

Study Review Committee MATBUS 2021-2025 Transit Development Plan

Wednesday, September 30, 2020, 2:00-3:30pm
Zoom Meeting – Conference Call

Attendees

Name	Organization/Role	Name	Organization/Role
Michael Maddox	Metro COG	Wayne Zacher	NDDOT
Julie Bommelman	MATBUS	Kevin Hanson	MAT Coordinating Board
Matthew Peterson	MATBUS	Thomas Hill	United Way of Cass-Clay
Lori Van Beek	MATBUS	Jon Gilbert	Transit Rider Advocate
Jordan Smith	MATBUS	Joe Kapper	SRF
Cole Swingen	MATBUS	Menno Schukking	SRF
Taaren Haak	MATBUS	Jake Knight	SRF
Malachi Peterson	City of West Fargo	Will Calves	AECOM
Voni Vegar	MnDOT	Chris Lee	AECOM
Becky Hanson	NDDOT		

Absent

Name	Organization/Role	Name	Organization/Role
Tim Solberg	City of West Fargo	Josef Rivera	First Transit
Peyton Mastera	City of Dilworth	Amar Hussein	Lutheran Social Services of ND
Stacey Hanson	NDDOT	Linda Ohnstad	Transit Rider Advocate
Rena Tunison	FTA		

Presentation Slides Attached

The attached slides were presented at the meeting and include additional detail. The following sections in this document are summaries of discussions had during the meeting.

Welcome and Introductions

Joe Kapper (SRF) provided an overview of the agenda and led introductions among attendees of this second Study Review Committee (SRC) meeting.

Existing Conditions Update

Will Calves (AECOM) gave an overview of some common terminology that will be used throughout the project to ensure all participants have a shared understanding of transit planning.

Will continued with a presentation on the initial results from the existing conditions report, giving an overview of socioeconomic indicators in the Fargo-Moorhead region and current MATBUS services. The current transit system operates on a “pulse” schedule, with timed bus arrivals at the transit centers. MATBUS ridership dips during the summer months as the universities and colleges are out of session; the NDSU campus generates high ridership for both regular routes and the NDSU designated routes.

Performance trends for ridership across service levels and customer types over time will help the planning process inform areas of improvement. The existing conditions performance trends will be one consideration along with the needs assessment and stakeholder engagement.

Jonathan Gilbert (Transit Rider Advocate) noted that he had heard that there was a push to get riders away from MAT Paratransit. Joe noted that ADA paratransit often serves a mix of people with various needs and abilities. Joe noted that MAT Paratransit is an essential and necessary service for those who are unable to travel on MATBUS fixed route buses without assistance; those who are eligible for MAT Paratransit should use it. However, ADA paratransit service is more expensive to operate on a per-ride basis compared to other modes of transit. MATBUS must serve the public as well as possible, while also considering cost efficiency so that scarce resources can be used appropriately to meet various needs. As such, MATBUS’s Mobility Manager works with clients to best match riders’ abilities and travel needs with MATBUS’s various services – whether MAT Paratransit, Metro Senior Ride, TAP Ride, or fixed route bus. Many transit agencies, including MATBUS, provide conditional eligibility for some ADA paratransit riders. For example, a passenger may only be eligible for MAT Paratransit during the winter when snow and ice are present. In this example, during the summer the passenger would not be eligible for Paratransit. The comment Jonathan is passing along may have been related to conditional eligibility.

Michael Maddox (Metro COG) noted that transit should match people with the right service, making sure MATBUS can adequately fulfill the need for those requiring paratransit.

Jonathan also mentioned that in some weather conditions, it might be too slick to walk to the destination, which riders may not know when starting the trip. He suggested to realign Route 5 to the Lakeland corner. Michael noted that this is a good example of first mile, last mile connection issues and may involve services such as Tap Ride.

Values, Vision, Mission Discussion

Joe led an introduction to the values, vision, and mission of MATBUS that will guide the development of goals and strategies to be implemented within the timeframe of this TDP. Values are beliefs that guide an organization’s culture, decisions, and actions. A vision reflects what an organization believes are the ideal conditions for a community. And a mission serves as an organization’s action-oriented statement of purpose.

Following the introduction of these concepts, SRC meeting attendees could respond with their values, vision, and mission ideas for MATBUS through the PollEverywhere online survey tool. This tool allows for real-time anonymous feedback from participants. Results for the values, vision, and mission that should guide MATBUS are presented below:

Values

SRC members submitted the following when asked, “What values should guide MATBUS?”

What values should guide MATBUS?



Lori Van Beek (MATBUS) shared the current nine core values of MATBUS through email, these include:

Safety - As MATBUS employees we will conduct ourselves in a manner to reduce the risk of personal injury and property damage to our employees, customers, & the general public.

Integrity – As MATBUS employees we will consistently conduct ourselves honestly, truthfully, ethically, and respectfully, professionally, and take responsibilities for actions to support the activities of the org.

Teamwork – As MATBUS employees we will agree to work together to accomplish organizational goals through open, effective communication, respect others' roles, opinions, & diverse talents, and support the consensus of the group and/or objective of those in authority.

Respect – As MATBUS employees we will treat each other and customers in a manner in which the individual wishes to be treated showing regard or consideration for everyone's beliefs and values.

Honesty – As MATBUS employees we will be open, truthful, sincere, straightforward and fair in all interactions with fellow employees & customers.

Accountability – As MATBUS employees we will take responsibility for our decisions and actions following the rules and doing our job to the best of our ability and report opportunities and problems when they occur.

Balance – As MATBUS employees we will achieve job satisfaction and personal health and wellness by effectively managing the demands of our personal and professional lives.

Competence – As MATBUS employees we will accept responsibility and seek out continuing education to apply and develop our skills and abilities in the most effective manner to fulfill the requirements of our position.

Customer Satisfaction – As MATBUS employees we will strive to meet or exceed the needs and expectations of anyone who benefits from our services by providing consistent & reliable service and continually adapting & improving to meet changing needs.

Vision

SRC members submitted the following when asked to “share your vision for MATBUS – what does success look like in 5 years?”

| Increased frequency allows for more reliability and usage |
| Recognition by public officials and others that public transportation can be a choice |
| Regional in nature |
| Long lasting growth |
| Reliable choice of transportation |
| MATBUS is a convenient and effective option for any member of the community. |
| TOD, Integration [between land use and transit] |
| Success is smart growth, sustainable and realistic |
| Build long-lasting relationships, founded on safe, fast and reliable transportation serving the greater metro area. |
| Resources |
| Ridership |
| The Fargo-Moorhead-West Fargo Metro will be connected via a reliable, safe, and equitable public transportation system. |
| Confidence |
| User friendly |
| Effective use of resources to assist majority of residents |
| Coverage, New Services, Ridership, Satisfaction, Meet Needs |
| Success is also about reality - what can actually be provided and done well within the confines of resources |

Mission

SRC members submitted the following when asked to “develop a mission statement for MATBUS.”

| Our mission is to be a community partner by providing safe, convenient, environmentally-friendly and reliable transportation for our residents and visitors |
| We offer safe, reliable transportation to citizens and visitors to the metro community, connecting everyone to transportation regardless of socio-economic status. |
| Cost effective and reliable. |
| Providing a safe and reliable transportation option that serves every member of the community. |
| Build long lasting relationships founded on safe, reliable and fast transportation servicing the greater metro area while utilizing cutting edge technology and sustainability efforts. |
| MATBUS service is integrated into the fabric of our community, meeting the needs of residents, and providing safe, fast, and reliable connections for all citizens . |
| Safe and reliable ride free from drugs and alcohol. |
| MATBUS is the public transportation system serving the communities of Fargo and West Fargo, ND, and Moorhead and Dilworth, MN. MATBUS provides convenient, cost-effective city transportation throughout the metro area with 24 fixed routes, linking riders to employment, education, healthcare, entertainment, and more. |

Discussion

In the discussion, Jonathan mentioned safety is important to him as he has noticed some bus drivers speeding in Moorhead. Joe responded that the bus schedules must allow drivers enough time to complete the route and make the timepoints; failing to do so could result in bus drivers speeding to make their schedules on time. The TDP will need to look at community growth and change and check whether the schedules and time points are still reasonable.

Malachi Peterson (City of West Fargo) would like to see fast and reliable service. It takes him eight minutes to drive to work, 23 minutes to bike, but would take him an hour and eight minutes to take the bus. He hopes the routes get structured more efficiently.

Joe noted that transit needs to be a useful service. Michael hopes the cities will consider transit in their land use development decision making process.

Julie Bommelman (MATBUS – Fargo) asked what participants understood to be “fast” transit.

Joe stated that he often interprets “fast” as related to more service at higher frequencies to reduce the wait times and overall trip travel times, creating a useful transportation option; related to reliability. Michael hoped to see more direct service.

Will mentioned that land use may include the ability to provide “fast” service, and that transit travel time improvements can come from changes in the route alignment, frequency, and transit preferential treatments, such as bus lanes and transit signal priority (TSP). Matthew Peterson (MATBUS) noted that the City of Fargo has the ability for red light transit priority, but that it has not been prioritized and presented to decision makers. It would be nice if the TDP would offer some data and research to prioritize TSP.

Jonathan asked whether adding service would cost more, and if so, if that cost would be passed on to the customer. Will acknowledged that more service would require additional operating funding, as frequency does not come cheap. The performance measures will help allocate the funding.

Based on this feedback, the planning consultants will draft statements for the SRC to react to for the next meeting.

Goals, Objectives, and Transit Performance Measures

Joe led an introduction to performance measures, which will indicate whether MATBUS is on the right track to accomplish its goals. The performance measures and goals flow from the values, vision, and mission and aid in decision making and prioritization. The service development measures and internal performance measures will be developed as part of this plan.

Michael noted that the previous discussion focused on safety, and that this is also addressed through the recently completed Public Transportation Agency Safety Plan (PTASP).

Public Engagement Update

Joe gave an overview of the current and upcoming public engagement activities. Public engagement activities will be on-going through the project, from the needs assessment through to the final plan report. The community survey is live and had 310 respondents through Wednesday morning. Of these 310 respondents, 55 percent regularly rode MATBUS before the current COVID-19 pandemic, while 20 percent

ride daily currently. The community survey will be open through October 9, with paper copies available on buses and by request.

The companion online comment map received 46 comments from 19 users through the morning of September 30, and will remain open through at least October 9.

The planning consultants will soon schedule small group and one-on-one meetings with stakeholder groups and individuals. The purpose of these discussions is to discuss transit needs, goals and tradeoffs. A separate virtual public open house will also be scheduled as a Zoom webinar in the coming month. The “Design your transit system” budgeting and preference exercise will be rolled out as well.

Next Steps

SRF will share the presentation slides of today's meeting. AECOM will finalize the existing conditions review, while SRF will work on draft values, and vision and mission statements. The planning consultants will also start work on the Consolidated Human Services Transportation Plan (CHSTP) and the Bus Stop Analysis, in coordination with MATBUS staff. SRC members are encouraged to promote the community survey, online comment map, and project website. The next SRC meeting is expected in early November.

Assigned tasks between this meeting and the next include the following:

Task	Metro COG	SRF + AECOM	SRC
Distribute meeting slides and summary		X	
Promote community survey, online comment map, and project website through your networks	X	X	X
Draft vision and mission statements		X	
Discuss Bus Stop Analysis Scope with MATBUS Staff	X	X	
Send Doodle poll for next SRC meeting		X	

MATBUS 2021-2025 Transit Development Plan

Study Review Committee
September 30, 2020



METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION



Meeting Agenda

1. SRC introductions
2. Existing Conditions update
3. Values, Vision, Mission discussion
4. Public engagement update
5. Next steps

SRC Member Introductions

Existing Conditions Update

Terminology: Transit Modes

- **Fixed route:**

- Services provided on a repetitive, fixed schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations
- Each fixed route trip serves the same origins and destinations

- **Demand response:**

- A transit mode comprised of passenger cars, vans, or small buses operating in response to requests from passengers
- Transit operator dispatches a vehicle to pick up the passenger(s) and transport them to their destinations
- Origin to destination; not defined by routes or bus stops
- Shared rides

Terminology: MATBUS Transit Services

- **MATBUS Fixed Route:**

- Buses travel on predetermined (fixed) routes and schedules in Fargo, West Fargo, Moorhead, and Dilworth
- Open to the public

- **LinkFM (Fixed Route):**

- Free circulator route connecting the downtowns of Fargo and Moorhead
- Operating during designated community-sponsored events



Terminology: MATBUS Transit Services

- **MAT Paratransit (Demand Response):**

- Non-emergency, lift-equipped shared-ride transportation service
- For people who are functionally unable to independently use the MATBUS fixed route in Fargo, West Fargo, Moorhead, and Dilworth
- Requires passenger certification

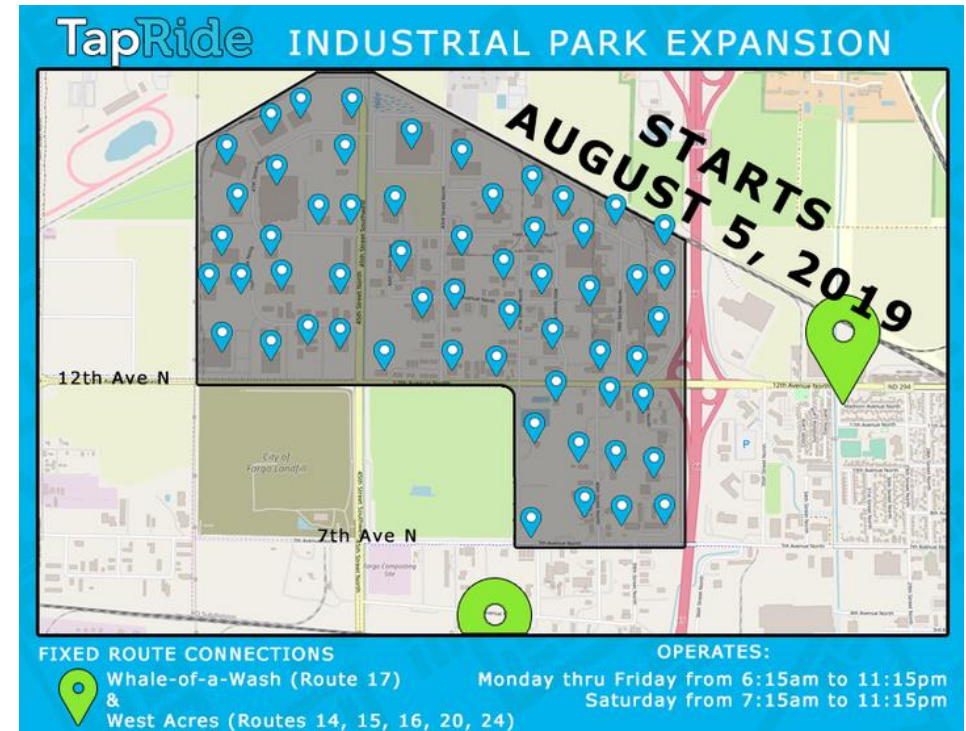
- **Metro Senior Ride (Demand Response):**

- Non-emergency, non-lift-equipped shared-ride transportation
- For those age 60 or over in Fargo, West Fargo, Moorhead, and Dilworth



Terminology: MATBUS Transit Services

- **TapRide (Demand Response):**
 - On-demand shared-ride service
 - Open to the public
 - Passengers request rides through a smartphone app or telephone
 - Advanced dispatching technology and a smaller service area enable shorter wait times
 - Designed so it can be used as a “first mile/last mile” solution to connect with MATBUS fixed routes
 - Currently available on the NDSU campus during the academic year and within the Fargo Industrial Park



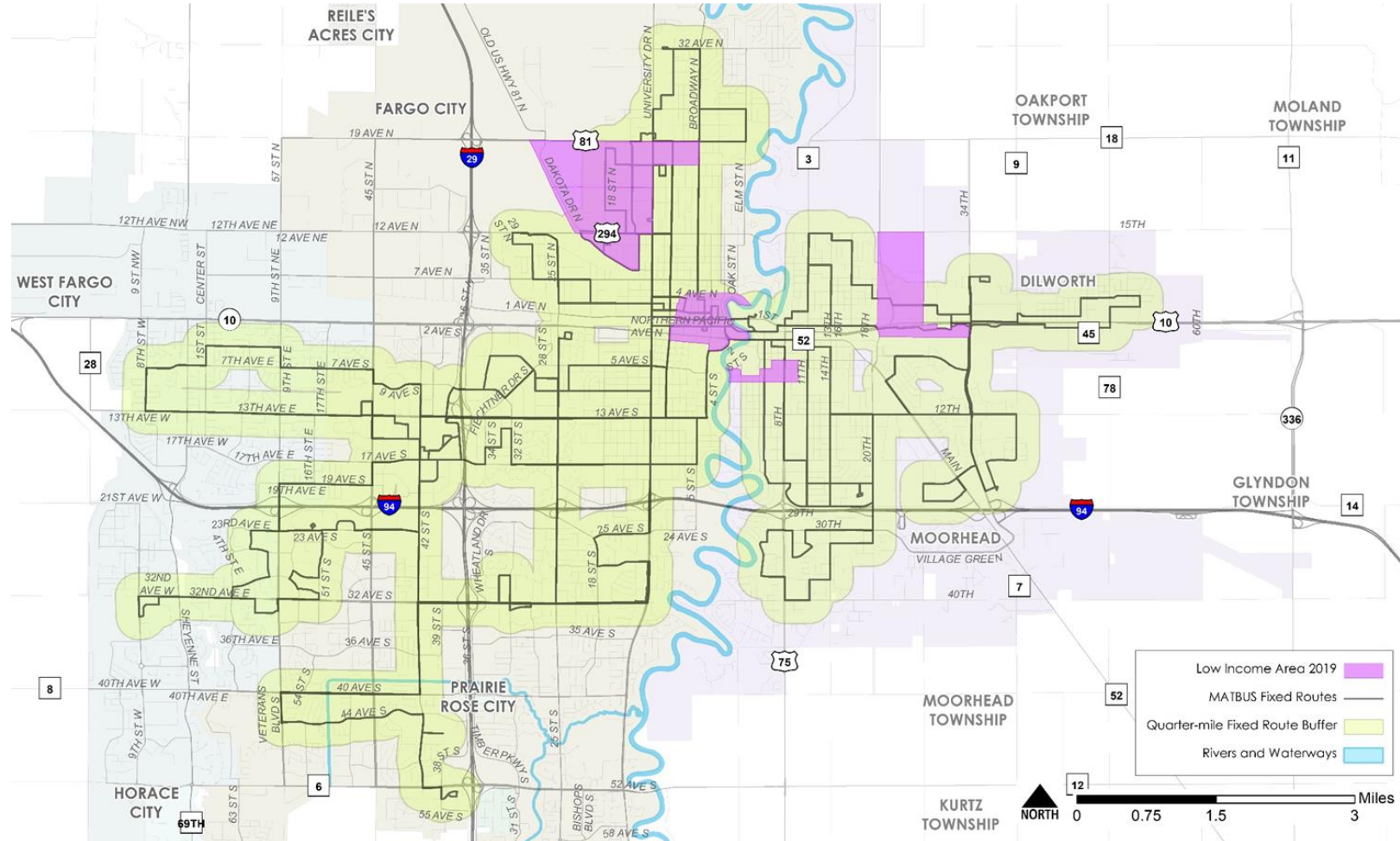
Service Area Demographics

Characteristic	Fargo	West Fargo	Moorhead	Dilworth
Zero-vehicle households	6.6%	3.1%	8.2%	8.2%
Individuals in poverty	15,026 12.5%	2,526 7.3%	5,792 13.7%	228 5.2%
Senior population (65+)	13,640 11.3%	2,954 8.6%	5,054 11.9%	645 14.8%
Individuals with a disability	11,729 9.9%	2,831 8.2%	4,236 10.1%	422 9.7%
Population density (population per sq. mile)	2,462	2,338	1,897	1,361

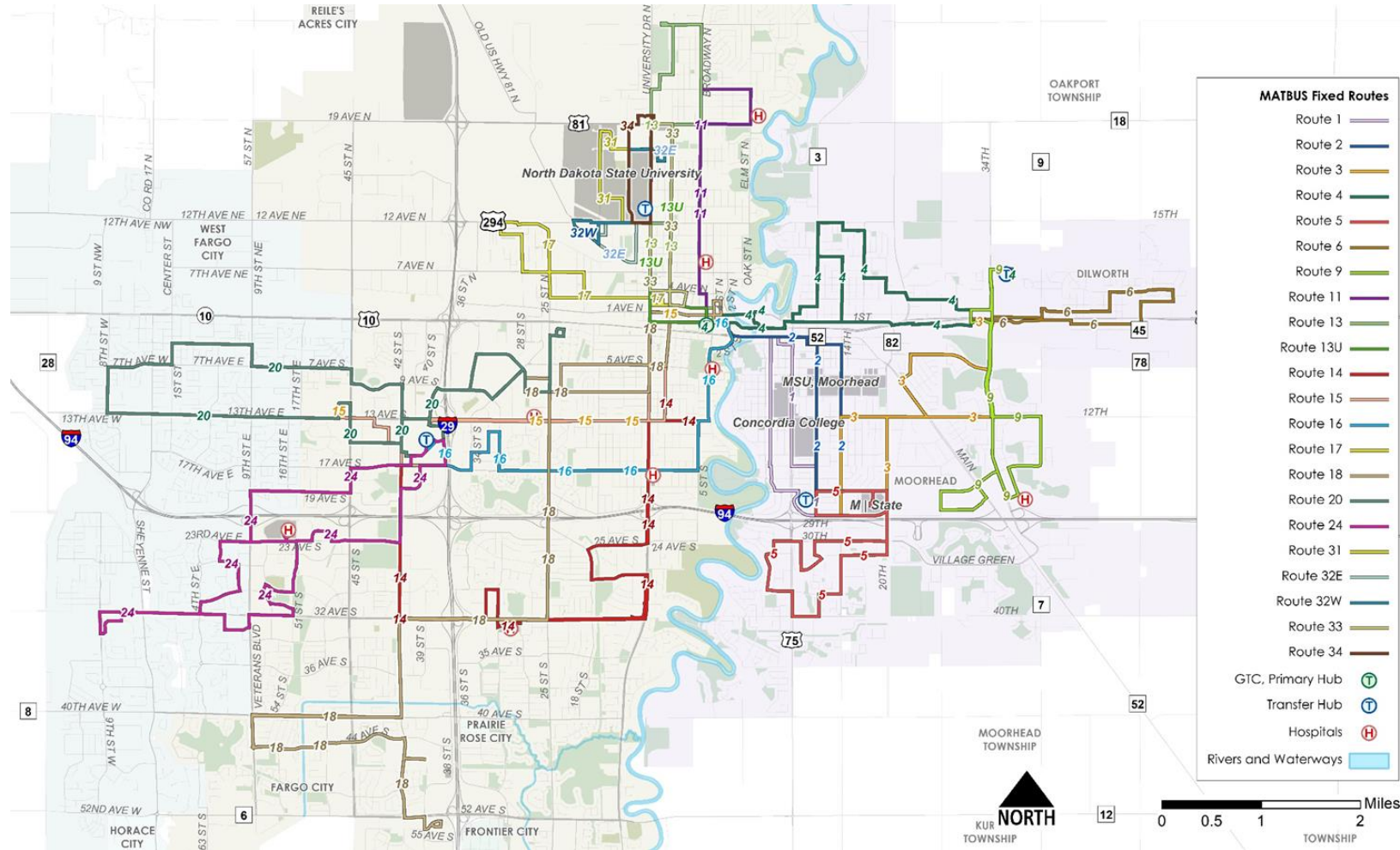
Source: 2014-2018 American Community Survey 5-Year Estimates

Service Area Demographics

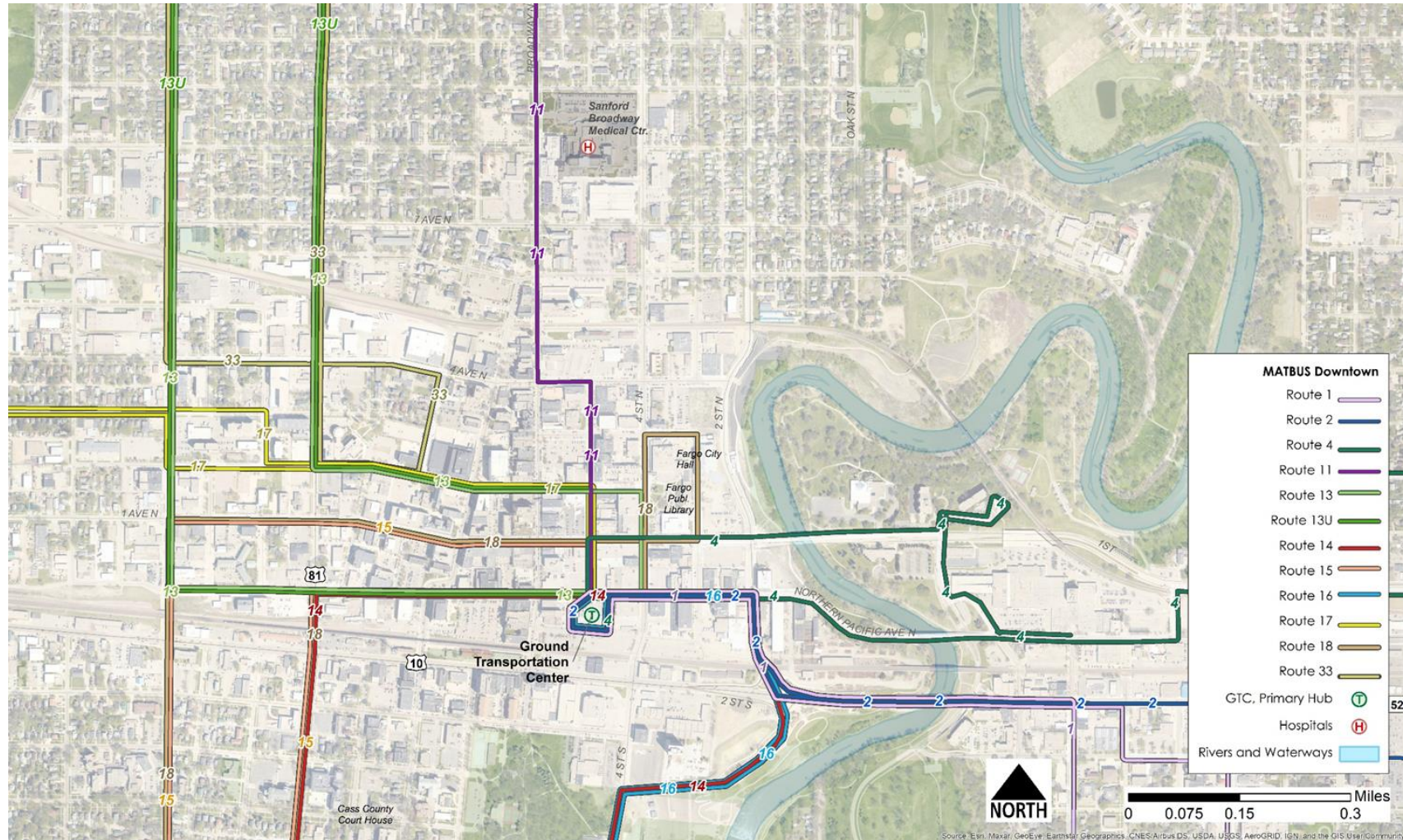
Low Income Areas (Household Income < \$23,403)



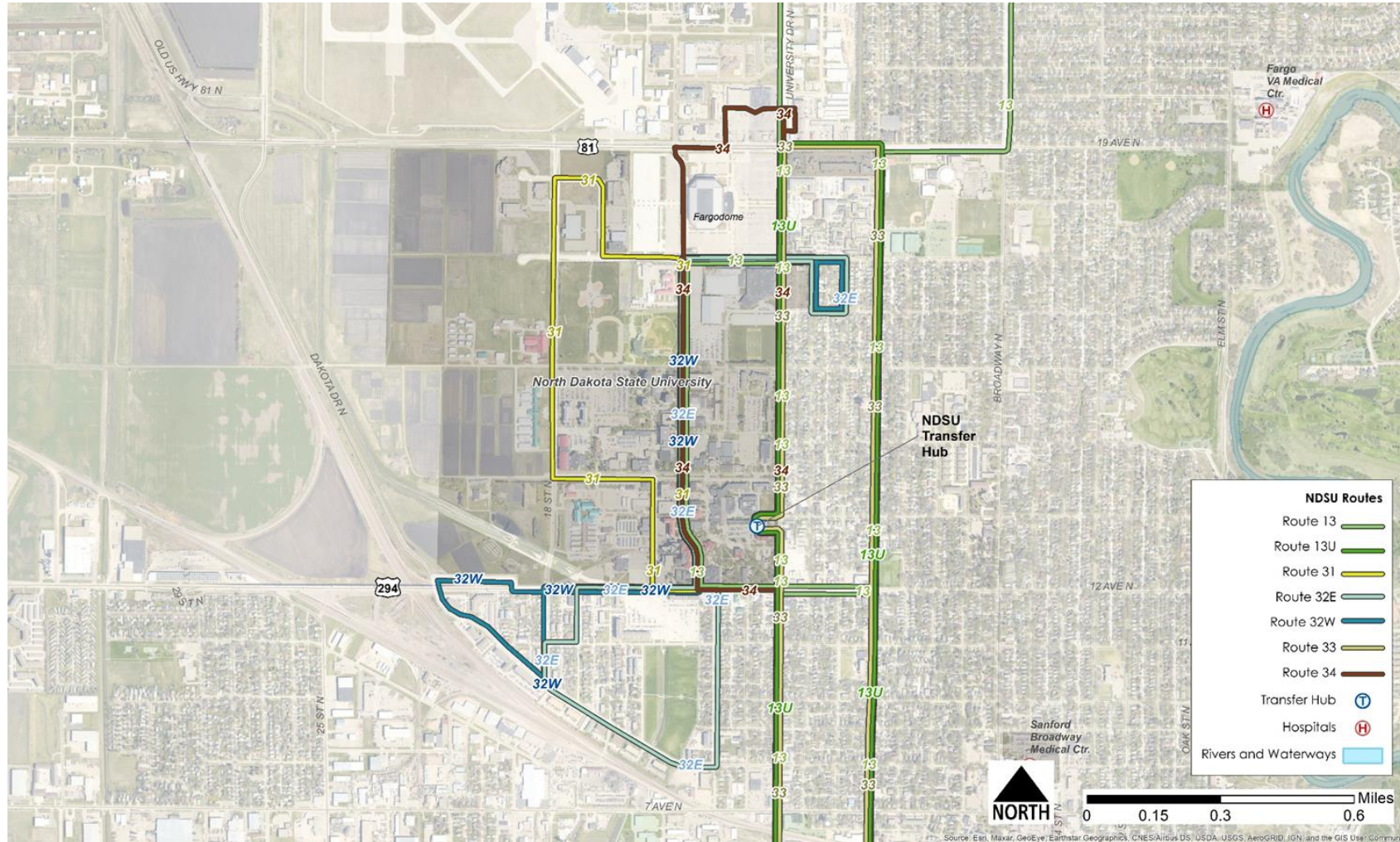
MATBUS Fixed Routes



MATBUS Downtown Area



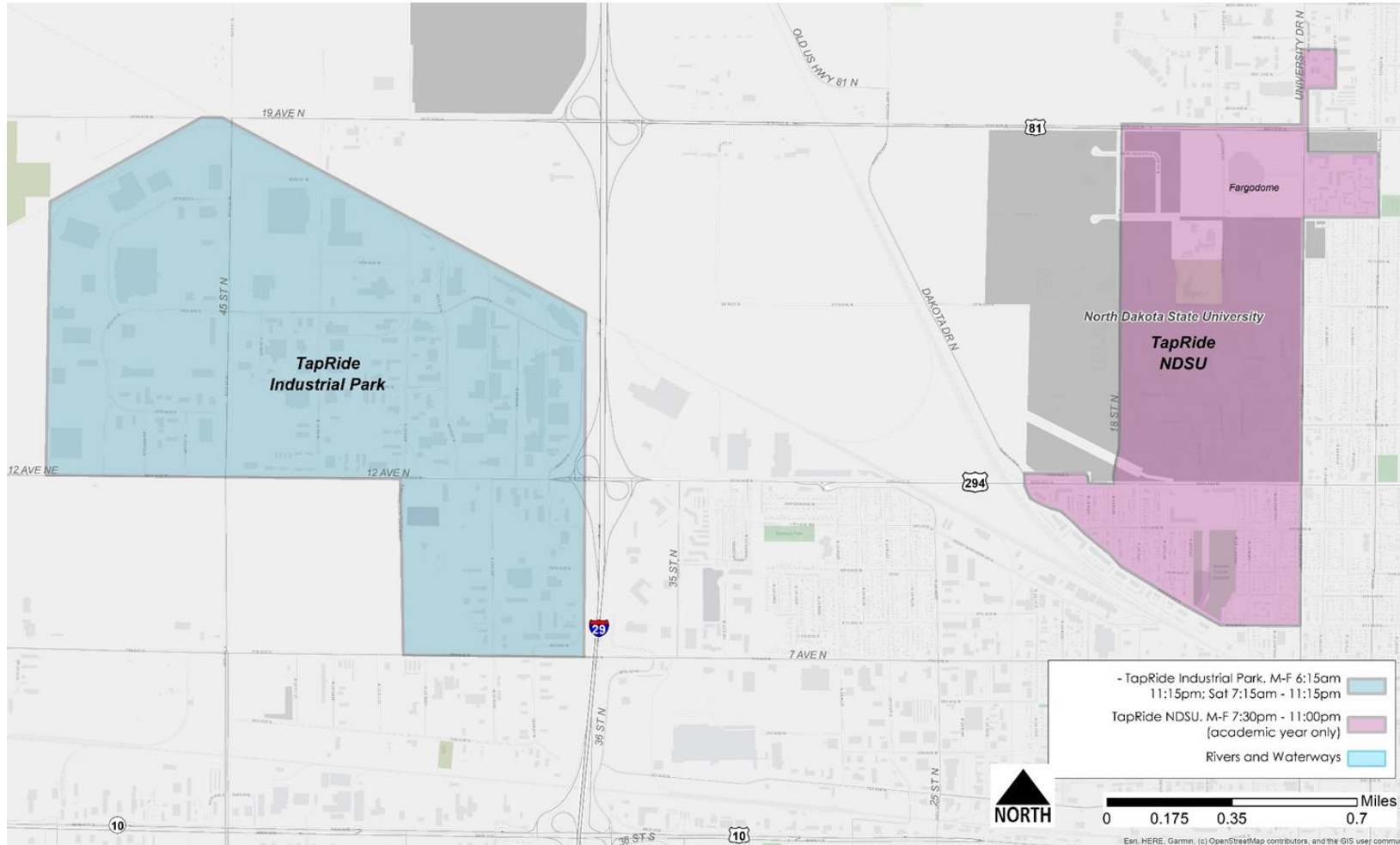
MATBUS NDSU Area



MATBUS TapRide Zones

Industrial Park: Whale-of-a-Wash & West Acres Transfer Hub

NDSU: A. Glenn Hill Memorial Union Transfer Hub



MATBUS Moorhead Service Summary

Route	Note/Description	Monday - Friday		Saturday	
		Frequency (minutes)	Span	Frequency (minutes)	Span
1	GTC – Library – Concordia College Marriott <i>Interlined with Route 3**</i>				
2	GTC – MSUM – Marriott 15 min. freq. for MSUM academic year, 2:30 PM – 6:30 PM <i>Interlined with Route 5**</i>	30	6:15 AM – 11:15 PM	30	7:15 AM – 11:15 PM
3	Marriott – Moorhead High School – Target <i>Interlined with Route 1**</i>				
4	GTC – Dilworth Walmart – Parkview Terr.				
5	Marriott – M State – Hornbacher's Azool <i>*Interlined with Route 2**</i>				
6	Dilworth Walmart – Community Center Two additional weekday trips at 6:10 PM and 6:40 PM <i>Interlined with Route 69**</i>	60	6:40 AM – 7:10 PM	60	7:40 AM – 6:10 PM
9	Dilworth Walmart – Sanford Moorhead <i>Interlined with Route 9**</i>	60	7:10 AM – 5:40 PM	60	7:10 AM – 6:40 PM

**Moorhead routes with interlining switch at the Marriot Transfer Hub

MATBUS Fargo Service Summary

Route	Note/Description	Monday - Friday		Saturday	
		Frequency (minutes)	Span	Frequency (minutes)	Span
11	GTC – VA Hospital	30	6:15 AM – 6:15 PM	30	7:15 AM – 6:15 PM
13	GTC – NDSU Hub	60	6:15 PM – 11:15 PM	60	6:15 PM – 11:15 PM
13U	GTC – NDSU (Academic Year)				
14	GTC – West Acres – Courthouse	30	6:15 AM – 6:15 PM	30	7:15 AM – 6:15 PM
		60	6:15 PM – 11:21 PM	60	6:15 PM – 11:21 PM
15	GTC – West Acres – Courthouse – Fargo Walmart	15	6:11 AM – 5:45 PM	30	7:11 AM – 5:45 PM
		30	5:45 PM – 11:11 PM	60	5:45 PM – 11:11 PM
16	GTC – West Acres – Public Library	60	6:45 AM – 6:45 PM	60	7:45 AM – 6:45 PM
17	GTC – Metro Transit Garage (MTG) – University Manor – YWCA	60	6:15 AM – 10:45 PM	60	7:15 AM – 10:45 PM
18	GTC – Fargo Walmart	60	6:12 AM – 10:15 PM	60	7:23 AM – 10:15 PM
20	West Acres – Sanford Health Clinic – Somali Business Center	60	6:15 AM – 9:15 PM	60	7:15 AM – 9:15 PM
24	West Acres – 9 th St W & 32 Ave W	60	6:30 AM – 11:10 PM	60	7:30 AM – 11:10 PM
31		15	7:40 AM – 6:10 PM	--	--
32E		30	7:25 AM – 6:05 PM	--	--
32W	NDSU Campus Circulators	30	7:25 AM – 10:25 AM	--	--
33	Operate only during the academic year U-Pass Program	10	6:55 AM – 10:32 AM		
		7	3:08 PM – 6:58 PM	--	--
34		20	10:32 AM – 3:08 PM		
			7:44 AM – 4:44 PM	--	--
Tap Ride	On-demand, NDSU academic year	--	7:30 AM – 11:00 PM	--	--
	Fargo Industrial Park, on-demand service	--	7:30 AM – 11:00 PM	--	7:30 AM – 11:10 PM

MATBUS Fixed Route Fare Structure

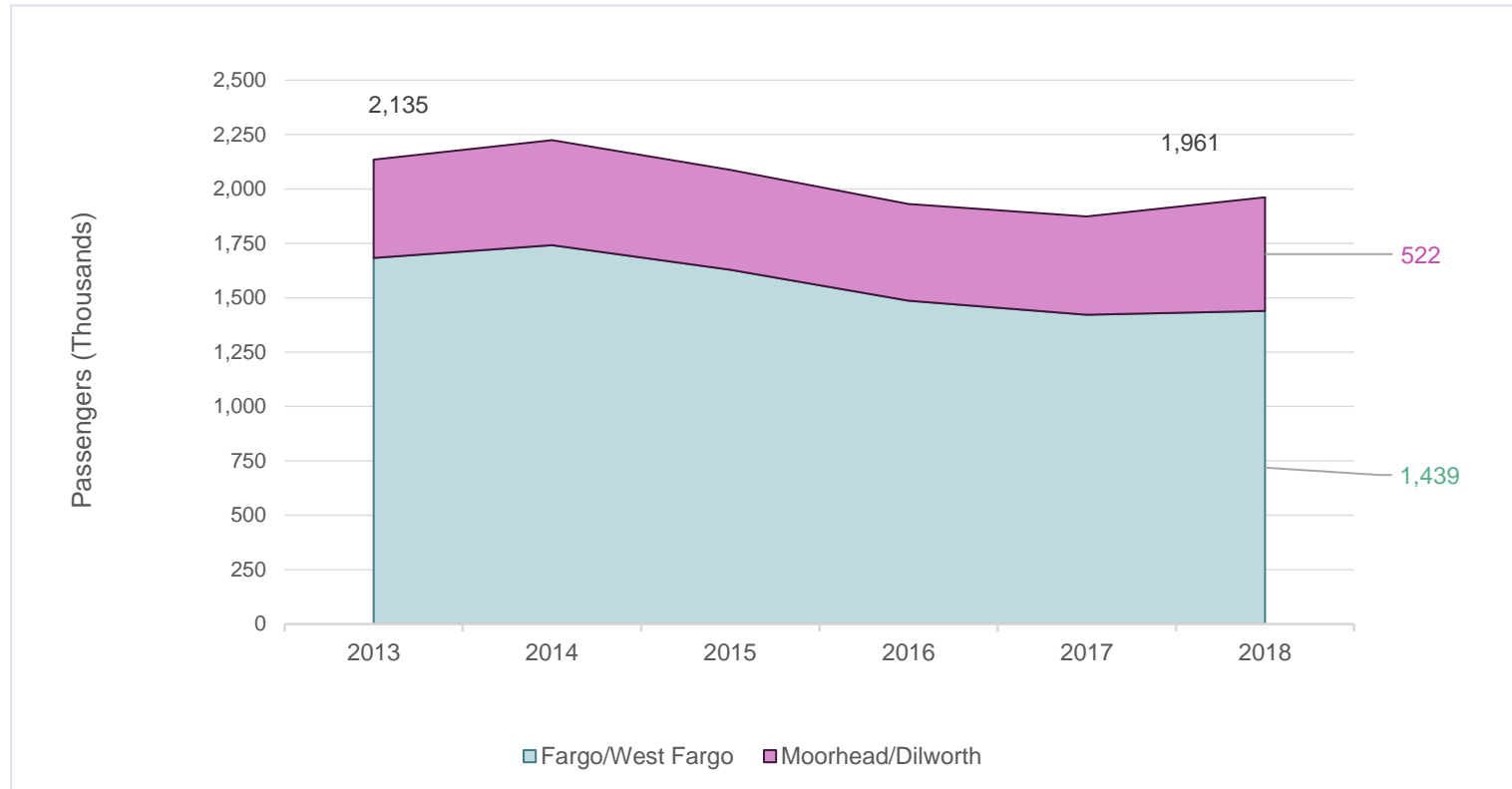
Fare Category	Cash/Ticket per Ride			Unlimited Ride Pass			
	Single Ride	10-Ride	Pack of 20	30-Day	14-Day	1-Day	Semester Pass**
Adult	\$1.50	\$15.00	\$30.00	\$40.00*	\$21.00	\$5.00	\$45.00
Discount Fares	Single Ride	10-Ride	--	30-Day	90-Day Youth Pass (K-12)		
<ul style="list-style-type: none"> • Elderly (age 60 or older) • Persons with Disabilities • Medicare Card Holders • Youth (K-12 Grade) 	\$0.75	\$7.50	--	\$26.00*	\$26.00		
<ul style="list-style-type: none"> • Children (0 – Preschool) • Service-Connected Veterans • Personal Care Attendants • U-Pass College Students 				FREE			
Transfers				FREE			

*Price excludes a one-time \$5.00 fee for a reloadable card. \$5.00 Replacement

** Non U-Pass Schools; Available in 4-month intervals with valid college ID

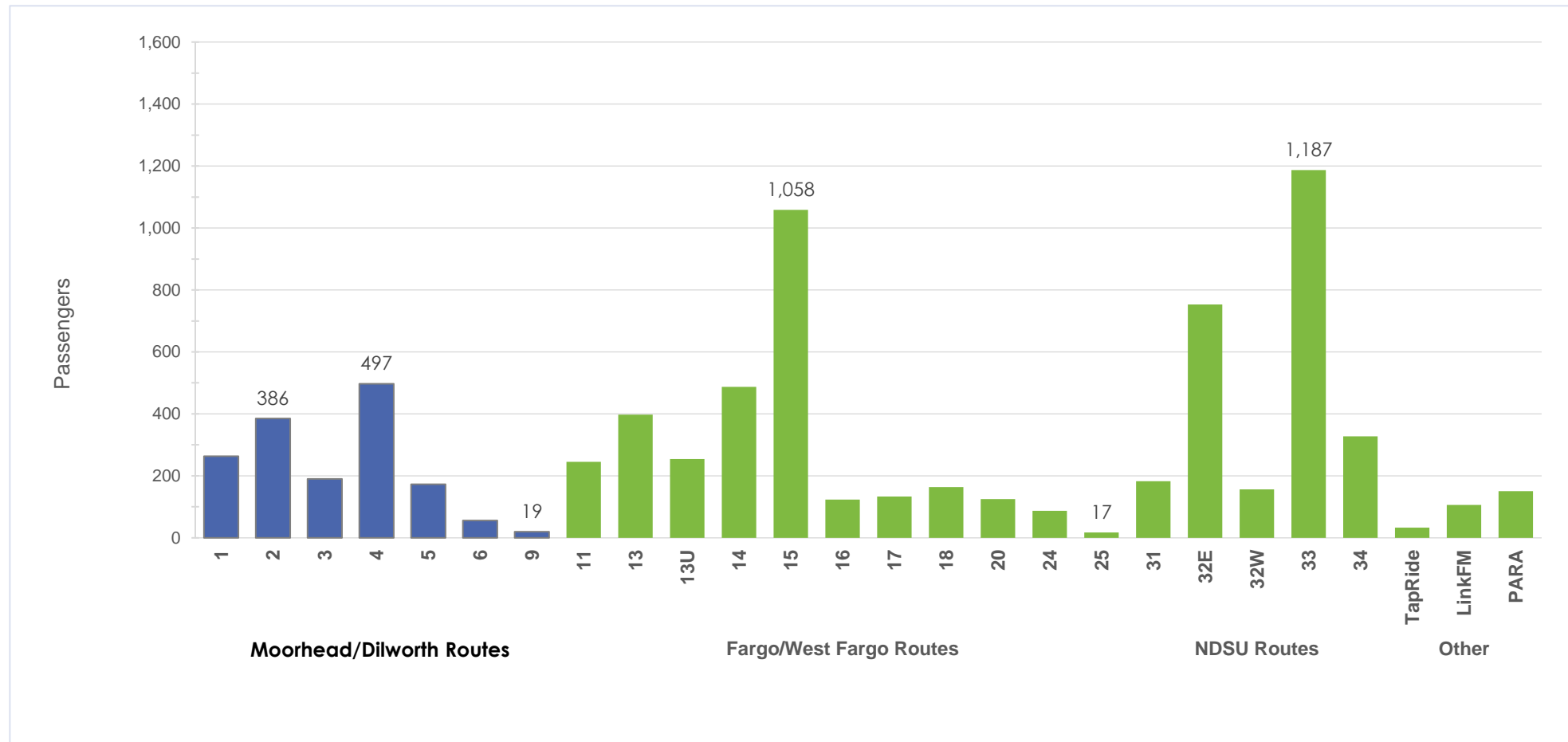
MATBUS Performance Trends

Fixed Route Ridership 2013-2018



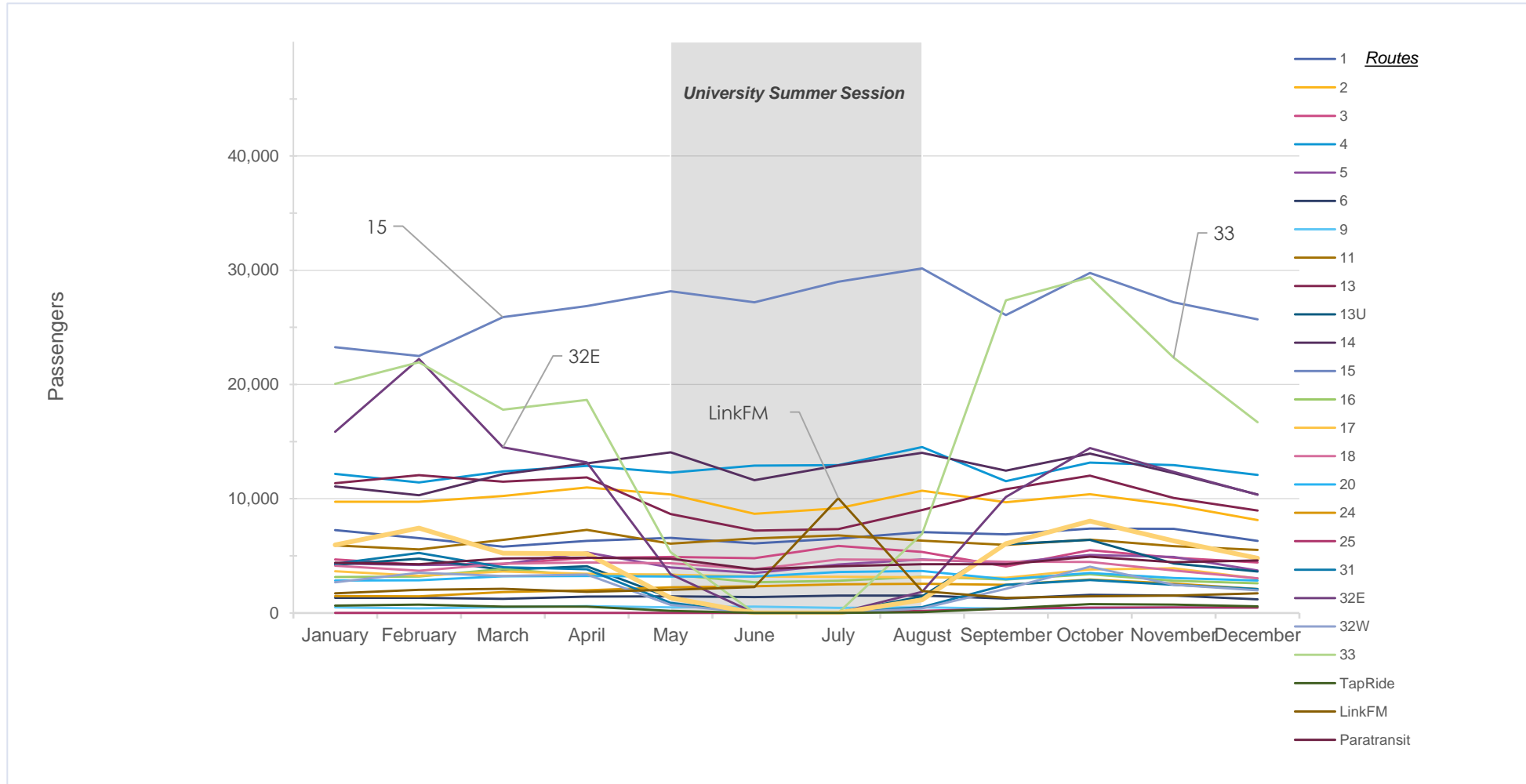
MATBUS Performance Trends

Average Daily Ridership by Route, 2019



MATBUS Performance Trends

Monthly Ridership by Route, 2019



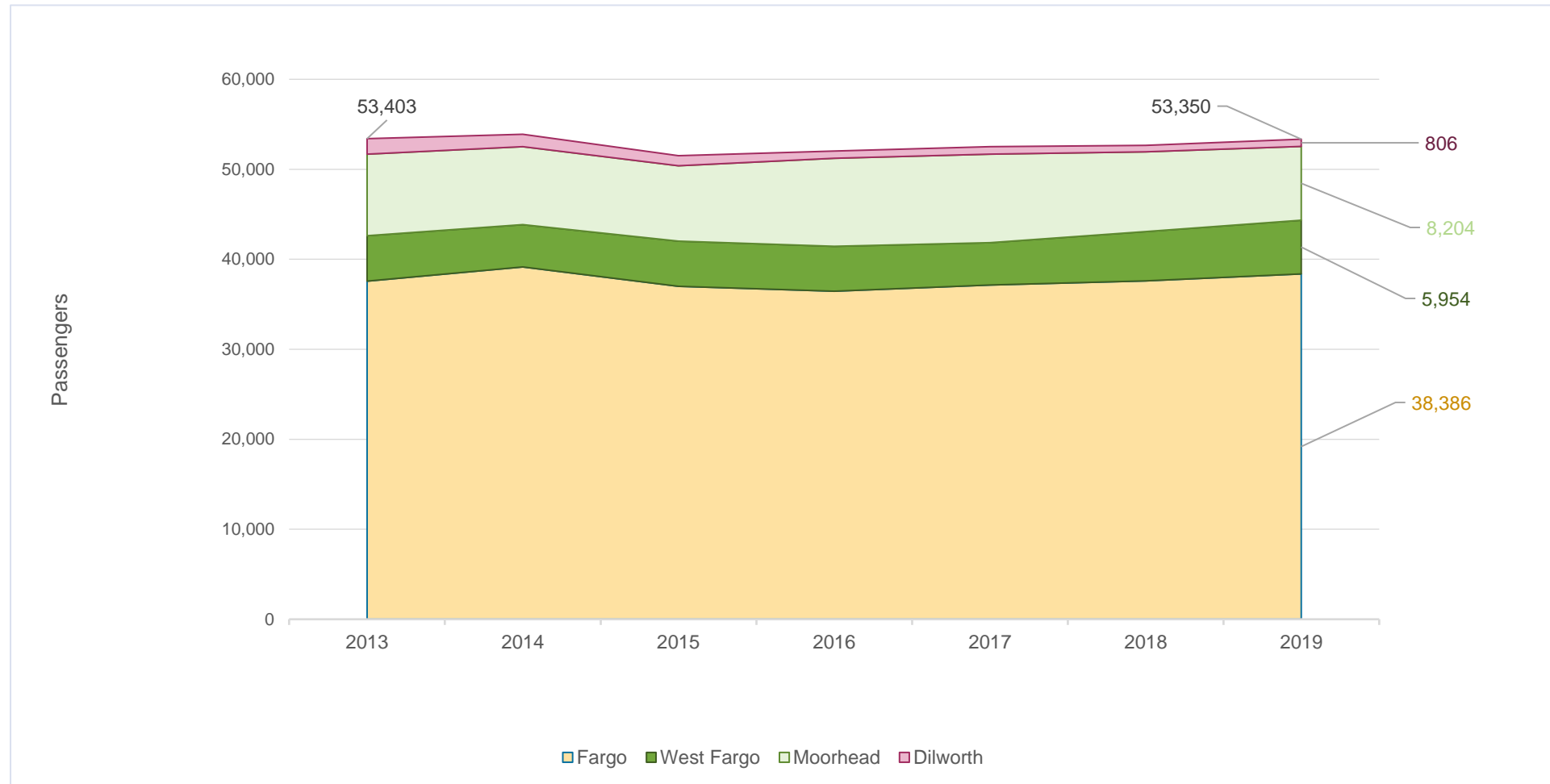
MATBUS Performance Trends

Top Locations for Boardings, 2019

Rank	Stop/Location	Passengers Boarded	Passengers per Operating Day	Routes Served
1	GTC (Downtown Fargo)	425,871	1,418.3	1, 11, 13, 13U, 14, 15, 16, 17, 18, 2, 4, Link
2	WA Ave & West Acres (Shelter 240: West Acres)	240,270	790.4	14, 15, 16, 20, 24
3	University Dr N & NDSU Transit Hub (Shelter 220: NDSU Transit Hub)	128,493	682.8	13, 13U, 33, 34
4	17th Ave N & University Village (Shelter 252: University Village)	72,739	460.4	32E, 32W, 33
5	11th St S & 28th Ave S (Shelter 118 Corner W-Marriott)	62,834	206.7	1, 2, 3, 5
6	2nd Ave N & NDSU R H Barry Hall (Main Entrance)	56,274	332.4	13, 13U, 17, 33
7	47th St S & 11th Ave S (Shelter 270: Walmart)	51,502	169.4	15, 20
8	Albrecht Blvd & NDSU Minard Hall (Pullout East)	36,710	227.7	13, 32E, 32W, 34
9	University Dr N & 17th Ave N (Shelter 217: SHAC)	30,437	145.3	13, 13U, 33, 34
10	University Dr N & Niskanen Apartments (Shelter 256: Niskanen)	24,424	154.6	13U, 34
11	Parking Lot & Cash Wise (Shelter 134)	23,310	76.7	3, 4, 6, 9
12	11th St N & 8th Ave N (Shelter 104 Corner NW-Courthouse)	22,822	75.1	4
13	Essentia Driveway & Main Entrance (Shelter 227: Essentia Hospital - North)	18,882	62.1	14, 18
14	8th Ave NW & near 34th St - Dilworth (Shelter 108 - Walmart Parking Lot)	18,517	60.9	4, 6, 9
15	1st Ave N & 9th St N (Shelter 245: Holiday C-Store)	18,350	60.4	15, 18

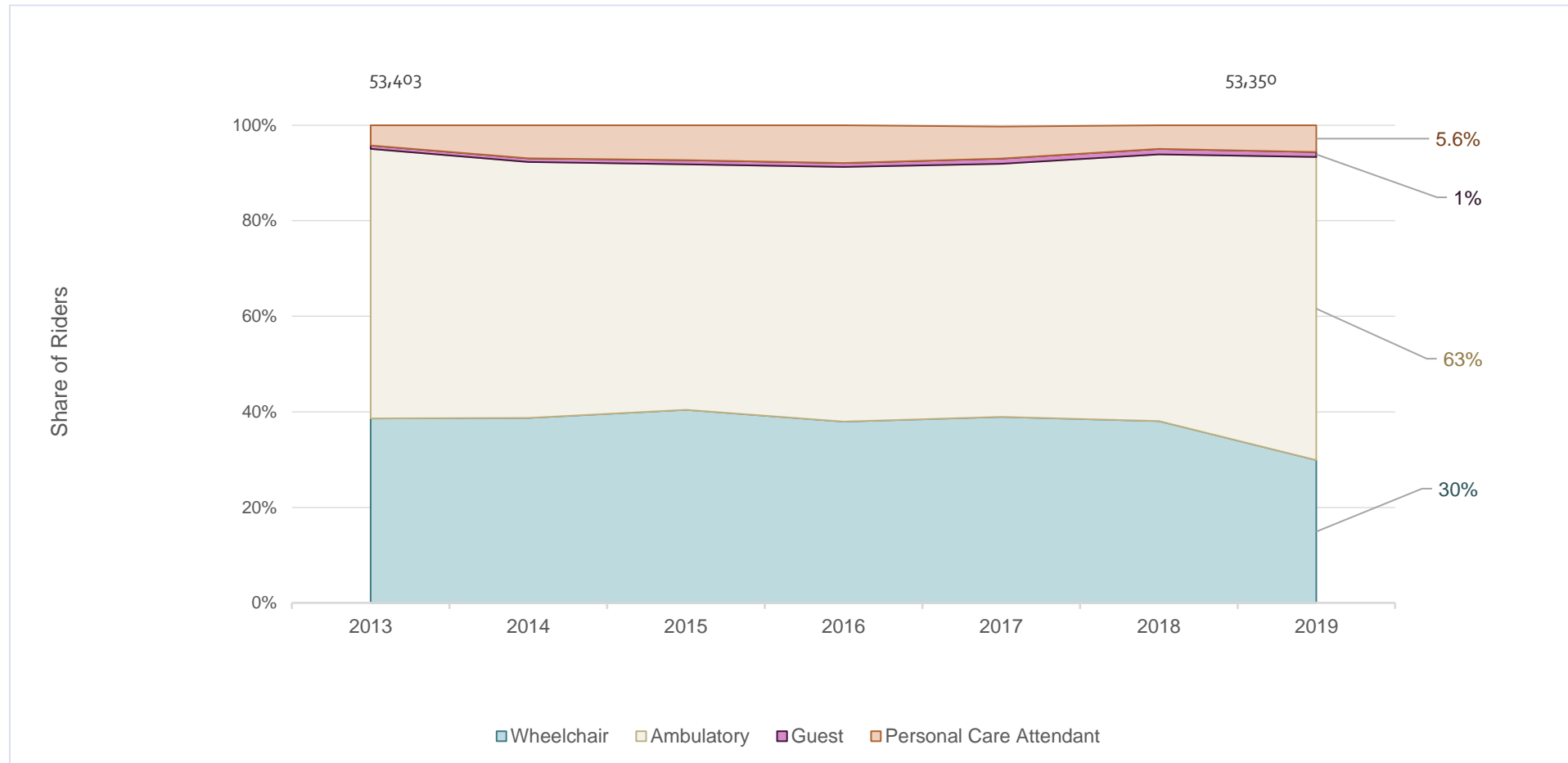
MATBUS Performance Trends

Annual MAT Paratransit Ridership, 2013-2019



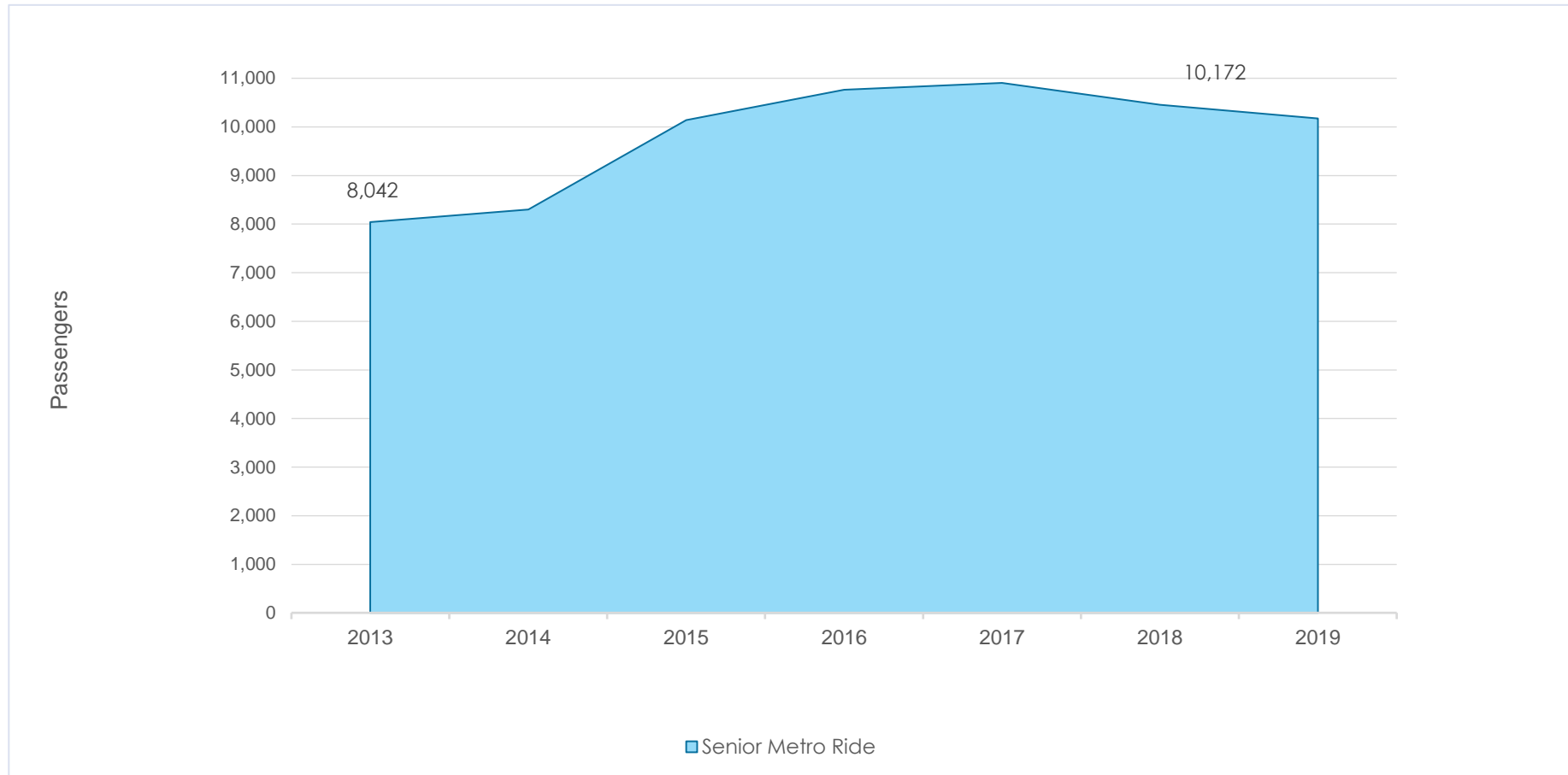
MATBUS Performance Trends

Annual MAT Paratransit Ridership by Customer Type, 2013-2019



MATBUS Performance Trends

Senior Metro Ride Ridership, 2013-2019



Values, Vision, Mission Discussion

Examples:

Integrity, Convenience, Efficiency, Resilience, Customer Service, Transportation Choices

“People can get where they want to go in the Fargo Moorhead region when they want to”

“MATBUS provides safe, customer-focused transportation options that connect our communities to enhance the quality of life”



Project Orientation

- Values
 - Beliefs that guide an organization's culture, decisions, and actions
 - Examples: Integrity, Convenience, Efficiency, Resilience, Customer Service, Transportation Choices
- Vision
 - Reflects what an organization believes are the ideal conditions for a community
 - Example: People can get where and when they want to go in the Fargo Moorhead region
- Mission
 - Serves as an organization's action-oriented statement of purpose.
 - Example: MATBUS provides safe, customer-focused transportation options that connect our communities to enhance quality of life

Live Polling Exercise + Discussion

Values

- Beliefs that guide an organization's culture, decisions, and actions
- Examples: Integrity, Convenience, Efficiency, Resilience, Customer Service, Transportation Choices

Vision

- What are successful outcomes of providing transit service?
- Reflects what an organization believes are the ideal conditions for a community
- Example: People can get where and when they want to go in the Fargo Moorhead region

Mission Statement

- Serves as an organization's action-oriented statement of purpose
- Example: MATBUS provides safe, customer-focused transportation options that connect our communities to enhance quality of life

Goals, Objectives, and Transit Performance Measures

Goals, Objectives, and Transit Performance Measures

- Flow from values, vision, mission
- Aid in decision making and prioritization

Performance Measures

- Examples: Service development measures
 - Passengers per revenue hour
 - Subsidy per passenger
 - Capital facility coordination
 - Benefits to people with disabilities
 - Benefits to minority and low-income populations
 - Population and employment density
 - Local funding support

Performance Measures

- Examples: Internal performance measures
 - Preventive maintenance schedule
 - Miles between road calls
 - Fuel economy – diesel miles per gallon
 - Safety – total/preventive accident rate
 - Customer satisfaction – continued surveys, market research, etc.
 - Goal achievement

Public Engagement Update

Public Engagement Timing

Engagement activities will occur throughout the project, but be concentrated in three different phases

1. **Assessment of needs**
2. **Draft recommendations**
3. **Draft TDP**

Tools for Sharing Information

- Project website: fmmetrocog.org/2021TDP
- Metro COG and MATBUS social media accounts
- Email updates
- Others as needed, as we adapt



Tools for Gathering Input: In Progress

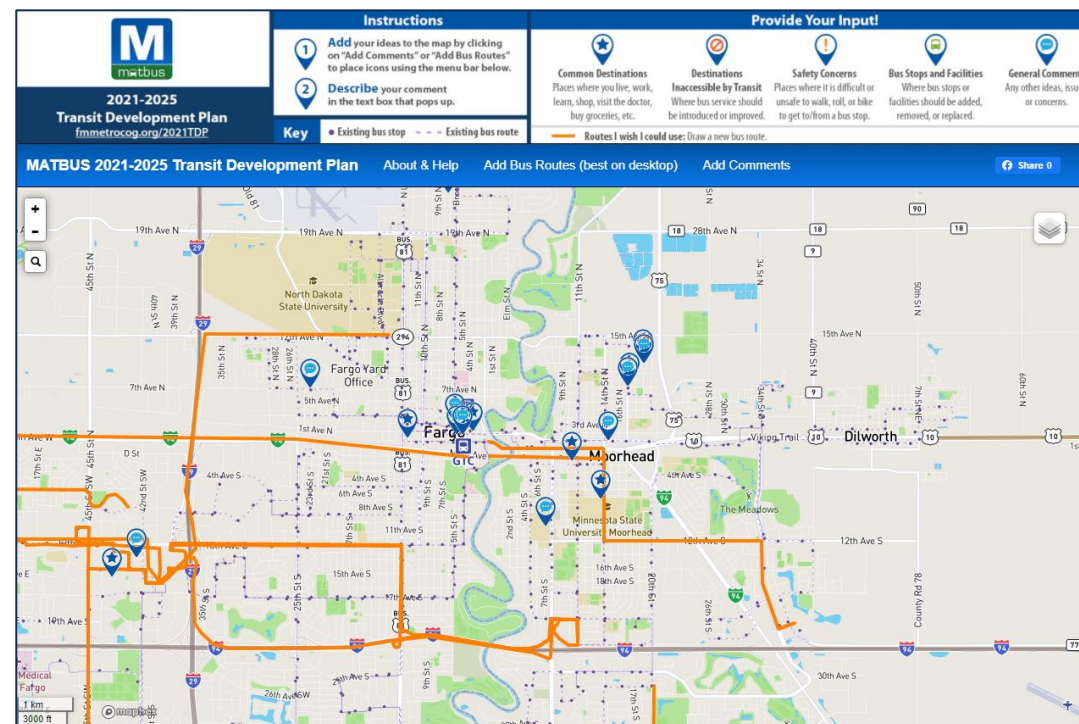
- Community survey: General public + MATBUS riders
- Online comment map

Community Survey

- Online: surveymonkey.com/r/SurveyMATBUS
 - 310 responses as of the morning of September 30
 - 55% were regular riders pre-COVID
 - 20% ride daily during COVID
 - Open through October 9
- Paper copies available on buses and by request

Online Comment Map

- wikimapping.com/MATBUS-2021-2025-Transit-Development-Plan.html
- 46 comments from 19 users as of the morning of September 30
- Open through at least October 9



Forthcoming Engagement Events

- Small Group & One-On-One Meetings
 - Zoom meetings
 - Stakeholder groups and individuals
 - Discuss transit needs, goals and tradeoffs
- Virtual Public Open House
 - Zoom webinar
 - Sharing information and conducting live polling to collect input
 - Potential for recording and live streaming
- “Design your transit system” budgeting and preference exercise

Questions or ideas about
public engagement
approach and strategies?

Next Steps

Next Steps

- Stakeholder Engagement
- Finalize existing conditions review
- Values, vision, mission
 - Goals, strategies, and performance measures
- Consolidated Human Services Transportation Plan (CHSTP)
- Bus Stop Analysis
 - Meeting with MATBUS staff to finalize scope

Next Steps

- Next SRC Meeting: Early November

Action Items	Metro COG	SRF + AECOM	SRC
Distribute meeting slides and summary		X	
Promote community survey, online comment map, and project website through your networks	X	X	X
Send Doodle poll for next SRC meeting		X	