

Addendum #2

Additional Received Questions and Answers as of 10/11/2021

PROJECT: Transit Development Plan

This addendum must be acknowledged below and included with your proposal documents which are due no later than 5:00 pm on October 15, 2021.

Company Name

Date

Contact Name (please print)

Title

Signature of Contact Position

	Date	Reference Section	Question or Comment	City Response
1	10/04/2021	N/A	We have reviewed NTD data and see volatility in 2019 between federal local funds, relative to other years, is there an explanation?	The City experienced a delay in Federal funding availability due to an error in the allocations. This has since been corrected.
2	10/04/2021	Section 4: Task 2: Community Engagement	Is there an expectation that a statistically valid on board survey is needed?	The most recent survey completed by MET Transit was in January 2020; as COVID has significantly impacted many areas regarding workforce, communities, and commuting, the City feels an updated survey is necessary.
3	10/04/2021	Section 6: Evaluation and Selection	What is MET's expectation regarding scheduled period for the work?	MET hopes to have the project completed by June 2022, but the final schedule and timeframe will be negotiated with the awarded consultant or firm.
4	10/04/2021	Section 4: Task 2: Community Engagement	Did MET conduct any remote public engagement in 2020/21 and if so, was your experience positive? Is there a preference for more in-person that remote?	MET primarily utilized remote public engagement and continues to offer a hybrid model for public meetings, including an online stream for meetings available to attend in person. MET prefers engagement to continue to utilize a hybrid model.

5	10/04/2021	Section 2: Agency Info and Background	What are the performance measures MET currently employs for reporting to the city?	Performance measures generally focus on ridership, including types of riders (students, individuals with disabilities, seniors, and full fare)
6	10/04/2021	Section 2: Agency Info and Background	Is there a specific contributor to the trend of increasing fares/directly generated funds over the last 5 years or so?	MET implemented a graduated fare increase structure in 2016 after not increasing fares for a number of years. Similar sized cities were assessed for how closely MET fares compared and a model was constructed from the data.
7	10/06/2021	Section 2: Agency Info and Background	Has the make up (rider characteristics/demographics) changed over the course of the pandemic?	MET saw a decrease in full fare passenger usage at the onset of the pandemic and continues to see such. Student ridership has recovered significantly. However, MET is seeing a slowly increasing trend back to pre-pandemic levels.
8	10/06/2021	Section 2: Agency Info and Background	With route changes being as recent as 2016-2017, is there an appetite for suggesting changes today?	Yes; MET would like to see options for more consolidated and frequent approaches to its service and is also open to other suggestions. MET anticipates route recommendations will be a product of this study.
9	10/06/2021	Section 2: Agency Info and Background	Is the reference to "lack of transit specific/supportive infrastructure" referring to maintenance and administrative facilities?	Not primarily; MET facilities are currently adequate in support of maintenance, admin, and operations, however, system expansion may warrant expanded facilities. This item is referring to City wide infrastructure being limited in the focus on transit such as limited conversation regarding traffic signal synchronization, bus pad/shelter locations, bus pullouts on streets, queue jumps, unified ITS between City operations and Transit, etc.