

Jefferson Parish Department of Transit Administration
Submitted to: Civil Rights Office, FTA Region VI
REVISED JAN 2021



Disadvantaged Business
Enterprise (DBE) Participation Goal,
FY2020-FY2022

Jefferson Parish Department of Transit Administration
Disadvantage Business Enterprise (DBE) Participation Goal, FY2020-FY2022 (revised Jan 2021)

DBE Participation Goal Methodology

Jefferson Transit serves the urbanized areas of Jefferson Parish, LA, as well as transfer points in the City of New Orleans. For the purposes of setting the DBE Participation Goal, Jefferson 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 its analysis.

Jefferson Transit has demonstrated a history of being unable to achieve reasonable Participation Goals in the past. The Transit Department, in compliance with Procurement guidelines/policy, conducts a good deal of procurements from the Parish and State Contractors when suitable. This seriously limits the number of opportunities for competitive

Although Jefferson Transit has demonstrated previous DBE participation in our semiannual reports throughout FY2014-FY2016 and FY2017-FY2019, these funds reflect funds payments on contracts held by our operations-management contractor, Transdev. Otherwise, Jefferson Transit has no observed DBE participation via prime contracts over the past three fiscal years.

The FTA-funded projects outlined in the FY2020-FY2022 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 Jefferson Transit. The calculations used in developing the methodology are based on FTA funds in hand for projects that are currently funded.

Jefferson Transit has accumulated funding for/anticipates procurement of numerous replacement fixed-route vehicles beginning in FY2022, in accordance with the JeT TAM Plan and in anticipation of those vehicles exceeding useful life. Aside from vehicle replacement planning, the projects considered for the DBE Participation Goal development herein are the only FTA-funded projects planned or in progress that provide opportunities for contract awards.

The FTA-assisted contracts include both projects that are in the preliminary stages as well as those not yet underway:

- Eastbank Admin & Maint Facilities renovations (one site, two structures) - construction contracting opportunity
- Fixed-Route Scheduling Software/Services Procurement - ITS consulting or software contracting opportunity
- Mobile Application Software/Services - ITS consulting or software contracting opportunity

The overall FY2020-FY2022 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 for contracts (including subcontracts) that Jefferson Transit anticipates letting with FTA funds in the upcoming federal fiscal years
- 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 – based on the State of LA Unified Certification Program directory for Disadvantaged Business Enterprises (DBE), available through LADOTD
- The overall number of firms available in the New Orleans MSA to perform this work – based on CBP Census data

The revised weighted base figure (31.47%) for Jefferson’s FY2020-FY2022 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 15.74% (rounded to 16%).

Again, the absence of previous DBE participation constraints the usefulness of this method because:

- (1) The technological nature of the two software procurements (scheduling software; mobile application) makes it virtually impossible to oversee a procurement/project where implementation can be spread among multiple contractors and whose components can be compartmentalized.
- (2) The Department has shown a pattern of engaging Parish/State Contractors for the sake of expediency.

Race-Neutral Approach to Facilitating DBE Participation

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

The unbundling of contracts is not feasible for the two technology projects that are being planned for this reporting period. The scheduling software and mobile application projects both entail recurring costs that must be bundled because FTA funds cannot be used to cover monthly expenses (e.g., cellular service, tech support).

Jefferson Transit can simplify or reduce bonding requirements for the large facilities-renovations project at the Eastbank facility. Another mechanism for fostering DBE participation on the Eastbank project is to 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 = 16%

Relative RN Attainment (100%) x Proposed Goal (16%)

RC Split = 0%

Proposed Goal (16%) - Absolute RN Attainment (16%)

Race-Conscious Approach to Facilitating DBE Participation

Based on prior procurements, JeT anticipates that the technology projects are likely to attract proposers with national and/or global reach. Additionally, the nature of the resulting contract may constrain the feasibility of setting a race-conscious DBE Participation Goal.

Therefore, given the scope of and funding levels for the Eastbank construction project – notwithstanding the A&E services already underway – JeT 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 8% (half of the overall goal) would be a requirement of the contract award.

* Enter all the FTA-assisted projects below. Project amounts should be assigned relevant NAICS Code(s).

	NAICS Code	Project	Amount of DOT funds on project:	% of total DOT funds (weight)
1)	236220	Eastbank Admin & Maint Facility Renov	\$3,937,000.00	0.9318
2)	541512	Comp Sys Design Svcs-Sched Software	\$198,000.00	0.0469
3)	541512	Comp Sys Design Svcs-Mobile App	\$90,000.00	0.0213
4)				0.0000
5)				0.0000
6)				0.0000
7)				0.0000
8)				0.0000
9)				0.0000
10)				0.0000
Total FTA-Assisted Contract Funds			\$4,225,000.00	1

Step 2 - Determine the relative availability of DBE's by NAICS Code:

* Use DBE Directory, census data and/or a bidders list to enter the number of available DBE firms and the number of available firms.

	NAICS Code	Project	Number of DBEs available to perform this work	Number of all firms available (including DBEs)	Relative Availability
1)	236220	Eastbank Admin & Maint Facility-Renov/Constr	72	219	0.3288
2)	541512	Comp. Sys. Design Services - Sched. Software	16	130	0.1231
3)	541512	Comp. Sys. Design Svcs - Mobile App	16	130	0.1231
4)					
5)	0	0			
6)	0	0			
7)	0	0			
8)	0	0			
9)	0	0			
10)	0	0			
Combined Totals			104	479	21.71% Overall availability of DBEs

Step 3 - (Weight) x (Availability) = Weighted Base Figure

	NAICS Code	Project	Weight	x	Availability	Weighted Base Figure
1)	236220	Eastbank Admin & Maint Facility-Renov/Constr	0.93183	x	0.32877	0.3064
2)	541512	Comp Sys Design Svcs-Sched Software	0.04686	x	0.12308	0.0058
3)	541512	Comp Sys Design Svcs-Mobile App	0.02130	x	0.12308	0.0026
4)	0	0	0.00000	x	0.00000	
5)	0	0	0.00000	x	0.00000	
6)	0	0	0.00000	x	0.00000	
7)	0	0	0.00000	x	0.00000	
8)	0	0	0.00000	x	0.00000	
9)	0	0	0.00000	x	0.00000	
10)	0	0	0.00000	x	0.00000	
Total						0.3147
Expressed as a % (*100)						31.47%
Rounded, Weighted Base Figure:						31%

ADJUSTED BASE FIGURE

Prime DBE Participation Rate
 FY2017 0%
 FY2018 0%
 FY2019 0%

Adjusted Base Figure 0.157373055
 Expressed as a % (*100) 15.74%
 Rounded, Adjusted Base Figure 16%