



Central West Virginia Regional Airport Authority
Fiscal Year 2010
49 CFR Part 26 DBE Goal

Goal

The Fiscal Year 2010 Disadvantage Business Enterprise (DBE) goal for the Central West Virginia Regional Airport Authority (CWVRAA) shall be 5.3%

Method of Calculating Goal and Public Participation in Overall Goal Setting

The following is a summary of the method we used to calculate this goal:

1. Calculation of overall goal

- a. We obtained census data for the entire State of West Virginia using NAICS Codes to determine the number of firms available to perform the type of work that will be accomplished during this fiscal year.
- b. We then counted the number of certified DBEs listed in our Market Area in the same NAICS which could be reasonably be expected to be able to perform the work. The Authority's market area consists of the entire state of West Virginia and its fifty-five counties, and all bordering States - Kentucky, Ohio, Maryland, Pennsylvania, Virginia and Washington, DC; however, 100% of past participation by DBE firms in airport contracts has come from the State of West Virginia; specifically, Kanawha County and this is where a substantial majority of contracting dollars have been spent (100%).
- c. The total number of DBEs in our market area was then divided by the total number of all West Virginia firms available for the types of work to be performed.

STEP 1 BASE FIGURE CALCULATION:
95/1342 = 7% - OVERALL GOAL FOR FY2010

2. Adjustments to overall goal

No disparity studies were available within our jurisdiction. Further, we are not aware of any evidence of barriers affecting opportunities for DBEs to form, grow or compete.

Based on the Authority's past performance, we have determined that adjustments to our overall goal of 7% are needed. Our median has been 5.9% previously and our actual result has been 4.2%. We believe it will be necessary to reduce our goal by the difference between past goals and actual results (1.7%). This will make our goal 5.3%.



FY	GOAL	ACTUAL
2005	6%	5%
2006	4%	5%
2007	6.7%	0.6%
2008	6.7%	6.1%
MEDIAN	5.9%	4.2%

Difference between goal and actual – 1.7%

Median Goal – 5.9%

Median of Actual – 4.2%

The results of the procedures described Steps 1 and 2 are detailed in the following table:

Type of work	NAICS code	Number available in WV	Number of certified DBEs available in WV
Highway and Street Construction	234110	82	19
Commercial and Institutional Building Construction	233320	202	2
Asphalt Coating and Sealing	235710	109	2
Plumbing/Heating and AC Contractors	235110	470	1
Environmental Consulting Services	541620	31	15
Engineering Services	541330,541620 541610	448	56
TOTALS		1,342	95
Percentage of DBEs available			7%
DBE Goal, FY2010			5.3%

Public Participation

To inform the public of the proposed goal and to invite the public to inspect the rationale for setting the goals, a notice of the proposed overall goal will be published in both local newspapers, the Charleston Gazette and the Charleston Daily Mail. In addition, this information will be posted on the Central West Virginia Regional Airport Authority’s website (www.yeagerairport.com).

The Authority may make changes to these goals as a result of any comments received.

Race-Neutral and Race-Conscious Participation

The *Central West Virginia Regional Airport Authority* will strive to meet the maximum feasible portion of the overall annual goal of 1% by race-neutral means of facilitating DBE participation. The *Central West Virginia Regional Airport Authority* will use the following race-neutral means to increase DBE participation:

1. Arranging solicitations, times for the presentation of bids, quantities, specifications and delivery schedules in ways that facilitate DBE and other small business participation,



- such as unbundling large contracts to make them accessible to small business and encouraging prime contractors to subcontract portions of work normally performed by their own forces;
2. Disseminating information regarding contracting procedures and specific contract opportunities and distributing lists of potential subcontracts to bidders on prime contracts;
 3. Providing technical assistance and other services;
 4. Insuring distribution of our own DBE directory, through print and/or electronic means, to the widest feasible region of potential prime contractors.

The *Central West Virginia Regional Airport Authority* estimates that 4.3% of our overall goal will be obtained through race-conscious measures and 1% through race-neutral measures. This projection is based on the difference between actual performance and the previous goals. It is also based on the history of DBE participation in both AIP and non-AIP projects at the airport and from the history of the participation of DBEs in local procurement programs. There have been relatively few DBE primes for airport projects and few DBE primes in the Airport's market service area to bid on projects. The Central West Virginia Regional Airport Authority believes that the majority of DBE goals will need to be met with race-conscious (i.e., contract goals) measures. It is our goal to increase the race-neutral participation with the continued implementation of the measures outlined above.

The *Central West Virginia Regional Airport Authority* will adjust the estimated breakout of race-neutral and race-conscious participation as needed to reflect actual DBE participation, and we will track and report race-neutral and race-conscious participation separately. For reporting purposes, race-neutral DBE participation includes, but is not necessarily limited to, the following:

1. DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures;
2. DBE participation through a subcontract on a prime contract that does not carry a DBE goal;
3. DBE participation on a prime contract exceeding a contract goal; and DBE participation through a subcontract from a prime contractor that did not consider a firm's DBE status in making the award.

Public Consultation

I met with Drema Cooke, the EEO Director of the West Virginia Department of Transportation and Ron Clay, owner of Integrity Wire. Mr. Clay's firm is a certified DBE. We spoke about the challenges DBE's face to remain certified and possibilities for Mr. Clay's firm to work on taxiway rehabilitation project as a subcontractor. I also keep in touch with Mr. Sanghavi, an owner of a certified DBE engineering located at the airport on DBE issues.