



STARK AREA REGIONAL TRANSIT AUTHORITY

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RFP 2026-02, Construction Management Services

Addendum 1 – Final Addendum

All proposals are due by Tuesday June 2, 2026, 3:00PM eastern time.

Questions and Clarifications with SARTA response:

1. Can SARTA please clarify the phrase “task order-based, at risk, construction management services” which is noted in Section 2 – Technical Specifications under the Introduction. Please confirm whether SARTA intends this procurement to be for task-order-based Construction Management / Owner’s Representative services, where the selected firm is responsible for professional CM oversight, reporting, schedule review, billing verification, compliance support, and closeout coordination, but does not act as the Construction Manager-at-Risk, hold construction trade contracts, provide a Guaranteed Maximum Price, or assume responsibility for construction means and methods.
 - a. SARTA is primarily seeking Construction Management / Owner’s Representative services. SARTA will solicit and hold the contracts for construction.
2. Can SARTA please clarify the references to materials testing and wage verification noted in the Evaluation Criteria. Please confirm whether SARTA intends for the selected Construction Management firm to directly perform materials testing and wage verification services, or whether the selected firm is expected to coordinate, review, verify, and document these activities in collaboration with the contractor, A&E team, independent testing laboratories, and/or other third-party compliance resources.
 - a. SARTA’s Construction Manager will work collaboratively with the Prime and sub-contractors. In certain circumstances SARTA may require independent materials testing, this testing may be performed by the construction management team or a third-party service provider.
3. Section 1-7 states that SARTA has not established a specific DBE goal for this procurement, but that “DBE participation is still a requirement.” It further provides that failure to exert sufficient, reasonable, and good-faith efforts to involve DBEs may result in the Contractor being declared noncompliant and in breach of contract. We understand that the federal DBE program has recently been challenged in court and that the Ohio Department of Transportation (ODOT) is currently

reevaluating all DBE certifications under the new rules. This reevaluation process is not yet complete, and ODOT is transitioning toward the use of Small Business Enterprises (SBEs).

Given these circumstances, could you clarify the following:

- Will the participation of a certified Small Business Enterprise (SBE) be accepted in lieu of (or as satisfaction of) the DBE participation requirement for this procurement?
- Specifically, if a firm is currently certified as an SBE and its DBE certification is pending reevaluation by ODOT under the new rules, will that firm's participation be considered compliant with the DBE requirements of Section 1-7?
 - a. SARTA is currently working to understand and apply the recent changes to DBE guidelines. As such, SARTA will not find any proposals "noncompliant" in regard to the DBE requirement. If federal and state guidelines are clarified SARTA will work with the selected contractor to ensure compliance. SARTA encourages all potential vendors to consider DBE and SBE contractors if and when applicable.