



**Alaska Department of Transportation & Public Facilities**

**Disadvantaged Business Enterprise Goal Methodology  
Federal Fiscal Year 2025-2027**

**Federal Transit Administration**

Prepared by Alaska Department of Transportation & Public Facilities  
Civil Rights Office

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## Overview

The Alaska Department of Transportation & Public Facilities (Alaska DOT&PF), as a recipient of Federal Transit Administration (FTA) funding, is required to submit a Disadvantaged Business Enterprise (DBE) Goal Methodology every three years (triennially). This methodology outlines the process used by Alaska DOT&PF to determine its DBE goal for Federal Fiscal Years (FFY) 2025-2027.

This Goal Methodology has been developed following the criteria set forth in 49 CFR Part 26.45, and is based on demonstrable evidence of the availability of DBE firms that are ready, willing, and able to work on FTA-assisted contracts relative to all businesses that are capable of performing such work.

For FFY 2025-2027, Alaska DOT&PF has established an overall DBE goal of 1.00%, which will be achieved through the use of race-neutral means.

## Step One – Base Figure

To calculate the step one base figure for DBE availability, Alaska DOT&PF utilized data from the Alaska Department of Commerce, Community, and Economic Development database and the Alaska Unified Certification Program (AUCP) Directory, categorized by NAICS codes. The table below shows the total number of firms in Alaska for each NAICS code, the number of DBE firms available, and the resulting DBE percentage within the state.

NAICS Code	Meaning of NAICS Code	State of Alaska	DBE Availability	DBE % of State of Alaska
236220	Commercial and institutional building construction	966	1	0.10%
237110	Water and sewer line and related structures construction	194	1	0.52%
237130	Power and communication line and related structures construction	60	1	1.67%
237310	Highway, street, and bridge construction	217	3	1.38%
237990	Other heavy and civil engineering construction	188	1	0.53%
238110	Poured concrete foundation and structure contractors	169	1	0.59%
238140	Masonry contractors	135	1	0.74%
238210	Electrical contractors and other wiring installation contractors	390	1	0.26%
238320	Painting and wall covering contractors	423	-	0.00%
238910	Site preparation contractors	320	3	0.94%
238990	All other specialty trade contractors	864	3	0.35%
336111	Automobile manufacturing	-	-	0.00%
336611	Ship building and repairing	112	-	0.00%
423990	Other miscellaneous durable goods merchant wholesalers	283	1	0.35%

484110	General freight trucking, local	529	2	0.38%
484220	Specialized freight (except used goods) trucking, local	198	1	0.51%
488490	Other support activities for road transportation	172	1	0.58%
541330	Engineering services	707	-	0.00%
541360	Geophysical surveying and mapping services	18	1	5.56%
541370	Surveying and mapping (except geophysical) services	127	2	1.57%
541620	Environmental consulting services	340	4	1.18%
541690	Other scientific and technical consulting services	998	3	0.30%
562119	Other waste collection	38	1	2.63%
569310	Remediation services	160	3	1.18%
<b>Total</b>		<b>7,608</b>	<b>35</b>	<b>0.46%</b>

*Table 1*

When the numerator (total DBE firms) is divided by the denominator (total firms), the Step-One base figure for the DBE goal is **0.46%, which has been rounded up to 1.00%** to establish the overall DBE goal.

**Relevant Market Area**

In determining the relevant market area, Alaska DOT&PF utilized data from the Alaska DOT&PF Bidder’s List, which analyzes the geographical area in which most bidders for Alaska DOT&PF contracts are located. Based on this analysis, the entire state of Alaska was determined to be the relevant market area.

**DBE Availability**

To determine DBE availability for Step One, Alaska DOT&PF used the FTA Bidder’s Registration List (in accordance with 49 CFR Part 26.45 (c)(2)) to establish the number of DBE firms that are ready, willing, and able to perform work relative to all firms available to work on FTA-assisted contracts. The Alaska Department of Commerce, Community, and Economic Development database was consulted to identify the number of total firms available by NAICS code, and the Alaska Unified Certification Program (AUCP) was reviewed to determine the number of certified DBEs available.

**Step Two – Adjustments**

Alaska DOT&PF analyzed the data to determine whether any adjustments were necessary in Step Two to ensure the DBE goal accurately reflects the relative availability of DBEs. The following factors were considered:

- Current capacity of DBEs to perform work, as measured by the volume of work
- Evidence from disparity studies.

***Current Capacity of DBEs:***

To assess the impact of current local market conditions and the performance of DBE firms, Alaska DOT&PF reviewed the FTA Uniform Report of DBE Awards or Commitments and Payments for Federal Fiscal Years (FFY) 2021-2023. This review is summarized below and highlights that Alaska DOT&PF subrecipients have experienced low utilization rates of DBE firms during this period.

The analysis of these reports provided insight into DBE participation in FTA-assisted contracts, revealing the challenges faced by DBE firms in securing contracts. These findings are crucial for understanding both the demand for DBE participation and the barriers that may be affecting DBE utilization. The low DBE utilization underscores the need for ongoing efforts to promote race-neutral strategies and expand opportunities for DBEs within Alaska’s transit-related projects.

<b>Federal Fiscal Year (FFY)</b>	<b>DBE Participation</b>
2021	0.00%
2022	0.00%
2023	0.00%

*Table 2*

***Evidence from Disparity Study:***

Under the provisions of 49 CFR Part 26.45(c)(3), the Alaska DOT&PF engaged MGT Consulting Group (MGT) to conduct a DBE Availability and Disparity Study Update (Disparity Study) that analyzed procurement activities for Alaska DOT&PF from FFY 2015-2019. This study provided an estimate of the combined availability of certified DBEs as well as minority and women-owned business enterprises (M/W/DBEs) that were not certified as DBEs.

While the Disparity Study provides valuable insights, it was not used in the development of this Goal Methodology, as doing so would have resulted in a goal identical to the one previously established for FFY 2023-2025. Alaska DOT&PF plans to conduct its next Disparity Study in January 2026, which will inform future goal-setting efforts.

**Race-Neutral Initiatives**

To achieve the overall 1.00% DBE goal, Alaska DOT&PF is committed to implementing a range of race-neutral initiatives designed to foster the participation of small businesses and DBE firms in FTA-assisted contracts. These measures aim to enhance the competitiveness and capacity of DBE firms while encouraging their engagement in transit-related projects.

***Outreach and Training:***

Alaska DOT&PF will continue to provide comprehensive training for the Alaska Transit Authority and FTA subrecipients throughout the year. These training sessions will focus on expanding knowledge of the DBE program, increasing awareness of contract opportunities, and fostering stronger collaboration between FTA Subrecipients and DBE firms. Specific race-neutral outreach efforts include:

- **Speaking at Monthly Operator Meetings:** Alaska DOT&PF actively participates in these meetings to educate operators on DBE participation, highlight upcoming opportunities, and promote the benefits of working with DBE firms.

- **Transporter Newsletter:** Alaska DOT&PF regularly communicates with FTA subrecipients through this newsletter, sharing updates, resources, and success stories to inspire and inform transit providers about DBE engagement.
- **Dedicated FTA Subrecipient Website:** Alaska DOT&PF has created a website specifically for FTA subrecipients that outlines their reporting requirements and responsibilities. This website serves as a central hub for information and resources on compliance: <https://dot.alaska.gov/cvlrts/subrecipient.shtml>
- **Ongoing Training Opportunities:** Through workshops, webinars, and on-site sessions, Alaska DOT&PF will continue to offer regular training on topics such as FTA Subrecipient Compliance, Uniform Reporting, and best practices for increasing DBE participation.

**Supportive Services for DBEs:** To further support DBE firms, Alaska DOT&PF will offer a variety of Supportive Services aimed at building long-term capacity and competitiveness. These services include:

- **Long-Term Development Assistance:** Programs designed to help DBEs develop the skills and experience necessary to increase their competitiveness and pursue larger, more complex contracts.
- **Training in Contracting Procedures:** Instructional sessions on how to navigate contracting processes, including bidding and compliance requirements.
- **Start-Up Assistance:** Support for new DBE firms to help them establish their business, navigate certification, and identify contract opportunities.
- **DBE Identification and Promotion:** Alaska DOT&PF will continue to identify potential DBE firms and promote their services to FTA subrecipients, ensuring that DBEs have the visibility and opportunity to participate in upcoming contracts.

By implementing these race-neutral initiatives, Alaska DOT&PF aims to expand the pool of ready, willing, and able DBE firms while supporting the growth and sustainability of small businesses across the state.

### **Submission and Publication of Goal**

On Thursday, August 29th, the Alaska DOT&PF published the proposed FTA DBE Goal Methodology for FFY 2025-2027, opening it up for public comment. The methodology was made available for review on the Alaska DOT&PF Civil Rights Office website. In addition, the information was distributed to FTA Subrecipients, the Alaska Transit Authority, and other key stakeholders to encourage broad participation.

As part of the public engagement process, Alaska DOT&PF staff facilitated a Public Participation Meeting to gather feedback on the proposed methodology. A total of 18 individuals attended the meeting, including six certified DBEs, four representatives from FTA Subrecipient organizations and members of the Alaska Transit Authority. The meeting provided a platform for stakeholders to voice concerns, share insights, and ask questions about the DBE goals and methodology. Of the attendees, two DBEs took the opportunity to discuss their business availability, highlighting the challenges and opportunities for DBEs in Alaska's transportation projects. However, no representatives from FTA Subrecipients chose to speak or submit comments during the meeting.

For those unable to attend, a recording of the meeting and a copy of the presentation are available on the FTA Subrecipient website via <https://dot.alaska.gov/cvlrts/subrecipient.shtml>.

The public comment period for the proposed FTA DBE Goal Methodology remained open until Friday, September 29, 2024. Despite the extended opportunity for input, no additional comments were received before the closing date.