



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Alaska Division**

December 14, 2012

P.O. Box 21648  
Juneau, AK 99802-1648  
(907) 586-7418  
(907) 586-7420  
[www.fhwa.dot.gov/akdiv](http://www.fhwa.dot.gov/akdiv)

In Reply Refer To:  
CIVL 10

Ms. Martha G. Kenley  
National DBE Program Manager  
Federal Highway Administration  
Office of Civil Rights, HCR-20 Room E81-328  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Ms. Kenley:

The Department of Transportation and Public Facilities (DOT&PF) has requested a rescission of the Central Region Disadvantaged Business Enterprise (DBE) Contract Goal Waiver which was approved on March 30, 2011. This waiver approved the exclusion of non-minority women owned firms on highway construction contracts in Central Region. The waiver was requested and approved under 49 CFR 26.15(b).

The DOT&PF has conducted a survey and a numerical analysis to determine that the waiver has influenced contractors (primes, subs and DBEs) on how or if they bid on Federal-aid contracts. The DOT&PF also determined that the application of the waiver has resulted in detrimental effects for sub-contractors, both DBEs and non-DBEs. Attached is the DOT&PF's survey and analysis.

The DOT&PF is requesting that the waiver be rescinded immediately and this office recommends approval of that rescission.

As you are aware, this is a volatile issue in the state. This office would appreciate as expeditious response as possible. Should you need further information, please contact Ms. Elizabeth Hoffman, Civil Rights/Realty Programs Specialist at (907) 586-7188 or [Elizabeth.hoffman@dot.gov](mailto:Elizabeth.hoffman@dot.gov).

Sincerely,

David C. Miller  
Division Administrator

Enclosure:

DOT&PF's Survey and Analysis

Electronically cc w/enclosure:

Grace San Miguel-Morfield, DOT&PF, Civil Rights Office Manager

Pat Kemp, P.E., DOT&PF, Acting Commissioner

Mark O'Brien, DOT&PF, Chief Contracts Officer/DBE Liaison



THE STATE  
of **ALASKA**  
GOVERNOR SEAN PARNELL

Department of Transportation  
and  
Public Facilities

CIVIL RIGHTS OFFICE

2200 East 42<sup>nd</sup> Avenue  
P.O. Box 196900  
Anchorage, Alaska 99519-6900  
Main: 907.269-0851  
Toll free: 800.770.6236  
Fax: 907.269.0847

December 6, 2012

David Miller  
Alaska Division Administrator  
Federal Highway Administration  
PO Box 21648  
Juneau, AK 99802

Second Letter

RE: Request to rescind the Alaska DOT&PF Central Region Disadvantaged Business Enterprise (DBE) Contract Goal Waiver

Dear Mr. Miller,

On November 15, 2012, the Alaska Department of Transportation and Public Facilities (ADOT&PF) submitted a letter to request to rescind the ADOT&PF Central Region DBE Contract Goal Waiver.

Since then, Ms. Elizabeth Hoffman, Civil Rights/Realty Specialist FHWA, Alaska Division corresponded through inquiries in regards to the attachments of the letter. During these communications, it was verbally agreed by Ms. Hoffman and Grace San Miguel Morfield, Civil Rights Manager that it is best if ADOT&PF revise the letter and its attachments to help clarify the content. Therefore, please accept this letter as the revision.

Due to the updated findings we collected and discovered, the ADOT&PF is requesting the removal of the Central Region Waiver on FHWA-funded construction contracts as soon as possible.

As you know, the initial waiver assessment was based upon the 2008 Alaska Disparity Study recommendations. Since the Central Region waiver was implemented on September 15, 2011, the ADOT&PF has seen a decrease in participation amongst non-minority female DBE Owners.

The ADOT&PF conducted a survey with our prime contracts, sub-contractors, and DBEs to find out how the Central Region Waiver influenced their business and/or their possibility to participate in FHWA assisted construction contracts. The survey was conducted from September 1, 2011 through September 30, 2011.

The result of our Department's Central Region Waiver survey shows detrimental effects to the subcontracting community, negatively influencing both DBE and non-DBE firms alike. This is against 49 CFR 26.15 (b)(2)(iii) which states that the waiver, in effect, must not show discrimination against individuals or groups in accessing contracting opportunities or other benefits of the DBE program. Unfortunately, our survey and public comments have proved that the waiver has become an obstacle in attaining subcontracts. The summary of the survey is attached.

The overconcentration categories per 49 CFR 26.33(b) is addressed in detail in the attached 2012 Central Region Waiver Evaluation. Evaluation of overconcentration will continue to be monitored for each region and work category and will be addressed on a project level on a case-by-case basis.

We thank you in advance for your consideration and hope that we can work together in rescinding the Central Region Waiver to help our prime contractors, sub-contractors, and DBEs alike to eliminate this barrier in order to allow more DBE participation to count towards our necessary Race Conscious goal.

If you have any questions about this matter, please contact Grace San Miguel Morfield, Civil Rights Office Manager at (907) 269-0854.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark O'Brien", with a long horizontal line extending to the right.

Mark O'Brien  
DBE Liaison Officer

Enclosures

cc: Elizabeth Hoffman, Civil Rights/Realty Program Specialist FHWA Alaska Division  
Pat Kemp, P.E., Acting Commissioner, DOT&PF  
Grace San Miguel-Morfield, Civil Rights Office Manager, DOT&PF

## 2012 Central Region Waiver Evaluation Revised

Overutilization versus Over-concentration

December 4, 2012

*On September 15, 2011, the Alaska Department of Transportation & Public Facilities (ADOT&PF) returned to Disadvantaged Business Enterprise (DBE) Utilization Goals for projects with Federal Highway Administration (FHWA) funds for the Central Region of Alaska. FHWA approved the return to DBE goals based on recommendations of the Department's completed Disparity Study and approval of a DBE Program Waiver, which was submitted in 2009. The Waiver addresses the issue identified in the Department's Disparity Study which found that DBE firms that are owned by non-minority women were participating on the Department's construction contracts and subcontracts on an equal basis similar to other non-DBE contractors and non-DBE subcontractors for Central Region only. As a result, goals have been set using minority-owned DBEs only, and DBE project goals can only be met through the use of minority owned DBEs. This Waiver does not affect DBE project goals for airports or transit projects anywhere in Alaska, and does not apply to professional service agreements or highway construction projects in Northern or Southeast Region.*

*In November 2011, the ADOT&PF submitted a modification to the Waiver to illustrate that only three work categories had been the driving force behind the overutilization assessment of fiscal years 2005-2010, which was based upon the same overutilization methodology of the 2008 Alaska Disparity Study (see Alaska Availability and Disparity Study Page D-253). FHWA advised ADOT&PF in February 2012 that our revised Central Region Waiver assessment was not acceptable and clarified the distinction between overutilization and over-concentration.*

*FHWA's team pointed that the only way to modify the overutilization waiver was to show that it was no longer needed by using the same disparity methodology as the Disparity Study of 2008; however, they concurrently recognized that to resolve the overutilization effects this should have been taken at a project level. In early FFY2012 an assessment inclusive of fiscal year 2011 showed continued overutilization of nonminority woman-owned businesses on ADOT&PF highway contracts for the years 2005-2010.*

*The ADOT&PF's updated investigation of the data shows the overutilization in Central Region is indeed credited toward the over-concentration of particular work categories which are dominated by non-minority female construction contractors. Over-concentration should be addressed on a project goal setting level on a case by case basis per 49 CFR 26.33. Furthermore, the ADOT&PF has found an adverse impact to the non-minority female construction contractors which violates 49 CFR 26.15(b)(2)(iii). The trajectory of DBE utilization of non-minority female contractors in Central Region is shown to be **significantly reduced** based upon DBE commitments. Based upon the following research, the ADOT&PF is requesting that the Waiver be removed as soon as possible.*

The overutilization analysis from the 2008 Disparity Study did not acknowledge the specific type of work or identify the group of bid items, specific function, or product of over-concentration; it only based the disparity between the gender and ethnicity participation of a certain population in the ADOT&PF DBE Program to the percentage of availability in the market. The ADOT&PF is requesting to rescind the Central Region waiver effective immediately based on the following:

- (a) The ADOT&PF has found that over-concentration of the following work categories has driven the numbers to appear that non-minority female owned contractors have been overutilized in Central Region: guardrail, traffic maintenance, and standard signs.
- (b) The ADOT&PF has found that adverse impacts due to the Central Region waiver has been detrimental to the non-minority female-owned Disadvantaged Business Enterprise (DBE) firms who are included in the over-concentrated work categories as well as DBE firms not included in the waiver group. These adverse impacts were found in a survey collected throughout September 2012.

#### OVERCONCENTRATION ANALYSIS

Title 49 CFR 26.33 mandates that DBE programs have a method to address over-concentration. The term “over-concentration” is not defined by the USDOT as it is the State’s discretion to pronounce its definition and procedures of addressing over-concentration in the DBE program:

- (a) If you determine that DBE firms are so over-concentrated in a certain type of work as to unduly burden the opportunity of non-DBE firms to participate in this type of work, you must devise appropriate measures to address this over-concentration.*
- (b) These measures may include the use of incentives, technical assistance, business development programs, mentor-protégé programs, and other appropriate measures designed to assist DBEs in performing work outside of the specific field in which you have determined that non-DBEs are unduly burdened. You may also consider varying your use of contract goals, to the extent consistent with § 26.51, to ensure that non-DBEs are not unfairly prevented from competing for subcontracts.*
- (c) You must obtain the approval of the concerned DOT operating administration for your determination of over-concentration and the measures you devise to address it.  
Once approved, the measures become part of your DBE program.*

49 CFR 26.33

The State of Alaska has always been aware of the overconcentration of the flagging/traffic maintenance and guardrail work items because of the success of a few non-minority female DBE firms. The 2000 ADOT&PF DBE Program stated, “ADOT&PF found that Traffic Control was an area of overconcentration on December 11, 1997 and does not currently provide DBE credit for this type of work”. Additionally, the work was identified in the Waiver request letter to FHWA on October 7, 2009 stating under 49 CFR26.15(b)(2)(iii), “For years 2000-2005, we annually received a complaint about DBE contractors doing fencing and guardrail work- the only two of which were non-minority women-owned businesses. This Waiver will address this complaint for Central Region”.

Unfortunately, throughout the waiver request process, not once did the ADOT&PF, FHWA, or D Wilson Consulting firm identify the appropriate process to absolve the overutilization in terms of what is actually driving the numbers: overconcentration of particular of three work categories.

In order to transparently prove the facts behind the waiver, note the following measures for identifying over-concentration (December 2000 Alaska DBE Program Update):

*An analysis for over-concentration for a given type of work shall begin when either of the following conditions have been met:*

- 1. More than 50% of the total number of firms ready, willing, and able to perform such work are composed of DBE firms; or*
- 2. DBE firms earned more than 50% of the total federal-aid dollars spent on such work during the previous federal fiscal year.*

*ADOT&PF will review the types of work and evaluate the circumstances that either lead to either of the above conditions. Based upon the findings, ADOT&PF will address each instance on a case-by-case basis.*

In FY2012, the same overutilization assessment as recommended by FHWA, will show that dollar-wise, non-minority-owned female contractors have performed \$1,016,929.46 or 2.02% of the region's subcontracted work, resulting in a disparity index of 202 (overutilization). The method provided in the Disparity Study only shows the projects *contractually closed* during the fiscal year- these projects have not been actively worked for 2 seasons as the average contractual length of 3 years. Years 2005-2011 also included a higher number of race conscious projects and participation as they continued to be open for years. FFY2011 overutilization (payments on closed projects in FY2011) analysis has a 2% decrease of total non-minority female utilization from FY2010, which ended the race-conscious project reporting close-outs. Evaluating closed projects is not the best measure of *actively* reviewing overutilization.

Behind the overutilization assessment lays apparent overcentration. To better understand how the overutilization assessment required by FHWA to remove this waiver, consider the following information in Table 1. Each year little dollars were committed to DBE firms of the waiver group as a whole. Actual participation of these closed contracts show the profound weight of three overconcentrated categories performed by non-minority female-owned DBE firms on highway projects.

Table 1: Historic Overutilization Figures Expressed in Overconcentration of Non-Minority Female Subcontracts on Central Region Highway Projects

Year	Commitment \$\$ (Total, All Work Categories)	Commitment % (Total, All Work Categories)	Participation % (Total, All Work Categories)	Overconcentration Categories % (Of Total, 3 Work Categories)	Percentage of Overconcentration Categories (Overconcentration%/Participation %)	Number of DBE Firms Credited toward Overconcentration Categories
2005	\$ 356,109.00	0.64%	3.91%	1.92%	49.10%	3
2006	\$ 839,117.55	0.48%	2.79%	1.28%	45.88%	3
2007	\$ 651,249.50	0.32%	5.51%	3.97%	72.05%	2
2008	\$ 222,616.00	0.51%	1.05%	0.53%	50.48%	3
2009	\$ 367,619.00	0.39%	2.42%	2.20%	90.91%	3
2010	\$ 1,023,810.23	0.41%	3.66%	1.08%	29.51%	3
2011	\$ 1,603,397.32	0.35%	1.60%	0.65%	40.63%	3
2012	\$ 813,562.29	0.36%	4.99%	0.53%	10.62%	6

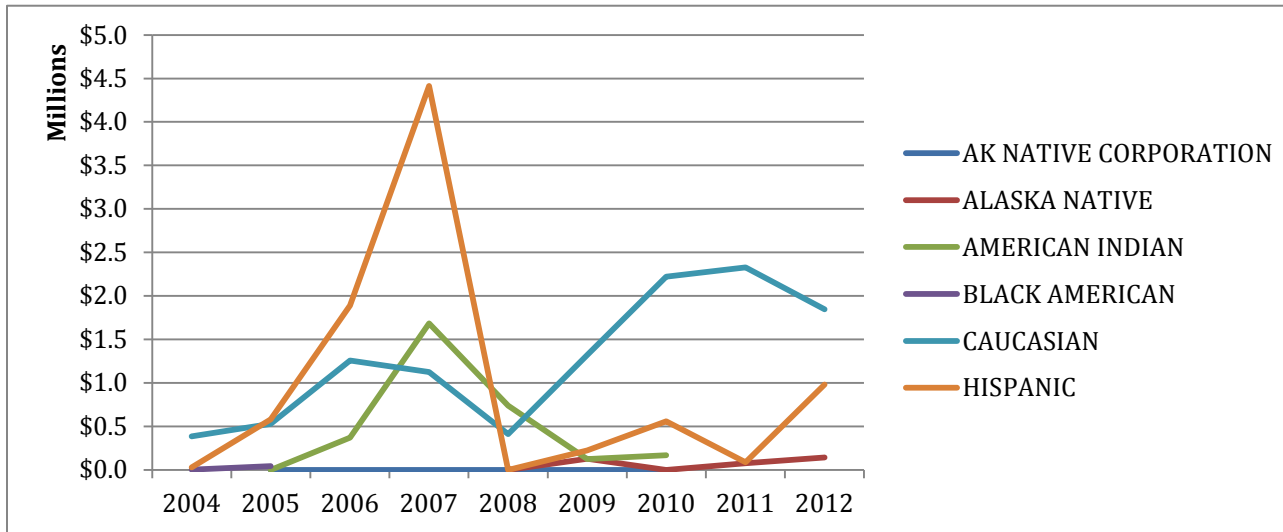


Our recent overconcentration assessments show a large shift among DBE subcontracting with current, awarded data. In FY2011, the second condition of the overconcentration evaluation was met for the work categories of guardrail, traffic maintenance, and standard signs, as seen in the November 2011 goal submittal, which included the first waiver assessment. In Table 2, the FY2012 awarded data shows different results. The overconcentration method only identifies standard highway signs and traffic maintenance using the second condition.

Table 2: Overconcentration Evaluation of awarded FY2012 Central Region Highway Subcontracts

Work Type	Availability of DBE Firms (Count, as of October 22, 2012)	Utilization of DBE Firms (Count)	Total Firms Utilized (Non-DBE & DBE Count)	DBE Dollars	Total Work Dollars	Percentage DBE Firms of Total Firm Utilized	Percentage DBE Dollars of Total Work Dollars
Traffic Maintenance	2 (both are non-minority female)	1 (1 non-minority female)	2	\$349,196.00	\$392,696.00	50%	89%
Standard Highway Signs	10 (5 are non-minority female)	3 (non-minority female)	4	\$396,176.00	\$685,926.00	75%	58%
Guardrail	7 (1 is non-minority female)	1 (non-minority female)	3	\$54,996.98	\$510,750.98	33%	11%

The level of commitment has shown to be reduced since the implementation of the Central Region DBE goals in late 2011, as seen below. Growth continued throughout the race-neutral environment on ARRA-funded projects in 2009-2010 for Hispanics and Caucasian-owned firms. Both Hispanic and Alaska Native firms have shown improvement since in the reinstated Northern, Southeast, and Central Region highway goals, yet despite the increase of project goals, female, non-minority owned firms show a significant reduction of commitments. Note that this evaluation is shown in dollar amounts, not percentages which are relative to contract dollars. Most DBE firms are not concerned with percentages but actual contract award dollars.



Furthermore, the Central Region Waiver was passed, approved, and marketed for prime DBE participation of the Waiver-effected group to not count toward any project goals. This differs from the context of the subcontractor disparity analysis. Non-minority female-owned DBE prime contractors have never reached parity; only DBE subcontracts were assessed in Central Region. Pages 5-75 and PageD-253 included that the availability for subcontractors included prime DBEs (they could bid as subcontractors as they choose) and the utilization figures counted the prime's self-performance as the DBE utilization. There are a few issues with the passing of the Central Region waiver:

- Only 4 of 189 projects awarded since 2000 have had two DBE prime contractors: a Hispanic Female and Alaska Native Male owned business.
- Projects less than \$1M are considered race-neutral so that DBEs can bid as primes.

Most importantly, as of October 22, 2012 there are 27 non-minority female-owned DBE firms certified in 45 construction-related work categories. As you have seen in Table 1, the success of three firms has removed the possibility of counting potential utilization of the other 24 firms in additional types of work toward the project goal. This fact led the ADOT&PF to collect how the Central Region Waiver has influenced firms through a survey.

#### ADVERSE IMPACT OF THE WAIVER

The ADOT&PF conducted an online and telephonic survey to 128 prime contractors and subcontractors who have historically participated on federal highway construction projects to determine if any adverse impacts had been created from the Central Region Waiver. The survey included a maximum of ten questions with seven directed to prime contractors and nine directed to DBE firms (Attachment 1 CR Waiver Survey). Out of the 128 firms identified as the population, only 70 completed the survey successfully (95% ±7.9%).

The main survey results are:

- The majority of DBE subcontractors showed *no influence* of the Central Region on their opportunity to bid.
- Six non-waiver DBE firms stated that the Central Region Wavier *positively influenced* their opportunity to bid on projects with DBE goals in Central Region.
- Eight of the identified 27 non-minority female-owned DBE firms responded to the survey. Of the 8, only three identified a reduction of opportunities than in previous years due to the Waiver; 6 did state the *negative influence* of the Waiver to bid on projects with DBE goals in Central Region.
- Only 5 (of 38) non-DBE prime contractors stated that they have overall met DBE contract goals.

- Twelve firms have stated that the Waiver *is an obstacle* to their firm in the contract award process including 4 non-DBE prime contractors.
- Seven DBE subcontractors have stated that the Waiver *is an obstacle* to their bidding opportunities; three of which are non-Waiver DBE firms.

Additionally, the ADOT&PF Civil Rights Office openly invited public comments throughout the FF2012-2014 Overall Goal public participation period as well to comment during the survey collection.

#### Responses of DBE firms

- *“Why can't you put other bid items in? Ours are never included. We're happy to eliminate the waiver. I am a DBE-no one has helped us out.”* Minority-owned DBE Firm
- *“I was less than 3% higher than my competition and still lost the job because we didn't count toward the goals.”* –non-minority female-owned DBE firm
- *“This is becoming critical to me.”* –non-minority female-owned DBE firm
- *“We are a Minority DBE Company and have been awarded a portion of or projects awarded due to waiver.”*
- *“Bidding only works if you're the lowest bidder. It doesn't matter who you are.”* –non-minority female-owned DBE firm
- *“I've received more calls from contractors.”* Minority-owned DBE Firm
- *“I am a certified woman-owned DBE. I am in Professional Services (Licensed Land Surveyor). It appears that my status will be changed as women are not perceived to be disadvantaged in the Central part of the state. I am sure there are quite a few flagging companies or other, but in the Professional Services (especially surveying) we are at a huge disadvantage. While this is considered to be a professional service, it is perceived to be sort of a macho field and it is hard for women to break in - especially in field work. There are companies where the licensed surveyor is a man, but his wife is the official owner. I don't think she would be eligible to make decisions for the company, not being licensed, but I don't know what the rules on that are. I have been licensed in Alaska since 2006. I struggle for acceptance. I think professional services and maybe surveying specifically should be looked at separately for meeting the goals for race neutral or race conscious determinations.”* –non-minority female-owned DBE firm
- *“I believe DOT should have this information posted right up front so that anyone applying for DBE certification is aware of it before they even open the application and that the DOT's DBE certifiers should tell applicants about this as soon as they realize a white female is applying; it basically limits their DBE certification to the Northern and Southeast region. The person may rethink all of the time and cost(s) to apply versus the benefit(s) they may get and decide not to bother wasting any more of their*

*energy, time, paper, ink, etc... The way I see the situation now is that even the DOT DBE program discriminates against me. It limits what I'm allowed to bid as a certified DBE (work categories), what regions I can bid that work in, and then what items are considered for DBE goals (different on each project). The way I see it now is that my DBE certification probably will be of no use.” – non-minority female-owned DBE firm*

#### Responses of Prime contractors

- *“We need a few more DBE's; there aren't enough.”*
- *“Removing the waiver will help everyone.’*
- *“The required goals at least gave me an equal footing with larger contractors”. – Minority-owned Prime DBE firm*
- *“It is very difficult to meet goals when the key DBE firms have been disqualified as creditable DBE's.”*
- *“The bias towards women in the central region does not meet the overall legal oversight and the goals were always unreasonable and could not be met without using women DBE...There is no allowance that I could find that says the special instructions to the bidder carries more weight, if any weight, than the special provisions.”*

## CONCLUSION

The ADOT&PF is proposing to remove the Central Region Waiver effective immediately to reduce further adverse impact to the next construction season. Anecdotal information collected by public comments and survey results show a reduction or no opportunities at all against non-minority female contractors operating in Central Region, violating the requirement for the approval of the waiver in 49 CFR 26.15(b)(2)(iii).

To address overconcentration per 49 CFR 26.33(b), ADOT&PF will not include overconcentrated categories from the project goal-setting process. The overconcentrated work categories would count any prime DBE commitments and subcontracts toward the race-conscious goals if a prime contractor chooses to subcontract the listed work items. By removing a work category in the goal-setting process, the ADOT&PF is omitting a variable to the race-conscious project goals; the market will naturally drive the participation without becoming an obstacle for non-minority female contractors.

Evaluation of overconcentration will be continued to be monitored for each region and work category and will be addressed on a project level on a case-by-case basis.

## **Attachment 1**

## Central Region Waiver Survey (September 1- September 30, 2012)

**\*1. Which of the following best describes your business type? (Check all that apply)**

- Prime Contractor
- Subcontractor
- Supplier
- Manufacturer
- Broker
- Other (please specify)

**STOP** this question is only for prime contractors

**2. How has the Central Region Waiver influenced your firm's ability to achieve the DBE goals set on highway projects bid since September 15, 2011?**

- We have exceeded the DBE contract goals.
- We have met DBE contract goals.
- We have had some problems achieving the DBE contract goals.
- We have not been able to achieve the DBE contract goals.

Comments (100 characters or less)

**\*3. How many highway projects or subcontracting opportunities has your firm bid since September 2011?**

- 0-5
- 6-10
- 11-20
- 20+



**Central Region Waiver Survey (September 1- September 30, 2012)**

**\*4. How has the Central Region Waiver affected your firm's business since September 15, 2011?**

- Positively
- Negatively
- No Influence

Comments (100 characters or less)

**\*5. Which of the following best describes how the Central Region Waiver influenced your opportunity to bid on projects with DBE goals in Central Region?**

- Positively
- Negatively
- N/A: I have not bid on any projects with DBE goals.

Comments (100 characters or less)

**\*6. How has the Central Region Waiver influenced your firm's ability to get a contract award in Central Region?**

- The Waiver is not an obstacle for my firm in the contract award process.
- The Waiver is an obstacle for my firm in the contract award process.
- N/A

Comments (100 characters or less)

**\*7. Is your firm a certified Disadvantaged Business Enterprise (DBE) through the Alaska Unified Certification Program?**

- Yes
- No



**if "NO", end survey**

Central Region Waiver Survey (September 1- September 30, 2012)

**\*8. Is your firm included in the Central Region Waiver group (Female Non-Minority-owned firm)**

- Yes
- No

**\*9. How has the Central Region Waiver influenced your opportunities to bid/seek contracts on highway projects in Central Region with DBE Goals?**

- I have had increased opportunities due to the Central Region Waiver.
- No change.
- I have had reduced opportunities than in previous years.
- I have had no opportunities due to the Central Region Waiver.

Comments (100 characters or less)

**\*10. What is the primary specialty/service of your business?**

**Optional- Contact Information**

**11. Please feel free to complete the following. Contact information is confidential and will not be included in the survey findings.**

Name:

Company:

Address:

Address 2:

City/Town:

State:

ZIP:

Country:

Email Address:

Phone Number:

**Central Region Waiver Survey (September 1- September 30, 2012)**

**Thank you for your participation.**

Use this page for extra comments.

Question 1	Row Labels	Count of Which of the following best describes your business type?
	Broker	1
	Prime	38
	Subcontractor	30
	Supplier	1
	<b>Grand Total</b>	<b>70</b>

Question 2	Row Labels	Count of How has the Central Region Waiver influenced your firm's ability to achieve the DBE goals set on highway projects bid since September 15, 2011?
	We have not been able to achieve the DBE contract goals.	4
	We have met DBE contract goals.	10
	We have had some problems achieving the DBE contract goals	10
	We have exceeded the DBE Contract goals.	3
	No answer	11
	N/A	32
	<b>Grand Total</b>	<b>70</b>

Question 3	Row Labels	Count of How many highway projects or subcontracting opportunities has your firm bid since September 2011?
	0-5	31
	11-20	13
	20+	19
	6-10	7
	<b>Grand Total</b>	<b>70</b>

Question 4	Row Labels	Count of How has the Central Region Waiver affected your firm's business since September 15, 2011?
	Negatively	13
	No Influence	49
	Positively	8
	<b>Grand Total</b>	<b>70</b>

Question 5	Row Labels	Count of Which of the following best describes how the Central Region Waiver influenced your opportunity to bid on projects with DBE goals in Central Region?
	N/A	34
	Negatively	17
	Positively	19
	<b>Grand Total</b>	<b>70</b>

Question 6	Row Labels	Count of How has the Central Region Waiver influenced your firm's ability to get a contract award in Central Region?
	N/A	27
	The Waiver is an obstacle for my firm in the contract award process.	12
	The waiver is not an obstacle for my firm in the contract award process.	31
	<b>Grand Total</b>	<b>70</b>

Question 7	Row Labels	Count of Is your firm a certified Disadvantaged Business Enterprise (DBE) through the Alaska Unified Certification Program?
	No	26
	Yes	44
	<b>Grand Total</b>	<b>70</b>

Question 8	Row Labels	Count of Is your firm included in the Central Region Waiver group (Female Non-Minority-owned firm)
	N/A	26
	No	36
	Yes	8
	<b>Grand Total</b>	<b>70</b>

Question 9	Row Labels	Count of How has the Central Region Waiver influenced your opportunities to bid/seek contracts on highway projects in Central Region with DBE Goals?
	I have had increased opportunities due to the Central Region Waiver	4
	I have had no opportunities due to the Central Region Waiver	2
	I have had reduced opportunities than in previous years.	3
	N/A	38
	No answer	9
	No change	14
	<b>Grand Total</b>	<b>70</b>

Question 10	Row Labels
	Buildings, Doors, Hardware
	Civil
	Civil Construction
	Civil earth work
	concrete finishing
	Cut concrete
	Electric
	Environmental Remediation
	General Contractors
	HAULING OF ROAD CONSTRUCTION ie: RIP RAP, UNUSEABLE EXCAVATION,
	Heavy Civil Construction
	N/A
	No answer
	PSA Firm: Land Surveying, mapping
	Sign Installation/Manufacturing
	site civil work
	Supplier of rock & gravel, materials & equipment rental
	Surveying
	Swppp
	Trucking
	Trucking
	Tug & Barge Maritime operations
	Vertical construction/ Commercial & residential
	(blank)
	<b>Grand Total</b>