Fiscal Year 2022-2025 MnDOT Strategic Plan
Questions and Answers (FINAL: 02/19/2020)

2/5/20
1. Do you happen to know the anticipated contract length/term for this anticipated award?
   Work is anticipated to begin immediately upon receipt of an executed contract – anticipated to be on or around
   April 1, 2020. All work must be complete, finalized and approved by July 1, 2021 – MnDOT’s goal is to go live
   with the new plan on that date (the start of Fiscal Year 2022).

2. As well would this project be a continuing need? Would it be resolicited once the eventual contract does expire?
   This will not be a continuing need, there is no plan to resolicit the project once completed.

2/14/20
1. The previous document was named a “Strategic Operating Plan.” What is the significance, if any, in this
   plan being named a “Strategic Plan”?
   The change is intended to remove confusion over the difference between a Strategic Operating Plan and a
   Strategic Plan. This should not impact the scope or content of the new plan.

2. What is the allocated budget for the Strategic Plan consulting?
   MnDOT has elected not to disclose an anticipated budget at this time.

3. Which, or what elements of the earlier/existing plans, strategies, and timelines is the consultant expected to
   integrate, absorb, or be constrained by? Or, will the Strategic Plan be given a more comprehensive
   refresh/fresh look?
   This project is intended to be a refresh of the existing plan, integrating goals and strategies that are still relevant,
   while being responsive to organizational and environmental changes since the plan was developed in 2017-2018.

4. How well integrated is the current Strategic Operating Plan with the biennial budgeting cycle and the
   Business Planning Program?
   The current goals and strategies are used to help guide budgeting and business priorities. There are opportunities
   to make those connections stronger and more specific.

5. What is the agency’s view of a maturity model in developing the Strategic Plan?
   The agency does not have a maturity model specific to the Strategic Plan. This would be the agency’s second
   Strategic Plan. The maturity goal would be to build off the current plan and enhance connections with other
   agency and state plans and processes.

6. What is the intended distribution of technical responsibilities for the web-based Strategic Plan dashboard
   between the consultant and MnDOT?
   This would be dependent on the consultants’ recommendations for a dashboard. The technical responsibilities
   could be MnDOT’s.

2/19/20
1. Does MnDOT anticipate utilizing any Federal dollars to complete this work?
   Federal funds are NOT anticipated for this contract.

2. Will MnDOT allow the selected team to submit monthly invoices based on completion of
   tasks/deliverables? Can the team submit based on a percent of the work completed if approved by
   MnDOT?
   The payment structure used for the contract will depend on the consultant selected and their approved budget
   structure. Payment upon task completion is not anticipated. Monthly payments for hours spent and expenses
   incurred (i.e., Cost Plus Fixed Fee, Fixed Hourly Rate or Unit Rate plus expenses) is assumed.
3. Will the 30% cost proposal be normalized such that a portion of the points are awarded pro rata against the low price?
   Yes. The lowest cost will receive the full 30% (30 points) and the remaining responders will receive a pro rata number of points based on how much higher their cost is.

4. In Task 1: Engagement, the SOW notes “engagement from key external partners, which should include federal and state agencies, legislators and transportation advocates.” Can you please clarify what you mean by ‘engagement’ and confirm there is no intention of advocacy towards legislative partners?
   While MnDOT leadership and employees continue to be the primary participants in developing the next Strategic Plan, there should be some opportunities for external engagement throughout the process. Engagement in this project context intends to solicit input, not conduct advocacy work. The stakeholders for that engagement will be determined in consultation with MnDOT and may include other state agencies, transportation advocates or legislative groups. That engagement is not anticipated to be a substantial component of the project.