

**PARTA's DBE Goal Setting Process
Federal Fiscal Years 2017 - 2019**

The Portage Area Regional Transportation Authority (PARTA) operates Demand Response, Fixed-Route, and ADA Complementary Paratransit service in Portage County, Ohio, which has a current population of 161,419. ADA Complementary Paratransit Service is a service provided to individuals with functional disabilities who are prevented from using Fixed-Route service and live less than 3/4 of a mile from a Fixed Route. PARTA provided 1,535,210 passenger trips, during fiscal year 2015 totaling 1,607,320 vehicle revenue miles. Under the direction of a 15-member board appointed by Portage County officials, PARTA's 120 full-time equivalent employees operated 72 revenue vehicles to provide public transportation Monday through Saturday.

PARTA has issued a policy statement that expresses its commitment to use DBEs in all aspects of contracting as well as fostering Small Business participation. Various levels of responsibility are outlined, and objectives of the program are described in PARTA's DBE Program Document. This document is circulated throughout the organization and to minority, non-minority, and women-owned community and business organizations.

The following is a list of expected federal procurements during Federal Fiscal Years 2017 - 2019 (excluding bus procurements and mechanic wages for Capitalized Maintenance), along with the potential NAICS codes:

POSSIBLE NAICS CODES	PROJECT	AMOUNT	% OF TOTAL
332710, 332722, 336310, 336350, 423110, 423120, 423130, 423860, 441310, 541690, 561710, 811310	Capitalized Maintenance / (excluding labor)	\$ 1,549,600	35.4%
238110, 238120, 236220	Bus Stop Improvements	\$ 33,000	0.8%
221210, 236210, 238110, 238120, 238210, 238220, 238910	CNG Fueling Station Construction	\$ 1,000,000	22.8%
237120	CNG Compressor Station	\$ 800,000	18.3%
236210, 236220, 238110, 238120, 238210, 238220, 238910, 332312	Bus Storage Facility	\$ 1,000,000	22.8%

PARTA is located in Portage County, Ohio. The Ohio Unified Certification Program was used to identify DBE companies that are willing and able to contract for our projects.

www.yellowbook.com, www.yip.com, and our bidder's list were used to determine the total number of firms available. The results are as follow:

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NAICS CODES	PROJECT	# OF DBE's	TOTAL # OF FIRMS	RELATIVE AVAILABILITY
332710, 332722, 336310, 336350, 423110, 423120, 423130, 423860, 441310, 541690, 561710, 811310	Capitalized Maintenance	15	522	0.0287
238110, 238120, 236220	Stop Improvements	30	519	0.0578
221210, 236210, 238110, 238120, 238210, 238220, 238910	CNG Fueling Station Construction	276	3030	0.0911
237120	CNG Compressor Station	0	3	0.0000
236210, 236220, 238110, 238120, 238210, 238220, 238910, 332312	Bus Storage Facility	276	3030	0.0911

The base figure calculation is:

$$.3540(.0287) + .0080(.0578) + .2280(.0911) + .1830(.0000) + .2280(.0911) = 0.0208$$

=2.08%

The DBE participation has varied significantly over the past six (6) years due to the award of the \$20M TIGER grant to construct the Kent Central Gateway Multi-Modal Facility. PARTA exceeded its 5.1% goal during FFY 2011 – FFY 2013, which used both race-neutral and race-conscious means, and achieved 12% participation during the construction of the Kent Central Gateway.

PARTA also exceeded its 2.8% goal during the past 3 years (FFY 2014 – FFY 2016). PARTA achieved 4% participation using 100% race-neutral means.

During the next three years (FFY 2017 – FFY 2019), the contracting opportunities will be vastly different than the construction projects during the past six (6) years. However, since PARTA consistently exceeds its goals, it is appropriate to make an historical adjustment to this next goal. The average between 2.08% and 4.0% is 3.04%; therefore, PARTA is setting a goal of 3.04% for FFY 2017 – FFY2019.

We have determined that race-neutral means will be used to achieve 80% of its goal. Race-conscious means will be used to reach the remaining 20% of the FY2017 – FFY 2017 goal.

PARTA encouraged public participation by attending the annual regional DBE public hearing on June 22, 2016 located at PARTA, 2000 Summit Rd. Kent, OH 44240. This meeting also involved the Canton-Akron Regional Airport, Stark Area Regional Transportation Authority, and METRO Regional Transit Authority. The legal notice for this meeting was in the Record Courier on June 5, 2016 and June 7, 2016.

This meeting serves multiple purposes: 1. Informing the community on upcoming capital projects; 2. Explaining the DBE Goal and the methodology; 3. Identifying potential DBE vendors; and 4. Encouraging and receiving public comments. At this meeting PARTA presented its capital projects for FFY 2017 – FFY 2019. We explained that this was the first step in developing the methodology for the DBE goal, which was proposed at 3.04%. The methodology was available for review at our Administrative Offices, located at 2000 Summit Rd., Kent, OH 44240. Public comments regarding our capital projects and the DBE goal were accepted from June 5, 2016 until August 5, 2016. At this meeting, we also explained the difference between Race-Neutral and Race- Conscious means of achieving the DBE goal.

Respectfully Submitting by:
Rebecca Schrader, Director of Finance,
Frank Hairston, Director of Marketing & Civil Rights



PUBLIC NOTICE

Disadvantaged Business Enterprise (DBE)

Public Hearing Notice

Portage Area Regional Transportation Authority (PARTA), Akron/Metro, SARTA and the Akron Canton Airport who receive money from the U.S. Department of Transportation for Federally funded projects will be holding a public hearing at PARTA on Wednesday, June 22, 2016 at 10:00 a.m. The address is 2000 Summit Road, Kent, Ohio 44240. We will be addressing federally funded projects that may have the opportunity for Certified DBE companies' participation.

Record Courier

June 5, 2016

June 7, 2016

PARTA

DBE Goals & Projects

3-Year DBE Goal (2017 – 2019):

PARTA has established an overall DBE goal of 3.04%. 80% of that goal will be reached using race-neutral methods, and 20% using race-conscious methods.

Current Federal Projects:

- \$1.3M - Maintenance Facility Retro-fit for CNG compatibility
- \$430,000 - Real Time AVL for Fixed Route Service (Expected to go live Fall 2016)
- \$720,000 – Acquisition of 5 Refurbished Transit Buses
- \$660,000 – Capitalized Maintenance (Vehicles & Facilities)

Future Federal Projects:

- Yearly Capitalized Maintenance
- \$2.5M - Construction of CNG Fueling Station (2017)
PARTA will convert part of the fixed route fleet to CNG vehicles (thru attrition), and also open up the CNG station for public use in 2018.
- Bus Storage Facility \$1M (2018)
- \$2M – 4 CNG Transit Buses (2018 / 2019)

PARTA IS LOOKING FOR MORE SMALL BUSINESSES AND DBE COMPANIES.
Contact Frank Hairston at (330) 678-7745 X108

DEFINITIONS:

FTA – Federal Transit Administration

DBE – Disadvantaged Business Enterprise

Race-Neutral – Measures (Outreach, technical assistance, procurement process modification, etc.) that can be used to increase opportunities for all small businesses, not just DBEs, and do not involve setting specific goals for the use of DBEs on individual contracts. Whenever a DBE receives a prime contract because it is the lowest responsible bidder, the resulting DBE participation was achieved through race-neutral measures. Similarly, when a DBE receives a subcontract on a project that does not have a contract goal, its participation was also achieved through race-neutral measures.

Race-Conscious – Intentionally setting a DBE goal for a specific contract to meet any portion of their overall goal that they do not project being able to meet using race-neutral means. Grantees may use contract goals only on those DOT-assisted contracts that have subcontracting possibilities. Further, grantees are not required to set goals on every DOT-assisted contract, nor must they set a particular contract goal at the level of the overall goal. The particular contract goal will depend on the type of work involved, the location of the work, and the availability of DBEs for the work of the particular contract. However, over the period covered by the overall goal, grantees must set contract goals so that they will cumulatively result in meeting any portion of the overall goal that they do not project being able to meet through the use of race-neutral means. If the grantee's approved projection indicates that it can meet its entire overall goal through race-neutral measures, the grantee must implement its program without setting contract goals during that year.