

Delaware Department of Transportation
QUESTIONS AND ANSWERS
PRIORITIZATION PROCESS PILOT PROGRAM
Agreement 2213
Sept. 2, 2026

Q #	Question	Answer
1	Section 1 states that consultants must avoid organizational conflicts of interest, particularly where firms may have supported grant development or related planning efforts. Please clarify whether any firm, consultant, or subconsultant that participated in the preparation of the P4/PPPP grant application, supporting analyses, or related planning efforts is restricted, disqualified, or otherwise ineligible from submitting a proposal or participating on a team responding to this RFP.	Participation in the preparation of the P4/PPPP grant application, supporting analyses, or related planning efforts does not, by itself, automatically disqualify a firm, consultant, or subconsultant from submitting a proposal or participating on a team responding to this RFP. However, all firms and subconsultants are responsible for identifying and disclosing any actual or potential organizational conflict of interest resulting from prior involvement. DelDOT will review any disclosed conflict on a case-by-case basis in accordance with the RFP.
2	Is DelDOT opposed to a solution that utilizes AI on the backend?	DelDOT is not opposed to solutions utilizing AI on the backend, provided the proposed solution complies with all applicable federal, State, and DelDOT requirements, including applicable security and data protection requirements. Any proposed use of AI should be clearly identified and described in the proposal.
3	May we have a copy of the grant agreement between DelDOT and FHWA to ensure proposals consider the terms and required elements of that agreement?	Grant will be provided as a separate document in the Bonfire system. You will not see a signature, as the document was digitally signed within the Federal system.
4	Please verify whether DelDOT will require the SF 330 Section G. Matrix to be included in proposal submissions.	The SF330 Section G Should be included in proposal submissions.
5	The RFP references that 'up to 2 agreements may be awarded'. If 2 agreements are awarded, would they be delivering different pieces of this RFP scope? if so, is there a task split that is envisioned?	If two agreements are awarded, DelDOT may divide elements of the scope between the selected consultants. The specific allocation of tasks, if applicable, will be determined by DelDOT. If two agreements are awarded, stakeholder and public engagement may be considered for a separate assignment.
6	Is Delaware DOT seeking only prioritization framework enhancement, or is there an expectation of future implementation support?	DelDOT is currently seeking prioritization framework enhancement. Implementation support beyond the scope and deliverables identified in the RFP is not anticipated under this procurement.

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7	Does "integration across agencies" refer to other Delaware agencies, other transportation agencies, or both?	Although the specific wording does not appear in the document, it should be understood to mean integration across all relevant State of Delaware and regional agencies, both transportation and non-transportation, that may be affected by or have a role in the DelDOT project prioritization process.
8	Why is Delaware DOT revisiting prioritization criteria that were reportedly updated in 2025?	Long-term planning, project development, and prioritization needs continue to evolve to ensure that the project prioritization process reflects modern data sources, current policy goals, long-range plans, best practices, and public input. This grant provides additional resources that were not available at the time of the update that took place from 2022 to 2025 and subsequent approval in early 2025 by the Delaware Council on Transportation.
9	Does the available grant funding cover only the current assessment effort, or is additional implementation funding anticipated later?	The available grant funding is intended to support the scope identified in this RFP. While future implementation activities may be pursued separately, no additional implementation funding is guaranteed as part of this procurement. Proposed solutions should be capable of integration with existing DelDOT processes, where feasible.
10	Should the submission consist solely of the SF330 and Appendix A forms, or should firms also prepare a separate technical proposal document? If the SF330 is the sole vehicle, please confirm that all evaluable content — including technical approach and project understanding — should be presented within its sections.	Firms may prepare a separate technical proposal document in accordance with Proposal Requirements Section 5D, and SF 330 Section H. Additional Information.
11	Technical Approach (25%) and Project Understanding/Approach (25%) together represent half the evaluation weight. Is the four-page Rating Criteria Support Information in SF330 Section H the intended location for this narrative, or are other sections or documents also expected to address these criteria?	Yes, the four-page Rating Criteria Support Information in SF330 Section H is the intended location for this narrative.
12	SF330 Sections E, F, and H are individually capped in terms of number of resumes/qualifications/ and four pages for rating criteria support. Is there a total page limit for the SF330 submission, or may uncapped sections be as long as necessary? Are individual resumes and project qualifications limited to one page each?	Section E is limited to two (2) pages per resume.

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13	Can you please confirm if subcontractors should also complete the Appendix A forms and SF 330 Part II?	Yes. If subcontractors/subconsultants are being proposed as part of the team, the applicable Appendix A information should be completed for those firms as well. SF 330 Part II should be provided for each firm that will be part of the proposed team, including subcontractors/subconsultants.
14	If able, can you please share DelDOT's submitted application for the federal PPPP grant?	please see question #3 response.
15	Will DelDOT provide the draft Professional Services Agreement, including all contract terms and conditions, for proposer review prior to proposal submission?	No, a draft agreement will not be provided at this time.
16	Does DelDOT expect the selected consultant to implement/configure technology during this engagement, or primarily recommend a future-state methodology and technology architecture?	The funding associated with this effort is primarily about developing a future-state methodology and technology architecture.
17	Is DelDOT open to or interested in a commercially available COTS/SaaS solution as part of the future-state CTP prioritization process, rather than development of a custom software solution?	DelDOT is open to COTS/SaaS.
18	What systems, databases, GIS tools, and applications currently support the CTP prioritization process, and which are expected to exchange data with the enhanced process?	Systems, database, tools, and applications include DelDOT's Peninsula Travel Demand Model, Bicycle Network Model, Equity Analysis Tool, Roadway Flooding Tool, ArcGIS, Linear Referencing System, Data Axle, US Census, the Delaware Travel Monitoring Survey, Public Input, and Microsoft Office applications such as Microsoft Excel and Word
19	Does DelDOT expect the enhanced process to support scenario planning and multi-year funding/programming decisions in addition to project scoring and ranking?	Proposals that include these options will be considered equally; however, this was not originally envisioned.

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20	How does DelDOT's requirement that project materials become State property apply to pre-existing commercial software, SaaS platforms, proprietary intellectual property, and vendor-developed methodologies?	DelDOT's position on existing commercial software, SaaS Platforms, proprietary Intellectual Property (IP's), and vendor-developed methodologies should always be established during the contract negotiation period. DelDOT always requires that all business-created exports, datasets provided by DelDOT or created using DelDOT-provided information, any IP's, or methodologies should be retained as property of the agency for potential future DelDOT use cases. Methodologies and workflows are used to make adjustments to the current business model, so retention of reporting and efforts for that time can be acceptable on a case-by-case basis. As a Department stance, we always try to retain ownership with regard to data and results/creations used by that data, unless otherwise specified for the task.
21	If up to two firms are selected, does DelDOT anticipate separating planning/public-engagement work from technology/data implementation, or should each respondent propose an end-to-end solution?	Please see question #5.
22	The RFP states that the Prime Consultant must be registered with DelDOT, or have submitted an application for registration, at or before the time of proposal submission. If the Prime Consultant is a software company providing a commercial software platform and related implementation services, rather than a traditional engineering or consulting firm, is DelDOT consultant registration still required for the Prime Consultant to be considered responsive?	Yes, all submitting firms MUST be registered. For this project, register as a "professional service" and provide as much information as possible