

The County of Yates proposes an overall goal of 1.0 percent for its Disadvantaged Business Enterprise (DBE) program for FAA funded projects for federal fiscal year 2019. The proposed goal and its rationale are available for inspection during normal business hours at the Yates County Legislative Offices, 417 Liberty Street, Penn Yan, NY 14527. Comments on the goal will be accepted by Yates County and the FAA Office of Civil Rights, AWP-9, P.O. Box 92007, Los Angeles, CA 90009-2007.

Sponsor/Recipient: Yates County
Dr. Timothy Dennis, Chairman, Yates County Legislature
DBE Liaison Officer (DBELO)
417 Liberty Street
Penn Yan, NY 14527

Airport: Penn Yan -- Yates County Airport

DBE Program Update: 2017-2019

Overall Goal

Anticipated DOT-assisted contracts:

FY-2019	Airfield Lighting Improvements (Vault Equipment and Segmented Circle)
FY-2019	Install Runway 1 Approach Lighting System — MALSR (Design and Construction)
FY-2019	Obstruction Removal (Design and Construction)

Amount of Goal

Yates County's overall goal for fiscal year 2019 is 1.0% of the federal financial assistance we will expend in DOT-assisted contracts. An overall goal is not required for fiscal years 2017 and 2018.

Method

Market Area — Counties of Oneida, Broome and Ontario

The market area is based upon the fact that the substantial majority of bidders come from this area (80%) and the substantial majority of contracting dollars (100%) have been expended with firms from this area.

Step 1— Establish Base Figure

The total number of DBE firms and total number of firms were determined for nine separate trades within the market area. The NAICS codes and respective firm totals for each trade are shown in Table 1. The total available number of DBE firms was determined using the New York State Unified Certification Program (NYSUCP) Disadvantaged Business Enterprise (DBE) Directory. The NAICS codes, trade breakdown, and total number of firms were established from available U.S. Census Bureau Data.

Based on the anticipated DOT-assisted grants, the dollar breakdown for each trade was estimated (See Table 2). Based on this projection, the estimated proportion of the total grant expenditures was calculated for each trade as shown below.

$$\text{Estimated \% of business for each trade} = \frac{\text{(total \$ per each trade)}}{\text{(total \$ for all grants)}}$$

This calculation is shown in Table 2, and the estimated percent of business for each trade is referenced in Table 1.

- The estimated percent of business for each trade was determined to more accurately correlate the projected grant expenditures within the identified trades versus the available DBE and total firms within each trade. For each trade, the weighted portion of the overall base DBE goal was calculated as follows:

$$\text{Weighted DBE goal} = (\text{estimated \% of business}) \frac{(\text{total \# of DBE firms})}{(\text{total \# of firms})}$$

The weighted portion of the overall goal was calculated for each trade, and then totaled to establish the base DBE goal. The base figure DBE goal is 1.0%. This calculation is summarized in Table 1.

Step 2 — Adjustments to Base Figure

Using the same methodology from Step 1, the DBE percentage for each anticipated DOT-assisted grant was calculated (See the bottom of Table 2). The DBE percentage for each grant was then compared to previously reported DBE goal accomplishments for grants awarded.

We are making no adjustment to the base figure based on past participation for the following reasons:

Airfield Lighting Improvements — We have awarded and completed two contracts of a similar nature in recent years, however, the contract goal was not met in both cases.

Install Runway 1 Approach Lighting System (MALSR) — We have not awarded contracts of a similar nature in recent years.

- Obstruction Removal — We have not awarded contracts of a similar nature in recent years.

We consulted with the following groups/organizations to obtain information concerning the availability of disadvantaged and non-disadvantaged businesses and the effects of discrimination on opportunities for DBEs:

1. NYSUCP DBE Directory
2. U.S. Census Bureau
3. NYSDOT, Office of Civil Rights, DBE Supportive Services
4. SBA — Syracuse District Office
- 5 SBA — Buffalo District Office
6. Empire State Association of Minority Contractors
7. NYS Small Business Development Center
8. NAACP New York State Conference
9. National Council of La Raza
10. NOW — New York State

We did not receive any responses that affect

the calculation of our overall goal.

We are not aware of any evidence of barriers in fields related to contracting which have affected opportunities for DBEs to form, grow or compete.

No other Step 2 factors were found to be applicable or relevant.

Accordingly, based on the above analysis, we are making no adjustment to the base figure of 1.0% which we are adopting as our overall goal for fiscal year 2019.

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

Penn Yan-Yates County Airport

FEDERAL FISCAL YEAR: FY2017 through FY2019

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I 0 0 0	Trade	Airport Market Area										Total No. of DBE Firms	Total No. of Firms	Weighted DBE Goal (see Note 1)			
		I Ontario County I		Oneida County		Broome County		Total No. of DBE Firms		Total No. of Firms							
		No. of DBE Firms	Total No. of Firms	No. of DBE Firms	Total No. of Firms	No. of DBE Firms	Total No. of Firms	No. of DBE Firms	Total No. of Firms	No. of DBE Firms	Total No. of Firms						
11.0%	Construction of Buildings	0	1	0	1	0	1	0	1	0	1	0	1	0	1	0	1
0.0%	Heavy and Civil Engineering Const.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.0%	Specialty Trade Contractors (Others)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.0%	Concrete Contractors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.0%	Electrical Contractors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.0%	Site Preparation Contractors	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.0%	Vehicle and Parts Dealers I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.0%	Truck Transportation	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0.0%	Arch., Eng., and Related Services I	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total =		100%		Total		Goal		Base		Figure		=					

Weighted DBE Goal = (Estimated % of Business) * (Total No. of DBE Firms in Market Area) / (Total No. of Firms in Market Area)

0

Σ

Trade	Assumed FY2017 to FY2019 AIP Grants (with estimated dollar breakdown by trade)				Total	Weighted DBE Goal
	Approach Lighting (Des/C.I.)	Lighting Improve. (Des/C.I.)	Obstruction Removal (Des/C.I.)	Other		
Construction of Buildings					\$0	0.0%
Heavy and Civil Engineering Const. I					\$0	0.0%
Specialty Trade Contractors (Others) I					\$0	0.0%
Concrete Contractors					\$0	0.0%
Electrical Contractors		\$840,000			\$840,000	1.0%
Site Preparation Contractors					\$0	0.0%
Motor Vehicle and Parts Dealers I					\$0	0.0%
Truck Transportation					\$0	0.0%
Arch., Eng., and Related Services	\$100,000	\$800,000	\$240,000	\$240,000	\$1,380,000	20.5%
Total	\$100,000	\$800,000	\$240,000	\$240,000	\$1,380,000	1.0% (Base Figure)
DBE % by AIP Grant						1.0%
Adjusted DBE % Based on Past Work (See Note 2)						1.0% (Adjusted Base Figure)

Note 2: There is no relevant data available to warrant an adjustment to the DBE % for the anticipated grants.

Breakout of Estimated Race-Neutral and Race-Conscious Participation

Yates County will meet the maximum feasible portion of its overall goal by using race-neutral means of facilitating DBE participation. We may 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 businesses, participation (e.g., unbundling large contracts to make them more accessible to small businesses, requiring or encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces);
2. Providing assistance in overcoming limitations such as inability to obtain bonding or financing (e.g. by such means as simplifying the bonding process, reducing bonding requirements, eliminating the impact of surety costs from bids, and providing services to help DBEs, and other small businesses, obtain bonding and financing);
3. Providing technical assistance and other services;
4. Carrying out information and communications programs on contracting procedures and specific contract opportunities (e.g. ensuring the inclusion of DBEs, and other small businesses, on recipient mailing lists for bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate);
- 5 Implementing a supportive services program to develop and improve immediate and longterm business management, record keeping, and financial and accounting capability for DBEs and other small businesses;

Providing services to help DBEs, and other small businesses, improve long-term development, increase opportunities to participate in a variety of kinds of work, handle increasingly significant projects, and achieve eventual self-sufficiency;
7. Establishing a program to assist new, start-up firms, particularly in fields in which DBE participation has historically been low;
8. Ensuring distribution of our DBE directory, through print and electronic means, to the widest feasible universe of potential prime contractors; and
9. Assisting DBE's and other small businesses, to develop their capability to utilize emerging

technology and conduct business through electronic media.

We estimate that, in meeting our overall goal of 1.0% for fiscal year 2019, we will obtain 0% from race-neutral participation and 1.0% through race-conscious measures.

The following is a summary of the basis of our estimated breakout of race-neutral and race-conscious DBE participation:

We have not exceeded our overall goals or awarded prime contracts to DBEs in recent years. We have no past participation by DBE subcontractors on contracts without goals. In addition, the airport does not administer a local (non-federal) DBE program.

Accordingly, we are estimating that, in meeting our overall goal of 1.0% for fiscal year 2019, we will obtain 0% from race-neutral participation and 1.0% through race-conscious measures.

We 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: DBE participation through a prime contract a DBE obtains through customary competitive procurement procedures; DBE participation through a subcontract on a prime contract that does not carry a DBE goal; 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.