02/04/2020
1. Is there a page limit on this proposal?
   No, there is no page limit.

02/14/2020
1. What are the public engagement expectations, outside the community and rider surveys, to be implemented by the consultant team?
   The community and riders surveys are the minimum public engagement expectations for MnDOT, MnDOT is open to other survey methods to gain public input, consultants should submit their ideas with their proposals.

2. Was the previous study response rate of 318 surveys considered statistically valid for the sampling?
   Yes. The population size allowed this response rate to reach a 95% confidence level.

3. Was the stratification used in the previous study adequate for MnDOT’s use? If not, what is the desired stratification for use in the community and for the rider surveys? For example, will MnDOT expect community stratification to be by income, by region, etc. and for the rider survey by route, by segment, by origin-destination?
   For comparison purposes to prior surveys we will use the same stratification as the last Study.

4. Can MnDOT make Streetlight data available to a consultant team for use in detailing origins-destination patterns?
   After discussion with the data science team resources at Streetlight, they do not think that it would be applicable for the analysis on our Intercity Bus network. Also, at this time, there is no guarantee MnDOT will have a commitment with the licenses after September 30th 2020.

5. Please confirm the DBE participation target is 0 percent.
   Correct, this project has a Race Gender Neutral goal set, which means that while DBE participation is encouraged, it is not required.

6. Can current segment ridership be provided for review as part of the proposal development process?
   This will be provided for the current Intercity Bus Routes only after the successful proposer is selected and awarded the contract – this will be part of the project itself.

7. If a subconsultant has not worked for MnDOT and does not have an audited overhead rate, can we use their loaded rates for the cost proposal.
   A subcontractor’s cost proposal should be set up in whatever accounting format they would typically use. If selected, and that subcontractor will have to go through the pre-award audit process, and the final contract will be set up with the approved, audited budget structure.

8. Who will be responsible for securing permission from participating companies and drivers for the in-route intercept surveying? (Is this the Consultant or MnDOT)?
   The consultant will be responsible for this. In previous studies, the consultant also provided surveyors. The drivers did not distribute or gather surveys.