

Disadvantage Business Enterprise (DBE) Participation Goal, FY2023-FY2025
Jefferson Parish Department of Transit Administration
FTA Recipient ID: 1864

FTA FY2020-FY2022 DBE Attainment

Jefferson Parish (JP) Transit has demonstrated a history of non-attainment vis-à-vis the award of prime contracts to DBE firms and vendors. The Transit Department, in compliance with Procurement guidelines/policy, conducts a good deal of procurements from the Parish and State Contractors when suitable. However, this has precluded opportunities for competitive procurements on several projects since the beginning of FY2020.

Since the FY2020-FY2022 DBE Participation Goal was submitted (and subsequently revised in Jan 2021), Transit Administration has overseen numerous FTA-funded projects that were not bid out but completed using Parish and/or State Contractors, including Facilities improvements; Terminal improvements and repairs; architectural and engineering services; and web-design services. JP Transit has demonstrated DBE participation in previous Uniform reports wherein funds reflect funds payments on contracts held by the operations-management contractor.

Anticipated Agency Contracting Activity (FTA FY2023-FY2025)

The FTA-funded projects outlined in the FY2023-FY2025 methodology reflect impending contracting opportunities that are similar to those in recent years and do not deviate from procurements and contracted services typically overseen by JP Transit.

- Eastbank Admin & Maint Facilities reconstruction
→funding: FTA competitive 5339
- Westbank Admin & Maint Facilities structural repairs
→funding: State (LADOTD) discretionary 5339 allocation via FTA
- Westbank Admin & Maint Facilities improvements
→funding: State (LADOTD) discretionary 5339 allocation via FTA
- Grant Project Management and Program Implementation Services
→funding: FTA Formula 5307

By the start of FY2023, Jefferson Parish Transit will have FTA funds in place to replace or refurbish half (51%) of its existing fixed-route fleet that have reached or are approaching their useful life benchmark (ULB). Therefore, a good deal of funds in-hand and forthcoming FTA award funds have been obligated for said vehicles project, reinforced by an existing TVM contract that expires in 2023.

The procurements considered for developing the DBE Participation Goal herein are the only FTA-funded projects planned that have yet to be bid, although the architectural and engineering services for the Eastbank project have already been contracted (and nearing completion).

Agency Profile and Local Market Area

As in previous years, the JP Transit service area includes the urbanized areas of Jefferson Parish, LA, as well as key transfer points in downtown New Orleans. JP Transit expanded its operations in the City of New Orleans during FY2022 as a result of service changes and route modifications.

Previously, JP Transit defined the local market area (LMA) as the census-defined New Orleans, LA metropolitan statistical area (MSA), which consists of eight (8) Parishes, for setting the DBE Participation Goal analysis. The FY2023-FY2025 methodology LMA changes parameters as follows:

- Expands market area to the State of Louisiana
- Number of DBE firms and ready, willing and able (RWA) available firms consists of those whose specialty areas consist of construction (CO), engineering (EN), and supplies (SU)

DBE Participation Goal Methodology

The overall FY2023-FY2025 DBE Participation Goal was developed by calculating a weighted base figure, using the methodology outlined by FTA. This approach aligns with the first step of the DBE goal-setting process. The revised Weighting Base Figure worksheet is comprised of the following data:

- NAICS codes by Work Types that JP Transit anticipates contracting with FTA funds in the upcoming Federal Fiscal Years (source: State of LA Unified Certification Program Directory for Disadvantaged Business Enterprises, available through LADOTD)
- Project titles for internal reference associated with each NAICS code
- The FTA funding levels allocated for each project in the upcoming FTA Fiscal Years
- The number of DBEs available in the New Orleans MSA to perform this work (source: State of LA Unified Certification Program Directory for Disadvantaged Business Enterprises, available through LADOTD)
- Overall number of firms available in the State of Louisiana to perform this work (source: County Business Patterns Census data)

The weighted base figure (14.70%) for Jefferson’s FY2023-FY2025 DBE Participation Goal was adjusted, per the Federal guidance, according to historical DBE participation rates. We then added the base figure to the median (0% prime/subprime contracts awarded to DBEs) and divided by two. This gives an adjusted base figure of 7.35% (rounded to 7%). This equates to approximately \$550,040 in FTA funds for FY2023-FY2025.

	NAICS Code	Project	DOT funding for DBE Goal attainment (by methodology weight):
1)	236220 (Building Construction)	Eastbank Facilities reconstruction	\$349,212.43
2)	238190 (Other Foundation, Structure, and Building Exterior Contractors)	Westbank Maint. Facility: bus wash canopy and foundation repairs, concrete surface sealing	\$70,488.25
3)	238990 (All Other Specialty Trade Contractors)	Westbank Admin. Facility: building refurbishments (lighting, storage room addition, drywall)	\$3,804.34
4)	238220 (Plumbing, Heating, and Air-Conditioning Contractors)	Eastbank Facilities reconstruction & Westbank Admin. Facility building refurbishments	\$48,377.97
5)	238910 (Removal or Relocating Structures and Obstructions)	Eastbank Facilities reconstruction & Westbank Admin. Facility building refurbishments	\$14,673.86
6)	541611 (Administrative Mgmt. and General Mgmt. Consulting Services)	Grant management and project administration (consulting services)	\$63,482.75

Race-Neutral Approach to Facilitating DBE Participation

To date, Jefferson Parish Transit has relied on a race-neutral approach to facilitating DBE participation on FTA-assisted contracts.

Given the disproportionate cost and scope of the Eastbank Facilities project, Jefferson Parish Transit will (at minimum) recommend simplify or reduce bonding requirements and require proposers to unbundle the contract, which would allow JeT to implement a goal on each contract for the prime contractor to achieve.

Relative RN Attainment = 100%
All DBE attainment to date has been race-neutral.
Absolute RN Attainment = 7%
Relative RN Attainment (100%) x Proposed Goal (7%)
RC Split = 0%
Proposed Goal (7%) - Absolute RN Attainment (7%)

Race-Conscious Approach to Facilitating DBE Participation

Jefferson Parish Transit will seek to increase DBE participation by setting a goal on each contract for the awarded prime contractor to meet. Given the lack of awarding prime contracts to DBE proposers/bidders in previous procurements, a race-conscious participation goal of 3% (approx. half of the overall goal) would be a requirement of the contract award.