

**CLARK COUNTY DEPARTMENT OF AVIATION  
PROPOSED DBE GOAL  
FY 2023- FY 2025**

***Airport Sponsor:***                    **Clark County Department of Aviation**  
Harry Reid International Airport  
Henderson Executive Airport  
North Las Vegas Airport  
Overton – Perkins Field  
Jean Sport Aviation Center

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***Goal Period:***                    ***From:*** October 1, 2022  
***Thru:*** September 30, 2025

**Overall DBE Goal for FAA-Assisted Projects:**

Harry Reid International Airport – 15.0% (6.4% Race-Neutral/ 8.6% Race-Conscious)

Henderson Executive Airport – 17.9% (6.4% Race-Neutral/ 11.5% Race-Conscious)

North Las Vegas Airport – 20.1% (6.4% Race-Neutral/ 13.7% Race-Conscious)

Overton – Perkins Field – 19.8% (6.4% Race-Neutral/ 13.4% Race-Conscious)

Jean Sport Aviation Center – 19.8% (6.4% Race-Neutral/ 13.4% Race-Conscious)

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## **DBE GOAL METHODOLOGY**

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The overall goal period for the Clark County Department of Aviation (“CCDOA”) Disadvantaged Business Enterprise (“DBE”) Program is on a three-year basis, beginning on October 1, 2022 and ending on September 30, 2025. The Overall DBE Goal for fiscal years 2023 through 2025 has been set at of 15.0% for Harry Reid (LAS), 17.9% for Henderson (HND), 20.1% for North Las Vegas (VGT), 19.8% for Overton – Perkins Field (UO8), and 19.8% for Jean Sport Aviation Center (OL7) in compliance with the methodologies described in CFR 49 Part 26 and subsequent guidance. FAA funding for AIP projects for the three-year period is anticipated to be approximately \$336.0 million over the three-year period distributed between the four airports as follows:

Harry Reid International Airport – \$278.6 million  
Henderson Executive Airport - \$45.8 million  
North Las Vegas Airport – \$0.9 million  
Overton – Perkins Field - \$8.9 million  
Jean Sport Aviation Center - \$1.8 million

### **Geographic Region**

The CCDOA completed a Disparity Study in 2019 (the 2017 Nevada Transportation Consortium Disparity Study) in coordination with the Reno-Tahoe Airport Authority, and the Regional Transportation Commissions of Southern Nevada and Washoe County. In accordance with that study, the relevant geographic market for contractors for CCDOA projects has been determined to be the State of Nevada.

### **Goal Methodology**

The methodology for setting the overall goal is as follows.

49 CFR Part 26, Section 26.45(b) states as follows:

Your overall goal must be based on demonstrable evidence of the availability of ready, willing and able DBEs relative to all businesses ready, willing and able to participate on your DOT assisted contracts (hereafter, the "relative availability of DBEs"). The goal must reflect your determination of the level of DBE participation you would expect absent the effects of discrimination. You cannot simply rely on either the 10 percent national goal, your previous overall goal or past DBE participation rates in your program without reference to the relative availability of DBEs in your market.

49 CFR Part 26, Section 26.45 further provides for a two-step process, consisting of:

Step 1 - Determine a Base Figure representing the Relative Availability of DBEs  
and

Step 2 - Examine data to determine what adjustment, if any, is needed to the Base Figure

The regulation provides the following examples of potential approaches for accomplishing Step 1, determining the base figure, as follows:

- 1) Use DBE Directories and Census Bureau Data. Determine the number of ready, willing and able DBEs in your market from your DBE directory. Using the Census Bureau's County Business Pattern (CBP) database, determine the number of all ready, willing and able businesses available in your market that perform work in the same NAICS codes.
- 2) Use a bidders list. Determine the number of DBEs that have bid or quoted on your DOT assisted prime contracts or subcontracts in the previous year. Determine the number of all businesses that have bid or quoted on prime or subcontracts in the same time period. Divide the number of DBE bidders and quoters by the number for all businesses to derive a base figure for the relative availability of DBEs in your market.
- 3) Use data from a disparity study. Use a percentage figure derived from data in a valid, applicable disparity study.
- 4) Use the goal of another DOT recipient. If another DOT recipient in the same, or substantially similar, market has set an overall goal in compliance with this rule, you may use that goal as a base figure for your goal.
- 5) Alternative methods. Subject to the approval of the DOT operating administration, you may use other methods to determine a base figure for your overall goal. Any methodology you choose must be based on demonstrable evidence of local market conditions and be designed to ultimately attain a goal that is rationally related to the relative availability of DBEs in your market.

Although the 2017 Nevada Transportation Consortium Disparity Study (the "Disparity Study" or the "Study") was jointly undertaken by the various agencies mentioned above, a separate Study document was produced for each agency taking into account the variations between agencies, including variations in the definition of the geographic region. The CCDOA Study defined the geographic region as the State of Nevada and focused on construction and engineering contracts awarded by CCDOA between October 1, 2010 and September 30, 2014. The study looked back at contracts awarded during the study period to determine disparity and then-current availability, therefore we have utilized the availability by trade as determined by the Disparity Study applied to trades to be utilized for projects planned between FFY 2023 and 2025 for trades included in the Disparity Study. For all other trades, we have calculated the availability based on DBE firms listed in the Nevada Unified Certification Program ("UCP") DBE Directory divided by the number of firms listed in the 2020 Census Bureau County Business Patterns survey.

For fiscal years 2023 through 2025, we anticipate the following projects to be awarded:

## **Harry Reid International Airport (“LAS”):**

### **FY 2023**

- RFID Replacement
- Elevator Replacement and Passenger Capacity Improvements
- High-T Terminal 3 Roadway Improvements
- Diesel Bus Replacement (Phase II)
- Main Gate Reconstruction Design & Construction (1,000 LF)
- Holding Pad 7 Expansion Design & Construction (55,000 SY)
- Improve Runway 8/26 Drainage Design
- Holding Pad 7 Reconstruction Design (110,000 SY)
- ARFF Truck Replacement (2)

### **FY 2024**

- Roadway Expansion Deck
- Passenger Pick-up Circulation
- Central Baggage Claim Passenger Circulation
- T1 Escalator Equipment Replacement
- LAS Power On-site Improvements
- Diesel Bus Replacement (Phase III)
- Holding Pad 7 Reconstruction (Phase I) 55,000 SY
- Improve Runway 8/26 Drainage

### **FY 2025**

- Curbside Check-in Expansion
- Airport Connector Improvements
- Roadway Reconstruction Project
- Part 150 Noise Study Update
- Diesel Bus Replacement (Phase IV)
- Holding Pad 7 Reconstruction (Phase II) 55,000 SY
- Holding Pad 1 Expansion Design (20,000 SY)
- Holding Pad 1 Reconstruction Design (56,000 SY)
- "D" Gates Terminal Apron Rehabilitation Design (684,786 SY)
- R.I.M. Design (24) Extend Taxiway "C" Full-Length (500'x100')
- R.I.M. Design (24) Extend Taxiway "C" Full-Length (500'x100')

## **Henderson Executive Airport (“HND”):**

### **FY 2023**

- Airport Master Plan Environmental Study

### **FY 2024**

- Airfield D-III Design & Rehabilitation Project (Runway)
- Airfield D-III Design & Rehabilitation Project (Taxiways)
- Airfield D-III Design & Rehabilitation Project (Aprons)

**FY 2025**

- Extend Runway 17R/35L and Upgrade to ARC D-III  
Temporary Extension 17L/35R & Rehabilitation  
Demo and Reconstruct Taxiway "A" 7,800' x 75'  
Construct A1 300' x 60'  
Construct A2 300' x 60'  
Construct A3 1000' x 75' (35' between runways)  
Construct A4 1000' x 75' (35' between runways)  
Construct A5 1000' x 75' (35' between runways)  
Construct A6 1000' x 60' (35' between runways)  
Construct A7 300' x 75'  
Construct A8 300' x 75'

**North Las Vegas Airport (VGT"):**

**FY 2023**

- Design Structure Demolition

**FY 2024**

- Structural Demolition

**FY 2025**

- No projects planned

**Overton – Perkins Field ("UO8"):**

**FY 2023**

- Reconstruct Runway 13/31
- Reconstruct Apron
- Reconstruct Taxiway
- Install AWOS

**FY 2024**

- No projects planned

**FY 2025**

- Reconstruct Terminal Facility

**Jean Sport Aviation ("OL7"):**

**FY 2023**

- Rehabilitate Runway 20R/02L (4,600'x75')
- Rehabilitate Runway 20L/02R (3,700'x60')

**FY 2024**

- No projects planned

**FY 2025**

- No projects planned

The trade breakdown for each of the planned projects is as follows:

<b>Table 1: Trade Breakdown for 2023 - 2025 AIP Projects</b>			
Project	Trade	NAICS	Trade Estimate
<b>Harry Reid International Airport</b>			
2023 - 2025 LAS Projects	Commercial and Institutional Building Construction	236220	2.3%
	Water and Sewer Line and Related Structures Construction	237110	4.7%
	Highway, Street, and Bridge Construction	237310	19.7%
	Poured Concrete Foundation and Structure Contractors	238110	3.3%
	Structural Steel and Precast Concrete Contractors	238120	1.0%
	Electrical Contractors and Other Wiring Installation Contractors	238210	13.1%
	Other Building Equipment Contractors	238290	14.4%
	Site Preparation Contractors	238910	15.3%
	Heavy Duty Truck Manufacturing	336120	13.9%
	Engineering Services	541330	4.7%
	Surveying and Mapping Services	541370	5.7%
	Planning/Environmental Study	541620	1.8%
Total LAS 2023 – 2025			\$278,613,892
<b>Henderson Executive Airport</b>			
Project	Trade	NAICS	Trade Estimate
2023 - 2025 HND Projects	Water and Sewer Line and Related Structures Construction	237110	18.2%
	Highway, Street, and Bridge Construction	237310	18.2%
	Poured Concrete Foundation Structure Contractors	238110	4.5%
	Electrical Contractors and Other Wiring Installation	238210	18.2%
	Site Preparation Contractors	238910	22.7%
	Engineering Services	541330	7.5%
	Surveying and Mapping Services	541370	10.2%
	Environmental Consulting Services	541620	0.6%
Total HND 2023 – 2025			\$45,800,000
<b>North Las Vegas Airport</b>			
Project	Trade	NAICS	Trade Estimate
2023 - 2025 VGT Projects	Engineering Services	541330	10.6%
	Environmental Consulting Services	541620	0.6%

Table 1: Trade Breakdown for 2023 - 2025 AIP Projects			
Project	Trade	NAICS	Trade Estimate
	Site Prep - Demolition	238910	88.9%
Total VGT 2023 - 2025			\$900,000
<b>Overton - Perkins Field</b>			
Project	Trade	NAICS	Trade Estimate
2023 - 2025 UO8 Projects	Commercial and Institutional Building Construction	236220	2.2%
	Water and Sewer Line and Related Structures Construction	237110	4.7%
	Highway, Street, and Bridge Construction	237310	36.0%
	Poured Concrete Foundation Structure Contractors	238110	2.0%
	Electrical Contractors and Other Wiring Installation	238210	19.2%
	Site Preparation Contractors	238910	26.3%
	Surveying and Mapping Services	541370	9.7%
Total UO8 2023 - 2025			\$8,900,000
<b>Jean Sport Aviation Center</b>			
Project	Trade	NAICS	Trade Estimate
2023 - 2025 OL7 Projects	Highway, Street, and Bridge Construction	237310	70.0%
	Electrical Contractors and Other Wiring Installation	238210	10.0%
	Site Preparation Contractors	238910	5.0%
	Surveying and Mapping Services	541370	15.0%
Total OL7 2023 - 2025			\$1,750,000
Total CCDOA Projects 2023 - 2025			\$335,963,892

DBE availability has been determined by utilizing the Disparity Study specific to the relevant geographic region for trades included in the study and the Directory/Census methodology described above for the remaining trades. The availability calculations are as follows:

Table 2 - DBE Availability Percentages				
Trade	NAICS	2020 Census	Dir	DBE Availability %
Commercial and Institutional Building Construction	236220	416	24	5.8%
Water and Sewer Line and Related Structures Construction	237110	68	10	14.7%
*Highway, Street & Bridge Construction	237310			28.0%

Table 2 - DBE Availability Percentages				
Trade	NAICS	2020 Census	Dir	DBE Availability %
Poured Concrete Foundation Structure Contractors	238110	139	10	7.2%
*Structural Steel and Precast Concrete Contractors	238120			39.0%
*Electrical Contractors	238210			34.0%
Other Building Equipment Contractors	238290	71	1	1.4%
*Site Preparation Contractors	238910			31.0%
Heavy Duty Truck Manufacturing	336120	1	0	0.0%
Engineering Services	541330	573	30	5.2%
Surveying and Mapping Services	541370	56	11	19.6%
Environmental Consulting Services	541620	129	19	14.7%

\*Based on Disparity Study, All Others Based on Directory/Census Bureau County Business Patterns

Weighting the trades anticipated for each airport using the availability calculation above results in the following:

Table 3 - DBE \$ based on Project Expenditures by Trade Classification X DBE Availability					
Project	Trade	NAICS	Trade \$	DBE %	DBE \$
<b>Harry Reid International Airport (LAS)</b>					
Total LAS 2023 – 2025			\$278,613,892	18.0%	\$50,156,379
<b>Henderson Executive Airport</b>					
Total HND 2023 – 2025			\$45,800,000	23.8%	\$10,886,120
<b>North Las Vegas Airport</b>					
Total VGT 2023 - 2025			\$900,000	28.2%	\$253,675
<b>Overton - Perkins Field</b>					
Project	Trade	NAICS	Trade \$	DBE %	DBE \$
Total UO8 2023 – 2025			\$8,900,000	27.6%	\$2,456,902
<b>Jean Sport Aviation Center</b>					
Total OL7 2023 - 2025			\$1,750,000	27.5%	\$481,075
Total CCDOA Projects 2023 - 2025			\$335,963,892	19.1%	\$64,234,151

Based on the above, the base goal, adjusted for the weighted trades to be utilized for the anticipated FY 2023 - 2025 projects, for each airport is as follows:

Harry Reid International Airport – 18.0%  
Henderson Executive Airport – 23.8%  
North Las Vegas Airport – 28.2%  
Overton – Perkins Field – 27.6%  
Jean Sport Aviation Center – 27.5%

**Step 2 - Examine data to determine what adjustment, if any, is needed to the Base Figure.**

Section 26.45(d) provides many examples of the types of data to examine in order to adjust the base figure. We have examined the volume of work performed by DBE firms over the past five (5) years in CCDOA projects at each of the 5 airports. Our findings are as follows:

The following information will provide the history of DBE participation at each airport for FFYs 2017 – 2021.

Table 4 - Past History of DBE Participation				
Year	Total Contract \$	Total DBE \$	DBE %	DBE Goal
<b>Harry Reid International Airport (LAS)</b>				
2021	\$9,075,790	\$1,568,337	17.3%	10.2%
2020	\$32,442,568	\$4,711,728	14.5%	10.2%
2019	\$21,806,268	\$3,236,859	14.8%	5.8%
2018	N/A – No awards			
2017	\$4,000,000	\$379,001	9.5%	5.8%
Total	\$67,324,626	\$9,895,925	14.7%	8.5%
Median			14.7%	
<b>Henderson Executive Airport (HND)</b>				
2021	\$4,627,292	\$1,227,870	26.5%	12.8%
2020	N/A – No awards			
2019	N/A – No awards			
2018	N/A – No awards			
2017	N/A – No awards			
Total	\$4,627,292	\$1,227,870	26.5%	12.8%
Median			26.5%	
<b>North Las Vegas Airport (VGT)</b>				
2021	N/A – No awards			
2020	N/A – No awards			
2019	N/A – No awards			
2018	N/A – No awards			
2017	N/A – No awards			
Total	\$0	\$0	0.0%	0.0%
Median			N/A	
<b>Overton - Perkins Field (UO8)</b>				

Table 4 - Past History of DBE Participation				
Year	Total Contract \$	Total DBE \$	DBE %	DBE Goal
2021	\$299,249	\$8,710	2.9%	10.4%
2020	N/A – No awards			
2019	N/A – No awards			
2018	N/A – No awards			
2017	N/A – No awards			
<b>Total</b>	<b>\$299,249</b>	<b>\$8,710</b>	<b>2.9%</b>	<b>10.4%</b>
<b>Median</b>			<b>2.9%</b>	
Jean Sport Aviation Center (OL7)				
2021	\$345,639	\$0	0.0%	16.0%
2020	N/A – No awards			
2019	N/A – No awards			
2018	N/A – No awards			
2017	\$1,925,000	\$182,112	9.5%	5.7%
<b>Total</b>	<b>\$2,270,639</b>	<b>\$182,112</b>	<b>8.0%</b>	<b>7.1%</b>
<b>Median</b>			<b>4.8%</b>	

As shown above, it is evident that there are several years with no activity at some of the airports and one airport with no activity at all for the last 5 years. Since the geographic region is the same for all airports and the work is comparable, we have calculated an overall median accomplishment for CCDOA airports as follows.

Table 5 – CCDOA Consolidated DBE Accomplishments			
	Total \$	DBE \$	DBE %
2021	\$14,347,970	\$2,804,917	19.5%
2020	\$32,442,568	\$4,711,728	14.5%
2019	\$21,806,268	\$3,236,859	9.3%
2018	N/A – No awards		
2017	\$5,925,000	\$561,113	9.5%
<b>Total</b>	<b>\$74,521,806</b>	<b>\$11,314,617</b>	<b>15.2%</b>
<b>Median</b>			<b>12.0%</b>

The median goal accomplishment for the five-year period between 2014 and 2018 is 8.7% (excluding 2018 as there was no activity). Adjusting the weighted goal for past history for each airport results in the following:

Harry Reid International Airport

18.0% (base goal) + 12.0% (median) = 30.0%; 30.0%/2 = 15.0%

Henderson Executive Airport

23.8% (base goal) + 12.0% (median) = 35.8%; 35.8%/2 = 17.9%

North Las Vegas Airport

28.2% (base goal) + 12.0% (median) = 40.2%; 40.2%/2 = 20.1%

Overton – Perkins Field

27.6% (base goal) + 12.0% (median) = 39.6%; 39.6%/2 = 19.8%

Jean Sport Aviation Center

27.5% (base goal) + 12.0% (median) = 39.5%; 39.5%/2 = 19.8%

The Disparity Study suggests that there is evidence to support both upward and downward adjustments but does not recommend specific adjustments to be made other than an adjustment for past history. Therefore, no other adjustments are proposed.

**The proposed overall goal for Federal  
Fiscal Years 2023 – 2025 for each airport as follows:**

Harry Reid International Airport - 15.0%

Henderson Executive Airport – 17.9%

North Las Vegas Airport – 20.1%

Overton – Perkins Field – 19.8%

Jean Sport Aviation Center – 19.8%

**Race-Neutral versus Race-Conscious Goal**

The Disparity Study calculated the median race-neutral participation achieved by each airport between 2011 and 2015 and suggested that the same percentage would be achieved as race-neutral going forward. Updating the accomplishments to reflect the most recent 5-year period results in median race-neutral participation of 0.0% as shown in Table 6 below. Given this, and using the same methodology as suggested in the Disparity Study, we propose that 6.4% of the participation will be achieved using race-neutral measures alone at each airport. The Race-Neutral/Race-Conscious split at each airport is therefore:

Harry Reid International Airport - 15.0% (6.4% Race-Neutral/ 8.6% Race-Conscious)

Henderson Executive Airport – 17.9% (6.4% Race-Neutral/ 11.5% Race-Conscious)

North Las Vegas Airport – 20.1% (6.4% Race-Neutral/ 13.7% Race-Conscious)

Overton – Perkins Field – 19.8% (6.4% Race-Neutral/ 13.4% Race-Conscious)

Jean Sport Aviation Center – 19.8% (6.4% Race-Neutral/ 13.4% Race-Conscious)

<b>Table 6 – CCDOA Race-Neutral Participation</b>				
	Total \$	DBE \$	DBE %	RN
2021	\$14,347,970	\$2,804,917	19.5%	8.4%
2020	\$32,442,568	\$4,711,728	14.5%	4.3%
2019	\$21,806,268	\$3,236,859	14.8%	9.0%
2018	N/A – No awards			
2017	\$5,925,000	\$561,113	9.5%	3.7%
Total	\$74,521,806	\$11,314,617	15.2%	6.4%
Median			6.4%	

The following race-neutral methods will be employed:

- a) Provide information on the Clark County Department of Aviation organization, functions and its full range of contractual needs.
- b) Offer instructions and clarification on bid specifications, procurement policy, procedures, and general bidding requirements.
- c) Maintain a file of successful bid documents from past procurements and permit potential participants to review and evaluate such documents.
- d) Conduct debriefing sessions on awarded contract as requested.
- e) Routinely issue projected procurement information.
- f) Provide instructions and clarification on job performance requirements.
- g) Provide information and assistance on certification procedures.
- h) Provide information on sub-contracting practices and bonding requirements.
- i) When arranging solicitations, endeavor to allow time for preparation of bids, quantities, specifications and delivery schedules so as to facilitate the participation of DBEs.
- k) Utilization of the Department’s approved Small Business Program.