

Summary of Comments

Communication

- Our customers would like more communication from us and desire input on issues that impact them.
- Data collection and use of Internet could be improved.

Cuf/Fraud

- Cuf/Fraud detection and prevention measures need to be developed, as well as monitoring procedures.

Trucking

- WisDOT relies heavily on trucking to meet its goal. opinions vary on the desirability of this.

WisDOT Staff

- Staff experience, expertise, and commitment is a strength. could work to improve communications with districts and to increase overall awareness of DBE program with our internal and external customers.

Construction Monitoring

- Need To Develop A System To Capture Actual And Final Payments To DBEs. Districts Could Provide Support For Project Level Monitoring.

Project Goal Setting

- Both DBEs and NonDBEs expressed concern over project level goal setting and indicated a desire to be involved in a formal process.
- Questions were raised as to whether overconcentration exists.
- A desire was stated that WisDOT package projects to foster DBE prime contracting.

Consultants

- Goal setting on consultant projects should be based on an analysis of opportunities on individual projects for design and construction.
- DBE training should address unique needs of consultants instead of focusing entirely on contractors.
- Monitoring of consultant DBE usage/goal attainment is needed.

Certification

- Process is very thorough.
- There is a perception certification is more difficult for certain groups.
- There is a desire to limit the length of time a DBE can be certified before automatically graduating.

Annual Goal Setting

- Concerns Were Expressed That WisDOT Has Not Met The Goal For The Last Few Years. Questions Raised Whether Goal Is Realistic.
- DBEs And NonDBEs Both Say DBEs Are At Capacity.
- Trans-Ac Is Well Received And Considered A Strength.

Good Faith Efforts

- All parties are interested in changing the GFW process.
- There is a perception that waivers are negotiated rather than evaluated.
- Current system places burden on WisDOT and DBEs, not primes.
- Process of obtaining a waiver is too long.
- DBE usage should be submitted with bid.
- Primes would like usage of DBEs to be “banked”.
- DBEs would like to be involved in GFW decisions.

Business Assistance And Development

- Training of DBE firms should be available statewide, not focused in Milwaukee and Madison.
- Training of DBEs is an issue for all our customers.
- Training on specific needs, characteristics, and issues of the industry is needed.
- Networking, jvs, and mentoring could be explored in order to increase capacity.
- Training should be customized for established firms.
- Some concerns Were Expressed About Current Service Providers.

Miscellaneous Issues

- TRANS-AC, TrANS, and the Marquette Committee are seen as strengths.
- Training and networking opportunities for DBEs are needed.
- The DBE office (and WisDOT as a whole) needs to communicate more. There are many misconceptions about some very basic issues.

Special Note On Overall Impression of DBE Program:

Based on an informal survey conducted by one of the peer exchange teams, WisDOT’s customers generally approved of the DBE Program and its Administration.