

The following questions pertain to the Disadvantaged Business Enterprise (DBE) aspects of the project:

1. **Does the average cost of \$2.1 million per bridge cited include design, construction, and maintenance costs?**

The cost of project won't be known until proposals are submitted. The \$2.1 million per bridge cost estimate is for a traditional design bid build project delivery, one bridge at a time.

2. **After construction of the new bridges who will be responsible for conducting biennial maintenance inspection? The Developmental Entity? The Department? Other?**

The Development Entity will be responsible for the NBIS Inspection during the maintenance period of the contract. PennDOT will audit the inspections.

3. **If you are on the P3 Design Team will you be prevented from bidding on future P3 RFPs? Specifically, if the Developmental Entity does not select DBE firms until the Notice to Proceed, can DBEs respond to multiple requests to sit on teams for the various P3 RFPs to be awarded? Or must they choose only one of the solicitations and hope that they are successful?**

PennDOT plans to advertise the two open end contracts for Design and Right-of-Way after the Development Entity is selected. This will allow DBE firms that are not on the selected Development Entity team to pursue the Design and Right-of-Way contracts. If a DBE firm is selected for a PennDOT contract for the project they would not be able to also work for the selected Development Entity.

4. **Why is the DBE goal so low?**

This is a statewide goal for a single contract which was calculated using our standard/approved methodology. While the number is low for the urban areas it is higher than what is typical for rural areas.

Replacing the selected bridges under a P3 contract allows us to accelerate several hundred projects that otherwise would have been deferred until funding became available, so this work is in addition to the increase in capital projects directly tied to Act 89, the recently passed Transportation Funding bill. Savings from this project will also allow PennDOT Engineering Districts to advance additional projects in each region.

5. **Why doesn't the Department establish a separate goal each for design, construction, and maintenance?**

This is consistent with national practice and PennDOT practice on Design Build projects and takes into account the fact that proposals may vary greatly in terms of the quantities of design versus construction activity. Maintenance work is not included in 49 CFR Part 26.

6. **Why doesn't the Department establish regional DBE goals to reflect the greater concentration of DBE firms in some areas, i.e. Philadelphia, Pittsburgh, etc.?**

Due to the geographic diversity of the bridges covering the entire state, a statewide goal was determined. Each proposer will determine its own approach to dividing up design and construction work across the state based on their own organization and ability to deliver the project most efficiently and cost effectively.

7. **Why doesn't the Department establish a specific project goal for each bridge which takes into account geographical considerations?**

The proposals will not be submitted on a per bridge basis. It is being procured as one project through a single contract.

8. **Is the Rapid Bridge Replacement Project a prevailing wage project?**

This is a federal funded project and is therefore subject to the Davis Bacon Act, not Prevailing Wages.

9. **Are the individual short list teams holding additional meet and greet functions? If so, how can DBE firms ensure they are being notified of such events, i.e. is there a solicitation list? Are these notices on the P3 website? Regardless, any upcoming events should be communicated to DBE Supportive Services for further dissemination to the DBE community.**

The utilization of DBE Supportive Services is encouraged for use by the Development Entities. It is at the discretion of each Development Entity to determine the extent of future outreach efforts and the manner in which invitations are distributed. DBE Supportive Services are available for their use and are utilized in Department-sponsored events.

10. **Will the Department make the presentation available to the attendees?**

Yes – The presentation is posted on PennDOT's P3 website ([www.P3forPA.com](http://www.P3forPA.com)) on the "Rapid Bridge Replacement" page.

11. **Where will opportunities to contract directly with the Department as either a prime or a sub-contractor be advertised?**

PennDOT advertises professional services contract opportunities on the [Engineering and Construction Management System \(ECMS\)](#).

**12. How does PennDOT's DBE goal for the project compare with goals in other states for P3 projects?**

Each state must come up with a methodology for determining DBE goals as required under 49 CFR Part 26. The methodology used for this project is consistent with the existing state methodology developed and approved by FHWA.

It is also important to note, that no other state has done a statewide project of this nature. A great many of the projects that have been done in other states have been entirely within major urban areas with greater concentrations of ready, willing and able DBE firms, resulting in higher goals. Our goal is consistent with the statewide character of the project.

**13. Who will be responsible for monitoring efforts of the selected team to ensure the DBE goal is met?**

PennDOT Central Office will monitor the efforts of the selected team to ensure DBE goals will be met. The contract requires the Development Entity to track and provide regular reports throughout the entire term of the contract detailing to PennDOT the participation of specific, certified DBE firms, and the work they perform. FHWA will be monitoring and also maintains the right as with any federally funded PennDOT project to audit DBE participation to ensure the requirements are met.

**14. Is there an opportunity for DBEs to meet with the Department's P3 team to ensure concerns are considered and addressed?**

PennDOT's P3 Office and Bureau of Equal Opportunity held three informational sessions in King of Prussia, Harrisburg and Bridgeville to discuss the project, answer questions and receive feedback from DBE firms prior to the issuance of the final RFP to the short-listed teams. If DBE firms have any additional comments, questions or concerns they should contact:

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