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Chautauqua County Airport
3163 Airport Drive
Jamestown, NY 14701

Airports: Chautauqua County/Dunkirk (DKK)
Chautauqua County/Jamestown (JHW)

DBE Program Update: 2026-2028

Overall Goal

Anticipated DOT-assisted contracts:

FY-2026	DKK	Obstruction Removal - Runway 6-24 (Design)
FY-2026	DKK	Land Acquisition and Update Existing Avigation Easements - Runways 15 and 33, RPZ and Approach
FY-2026	DKK	Rehabilitate Runway 15-33 (Design)
FY-2026	DKK	Rehabilitate Taxiway B North (Design)
FY-2026	DKK	Construct T-Hangar Taxilane (Design)
FY-2026	DKK	T-Hangar (Design & Construction)
FY-2026	JHW	Runway 13-31 Rehabilitation Pavement/Signage/Lighting (Construction)
FY-2026	JHW	Terminal Building Renovations (Construction)
FY-2027	DKK	Obstruction Removal - Runway 6-24 (Construction)
FY-2027	DKK	Obstruction Removal – Runway 15-33 (Design)
FY-2027	DKK	Rehabilitate Runway 6-24 (Design)
FY-2027	DKK	Rehabilitate Taxiway A West (Construction)
FY-2027	DKK	Construct T-Hangar Taxilane (Construction)
FY-2027	JHW	On & Off Airport Obstruction Removal Runway 7-25 & Runway 13-31 (Construction)
FY-2027	JHW	Terminal Apron Reconstruction Pavement/Lighting (Construction)
FY-2028	JHW	Rehab Taxiway D Pavement/Signage/Lighting (Design)
FY-2028	DKK	Obstruction Removal – Runway 15-33 (Construction)
FY-2028	DKK	Rehabilitate Runway 15-33 (Construction)
FY-2028	DKK	Rehabilitate Taxiway B North (Construction)
FY-2028	DKK	Reconstruction Runway 15-33 PAPI (Design & Construction)
FY-2028	DKK	Terminal Building Upgrades

Amount of Goal

Chautauqua County’s overall goal for federal fiscal years 2026, 2027 and 2028 is 10.4% of the federal financial assistance we will expend in DOT-assisted contracts.

Method

Market Area – Counties of Chautauqua, Erie, Cattaraugus, Broome, Niagara, Ontario and Wyoming

This market area is based upon the fact that the substantial majority of bidders come from this area (88%) and the substantial majority of contracting dollars (81%) 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 eighteen 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 10.4%. 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:

- **Dunkirk** Obstruction Removal - Runway 6-24 (Design) – We have awarded and completed one contract of a similar nature in recent years; however, the contract goal was not met.
- **Dunkirk** Land Acquisition and Update Existing Avigation Easements – Runways 15 and 33, RPZ and Approach – We have not awarded contracts of a similar nature in recent years.
- **Dunkirk** Rehabilitate Runway 15-33 (Design) - We have past participation data from three contracts of a similar nature in recent years and the goals were not met. Four similar contracts were awarded in FY’s 2019, 2023, and 2024; however, they are not completed.
- **Dunkirk** Rehabilitate Taxiway B North (Design) - We have past participation data from three contracts of a similar nature in recent years and the goals were not met. Four similar contracts were awarded in FY’s 2019, 2023, and 2024; however, they are not completed.
- **Dunkirk** Construct T-Hangar Taxilane (Design) – We have past participation data from three contracts of a similar nature in recent years and the goals were not met. Four similar contracts were awarded in FY’s 2019, 2023, and 2024; however, they are not completed.
- **Dunkirk** T-Hangar (Design & Construction) – We have not awarded contracts of a similar nature in recent years.
- **Jamestown** Runway 13-31 Rehabilitation Pavement/Signage/Lighting Construction) – We only have participation data from one contract of a similar nature in recent years. Four similar contracts were awarded in FY’s 2022 and 2023; however, they are not completed.
- **Jamestown** Terminal Building Renovations (Construction) - We have not awarded contracts of a similar nature in recent years.
- **Dunkirk** Obstruction Removal – Runway 6-24 (Construction) - We have not awarded contracts of a similar nature in recent years.
- **Dunkirk** Obstruction Removal – Runway 15-33 (Design) - We have awarded and completed one contract of a similar nature in recent years; however, the contract goal was not met.
- **Dunkirk** Rehabilitate Runway 6-24 (Design) - We have past participation data from three contracts of a similar nature in recent years and the goals were not met. Four similar contracts were awarded in FY’s 2019, 2023, and 2024; however, they are not completed.
- **Dunkirk** Rehabilitate Taxiway A West (Construction) - We only have participation data from one contract of a similar nature in recent years. Four similar contracts were awarded in FY’s 2022 and 2023; however, they are not completed.
- **Dunkirk** Construct T-Hangar Taxilane (Construction) – We only have participation data from one contract of a similar nature in recent years. Four similar contracts were awarded in FY’s 2022 and 2023; however, they are not completed

- **Jamestown** On & Off Airport Obstruction Removal Runway 7-25 & Runway 13-31 (Construction) - We have not awarded contracts of a similar nature in recent years.
- **Jamestown** Terminal Apron Reconstruction Pavement/Lighting (Construction) - We only have participation data from one contract of a similar nature in recent years. Four similar contracts were awarded in FY's 2022 and 2023; however, they are not completed.
- **Jamestown** Rehab Taxiway D Pavement/Signage/Lighting (Design) - We have past participation data from three contracts of a similar nature in recent years and the goals were not met. Four similar contracts were awarded in FY's 2019, 2023, and 2024; however, they are not completed.
- **Dunkirk** Obstruction Removal – Runway 15-33 (Construction) – We have not awarded contracts of a similar nature in recent years.
- **Dunkirk** Rehabilitate Runway 15-33 (Construction) – We only have participation data from one contract of a similar nature in recent years. Four similar contracts were awarded in FY's 2022 and 2023; however, they are not completed.
- **Dunkirk** Rehabilitate Taxiway B North (Construction) – We only have participation data from one contract of a similar nature in recent years. Four similar contracts were awarded in FY's 2022 and 2023; however, they are not completed.
- **Dunkirk** Reconstruction Runway 15-33 PAPI (Design & Construction) – We have not awarded contracts of a similar nature in recent years.
- **Dunkirk** Terminal Building Upgrades – We have not awarded contracts of a similar nature in recent years.

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.

Weighted contract dollar value by year did not factor in a change to the Table 1 base figure of 10.4%.

Accordingly, based on the above analysis, we are making no adjustment to the base figure of 10.4% found in Table 1, which we are proposing to adopt as our overall goal for federal fiscal years 2026, 2027 and 2028.

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. Small Business Administration, Buffalo District Office
5. Buffalo Niagara Partnership, Inc.
6. Seneca County Chamber of Commerce
7. Seneca Salamanca Area Chamber of Commerce
8. Chautauqua County Chamber of Commerce

9. Wyoming County Chamber of Commerce
10. Niagara USA Chamber
11. Canandaigua Chamber of Commerce
12. Greater Binghamton Chamber of Commerce
13. Greater Olean Area Chamber of Commerce
14. Empire State Association of Minority Contractors
15. NYS Small Business Development Center
16. NAACP New York State Conference
17. National Council of La Raza/Unidosus
18. NOW – New York State

DISADVANTAGED BUSINESS ENTERPRISE PROGRAM

AIRPORT: Chautauqua County Dunkirk (DKK) / Jamestown (JHW)

FEDERAL FISCAL YEAR: FY2026 through FY2028

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)		
			Wyoming County		Chautauqua County		Erie County		Niagara County		Ontario County		Broome County		Cattaraugus 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					
236220	Construction of Buildings	8.9%	0	8	0	7	13	87	1	27	0	12	0	30	0	7	14	178	0.7%		
237110	Water & Sewer & Relate Struc Contrs	0.2%	0	0	0	3	1	22	0	3	0	0	0	7	0	4	1	39	0.0%		
237310	Hwy, Street, and Bridge Construction	41.3%	0	0	0	0	6	31	1	3	0	5	1	9	0	0	8	48	6.9%		
238990	Specialty Trade Contractors (Others)	1.0%	0	8	0	11	5	125	3	39	0	15	2	37	0	6	10	241	0.0%		
238110	Concrete Contractors	1.0%	0	0	0	5	8	79	2	24	0	0	0	8	1	4	11	120	0.1%		
238290	Other Building Equipment Contractors	0.1%	0	8	0	22	2	164	0	48	0	31	0	33	0	9	2	315	0.0%		
238210	Electrical Contractors	3.5%	0	0	0	3	3	24	1	0	0	5	0	3	0	0	4	35	0.4%		
238910	Site Preparation Contractors	1.6%	0	13	0	22	9	101	1	26	0	20	2	24	1	7	13	213	0.1%		
541370	Surveying and Mapping	4.8%	1	3	0	5	6	15	0	8	0	4	0	0	0	0	7	35	1.0%		
541380	Testing Laboratories	1.5%	0	0	0	0	1	26	0	5	0	0	0	6	0	0	1	37	0.0%		
484110	Truck Transportation	11.5%	0	4	1	9	2	88	1	20	0	11	1	14	0	7	5	153	0.4%		
541330	Engineering and Related Services	14.9%	0	0	0	7	8	148	1	28	1	16	1	29	0	7	11	235	0.7%		
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%		
336211	Special Purpose Hgwy Vehicles ARFF	0.0%	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	0.0%		
339113	Suits, Firefighting, Mfg ARFF	0.0%	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7	0.0%		
541191	Title Abstract & Settlement Offices	2.0%	0	0	0	3	1	16	0	0	0	0	0	0	0	3	1	22	0.1%		
561730	Landscaping Services	7.7%	0	15	0	47	4	445	2	137	0	73	1	60	0	27	7	804	0.1%		
531320	Office of Real Estate Appraisers	0.0%	0	0	0	0	0	28	0	3	0	0	0	5	0	0	0	36	0.0%		
Total =		100%															Total Goal (Base Figure) =		95	2,522	10.4%

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 FY2026 to FY2028 AIP Grants (with estimated dollar breakdown by trade)																				Total	Estimated % of Business		
	Obstruction Removal - Runway 6-24 (Design) (2026)	Land Acquisition and Update Existing Avigation Easements - Runways 15 and 33, RPZ and Approach (2026)	Rehabilitate Runway 15-33 (Design) (2026)	Rehabilitate Taxiway B North (Design) (2026)	Construct T-Hangar Taxiway (Design) (2026)	T-Hangar (Design & Construction) (2026)	Runway 13-31 Rehab Pave/Signage/Lighting (Construction) (2026)	Terminal Building Renovations (Construction) (2026)	Obstruction Removal - Runway 6-24 (Construction) (2027)	Obstruction Removal - Runway 15-33 (Design) (2027)	Rehabilitate Runway 6-24 (Design) (2027)	Rehabilitate Taxiway A West (Construction) (2027)	Construct T-Hangar Taxiway (Construction) (2027)	On & Off Airport Obstruction Removal RW 7-25 & 13-31 (Construction) (2027)	Terminal Apron Reconstruction Pave/Lighting (Construction) (2027)	Rehab Taxiway D Pave/Signage/Lighting (Design) (2028)	Obstruction Removal - Runway 15-33 (Construction) (2028)	Rehabilitate Runway 15-33 (Construction) (2028)	Rehabilitate Taxiway B North (Construction) (2028)	Reconstruction Runway 15-33 PAPI (Design & Construction) (2028)			Terminal Building Upgrades (2028)	
Construction of Buildings							\$765,000														\$1,145,000	\$1,910,000	8.9%	
Water & Sewer & Relate Struc Contrs							\$50,000															\$50,000	\$50,000	0.2%
Hwy, Street, and Bridge Construction						\$720,000	\$3,815,000		\$192,000			\$384,000	\$309,734		\$2,000,000		\$216,000	\$672,000	\$480,000	\$117,000		\$8,905,734	\$8,905,734	41.3%
Specialty Trade Contractors (Others)							\$100,000							\$58,000	\$50,000							\$208,000	\$208,000	1.0%
Concrete Contractors							\$60,000	\$50,000							\$100,000							\$210,000	\$210,000	1.0%
Other Building Equipment Contractors							\$20,000															\$20,000	\$20,000	0.1%
Electrical Contractors							\$500,000	\$50,000							\$200,000							\$750,000	\$750,000	3.5%
Site Preparation Contractors							\$100,000							\$242,000								\$342,000	\$342,000	1.6%
Surveying and Mapping	\$31,000	\$100,000	\$44,000	\$25,000	\$18,000	\$150,000	\$75,000		\$40,000	\$18,000	\$48,000	\$80,000	\$64,528			\$30,000	\$45,000	\$140,000	\$100,000		\$30,000	\$1,038,528	4.8%	
Testing Laboratories			\$33,000	\$19,000	\$13,500	\$30,000	\$50,000		\$8,000		\$36,000	\$16,000	\$12,906			\$30,000	\$9,000	\$28,000	\$20,000		\$25,000	\$330,406	1.5%	
Truck Transportation						\$450,000	\$200,000	\$20,000	\$120,000			\$240,000	\$193,584	\$100,000	\$200,000		\$135,000	\$420,000	\$300,000		\$100,000	\$2,478,584	11.5%	
Engineering and Related Services	\$59,000	\$60,000	\$143,000	\$81,000	\$58,500	\$150,000	\$768,000	\$190,000	\$40,000	\$72,000	\$156,000	\$80,000	\$64,528	\$242,000	\$277,000	\$240,000	\$45,000	\$140,000	\$100,000	\$50,000	\$200,000	\$3,216,028	14.9%	
Tractor/Truck/Plow Off Hgwy Mfg SRE																						\$0	\$0	0.0%
Special Purpose Hgwy Vehicles ARFF																						\$0	\$0	0.0%
Suits, Firefighting, Mfg ARFF																						\$0	\$0	0.0%
Title Abstract & Settlement Offices		\$440,000																				\$440,000	\$440,000	2.0%
Landscaping Services							\$100,000	\$20,000						\$1,500,000	\$50,000							\$1,670,000	\$1,670,000	7.7%
Office of Real Estate Appraisers																						\$0	\$0	0.0%
Total =	\$90,000	\$600,000	\$220,000	\$125,000	\$90,000	\$1,500,000	\$5,668,000	\$1,265,000	\$400,000	\$90,000	\$240,000	\$800,000	\$645,280	\$2,142,000	\$2,877,000	\$300,000	\$450,000	\$1,400,000	\$1,000,000	\$167,000	\$1,500,000	\$21,569,280	\$21,569,280	100.0%
DBE % by AIP Grant	10.0%	7.1%	7.4%	7.4%	7.4%	11.5%	13.5%	6.8%	11.5%	7.7%	7.4%	11.5%	11.5%	2.1%	13.5%	6.0%	11.5%	11.5%	11.5%	13.1%	7.3%		10.4%	(Base Figure)
Adjusted DBE % Based on Past Work (See Note 2)	10.0%	7.1%	7.4%	7.4%	7.4%	11.5%	13.5%	6.8%	11.5%	7.7%	7.4%	11.5%	11.5%	2.1%	13.5%	6.0%	11.5%	11.5%	11.5%	13.1%	7.3%		10.4%	(Adjusted Base Figure)

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

Chautauqua 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 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 10.4% for federal fiscal years 2026, 2027 and 2028, we will obtain 0% from race-neutral participation and 10.4% 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 marginally 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 10.4% for federal fiscal years 2026, 2027 and 2028, we will obtain 0% from race-neutral participation and 10.4% 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.