6%	\$568,500	\$37,590

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 6.6 % for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Lumberton Municipal Airport proposes that, of the DBE goal of **6.6%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **6.6%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

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

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

Macon County Airport

1. Airport Name and Location:

Macon County Airport is located in Western North Carolina three miles from downtown Franklin NC.

2. Definition of Project Service Area:

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

Table 1: Macon County Airport Market Area

County	Number of Bidders	Percent of Bidders	Dollars spent	% of dollars spent
Buncombe	2	28.6%	\$2,048,432	100.0%
Graham	1	14.3%		
Haywood	1	14.3%		
Jackson	1	14.3%	\$0	0.0%
Macon	2	28.6%	\$0	0.0%
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 2018 – 2020 project proposed for the Macon County Airport is shown in table 2 below.

Table 2: Macon County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Obstruction Removal	Site Prep	238910
FY 2019	Upgrade Fueling System	Highway & Street	237310
		Drainage	237990
		Concrete	238110
		Electrical	238210
		Site Prep	238910
		Petroleum Bulk Stations and Terminals	424710
		Engineering	541330
		Geotechnical Testing	541380
		Landscaping	561730

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

**Table 3a: Availability of DBEs for the Macon County Airport
by Relevant NAICS Codes
FY 2018 – Obstruction Removal**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	2	84	2.4%	\$175,000	\$4,167
Total					\$3,600	\$86
Weighted Step 1 Goal =						2.4%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory December 2017.

**Table 3b: Availability of DBEs for the Macon County Airport
by Relevant NAICS Codes
FY 2019 – Upgrade Fueling System**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	5	22	22.7%	\$25,250	\$5,739
Drainage	237990	1	3	33.3%	\$1,800	\$600
Concrete	238110	0	29	0.0%	\$30,000	\$0
Electrical	238210	0	135	0.0%	\$3,600	\$0
Site Prep	238910	2	84	2.4%	\$45,000	\$1,071
Petroleum Bulk Stations and Terminals	424710	0	5	0.0%	\$205,000	\$0
Engineering	541330	5	64	7.8%	\$55,370	\$4,326
Geotechnical Testing	541380	1	8	12.5%	\$7,000	\$875
Landscaping	561730	6	190	3.2%	\$1,200	\$38
Total					\$374,220	\$12,649
Weighted Step 1 Goal =						3.4%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Macon County Airport are as follows:

- FY 2018 – Obstruction Removal – 2.4%.**
- FY 2019 – Upgrade Fueling System – 3.4%.**

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2010	6.0%	6.6%	0.6%
Median	6.0%	6.6%	0.6%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **6.6%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (6.6%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Macon County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Obstruction Removal	2.4%	6.6%	4.5%	\$175,000	\$7,875
FY 2018 Total				4.5%	\$175,000	\$7,875
FY 2019	Upgrade Fueling System	3.4%	6.6%	5.0%	\$374,220	\$18,711
FY 2019 Total				5.0%	\$374,220	\$18,711
No projects at this time						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				4.8%	\$549,220	\$26,586

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 4.8% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Macon County Airport proposes that, of the DBE goal of **4.8%**, the projected race-neutral goal will be **0.6%**, and the race conscious goal will be **4.2%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.6%**.

8. Contract Goals

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

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

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

Martin County Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Martin County Airport Market Area

County	
Beaufort	Martin
Edgecombe	Pitt
Halifax	Washington

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

The FY 2018 – 2020 project proposed for the Martin County Airport is shown in table 2 below.

Table 2: Martin County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	AWOS Clearing Site Preparation	Water/Sewer Line	237110
		Site Prep	238910
		Engineering	541330
		Environmental Consulting	541620
		Landscaping	561730
FY 2019	Parallel Taxiway	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Environmental Consulting	541620
FY 2020	T-Hangar Area Apron	Landscaping	561730
		Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Geotechnical Testing	541380
Landscaping	561730		

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

**Table 3a: Availability of DBEs for the Martin County Airport
by Relevant NAICS Codes
FY 2018 – AWOS Clearing Site Preparation**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Water/Sewer Line	237110	2	11	18.2%	\$10,000	\$1,818
Site Prep	238910	4	36	11.1%	\$86,900	\$9,656
Engineering	541330	0	26	0.0%	\$54,600	\$0
Environmental Consulting	541620	0	6	0.0%	\$30,000	\$0
Landscaping	561730	4	85	4.7%	\$44,500	\$2,094
Total					\$226,000	\$13,568
Weighted Step 1 Goal =						6.0%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

**Table 3b: Availability of DBEs for the Martin County Airport
by Relevant NAICS Codes
FY 2019 – Parallel Taxiway**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	4	14	28.6%	\$692,600	\$197,886
Drainage	237990	1	12	8.3%	\$36,400	\$3,033
Electrical	238210	2	74	2.7%	\$50,000	\$1,351
Site Prep	238910	4	36	11.1%	\$368,900	\$40,989
Engineering	541330	0	26	0.0%	\$461,300	\$0
Environmental Consulting	541620	0	6	0.0%	\$68,000	\$0
Landscaping	561730	4	85	4.7%	\$50,000	\$2,353
Total					\$1,727,200	\$245,612
Weighted Step 1 Goal =						14.2%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

**Table 3c: Availability of DBEs for the Martin County Airport
by Relevant NAICS Codes
FY 2020 – T-Hangar Area Apron**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	4	14	28.6%	\$81,000	\$23,143
Drainage	237990	1	12	8.3%	\$5,000	\$417
Electrical	238210	2	74	2.7%	\$3,000	\$81
Site Prep	238910	4	36	11.1%	\$48,400	\$5,378
Engineering	541330	0	26	0.0%	\$69,100	\$0
Geotechnical Testing	541380	0	3	0.0%	\$4,000	\$0
Landscaping	561730	4	85	4.7%	\$10,000	\$471
Total					\$220,500	\$29,489
Weighted Step 1 Goal =						13.4%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Martin County Airport are as follows:

FY 2018 –	AWOS Clearing Site Preparation	– 8.3%.
FY 2019 –	Parallel Taxiway	– 14.2%.
FY 2020 –	T-Hangar Area Apron	– 13.4%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2009	7.0%	6.1%	-0.9%
FY 2010	7.0%	25.1%	18.1%
FY 2014	3.0%	3.9%	0.9%
Median	7.0%	6.1%	0.9%

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

The median DBE accomplishment for the reporting period as shown above is **6.1%**.

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 adding the annual accomplishment factor derived in Table 4 above (6.1%) to the base figures, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Martin County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	AWOS Clearing Site Preparation	6.0%	6.1%	6.1%	\$226,000	\$13,673
FY 2018 Total				6.1%	\$226,000	\$13,673
FY 2020	Parallel Taxiway	14.2%	6.1%	10.2%	\$1,727,200	\$175,311
FY 2019 Total				10.2%	\$1,727,200	\$175,311
FY 2020	T-Hangar Area Apron	13.4%	6.1%	9.8%	\$220,500	\$21,499
FY 2020 Total				9.8%	\$220,500	\$21,499
FY 2018 - FY 2020 Overall Goal				9.7%	\$1,953,200	\$188,984

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 9.7% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Martin County Airport proposes that, of the DBE goal of **9.7%**, the projected race-neutral goal will be **0.9%**, and the race conscious goal will be **8.8%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.9%**.

8. Contract Goals

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

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

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

Michael J. Smith Field Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Michael J. Smith Field Airport Market Area

Carteret County	Lenoir County	Wilson County
--------------------	------------------	------------------

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

The FY 2018 – 2020 project proposed for the Michael J. Smith Field Airport is shown in table 2 below.

Table 2: Michael J. Smith Field Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Airfield Perimeter Fencing (Phase I)	Fencing	238990
		Environmental Consulting	541620
		Surveying	541370
		Engineering	541330
FY 2020	Airfield Perimeter Fencing (Phase II)	Fencing	238990
		Environmental Consulting	541620
		Surveying	541370
		Engineering	541330

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

**Table 3a: Availability of DBEs for the Michael J. Smith Field Airport
by Relevant NAICS Codes
FY 2018 – Airfield Perimeter Fencing (Phase I)**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	1	15	6.7%	\$442,080	\$29,472
Environmental Consulting	541620	0	3	0.0%	\$11,000	\$0
Surveying	541370	1	6	16.7%	\$11,000	\$1,833
Engineering	541330	0	16	0.0%	\$89,000	\$0
Total					\$553,080	\$31,305
Weighted Step 1 Goal =						5.7%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory December 2017.

**Table 3b: Availability of DBEs for the Michael J. Smith Field Airport
by Relevant NAICS Codes
FY 2020 – Airfield Perimeter Fencing (Phase II)**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	1	15	6.7%	\$364,500	\$24,300
Environmental Consulting	541620	0	3	0.0%	\$9,000	\$0
Surveying	541370	1	6	16.7%	\$9,000	\$1,500
Engineering	541330	0	16	0.0%	\$73,000	\$0
Total					\$455,500	\$25,800
Weighted Step 1 Goal =						5.7%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Michael J. Smith Field Airport are as follows:

- FY 2018 – Airfield Perimeter Fencing (Phase I) – 5.7%.
FY 2019 – Airfield Perimeter Fencing (Phase II) – 5.7%.**

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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: Michael J. Smith Field Airport
DBE Accomplishment**

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2008	12.8%	19.1%	6.3%
FY2009	8.0%	0.0%	-8.0%
FY 2012	8.0%	10.7%	2.7%
Median	8.0%	10.7%	2.7%

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

The median DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **10.7%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (10.7%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Michael J. Smith Field Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Airfield Perimeter Fencing (Phase I)	5.7%	10.7%	8.2%	\$553,080	\$45,353
FY 2018 Total				8.2%	\$553,080	\$45,353
FY 2019	No projects at this time					
FY 2019 Total				N/A	N/A	N/A
FY 2020	Airfield Perimeter Fencing (Phase II)	5.5%	10.7%	8.1%	\$455,500	\$36,896
FY 2020 Total				8.1%	\$455,500	\$36,896
FY 2018 - FY 2020 Overall Goal				8.2%	\$1,008,580	\$82,248

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 4.8% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Michael J. Smith Field Airport proposes that, of the DBE goal of **8.2%**, the projected race-neutral goal will be **2.7%**, and the race conscious goal will be **5.5%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **2.7%**.

8. Contract Goals

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

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

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

Montgomery County Airport

1. Airport Name and Location:

Montgomery County Airport is located in Star, North Carolina.

2. Definition of Project Service Area:

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

Table 1: Montgomery County Airport Market Area

County	
Davidson	Randolph
Montgomery	Richmond
Moore	Stanly

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

The FY 2018 – 2020 project proposed for the Montgomery County Airport is shown in table 2 below.

Table 2: Montgomery County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
2018	RWY 21 Obstruction Removal Construction	Electrical	238210
		Site Prep	238910
		Engineering	541330
		Landscaping	561730
	Self Service Fuel Farm	Concrete	238110
		Electrical	238210
		Site Prep	238910
		Petroleum Bulk Stations and Terminals	424710
		Engineering	541330
		Geotechnical testing	541380
	Landscaping	561730	

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

**Table 3a: Availability of DBEs for the Montgomery County Airport
by Relevant NAICS Codes
FY 2018 – RWY 21 Obstruction Removal Construction**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Electrical	238210	0	131	0.0%	\$74,650	\$0
Site Prep	238910	4	54	7.4%	\$57,300	\$4,244
Engineering	541330	0	37	0.0%	\$40,000	\$0
Landscaping	561730	1	188	0.5%	\$14,000	\$74
Total					\$185,950	\$4,319
Weighted Step 1 Goal =						2.3%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory March 2018.

**Table 3b: Availability of DBEs for the Montgomery County Airport
by Relevant NAICS Codes
FY 2018 – Self Service Fuel Farm**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Concrete	238110	1	37	2.7%	\$22,450	\$607
Electrical	238210	0	131	0.0%	\$13,800	\$0
Site Prep	238910	4	54	7.4%	\$11,500	\$852
Petroleum Bulk Stations and Terminals	424710	0	10	0.0%	\$130,000	\$0
Engineering	541330	0	37	0.0%	\$27,710	\$0
Geotechnical testing	541380	0	3	0.0%	\$7,000	\$0
Landscaping	561730	1	188	0.5%	\$1,000	\$5
Total					\$213,460	\$1,464
Weighted Step 1 Goal =						0.7%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory March 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Montgomery County Airport are as follows:

FY 2018 – RWY 21 Obstruction Removal Construction - 2.3%.

FY 2020 – Self Service Fuel Farm – 0.7%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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: Montgomery County Airport
DBE Accomplishment**

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2012	6.2%	5.5%	-0.7%
Median	6.2%	5.5%	-0.7%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **5.5%**.

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 adding the annual accomplishment factor derived in Table 4 above (5.5%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Montgomery County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
2018	RWY 21 Obstruction Removal Construction	2.3%	5.5%	3.9%	\$185,950	\$7,252
2018	Self Service Fuel Farm	0.7%	5.5%	3.1%	\$213,460	\$6,617
FY 2018 Total				3.5%	\$399,410	\$13,869
No projects at this time						
FY 2019 Total				N/A	N/A	N/A
No projects at this time						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				3.5%	\$399,410	\$13,869

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 3.5% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Montgomery County 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 the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **0.7%**.

8. Contract Goals

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

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

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

Moore County Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Moore County Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	8.3%	-	0.0%
Lee	4	33.3%	\$2,118,600	91.9%
Randolph	2	16.7%	\$107,785	4.7%
Sampson	2	16.7%	-	0.0%
Market Area	9	75.0%	\$2,226,385	96.6%
<i>Other</i>	3	25.0%	\$79,440	3.4%
Total	12	100.0%	\$2,305,825	100.0%

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

The FY 2018 – 2020 project proposed for the Moore County Airport is shown in table 2 below.

Table 2: Moore County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
2018	Hangar Development	Site Prep	238910
		Engineering	541330
2019	Pavement Condition (Runway)	Highway & Street	237310
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Testing	541380
		Landscaping	561730

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

**Table 3: Availability of DBEs for the Moore County Airport
by Relevant NAICS Codes
FY 2018 – Hangar Development**

Activity	NAICS CODE	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	6	42	14.3%	\$1,080,000	\$154,286
Engineering	541330	0	30	0.0%	\$120,000	\$0
Total					\$1,200,000	\$154,286
Weighted Step 1 Goal =						12.9%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

**Table 3: Availability of DBEs for the Moore County Airport
by Relevant NAICS Codes
FY 2019 – Pavement Condition (Runway)**

Activity	NAICS CODE	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	4	12	33.3%	\$5,649,201	\$1,883,067
Electrical	238210	0	96	0.0%	\$71,722	\$0
Site Prep	238910	6	42	14.3%	\$623,307	\$89,044
Engineering	541330	0	30	0.0%	\$1,718,723	\$0
Testing	541380	0	9	0.0%	\$190,969	\$0
Landscaping	561730	2	117	1.7%	\$21,055	\$360
Total					\$8,274,978	\$1,972,471
Weighted Step 1 Goal =						23.8%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Moore County Airport are as follows:

FY 2018 – Hangar Development – 12.9%

FY 2019 – Pavement Condition (Runway) – 23.8%

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2009	4.0%	0.0%	-4.0%
FY 2011	8.0%	7.2%	-0.8%
FY 2012	10.0%	9.4%	-0.6%
Median	8.0%	7.2%	-0.8%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **7.2%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (7.2%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Moore County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Hangar Development	12.9%	7.2%	10.1%	\$1,200,000	\$120,600
FY 2018 Total				N/A	N/A	N/A
FY 2019	Pavement Condition (Runway)	23.8%	7.2%	15.5%	\$8,274,978	\$1,282,622
FY 2019 Total				15.5%	\$8,274,978	\$1,282,622
<i>No projects at this time</i>						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				14.8%	\$9,474,978	\$1,403,222

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 14.8% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Moore County Airport proposes that, of the DBE goal of **14.8%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **14.8%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **-0.8%**.

8. Contract Goals

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

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

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

Mount 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
Onslow	1	33.3%		
Wayne	1	33.3%	\$944,000	100.0%
Market Area	2	66.7%	\$944,000	100.0%
<i>Other</i>	1	33.3%	\$0	0.0%
Total	3	100.0%	\$944,000	100.0%

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

The FY 2018 – 2020 project proposed for the Mount Olive Municipal Airport is shown below.

Table 2: Mount Olive Municipal Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Approach Clearing	Site Prep	238910
		Engineering	541330
		Landscaping	561730
FY 2020	Complete North Parallel Taxiway - Construction	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Landscaping	561730
	Complete South Parallel Taxiway - Construction	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Landscaping	561730

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

**Table 3a: Availability of DBEs for the Mount Olive Municipal Airport
by Relevant NAICS Codes
FY 2018 Approach Clearing**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	1	24	4.2%	\$100,000	\$4,167
Engineering	541330	0	25	0.0%	\$52,330	\$0
Landscaping	561730	0	59	0.0%	\$29,350	\$0
Total					\$181,680	\$4,167
Weighted Step 1 Goal =						2.3%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

**Table 3b: Availability of DBEs for the Mount Olive Municipal Airport
by Relevant NAICS Codes
FY 2020 Complete North Parallel Taxiway**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	2	7	28.6%	\$545,000	\$155,714
Drainage	237990	0	7	0.0%	\$33,500	\$0
Electrical	238210	0	49	0.0%	\$123,000	\$0
Site Prep	238910	1	24	4.2%	\$627,500	\$26,146
Engineering	541330	0	25	0.0%	\$140,000	\$0
Landscaping	561730	0	59	0.0%	\$65,000	\$0
Total					\$1,534,000	\$181,860
Weighted Step 1 Goal =						11.9%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

**Table 3c: Availability of DBEs for the Mount Olive Municipal Airport
by Relevant NAICS Codes
FY 2020 Complete South Parallel Taxiway**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	2	7	28.6%	\$478,500	\$136,714
Drainage	237990	0	7	0.0%	\$22,500	\$0
Electrical	238210	0	49	0.0%	\$62,000	\$0
Site Prep	238910	1	24	4.2%	\$354,500	\$14,771
Engineering	541330	0	25	0.0%	\$90,000	\$0
Landscaping	561730	0	59	0.0%	\$20,000	\$0
Total					\$1,027,500	\$151,485
Weighted Step 1 Goal =						14.7%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Mount Olive Municipal Airport is as follows:

FY 2018 Approach Clearing	2.3%
FY 2020 Complete North Parallel Taxiway	11.9%
FY 2020 Complete South Parallel Taxiway	14.7%

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

No past participation information was available as of this submittal, so there will be no adjustment to the base figure using DBE accomplishment data.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figures as calculated above.

**Table 4: Mount Olive Municipal Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Approach Clearing	2.3%	N/A	2.3%	\$181,680	\$4,179
FY 2018 Total				2.3%	\$181,680	\$4,179
<i>No projects at this time</i>						
FY 2019 Total				N/A	N/A	N/A
FY 2018	Complete North Parallel Taxiway - Construction	11.9%	N/A	11.9%	\$1,534,000	\$182,546
FY 2020	Complete South Parallel Taxiway - Construction	14.7%	N/A	14.7%	\$1,027,500	\$151,043
FY 2020 Total				13.0%	\$2,561,500	\$333,589
FY 2018 - FY 2020 Overall Goal				12.3%	\$2,743,180	\$337,767

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 12.3% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Mount Olive Municipal Airport proposes that, of the DBE goal of **12.3%**, the projected race-neutral goal will be **0.0** the there was no historical information on DBE participation to project a race-neutral breakout.

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 a public use airport in Chowan County, North Carolina, United States. It is owned by the town of Edenton and located three nautical miles southeast of its 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	1	50.0%		0.0%
Wake	1	50.0%	\$579,353	100.0%
Market Area	2	100.0%	\$579,353	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	2	100.0%	\$579,353	100.0%

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

The FY 2018 – 2020 project proposed for the Northeastern Regional Airport is shown in table 2 below.

Table 2: Northeastern Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
2018	Fuel System	Highway & Street	237310
		Electrical	238210
		Concrete	238110
		Site Prep	238910
		Petroleum Bulk Stations and Terminals	424710

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	14	26	53.8%	\$30,000	\$16,154
Electrical	238210	2	250	0.8%	\$30,000	\$240
Concrete	238110	12	53	22.6%	\$47,500	\$10,755
Site Prep	238910	13	85	15.3%	\$10,050	\$1,537
Petroleum Bulk Stations and Terminals	424710	0	5	0.0%	\$380,000	\$0
Total					\$497,550	\$28,686
Weighted Step 1 Goal =						5.8%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Northeastern Regional Airport is 5.8%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Northeastern Regional Airport FY 2018 - FY 2020 is: 5.8%.

7. Race-Conscious/Race-Neutral Projections

Northeastern Regional Airport proposes that, of the DBE goal of **5.8%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.8%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

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

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

Odell Williamson Municipal Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Odell Williamson Municipal Airport Market Area

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

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

The FY 2018 – 2020 project proposed for the Odell Williamson Municipal Airport is shown in table 2 below.

Table 2: Odell Williamson Municipal Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
2018	Approach Clearing	Site Prep	238910
		Engineering	541330
2019	Airport Perimeter Fence - Phase 1	Site Prep	238910
		Fencing	238990
		Engineering	541330
		Surveying	541370
		Geotechnical	541380
		Environmental Consulting	541620
		Landscaping	561730

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

**Table 3a: Availability of DBEs for the Odell Williamson Municipal Airport
by Relevant NAICS Codes
FY 2018 – Approach Clearing**

Activity	NAICS CODE	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	6	47	12.8%	\$292,500	\$37,340
Engineering	541330	0	63	0.0%	\$32,500	\$0
Total					\$325,000	\$37,340
Weighted Step 1 Goal =						11.5%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

**Table 3b: Availability of DBEs for the Odell Williamson Municipal Airport
by Relevant NAICS Codes
FY 2019 – Airport Perimeter Fence – Phase 1**

Activity	NAICS CODE	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site Prep	238910	6	47	12.8%	\$30,000	\$3,830
Fencing	238990	4	35	11.4%	\$235,000	\$26,857
Engineering	541330	0	63	0.0%	\$56,000	\$0
Surveying	541370	0	15	0.0%	\$8,000	\$0
Geotechnical	541380	0	7	0.0%	\$8,000	\$0
Environmental Consulting	541620	1	13	7.7%	\$8,000	\$615
Landscaping	561730	4	155	2.6%	\$49,000	\$1,265
Total					\$394,000	\$32,567
Weighted Step 1 Goal =						8.3%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Odell Williamson Municipal Airport are as follows:

FY 2018 – Approach Clearing – 11.5%
FY 2019 – Airport Perimeter Fence – Phase 1– 8.3%

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

**Table 5: Odell Williamson Municipal Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Approach Clearing	11.5%	N/A	11.5%	\$325,000	\$37,375
FY 2018 Total				N/A	N/A	N/A
FY 2019	Airport Perimeter Fence - Phase 1	8.3%	N/A	8.3%	\$394,000	\$32,702
FY 2019 Total				8.3%	\$394,000	\$32,702
<i>No projects at this time</i>						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				9.7%	\$719,000	\$70,077

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 9.7% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Odell Williamson Municipal Airport proposes that, of the DBE goal of **9.7%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **9.7%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

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

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

Person County Airport

1. Airport Name and Location:

Person County 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. Bidders from a recent projects came from Eatonton, GA and Sandwich, MA. This was an airfield signage project which is different from the Airport’s upcoming projects. The Airport feels that contractors will come from the Durham-Chapel Hill MSA, please see counties below in Table 1.

Table 1: Person County Airport Market Area

Counties	
Chatham	Durham
Orange	Person

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

The FY 2018 – 2020 project proposed for the Person County Airport is shown below.

Table 2: Person County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Runway 6 Obstruction Removal	Site prep	238910
		Appraisal	531320
		Attorney	541110
		Engineering	541330
		Surveying	541370
		Landscaping	561730
FY 2019	RSA Widening to 500'	Highway & Street	237310
		Drainage	237990
		Site prep	238910
		Engineering	541330
		Surveying	541370
		Geotechnical	541380
		Landscaping	561730

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

**Table 3a: Availability of DBEs for the Person County Airport
by Relevant NAICS Codes
FY 2018 Runway 6 Obstruction Removal**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site prep	238910	2	56	3.6%	\$199,000	\$7,107
Appraisal	531320	0	19	0.0%	\$20,000	\$0
Attorney	541110	0	272	0.0%	\$15,000	\$0
Engineering	541330	5	82	6.1%	\$137,500	\$8,384
Surveying	541370	0	15	0.0%	\$40,000	\$0
Landscaping	561730	6	158	3.8%	\$56,000	\$2,127
Total					\$467,500	\$17,618
Weighted Step 1 Goal =						3.8%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

**Table 3b: Availability of DBEs for the Person County Airport
by Relevant NAICS Codes
FY 2019 RSA Widening to 500'**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	5	14	35.7%	\$39,600	\$14,143
Drainage	237990	2	6	33.3%	\$466,890	\$155,630
Site prep	238910	2	56	3.6%	\$5,745,345	\$205,191
Engineering	541330	5	82	6.1%	\$1,578,000	\$96,220
Surveying	541370	0	15	0.0%	\$250,000	\$0
Geotechnical	541380	0	17	0.0%	\$250,000	\$0
Landscaping	561730	6	158	3.8%	\$674,800	\$25,625
Total					\$9,004,635	\$496,809
Weighted Step 1 Goal =						5.5%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Person County Airport is as follows:

- **FY 2018 Runway 6 Obstruction Removal - 3.8%.**
- **FY 2019 RSA Widening to 500' - 5.5%.**

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

No past participation information was available as of this submittal, so there will be no adjustment to the base figure using DBE accomplishment data.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will not adjust the Step 1 base figures as calculated above.

**Table 4: Person County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Runway 6 Obstruction Removal	3.8%	N/A	3.8%	\$467,500	\$17,765
FY 2018 Total				3.8%	\$467,500	\$17,765
FY 2019	RSA Widening to 500'	5.5%	N/A	5.5%	\$9,004,635	\$495,255
FY 2019 Total				5.5%	\$9,004,635	\$495,255
No projects at this time						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				5.4%	\$9,472,135	\$513,020

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 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Person County Airport proposes that, of the DBE goal of **5.4%**, the projected race-neutral goal will be **0.0** the there was no historical information on DBE participation to project a race-neutral breakout.

8. Contract Goals

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

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

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

Raleigh Executive Jetport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Raleigh Executive Jetport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	11.1%	\$0	0.0%
Lee	2	22.2%		
Wake	4	44.4%	\$7,162,621	
Wilson	2	22.2%	\$0	0.0%
Market Area	9	100.0%	\$7,162,621	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	9	100.0%	\$7,162,621	100.0%

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

The FY 2018 – 2020 Project proposed for the Raleigh Executive Jetport consists of runway approach clearing.

Table 2: Raleigh Executive Jetport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2019	Runway Distance Remaining Signs - PAPI 4 replacement	Electrical	238210
		Engineering	541330

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

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

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Electrical	238210	2	324	0.6%	\$180,000	\$1,111
Engineering	541330	33	450	7.3%	\$180,000	\$13,200
Total					\$360,000	\$14,311
Weighted Step 1 Goal =						4.0%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Raleigh Executive Jetport is 4.0%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Raleigh Executive Jetport FY 2018 - FY 2020 is: 4.0%.

7. Race-Conscious/Race-Neutral Projections

Raleigh Executive Jetport proposes that, of the DBE goal of **4.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.0%**. The reason for this projected split is there is no historical information to project a race-neutral percentage.

8. Contract Goals

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

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

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

Richmond County Airport

1. Airport Name and Location:

Richmond County Airport is located in central North Carolina, in Rockingham, NC.

2. Definition of Project Service Area:

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

Table 1: Richmond County Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Cumberland	1	33.3%	\$0	0.0%
Stanly	2	66.7%	\$29,913	100.0%
Market Area	3	100.0%	\$29,913	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	3	100.0%	\$29,913	100.0%

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

The FY 2018 – 2020 project proposed for the Richmond County Airport is shown below.

Table 2: Richmond County Airport

Fiscal Year	Project	Activity	NAICS
FY 2020	Runway Lighting Rehab and PAPI Replacement	Highway & Street	237310
		Electrical	238210
		Surveying	541370
		Geotechnical	541380
		Landscaping	561730

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

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

Activity	NAICS CODES	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	2	9	22.2%	\$9,195	\$2,043
Electrical	238210	2	79	2.5%	\$372,075	\$9,420
Surveying	541370	0	7	0.0%	\$50,500	\$0
Geotechnical	541380	0	2	0.0%	\$50,500	\$0
Landscaping	561730	1	66	1.5%	\$21,780	\$330
Total					\$504,050	\$11,793
Weighted Step 1 Goal =						2.3%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Richmond County Airport is 2.3%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

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

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **8.3%**, compared to Step 1 DBE Base Figure for the airport of **2.3%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (8.3%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Richmond County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
<i>No projects at this time</i>						
FY 2018 Total				N/A	N/A	N/A
<i>No projects at this time</i>						
FY 2019 Total				N/A	N/A	N/A
FY 2020	Obstruction Removal - Easement Acquisition - Phase 2	2.3%	8.3%	5.3%	\$504,050	\$26,715
FY 2020 Total				5.3%	\$504,050	\$26,715
FY 2018 - FY 2020 Overall Goal				5.3%	\$504,050	\$26,715

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 5.3% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Richmond County Airport proposes that, of the DBE goal of **5.3%**, the projected race-neutral goal will be **3.3%**, and the race conscious goal will be **2.0%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **3.3%**.

8. Contract Goals

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

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

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

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 2018 – 2020 project proposed for the Rockingham County-Shiloh Airport is shown in table 2 below.

Table 2: Rockingham County-Shiloh Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Rehabilitate Runway Lighting, REIL's, WIND CONES, BEACON & PAPI's	Electrical	238210
		Site Prep	238910
		Engineering	541330

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

Table 3: Availability of DBEs for the Rockingham County-Shiloh Airport by Relevant NAICS Codes

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Electrical	238210	4	192	2.1%	\$503,175	\$10,483
Site Prep	238910	8	77	10.4%	\$8,300	\$862
Engineering	541330	8	95	8.4%	\$109,500	\$9,221
Total					\$620,975	\$20,566
Weighted Step 1 Goal =						3.3%

SOURCES:

- 2015 County Business Patterns.
- NC UCP DBE Directory December 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Rockingham County-Shiloh Airport is 3.3%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Rockingham County-Shiloh Airport FY 2018 - FY 2020 is: 3.3%.

7. Race-Conscious/Race-Neutral Projections

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

8. Contract Goals

The 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 2018 – 2020 project proposed for the Rocky Mount - Wilson Regional Airport is shown in table 2 below.

Table 2: Rocky Mount - Wilson Regional Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Runway & Taxiway Rehabilitation	Highway & Street	237310
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Geotechnical Testing	541380

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

Table 3: Availability of DBEs for the Rocky Mount - Wilson Regional Airport by Relevant NAICS Codes

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	3	13	23.1%	\$7,224,433	\$1,667,177
Electrical	238210	1	91	1.1%	\$208,470	\$2,291
Site Prep	238910	0	29	0.0%	\$2,657,367	\$0
Engineering	541330	0	20	0.0%	\$497,085	\$0
Geotechnical Testing	541380	0	7	0.0%	\$57,908	\$0
Total					\$10,645,264	\$1,669,468
Weighted Step 1 Goal =						15.7%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Rocky Mount - Wilson Regional Airport is 15.7%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Rocky Mount - Wilson Regional Airport FY 2018 - FY 2020 is: 15.7%.

7. Race-Conscious/Race-Neutral Projections

Rocky Mount - Wilson Regional Airport proposes that, of the DBE goal of **15.7%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **15.7%**. 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.

Rowan County Airport

1. Airport Name and Location:

Rowan County Airport is located in central North Carolina, in Salisbury, NC.

2. Definition of Project Service Area:

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

Table 1: Rowan County Airport Market Area

Guilford	Iredell	Mecklenburg
Rowan	Stanly	Surry

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

The FY 2018 – 2020 project proposed for the Rowan County Airport is shown in table 2 below.

Table 2: Rowan County Airport

Fiscal Year	Project	Activity	NAICS
2019	South Apron Rehabilitation - Food Lion Hangar	Highway & Street	237310
		Engineering	541330
		Geotechnical testing	541380
		Landscaping	561730
2020	T-Hangars	Building Construction	236220
		Drainage	237990
		Concrete	238110
		Site Prep	238910
		Engineering	541330

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

**Table 3a: Availability of DBEs for the Rowan County Airport
by Relevant NAICS Codes
FY 2019 – South Apron Rehabilitation**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	18	68	26.5%	\$82,450	\$21,825
Engineering	541330	24	470	5.1%	\$25,000	\$1,277
Geotechnical testing	541380	4	38	10.5%	\$7,000	\$737
Landscaping	561730	15	635	2.4%	\$14,000	\$331
Total					\$128,450	\$24,169
Weighted Step 1 Goal =						18.8%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory March 2018.

**Table 3b: Availability of DBEs for the Rowan County Airport
by Relevant NAICS Codes
FY 2020 – T-Hangars**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Building Construction	236220	22	263	8.4%	\$403,570	\$33,759
Drainage	237990	3	16	18.8%	\$40,804	\$7,651
Concrete	238110	9	97	9.3%	\$40,804	\$3,786
Site Prep	238910	18	163	11.0%	\$80,039	\$8,839
Engineering	541330	24	470	5.1%	\$84,783	\$4,329
Total					\$650,000	\$58,363
Weighted Step 1 Goal =						9.0%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory March 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Rowan County Airport are as follows:

**FY 2018 – South Apron Rehabilitation - 18.8%.
 FY 2020 – T-Hangars – 9.0%.**

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

Report Period	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2011	12.0%	10.5%	-1.5%
FY 2012	12.0%	0.3%	-11.7%
Median	12.0%	5.4%	-6.6%

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

The DBE accomplishment for the reporting period (i.e., the period in which there was actual AIP-funded activity to report) as shown above is **5.4%**.

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 adding the annual accomplishment factor derived in Table 4 above (5.4%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Rowan County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
<i>No projects at this time</i>						
FY 2018 Total				N/A	N/A	N/A
FY 2019	South Apron Rehabilitation - Food Lion Hangar	18.8%	5.4%	12.1%	\$128,450	\$15,542
FY 2019 Total				12.1%	\$128,450	\$15,542
FY 2020	T-Hangars	9.0%	5.4%	7.2%	\$650,000	\$46,800
FY 2020 Total				7.2%	\$650,000	\$46,800
FY 2018 - FY 2020 Overall Goal				8.0%	\$778,450	\$62,342

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 8.0% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Rowan County Airport proposes that, of the DBE goal of **8.0%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.0%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **6.6%**.

8. Contract Goals

The Rowan 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.

Rutherford County Airport

1. Airport Name and Location:

Rutherford County Airport is located in southwestern North Carolina, in Rutherfordton, NC.

2. Definition of Project Service Area:

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

Table 1: Rutherford County Airport Market Area

Counties
Buncombe
Rutherford

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

The FY 2018 – 2020 project proposed for the Rutherford County Airport is shown in table 2 below.

Table 2: Rutherford County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Runway, Taxiway and Apron Overlay	Highway & Street	237310
		Engineering	541330
		Geotechnical Testing	541380
FY 2019	Fuel Farm	Highway & Street	237310
		Electrical	238210
		Concrete	238110
		Site Prep	238910
		Petroleum Bulk Stations and Terminals	424710
		Engineering	541330

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

**Table 3a: Availability of DBEs for the Rutherford County Airport
by Relevant NAICS Codes
FY 2018 – Runway, Taxiway and Apron Overlay**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	2	14	14.3%	\$2,852,400	\$407,486
Engineering	541330	5	61	8.2%	\$513,432	\$42,085
Geotechnical Testing	541380	1	6	16.7%	\$57,048	\$9,508
Total					\$3,422,880	\$459,078
Weighted Step 1 Goal =						13.4%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

**Table 3b: Availability of DBEs for the Rutherford County Airport
by Relevant NAICS Codes
FY 2019 – Fuel Farm**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	2	14	14.3%	\$27,856	\$3,979
Concrete	238110	1	15	6.7%	\$27,856	\$1,857
Electrical	238210	0	94	0.0%	\$44,106	\$0
Site Prep	238910	1	26	3.8%	\$9,332	\$359
Petroleum Bulk Stations and Terminals	424710	0	4	0.0%	\$352,849	\$0
Engineering	541330	5	61	8.2%	\$92,400	\$7,574
Total					\$554,400	\$13,769
Weighted Step 1 Goal =						2.5%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Rutherford County Airport are as follows:

FY 2018 –	Runway, Taxiway and Apron Overlay	13.4%.
FY 2019 –	Fuel Farm	2.5%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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: Rutherford County Airport
DBE Accomplishment**

Report Period	Project	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2010	Taxiway & Ramp Improvements	1.0%	20.8%	19.8%
FY 2010	Obstruction Clearing & Westside Hangar Area Development	1.0%	0.0%	-1.0%
FY 2010	Rehabilitate Taxiway & Apron	12.1%	5.7%	-6.4%
Median		1.0%	5.7%	-1.0%

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

The median DBE accomplishment for the reporting period as shown above is **5.7%**.

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 adding the annual accomplishment factor derived in Table 4 above (6.1%) to the base figures, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Rutherford County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Runway, Taxiway and Apron Overlay	13.4%	5.7%	9.6%	\$3,422,880	\$326,885
FY 2018 Total				9.6%	\$3,422,880	\$326,885
FY 2019	Fuel Farm	2.5%	5.7%	4.1%	\$554,400	\$22,730
FY 2019 Total				4.1%	\$554,400	\$22,730
FY 2020	<i>No projects at this time</i>					
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				8.8%	\$3,977,280	\$349,615

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 8.8% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Rutherford County Airport proposes that, of the DBE goal of **8.8%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **8.8%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **-1.0%**.

8. Contract Goals

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

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

each such contract (e.g., type and location of work, availability of DBEs to perform the particular type of work).

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

Siler City Municipal Airport

1. Airport Name and Location:

Siler City Municipal Airport is a public use airport located three nautical miles southwest of the central business district of Siler City, a town in Chatham County, North Carolina

2. Definition of Project Service Area:

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

Table 1: Siler City Municipal Airport Market Area

Counties		
Alamance	Chatham	Durham
Harnett	Lee	Moore
Orange	Randolph	Wake

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

The FY 2018 – 2020 project proposed for the Siler City Municipal Airport is shown in table 2 below.

Table 2: Siler City Municipal Airport

Fiscal Year	Project	Activity	NAICS
FY 2018	Obstruction Clearing - Runway 4	Drainage	237990
		Site Prep	238910
		Engineering	541330
		Surveying	541370
		Landscaping	561730
FY 2020	Parallel Taxiway - Phase I	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Landscaping	561730

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

Table 3a: Availability of DBEs for the Siler City Municipal Airport by Relevant NAICS Codes – FY 2018 – Obstruction Clearing - Runway 4

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Drainage	237990	7	12	58.3%	\$3,000	\$1,750
Site Prep	238910	21	194	10.8%	\$146,700	\$15,880
Engineering	541330	40	551	7.3%	\$109,400	\$7,942
Surveying	541370	11	81	13.6%	\$7,500	\$1,019
Landscaping	561730	21	741	2.8%	\$150,900	\$4,277
Total					\$417,500	\$30,867
Weighted Step 1 Goal =						7.4%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

Table 3b: Availability of DBEs for the Siler City Municipal Airport by Relevant NAICS Codes – FY 2020 - Parallel Taxiway - Phase I

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	11	58	19.0%	\$911,470	\$172,865
Drainage	237990	7	12	58.3%	\$87,000	\$50,750
Electrical	238210	8	483	1.7%	\$239,450	\$3,966
Site Prep	238910	21	194	10.8%	\$1,033,240	\$111,846
Engineering	541330	40	551	7.3%	\$418,444	\$30,377
Landscaping	561730	21	741	2.8%	\$129,750	\$3,677
Total					\$2,819,354	\$373,481
Weighted Step 1 Goal =						13.2%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Siler City Municipal Airport are:

FY 2018 –	Obstruction Clearing - Runway 4	7.4%
FY 2020 –	Parallel Taxiway - Phase I	13.2%

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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, the Airport will not adjust the Step 1 base figures as calculated above.

**Table 5: Siler City Municipal Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	Obstruction Clearing - Runway 4	7.4%	N/A	7.4%	\$417,500	\$30,895
FY 2018 Total				7.4%	\$417,500	\$30,895
FY 2019	<i>No projects at this time</i>					
FY 2019 Total				N/A	N/A	N/A
FY 2020	Parallel Taxiway - Phase I	13.2%	N/A	13.2%	\$2,819,354	\$372,155
FY 2020 Total				13.2%	\$2,819,354	\$372,155
FY 2018 - FY 2020 Overall Goal				12.5%	\$3,236,854	\$403,050

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 12.5 % for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Siler City Municipal Airport proposes that, of the DBE goal of **12.5%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **12.5%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

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

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

Smith Reynolds Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Smith Reynolds Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	16.7%	\$4,556,163	41.5%
Ashe	1	16.7%	\$3,878,500	35.3%
Buncombe	1	16.7%	\$2,550,209	23.2%
Forsyth	1	16.7%		0.0%
Guilford	1	16.7%		0.0%
Market Area	5	83.3%	\$10,984,872	100.0%
<i>Other</i>	1	16.7%	\$0	0.0%
Total	6	100.0%	\$10,984,872	100.0%

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

The FY 2018 – 2020 project proposed for the Smith Reynolds Airport is shown below.

Table 2: Smith Reynolds Airport

Fiscal Year	Project	Activity	NAICS
FY 2019	New Parallel Taxiway 'Q' (Relocation of Taxiway A)	Utilities	237110
		Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site prep	238910
		Engineering	541330
		Surveying	541370
		Geotechnical	541380
		Landscaping	561730

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

**Table 3: Availability of DBEs for the Smith Reynolds Airport
by Relevant NAICS Codes**

Activity	NAICS CODE	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Utilities	237110	3	35	8.6%	\$10,000	\$857
Highway & Street	237310	17	51	33.3%	\$4,281,000	\$1,427,000
Drainage	237990	1	8	12.5%	\$2,398,000	\$299,750
Electrical	238210	4	331	1.2%	\$803,250	\$9,707
Site prep	238910	14	110	12.7%	\$1,446,000	\$184,036
Engineering	541330	19	189	10.1%	\$1,339,000	\$134,608
Surveying	541370	4	53	7.5%	\$26,000	\$1,962
Geotechnical	541380	1	19	5.3%	\$75,000	\$3,947
Landscaping	561730	13	457	2.8%	\$405,000	\$11,521
Total					\$10,783,250	\$2,073,389
Weighted Step 1 Goal =						19.2%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Smith Reynolds Airport is 19.2%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

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

Report Period	DBE Goal	DBE Percent Achieved	Over/Under-Achieved
FY 2008-1	8.8%	0.5%	-8.3%
FY 2008-2	8.8%	9.7%	0.9%
FY 2009	9.0%	31.3%	22.3%
Median	8.8%	9.7%	0.9%

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

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

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (9.7%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Smith Reynolds Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
<i>No projects at this time</i>						
FY 2018 Total				N/A	N/A	N/A
FY 2019	New Parallel Taxiway 'Q'	19.2%	9.7%	14.5%	\$10,783,250	\$1,558,180
FY 2019 Total				14.5%	\$10,783,250	\$1,558,180
<i>No projects at this time</i>						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				14.5%	\$10,783,250	\$1,558,180

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 14.5% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Smith Reynolds Airport proposes that, of the DBE goal of **14.5%**, the projected race-neutral goal will be **0.9%**, and the race conscious goal will be **13.6%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were over-achieved is **0.9%**.

8. Contract Goals

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

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

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

Tarboro-Edgecombe Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Tarboro-Edgecombe Airport Market Area

Counties
Edgecombe
Halifax
Wayne

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

The FY 2018 – 2020 project proposed for the Tarboro-Edgecombe Airport is shown in table 2 below.

Table 2: Tarboro-Edgecombe Airport

Fiscal Year	Project	Activity	NAICS
FY 2019	Perimeter Fence - Phase II	Fencing	238990
		Engineering	541330

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

Table 3: Availability of DBEs for the Tarboro-Edgecombe Airport by Relevant NAICS Codes

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	1	15	6.7%	\$234,300	\$15,620
Engineering	541330	0	8	0.0%	\$82,000	\$0
Total					\$316,300	\$15,620
Weighted Step 1 Goal =						4.9%

SOURCES:

- 2015 County Business Patterns.
- NC UCP DBE Directory January 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Tarboro-Edgecombe Airport is 4.9%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Tarboro-Edgecombe Airport FY 2018 - FY 2020 is: 4.9%.

7. Race-Conscious/Race-Neutral Projections

Tarboro-Edgecombe Airport proposes that, of the DBE goal of **4.9%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **4.9%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

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

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

Tri-County Airport

1. Airport Name and Location:

Tri-County Airport is a public use airport located 10 miles west of the central business district of Ahoskie, in Hertford County, North Carolina

2. Definition of Project Service Area:

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

Table 1: Tri-County Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Johnston	1	33.3%	\$0	0.0%
Lenoir	1	33.3%	\$0	0.0%
Market Area	2	66.7%	\$0	0.0%
<i>Other</i>	1	33.3%	\$309,993	100.0%
Total	3	100.0%	\$309,993	100.0%

*One bidder from out of state received dollars but was not used in the market area because the Airport believes this is an outlier.

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

The FY 2018 – 2020 project proposed for the Tri-County Airport is shown in table 2 below.

Table 2: Tri-County Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
2018	Runway Extension	Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Geotechnical	541380
		Environmental Consulting	541620
		Landscaping	561730

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

**Table 3: Availability of DBEs for the Tri-County Airport
by Relevant NAICS Codes**

Activity	NAICS CODE	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Highway & Street	237310	4	10	40.0%	\$321,600	\$128,640
Drainage	237990	0	3	0.0%	\$33,000	\$0
Electrical	238210	0	71	0.0%	\$69,000	\$0
Site Prep	238910	3	43	7.0%	\$152,750	\$10,657
Engineering	541330	1	20	5.0%	\$128,500	\$6,425
Geotechnical	541380	0	3	0.0%	\$17,000	\$0
Environmental Consulting	541620	1	5	20.0%	\$17,000	\$3,400
Landscaping	561730	4	77	5.2%	\$42,000	\$2,182
Total					\$780,850	\$151,304
Weighted Step 1 Goal =						19.4%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory November 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Tri-County Airport is 19.4%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

**Table 4: Tri-County Airport
DBE Accomplishment**

Report Period	Established DBE Percentage Goal	Total DBE Percent Achieved	Over-/Under-Achieved
FY 2011	1.0%	0.8%	-0.2%
Median	1.0%	0.8%	-0.2%

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 **0.8%**, compared to Step 1 DBE Base Figure for the airport of **19.4%**.

b. Adjustment to Step 1 DBE Base Figure

With the adjustment factors considered to this point, the Airport will adjust the Step 1 base figure as calculated above by adding the annual accomplishment factor derived in Table 4 above (0.8%) to the base figure, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Tri-County Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
No projects at this time						
FY 2018	Runway Extension	19.4%	0.8%	10.1%	\$780,850	\$78,866
FY 2018 Total				10.1%	\$780,850	\$78,866
No projects at this time						
FY 2019 Total				N/A	N/A	N/A
No projects at this time						
FY 2020 Total				N/A	N/A	N/A
FY 2018 - FY 2020 Overall Goal				10.1%	\$780,850	\$78,866

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 10.1% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Tri-County Airport proposes that, of the DBE goal of **10.1%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **10.1%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **-0.2%**.

8. Contract Goals

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

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

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

Triangle North Executive Airport

1. Airport Name and Location:

Triangle North Executive Airport is located in Franklin County, North Carolina, five miles southwest of Louisburg, North Carolina.

2. Definition of Project Service Area:

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

Table 1: Triangle North Executive Airport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Alamance	1	25.0%	\$642,885	100.0%
Wake	2	50.0%		
Vance	1	25.0%		
Market Area	4	100.0%	\$642,885	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	4	100.0%	\$642,885	100.0%

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

The FY 2018 – 2020 project proposed for the Triangle North Executive Airport is shown in table 2 below.

Table 2: Triangle North Executive Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2020	Obstruction Clearing for AWOS & MALSR	Site prep	238910
		Engineering	541330
		Landscaping	561730

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

Table 3: Availability of DBEs for the Triangle North Executive Airport by Relevant NAICS Codes

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Site prep	238910	15	103	14.6%	\$81,250	\$11,833
Engineering	541330	33	441	7.5%	\$33,750	\$2,526
Landscaping	561730	12	447	2.7%	\$135,000	\$3,624
Total					\$250,000	\$17,982
Weighted Step 1 Goal =						7.2%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory October 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Triangle North Executive Airport is 7.2%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Triangle North Executive Airport FY 2018 - FY 2020 is: 7.2%.

7. Race-Conscious/Race-Neutral Projections

Triangle North Executive 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 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.

Warren Field Airport

1. Airport Name and Location:

Warren Field Airport is located in located in Washington, NC approximately 25 miles outside of Greenville, NC.

2. Definition of Project Service Area:

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

Table 1: Warren Field Airport Market Area

Beaufort	Craven	Pitt
----------	--------	------

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

The FY 2018 – 2020 project proposed for the Warren Field Airport is shown in table 2 below.

Table 2: Warren Field Airport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	Hangar and Apron	Building Construction	236220
		Water & Sewer Line Construction	237110
		Highway & Street	237310
		Concrete	238110
		Electrical	238210
		Flooring	238330
		Site Prep	238910
		Landscaping	561730
		Environmental Consulting	541620
		Surveying	541370
		Engineering	541330
		Geotechnical Testing	541380

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Building Construction	236220	1	36	2.8%	\$202,400	\$5,622
Water & Sewer Line Construction	237110	2	7	28.6%	\$20,000	\$5,714
Highway & Street	237310	3	8	37.5%	\$30,400	\$11,400
Concrete	238110	0	13	0.0%	\$64,800	\$0
Electrical	238210	0	71	0.0%	\$20,000	\$0
Flooring	238330	0	11	0.0%	\$18,000	\$0
Site Prep	238910	4	33	12.1%	\$40,750	\$4,939
Engineering	541330	0	42	0.0%	\$6,550	\$0
Surveying	541370	0	14	0.0%	\$5,000	\$0
Geotechnical Testing	541380	0	2	0.0%	\$5,000	\$0
Environmental Consulting	541620	0	5	0.0%	\$94,000	\$0
Landscaping	561730	7	95	7.4%	\$6,000	\$442
Total					\$512,900	\$28,118
Weighted Step 1 Goal =						5.5%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory December 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Warren Field Airport is 5.5%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

b. Adjustment to Step 1 DBE Base Figure

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

Proposed Overall Goal for Warren Field Airport FY 2018 - FY 2020 is: 5.5%.

7. Race-Conscious/Race-Neutral Projections

Warren Field Airport proposes that, of the DBE goal of **5.5%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **5.5%**. The reason for this projected split is there are no recent past similar projects to project a race-neutral percentage.

8. Contract Goals

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

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

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

Wayne Executive Jetport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Wayne Executive Jetport Market Area

City/County	Bidders	% of Bidders	Dollars	% of Dollars
Craven	1	50.0%	\$493,365	100.0%
Johnston	1	50.0%	\$0	0.0%
Market Area	2	100.0%	\$493,365	100.0%
<i>Other</i>	0	0.0%	\$0	0.0%
Total	2	100.0%	\$493,365	100.0%

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

The FY 2018 – 2020 Project proposed for the Wayne Executive Jetport consists of t-hangar and taxilane expansion.

Table 2: Wayne Executive Jetport

Fiscal Year	PROJECT	ACTIVITY	NAICS
FY 2018	T-Hangar & Taxilane Expansion	Building Construction	236220
		Water & Sewer line	237110
		Highway & Street	237310
		Drainage	237990
		Electrical	238210
		Site Prep	238910
		Engineering	541330
		Landscaping	561730

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

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

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Building Construction	236220	0	33	0.0%	\$528,000	\$0
Water & Sewer line	237110	0	14	0.0%	\$2,750	\$0
Highway & Street	237310	4	10	40.0%	\$82,313	\$32,925
Drainage	237990	0	6	0.0%	\$5,500	\$0
Electrical	238210	0	72	0.0%	\$2,750	\$0
Site Prep	238910	0	48	0.0%	\$100,375	\$0
Engineering	541330	1	36	2.8%	\$109,903	\$3,053
Landscaping	561730	5	90	5.6%	\$11,000	\$611
Total					\$842,591	\$36,589
Weighted Step 1 Goal =						4.3%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory September 2017.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figure for the Wayne Executive Jetport is 4.3%.

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

Table 4: Wayne County Jetport DBE Accomplishment

Report Period	DBE Goal	DBE Percent Achieved	Over/Under-Achieved
FY 2011	6.0%	22.4%	16.4%
FY 2013	18.0%	21.8%	3.8%
Median	12.0%	22.1%	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 **22.1%**, compared to Step 1 DBE Base Figure for the airport of **4.3%**.

b. Adjustment to Step 1 DBE Base Figure

Having considered the above-mentioned adjustment factors, the Airport will not adjust the Step 1 DBE Base Figure. The past projects were not similar to the upcoming project.

Proposed Overall Goal for Wayne Executive Jetport FY 2018 - FY 2020 is: 4.3%.

7. Race-Conscious/Race-Neutral Projections

Wayne Executive Jetport proposes that, of the DBE goal of **4.3%**, the projected race-neutral goal will be **4.3%**, and the race conscious goal will be **0.0%**. The reason for this projected split is the median over-achievement for past projects indicated in table 4 is **10.0%**.

8. Contract Goals

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

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

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

Western Carolina Regional Airport

1. Airport Name and Location:

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

2. Definition of Project Service Area:

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

Table 1: Western Carolina Regional Airport Market Area

Counties		
Buncombe	Cherokee	Clay
Graham	Macon	

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

The FY 2018 – 2020 project proposed for the Western Carolina Regional Airport is shown in table 2 below.

Table 2: Western Carolina Regional Airport

Fiscal Year	Project	Activity	NAICS
FY 2019	Perimeter Fencing - Airport Property	Fencing	238990
		Engineering	541330
FY 2020	Perimeter Fencing - Terminal Area	Fencing	238990
		Engineering	541330

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

**Table 3a: Availability of DBEs for the Western Carolina Regional Airport by Relevant NAICS Codes
FY 2019 – Perimeter Fencing - Airport Property**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	3	25	12.0%	\$246,400	\$29,568
Engineering	541330	5	57	8.8%	\$61,600	\$5,404
Total					\$308,000	\$34,972
Weighted Step 1 Goal =						11.4%

SOURCES:

- 2015 County Business Patterns.
- NC UCP DBE Directory January 2018.

**Table 3b: Availability of DBEs for the Western Carolina Regional Airport
by Relevant NAICS Codes
FY 2020 – Perimeter Fencing - Terminal Area**

Activity	NAICS Codes	DBE Firms	All Firms	% of DBE Firms Available	NAICS Dollars	DBE Goal (Dollars)
Fencing	238990	3	25	12.0%	\$176,000	\$21,120
Engineering	541330	5	57	8.8%	\$44,000	\$3,860
Total					\$220,000	\$24,980
Weighted Step 1 Goal =						11.4%

SOURCES:

1. 2015 County Business Patterns.
2. NC UCP DBE Directory January 2018.

5. Determining the Step 1 DBE Base Figure

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

The Step 1 DBE Base Figures for the Western Carolina Regional Airport are as follows:

FY 2019 –	Perimeter Fencing - Airport Property	11.4%
FY 2020 –	Perimeter Fencing - Terminal Area	11.4%

6. Adjustments to the DBE Base Figure:

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

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

a. Adjustment Factors to Consider

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

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

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

**Table 4: Western Carolina Regional Airport
DBE Accomplishment**

Report Period	Project	DBE Goal	DBE Percent Achieved	Over-/Under-Achieved
FY 2009	Taxiway Extension & Terminal Aircraft Parking Apron - Phase I	8.0%	24.9%	16.9%
FY 2009	Taxiway Extension & Terminal Aircraft Parking Apron Expansion-Phase II	12.0%	0.0%	-12.0%
FY 2010	Taxiway Extension & Terminal aircraft Parking Apron - Phase II of III	8.0%	8.0%	0.0%
FY 2010	Extend Parallel Taxiway-Phase I (design & construct); Rehabilitate Apron (design)	11.0%	7.8%	-3.2%
FY 2011	Rehabilitate Apron (construction)	6.0%	7.2%	1.2%
FY 2011	Parallel Taxiway	6.0%	5.3%	-0.7%
Median		8.0%	7.5%	-0.4%

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

The median DBE accomplishment for the reporting period as shown above is **7.5%**.

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 adding the annual accomplishment factor derived in Table 4 above (7.5%) to the base figures, and averaging the total, for an adjusted overall DBE goal.

**Table 5: Western Carolina Regional Airport
FY 2018 – FY 2020 Overall Goal**

Fiscal Year	Project	Step1	Step 2 adjustment	Overall Goal	Total project costs	DBE Goal (dollars)
FY 2018	<i>No projects at this time</i>					
FY 2018 Total				N/A	N/A	N/A
FY 2019	Perimeter Fencing - Airport Property	11.4%	7.5%	9.5%	\$308,000	\$29,106
FY 2019 Total				9.5%	\$308,000	\$29,106
FY 2020	Perimeter Fencing - Terminal Area	11.4%	7.5%	9.5%	\$220,000	\$20,790
FY 2020 Total				9.5%	\$220,000	\$20,790
FY 2018 - FY 2020 Overall Goal				9.5%	\$528,000	\$49,896

The total DBE goal in dollars was divided by the total federal portion of project costs to derive the overall DBE goal of 9.5% for FY 2018-FY 2020.

7. Race-Conscious/Race-Neutral Projections

Western Carolina Regional Airport proposes that, of the DBE goal of **9.5%**, the projected race-neutral goal will be **0.0%**, and the race conscious goal will be **9.5%**. The reason for this projected split is the historical information on DBE participation showed that the median amount by which the past DBE goals were under-achieved is **-0.4%**.

8. Contract Goals

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

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

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

Attachment 3: Consultation Plan

NC Division of Aviation FY 2018-2020 Overall DBE Goal
Methodology

**CONSULTATION PLAN: FY 2018-2020
NCDOT-DIVISION OF AVIATION DISADVANTAGED
BUSINESS ENTERPRISE (DBE) GOAL METHODOLOGY
DEVELOPMENT**

AUGUST-OCTOBER, 2017

NC Division of Aviation-CONSULTATION PLAN-FY 2018 2019, and 2020
Division of Aviation’s Consultation Plan –Ken Weeden & Associates, Inc.
August 2017 (Updated)

The FAA-DBE triennial goal development regulations in 49 CFR, Part 26, requires public participation and consultation, specifically: “...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 (a). 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...**”

During the early drafting stages of the goal and methodology for the Division of Aviation, the Consultation Plan includes seeking input from various individuals and recognized groups with connections to aviation-related projects and/or women and minority business enterprises. Notifications and invitations will be sent to various representatives, such as:

- **The Carolinas AGC (Association of General Contractors)**
- **The NC Institute for Minority Economic Development (IMED)**
- **The United Minority Contractors of North Carolina (UMCNC)**
- **The Metrolinas Minority Contractors Association (MMCA)**
- **The North Carolina M-WBE Coordinators Network**
- **North Carolina Airports Association (NCAA).**
- **The North Carolina Asphalt, and Concrete Paving Associations**
- **Contractors (Prime and Sub-contractor community)**

We propose to have a set of meetings in geographically dispersed locations across North Carolina before the draft goal is finalized for submission to the FAA, with the last meeting being held in Raleigh which will also be offered as a webinar, via **Go to Meeting**, after the goal methodology is developed. The proposed schedule is shown below:

Date: Stakeholder	Location:	Host
Sept. 6 th 11 a.m.	Asheville NC	Asheville Regional Airport, Fletcher NC
Sept. 7 th – 11 a.m.	Charlotte NC	Charlotte-Douglas Int’l Airport Center
Sept. 8 th -11 a.m.	Raleigh	NC Division of Aviation-Conference room-RDU
Sept. 19 th - 11 a.m.	Elizabeth City (or Greenville NC)	ECSU, (or PGV Airport)
Sept. 21 st – 11 a.m.	Wilmington NC	ILM International Airport-Board Room

Webinar (TBD)	Raleigh	NC Division of Aviation-Conference room-RDU
---------------	---------	---

Ken Weeden & Assoc. Inc., with input from the Division of Aviation, will develop and submit announcement-notifications to potential attendees, and will also coordinate and conduct the consultation meetings, with power point presentations of the proposed goal methodology.

After the consultation process the comments will be taken into consideration and the goal methodology will be reviewed and may be revised if necessary, prior to submittal.

Meeting Format: Additional Opportunities:

In addition to the required “Consultation”, the NCDOT Office of Civil Rights, which is responsible for managing the DBE compliance program for all three (3) USDOT modes would like to take the opportunity in each of these public meetings (except for the final Webinar) to add two additional useful components to the Agenda, involving the following;

- A) **Opportunities Outreach Awareness-** Use the consultation gatherings as an opportunity to share information to both the DBE and non-DBE communities on upcoming construction and/or professional services opportunities in the respective regions and beyond.
- B) **Educational Component-** The Office of Civil Rights recognizes that many DBE and non-DBE DBE companies could benefit from a brief overview of the basic “participation” requirements, such as certification criteria, counting of DBE participation-Commercial Useful Function, Good Faith Efforts requirements and documentation, questions concerning Pre-qualification.

These additional components, presented in brief, will be added to each meeting to enhance the value of the time taken out by the attendees to attend.

Attachment 4: Consultation Meeting Comments and Documents

**NCDOT-NC DIVISION OF AVIATION
FY 2018-2020 OVERALL DBE GOAL
METHODOLOGY**

**PUBLIC PARTICIPATION
STAKEHOLDER INPUT MEETINGS**

August-October 2017

Attachment 4: Consultation Meeting Comments

Raleigh, NC- Sept. 8, 2017-NC Division of Aviation Conference Room.

1. Is there no code listed for leadership development?
-Only AIP funded projects are included in the goal setting. Leadership development is not an activity for the projects included in the goal methodology.
2. How is participation for technology considered or factored in?
-It would depend on the project and whether it meets the eligibility criteria for AIP funding. Technology would most likely would be part of professional services.
3. So, if there is no federal money is there a DBE goal?
-No, that is correct. However, the NC Division of Aviation also has goals (MWBE) for State-funded projects.
4. Is there a separate goal for engineering services?
-Engineering services is a part of the Division of Aviation's overall goal.
5. How do you find out when a RFQ of Engineering services is issued?

Wilmington, NC- Sept. 19, 2017-Airport Authority Board Meeting Room-

6. Where do you find NAICS codes?
-NAICS codes can be found on the U.S. Census website and NAICS.com.
7. If the DBE goal is not met is the project rebid?
-If the goal is not met the bidder must demonstrate good faith efforts to be in compliance with the regulations.
8. When do you make the choice of using the Division of Aviation's "overall goal", or the specific individual Airport's goal?
-You should ALWAYS use the specific Airport's DBE goal.
9. How do you come up with the "availability" of DBE firms, for any particular Airport area?
-We look at the DBE directories for the counties in the identified "market area".

10. Have you seen an increase in DBE certifications, with all of the transportation going on, and/or coming in?

-NCDOT is making a concerted effort to recruit and increase the number of certified DBE firms.

11. Will we be “penalized” if we just can’t meet the goals?

-No. The requirements of the regulation is to do either of the following:

- a. *Meet the specified goals, or*
- b. *Conduct and submit documentation of sufficient Good Faith Efforts to meet the goals.*

12. COMMENT, no question: There is a time-gap often between bid, funding, and project start-up. This might cause us to lose some DBE’s.

Asheville, NC- Sept. 20, 2017-Airport Board Meeting Room-

13. What about Engineering and Design? Are there goals there too? There doesn’t seem to be here in NC. They do in New York state.

-Engineering services is a part of the Division of Aviation’s overall goal, and should be part of the individual Airports’ goals.

14. COMMENT: No question: When it comes to meeting goals, I’ve had issues, say, from Asheville eastward to Winston-Salem. But, it is more difficult west of Asheville and onward.

Charlotte, NC- Sept. 21, 2017-CLT Center Meeting Room-

15. Who holds the construction firms “accountable” for reaching out to the “right” firms?

-The individual airports should review the bidding process and the submissions of the prime bidders.

16. OBSERVATIONS/COMMENTS

- a. I think there is a lot of potential “availability” of minority firms. Goal-setting misses a lot of them.
- b. When it comes to information about upcoming projects, we never get the information in a timely manner.
- c. The information that we get about projects is not adequate.

Raleigh, NC- Oct. 5, 2017-LIVE WEBINAR-NCDOT Highway Building

17. No signers on:

NCDOT-Division of Aviation
DBE Goals Program Stakeholders Meeting
September 8, 2017, Raleigh NC
NCDOT-Division of Aviation Board Meeting Room



Agenda

- Welcome and Introductions**NCDOT-Division of Aviation
- Overview of Aviation DBE Goals Program**..... Ken Weeden & Assoc., Inc
- Presentation of Aviation DBE Goal Methodology**.....Ken Weeden & Assoc., Inc.
- Upcoming Opportunities in Division of Aviation Projects**.....
- What does it mean to be a DBE, and “Certified”?**.....

- Questions and Answers**.....NCDOT Staff/Ken Weeden & Assoc., Inc.

Survey Questions (Optional)

Please answer the questions below:

- Are you aware of any cases of discrimination in the region due to race or gender with regards to General Aviation Airport Projects?

- What barriers, if any, do you think exist that hinder minorities’ and women’s efforts to fully participate in General Aviation Airport Projects, either in Construction or Professional Services?

- What additional efforts would be helpful in increasing minority and women business participation in NC General Aviation Airport Projects?

Additional comments:

Please return to Ken Weeden & Associates, Inc. at the meeting, or via fax at (910) 762-5963, or email to: kenneth-weeden@kwaplanning.com

NCDOT-Division of Aviation
DBE Goals Program Stakeholders Meeting
September 8, 2017, Raleigh NC
NCDOT-Division of Aviation Board Meeting Room



Agenda

- Welcome and Introductions**NCDOT-Division of Aviation
- Overview of Aviation DBE Goals Program**..... Ken Weeden & Assoc., Inc
- Presentation of Aviation DBE Goal Methodology**.....Ken Weeden & Assoc., Inc.
- Upcoming Opportunities in Division of Aviation Projects**.....
- What does it mean to be a DBE, and "Certified"?**.....

- Questions and Answers**.....NCDOT Staff/Ken Weeden & Assoc., Inc.

Survey Questions (Optional)

Please answer the questions below:

- Are you aware of any cases of discrimination in the region due to race or gender with regards to General Aviation Airport Projects? *NO*

- What barriers, if any, do you think exist that hinder minorities' and women's efforts to fully participate in General Aviation Airport Projects, either in Construction or Professional Services?
INFORMATION IS NOT READILY ACCESSIBLE FOR FIRMS THAT ARE NOT AIRPORT ASSOCIATION MEMBERS. CAN THEY BE LISTED ON THE STATES PROCUREMENT PAGE?

- What additional efforts would be helpful in increasing minority and women business participation in NC General Aviation Airport Projects?
INCLUDE DBE GOALS IN RFQ SOLICITATIONS FOR DESIGN & OTHER PROFESSIONAL SERVICES. IT SOUNDS LIKE THESE G.A.'S ARE PLACING ALL OF THE DBE PARTICIPATION STRICTLY ON THE CONTRACTORS.

Additional comments:

SOUNDS LIKE THESE G.A.'S ARE PLACING ALL OF THE DBE PARTICIPATION STRICTLY ON THE CONTRACTORS.

Please return to Ken Weeden & Associates, Inc. at the meeting, or via fax at (910) 762-5963, or email to: kenneth-weeden@kwaplanning.com

North Carolina Department of Transportation Division of Aviation

FY 2018 – FY 2020 DBE Program Consultation & Stakeholders Meeting
 September 8, 2017-RALEIGH NC-Division of Aviation Board Room

Name	Company	Phone	Email
Kathy Brateler	LogiKsavvy Solutions	(336) 390-6199	kbrateler@logiksavvy.com
Dr. Antwan Tate-Gaule	Tate Consulting	336.971.0385	Antwan.Gaule@TateConsulting.org
Andrea Gaule	Tate Consulting	336.462.6385	Andrea.Gaule@TateConsulting.org
Annie Brown, MBA	Tate Consulting	336-414-9405	Annie.Brown@TateConsulting.org
Segun Michael	Tate Consulting	336 618 9359	ide.Lytle@100years.com
Sheri Via	MV Electric	336-441-8874	Smv@mvelectric.com
JERRY Chirichella	MV Electric, LLC	336-441-8874	jc@mvelectric.com
MUSTAQUUR RAHMAN	BASELINE MOBILITY	919 452 5188	M.Rahman@baseline-mobility.com
LARRY GREEN	DANIEL CONSULTANTS, INC	919-378-1985	L.Green@DanielConsultants.com
GIL JOHNSON	CAPITAL PROJECT CONSULT.	919-744-9363	GILJOHNSON@MK.COM
Jeffrey McCullough	Mile High Company of NC LLC	919.638.9344	mikehighofnc@gmail.com
MARVIN HEARNS	HEARNS REAL ESTATE SOLUTIONS	704-469-9242	info@hearnsres.com

NCDOT-Division of Aviation
DBE Goals Program Stakeholders Meeting
September 19, 2017, Wilmington NC, 11 a.m.
Board Meeting Room



Agenda

- Welcome and Introductions** Wilmington International Airport
- Overview of Aviation DBE Goals Program**..... Ken Weeden & Assoc., Inc
- Presentation of Aviation DBE Goal Methodology**.....Ken Weeden & Assoc., Inc.
- Upcoming Opportunities in Division of Aviation Projects**.....
- What does it mean to be a DBE, and “Certified”?**..... Benny Sloan, NCDOT Office of Civil Rights
- Questions and Answers**.....NCDOT Staff/Ken Weeden & Assoc., Inc.

Survey Questions (Optional)

Please answer the questions below:

- Are you aware of any cases of discrimination in the region due to race or gender with regards to General Aviation Airport Projects?
- What barriers, if any, do you think exist that hinder minorities’ and women’s efforts to fully participate in General Aviation Airport Projects, either in Construction or Professional Services?
- What additional efforts would be helpful in increasing minority and women business participation in NC General Aviation Airport Projects?

Additional comments:

Please return to Ken Weeden & Associates, Inc. at the meeting, or via fax at (910) 762-5963, or email to:
kenneth-weeden@kwaplanning.com

NCDOT-Division of Aviation

DBE Goals Program Stakeholders Meeting
September 20, 2017, Asheville NC, 11 a.m.
Board Meeting Room



Agenda

Welcome and IntroductionsAsheville Regional Airport

Overview of Aviation DBE Goals Program..... Ken Weeden & Assoc., Inc

Presentation of Aviation DBE Goal Methodology.....Ken Weeden & Assoc., Inc.

Upcoming Opportunities in Division of Aviation Projects.....

What does it mean to be a DBE, and “Certified”?..... Benny Sloan, NCDOT Office of Civil Rights

Questions and Answers.....NCDOT Staff/Ken Weeden & Assoc., Inc.

Survey Questions (Optional)

Please answer the questions below:

- Are you aware of any cases of discrimination in the region due to race or gender with regards to General Aviation Airport Projects?

- What barriers, if any, do you think exist that hinder minorities’ and women’s efforts to fully participate in General Aviation Airport Projects, either in Construction or Professional Services?

- What additional efforts would be helpful in increasing minority and women business participation in NC General Aviation Airport Projects?

Additional comments:

Please return to Ken Weeden & Associates, Inc. at the meeting, or via fax at (910) 762-5963, or email to:
kenneth-weeden@kwaplanning.com

North Carolina Department of Transportation Division of Aviation

FY 2018 - FY 2020 DBE Program Consultation & Stakeholders Meeting

September 20, 2017-Asheville NC-Airport Authority Board Room

Name	Company	Phone	Email
SARA MCLELLAN	AVCON USA	828 426 5059	SARA-MCLELLAN@AVCON.COM
James Moose	AVCON	704 954 9008	jmoose@avconinc.com
Susan Hylan	HCM ENGINEERING	828-280-4184	hylan@hcmengine.com
PAUL HYLLEN	HCM ENGINEERING	828-280-4015	PAUL.HYLLEN@HCMENGINEERING.COM
BENNY SWAN	NC DOT	919-508-1940	bfsloan@ncdot.gov
RYAN ZANZ	GARMAA	(828) 654-3252	ryan.zanz@garmaa.com
KENNETH WIEDEN	Ken Weeden & Assoc. Inc.	919.871.5815	Kenneth-weeden@kwsplanning.com

NCDOT-Division of Aviation
DBE Goals Program Stakeholders Meeting
September 20, 2017, Asheville NC, 11 a.m.
Board Meeting Room



Agenda

- Welcome and Introductions**Asheville Regional Airport
- Overview of Aviation DBE Goals Program**..... Ken Weeden & Assoc., Inc
- Presentation of Aviation DBE Goal Methodology**.....Ken Weeden & Assoc., Inc.
- Upcoming Opportunities in Division of Aviation Projects**.....
- What does it mean to be a DBE, and “Certified”?**..... Benny Sloan, NCDOT Office of Civil Rights

- Questions and Answers**.....NCDOT Staff/Ken Weeden & Assoc., Inc.

Survey Questions (Optional)

Please answer the questions below:

- Are you aware of any cases of discrimination in the region due to race or gender with regards to General Aviation Airport Projects? *NO*

- What barriers, if any, do you think exist that hinder minorities’ and women’s efforts to fully participate in General Aviation Airport Projects, either in Construction or Professional Services? *N/A*

- What additional efforts would be helpful in increasing minority and women business participation in NC General Aviation Airport Projects? *allowing firms to be included in projects -*

Additional comments:

Please return to Ken Weeden & Associates, Inc. at the meeting, or via fax at (910) 762-5963, or email to: kenneth-weeden@kwaplanning.com

NCDOT-Division of Aviation

DBE Goals Program Stakeholders Meeting
September 21, 2017, Charlotte NC, 12 noon
CLT- Center



Agenda

- Welcome and Introductions**.....Charlotte Douglas Airport
- Overview of Aviation DBE Goals Program**..... Ken Weeden & Assoc., Inc
- Presentation of Aviation DBE Goal Methodology**.....Ken Weeden & Assoc., Inc.
- Upcoming Opportunities in Division of Aviation Projects**.....
- What does it mean to be a DBE, and “Certified”?**..... Benny Sloan, NCDOT Office of Civil Rights

- Questions and Answers**.....NCDOT Staff/Ken Weeden & Assoc., Inc.

Survey Questions (Optional)

Please answer the questions below:

- Are you aware of any cases of discrimination in the region due to race or gender with regards to General Aviation Airport Projects?

- What barriers, if any, do you think exist that hinder minorities’ and women’s efforts to fully participate in General Aviation Airport Projects, either in Construction or Professional Services?

- What additional efforts would be helpful in increasing minority and women business participation in NC General Aviation Airport Projects?

Additional comments:

Please return to Ken Weeden & Associates, Inc. at the meeting, or via fax at (910) 762-5963, or email to:
kenneth-weeden@kwaplanning.com

North Carolina Department of Transportation Division of Aviation

FY 2018 - FY 2020 DBE Program Consultation & Stakeholders Meeting

September 20, 2017 - Asheville NC-Airport Authority Board Room

CL7 Center

512-6172

Name	Company	Phone	Email
Gregory FAULCON	Silverback Brothers LLC	704-363-5045	silverbackbrothersllc@gmail.com
RONALD P. BETTY	THE GREEN GROUP INC	704-588-1652	bettyr@gsgmail.com
Leandra Spelman	Laird Consulting LLC	704-946-1000	lspelman@lcsllc.com
JULIUS ALEXANDER	ON-SPEC ENGINEERING	704-201-6989	j.o.gewold@juno.com
DAVEY BRADSHAW	NC DOT	704-301-5055	DVBRADSHAW@NC.DOT.GOV
LISA MARKUS	Martin Landscaping	704-379-0076	martinlandscaping@rocketmail.com
TIM KENNEDY	KENNERLY ENGINEERING & DESIGN, INC	336.775.2119	TIMOTHY.KENNERLY@KENNERLYENGINEERING.COM
MICHAEL HANE	MBL CONSULTANTS	704 333-4609	MBLCONS@AOL.COM
William Abner	Abigail Kent Inc MMA	704-349-4002	Abner.kent@abigailkent.com
KEN WEEBEN			

NCDOT-Division of Aviation
DBE Goals Program Stakeholders Meeting
OCTOBER 5, 2017, Live WEBINAR
NCDOT-Highway Building-Rm. 521



Agenda

- Welcome and Introductions**.....NCDOT-Benny Sloan
- Overview of Aviation DBE Goals Program**..... Ken Weeden & Assoc., Inc
- Presentation of Aviation DBE Goal Methodology**.....Ken Weeden & Assoc., Inc.
- Upcoming Opportunities in Division of Aviation Projects**.....
- What does it mean to be a DBE, and “Certified”?**..... Benny Sloan, NCDOT Office of Civil Rights

- Questions and Answers**.....NCDOT Staff/Ken Weeden & Assoc., Inc.

Survey Questions (Optional)

Please answer the questions below:

- Are you aware of any cases of discrimination in the region due to race or gender with regards to General Aviation Airport Projects?

- What barriers, if any, do you think exist that hinder minorities’ and women’s efforts to fully participate in General Aviation Airport Projects, either in Construction or Professional Services?

- What additional efforts would be helpful in increasing minority and women business participation in NC General Aviation Airport Projects?

Additional comments:

Please return to Ken Weeden & Associates, Inc. at the meeting, or via fax at (910) 762-5963, or email to:
kenneth-weeden@kwaplaning.com

North Carolina Department of Transportation Division of Aviation

FY 2018 – FY 2020 DBE Program Consultation & Stakeholders Meeting-WEBINAR

OCTOBER 5, 2017-Raleigh NC-Rm. 521 Highway Building

Name	Company	Phone	Email
BENNY SWAN	NCDOT	919 508 1940	bfsloan@ncdot.gov
KEN WILSON	LWA		