

Sponsor/Recipient: Town of Erwin, IDA
Rita Y. McCarthy, Chief Executive Officer
DBE Liaison Officer (DBELO)
310 Town Center Road
Painted Post, NY 14870

Airport: Corning-Painted Post Airport (7N1)

DBE Program: 2023-2025

Overall Goal

Anticipated DOT-assisted contracts:

FY-2023	Construct Runway 13-31 Rehabilitation (Construction)
FY-2023	Transient Aircraft Apron Rehabilitation (Design)
FY-2023	Off-Airport Obstruction Removal, Inadvertent Entry Fence Partial Replacement (Design & Construction)
FY-2024	Rehabilitate Parallel Taxiway Including Lighting (Construction)
FY-2024	Access Road and Parking Lot Rehabilitation (Design)
FY-2025	Transient Aircraft Apron Rehabilitation (Construction)
FY-2025	Transient Apron and Taxilane Rehabilitation (Design)
FY-2025	T-Hangar Taxilanes (Design)
FY-2025	Access Road and Parking Lot Rehabilitation (Construction)

Amount of Goal

The Town of Erwin, IDA's overall goal for federal fiscal years 2023, 2024 and 2025 is 10.5% of the federal financial assistance we will expend in DOT-assisted contracts.

Method

Market Area – Counties of Chemung, Steuben, Broome, Livingston, Ontario, Tioga, Oneida, Wayne and Monroe.

This market area is based upon the fact that the substantial majority of bidders come from this area (89%) and the substantial majority of the 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 seventeen 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 10.5%. 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:

- Construct Runway 13-31 Rehabilitation (Construction) – We have past participation data from three contracts of a similar nature in recent years. One contract marginally met the goal, and the other similar contracts were awarded in FY 2020 and FY2021; however, they are not completed.
- Transient Aircraft Apron Rehabilitation (Design) - We have awarded and completed three contracts of a similar nature in recent years; however, one did not require a DBE goal and the others did not meet the contract goal. A contract was awarded in FY 2021; however, it is not complete.
- Off-Airport Obstruction Removal, Inadvertent Entry Fence Partial Replacement (Design & Construction) – We have not awarded contracts of a similar nature in recent years.
- Rehabilitate Parallel Taxiway Including Lighting (Construction) - We have past participation data from three contracts of a similar nature in recent years. One contract marginally met the goal, and the other similar contracts were awarded in FY 2020 and FY2021; however, they are not completed.

- Access Road and Parking Lot Rehabilitation (Design) - We have awarded and completed three contracts of a similar nature in recent years; however, one did not require a DBE goal and the others did not meet the contract goal. A contract was awarded in FY 2021; however, it is not complete.
- Transient Aircraft Apron Rehabilitation (Construction) - We have past participation data from three contracts of a similar nature in recent years. One contract marginally met the goal, and the other similar contracts were awarded in FY 2020 and FY2021; however, they are not completed.
- Transient Apron and Taxilane Rehabilitation (Design) - We have awarded and completed three contracts of a similar nature in recent years; however, one did not require a DBE goal and the others did not meet the contract goal. A contract was awarded in FY 2021; however, it is not complete.
- T-Hangar Taxilanes (Design) - We have awarded and completed three contracts of a similar nature in recent years; however, one did not require a DBE goal and the others did not meet the contract goal. A contract was awarded in FY 2021; however, it is not complete.
- Access Road and Parking Lot Rehabilitation (Construction) - We have past participation data from three contracts of a similar nature in recent years. One contract marginally met the goal, and the other similar contracts were awarded in FY 2020 and FY2021; however, they are not completed.

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.

Based on the above analysis, we are proposing to adopt the base figure of 10.5% as our overall goal for federal fiscal years 2023, 2024 and 2025.

We will be consulting 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. Central Steuben Chamber of Commerce
5. Greater Binghamton Chamber of Commerce
6. Livingston County Chamber of Commerce
7. Canandaigua Chamber of Commerce
8. Tioga County Chamber of Commerce
9. Greater Oneida Chamber of Commerce
10. Wayne County Business Council
11. Small Business Administration, Elmira Branch Office
12. Empire State Association of Minority Contractors
13. NYS Small Business Development Center
14. Greater Rochester Chamber of Commerce
15. Chemung County Chamber of Commerce
16. NAACP New York State Conference

17. National Council of La Raza/Unidosus
18. NOW – New York State

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

AIRPORT: Corning-Painted Post

FEDERAL FISCAL YEAR: FY2023 through FY2025

TABLE 1

2022 NAICS Code	Trade	Estimated % of Business	Airport Market Area																		Total No. of DBE Firms	Total No. of Firms	Weighted DBE Goal (see Note 1)	
			Steuben County		Monroe County		Oneida County		Wayne County		Chemung County		Broome County		Livingston County		Ontario County		Tioga County					
			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	No. of DBE Firms	Total No. of Firms	No. of DBE Firms	Total No. of Firms	No. of DBE Firms	Total No. of Firms				
236220	Construction of Buildings	0.0%	0	0	2	81	0	23	0	6	0	5	0	30	1	8	0	11	0	5	3	169	0.0%	
237110	Water & Sewer & Relate Struc Contrs	0.0%	0	0	2	9	0	3	0	0	0	0	0	8	0	0	0	0	0	0	2	28	0.0%	
237310	Hwy, Street, and Bridge Construction	46.3%	0	3	8	22	0	6	0	0	0	5	2	10	0	5	0	6	0	0	10	57	8.1%	
238990	Specialty Trade Contractors (Others)	7.7%	0	4	6	94	1	24	1	17	0	7	2	34	0	7	0	15	0	4	10	206	0.4%	
238110	Concrete Contractors	0.0%	0	5	2	14	0	12	0	5	0	0	1	9	0	0	0	3	0	5	3	53	0.0%	
238210	Electrical Contractors	3.8%	0	12	2	142	0	40	0	23	0	13	0	34	0	11	0	28	0	8	2	311	0.0%	
238910	Site Preparation Contractors	3.0%	0	12	4	50	1	32	1	22	0	9	3	22	0	12	0	19	0	11	9	189	0.1%	
541370	Surveying and Mapping	4.3%	0	0	3	18	1	7	0	4	0	3	0	0	0	0	0	4	0	0	4	36	0.5%	
541380	Testing Laboratories	0.4%	0	0	1	16	0	3	0	0	0	0	0	4	0	0	0	0	0	0	1	23	0.0%	
484110	Truck Transportation	13.8%	0	10	7	42	1	14	0	11	0	6	0	11	0	3	0	13	0	8	8	110	1.0%	
541330	Engineering and Related Services	18.6%	0	5	4	144	0	37	0	9	0	8	0	33	0	5	0	15	0	7	4	263	0.3%	
333120	Tractor/Truck/Plow Off Hgwy Mfg SRE	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
336211	Special Purpose Hgwy Vehicles ARFF	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
339113	Suits, Firefighting, Mfg ARFF	0.0%	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0%	
541191	Title Abstract & Settlement Offices	0.0%	0	3	0	16	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	27	0.0%	
561730	Landscaping Services	2.2%	0	26	4	294	0	71	0	58	0	25	0	53	0	19	0	72	0	16	4	634	0.0%	
531320	Office of Real Estate Appraisers	0.0%	0	0	0	18	0	7	0	0	0	0	0	5	0	0	0	3	0	0	0	33	0.0%	
Total =		100%																			Total Goal (Base Figure) =	60	2,139	10.5%

Note 1: Weighted DBE Goal = (Estimated % of Business) * (Total No. of DBE Firms in Market Area) / (Total No. of Firms in Market Area)

TABLE 2

Trade	Assumed FY2023 to FY2025 AIP Grants (with estimated dollar breakdown by trade)										Total	Estimated % of Business
	2023		2024		2025							
	Construct RW 13-31 Rehab (Construction) (2023)	Transient Aircraft Apron Rehab (Design) (2023)	OR-Airport Ob Brnk, Inevy Entry Fence Part Replace (Design & SACC) (2023)	Rehab Part TW Including Lighting (Construction) (2024)	Access Road & Park Lot Rehab (Design) (2024)	Transient Aircraft Apron Rehab (Construction) (2025)	Trans Apron & TL Rehab (Design) (2025)	T-Hangar Taxilanes (Design) (2025)				
Construction of Buildings											\$0	0.0%
Water & Sewer & Relate Struc Contrs											\$0	0.0%
Hwy, Street, and Bridge Construction	\$740,000		\$150,000	\$306,000		\$375,000		\$298,500		\$1,869,500	46.3%	
Specialty Trade Contractors (Others)	\$100,000			\$75,000		\$70,000		\$65,000		\$310,000	7.7%	
Concrete Contractors										\$0	0.0%	
Electrical Contractors				\$152,000						\$152,000	3.8%	
Site Preparation Contractors	\$35,000			\$30,000		\$30,000		\$25,000		\$120,000	3.0%	
Surveying and Mapping	\$55,000	\$10,000	\$20,000	\$25,000	\$9,000	\$20,000	\$10,000	\$15,000		\$174,000	4.3%	
Testing Laboratories						\$15,000				\$15,000	0.4%	
Truck Transportation	\$210,000			\$135,000		\$110,000		\$100,000		\$555,000	13.8%	
Engineering and Related Services	\$125,000	\$85,000	\$70,000	\$90,000	\$81,000	\$65,000	\$85,000	\$85,000	\$65,000	\$751,000	18.6%	
Tractor/Truck/Plow Off Hgwy Mfg SRE										\$0	0.0%	
Special Purpose Hgwy Vehicles ARFF										\$0	0.0%	
Suits, Firefighting, Mfg ARFF										\$0	0.0%	
Title Abstract & Settlement Offices										\$0	0.0%	
Landscaping Services	\$25,000		\$17,000	\$20,000		\$15,000		\$12,000		\$89,000	2.2%	
Office of Real Estate Appraisers										\$0	0.0%	
Total =	\$1,290,000	\$95,000	\$257,000	\$833,000	\$90,000	\$700,000	\$95,000	\$95,000	\$580,500	\$4,035,500	100.0%	
DBE % by AIP Grant	12.4%	2.5%	11.6%	8.9%	2.5%	11.8%	2.5%	2.5%	11.5%	10.5%	(Base Figure)	
Adjusted DBE % Based on Past Work (See Note 2)	12.4%	2.5%	11.6%	8.9%	2.5%	11.8%	2.5%	2.5%	11.5%	10.5%	(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

Town of Erwin, IDA 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 long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses;
6. 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 10.5% for federal fiscal years 2023, 2024 and 2025, we will obtain 0% from race-neutral participation and 10.5% 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 exceeded our overall goals once and have not 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 10.5% for federal fiscal years 2023, 2024 and 2025, we will obtain 0% from race-neutral participation and 10.5% 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.