

Jackson Area Transportation Authority – Disadvantaged Business Enterprise Goal

Proposed Fiscal Year October 2026 - September 2029 Goal

The following methodology reflects JATA's most recently approved Disadvantaged Business Enterprise (DBE) goal calculation and is retained for historical reference and program administration purposes.

The Jackson Area Transportation Authority (JATA), in accordance with U.S. Department of Transportation regulations at 49 CFR Part 26, previously established a Disadvantaged Business Enterprise (DBE) participation goal of 1.94 percent for DOT-assisted contracts. JATA determined that the goal could be achieved through race-neutral measures.

In developing its most recently approved goal methodology, JATA reviewed available market information, DBE participation data, and the goals of other Department of Transportation recipients within its market area pursuant to 49 CFR §26.45. JATA evaluated relevant information from neighboring transportation agencies, the Michigan Department of Transportation (MDOT), and other available sources in order to establish a reasonable estimate of DBE availability within its marketplace.

After establishing an initial base figure, JATA reviewed available evidence to determine whether an adjustment to the base figure was warranted. Factors considered included:

a. Historical DBE Participation

JATA reviewed historical DBE participation data. Because JATA's solicitation methods, outreach efforts, and procurement practices had evolved over time, historical participation alone was not considered a reliable predictor of future participation levels.

b. Disparity Studies

JATA was not aware of any disparity studies specific to its local market area that would support an adjustment to the base figure.

c. Statistical Disparities

JATA determined that its federally funded projects generally do not require unusual financing, bonding, insurance, or other requirements that would constitute measurable barriers affecting DBE participation.

d. Employment and Market Conditions

JATA considered the nature of its federally funded procurements and recognized that many procurements involve one-time projects, proprietary software systems, telecommunications services, technology-related purchases, or rolling stock procurements administered through vehicle manufacturers. These procurement characteristics may limit opportunities for DBE participation in certain contracts.

e. Certification Process

JATA recognizes that the DBE certification process may be complex and resource intensive for some small businesses. While JATA believes that certain firms that may otherwise qualify for certification may elect not to apply for or maintain DBE certification, JATA did not possess sufficient quantifiable evidence to support a numerical adjustment to the established base figure.

Consistent with 49 CFR §26.45, JATA conducted consultation with interested stakeholders, including minority business organizations, women's business organizations, contractor associations, community organizations, and other interested parties regarding the relative availability of DBEs and non-DBEs, barriers to participation, and methods of creating a level playing field for DBE participation. JATA also published information regarding its DBE goal and methodology on its official website and provided an opportunity for public review and comment.

Current Status

As stated in Section 26.111 of this Program, the State of Michigan has not yet completed the reevaluation process required under 49 CFR §26.111. Therefore, JATA is not currently conducting a new DBE goal-setting process. JATA will continue operating under its currently approved DBE goal and methodology until authorized by the Federal Transit Administration (FTA), the Michigan Department of Transportation (MDOT), and the Michigan Unified Certification Program (MUCP) to proceed with a new goal-setting process.

Upon completion of the statewide reevaluation process and receipt of applicable guidance, JATA will develop any future DBE goal in accordance with 49 CFR Part 26 and all applicable federal requirements.