



Fargo-Moorhead Metropolitan Area 2016-2020 Transit Development Plan



December 2016



Fargo-Moorhead Metropolitan Area 2016-2020 Transit Development Plan

Final Report

Fargo-Moorhead Metropolitan Council of Governments



December 2016

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Existing Conditions

Existing Transit Service

Metro Area Transit

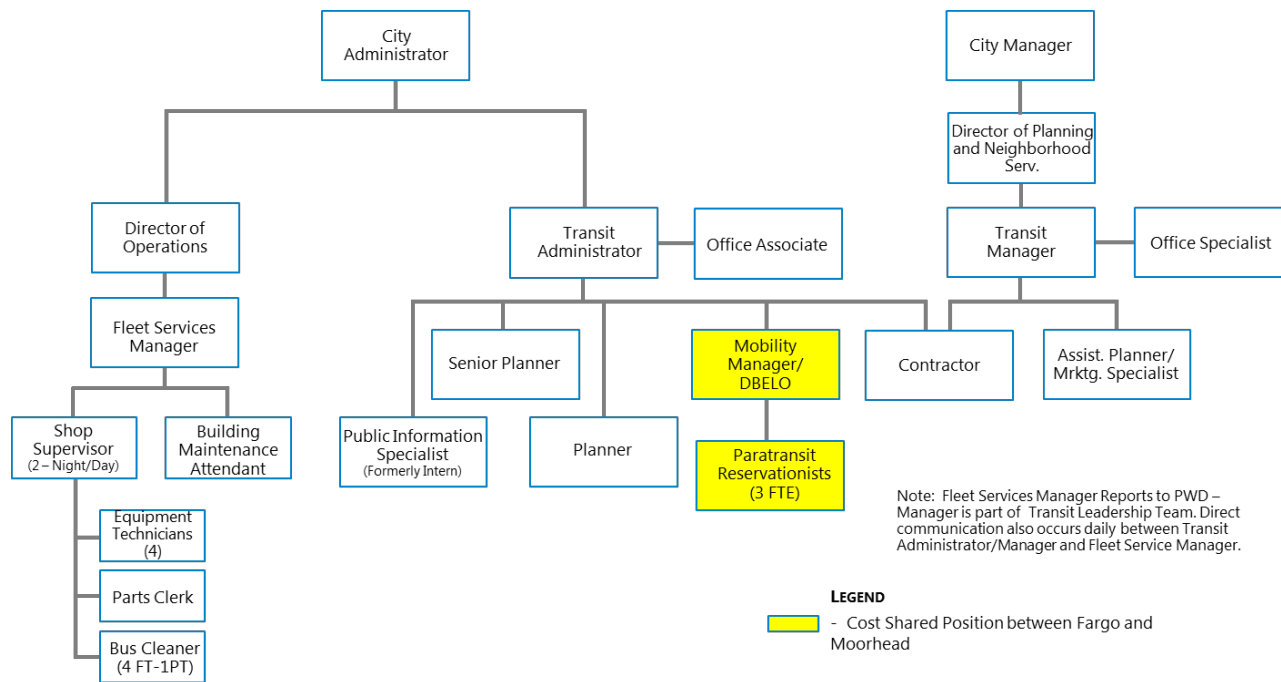
Metro Area Transit (MATBUS) is a transit agency collectively operated by the Cities of Fargo and Moorhead to provide fixed-route and demand-response transit service in the Fargo-Moorhead Metropolitan Area – specifically Fargo, West Fargo, Moorhead, and Dilworth. The partnership was established through a joint powers agreement. It is governed by the Metro Area Transit Coordinating Board (MAT Board), made up of the following members:

- Two members of the Fargo City Commission
- Two members of the Moorhead City Council
- One member of the West Fargo City Commission
- One member of the Dilworth City Council
- One representative each from North Dakota State University, Minnesota State University Moorhead, Minnesota State Community and Technical College, and Concordia
- One representative of Valley Senior Services
- One person jointly appointed by Fargo and Moorhead to serve as Chairperson

The Cities of West Fargo and Dilworth contract for service from Fargo and Moorhead, respectively. Fargo and Moorhead contract out MATBUS's operations to First Transit, a private company.

MATBUS is jointly administered by City staff in both Fargo and Moorhead, and revenue and expenses are split based on a negotiated rate. Figure 1 illustrates how the organizational structure of the agency is split between employees of two local governments.

Figure 1. MATBUS Organizational Structure



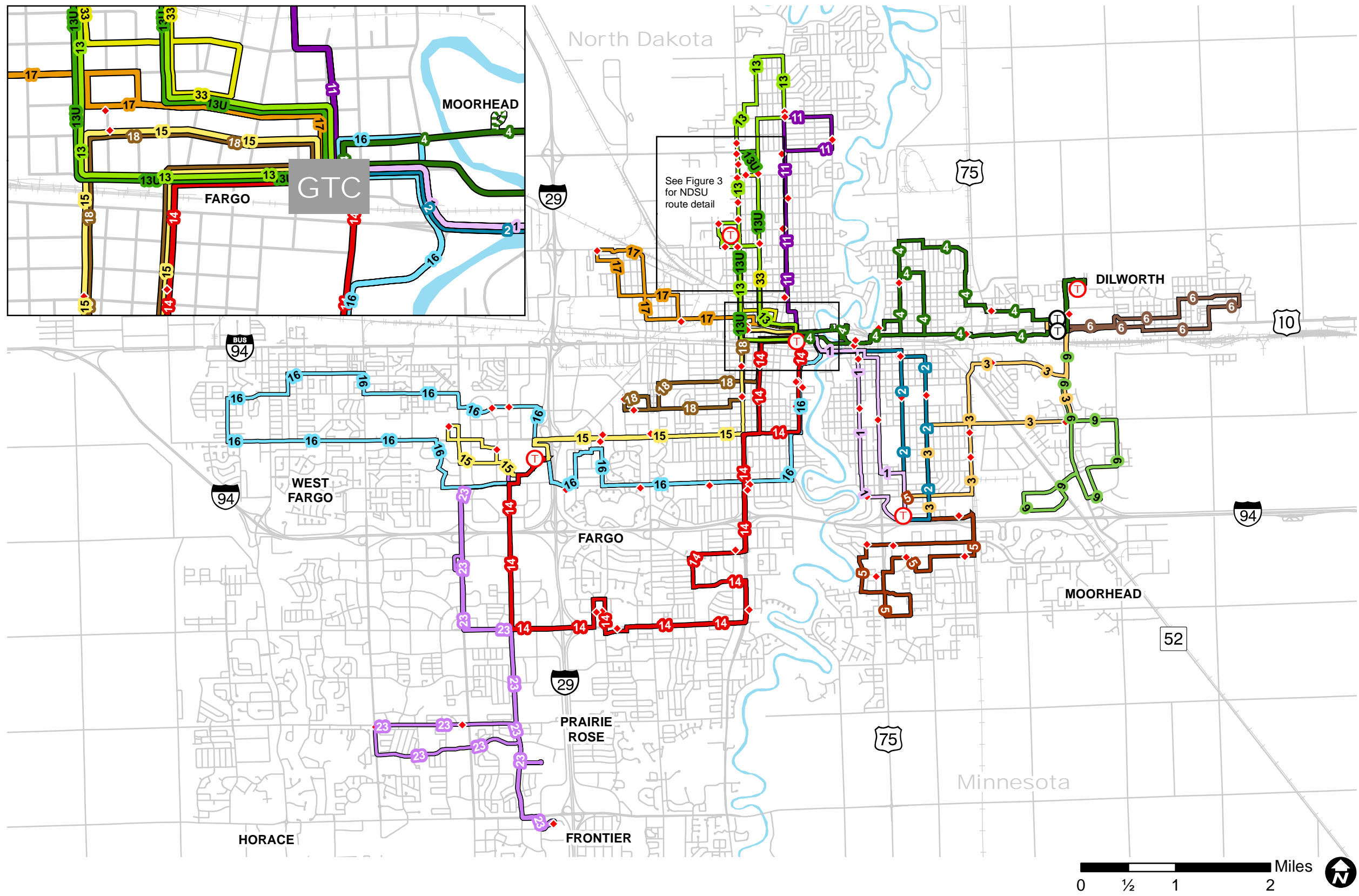
Fixed Routes

MATBUS provides fixed-route transit service within the cities of Fargo and West Fargo in North Dakota and Moorhead and Dilworth in Minnesota.

In Fargo and West Fargo the agency operates 15 routes from roughly 6:15 AM to 11:15 PM on Monday through Friday and 7:15 AM to 11:15 PM on Saturday. MATBUS does not provide Sunday service, however, Transit Alternatives provides a flex route in Moorhead. Routes 31, 32, 33, 34 and 35 directly serve North Dakota State University (NDSU) and operate weekdays only, Routes 31, 32, 33, and 35 operating only during the fall and spring semesters.

In Moorhead and Dilworth, fixed-route service is available through seven routes on Monday through Friday from approximately 6:15 AM to 6:45 PM and 7:15 AM to 6:45 on Saturday. After 6:45 PM, the routes change and two evening routes are offered in Moorhead until approximately 11:15 PM. MATBUS does not provide Sunday service. Route 2 serves Minnesota State University Moorhead (MSMU) with additional stops during the fall and spring semesters, though the route continues to operate in the summer.

Figure 2 and Figure 3 display the fixed-route service available in the Fargo-Moorhead area.

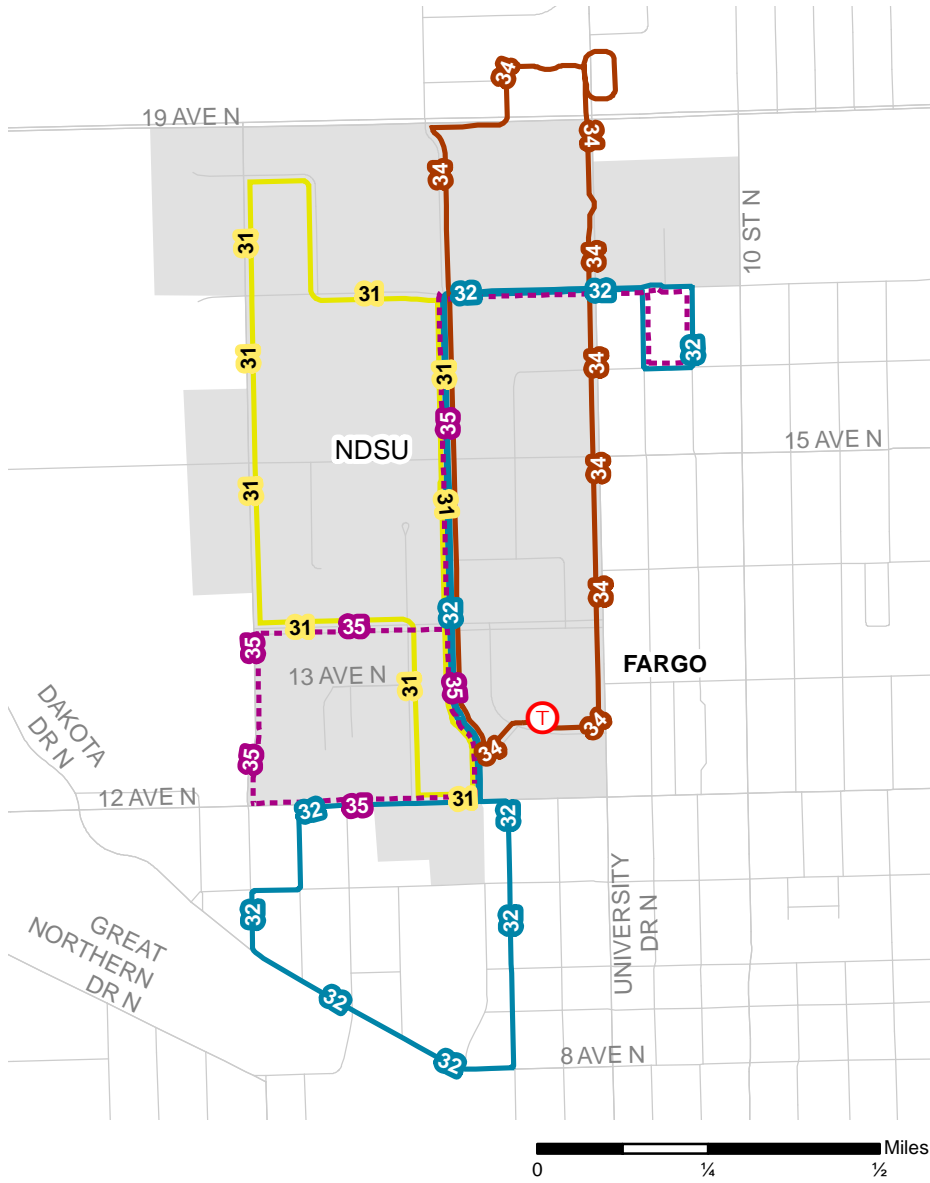


- Legend**
- Ⓧ Transfer Hub
 - T Transfer Point
 - ◆ Transit Shelter



MATBUS System Map

Figure 2



NDSU Daytime and Moorhead Evening Service

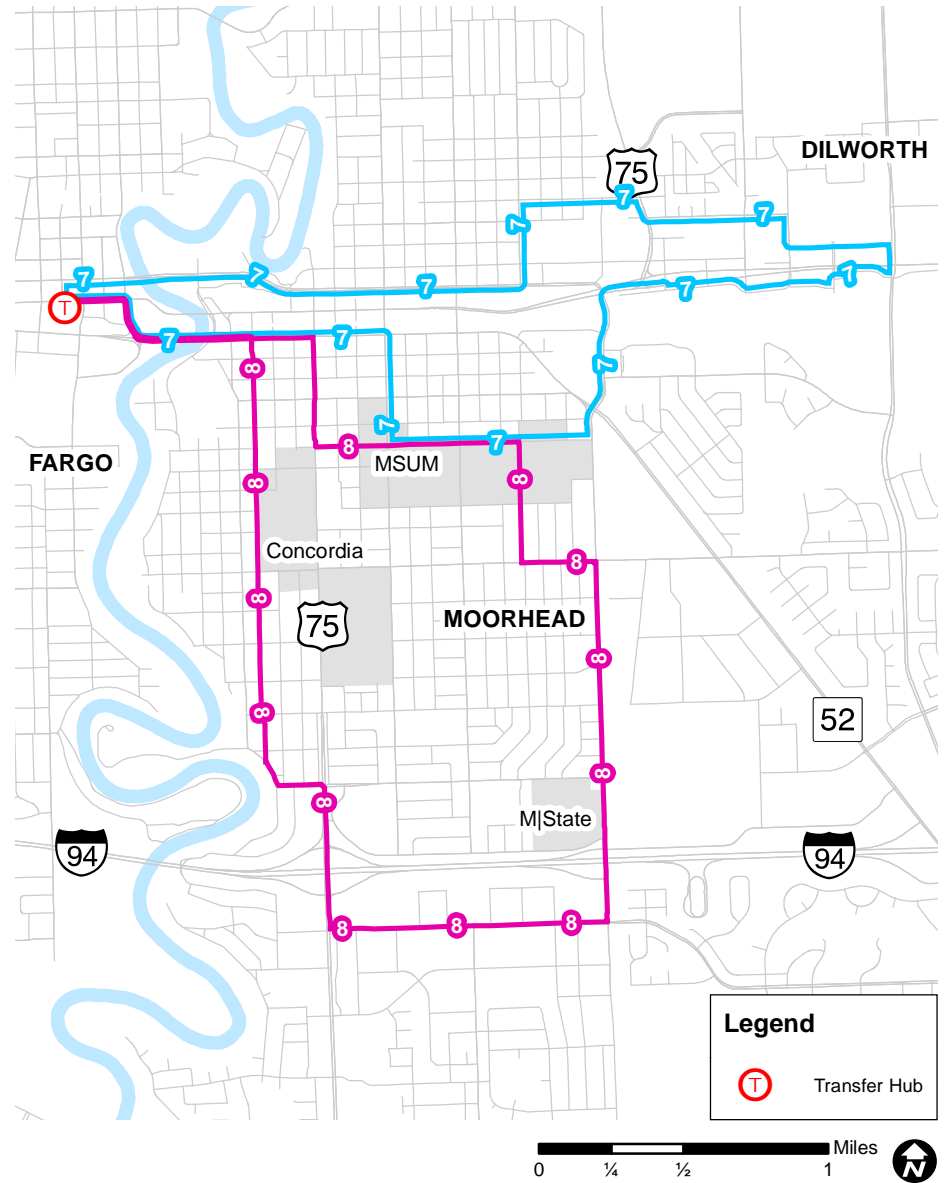


Figure 3



The basic adult fare is \$1.50 per trip, though discounts are available based on age or disabled status. Discounted unlimited ride passes are also available. Transfers are free. College students enrolled at Concordia, MSUM, Minnesota State Community and Technical College (M|State), or NDSU pay for service through their student fees as part of the U-Pass program. In addition, the newly minted LinkFM route connecting the downtowns of Fargo and Moorhead is free to ride.

Table 1 details the various fare structure for MATBUS fixed-route service.

Table 1. Fixed Route Fare Structure

Fare Category	Cash/Ticket per Ride	Unlimited Ride Pass			
		30-Day	14-Day	1-Day	Summer Pass
Adult	\$1.50	\$40.00*	\$21.00	\$5.00	N/A
Youth (K-12th Grade)	\$0.75	\$26.00*	\$21.00	\$5.00	\$26.00
Child (birth to preschool)	FREE				
Senior (age 60 or older)	\$0.75	\$26.00*	\$21.00	\$5.00	N/A
Person w/ Disabilities	\$0.75	\$26.00*	\$21.00	\$5.00	N/A
Disabled Veteran	FREE				
Disabled Care Attendant	FREE				
College Student (Concordia, MSUM, M State, NDSU)	FREE (included in U-Pass fees)				
Transfer	FREE				

*Price excludes a one-time \$5.00 fee for a reloadable card. Non-reloadable 30-day passes are available without the fee.

Transfers are free between all routes at any location along those routes.

Routes range in frequency from eight to 60 minutes between vehicles.

Paratransit

MATBUS offers door-to-door paratransit service to complement its fixed-route service. MAT Paratransit operates in accordance with the Americans with Disabilities Act (ADA) to people with disabilities who have obtained a Special User Card from the Transit Offices for the Cities of Fargo and Moorhead. The ADA requires that all areas within three-quarters of a mile from fixed routes receive demand-response service. MAT Paratransit exceeds the minimum service area standards by offering service everywhere within the city limits of Fargo, West Fargo, Moorhead, and Dilworth. Figure 4 displays the service area. MAT Paratransit operates as a shared ride service, so vehicles often pick up multiple passengers traveling to different destinations at the same time.

The cost of each ride is \$3.00 per passenger, though personal attendants and children under the age of seven can ride for free if accompanying an eligible passenger. Service is available

Monday through Friday from 6:00 AM to 11:15 PM and Saturday from 7:00 AM to 11:15 PM for all customers and from 7:00 AM to 5:00 PM Sunday for Fargo and West Fargo passengers.

Valley Senior Services

Valley Senior Services, a human services agency focused on assisting people older than 60 years of age, offers demand-response transportation Monday through Friday in Fargo, West Fargo, Moorhead, and Dilworth as part of its Metro Senior Ride Service. The service is offered for any purpose, though its vehicles do not support wheelchair service. Trip reservations are required. The service is offered at a fare of \$3 per one-way trip.

The organization also offers scheduled trips from the smaller communities in Cass County to Fargo along three routes, each running every one or two weeks.

Handi-Wheels Transportation, Inc.

Handi-Wheels Transportation, Inc. is a nonprofit organization that provides door-to-door demand-response service to residents of Fargo and West Fargo. It operates four wheelchair-accessible vehicles and provided approximately 10,000 trips in 2014.

Trips are available for medical and non-medical purposes. Fares are \$15 one-way for non-Medicaid medical purposes and \$11 one-way for non-medical trips. Medicaid-funded medical trips are also provided.

Productive Alternatives

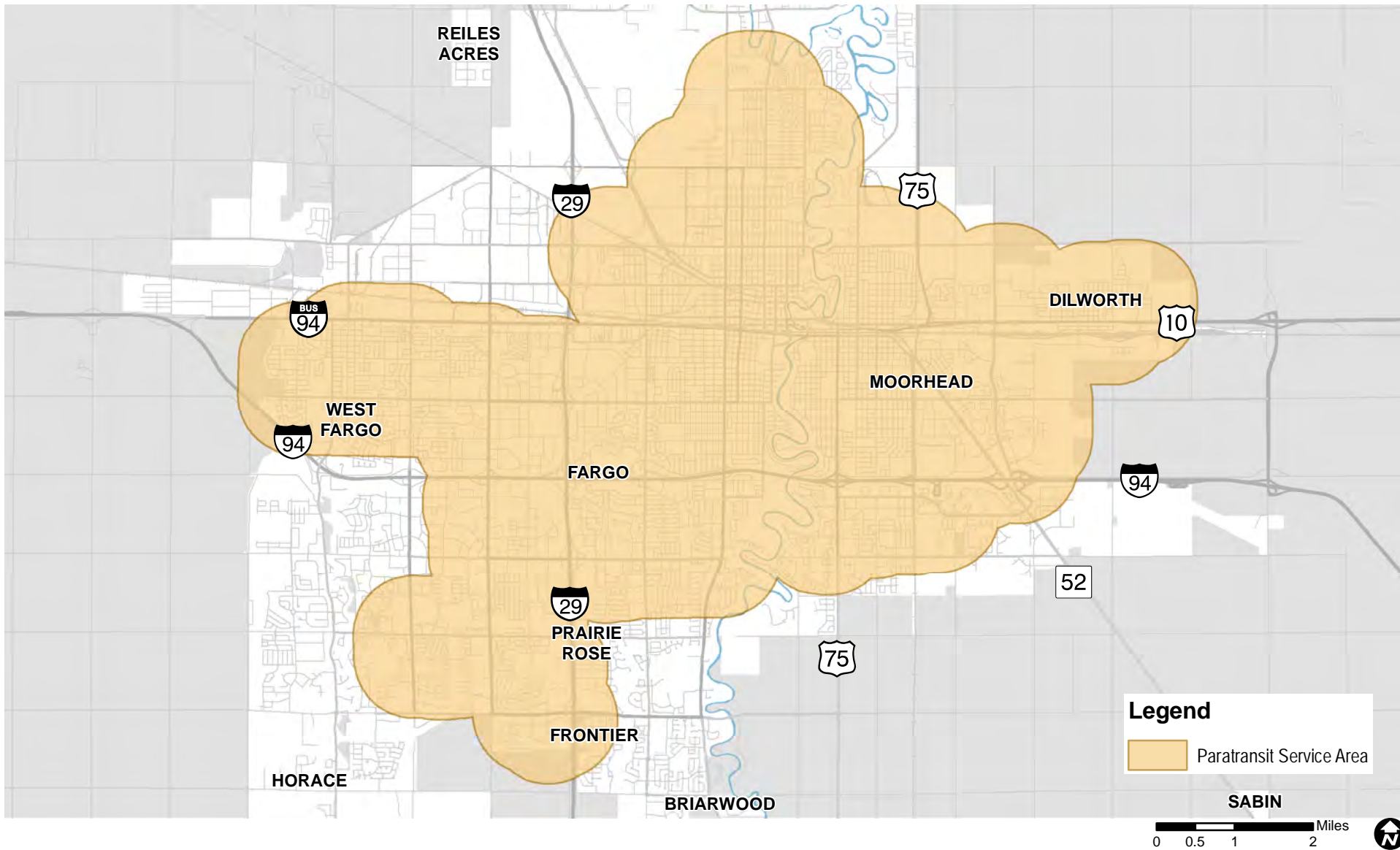
Productive Alternatives is a nonprofit human services organization whose Transportation Alternatives program provides transit service from rural Clay County the various destinations in Moorhead, the Ground Transportation Center in Fargo, and Walmart in Dilworth. The service operates wheel-chair accessible vehicles. The demand response system requests reservations be made 48-hours in advance of the trip.

Transit Alternatives provides service between the Fargo-Moorhead metropolitan area and Fergus Falls on a daily basis during weekdays (no Saturday), leaving Fergus Falls at 5:45 AM and arriving in Fargo-Moorhead just before 7:00 AM. Passengers are then served by the MATBUS system until the return vehicle leaves just after 5:00 PM.

Transit Alternatives has established a Sunday route in Moorhead connecting local riders with access to shopping opportunities, area colleges and universities, the YMCA in downtown Fargo, and the Moorhead Public Library

Fleet

The City of Fargo and the City of Moorhead each owns its own fleet of vehicles for fixed route service. Fargo has 32 vehicles serving Fargo and West Fargo, and Moorhead has 10 vehicles serving Moorhead and Dilworth.



MAT Paratransit Service Area

Figure 4



Fargo and Moorhead each own their own paratransit vehicles, however Moorhead leases its vehicles to Fargo to operate. Fargo currently owns 14 vehicles dedicated to paratransit, and Moorhead owns five. The paratransit service area stretches into both North Dakota and Minnesota, so vehicles are not confined to a single state. All paratransit vehicles are Special Transportation Services (STS) certified by the State of Minnesota.

Details on each vehicle in the MAT fleet can be found in the appendix.

The Federal Transit Administration (FTA) requires that transit vehicles meet minimum service-life standards before vehicles are eligible for replacement without penalty. Table 2 summarizes these requirements. Vehicles used for MATBUS fixed-route service fall into the Heavy Duty Large Bus category, requiring 500,000 miles or 12 years of service before replacement without penalty.

Table 2. FTA Minimum Service-Life Standards for Buses and Vans

Category	Typical Characteristics				Minimum Life	
	Length	Approximate Gross Vehicle Weight	Seats	Average Cost	(Whichever Comes First)	
					Years	Miles
Heavy-Duty Large Bus	35 to 46 ft and 60 ft artic.	33,000 to 40,000	27 to 40	\$325,000 to \$600,000+	12	500,000
Heavy-Duty Small Bus	30 ft	26,000 to 33,000	26 to 35	\$200,000 to \$325,000	10	350,000
Medium-Duty and Purpose-Built Bus	30 ft	16,000 to 26,000	22 to 30	\$75,000 to \$175,000	7	200,000
Light-Duty Mid-Sized Bus	25 to 35 ft	10,000 to 16,000	16 to 25	\$50,000 to \$65,000	5	150,000
Light-Duty Small Bus, Cutaways, and Modified Van	16 to 28 ft	6,000 to 14,000	10 to 22	\$30,000 to \$40,000	4	100,000

Source: Federal Transit Administration – Useful Life of Transit Buses and Vans: Report No. FTA VA-26-7229-07.1 (2007).

Facilities

Ground Transportation Center

The Fargo - Moorhead Ground Transportation Center (GTC) has been the downtown transfer center for Fargo Metro Transit and Moorhead Metro Area Transit since July 7, 1984. The GTC is the central passenger transfer center and is the only transit center in the metro area providing interconnectivity between service in Fargo and service in Moorhead. In addition to being a transfer station, the GTC includes a passenger information center, dispatching for fixed route service, and is a retail location for bus passes and tickets.

The GTC is co-owned and operated by the Cities of Fargo and Moorhead through a Joint Powers Agreement that lays out responsibilities for each jurisdiction.

West Acres Transit Center

The transit center at West Acres Mall provides a hub between routes connecting riders to downtown Fargo, routes serving the suburban areas of Fargo west of I-29, and Route 16 serving West Fargo. The center provides an indoor, climate controlled waiting areas for customers.

Marriott Transit Center – Moorhead

The Moorhead transit center, located adjacent to the Marriott Hotel at 11th Street/Holiday Drive, provides a transfer point between Routes 1, 2, 3, and 5. The transit center, also designated as a transfer hub, includes shelters providing minimal waiting area out of the weather.

Walmart Transfer Hub – Dilworth

The transfer hub located north of the Walmart in Dilworth provides opportunity for coordinated transfers between Routes 3, 6, and 9. The facility consists of a shelter and has sidewalk connections to Walmart.

Joint Metro Transit Garage (Maintenance/Administration)

The Metro Transit Garage (MTG) at 7th Avenue North/23rd Street North serves as the administration and maintenance headquarters for MATBUS. Similar to the GTC in downtown, the MTG is a jointly operated facility between the Cities of Fargo and Moorhead. Operating activities provided/supported from the MTG include:

- Administration for MATBUS fixed route and paratransit services.
- Dispatching for paratransit service.
- Metro Senior Ride.
- Vehicle maintenance and storage (Including Metro Senior Ride).
- Fueling.

Service Performance Analysis

Performance Trends

How well the current transit network, including paratransit, serves the needs of the community was assessed by reviewing historical system-wide ridership, individual route boardings relative to the system average and the percentage of the community with access to service. The first

of the measures, current and historical ridership, as well as other key performance statistics are summarized in Table 3.

This information in this table tells many stories. For instance, overall and fixed-route ridership has consistently increased in Moorhead and Dilworth since 2010, but it has had a more uneven rise in Fargo and West Fargo over the same time period. Paratransit boardings have been on the rise in Moorhead and Dilworth, but they have been decreasing substantially in Fargo and West Fargo. From just 2013 to 2014, paratransit ridership dropped approximately 18 percent on the North Dakota side of the river.

The operating-expense-to-revenue ratios shed light on the efficiency of service. In Fargo and West Fargo, the operating-expense-to-revenue ratio for fixed-route service has been increasing since 2010. For paratransit, the ratio was consistently at a little more than 4.00 until it more than doubled in 2013 to 8.29. In Moorhead and Dilworth, the ratio for fixed-routes has been relatively steady around 5.75 to 6.50, decreasing for the first half of the study period and increasing over the second half. Paratransit expense-to-revenue ratios in Moorhead and Dilworth, has consistently decreased from 11.38 in 2010 to 8.73 in 2014.

Fixed Route Analysis

Ridership

MATBUS logged 2,224,000 fixed-route boardings in 2014. Generally, system ridership has increased fairly consistently since 2008. Figure 5 charts this growth. Figure 6 displays the average daily ridership on each of the fixed routes. On average, service in Fargo and West Fargo have a daily ridership of 573 passengers per route, excluding Route 35, which runs only in the evening near NDSU. Routes in Moorhead and Dilworth have an average daily ridership of 249 passengers, excluding Routes 7 and 8, which operate only at night. One might conclude that transit is much more popular in Fargo and West Fargo than in Moorhead and Dilworth since the former see more than twice the average daily ridership than the latter, but the raw count is misleading since the populations of the two areas are significantly different. Taking into account population, Fargo and West Fargo saw 13.26 boardings per capita in 2014, only 20 percent higher than Moorhead and Dilworth's 10.95 boardings per capita.

The highest ridership routes in Fargo and West Fargo are Routes 15 and 33, which see 1,413 and 1,290 boardings per day, respectively. Fargo and West Fargo's lowest ridership non-evening route is Route 23, with just 111 boardings per day.

Moorhead and Dilworth's highest use routes are Routes 2 and 4, with 498 and 466 boardings per day, respectively. Their lowest ridership non-evening route is Route 9 in Dilworth, with only 28 boardings per day.

	Performance Measure	Fargo/West Fargo					Moorhead/Dilworth				
		2010	2011	2012	2013	2014	2010	2011	2012	2013	2014
Overall	Passenger Trips	1,627,905	1,831,438	1,659,236	1,735,693	1,785,379	382,658	441,147	443,777	460,662	499,516
	Revenue Hours	76,910	86,915	92,002	99,552	101,220	25,454	26,033	26,455	28,391	36,831
	Revenue Miles	980,746	1,130,205	1,193,843	1,272,092	1,288,309	330,447	343,348	354,814	383,825	524,273
	Passenger Trips per Revenue Hour	21	21	18	17	18	15	17	17	16	14
	Operating Expense	\$5,427,071	\$5,648,693	\$6,230,937	\$6,997,673	\$7,162,185	\$1,777,293	\$1,865,809	\$1,900,311	\$2,051,993	\$2,355,174
	Passenger Revenue	\$934,299	\$883,925	\$964,707	\$841,293		\$272,935	\$302,443	\$330,651	\$348,324	\$362,891
	Operating Cost per Passenger	\$3.33	\$3	\$4	\$4	4.0115769	\$5	\$4	\$4	\$4	\$5
	Operating Expense-to-Revenue Ratio	5.81	6.39	6.46	8.32	#DIV/0!	6.51	6.17	5.75	5.89	6.49
Fixed	Passenger Trips	1,570,055	1,772,443	1,604,693	1,682,267	1,741,524	376,697	433,676	436,285	452,620	482,177
	Revenue Hours	51,416	60,643	66,560	73,730	74,814	22,023	22,008	22,353	24,198	27,643
	Revenue Miles	639,047	782,983	857,329	927,601	951,662	293,246	293,663	303,693	328,771	394,485
	Passenger Trips per Revenue Hour	31	29	24	23	23	17	20	20	19	17
	Operating Expense	\$4,194,088	\$4,422,374	\$4,984,135	\$5,631,208		\$1,406,447	\$1,495,653	\$1,551,647	\$1,656,857	\$1,993,859
	Passenger Revenue	\$629,167	\$591,244	\$658,311	\$676,374		\$225,277	\$253,421	\$279,077	\$294,500	\$310,456
	Operating Cost per Passenger	\$2.67	\$2	\$3	\$3	\$0	\$4	\$3	\$4	\$4	\$4
	Operating Expense-to-Revenue Ratio	6.67	7.48	7.57	8.33	#DIV/0!	6.24	5.90	5.56	5.63	6.42
Paratransit	Passenger Trips	57,850	58,995	54,543	53,426	43,855	5,961	7,471	7,492	8,042	10,038
	Revenue Hours	25,494	26,272	25,442	25,822	26,406	3,441	4,025	4,112	4,193	4,918
	Revenue Miles	341,699	347,222	336,514	344,491	336,647	37,201	49,685	51,121	55,054	67,154
	Passenger Trips per Revenue Hour	2	2	2	2	2	2	2	2	2	2
	Operating Expense	\$1,232,983	\$1,226,319	\$1,246,802	\$1,366,465		\$180,732	\$195,991	\$181,485	\$211,707	\$283,898
	Passenger Revenue	\$305,132	\$292,681	\$306,396	\$164,919		\$15,888	\$18,754	\$21,568	\$22,594	\$32,515
	Operating Cost per Passenger	\$21.31	\$21	\$23	\$26	\$0	\$30	\$26	\$24	\$26	\$28
	Operating Expense-to-Revenue Ratio	4.04	4.19	4.07	8.29	#DIV/0!	11.38	10.45	8.41	9.37	8.73

Sources: National Transit Database 2010-2013, MATBUS 2014



Fargo-Moorhead Transit Performance Trends

Table 3

Figure 5. MATBUS Annual Fixed-Route Ridership: 2008-2014

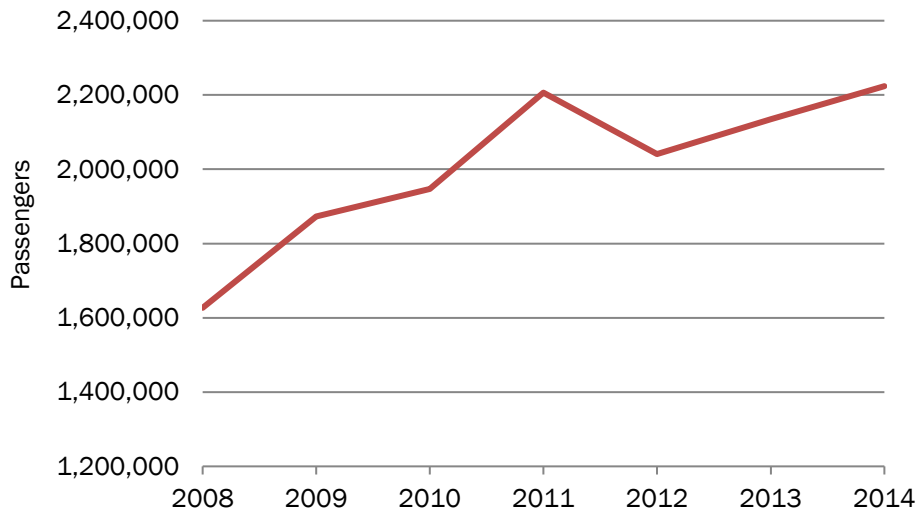
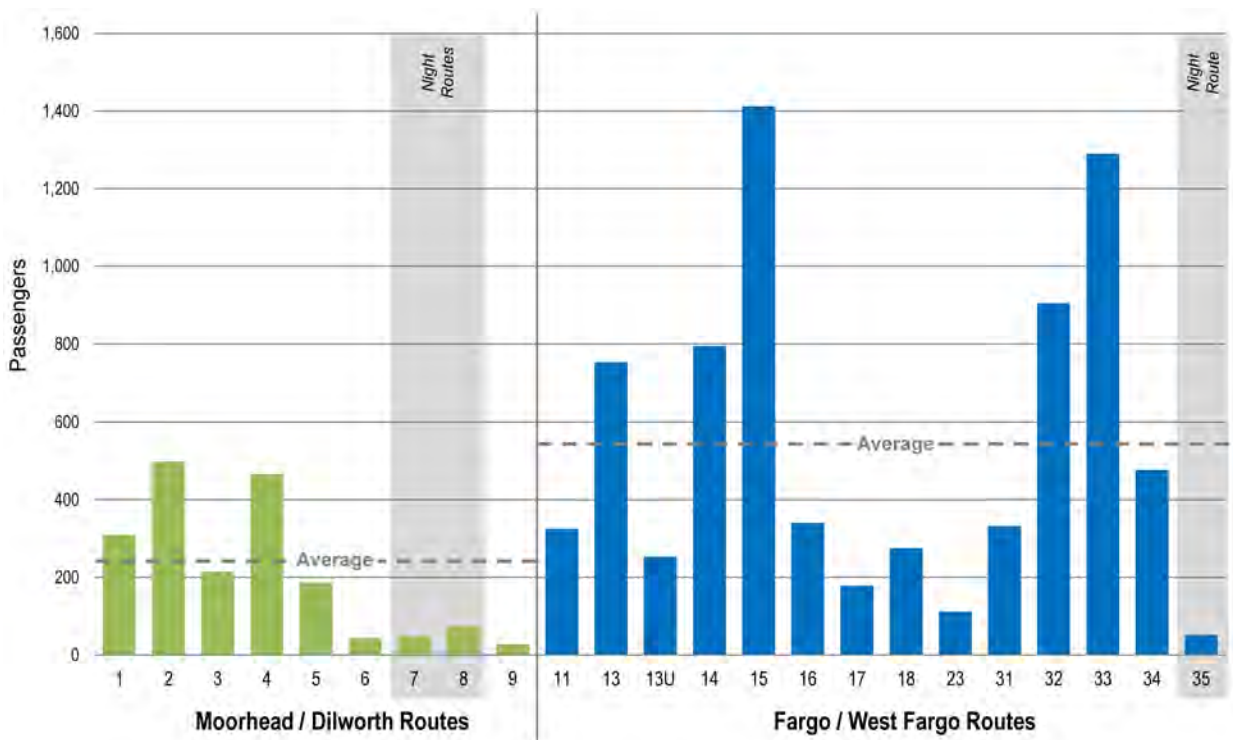


Figure 6. Average Daily Ridership by Route: 2014



Note: Average daily ridership was calculated by dividing the number of annual boardings by the days of service. Moorhead / Dilworth routes run for shorter periods of the day than do Fargo / West Fargo routes. The average daily boardings among Moorhead / Dilworth routes exclude Routes 7 & 8, the Night Routes.

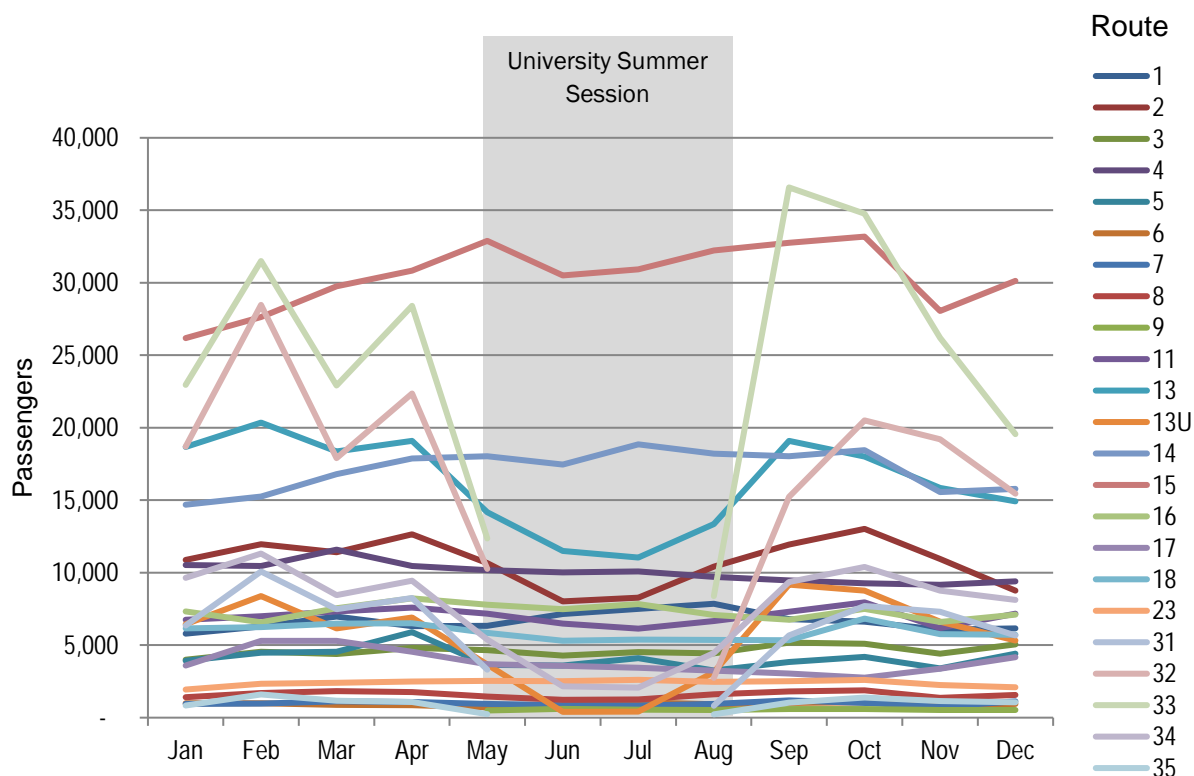
Ridership essentially tells the story of use. To gain a better understanding of performance and utility provided by each route, passengers per revenue mile and per revenue hour are examined. Table 4 documents the results of the analysis. Key measures of performance for the system are carrying 1.5 passengers per revenue mile and 10 passengers per revenue hour.

Table 4. Annual Fixed Route Revenue Miles by Route: 2014

Route	Length (miles)	Annual Revenue Miles	Passengers/Revenue Mile	Annual Revenue Hours	Boardings per Revenue Hour
1	6.02	41,800	1.9	3,010	26.7
2	6.59	56,100	2.3	3,976	32.6
3	8.23	57,600	1	2,800	19.9
4	11.52	90,800	1.3	6,828	17.7
5	6.93	49,900	1	3,001	16.2
6	6.26	22,700	0.5	1,513	7.4
7	7.51	20,800	0.6	1,197	10.0
8	7.95	22,000	0.9	1,197	15.9
9	8.33	21,900	0.2	1,140	3.9
11	5.96	54,300	1.6	3,946	21.4
13	9.45	83,200	2.4	8,212	23.8
13U	5.58	30,700	2.1	2,755	23.9
14	20.06	182,700	1.1	13,052	15.8
15	12	196,800	1.9	15,309	24.0
16	20.8	88,300	1	5,874	15.0
17	6.12	27,900	1.7	1,973	23.5
18	5.59	49,200	1.5	3,813	18.7
23	16.54	80,400	0.4	4,536	6.4
31	2.42	23,000	2.7	1,900	33.2
32	3.85	20,500	8.4	2,305	74.5
33	4.18	57,200	4.3	4,788	51.2
34	2.59	13,800	6.6	1,419	63.9
35	3.07	3,800	2.6	329	29.9
Total			1.7		23.4

Due to the relatively large influence of student travel patterns, transit ridership fluctuates greatly on routes serving college campuses. Figure 7 displays monthly ridership by route for 2014. Boardings on Routes 2, 13, 13U, and 34 all dip significantly during summer months and at spring and winter breaks. Routes 31, 32, 22, and 35 do not operate in the summer and also see lower ridership in months with breaks in classes.

Figure 7. Monthly Ridership by Route: 2014



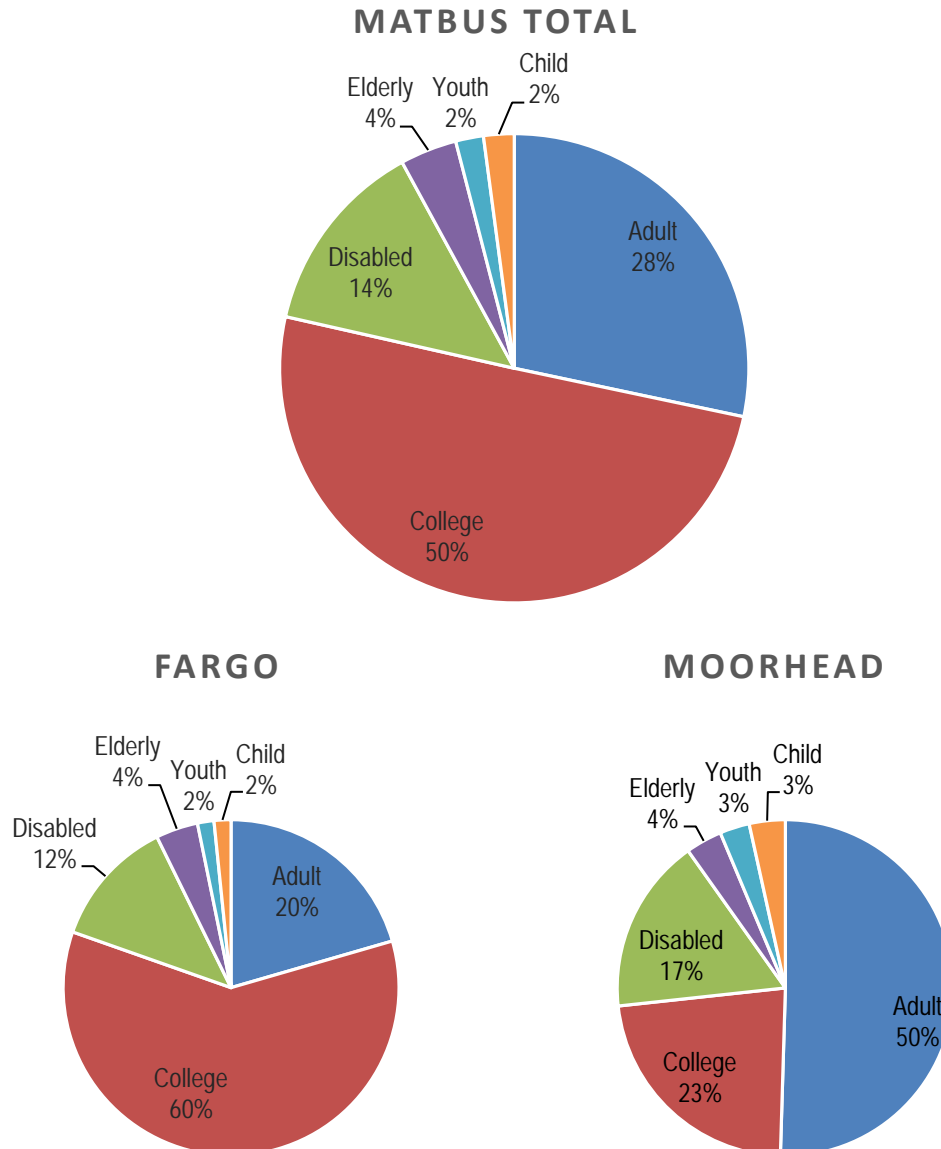
Characterization of Customers

MATBUS sees well over two million boardings per year, and its passengers are composed of a diverse group of people. Riders often have different needs based on their abilities or place in life. To begin to intuit some of these varying needs, it is helpful to examine the division of customer type as represented by the relative split of fares paid by type.

As seen in Figure 8, 50 percent of all MATBUS passengers are college students, 28 percent are adults with no fare discount, 14 percent are disabled, and the remaining eight percent are made up of people qualifying for elderly, youth, or child fare discounts.

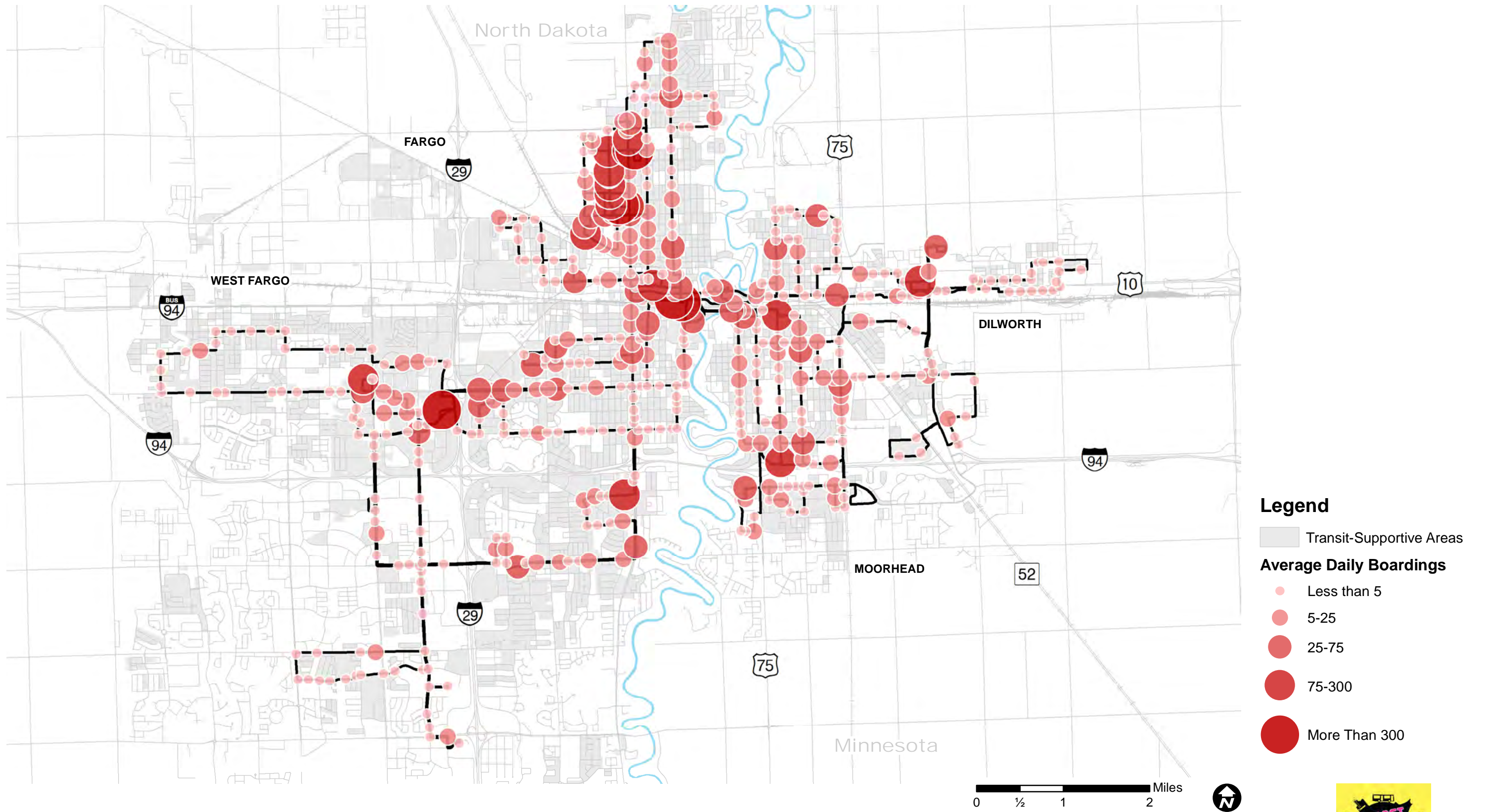
When one divides the boardings by city, a portion of the ridership split changes dramatically. While the percentages of riders paying the disabled, elderly, youth, and child fares are roughly the same in Fargo and Moorhead as the total system, college students make up fully 60 percent of boardings in Fargo, while non-discounted adults make up 50 percent of passengers in Moorhead. The split between students and non-discounted adults are nearly reversed between the two cities.

Figure 8. Fixed Route Boardings by Customer Type: 2014



Fixed-Route Common Destinations

Figure 9 outlines average daily boardings throughout the fixed-route system. Average daily boarding estimates were calculated based on data collected in March 2015. Boardings at stops that are within 200 feet of one another were aggregated to a single point location at the geographic center of the combined stops. Designated stops that had zero pickups during the study period are not included in the map.



Fixed Route Average Daily Boardings: 2014

Figure 9



Locations associated with the highest number of boardings include the following:

- Ground Transportation Center/Transfer Hub (Fargo)
- North Dakota State University main campus (Fargo)
- West Acres Shopping Center/Transfer Hub (Fargo)
- Downtown Fargo
- NDSU Downtown Campus (Fargo)
- Courtyard by Marriott/Transfer Hub (Moorhead)
- Walmart (Fargo)
- Dakota Creek Lofts and surrounding apartments (Fargo)
- Kmart (Fargo)
- Hornbacher's Grocery (Moorhead)
- Kmart/Cash Wise Foods/Transfer Point (Moorhead)

The aforementioned locations are associated with stops ranging from 75 to 1,565 boardings per day. The NDSU main campus is served by 10 of the highest use stops, with boardings ranging from 80 to 540 boardings per day. The highest traffic stop is at the southern end of campus in front of Old Main Hall.

All of the highest stop locations are in higher-density transit-supportive areas, which are logical points of higher trip generation due to the proximity of housing and commercial establishments. Three of the highest-boarding stops are transfer hubs or points, so their position on the list does not necessarily indicate a high demand for service to their locations.

Figure 9 also shows the routes that pass through large stretches of low-use stops, primarily at the fringe of the service area: Route 6, Route 9, the western portion of Routes 14 and 16, and Route 23.

Maps displaying the stop-level boardings for each route can be found in the appendix.

College Students

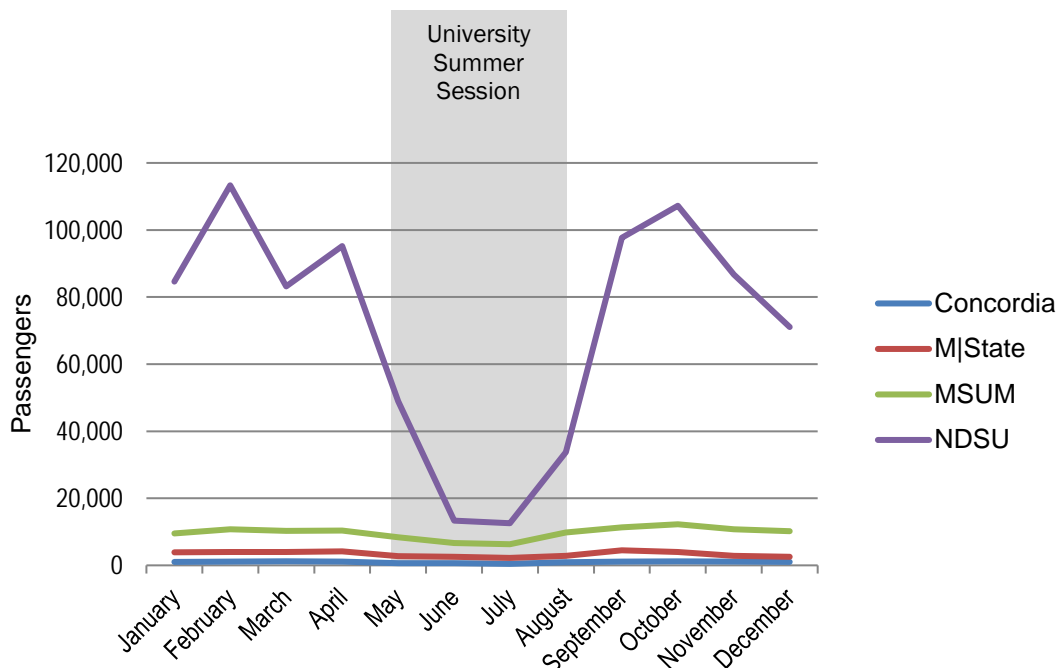
Ridership

College student ridership is tracked through the U-Pass program. Students at NDSU, M|State, Concordia, and MSUM can ride the bus by scanning their student IDs upon boarding. The schools pay MATBUS for service based on a negotiated rate. The three Minnesota schools split payment based on relative enrollment.

Figure 10 shows the student ridership by month for students from each of the four U-Pass schools. Reductions in ridership due to seasonal breaks in classes are clearly evident. Additionally, NDSU student ridership is typically at least ten times that of any other school.

In 2014, students made up 50 percent of overall fixed-route ridership for the system, excluding transfers.

Figure 10. Monthly College Student Ridership by School: 2014



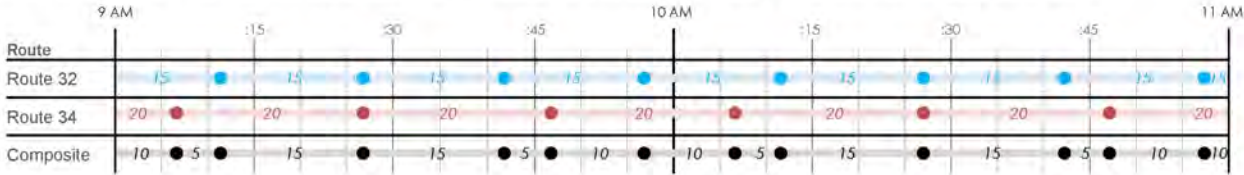
A Closer Look at North Dakota State University

During the daytime, NDSU is served by six routes: 13, 13U, 31, 32, 33, and 34. Several of these routes, displayed in Figure 11, travel along the same alignments through or by campus. Both Routes 31 and 32 both serve southbound trips along Albrecht Boulevard, and Routes 32 and 34 serve northbound trips along the corridor. Routes 13, 13U, 33, and 34 all provide southbound service along University Drive on the east edge of campus.

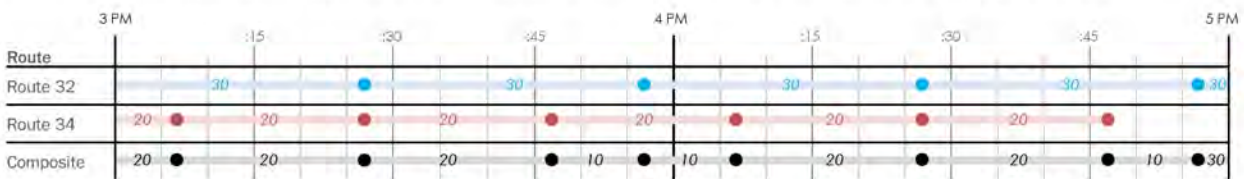
Figure 11. Fixed Route Service to NDSU



NORTHBOUND ALBRECHT BOULEVARD – REED / JOHNSON HALLS – MORNING FREQUENCIES



NORTHBOUND ALBRECHT BOULEVARD – REED / JOHNSON HALLS – AFTERNOON FREQUENCIES



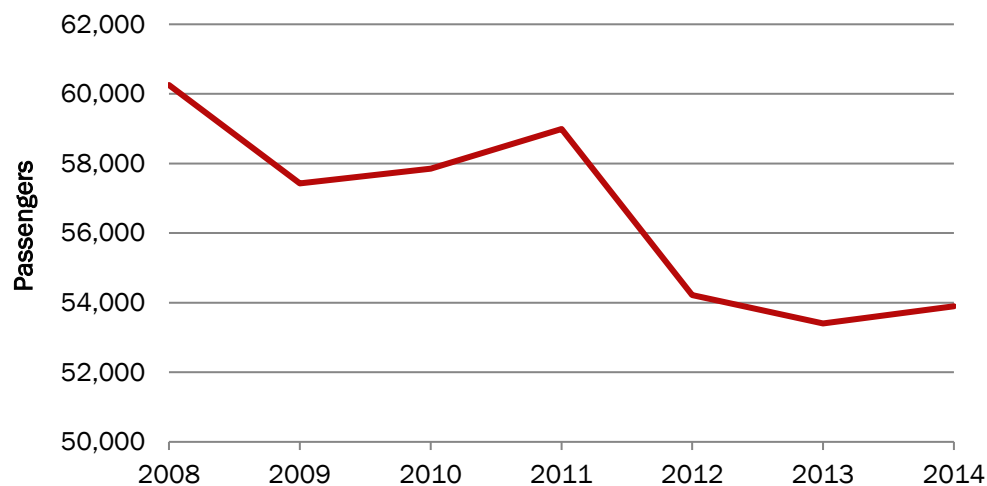
Paratransit Analysis

Ridership

Figure 12 shows that overall ridership for paratransit in the Fargo-Moorhead area has had a downward trend since 2008, from a high of just over 60,000 annual passenger trips to approximately 54,000 annual trips in 2014. Part of this decline could stem from a shift in ridership from paratransit to Metro Senior Rides (see below for annual ridership patterns) or fixed-route service.

Paratransit trips make up 2.4 percent of all transit trips provided by MATBUS.

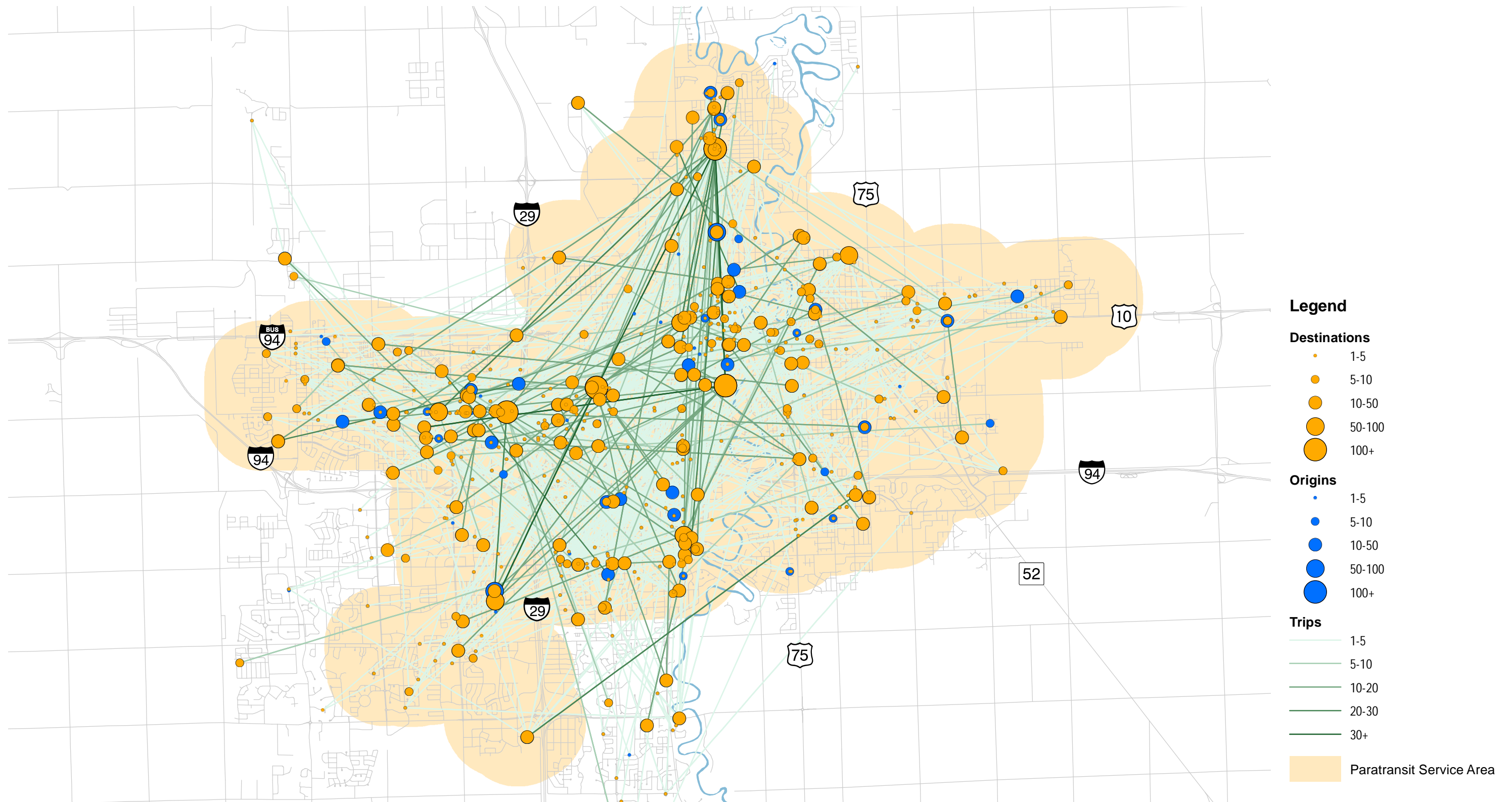
Figure 12. Annual MAT Paratransit Ridership: 2008-2014



Paratransit Common Destinations

As part of the assessment of MAT Paratransit service, trip origins and destinations for July and December of 2014 were examined. Figure 13 displays the service analysis for December 2014 (the pattern of trips did not differ appreciably between the July and December study periods). As the figure shows, trip origins, destinations, and direction are distributed throughout the entire paratransit service area. There are, however, several patterns that reveal themselves.

First, many trips have a north-south orientation along the County Road 81/University Drive corridor. While the corridor is presently served by several fixed routes (11, 13, 13U, 14, 15, 18, and 33), mobility issues could make them unworkable for some paratransit passengers. Many of the trips begin on one side of the Ground Transportation Center (GTC) and end on the other, necessitating a transfer for fixed-route trips. Disabilities could make the transfer unfeasible for some passengers. Other passengers might have require the door-to-door service of paratransit and be unable to navigate the fixed routes regardless of how well they serve origins and destinations.



Fargo-Moorhead Paratransit Origins and Destinations: December 2014

Figure 13



Second, the majority of paratransit activity is west of the Red River in Fargo and West Fargo. Additionally, while many trips appear to cross the state line, the majority of origins and destinations of interstate trips in Moorhead and Dilworth appear to be in residential areas, suggesting that more people are traveling from Moorhead and Dilworth to access goods and services in Fargo and West Fargo than are traveling from Fargo and West Fargo to access goods and services in Moorhead and Dilworth.

Third, paratransit is often used by people for medical trips. While the data do not lend themselves to calculating the number of trips from each particular origin and to each particular destination, the top activity centers for paratransit trips can be roughly identified.

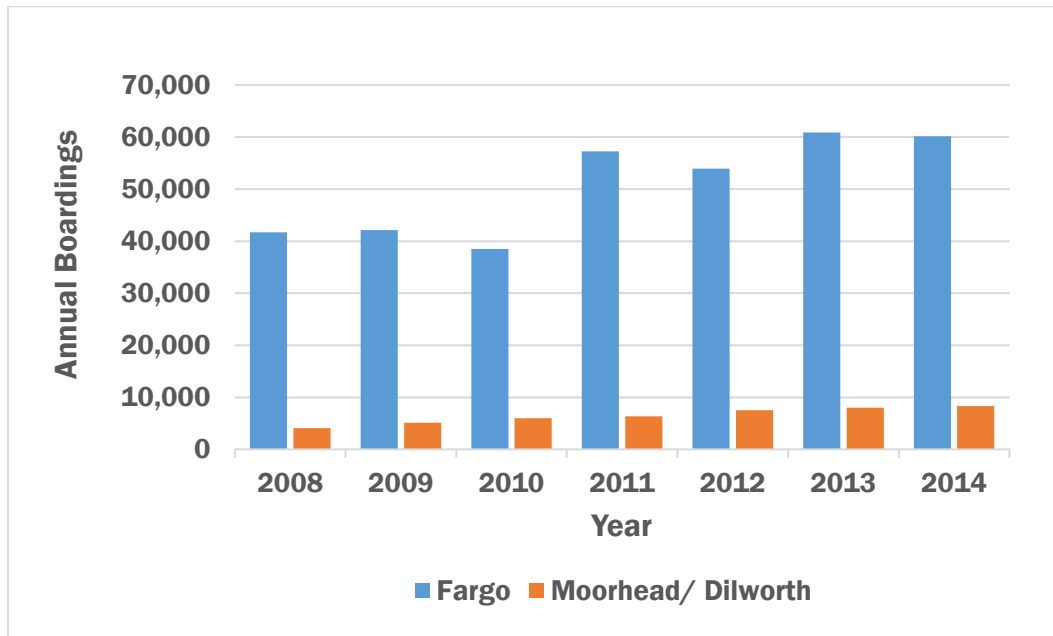
A selection of some of the most common origins and destinations for paratransit trips include the following:

- Sanford North Fargo Clinic (Fargo)
- Sanford Broadway Clinic (Fargo)
- The Vocational Training Center (Fargo)
- Sanford Dialysis/YWCA/Beyond Boundaries Therapy (Fargo)
- West Acres Shopping Center (Fargo)
- Southeast Human Service Center (Fargo)
- Sanford Broadway Clinic (Fargo)
- West Winds Housing (Fargo)
- Moorhead Manor Senior Housing (Moorhead)
- Houge Estates Housing (Dilworth)

The locations listed above represent general areas generating trips and are not necessarily the exact locations of pick-up or drop-off.

Senior Metro Ride

Ridership of Valley Senior Services' Senior Metro Ride service has increased approximately 50 percent since 2008 over the entire network. Increases in Moorhead reflect a doubling over the period, while in Fargo the change has been just under 50 percent. In 2014, Senior Ride recorded more than 68,000 unlinked trips. Figure 14 displays historical ridership for each of the communities.

Figure 14. Annual Senior Metro Ride Ridership: 2008-2014

Transit Level of Service Assessment

A transit level of service (LOS) assessment was conducted to assess the performance of the MATBUS fixed-route system relative to national benchmarks. In this assessment, the scoring ranges from A to F from a passenger's point of view, with A representing the optimal condition and F representing an undesirable condition.

The analysis is based on methodologies developed in the *Transit Capacity and Quality of Service Manual (TCQSM)*, TCRP Report 100. The LOS scoring employed in this analysis is based on three factors: service coverage relative to transit-supportive-areas, service frequency, and service span. Decision makers should note that the LOS assessment is not meant to be a definitive rating of the transit agency's performance. Rather, this LOS assessment is meant to provide a metric to track year-to-year improvements in the service provided. Policy makers would be better served to evaluate the performance of the transit agency using a set of locally determined benchmarks.

Service Coverage – System

Service coverage measures the portion of the Fargo-Moorhead region served by transit. Since people typically walk to transit, the service area is measured as those areas within $\frac{1}{4}$ mile of a fixed route.

Of course, when considering coverage, it is also important to measure how well the transit routes align with existing origins and destinations. Transit-supportive areas (TSAs) are those areas with a high enough residential or employment population to sustain transit service. The

industry standard is a residential density of three or more households per acre or an employment density of four or more jobs per acre.

Service coverage LOS is based on how well the area within walking distance to transit overlaps the TSAs. Figure 15 displays the TSAs in the Fargo-Moorhead urbanized area. This figure also shows the TSAs relative to areas within ¼ mile of transit routes in the Fargo-Moorhead metropolitan area.

As Figure 15 shows, there are significant areas within ¼ mile of transit routes that do not meet the minimum densities of TSAs, particularly along Routes 3, 6, 9, 14, and 23 in southern Fargo, eastern Moorhead, and Dilworth. As shown in Table 5, there are a total of 13,025 acres of transit-supportive areas in the metropolitan area, and 10,538 (81%) of those are within ¼ mile of transit routes. As seen in Table 6, MATBUS operates at LOS B for system coverage, which means the most major origins and destinations are served by transit.

Table 5. Transit-Supportive Area Analysis

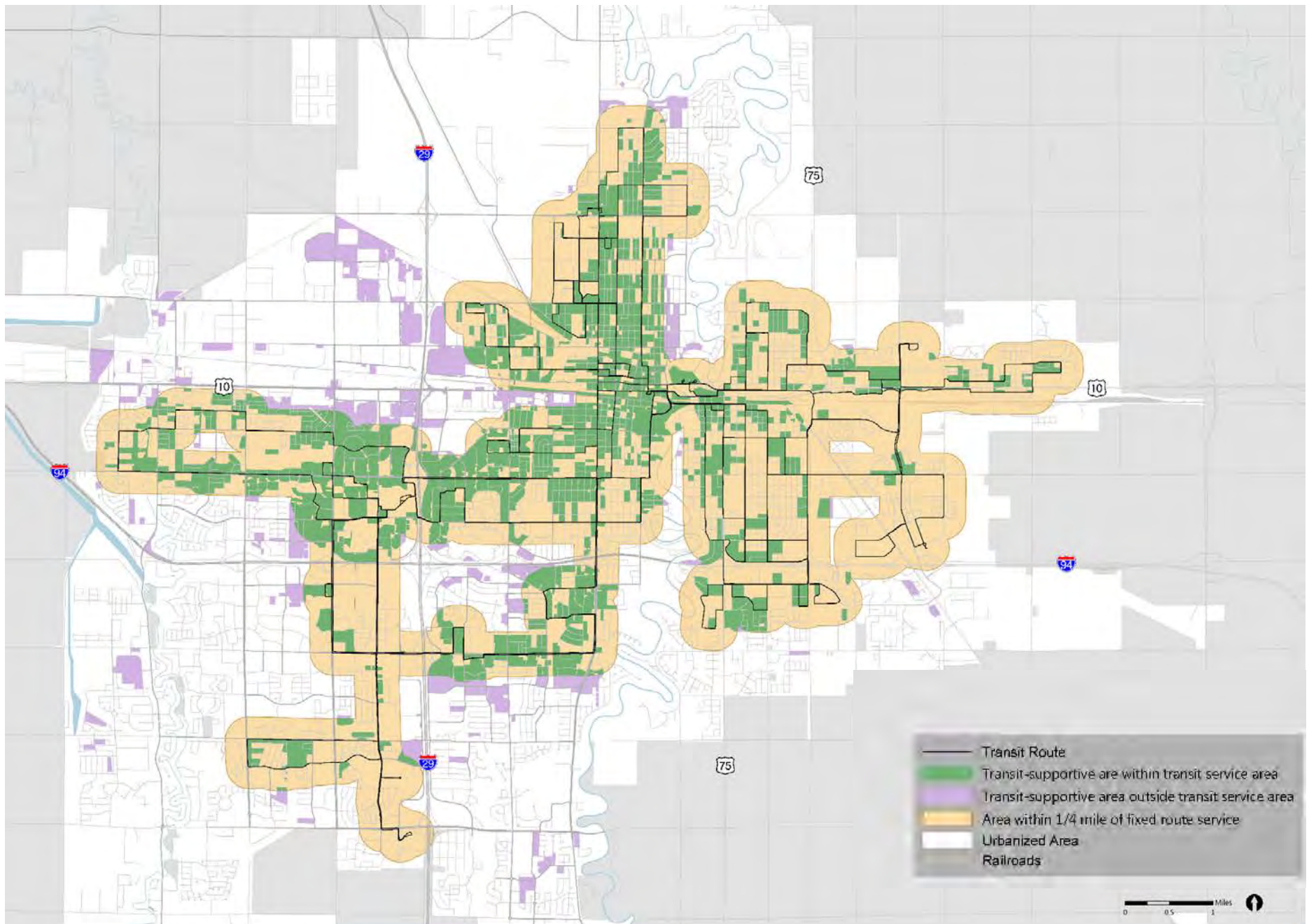
Definition of Area	Area (acres)	Percent of Total TSA
Fargo-Moorhead urbanized area	77,667	-
Transit-supportive area within urbanized area	13,025	-
Within 1/4 mile of transit route	10,538	81%
Not within 1/4 mile of transit route	2,487	19%

Sources: MAT, 2011 Census Longitudinal Employer-Household Dynamics Program, 2010 US Census.

Table 6. Fixed-Route Service Coverage LOS Assessment

LOS	Percent of Service Area Covered	Comments
A	90%-100%	Virtually all major origins and destinations served
B	80%-90%	Most major origins and destinations served
C	70%-80%	About 3/4 of higher-density areas served
D	60%-70%	About 2/3 of higher-density areas served
E	50%-60%	At least 1/2 of higher-density areas served
F	< 50%	Less than 1/2 of higher density areas served

Source: Transit Cooperative Research Program – Transit Capacity and Quality of Service Manual: Report 100 (2003).



Transit Supportive Areas

Figure 15



Service Coverage – Routes and Stops

By discussing the concept of transit supportive areas and coverage of the community by fixed route service, the added question comes up of how much ridership is attracted from transit supportive versus areas with densities below the estimated thresholds that generally support productive service. Figure 16 displays the breakout of ridership on each route generated from transit supportive areas and lower density development areas. Combining the information from Figure 15 the ridership breakout in Figure 16, the following are observed:

- Route 23: The vast majority of the route mileage is through lower density areas, which is reflective in not only the lower demand, but also the area type of the boardings.
- Route 17: While the majority of the route is in higher density areas, key high activity stops at YWCA on 12th Avenue North and the New Life Center on 3rd Avenue North are located in relatively low density areas. Thus, represent single use stops along the route.
- Route 14: High activity stops at Essentia Health and apartments along 32nd and 35th Streets are located in concentrated pockets of dense development in relatively low density areas.
- Routes, 3, 4 and 5: Much of the area these routes serve is lower density residential with more concentrated pockets of higher density residential development, such as Cash Wise and Target west of 34th Street and the pocket of apartment buildings along 30th Avenue South and 5th Street.

Figure 17 provides a visual representation of the average boardings by route across the system and the percentage of ridership from within and outside transit supportive areas. In addition, the figure provides some benchmarking for the system by including the average riders per route and the average percent of riders from within a transit supportive area.

Service Span

Hours of service, or service span, is a quality of service measure based on the number of hours each day when a passenger could potentially access transit service. Generally speaking, transit service runs in the Fargo-Moorhead area from approximately 6:15 AM to 11:15 PM, or 17.5 hours each day. According to the LOS standards, this long service span puts MATBUS at LOS B. It should be noted, however, that the coverage of routes operating in Moorhead is pared back and all service in Dilworth is eliminated after 6:45 PM.

Figure 16. Average Daily Boardings in Transit-Supportive and Non-Transit Supportive Areas

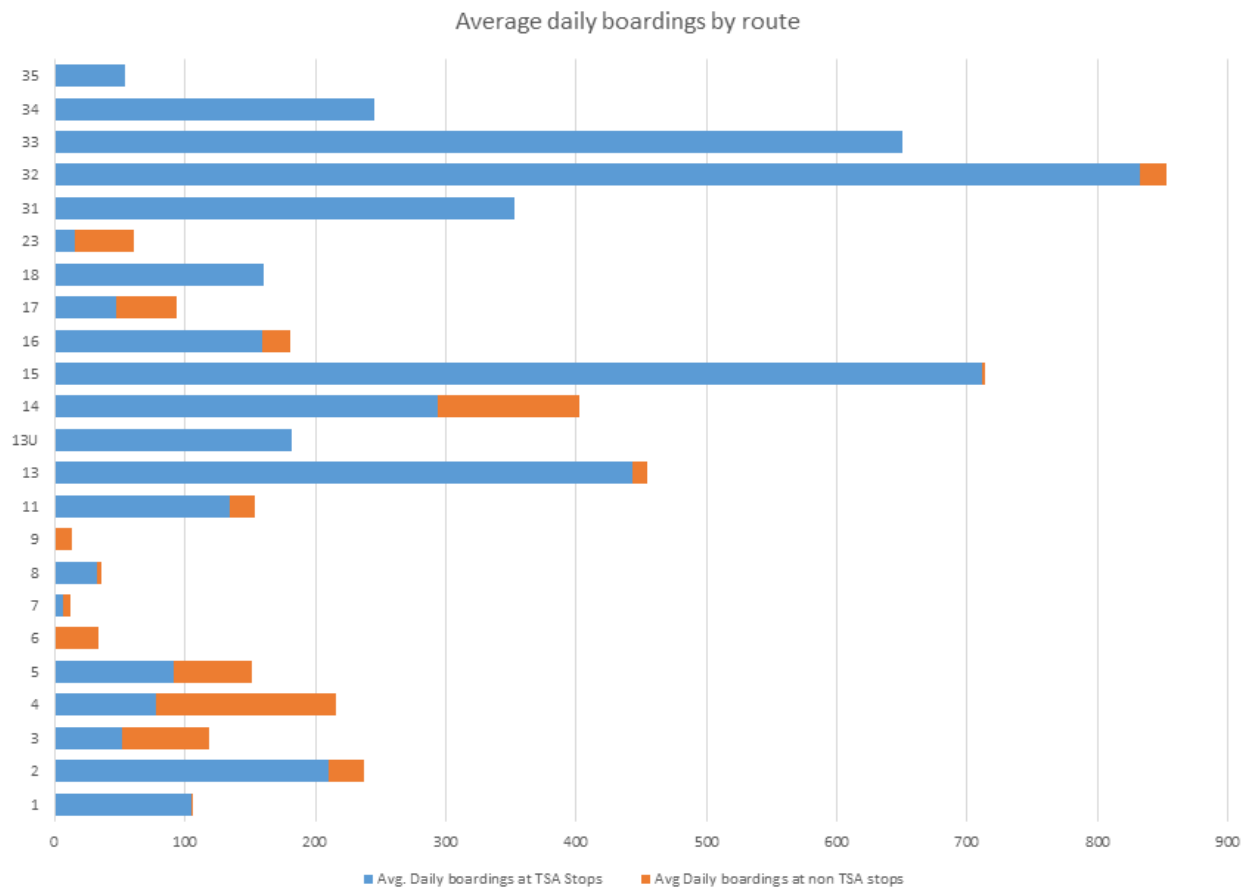
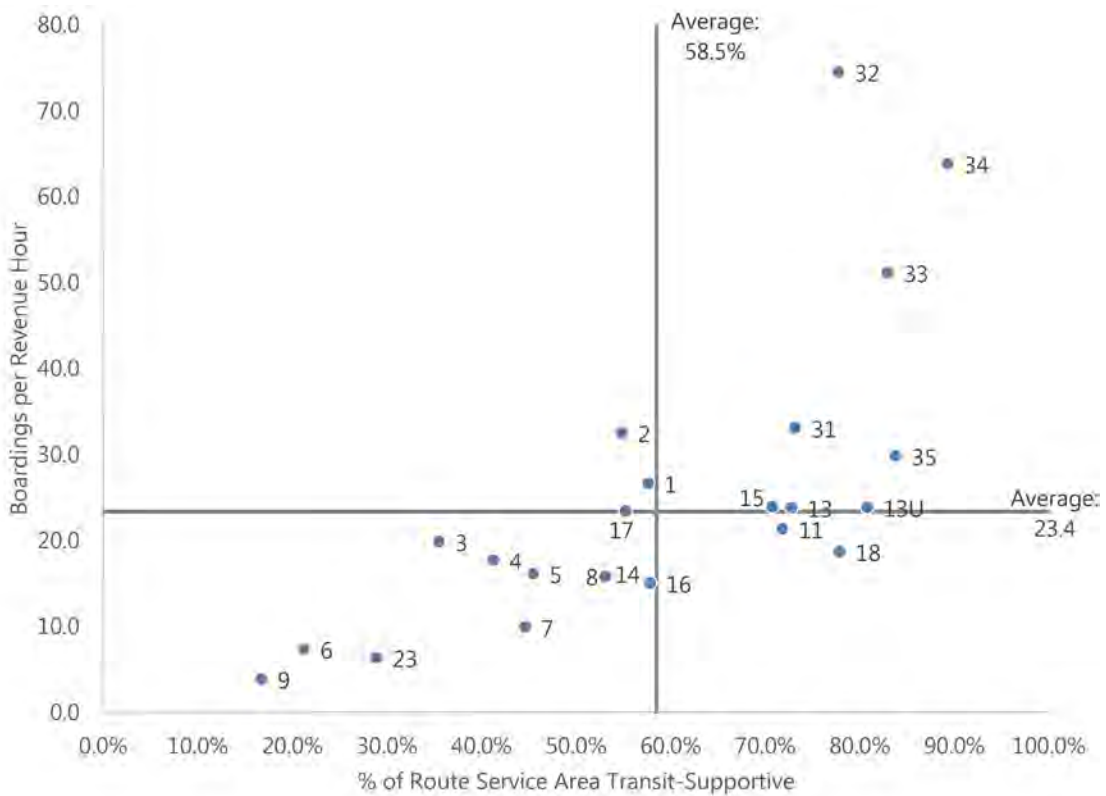


Figure 17. Boardings per Revenue Hour in Transit-Supportive Areas and Non-Transit-Supportive Areas



Service Frequency

Service frequency is a measure of how often a user has access to bus service. Transit routes not only need to get people where they need to go, but they need to do so in a timely manner. Table 7 lists the frequencies for each route MATBUS operates. The vast majority of routes have buses that run every 30 minutes or less. Only five of the 24 routes operate at headways of an hour. Based on the LOS designations noted in Table 8, on average MAT operates at the cusp of LOS D and E, meaning that service is unattractive to choice riders. The average headway is 33 minutes, though five routes run every 20 minutes or less.

Table 7. Service Frequency by Route

Scheduled Headways (min)	Vehicles per Hour per Route	Routes
8	7-8	33
15	4	15, 31, 32*, LinkFM
20	3	34, 35
30	2	1, 2, 3, 4, 5, 7, 8, 11, 13, 13U, 14, 18, 32*
60	1	6, 9, 16, 17, 23

*Route 32 runs at 15-minute intervals from 7:25 AM to 10:25 AM and at 30-minute intervals from 10:25 AM to 5:55 PM.

Table 8. Service Frequency LOS Assessment

LOS	Average Headway (min)	Vehicles per Hour	Comments
A	< 10	> 6	Passengers do not need schedules.
B	10-14	5-6	Frequent service, passengers consult schedules.
C	15-20	3-4	Maximum desirable time to wait if bus/train missed.
D	21-30	2	Service unattractive to choice riders.
E	31-60	1	Service available during the hour.
F	> 60	< 1	Service unattractive to all riders.

Source: Transit Cooperative Research Program – Transit Capacity and Quality of Service Manual: Report 100 (2003).

Peer System Operations Comparison

A group of peer transit systems was assembled based on an examination of population and population density along with input from MATBUS staff. The peer group can provide MATBUS with insight into the quality of its operations by illuminating how other systems operate serving similar populations. A basic comparison of key operational statistics among MATBUS and its 16 peers can be found in Table 9.

While transit service in the Fargo-Moorhead area generally falls in line with service offered in peer cities, there are a few deviations worth noting. First, the MATBUS cost per revenue mile is much lower than is typical among its peer group for both fixed route and paratransit service. Figure 18 displays the 2014 PARATRANSIT riders per hour and cost per vehicle revenue hour for Fargo-Moorhead and the peers. Figure 19 displays the FIXED ROUTE riders per hour and cost per revenue hour for Fargo-Moorhead and the group of peers.

Second, revenue miles and ridership for paratransit service are both lower than many of its peer organizations. Table 9 displays the Fargo-Moorhead values relative to the individual agencies in the peer group.

Location	Average Fleet Age (Years)		Annual Revenue Miles		Annual Revenue Hours		Cost/Revenue Mile		Annual Ridership		Average Weekday Ridership		Average Saturday Ridership	
	Fixed Route	Para-transit	Fixed Route	Para-transit	Fixed Route	Para-transit	Fixed Route	Para-transit	Fixed Route	Para-transit	Fixed Route	Para-transit	Fixed Route	Para-transit
Fargo-Moorhead	9.1	6.6	1,256,372	399,545	97,928	30,015	\$5.80	\$3.95	2,134,887	61,468	7,722	225	3,187	63
College Station, TX	6.0	6.6	804,674	1,000,692	50,620	42,752	\$4.02	\$2.88	591,623	69,628	2,319	276	0	0
Waco, TX	8.7	7.9	790,194	217,987	50,004	16,287	\$5.10	\$4.04	966,015	35,536	3,467	133	1,608	33
Cedar Rapids, IA	10.6	7.2	983,812	309,849	70,219	19,469	\$7.32	\$2.10	1,225,199	63,315	4,415	206	1,997	90
Santa Cruz, CA	12.3	5.9	2,561,028	395,554	194,512	42,923	\$12.09	\$12.39	5,015,612	82,510	16,466	270	8,725	129
Topeka, KS	9.0	5.3	804,580	277,471	54,079	19,548	\$6.10	\$5.48	1,136,393	49,603	4,025	183	2,118	59
Waterbury, CT	5.8	5.0	1,095,883	711,068	89,036	54,555	\$7.60	\$5.50	2,542,922	91,517	8,712	339	5,281	87
Erie, PA	10.7	4.3	1,941,676	969,274	161,737	87,437	\$6.41	\$5.15	3,455,993	236,048	11,974	852	5,915	227
Sioux Falls, SD	9.9	5.5	721,848	644,590	55,490	54,329	\$5.57	\$5.84	1,023,089	142,672	3,559	530	1,336	147
Medford, OR	14.0	6.1	793,325	464,594	54,975	29,808	\$7.96	\$4.24	1,415,110	59,240	5,267	222	1,688	57
Binghamton, NY	12.9	6.5	1,119,350	512,403	102,412	36,096	\$8.40	\$4.73	2,251,455	95,257	7,957	373	3,187	22
Lafayette, IN	11.5	8.3	1,777,364	95,769	141,783	8,029	\$5.66	\$5.59	5,433,993	24,993	20,039	93	5,408	24
Racine, WI	5.3	6.0	1,035,103	133,195	78,592	11,373	\$6.41	\$5.65	1,281,850	34,600	4,458	124	1,686	39
St. Cloud, MN	10.5	5.4	1,195,671	486,382	84,785	38,865	\$5.47	\$5.77	2,197,210	122,263	7,759	445	2,593	89
Duluth-Superior	8.2	6.5	1,752,637	233,484	132,446	17,615	\$7.24	\$3.27	3,195,020	25,790	10,889	91	5,230	22
Grand Rapids, MI	6.8	4.6	5,023,654	2,412,639	406,446	165,434	\$6.48	\$3.46	12,039,079	413,192	43,199	1,478	14,758	387
Champaign-Urbana, IL	7.9	8.0	3,008,881	366,423	256,444	39,812	\$9.77	\$4.01	11,872,337	116,801	41,269	410	16,501	166
Averages for Group	9.4	6.2	1,568,591	566,525	122,442	42,020	\$6.91	\$4.94	3,398,693	101,437	11,970	368	4,778	97

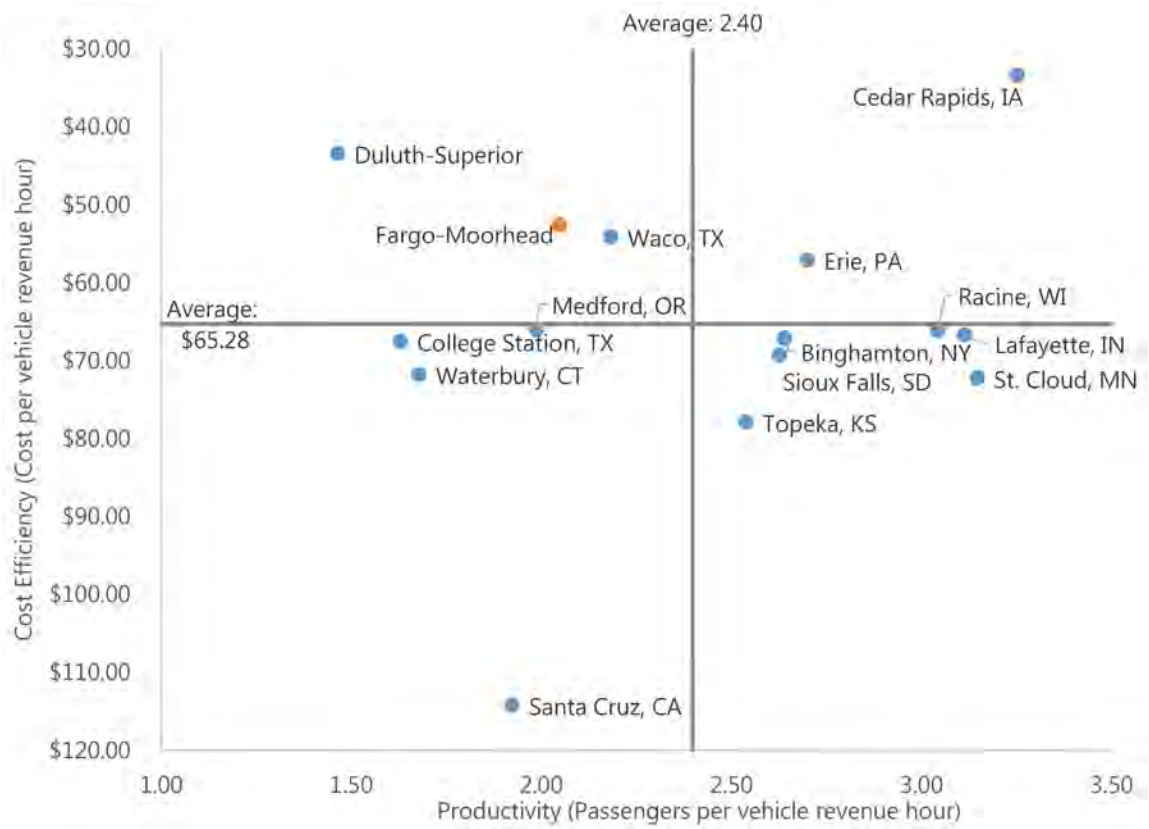
Source: National Transit Database, 2013



Peer System Performance Trends: 2013

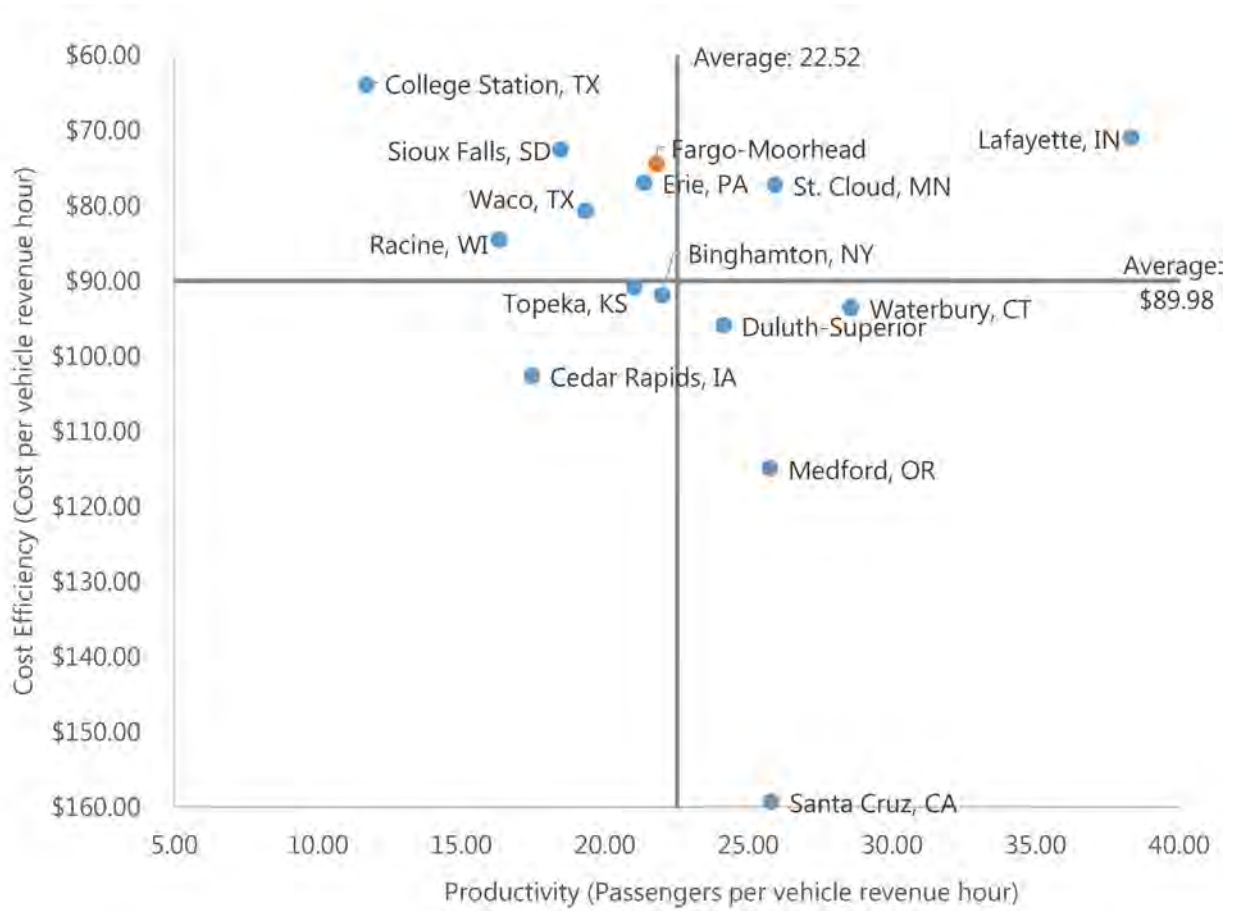
Table 9

Figure 18. MATBUS Paratransit Productivity Relative to Peers



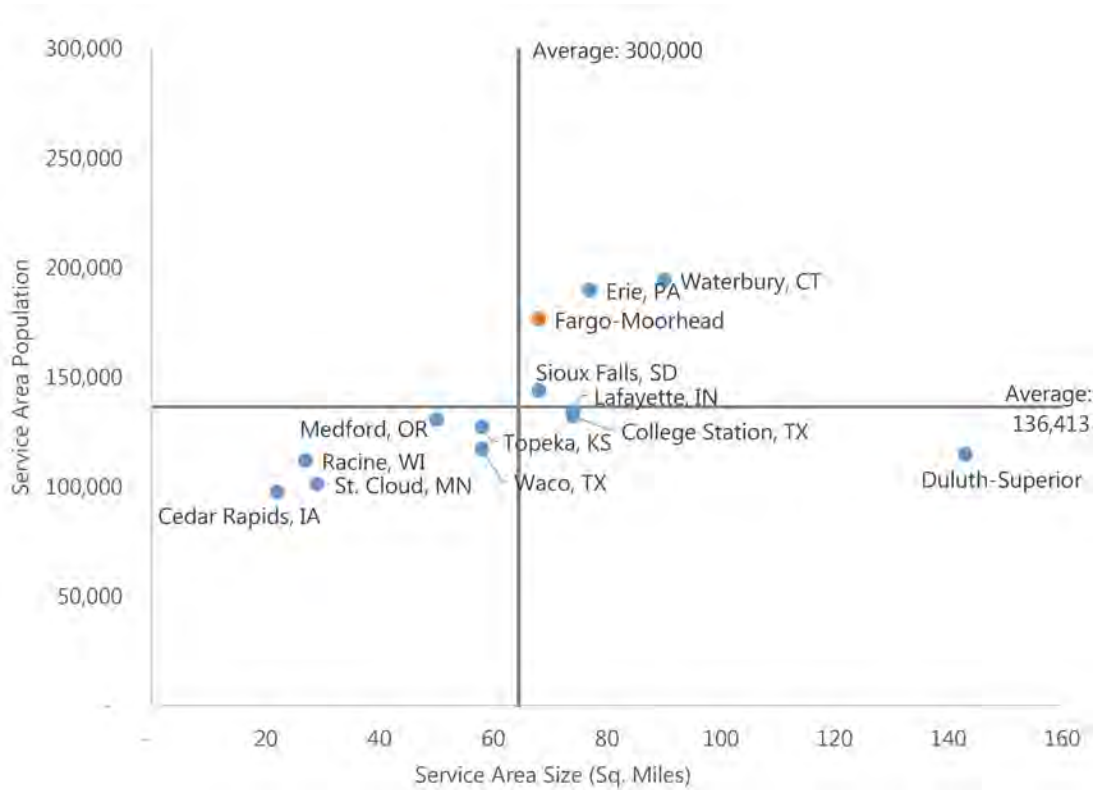
Source: National Transit Database, 2013.

Figure 19. MATBUS Fixed Route Productivity Relative to Peers



Source: National Transit Database, 2013.

Figure 20. MATBUS Service Area and Population Relative to Peers



Source: National Transit Database, 2013

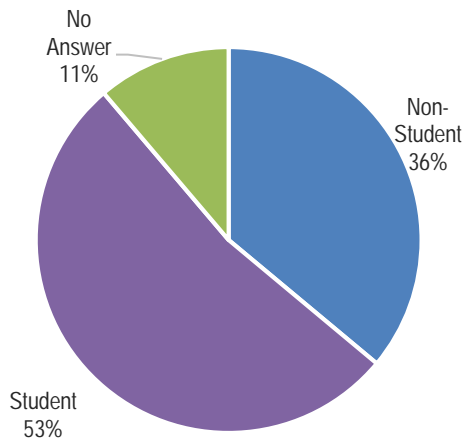
Public Feedback

While technical analysis can go a long ways in explaining the quality of transit service, it is helpful to examine feedback from people who use the system. Written comments were received at an open house, and additional insights were gathered through an online and paper survey.

MATBUS Service User Survey Responses

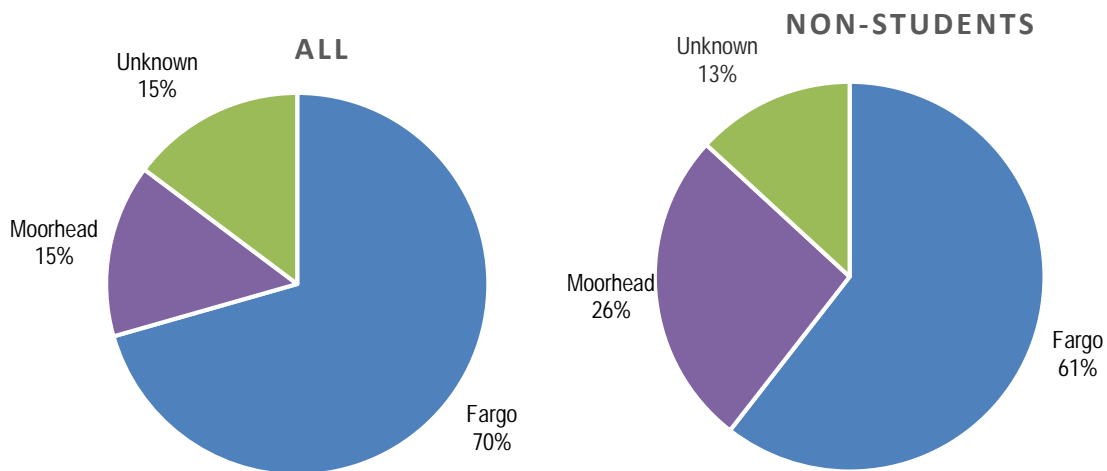
Students make up roughly half of the overall MATBUS ridership and at least 53 percent of total survey respondents (11 percent of respondents did not identify themselves as student or non-student). Because of the potential differences in needs between students and non-students, it is helpful to understand the makeup of those taking the survey. Throughout the survey discussion in this plan, answers are distinguished as student or non-student responses where useful. Figure 20 displays the breakdown of survey respondents by student status.

Figure 21. Survey Responses: Student Status



As seen in Figure 22, the vast majority (70 percent) of survey respondents reside in Fargo. Only 15 percent reported living in Moorhead, and another 15 percent did not identify their place of residence. Removing students from the pool lessens the gulf between respondents from each city, but only slightly.

Figure 22. Survey Responses: City of Residence



When examining survey responses, it is important to remember that a little more than half of respondents are students and that at least 61 percent of non-students live in Fargo.

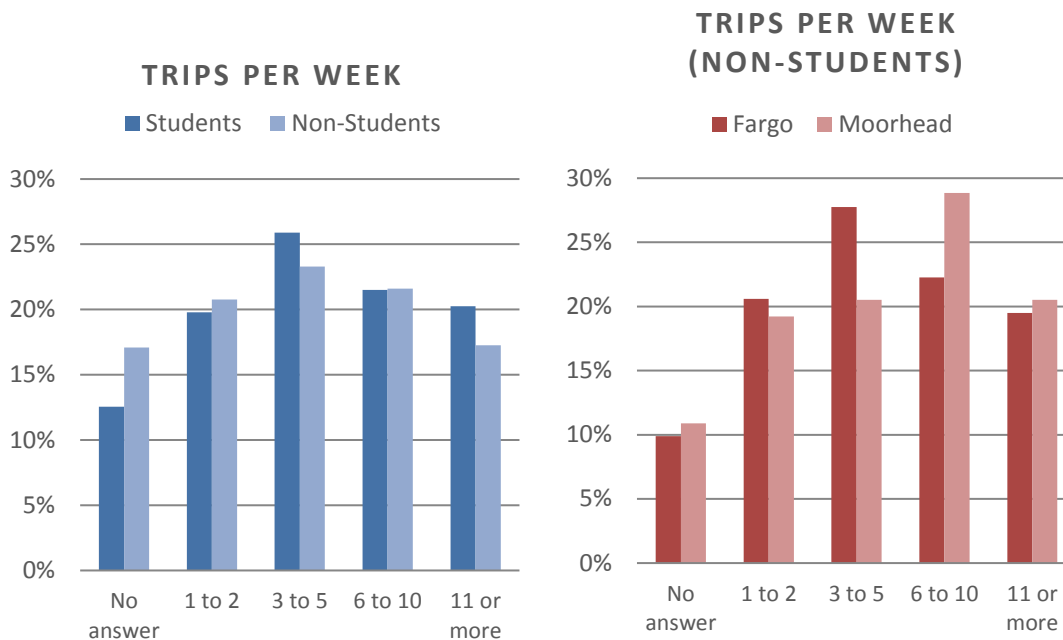
Frequency of Use

Of those people who responded to the survey, the majority makes at least three to five transit trips per week, and 15 to 20 percent make 11 trips or more. As shown in Figure 23, 12 to 17 percent make no transit trips per week. The frequency of transit use is fairly similar between

students and non-students, with students slightly more likely to make a higher number of trips per week.

Figure 23 also shows that among non-students, respondents from Moorhead are more likely to use transit more frequently than those from Fargo. Still, a majority of non-students from both communities use transit at least three to five times per week.

Figure 23. Survey Responses: Travel Frequency

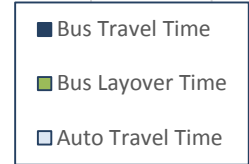
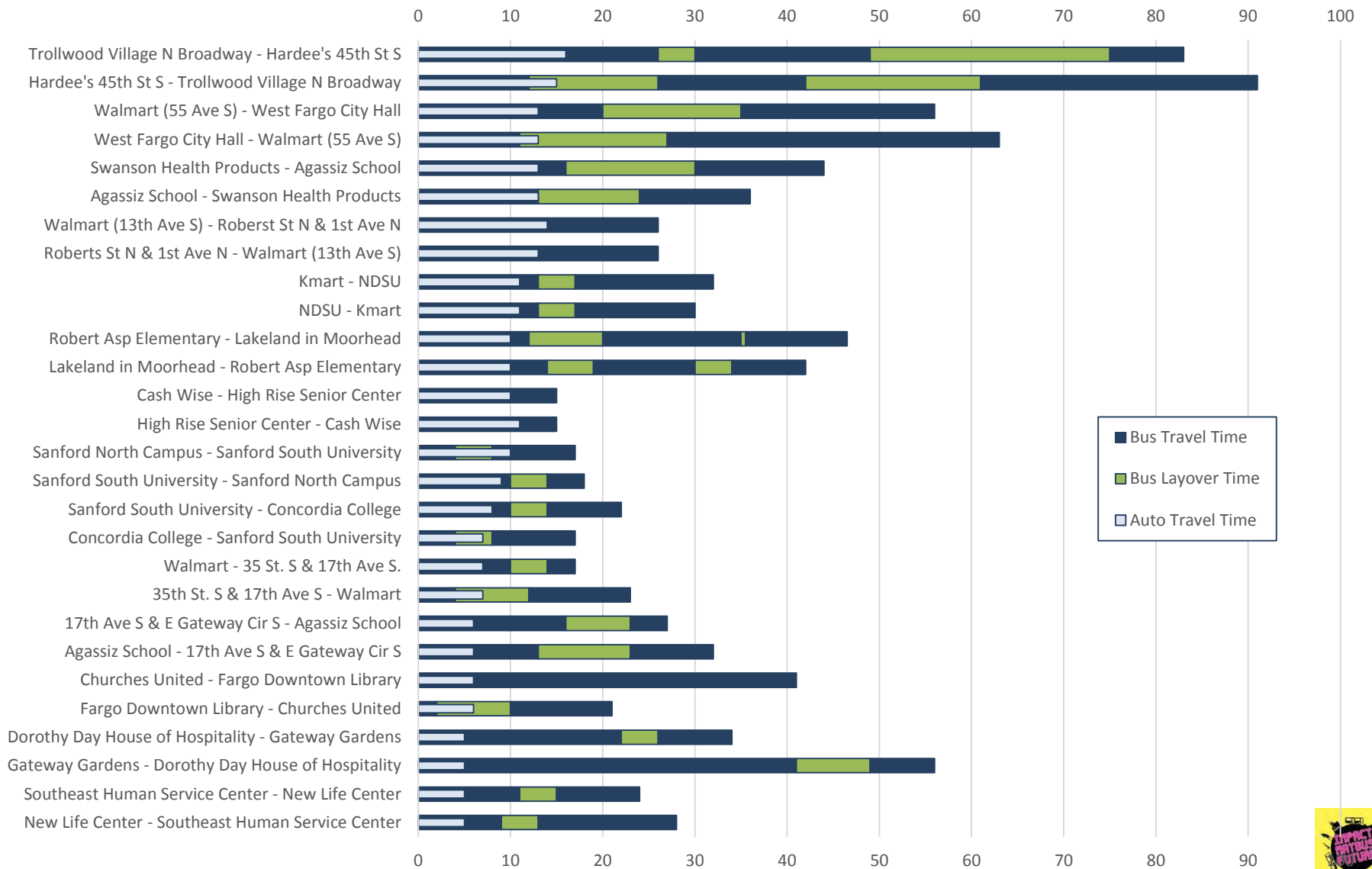


Travel Time

As noted in the LOS analysis, travel time plays a large part in determining how much people value transit service. Information on travel time was obtained through both the open house and the survey. Using common origins and destinations obtained through the open house, travel time was estimated for both driving and taking transit. Automobile travel time was obtained using Google Maps, and transit travel time was estimated using MATBUS’s published bus schedules and the Google Maps walk time calculations. Fourteen pairs of origins and destinations were examined for trips in both directions. Figure 24 displays the results.

In all 28 one-way trips, driving time was significantly lower than transit travel time. The average automobile trip was nine minutes, while the average transit trip was estimated to be 30 minutes. Time waiting for transfers played a large part in transit travel time. The longest transit trips are in either direction between Trollwood Village on North Broadway and Hardees on 45th Street South, each of which includes two transfers totaling approximately 30 minutes. The shortest transit trips are between Cash Wise and the High Rise Senior Center, which include no transfers. Of the trips examined, only two one-way pairs did not include at least one transfer.

Travel Time in Minutes

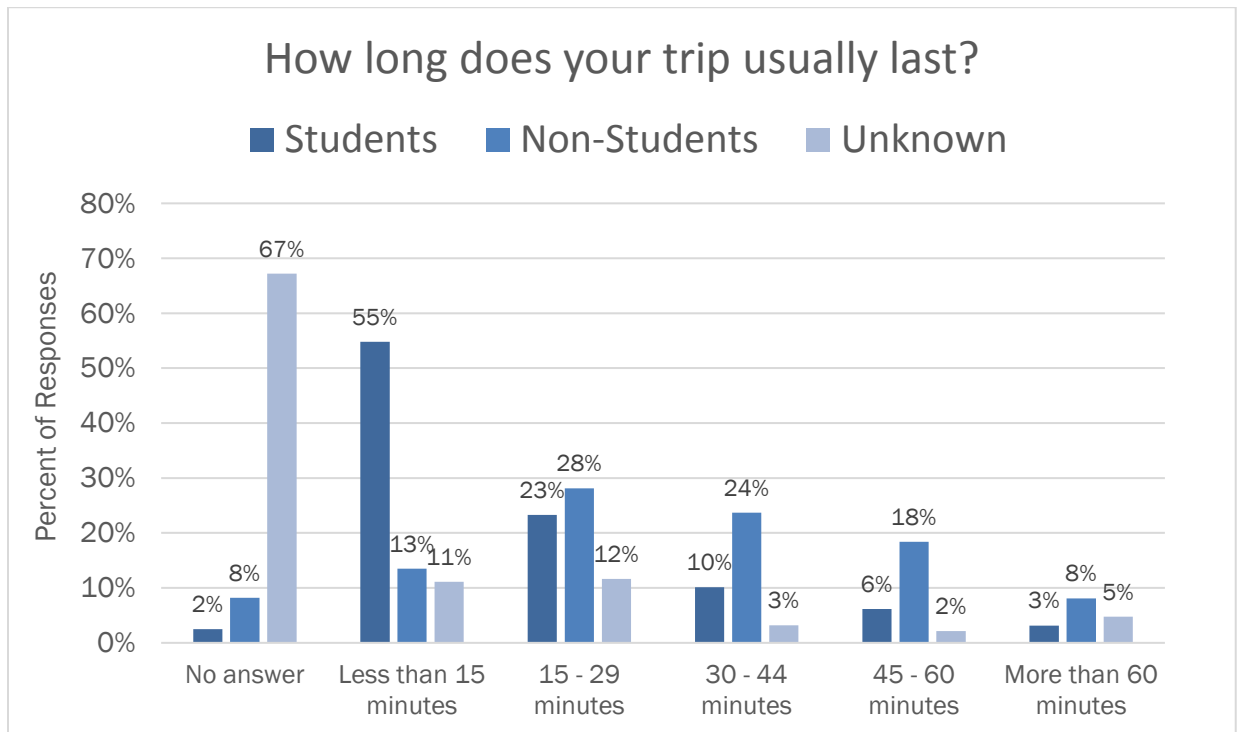


Automobile and Transit Travel Time Comparison for Selected Trips

Figure 24

Figure 25 shows the frequency of responses for perceived trip length from the online survey. On the upper end of the trip length, the estimates align with passengers' reported trip length, but the lower end differs. Approximately 40 percent of respondents reported a trip length under 15 minutes, however, no trips of those estimated were under 15 minutes. This discrepancy might be explained by an optimistic passenger base, or a mismatch between the trips reported as common in the open house and those typically taken by those who took the survey. Overall, nearly two-thirds of respondents reported transit travel time of under 30 minutes.

Figure 25. Survey Responses: Travel Time

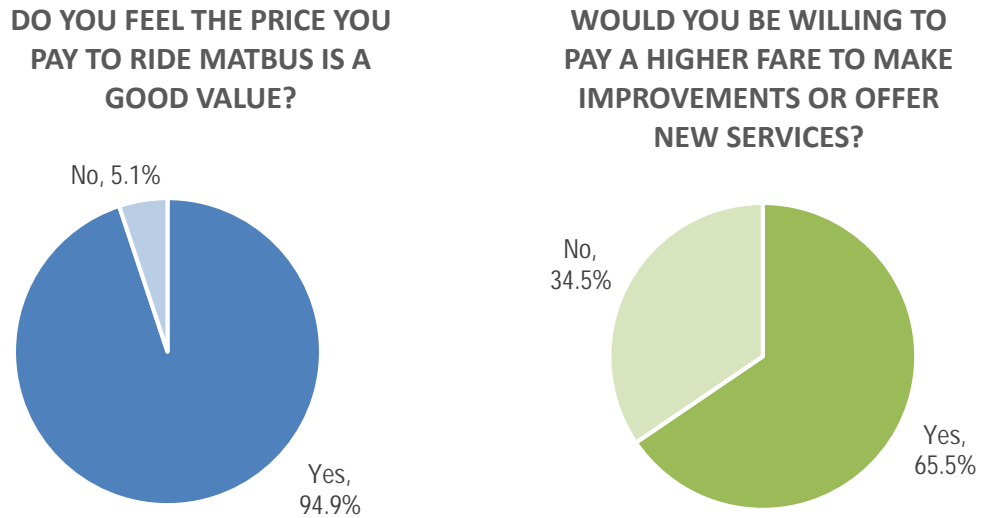


Fares

One simple way to understand the effectiveness of transit is to ask if people value it. According to the survey, an overwhelming majority of people value MATBUS service. As shown in Figure 26, 95 percent of respondents feel that the price paid for transit service is a good value. Roughly two-thirds would be willing to pay higher fares if it allowed MATBUS to improve or expand service.

Of those willing to pay more for transit service, approximately two-thirds would be willing to pay an additional \$0.25 per trip or \$5.00 more for a monthly pass.

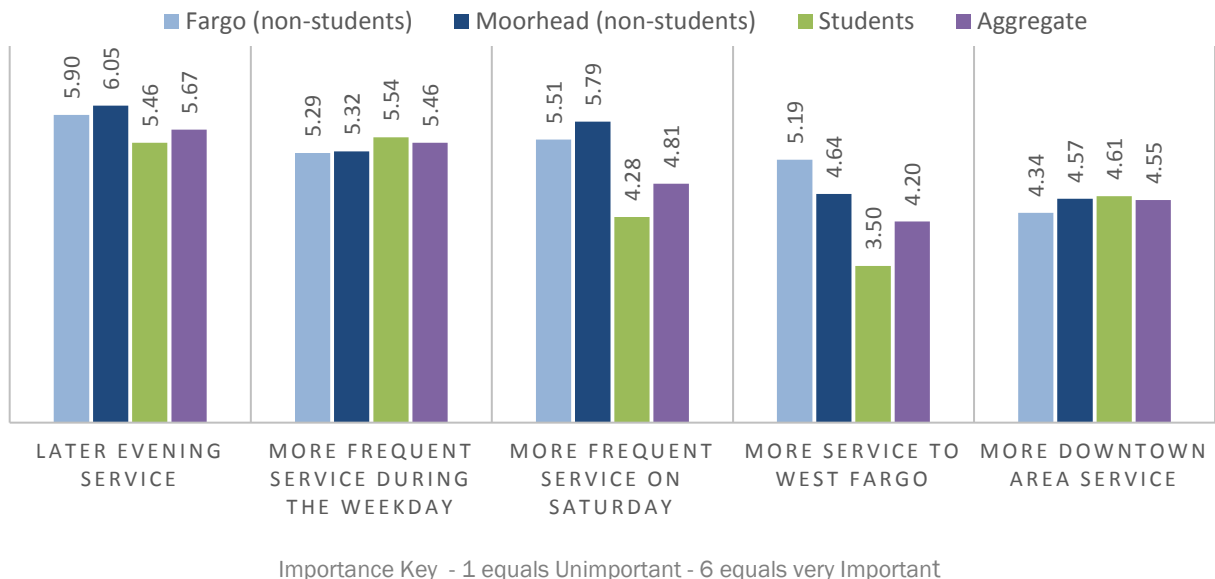
Figure 26. Survey Responses: Value and Fares



Improvements

The survey asked what types of MATBUS service improvements people would like to see. Figure 27 shows the results. The three answer choices related to temporal expansion of service (i.e, longer service days or more frequent service) received the most support with a clear majority supporting improvements. Service improvements linked to West Fargo or Downtown received less support, though more people favored these improvements than opposed them.

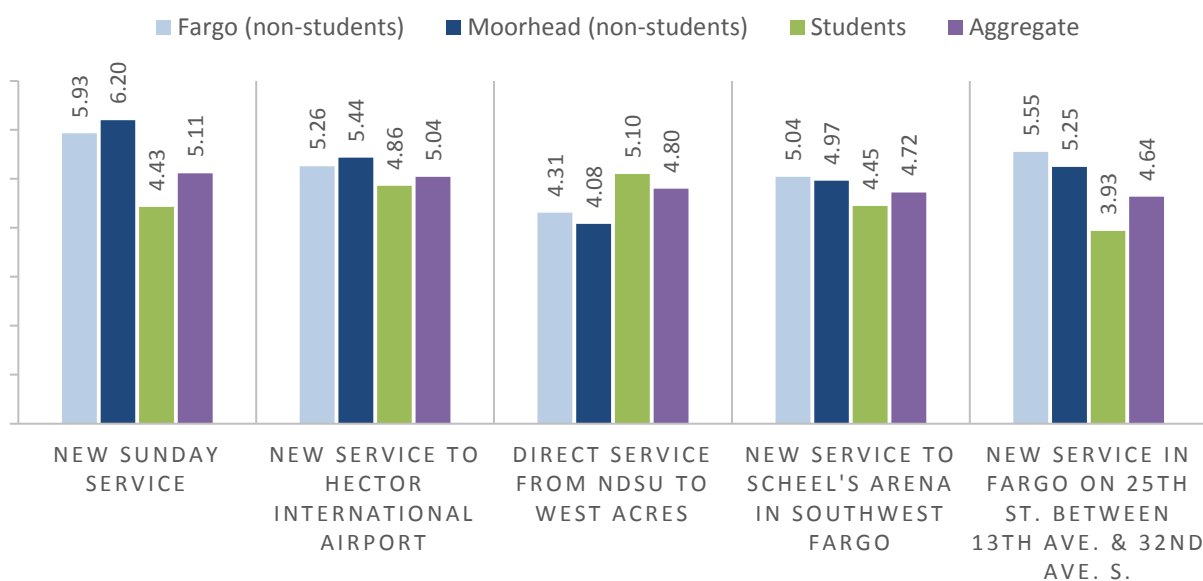
Figure 27. Survey Responses: Importance of Service Improvements



New Service

Survey respondents were asked to rate their desire for expanded transit service and asked to rate how important it is to them to have the new service. The top four locations based on their average importance to each population group responding to the survey are displayed in Figure 28. Adding service on Sundays was the highest ranked new service need by the Fargo and Moorhead residents that are non-students. Service to the airport was ranked as the second highest need for new service, followed by direct service between NDSU and West Acres, service to the Scheel’s Arena area and service along 25th Street in southern Fargo.

Figure 28. Survey Responses: Importance of New Service Options



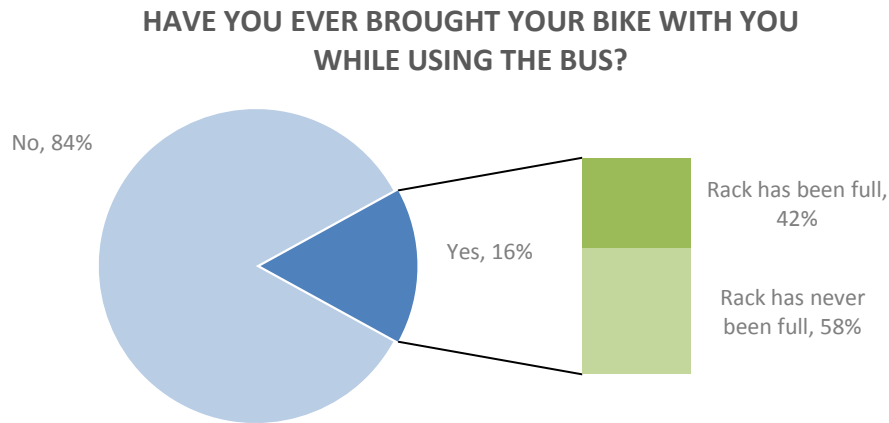
Bicycles and the Bus

Bicycles help increase the reach of transit by providing an alternative to walking in the “last mile” of a trip. The option of bringing a bicycle on the bus adds value to the service. Figure 29 sheds light on bus-mounted bicycle rack use. Of survey respondents, 16 percent have brought a bicycle along on a bus trip. Of those, 42 percent have experienced a situation where a bicycle rack has been full. This scenario forces people to wait for the next bus or ride a bicycle for the portion of the trip that would normally have been on transit.

Non-User Online Survey Responses

An online survey was employed to collect information from residents of the Fargo-Moorhead area to help assess their preferences and perspectives toward public transportation. The survey targeted people who do not currently use transit, though it did yield some responses from transit users.

Figure 29. Bicycle Rack Use

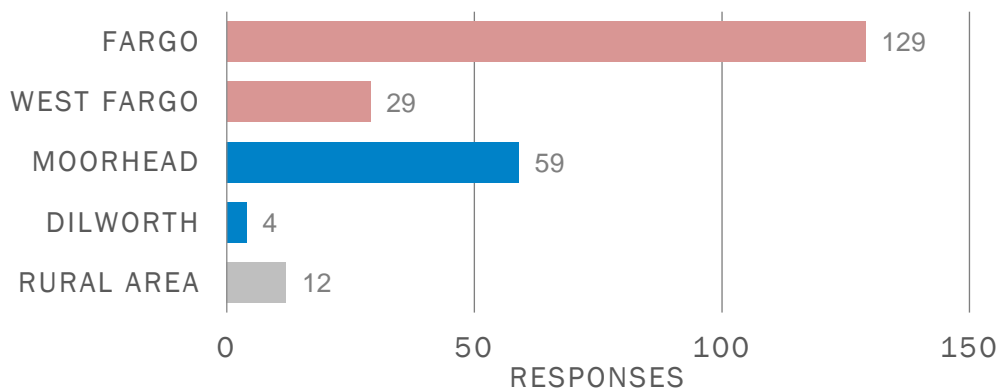


The survey yielded 235 responses. While this is not a statistically significant sampling of the Fargo-Moorhead area, it does help provide insight into the attitudes and activities of area residents and workers. Key information gathered through the survey is documented in the following sections and the complete summary is included in Appendix C.

Where People Live That Completed Survey

To better understand how people’s opinions correspond to the different levels of service offered by MATBUS throughout the Fargo-Moorhead region, people were asked where they live. Figure 30 displays the results.

Figure 30. Place of Residence

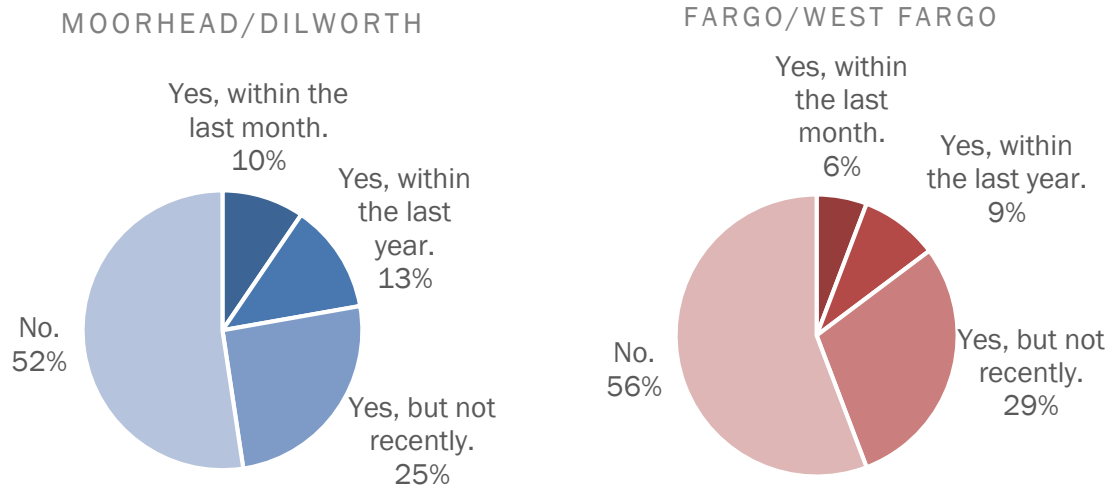


Experience with MATBUS

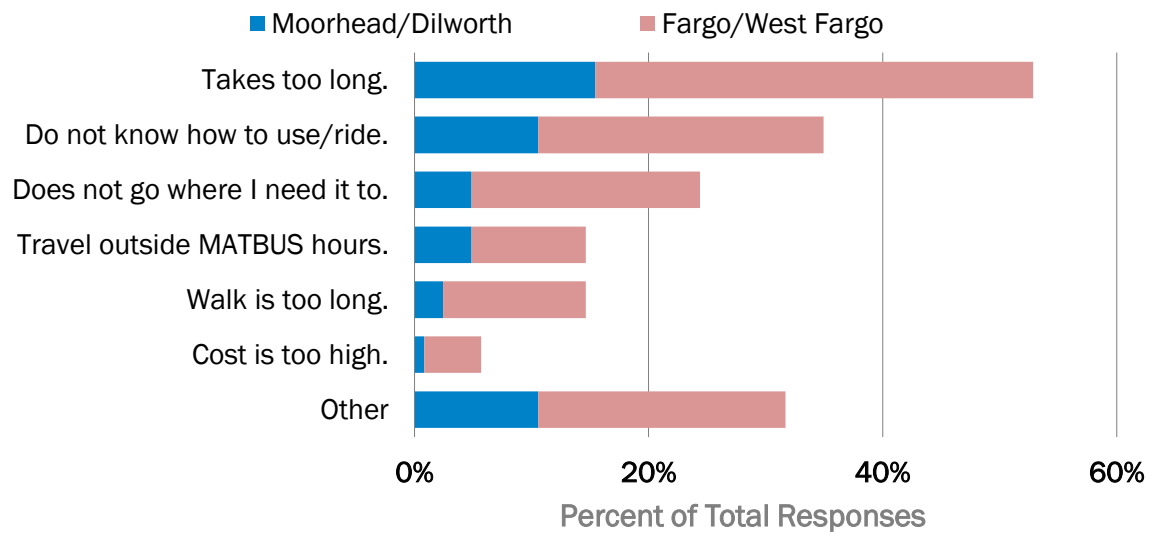
This survey targeted people who do not typically use transit service to gain insight into why they make the transportation choices they do. Figure 31 displays how often respondents report using MATBUS services. Over half of respondents from Moorhead/Dilworth and Fargo/West Fargo have never used MATBUS, and another 25 to 30 percent have not used it within the last year. Only 10 percent of respondents from Moorhead/Dilworth and six percent of those from Fargo/West Fargo report using MATBUS within the last month.

Figure 31. Use of MATBUS Services

HAVE YOU EVER USED MATBUS SERVICES?



Those who responded that they had never used MATBUS were asked why. Figure 32 displays the feedback. People were allowed to pick more than one answer. By far, the greatest rationale claimed by people who do not use MATBUS services is that it takes too long.

Figure 32. Rationale for Not Using MATBUS Service

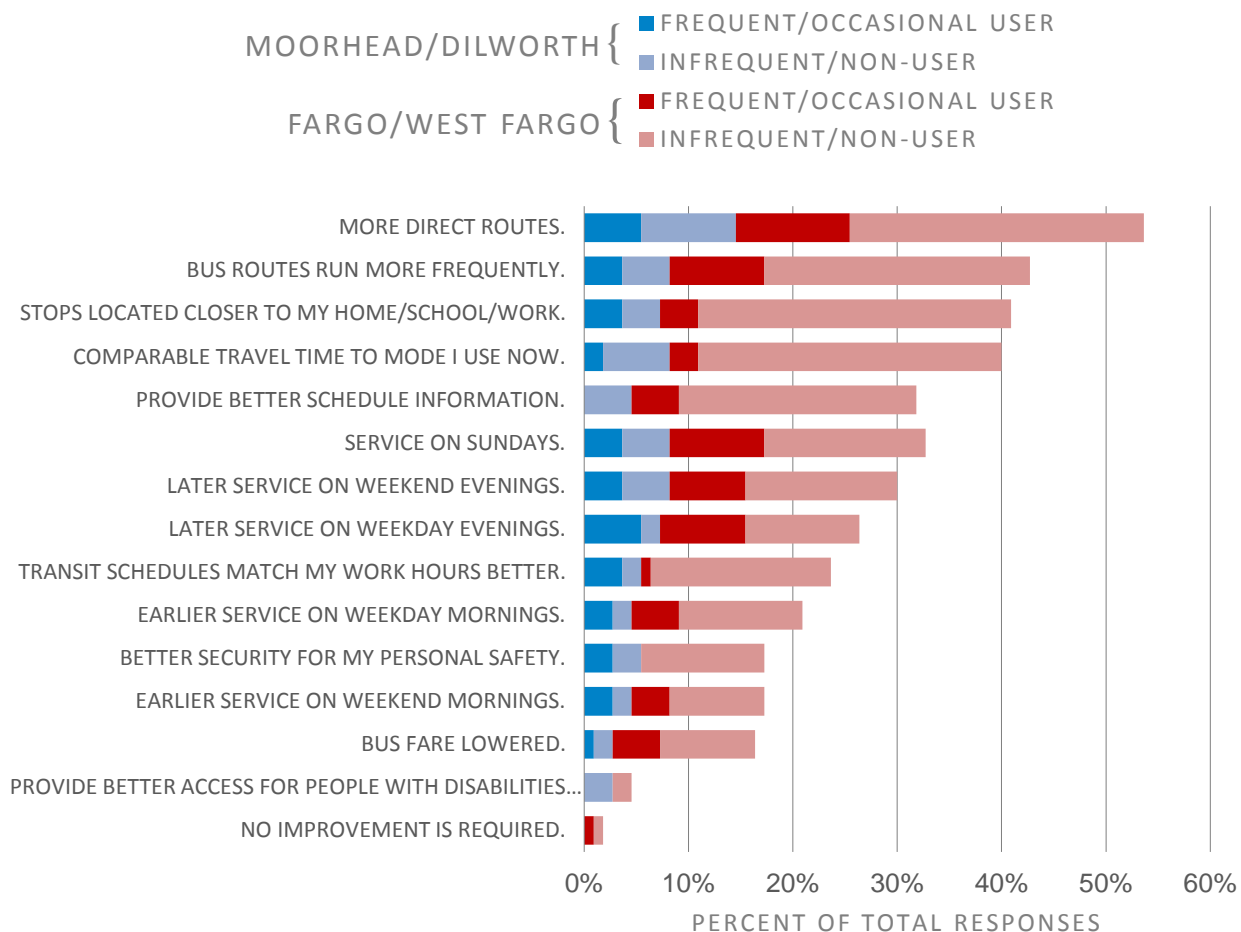
Likely Future Use of MATBUS

In addition to asking people about their past transit use, people were asked whether they might use MATBUS in the future. Results from Moorhead/Dilworth nearly mirror the results from Fargo/West Fargo. In the former, 42 percent said they could see themselves using MATBUS in the future, and in the latter 57 percent said they could see themselves using MATBUS. This response bodes well for MATBUS's marketing efforts. While over 75 percent of respondents have not used MATBUS in the last year, approximately half can see themselves using it in the future.

The survey also asked what factors might increase people's likelihood to use MATBUS. Figure 33 displays the responses broken down by place of residence and frequency of past use. People were able to pick multiple answers.

Only one percent of respondents said no improvements are necessary. Three of the four most frequently cited factors relate to travel time, reinforcing the findings from Figure 4 that travel time is often of critical importance when people choose transportation mode. The fourth, stops located closer to my home/school/work, is related to coverage. The most heavily cited factor by nearly all segments of the survey pool is that more direct routes would be seen as an improvement.

Figure 33. Factors to Increase Likelihood of MATBUS Use



Note: Frequent/occasional users are those people who reported using MATBUS within the last month or within the last year. Infrequent/non-users are those people who reported using MATBUS, but not recently, or never having used MATBUS.

Transit Funding

MATBUS service, including fixed route and paratransit, operating funding is derived from federal, state, and local support, fares, and other sources:

- Federal: Section 5307 Urbanized Area Formula Program and other federal sources.
- State aid from both North Dakota and Minnesota
- Local: Local government sources
- Universities and colleges in both North Dakota and Minnesota.
- Farebox revenue and pass sales
- Other sources, such as advertising.

The level of funding from these sources from for 2014 is documented in Table 10. Local sources reflect the unique opportunity available with the number of colleges and universities in the region. Student fees and/or funds allocated out of the university/college general funds represent approximately eight percent of total operating funds.

Table 10. MATBUS Sources of Funding: 2014

Source	Fargo		Moorhead	
	\$	Percent	\$	Percent
Section 5307	\$2,180,552	30%	\$309,374	13%
Other FTA Funds	\$61,412	1%	\$0	0%
State Aid	\$724,644	10%	\$1,496,087	64%
Farebox Revenue	\$767,276	11%	\$362,891	15%
NDSU	\$668,982	9%	\$0	0%
MSUM	\$0	0%	\$49,354	2%
Concordia College	\$0	0%	\$18,233	1%
M State	\$0	0%	\$20,057	1%
City of Moorhead	\$1,199,422	17%	\$39,587	2%
City of Dilworth	\$0	0%	\$20,857	1%
City of Fargo	\$1,023,634	14%	\$0	0%
City of West Fargo	\$177,017	2%	\$0	0%
Other Revenue	\$359,247	5%	\$38,734	2%
Total Operating Costs	\$7,162,185		\$2,355,174	

Table 11 displays a comparison of the Fargo-Moorhead region public transportation system funding breakdown relative to the peer group identified for the region. Relative to the peer group:

- Fargo-Moorhead obtains a greater percentage of operating funds through federal sources.
- The combined level of state funding (20 percent) is lower in Fargo-Moorhead than the average for the peers (29 percent). The level of funding on the Minnesota side substantially increases the annual state funding.
- Locally generated funds in Fargo-Moorhead represents a lower percentage (28 percent) than the average for the peers (36 percent).

Table 11. Peer Group Sources of Funding: 2013

Location	Annual Subsidy Funding by Source			
	Federal	State	Local	Directly Generated Funds
Fargo-Moorhead	\$2,951,164	\$1,830,840	\$1,751,291	\$2,516,372
College Station, TX	\$4,897,963	\$0	\$2,994,527	\$4,313,415
Waco, TX	\$2,679,824	\$626,333	\$0	\$1,607,460
Cedar Rapids, IA	\$2,966,717	\$581,533	\$4,175,037	\$1,170,750
Santa Cruz, CA	\$5,879,396	\$10,000	\$5,837,303	\$32,313,039
Topeka, KS	\$2,056,918	\$460,462	\$2,486,950	\$1,691,351
Waterbury, CT	\$0	\$9,756,110	\$60,000	\$2,747,453
Erie, PA	\$2,851,374	\$6,854,127	\$792,740	\$6,933,736
Sioux Falls, SD	\$2,473,931	\$46,575	\$4,287,941	\$981,022
Medford, OR	\$4,541,805	\$389,150	\$1,904,455	\$1,449,732
Binghamton, NY	\$3,735,516	\$3,125,228	\$1,735,259	\$3,234,553
Lafayette, IN	\$2,694,161	\$3,780,997	\$768,061	\$3,364,990
Racine, WI	\$2,810,522	\$2,428,458	\$1,699,771	\$1,616,054
St. Cloud, MN	\$1,902,586	\$5,075,871	\$149,418	\$2,735,425
Duluth-Superior	\$1,404,037	\$8,061,748	\$1,258,114	\$2,738,394
Grand Rapids, MI	\$2,579,516	\$12,552,283	\$5,651,484	\$20,487,590
Champaign-Urbana, IL	\$0	\$20,106,231	\$6,770,348	\$4,112,318
Average for Group	\$2,730,908	\$4,452,114	\$2,489,571	\$5,530,215

Service Area Population

This section examines several demographic characteristics that most likely contribute to the demand for transit service in the Fargo-Moorhead area. The examination is useful in reviewing the current services offered to see if there are any gaps in service for specific populations. Table 12 displays several characteristics of the Fargo-Moorhead population relevant to transit. Population information is segmented by municipality to better understand how transit demand might vary across the metropolitan area.

Whether people have access to a vehicle contributes greatly to the likelihood that they will use transit service. Additionally, individuals in poverty are sometimes unable to afford to drive and seniors and disabled people are often unable to drive. The portion of Fargo-Moorhead area residents with the aforementioned characteristics is not insignificant.

Population density also plays a large role in people's propensity to use transit. Developmental density reflects how close together trip origins and destinations are to one another and transit routes.

Table 12. Summary of Transit Propensity Measures in Fargo-Moorhead

Characteristic	Fargo	West Fargo	Moorhead	Dilworth
Zero-vehicle households	8.5%	2.8%	7.7%	4.2%
Individuals in poverty	16,977 (16.3%)	2,019 (7.5%)	5,209 (15.0%)	667 (16.5%)
Senior population (65+)	11,162 (10.3%)	2,269 (8.4%)	4,286 (11.1%)	417 (10.3%)
Individuals with a disability	9,374 (8.7%)	2,045 (7.6%)	3,979 (10.5%)	448 (11.1%)
Population density (population per sq. mile)	2,299	1,939	1,974	1,221

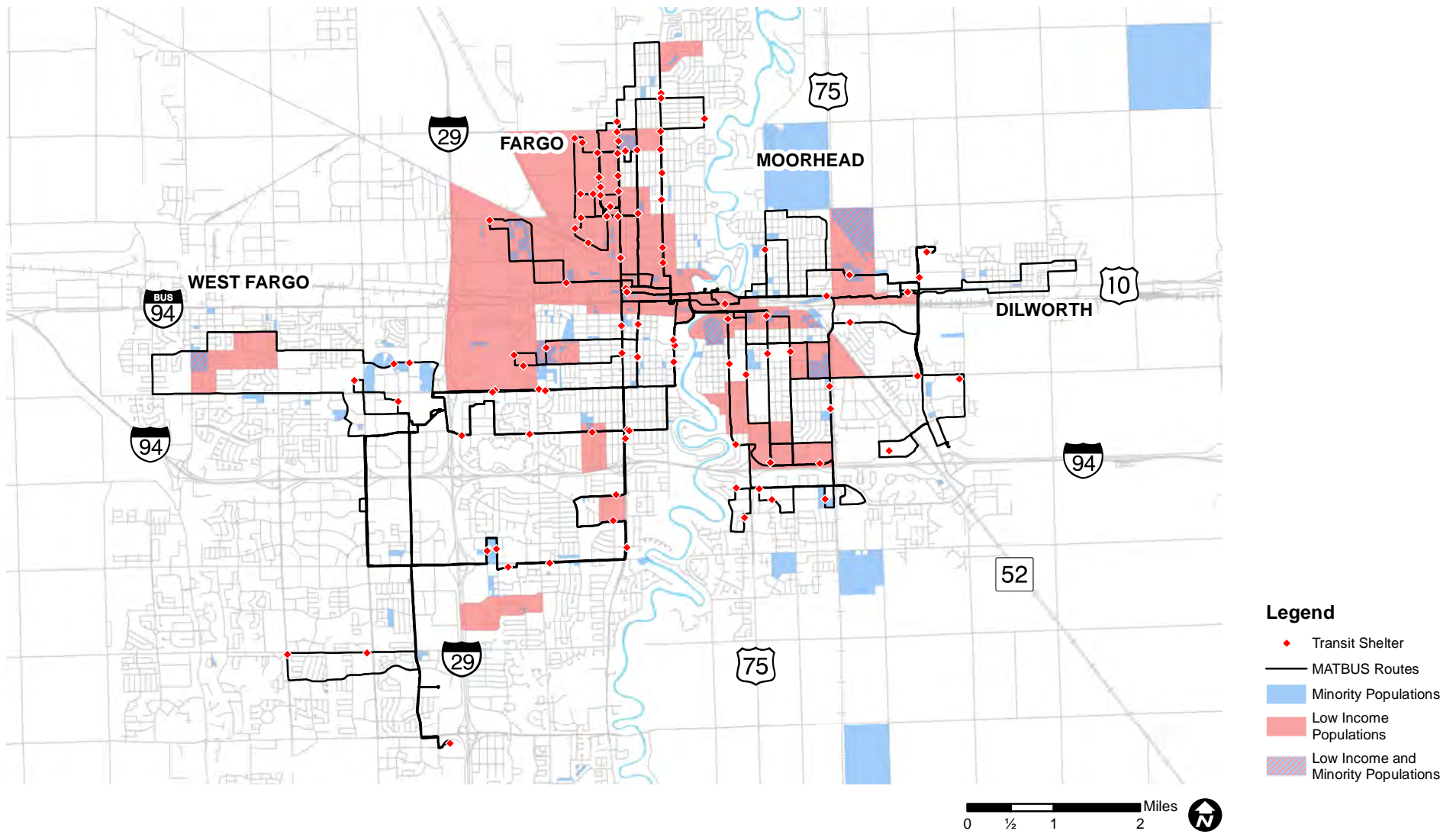
Source: 2009-2013 American Community Survey 5-Year Estimates

Low-Income and Minority Populations

Federal law requires that federally funded transit agencies strive to achieve environmental justice through their service by identifying and addressing the impacts of their programs on low-income and minority populations. Metro COG considers areas of 25 percent or greater non-white residents to be areas of concentrated minority populations. Figure 34 displays the areas in the Fargo-Moorhead metropolitan area that meet the MATBUS thresholds for areas with low-income or minority populations.

Peer Systems Demographic Comparison

An examination of the demographics of populations served by peer transit systems reveals that MATBUS is fairly typical, though the population density of Fargo-Moorhead is one of the highest of those examined. MATBUS also has fewer vehicles in its paratransit fleet than its peers. Table 13 displays the peer comparison.



Areas with Minority and Low Income Populations

Figure 34



Location	Regional Population	Population Density (Persons/ Sq Mile)	Transit Organization	Region Area (Sq. Miles)	Vehicles in Fleet	
					Fixed Route	Para-transit
Fargo-Moorhead	176,700	2,500	MATBUS	70	42	17
College Station, TX	171,300	2,399	Brazos Transit District	71	40	51
Waco, TX	172,400	1,900	Waco Transit System, Inc.	90	19	32
Cedar Rapids, IA	177,800	2,100	Cedar Rapids Transit	83	30	25
Santa Cruz, CA	163,700	2,800	Santa Cruz Metropolitan Transit District	58	85	36
Topeka, KS	130,000	1,900	Topeka Metropolitan Transit Authority	80	30	15
Waterbury, CT	194,500	2,155	Connecticut Department of Transportation- CTTransit Waterbury- NET	90	40	43
Erie, PA	196,600	2,400	Erie Metropolitan Transit Authority	82	73	62
Sioux Falls, SD	156,800	2,400	Su Tran LLC dba: Sioux Area Metro	64	31	23
Medford, OR	154,100	2,380	Rogue Valley Transportation District	65	23	23
Binghamton, NY	158,100	2,100	Broome County Department of Public Transportation	74	48	24
Lafayette, IN	147,700	2,300	Greater Lafayette Public Transportation Corporation	64	65	6
Racine, WI	133,700	2,700	Belle Urban System - Racine	49	35	7
St. Cloud, MN	110,621	2,202	St. Cloud Metropolitan Transit Commission	50	39	23
Duluth-Superior	120,378	1,708	Duluth Transit Authority	70	63	9
Grand Rapids, MI	569,935	2,031	Interurban Transit Partnership	281	163	135
Champaign-Urbana, IL	145,361	3,100	Champaign-Urbana Mass Transit District	47	102	24
Average for Group	181,159	2,299		82	55	33

Source: National Transit Database, 2013



Peer System Demographic Comparison: 2013

Table 13

Performance Measures – Best Practices Discussion

The USDOT has embraced the concept that incorporating performance management into transportation decision-making will lead to more efficient investment of limited funds by focusing on national and regional transportation goals and increasing accountability and transparency. This chapter describes the performance measures and targets to be used in assessing transit system performance. The expectation is MATBUS will periodically report system operations relative to the targets to decision-makers and the public and will also employ specific measures in evaluating the driver services contractor. Developing the locally used performance measures employed the following:

- Define the intended audience/user of the information about the system? Is it for the Managers to use for reporting to the council/commission? Is the information for the Managers to use in evaluating the performance of the driver contractor? Or another purpose?
- A key general consideration to keep in mind as performance measures for deployment in the region are developed is collecting required data and analysis of the data should not be overly burdensome for MATBUS.
- Consider a range of categories covering the most critical parts of service provision, operator assessment, and maintaining an acceptable state of good repair.
- Various methods of applying the range of performance measures in benchmarking service.

Potential Audiences

The following bullets reflect the range of potential audiences, which is the primary and secondary focus:

- Internal use by MATBUS management to assess contractor performance.
- City/County decision-makers for consideration of local matching fund levels.
- Customers.

Considerations in Establishing Performance Measures

Listed below are the primary considerations employed in establishing the range of measures:

1. To the extent possible, use existing data systems.
2. Include as tool to evaluate contractor (mirror those performance measures).

3. Intuitive relative to purpose.
4. Expandable to ease into reporting and reacting – Do not measure too many things.
5. Positive rather than punitive intent – Need to associate with accountability.

Performance Measure Categories

Organizing performance measures into the following categories helps to ensure that critical elements are covered:

1. Administration
2. Operations
3. Safety/Maintenance/Security
4. Customer Service

Benchmarking Alternatives

Applied in isolation performance measures are capable of providing tremendous quantities of data, but little in the way of context of service/organization quality. To begin to provide real value, measures need to be compared to something else (For example, the system's past performance, or targeted performance, or comparable organizations' performance) in order to provide the context of current or past quality.

Listed below are three key benchmarking philosophies/concepts for performance measure application:

1. Trend Analysis – Compare different years and connect to a specific “improvement” goal.
2. Peer Comparison – Local performance relative to peers.
3. Industrywide Comparisons – Local conditions relative to typical guidelines (relatively limited list).

Table 14 documents the recommended performance measures to be used over time to evaluate how well the intended goals why jurisdictions in the region decided to invest in providing transit service. Measures included in the table address each of the areas of administration, operations, safety/maintenance/security and customer service.

It is recommended that MATBUS annual produce a performance measures report that looks back at the most recent year and historical periods to present a current conditions and “how has the system improved/changed over time” perspective.

Table 14. Preliminary Recommendations for Possible Performance Measures

Category/Measure	Purpose			Evaluate Relative to			Comments
	System Diagnosis	External Report	Internal Report	Industry Guideline	Peers	Trend	
Administration							
Farebox Recovery Ratio	●	●			◆	◆	
Average Fleet Age			●	◆			
Local Subsidy as Percent of Operating Costs	●	●			◆	◆	
Spare Ratio			●	◆			
Employee Compensation (Competitiveness as Employer)			●		◆		
Administrative Staff to Operations Staff Ratio			●		◆		Use to assess Contractor performance
Operations							
Boarding Per Day or Month or Year	●	●			◆	◆	
Boardings Per Revenue Hour	●	●			◆	◆	
Annual Passenger Miles			●			◆	
Transfers Per Trip	●	●				◆	
Passengers Per Vehicle Mile	●	●			◆	◆	
Operating Cost Per Boarding	●				◆	◆	
Operating Cost Per Passenger Mile	●				◆	◆	
Service Denials (DRT/Para) (Ratio of Denials/Trip)	●	●				◆	
Missed Trips	●	●				◆	
Safety/Maintenance/Security							
Vehicle Miles Between Breakdown	●					◆	
Avoidable Crashes per 1,000 Miles	●					◆	
Service Interruptions Due to Breakdown	●					◆	

Alternate Organizational Structure Assessment

Understanding the current bifurcated structure where there is duplication in administration of MATBUS and limited integration of fixed route service is not likely a cost effective and efficient long term concept, a task in the 2016-2020 TDP was assessment of a range of alternate organization structures. In addition, functionally both the Fargo and the Moorhead structures are very lateral in assigning responsibilities. In these lateral structures the Administrator/Manager are directly responsible for the vast majority of day-to-day supervision as well as directing the long term direction of the overall organization. Similar to the bifurcated structure involving the two jurisdiction leadership, the lateral structure negatively impacts the efficiency of the system as most decisions flow through two people.

Organization Recommendations – Retaining Two Separate Decision Structures

Working with MATBUS and FM Metro COG staff, a total of five alternatives to the current concept were reviewed through two half day workshops. In reviewing the alternatives that retained decision making with both Fargo and Moorhead the goal was to identify alternatives that distributed more responsibility to senior staff rather than the Administrator/Manager and to develop acceptable concepts to reduce the redundancies in administration.

From these efforts and understanding that an immediate change to a single administrator structure is not likely a viable option, two forward looking alternatives were developed:

- **Near-Term:** The concept promotes additional integration of the planner, mobility manager, driver management, and operations elements of service, but retains the bifurcated management structure. In this structure both Fargo and Moorhead would retain their administrator/manager who individually coordinate the level of service with their respective commission/council. The anticipated organizational structure for this concept is displayed in Figure 35. All of the positions currently supported in the system would be retained.
- **Longer-Term:** It is supported that at some point for MATBUS to retain its cost-effective performance, changes that reduce management redundancy and creates a closer connection to overall service and commission/city council decision-making an organization change will need to be implemented. Figure 36 displays the proposed revised and more streamlined structure that integrates Fargo and Moorhead service planning and implementation.

Figure 35. Near-Term Proposed Organization Structure

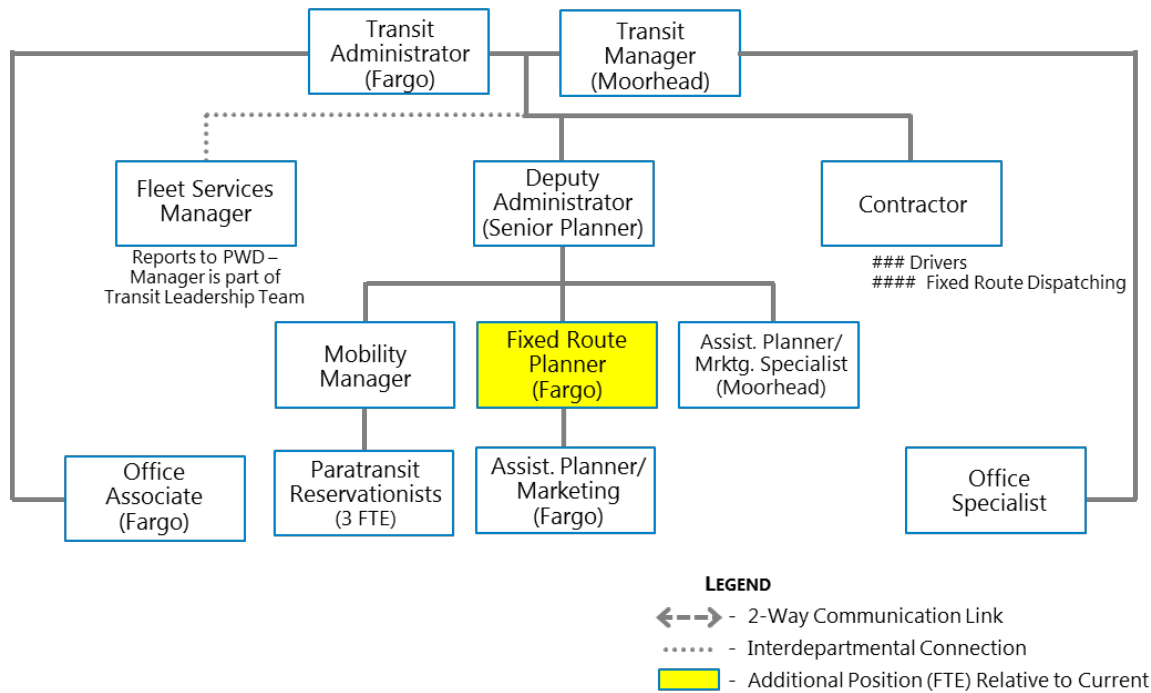
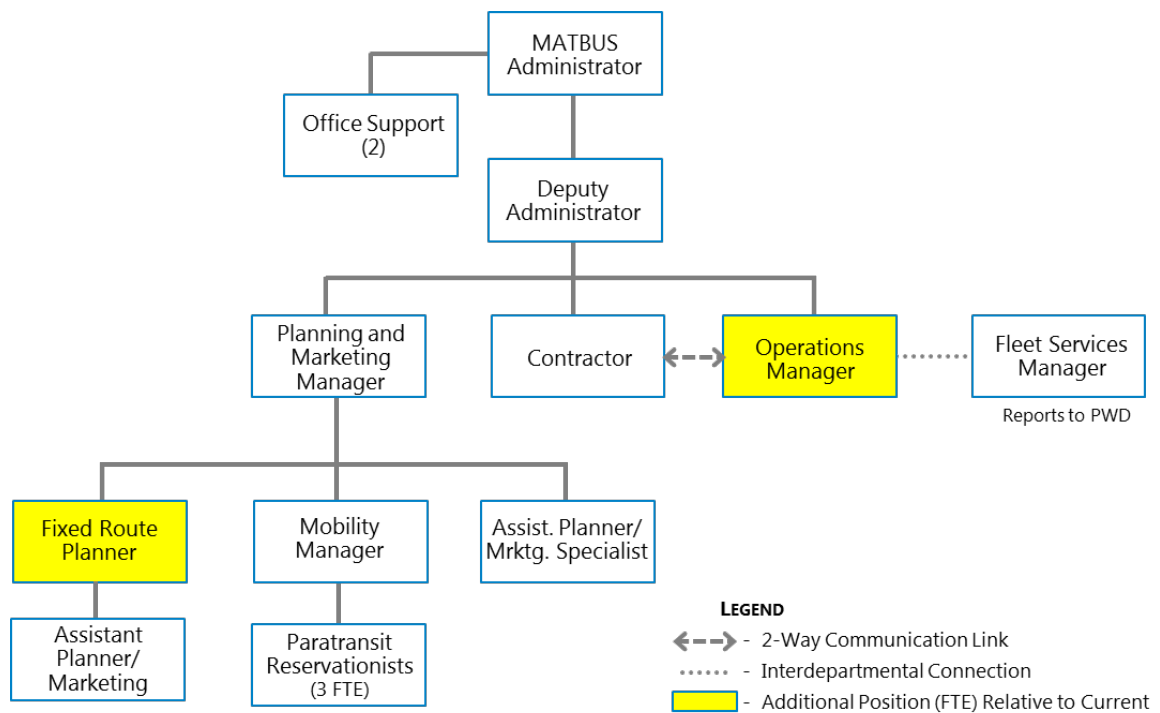


Figure 36. Longer-Term Proposed Organization Structure



Keys to implementing the changes:

- **Update Joint Powers Agreements:** The range of active joint powers agreements between Fargo, Moorhead, West Fargo, Dilworth will need to be updated to reflect the single administrator concept.
- **Determine whether organization change supports enhanced service integration:** While the GTC in downtown Fargo creates a logical location for a transit hub of a radial, pulse system for the metro, a number of service concepts that would extend the Fargo penetration with Moorhead buses have been discussed. These concepts have not been advanced through the initial concept stage due to the traditional division of assets and service between the two larger communities in the region. The integrated longer term organization concept may create an environment where additional selected crosstown options may be feasible.
- **Cost Allocation Enhancements:** With a more integrated management/administration where staff are sharing more work between the communities, additional timekeeping may be required to ensure MATBUS can demonstrate appropriate allocation of time to each community.

Regional Transit Authority

Regionalized transit organizations exist across the country and are formed when a single provider is able to serve the region more efficiently than multiple agencies covering the same area. Reasons for creating a regional transit authority fall into three broad categories including:

- Improving existing services.
- Implementation of new services.
- Planning for future services.

With the most significant question answered in each category being – “would the desired changes be more effectively achieved through a single regional entity or is the current management concept acceptable?”

Across the Fargo-Moorhead area there are three public transit providers designed to serve a subdivision of residents either geographically or by age. These providers are:

- **Fargo MATBUS** – Provides fixed route service in Fargo and West Fargo, connecting to Moorhead service at the GTC and paratransit service throughout the region through a contract with a third party.
- **Moorhead MATBUS** – Operates fixed route service in Moorhead and Dilworth, connecting to Fargo service at the GTC in Fargo and participates financially in the paratransit contract.

- Senior Ride Service – Operated by the Fargo Park District, service to persons 60 and older is supported financially by Fargo, Moorhead, West Fargo, and Dilworth. Each of the jurisdictions have entered into joint powers agreement with the Park District to operate the service. Each jurisdiction is responsible for a portion of the operating cost determined by the relative percentage/number of rides originating in each jurisdiction.

Current Environment

Examination of the current organizational and financial environment provides a picture of the individual agencies as they are structured and operate today. Understanding the current environment helps to identify barriers that need to be addressed as part of a local decision making process of transitioning the current coordinated service/operations into a single entity, should that be the decision by each of the jurisdictions involved. The current organizational structure assessment for fixed route and paratransit services are outlined in the Existing Conditions chapter.

Review of the current environment data highlights the diversity that exists between the Minnesota and North Dakota entities that comprise the MATBUS range of services. Through agreements between each of the jurisdictions, an amalgamation of state and local subsidies, employees with a range of benefits, and separately and coordinated purchases of assets has been established that works on a daily basis. Differences between how each state supports public transportation is the most critical of the differences that would need to be equitably addressed, if a regional authority is established to consolidate operations. Highlighted in the following bullets are a number of the current environment conditions (in addition to the organizational structure) that need to be addressed in evaluating the opportunity of implementing a regional authority:

- Financial support by the states and communities: The States of Minnesota and North Dakota provide dramatically different levels of operating and capital financial support to the individual communities. Table 10 documents the current funding breakdown for the Minnesota and North Dakota sides of the river. The level of transit service provided in each community is, at least in part, a function of the associated financial obligation assigned to residents and businesses. As state funding in Minnesota reflects a substantially larger percentage of the total subsidy relative to North Dakota, the question of whether the current relative local burden disparity is acceptable at the regional level must be addressed.

With a regional authority the expectation will be that one entity is responsible for providing the most effective and efficient service for the region. Thus, the current revenue hours of service available in Minnesota relative to North Dakota possible because of the greater level of state subsidy and the resulting productivity of that level of service will need to be reconciled as a single regional entity.

- Existing jurisdictional assets will need to be transferred or leased to the new regional entity and liabilities will need to be addressed. Fixed assets include items such as vehicles, equipment, administrative/maintenance facilities, and transit centers. Non-fixed assets

include items such as cash, investments and receivables. Any reserve accounts, including all federal, state and local subsidy balances, transferred to the regional authority could be set aside for use in specific communities and/or for specific purposes.

- A funding plan will need to be structured to address outstanding liabilities using the funding streams that will also be transferred to the new organization.

Benefits and Challenges of Establishing a Transit Authority

Benefits of a Consolidated Regional Transit Authority

Regionalization through the use of a single consolidated authority has the potential to provide financial benefits to local municipalities and their transit providers. Potential direct and indirect benefits include:

- **Transit Expenditure Savings** are typically generated from the elimination of duplicative administrative positions and services, reduction in overhead costs, enhanced ability to employ volume purchasing, greater standardization of vehicles and inventory, restructuring of service delivery and service redesign (including enhanced Moorhead to/from Fargo connectivity, connections and timetables). These savings can be seen in both operating and capital costs.
- **Functions Neglected Today Due to Limited Resources Receive Proper Attention.** Many small and mid-size transit agencies have insufficient resources to fully or even partially address all of the demands of running service along with the abundant federal compliance requirements in areas such as human resources, procurement, planning and reporting. A larger regional organization provides the ability to properly focus on operational and compliance functions that would be otherwise neglected.
- **Fleet Optimization** from regionalization occurs by increasing opportunities to right-size service and, over time, standardizing vehicle types and inventory where possible.
- **Seamless Regional Travel** with better integrated schedules.
- **More Efficient Service Plans** are the result of transit planning by a single regional organization rather than attempting to coordinate the service plans between Fargo and Moorhead.
- **Positions the Region to Better Package Capital Funding Requests** by a unified approach to capital investments and priorities to federal and state stakeholders.

Challenges of a Single Consolidated Transit Authority

Regionalization through a consolidation of agencies into a single transit authority also poses challenges, including the following key items:

- **Concern that Customer Needs Would Not be Properly Addressed in a Regional Structure** is a concern typically raised when regionalization is being evaluated. Concerns could be addressed by:
 - Developing organizational and governance structures that focus on customer service.
 - Implementing a transition plan that includes steps to minimize the customer service learning curve.
- **Requirement for Local Decisions and Legislative Changes** related to organization and governance structures would need to be made by local elected officials. Although there are steps that must be taken to establish the regional authority, they are all achievable provided there is a political will to do so and stakeholders are reasonable in reaching the necessary agreements.
- **Governance Change from Multiple City Control to City Representation** would occur if regionalization via a single authority is implemented. City Council and Commission members, who today control the governance of MATBUS operations, would relinquish that role and instead would have partial representation on the regional authority's board. These city officials would need to weigh the loss of governance control against the financial benefit of seeing a reduction in their required transit funding obligation (as the authority would likely come with its own taxing authority) and the continuation, and potential improvement of service to their constituents.

Single Regional Authority Profile

There are many ways that a regional authority can be structured. The following regional profile presents one possible structure that maximizes the potential benefits and minimizes the potential challenges of implementing an authority.

Legal Structure and Governance

The single regional authority could be formed as a municipal authority with a defined geographic coverage of the existing/future service area. The authority would be governed by a board with representation from each of the jurisdictions in the region, which could include communities such as Horace and the counties. Determination of the coverage, and representation, would be a critical discussion item as the concept is advanced. The desire would be to plan for future growth in the region, which would be promoted through including communities such as Horace and each of the counties that are seeing growth occur.

One governing option is for the council/commission of each city appoint one individual to the regional authority board for a total of five to seven members. The second governing option would have the city councils/commission and the mayors each appoint one individual to the regional authority board. Assuming the communities of Fargo, Moorhead, West Fargo and Dilworth are all included in the authority, an even number of board members would result. Thus, an option to provide an odd number would be to have the NDDOT appoint a member.

The board will need to draft its by-laws. In addition to the more traditional by-law provisions regarding board structure, duties and voting requirements, the by-laws could incorporate provisions regarding the requirements for changes to the service area of the authority and for changes in the modes of service offered.

Overall Organization Structure

For administrative purposes, the regional authority would need to consider how to provide communications, finance services, human resources, legal and technology functions. Presently, many of these services are supported by Fargo and Moorhead departments and could also through a contract following development of a regional transit authority. The concept of a centralized organizational structure as an authority is outlined in the Organizational Review chapter.

As each authority is unique to the operating region, it would be possible to retain some level of Minnesota and North Dakota autonomy by creating two divisions. An East Division could cover Minnesota and a West Division could cover North Dakota for operating purposes. A centralized operations management staff would oversee divisional operations. Additionally, the organization could be divided into one Urban Division covering Fargo, Moorhead, West Fargo, and Dilworth, and a Rural Division that addresses needs outside these communities.

Equally as important as the organization structure is the accounting and reporting structure which separately accounts for division operations. As the state funding formulas/concepts are different in North Dakota and Minnesota, organizing as divisions could provide the structure to address the different financial characteristics. This format would support a “fair” calculation of local match obligations and ensure that each jurisdiction is providing such matches for service received.

It is anticipated that regionalization under this scenario would result in administrative cost reductions by eliminating redundant positions and standardizing processes such as fleet procurement.

Potential Impacts of Regionalization

Estimating the financial impact of a single regional transit authority requires an understanding of how the authority will be structured from an organizational and governance perspective. The purpose of this section is to outline the elements that would need to be address in

assessing the full financial impact of regionalizing transit service, which would be assessed as part of a separate project.

In all likelihood the majority of the savings would come in the administrative areas as current service plans are designed to have very little overlapping/duplicative service.

The estimated financial impact of regionalization requires examining eight key areas of operating expenses – salaries, employee benefits, services, maintenance, fuel, office, casualty and liability and allocated jurisdictional costs. In order to estimate salary and employee benefit changes, a staffing plan for a single regional authority is required. In preparing the staffing plan, determination of how services such as vehicle and building maintenance and financial analysis are provided to the central organization will need to be determined. These are presently shared with other city departments.

Assuming the single regional authority's organization is divided into five primary functional areas, each reporting to the Executive Director – Operations, Finance, Technology, Human Resources and Communications. Each of these areas is populated with positions responsible for the following functions:

- Operations – Transportation Delivery; Dispatching and Road Supervision; Asset Management (Fleet, Facilities, Materials and Inventory); Safety and Security; Service Planning and Scheduling; and Operations Training
- Finance/Legal – Accounting; Payroll; Financial Planning and Budgets; Grants Management and Financial Analysis; Cash and Debt Management; Procurement; and Legal Services.
- Technology – Technology Standards, Policy and Planning; Technology Contract Management.
- Human Resources – General Human Services; Labor Relations; and EEOC.
- Communications – Communications; Public Relations and Government Affairs; Customer Services; and Marketing/Advertising.

In the financial analysis the following will need to be address:

- **Salary Expenses** - A complete inventory of all existing administrative positions and their salaries would need to be collected from each jurisdiction. Currently, many of the shared positions are discussed between the two primary jurisdictions prior to advertising and hiring. Thus, position titles and their salaries would not likely require extensive reconciliation as they would remain consistent with a regional authority.
- **Employee Benefits** – Differences between benefit packages for Fargo and Moorhead employees would need to be reconciled.
- **Services** - Next to labor, professional services are typically one of the larger cost areas susceptible to reductions due to regionalization. The key components of professional

services are audit, payroll, legal, technology and planning services. In most of these areas a single regional authority would require only one assessment of conditions rather than the multiple occurring today. As a number of activities in the Service category are completed by other city departments, conversion to a regional authority that brings these service in-house may result in an increase cost in selected areas.

- **Maintenance** – Consistent with the Services category, prior to addressing the financial implications of migrating to a regional authority, determining whether maintenance is a purchased item from the City of Fargo or an in-house service is required.
- **Office Costs** – As MATBUS has already co-located the two community services, there is the expectation that implementing a regional authority would not result in savings or increased costs.
- **Casualty and Liability** – It is likely that general liability coverage and costs for claims under regionalization with a single authority would be relatively consistent with current levels. In the analysis, however, implications of different state requirements, obligations and limits across state borders will need to be addressed.
- **Allocated Costs** – Currently, other city departments support finance, maintenance, legal and other activities. Regionalization with a single regional authority may bring these costs in-house which would reduce this category of expense, but increase others.
- **Operating Revenue** – Consolidation into an authority will not likely produce incremental operating revenue from areas such as advertising, however, it is a category that is critical to examine as part of the feasibility assessment.

High-Level Transition Plan

The successful regionalization of transit to an authority will require significant planning and transition efforts. Efforts will likely require a combination of in-house staff and outside (consultant) support. It is logical that at the start of the transition, more outside support may be required as there is not a substantial amount of in-house unique regional authority expertise. As experience is gained, the level of outside support can be reduced or eliminated. Critical to a smooth transition is to also develop a work plan and budget for the transition as there will be capital and operating costs for technology, equipment, and consultant fees.

In general, it is recommended that if the authority concept is advanced (based in part on the financial assessment), the transition occur over three phases:

- Resolutions and approvals.
- Organization start-up.
- Functional transition.

The first phase, Resolutions and Approvals, involves local elected officials determining if and how regionalization is to occur and when legislative steps occur to facilitate it. Listed below are the key steps outlining Phase I:

- Agree on regionalization scenario/plan.
- Agree on governance structure.
- Approve resolutions establishing a regional transit authority.
- Approve by resolution the transfer of responsibilities from the cities to the regional authority.
- Appoint Board members as outlined in the governance structure.

Phase II, Organization Start-Up, revolves around the legal and financial requirements of forming a new entity and legal and management issues related to governance. The following bulletpoints highlight key steps that would occur during Phase II:

- Legally establish the new entity and draft Articles of Incorporation.
- Name the entity.
- Register the name and logo.
- Obtain federal, state and local corporate identification numbers as appropriate.
- File appropriate tax entity registrations.
- Convene Board members to create bylaws.
- Form transition team and prepare a transition plan.
- Hire/re-assign Executive Director and initiate staff transition.

Phase III, which is the heart of the transition, can generally begin any time after the transition team is formed, and the regional entity board has created its corporate bylaws. Phase III, is the functional transition that involves the legal, financial, operational, technological, human resource and communications activities required to start regionalized operations. Key steps in Phase III are:

- Executive Director and Board approve organization and operations structures.
- Create new agreements as needed for:
 - Commercial contracts, leases, purchase orders
 - Service contracts, including the driver contract.
 - Software license agreements.

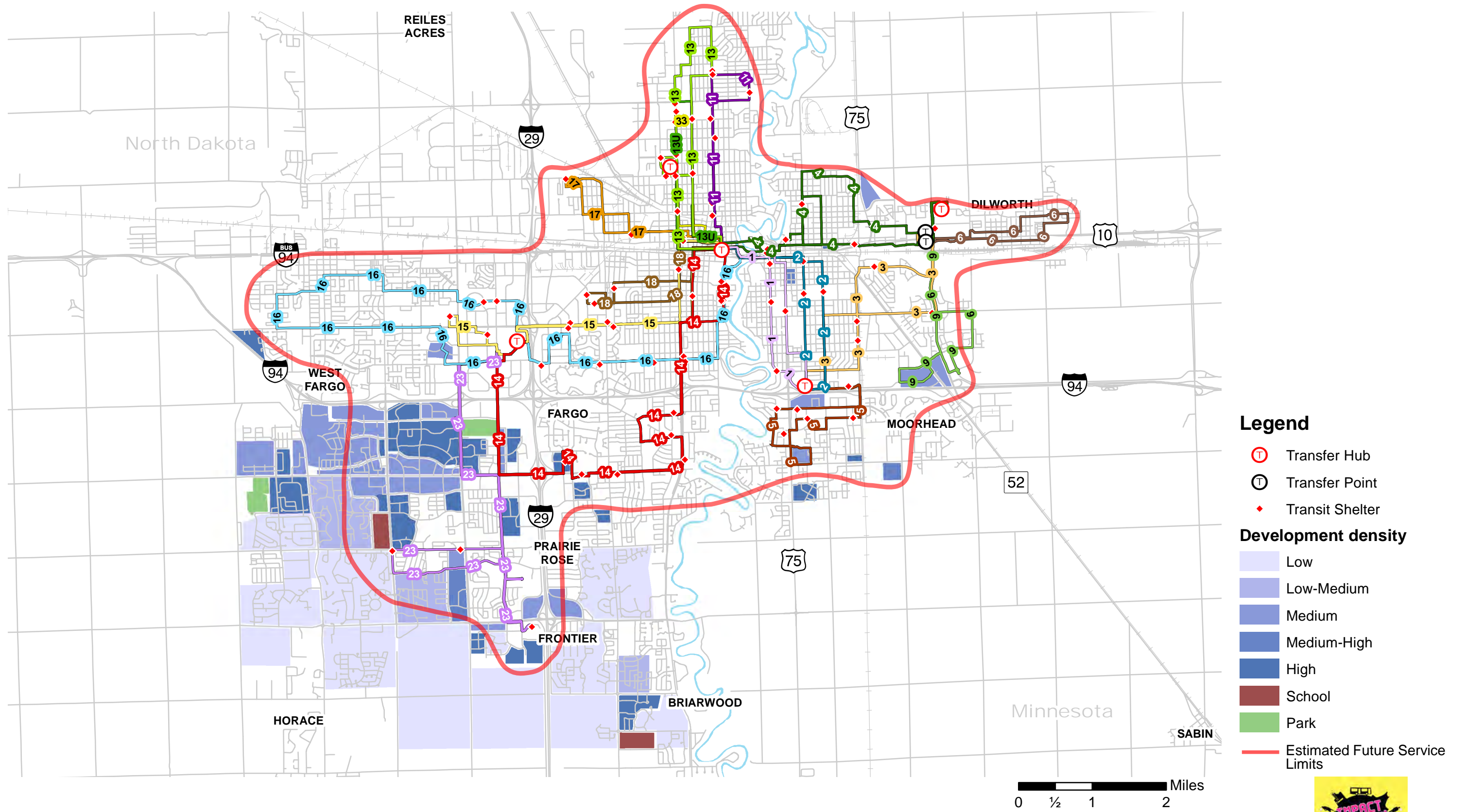
- Business and other licenses.
- Reconfigure office space of needed to reflect change in structure/positions.
- Make any physical moves required.
- Insurance coverage changes.
- Bank accounts.
- Prepare operating and capital budget.
- Develop finance and procurement policies.
- Develop transition plan for employees, including sick leave, vacation, etc.
- Vendor account changes.
- Develop pay scale and benefits packages.
- Develop Human Resources policies.
- Establish health care and other benefits packages.
- Create personnel handbook.
- Transition position descriptions.
- Develop the public outreach/marketing/branding program.
- Develop the employee communication plan.

Future Growth and Transit Supportive Areas

The purpose of the Transit Development Plan is to complete a rigorous assessment of the current transit system and also look forward in time to where service needs to be provided, both as a means of filling gaps and to support development. Through work sessions with representatives from the planning departments of Fargo, Moorhead and West Fargo, locations of future development were identified. The intent of the work completed was not to revisit the future land use plan, but rather to discuss and map anticipated development areas for residential use and employment density. Planners were asked to map:

- Anticipated residential growth areas that would be classified as low density through high density using the following general type of housing assumptions:
 - Low Density – Generally single-family residential.
 - Low-Medium Density – Combination of single-family and multi-family, but the predominant use if single family.
 - Medium Density – Combination of single-family and multi-family with the multi-family being more apartment uses.
 - Medium-High Density – Multi-family with little to no single family.
 - High Density: Larger concentrations on multiple building apartment complexes.
- Locations of future commercial development with the focus on mixed use office/retail, retail and office uses. The following density definitions were used:
 - Medium Density – Office and retail commercial on smaller parcels (strip commercial).
 - Medium-High Density – Commercial on moderate size parcels.
 - High Density: Large scale, high activity uses (hospitals and business parks with predominantly multi-story buildings (very few areas would exist).

Figure 37 displays future growth areas and routes making up the current fixed route system. Using similar assumptions incorporated into preparing the transit supportive areas maps, an outer limit of where anticipated current and/or future development density supportive of transit was established. The line is displayed in Figure 37. It should be noted that the line is not a hard barrier to providing transit service. It is rather, an indicator of the level of ridership that would go along with providing service. Outside the service line the expectation is that there would be a mix of segments with moderate activity and segments with low to very low activity, with more segments falling into the low activity category. Inside the line there would still be the expectation of a mix of higher activity and lower activity segments, however, the ration of higher to low segments would be greater.



MATBUS System and Future Development Density

Figure 37



Transit Service and the Development Review Process

The ability of transit to serve new development, particularly on a site where infill development or redevelopment is proposed, is sometimes taken for granted. Metro area developers, and those who rent, lease or buy may assume transit services are available without confirming route alignments and frequency. While MATBUS staff does not keep track of the frequency of inquiries of “when will transit be provided or can a route be changed to provide service”, a proactive preventative measure is to incorporate confirmation of a developer’s understanding of transit into the project review process. Adding transit service confirmation to the review process would be beneficial at several levels of this development review process, because each step may involve different applicants, who may have different needs and expectations. For example, the applicant for a zoning and subdivision application may be a different entity than the applicant for a building permit.

The remainder of this section addresses the range of opportunities for inquiries regarding the need for and understanding of where transit is located relative to the proposed development.

Comprehensive Plan, Growth Plan and Land Use Plan Amendments

The land use planning stage is the most conceptual, broad based level of planning. These plans serve as the basis for zoning and subdivision decisions. If an applicant is requesting an amendment to the future land use plan, it is most likely due to the desire to request a zoning change or subdivision that is not consistent with the current adopted plan. For example, on the City of Moorhead’s Growth Area Plan Amendment application form, the criteria for consideration are listed on the form. One of the criteria is: Can the proposed use be served adequately with existing or planned streets and utilities? This criterion could be expanded to bring awareness to the proximity of transit services. Adding this as a review criterion, both in the city’s zoning ordinance and on the application form, would generate discussion about transit availability early on, during the review and approval phase of growth plan amendments.

Fargo’s land development for a growth plan states that the approval criteria for a growth plan amendment “shall consider whether the Growth Plan is consistent with and serves to implement adopted plans and policies of the City”. The TDP would be considered an adopted plan of the City, but greater specificity would be needed to draw attention to availability of transit services. The application form could be expanded upon to, under the “location of property involved in the application decision” section, to state:

Will the proposed land use lead to development that would be used by residents or employees who are transit dependent? ___Yes ___No If yes, I am aware that transit services currently ___do ___do not exist within 1,320 feet (1/4 mile) of the land included in this application.

A similar approach is recommended in West Fargo.

Zoning Map Amendments

Both Fargo and Moorhead have standard criteria for zoning map amendments that must be considered by staff, the Planning Commission and the City Commission/Council. In Fargo, the most applicable criterion is as follows:

The City and other agencies will be able to provide necessary public services, facilities, and programs to serve the development allowed by the new zoning classification at the time the property is developed.

Similarly, one of Moorhead's criteria for consideration is as follows:

The proposed use can be accommodated with existing or future public services and facilities including parks, streets, and utilities and will not overburden the City's service capacity.

This criterion could be amended to add transit services. Fargo, Moorhead and West Fargo could all add a line item to their zoning map amendment application forms to state the following:

Will the proposed zoning map amendment lead to development that would be used by residents or employees who are transit dependent? ___Yes ___No If yes, I am aware that transit services currently ___do ___do not exist within 1,320 feet (1/4 mile) of the land included in this application.

Ideally, developments that are specifically aimed at serving transit dependent populations, such as students, low income, or people with disabilities, should be encouraged to locate adjacent to existing transit routes, or in areas where transit service has been identified within the very near future in the TDP.

Subdivision Applications

Subdivision applications are often made in conjunction with zoning map amendments, but sometimes the platting process comes later, or replats are completed to rearrange parcels, change parcel sizes, or amend public elements of a plat such as right of way. Subdivision review is largely focused on meeting the minimum lot sizes and dimensional requirements of the applicable zoning district. However, there are a number of other factors that could pertain to transit. Street, sidewalk and trail characteristics are typically decided at the subdivision stage. Pedestrian easements between lots can be incorporated into a plat. Subdivision considerations can address the following questions, for example:

- Are the streets within or adjacent to the plat currently part of a transit route or are they designated as part of a future transit route?

- Will the proposed land use lead to development that would be used by residents or employees who are transit dependent?
- Could features of the subdivision be improved upon to provide transit dependent residents, employees or customers improved access to transit routes?

In Fargo, the subdivision application materials include letters that draw applicants' attention to the requirement for a title opinion and request the applicant's input about special assessments on the plat or replat. The special assessment letter asks the applicant to visit with the Special Assessments Coordinator and by signing the letter, the applicant acknowledges that they have followed through. Similarly, a letter could be provided with the application materials that advises the applicant to discuss the availability of transit services with MATBUS, and acknowledge that transit services are or are not located within a reasonable distance from the proposed subdivision. A similar approach is recommended in Moorhead and West Fargo. West Fargo's subdivision application contains a checklist of submittal items and steps in the review and approval process. The addition of an acknowledgement of transit service availability to the subject property is recommended.

Conditional Use Permits (CUPs) and Planned Unit Developments (PUDs)

CUPs and PUDs are both more detailed elements of zoning that require special approval and are subject to conditions of approval. Typically, more detail is required from the applicant in order for the application to be considered complete. There are several review criteria for both types of applications in the City of Fargo. The most applicable to the determination of transit service availability is as follows for PUD applications:

The City and other agencies will be able to provide necessary public services, facilities, and programs to serve the development allowed by the new zoning classification at the time the property is developed.

Transit is an applicable public service regardless of the proposed use, but particularly if approval of the CUP leads to a development that will serve transit dependent residents, employees, or customers. Since the purpose of a PUD is sometimes to increase the density over and above that of the underlying zoning district, the availability of transit service could be particularly applicable to the review process. West Fargo has an extensive list of PUD submittal requirements in the zoning ordinance, but no review criteria. The submittal requirements could be amended to include acknowledgement of transit availability or lack thereof. Moorhead's zoning ordinance lists the requirements of a PUD General Concept Plan, but does not have review criteria. Again, the requirements of a General Concept Plan, which includes items such as PUD density and major streets and pedestrianways, could be amended to include transit availability.

The review criteria for CUPs are slightly different, but with similar intent:

Adequate utility, drainage and other such necessary facilities and services have been or will be provided at the time of development. (Fargo)

The proposed use can be accommodated by public services and facilities including parks, schools, streets and utilities within their service capacity. (Moorhead)

West Fargo has nine specific design related criteria for CUPs, none of which mention transit. Transit service proximity could be added to these criteria.

Building Permit Application

A building permit application is typically reviewed and approved by staff, with a range of departments involved in the review process. Building permit application forms are an abbreviated one-page application in Fargo, Moorhead and a two-page application in West Fargo. Submittal requirements are listed and described on each city's website.

One option to ensure that the applicant is aware of transit route proximity to the site would be to add a line to the building permit application form that, if checked, certifies that the applicant is aware of the proximity and frequency of transit service to the site. A contractor frequently submits the permit application rather than the owner. Thus, verification should come from the project owner. Another approach would be to add a submittal requirement that consists of a letter from the **owner** stating their awareness of transit service proximity and frequency. The requirement for a letter could be added to the Planning Department site plan review checklist. The letter could be provided in the format of a form letter, into which the owner/developer inserts 1) the address of the site, 2) the distance to the closest transit route(s), and 3) the frequency of service of those routes. The form letter could state that that the owner acknowledges that transit services located more than 1,320 feet (1/4 mile) from the site are not considered close enough for most potential users of transit. A link to the transit route map and MATBUS contact information could be provided with the form letter.

Fixed Route Concepts to Address Current Deficiencies and Future Growth

Concepts to address poor performance along current routes, gaps in service in areas with density that could support fixed route service and expansion locations to support future development were identified and evaluated with MATBUS, FM Metro COG and city planning staff, in a series of workshops. Through the approach of using half to full day workshops there was sufficient time to:

- Explore underlying reasons for segment performance and opportunities to address the condition.
- Where growth is expected to occur over the next five to ten years.
- Introduce alternate service concepts that have the potential to address identified needs and discuss advantages and disadvantages of each as well as how the alternative may interact with other concepts.
- Document with a broad range of participants present reasons for advancing an alternative or setting the alternative aside from continued consideration.

A total of four workshops were held over a three month period, including:

- Initial Workshop (September 2015): Identify system deficiencies to be addressed and general ideas for addressing each.
- First Level Screening Workshop (October 2015): Conduct a fatal flaw assessment of the range of concepts developed through and immediately following the Initial Workshop.
- Detailed Screening and Initial Plan Development (December 2015): Concepts advanced from the First Level Workshop were further developed to include estimates of ridership impacts and costs, including capital and annual operating expenses. Through the workshop preliminary packages of coordinated alternatives were developed for presentation at February 2016 public information meetings.
- Final Screening/Preliminary Recommendations (April 2016): The products of this workshop were two alternate preliminary implementation plans of projects proposed for the following future funding increase alternatives:
 - No increase from current levels.
 - A real increase in operating expenses of approximately 5 percent in Fargo and in Moorhead.
 - A real increase of 10 percent.

- A real increase of 15 percent.

The 15 percent increase scenario was also referred to as the “stretch” alternative as it represents a very significant increase over the current level and would likely require a shift in funding philosophy by the city council/commission to support that level of an increase in funding.

Documentation of the material presented at the workshops is provided in Appendix D.

Coordinated Human Service Transportation Plan Update

Fargo-Moorhead Metro Council of Governments (FM Metro COG) recognizes an increasing need to plan for and address the mobility needs of the region. While there are a number of transportation providers and human service agencies to support transit dependent and vulnerable populations, there are substantial service gaps due to constrained resources and limitations in fixed-route and demand response services. Given the scarcity of available funding, coordination can help reduce the strain on resources by more effectively applying the assets of multiple agencies to common problems. In the Fargo-Moorhead region, and similar Midwestern areas where there is a higher density metropolitan center surrounded by very low density areas, there is a limited practicality to how much actual service coordination outside the city limits can be accomplished. Rural density development with smaller communities located miles apart creates an environment where agencies can justify/support only a small number of vehicles and a limited number of drivers. Within rural areas limited capital and personnel resources are controlling factors to the extent that coordination can be promoted.

The FM Metro COG Coordinated Human Services Transportation Plan (CHSTP) fulfills the federal requirements enacted under the Moving Ahead for Progress in the 21st Century Act (MAP-21), as well as the Fixing America's Surface Transportation (FAST) Act. This legislation builds upon three previous federal transportation bills: the

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA), the Transportation Equity Act for the 21st Century (TEA-21), and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy of Users (SAFETEA-LU).

The CHSTP is intended to identify needs and gaps in human service transportation services for seniors and individuals with disabilities in the Fargo-Moorhead region. The CHSTP can be used to guide the use of funds from the Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program.

Section 5310 Program Description

The Section 5310 Program provides funding to help improve the mobility for seniors and individuals with disabilities, by removing barriers to transportation services and expanding the transportation mobility options available. MAP-21 required at least 55 percent of the Section 5310 Program to be spent on capital public transportation projects that are planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable. Current federal transportation authorization (FAST Act), maintains the 55 percent level. These projects are referred to as Section 5310 Traditional projects. The other 45% may be used for capital and operating projects that:

1. Exceed the requirements of the ADA.
2. Improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
3. Assist seniors and individuals with disabilities with transportation.

Coordinated Human Service Transportation Plan Requirements

Federal regulations require metropolitan areas to update their coordinated public transit-human services transportation plans at least every five years. FTA has provided specific guidance for the preparation of the CHSTP. The required elements of the CHSTP include:

- An assessment of transportation needs for seniors and individuals with disabilities. This assessment includes data collection and analysis of gaps and barriers in existing transportation services.
- An inventory of known transportation services in the region. These services include public fixed-route, Americans with Disabilities Act of 1990 (ADA) complementary paratransit, demand response, and other transportation services.
- Strategies, activities, and/or projects that address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery.
- Priorities for implementation of the strategies identified based on resources, time, and feasibility.

Who are the Transportation-Disadvantaged?

Transportation-disadvantaged people, also known as individuals with special transportation needs, are those who are unable to transport themselves due to their age, income, or health condition. Travel needs of transportation-disadvantaged people are as diverse of the travel accomplished by persons with adequate access to transportation. Needs may include an elderly person trying to get to a specialized health center or to the grocery store; or a homeless trying to get a job interview; or a single mom without a reliable car who works a second shift; or a visually impaired individual with a guide dog traveling to visit his parents after working all day. Essentially, local residents with the same daily need to get from one place to another for a broad range of necessity and social trips.

Information presently gathered to conduct Title VI assessments within the region and higher activity areas for paratransit use were the primary sources of defining locations in the region where there is potentially a disproportionate number of transportation-disadvantaged persons. Information in the following maps in the Existing Conditions chapter detail the source information:

- Figure 34: Areas with Minority and/or Low Income Populations – Only low income Figure 30 population element of this map was used. What is observed from the map is that while most of the areas with higher percentages of lower income households are located in the core of Fargo (east of I-29, south of 19th Avenue, north of South 13th Avenue and west of Broadway, there are a number more suburban areas with higher percentages of low income households. From a transit standpoint, the distributed areas create a greater challenge to providing the level of mobility needed for the broad range of work, medical, shopping, education and recreation trips households need to make.
- Figure 13: Paratransit Origins and Destinations. While paratransit origins and destinations do not paint the entire picture of where persons with disabilities live and need to travel in the region, but qualifying requirements for the service are consistent with the definition of persons with disabilities. Thus, information gathered and mapped for paratransit use has been used as to characterize key locations of activity for persons with a disability.

What is Special Needs Transportation?

It is a given that the primary mode of transportation for the majority of people in the region is a private vehicle. However, for those with special transportation needs, driving a car is not always an available or viable option. Special needs transportation is any mode of transportation used by those defined as transportation-disadvantaged or with a special transportation need. This includes buses that have regular stops (i.e., fixed-route transit for the general public, and schools), specialized services such as agency vans; demand response (dial-a-ride) and taxis that pick up people at the curb or door; or rideshare programs; or volunteer driver services.

The different agencies providing these special transportation services largely fit into two categories:

- Human service transportation.
- Public transit.

These designations, however, do not adequately describe the variety of providers or the diversity of people they serve. Thus, opportunities provided by qualified non-profit and for profit providers should be considered.

Advances since 2012 – 2016 TDP

Addressing the needs of transportation-disadvantaged persons in the region has been a constantly evolving and changing process since the first TDP in 1976 and recommendations from the 1977 Special Needs Study. While the period from 1985 through 1993 was a period of taking large steps in advancing options for mobility to transportation-disadvantaged populations, advances continue in areas of making more information accessible to more people in need and in coordinating services.

As the 2012-2016 TDP was being prepared, the 2-1-1 partnership with FirstLink was being implemented to enhance access to FM Ride Source information. Access to information through their website or by call 2-1-1 provides people throughout the metro area with access to a range of services from programs providing financial assistance for rent and utilities to food pantries to mental health support. Many of the clients accessing the FirstLink programs are low income or in a particular crisis where gaining access to transportation is critical.

FM Ride Source provides access to over 60 public and private transportation services throughout the Fargo-Moorhead metropolitan region. While the printed service directory has been available for more than 35 years, providing internet access to the information and making the connection to services with FirstLink programs is a significant step forward for coordinating regional transportation opportunities, both public and private.

Service Provider Survey

Each of the local providers listed in the FM Ride Source Directory were asked to complete a survey of questions designed to gather information about:

- Customers/clients the organization supports or serves.
- Equipment/fleet used to transport clients/customers.
- Key trip origins and destinations in the metro area.
- Trip purposes supported by the organization.
- Opportunities for coordinating trips.
- Barriers to enhanced coordination between providers in the region.

Responses were received from nine of the 17 local and regional service providers listed in the FM Ride Source directory. Surveys were distributed to each of the 17 organizations through an introductory email. Follow up calls were placed to each agency that did not provide a response within approximately two weeks of the initial distribution and again at three weeks after the initial distribution. Table 15 documents the information gathered from each of the organizations responding to the survey inquiry. Of the 10 respondents, four are from lower population counties traveling 130 or more one-way miles to get to the Fargo-Moorhead metro area.

Table 15. Responses to Regional and Special Services Providers

Question No.	Questions	Doyle Cabe Co.	Walsh County Meals and Transportation	Benson County Transportation	Pembina County Meals and Trans	CarAVan	Nelson County	Community of Care Cass County	Jefferson Lines	Lakes Medi-Van	Valley Senior Services
#1	What are destinations in the FM area that you regularly provide service?	Fargo Moorhead West Fargo Dilworth	Fargo	VA Clinic and Hospital Sanford Clinic (Broadway Loc)	VA Hospital, medical clinics No regular schedule but will schedule for medical appointment	Provides rides to discharged patients and customers looking for service out of the FM area	Medical Facilities, Nursing Homes, Hospital, Shopping Centers, Veterans Hospital, Clinic	Sanford, Essentia, local dentists, optometrists, P.T. and dialysis	In & out state services. NDSU, Concordia, MSUM are offered a service (College Connections)	Hospitals & clinics	Senior Ride: Medical Facilities Dialysis Volunteer & Job opportunities Public Transit in rural for shopping & medical purposes
#2	Are your trips to Fargo-Moorhead on a regular schedule or based on when there is a specific request?	Demand Response System	regular scheduled trips	Veteran transportation on demand Schedule trip every 2nd & 4th Friday each month	Specific request	SAA	3rd Friday of every month	specific requests	Buses arrive to /depart from Fargo 7 days a week from East, West, South and North	specific request	Everything-senior rides-demand response M-F 7:30-4:00 Varies-certain day of the week has certain routes
#3	If trips are on a schedule, what is the schedule?	Time Call System	2nd Monday each month	Arrive in Fargo - 10:30 am Depart Fargo - 3:00 pm		SAA	3rd Friday of every month	NA	Departs north-7 am east-10 pm, west-12:15 pm, east-12:40 pm, south-1 pm Arrives east-11:35 am, west-11:55 am, east-6 pm, north-9 pm and south-12:05 am	NA	
#4	How many riders typically travel to Fargo-Moorhead?	1,000/day	4 - 8 riders	1 or 2	one	SAA	3-5, varies	8-10 trips/week	Estimate 15-30 riders per day	2 per day	Daily average of 100-120
#5	How long are you usually in Fargo-Moorhead?	NA	10:30 am - 3:30 pm	4.5 hours	1-3 hours	SAA	10:30 am - 3:00 pm	3-4 hours	NA	1 hour	5 hours - rural services
#6	What are the purposes of the trip to Fargo-Moorhead your organization provides?	NA	Medical Shopping Social	Medical	Medical	SAA	Medical Shopping Visits	Medical Appointments Shopping Nursing Home/VA	Domestic travel from city to city Various reason-family, work, medical, school	medical appointments and discharges	Medical, Jobs, Volunteering & Shopping
#7	Please tell us about the type/size of the vehicles you use for trips to Fargo-Moorhead?	Mini Vans	15 passenger 19 passenger	Handicapped Accessible mini-vans 7 passenger minivan 10+1 cutaway bus	Can	SAA	7 Passenger Van 10 Passenger Van	Volunteers use private vehicles	Bus, 42 person capacity	van-transport 2 wheelchair clients at a time or 2 ambulatory	Senior Ride-Dodge Caravan (6 passenger) County-14 passenger cut away bus
#8	Are there restrictions on who you can carry as a passenger?	Wheel Chairs, B.R.	No	No	No	SAA	No, offer a wheelchair ramp or lift	Unable to provide transportation for clients in wheelchairs or who can't transfer to a vehicle	Yes, strong restrictions for juvenile travel. No one under the influence of drugs or alcohol	No medical insurance may have restrictions	No restrictions Alcohol & drug discretion of the driver Medical restrictions dependent on condition (escort)Senior ride must be ambulatory or age 60+

Question No.	Questions	Doyle Cabe Co.	Walsh County Meals and Transportation	Benson County Transportation	Pembina County Meals and Trans	CarAVan	Nelson County	Community of Care Cass County	Jefferson Lines	Lakes Medi-Van	Valley Senior Services
#9	Is there capacity to carry more assengers on trips to Fargo-Moorhead?	Yes, as many as you want to give us	Yes, 8	Yes,	Yes, 2	SAA	Yes, 3 - 5	Yes, reply on volunteers and don't have available volunteers for all areas of rural Cass or to meet all requests	Yes, 120 per day	Y, One	Yes - 10/20 more passengers
#10	Do you collect a fare from your passengers? (Y / N) If yes, what is the fare to Fargo-Moorhead?	Yes, rider specific	Yes, \$12.00 from Grand Forks	Yes \$25 for rider Veteran - free	Yes, \$55 for one person	SAA	\$17.00 Raising fee to \$20.00	No.	Yes, From Minneapolis, MN to Fargo, ND #37.50 - \$52.50	Yes, \$25.00 base and \$2.10 per loaded mile	Yes, Senior Ride - \$3.00 per one way ride County - \$7.00 round trip
#11	Does your agency/organization coordinate trips to Fargo-Moorhead with other organizations? (Y / N) If yes, which organizations?	Yes, Demand and response of the client	Yes, Traill County GF Senior Center Pembina Co Meals & Trans V.A.	Yes Transit agencies in NE part of ND	No	SAA	Yes, Nursing homes	Yes, promote services thru Valley Senior Services for the rural bus and express van	No	Yes	Yes at time with other transit providers (limited)
#12	If No to #11, have you coordinated trips in the past or considered coordinating trips with other organizations?	NA	NA	NA	Sometimes coordinate with Walsh County Transportation or Cavalier County Transportation	SAA		NA	No	No	
#13	Would you consider coordinating any of the following efforts with other providers in the area? * Grant Administration * Grant Administration * Maintenance * Training * Marketing * Operations * Other	Unknown	Training Marketing	NA		SAA	Training Opportunities Marketing	Training Marketing	No	Yes, trips	Training and Marketing Other-Dispatch Maintenance with city of Fargo
#14	What do you consider as the three most significant barriers to more providers coordinating trips to Fargo-Moorhead?	Unknown	DistanceTimeWeather	Time variables	DistancePick Up Times in rural areasDistance between passengers	SAA	1. Distance between projects2. Extra time for passengers 3. Pick up from farm homes and small towns It takes 2 hrs to drive to Fargo. Passengers don't want to ride any longer.	Availability of transportation for all groups (handicap, low income, elderly), lack of transportation on evenings & weekends to certain areas, lack of transportation for rural residents requiring Chemo, Radiation or Dialysis or daily schedule	WeatherMarketingLack of major events	NA	Communication of schedules (sharing)Common dispatch Lack of funding Unwillingness to work with other agencies (lack of time to coordinate with others)

In general, the key findings from the survey are:

- With the exception of Jefferson Lines, the primary destinations in the Fargo-Moorhead region are medical facilities, including hospitals and clinics.
- Regional providers, such as Benson County Transportation or Nelson County Transit, have scheduled trips to the Fargo-Moorhead metropolitan area. Trips are scheduled one to two times per month.
- Most of the agencies responding to the questionnaire coordinate trips with other agencies in their origin service area/travel area to/from the Fargo-Moorhead metro. A key limiting factor in coordinating trips is the distance between potential passengers. A number of the providers travel more than 150 miles one-way to get to/from Fargo-Moorhead and the population density in the originating counties is very low. Thus, the cost effectiveness of out-of-direction travel to pick-up/drop-off passengers (or a passenger) is poor.
- Most of the agencies/providers have the vehicle capacity to accommodate additional passengers during trips to/from Fargo-Moorhead, however, the current level of reserve capacity is generally low (one to three passengers).
- Few of the agencies/providers have known operating or vehicle restrictions (such as wheelchair accommodation or no lifts) that would physically limit coordination.
- Providers with origins outside the Fargo-Moorhead metro area generally spend four to five hours per trip in Fargo-Moorhead, on top of over-the-road travel each way of two to three hours. Pembina County Meals and Transportation typical spend from one to three hours in Fargo-Moorhead and almost three hours enroute each direction.
- Approximately half of the agencies would consider enhanced coordination with others. The primary tasks/elements to consider for coordination are training (staff and users) and marketing efforts. While respondents were not specifically asked why they identified some functions and not others (such as providing trips), the large geographic area covered by the providers was considered a limiting factor.
- The primary barriers to enhanced coordination are:
 - Distance between origin-destination of travelers. The time required to pick-up and drop-off clients from other agency coverage areas is substantial and would have significant impacts on performance.
 - Many agencies carry passengers that cannot sit for long periods of time. Adding time to pick-up/drop-off clients in other service areas becomes problematic for some passengers.
 - Coordination takes added time that is simply not available as many staff have responsibilities outside the area of organizing transportation service.
 - There is no common communication platform to share schedules.

- Vehicle capacity. Many of the rural services traveling a similar route to/from Fargo-Moorhead use 6-7 passenger mini-vans, which have a limited capacity for more riders.
- Weather was identified by several respondents as a barrier, demonstrating that minimizing winter travel exposure is likely a primary consideration.

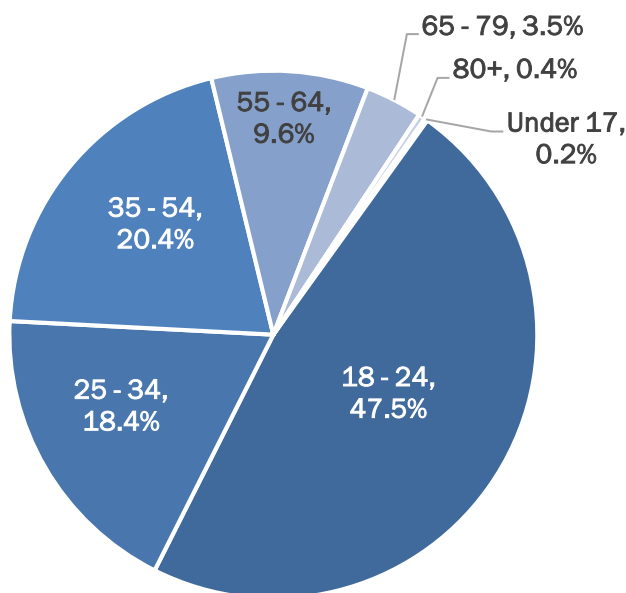
Coordinated Plan Related Transit User Survey Questions

User surveys were conducted with the 2012-2016 and the 2016-2020 Transit Development Plan updates. Included in the range of questions were several that provide some who is the user insight that is interesting to look at over the time period. The following bullet points outline a comparison of the question results from the 2012-2016 and the 2016-2020 update survey efforts by FM Metro COG and MATBUS:

- User Age: Age information for transit users was not gathered as part of the 2012-2016 TDP survey effort. Figure 38 displays the information from the 2016-2020 TDP data gathering effort and from the Census information for the region.

Figure 38. Fargo-Moorhead and MATBUS Rider Age

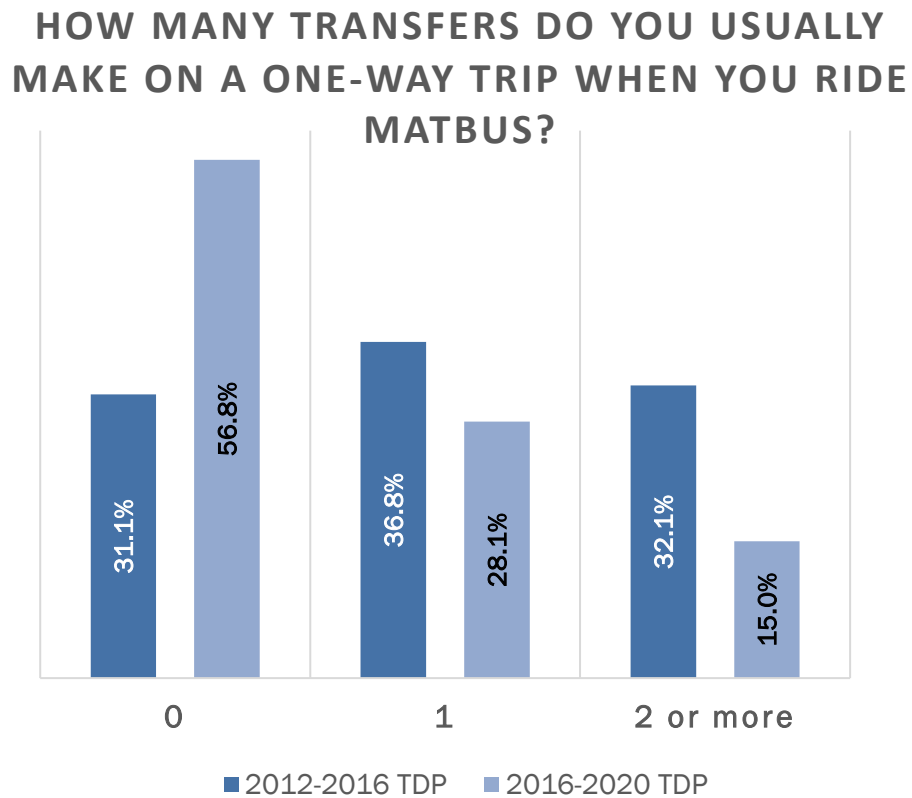
WHAT IS YOUR CURRENT AGE (YEARS)?



- Trips per week: The latest survey information reflects a reduction in the high use categories (5 to 10 and 11+ times per week) and increases in the causal/irregular user (less than 1 time per week and 1 to 2 times per week). The latest survey also showed an increase in the number of people that use the service 3 to 4 times per week.

- **Transfers made per trip:** The most recent survey shows positive changes in convenience of using fixed route service as the percentage of trips made without a transfer increase dramatically and represents over half of the trips. In the 2012-2016 TDP survey, 31.3 percent of trips were able to be completed without a transfer. The percentage observed in the 2016-2020 TDP survey was 56.8 percent. On the other end of the spectrum, trips requiring two or more transfers dropped by more than 50 percent from 32.3 percent in the 2012-2016 TDP survey to 15.0 percent in the current effort. A comparison of the two surveys is provided in Figure 39.

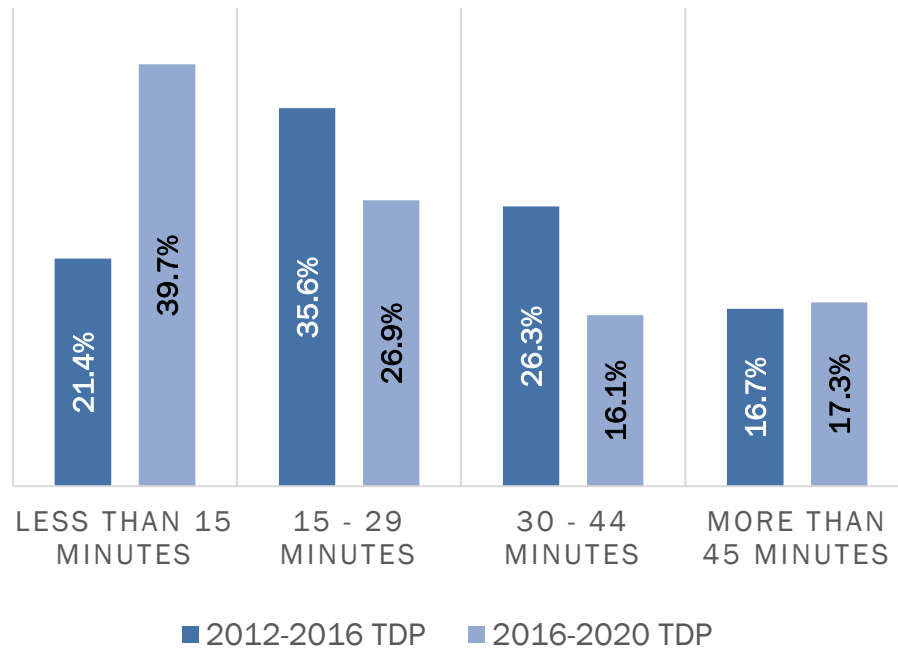
Figure 39. Transfers Made per Trip: 2012-2016 TDP and 2016-2020 TDP Surveys



- **Trip length:** Figure 40 displays survey responses from the two periods. Comparison of the two surveys shows some interesting changes. The percentage of people able to complete their trip in less than 15 minutes increased by more than 80 percent, while percentages in categories of 15 to 30 minutes and 30 to 45 minutes both declined as a percent of all trips. The percentage of longer trips (more than 45 minutes) increase slight form 16.7 percent in the 2012-2016 TDP survey to 17.3 percent in the 2016-2020 TDP survey.

Figure 40. Trip Length: 2012-2016 TDP and 2016-2020 TDP Surveys

HOW LONG DOES YOUR TRIP USUALLY LAST?



Stakeholder Involvement – Defining Needs

At the beginning of the plan update public meetings were held at the GTC in downtown Fargo and at the West Acres Transit Center. The purpose of holding meetings at these locations was to emphasize outreach to current service users, including persons addressed through the coordinated plan. Input relative to needs of the identified populations received through these meetings include:

- Sunday service is needed. Presently, fixed route and paratransit service runs Monday through Saturday in the region. A consistent request/suggestion at the outreach meetings was adding Sunday service for some part of the day. The intent would be to support social travel needs, work trips to retail/service jobs, and shopping.
- Extended hours during the current service day. A complementary element to adding more days of service, to include Sundays, extending hours later into the evening and/or starting service earlier in the morning have been reported as needs. Included in the discussion of need to extend service hours was the suggestion to also provide coverage closer to the daytime coverage. In particular, operating coverage consistent with Route 4 to provide evening service to Clay County Social Service would be a benefit to families in need of services/activities provided after 6:00 PM.

- More shelters – A primary concern of seniors and persons with disabilities is the amount of time spent waiting for a fixed route bus out in the elements, whether it is a cold winter day, rainy day or hot summer afternoon. While a wait outdoors in rain is an inconvenience for anyone using the system, there is an enhanced concern for seniors and persons with disabilities that many times experience more fragile health. A shelter will provide some level of protection from the elements in many adverse conditions, reducing the burden for users and especially seniors and persons with a disability who have mobility limitations.
- Increased frequency – No matter whether the concept is fixed route service or demand response, frequency of service reflects convenience and enhanced availability. A number of the demand response services require two to three days of notice for a reservation, which reduces the utility of the service.
- Fare cost – In each of the outreach efforts comments pertaining to the cost of service and the burden even the nominal cost is to some portions of the local population. As such, suggestions for an even greater reduction in fare, or elimination of the fare, for low income users would be a substantial benefit.

Coordination Opportunities

Rather than repeating the process employed to prepare a list of potential coordination opportunities, those developed for the 2012-2016 plan update were reviewed relative to what has and has not been implemented in the region. The list of identified ideas that have not been implemented were then reviewed to identify an action plan.

Additional Coordination

The 2012-2016 Transit Development Plan included statements that additional coordination between providers and users of specialized transportation services is needed. Ideas presented in the previous plan include:

- Build a coalition for coordination (foster coordination) among the social and human services agencies with the goal of being able to provide more service with fewer resources.
- Improve cross agency coordination.
- Continue to implement actions identified in the MAT Paratransit Options Analysis.
- Monitor implementation of the Metro Senior Ride Program for consistency metro-wide.

In order for substantial advancement of these coordination concepts there needs to be a forum that brings agencies supporting clients in need of transportation with the providers. The 2-1-1 program implemented to a greater degree following completion of the 2012-2016 Plan aids some in this coordination effort, however, it remains as a more passive program. Information regarding various services is available, however, potential users and their support network has to know the services are there. Once in to system by calling 2-1-1 or through the website there

is access to the information, however, creating a forum for providers to come together and discuss what more they can do with the resources that are available would likely be a benefit. Thus, it is suggested that a quarterly forum of providers and agency staff be organized to promote the following:

- Discuss need and continued gaps in the network of supporting mobility.
- Identify opportunities to balance high demand and low demand times for the range of providers. Are there opportunities for those with short-term reserve capacity to supplement demand for others with short-term demand that exceeds capacity?
- Interaction with the MATBUS mobility manager. While FM Ride Source representatives are co-located with the mobility manager, the actual service providers have little to no direct interaction. Through this enhanced connectivity with the mobility manager, a more active balancing of high and low demand may be provided, relative to the capabilities/charge of FM Ride Source.

Continue to Define and Enhance the Mobility Manager Position

The Mobility Management position at MATBUS has been a difficult one relative to staff retention, which would allow the manager to implement desirable programs. Other opportunities outside MATBUS have resulted in managers leaving within a relatively short time after getting integrated into the community they would serve. The purpose of the position within the MATBUS organization is consistent with the current guidelines connecting the ability to use federal funds to support 80 percent of the position costs. In Fargo-Moorhead the Mobility Manager would work closely with other planning staff, customers, and human services agencies in the following areas:

- Travel training for current and potential customers in both paratransit and fixed route use, with the goal of migrating as many paratransit users to fixed route as is feasible.
- Information and marketing – Coordinated with planning and marketing staff for all programs.
- 2-1-1 coordination. Since the 2012-2016 Plan was implemented, the partnership with FirstLink has been expanded. Through the 2-1-1 program the mobility manager would assist customers with activities of information by phone and assisting customers in accessing information on the modes available to support their trip needs, both items identified in the 2012-2016 Plan.
- Trip planning – The mobility manager would coordinate with the on-line planning tools and continue to advance the concept of more real time trip planning.
- Pass programs – Through outreach efforts conducted in travel training and other activities, the mobility manager would inform people regarding cost saving pass opportunities relative to daily fares.

Coordination between MATBUS and F-M Metro COG Planning Efforts

Implementation of the Transit Coordinating Board has provided a forum for integrating transit mode plans and actions with highway and non-motorized planning efforts managed through Metro COG. The board is scheduled to meet monthly to discuss between the cities, the colleges/universities and Valley Senior Services the range of administrative, operations and planning activities required to effectively manage the range of services. This committee also creates the forum where opportunities for coordinating with private non-profit, for profit and regional providers that all operate in the Fargo-Moorhead region. Technology allows video, or at a minimum audio, connections with all of the providers. While the bylaws of the Coordinating Board establish roles, responsibilities and representation, inviting non-voting members to participate and giving them stating as an affiliate (non-voting) could result in the organizations participating on a regular basis.

Senior Transportation Coordination

The 2012-2016 Plan highlighted the potential for enhanced efficiency with merging the fleet between the jurisdictions involved and broader cost sharing agreements with all of the parties involved. The 2012-2016 Plan also encourages development of a joint powers agreement that would allow each jurisdiction to allocate and assign use based on use. The current set of agreements assigns costs to each participating jurisdiction based on an estimated annual ridership originating in the specific jurisdiction. Thus, each can control/manage the program to a level they are comfortable. With individual agreements, each also has the ability to alter eligibility based on age, to provide a cost control measure.

Recommended Priorities for Implementation

Coordination/Communication between Special Needs Providers and Client Management. The effectiveness of service will be limited without an avenue of more continuous communication between providers in the region. Thus, a high priority should be development of an on-going forum focused on bringing providers and customer care professionals together to promote improving service delivery. The present more passive concept provided through FM Ride Source providing on-line and over the phone information has been continually advanced over the last 10 or so years, however, there is only so much farther the concept can go without more interaction between the participants needing service and those providing service.

Expand Role of Mobility Manager. While the responsibilities of the position have been better defined over time, turnover in the position has reduced the level of positive results from the position. There is very little MATBUS and the jurisdictions can do relative to turnover (as the position is not likely underpaying for the responsibilities) and there is much encouragement from management of the work the position can complete. Thus, with the right fit person in the position, there will be much positive that can come from it.

Travel Training. Continue to expand the opportunities for outreach to groups and individuals regarding use of the available resources, especially fixed route service. The more paratransit, Metro Senior Ride and special needs service users that can be transitioned to fixed route service, the more resources can be focused on those persons with the greatest mobility limitations and/or extending transportation service to more people.

Service Recommendations

The recommended plan developed through the 2016-2020 update of the Fargo-Moorhead Metro COG transit plan takes into account:

- Analysis of current conditions through which the strengths and weaknesses of the current system were identified. The plan emphasizes building on the strengths and eliminating/reducing the weaknesses.
- Input provided by system users and non-users that has been collected through a community survey, a user survey, and the public outreach program that included three routes of multiple public meetings throughout the metro area.
- Review of the location of known development ideas that are in early and almost complete stages, plus working with planning staff from each community to identify where transit supportive growth is anticipated.
- Expectations of potential funding availability into the future.
- Input received from state DOTs regarding expectations for future growth opportunities.

A two track strategy represents the full range of recommended improvements to the fixed route and paratransit services provided in the metro area. The tracks reflect:

- Improve the effectiveness of the system within the current budget of revenue hours of service. The focus of this portion of the recommended plan was to critically assess the strong and weak portions of the current system with the purpose of improving both. Through this approach the result in not only advances associated with pulling up the poor performing routes/segments (Reworking Route 18 and Route 23), but pushing forward highly productive elements (Route 15).
- Identify changes to and/or expansion of the system that require increasing the annual operating funding and additional capital investment and assign the increased dollars to concepts that fills gaps, is supported by residents, and looks to future regional growth.

Recommended changes to the system that document the two tracks are outlined in Table 16. Cost neutral changes that are expected to reduce some key identified gaps and improve the effectiveness of local, state and federal funds are included as the +0% elements.

Table 16. Recommended Transit Improvement Plan – Incremental Growth Versus Major Investment

Issue/Opportunity to be Addressed	Alternative		Costs		Incremental Growth				Major Investment				Comments		
	Figure Number	Description	Capital	Operating	Action Phase				Action Phase						
					0%	+5%	+10%	+15%	0%	+5%	+10%	+15%			
Provide Resources for Future Modifications		Remove one bus from Route 33 service (presently uses 4 midday buses).	1 "midday" bus for reassignment	(\$75,000) Funds cannot be used as this is an NDSU service.											
Enhance Downtown/GTC to West Acres Hub Connection	Figure 37	Revise eastbound Route 15 to not stop at current West Acres transit center. New West Acres eastbound stop on ring road between 40 th Street and 38 th Street. Improve Route 15 frequency from every 30 to every 15 minutes from 7:00AM to 6:00PM on Saturdays .	\$100,000 (new shelter for the north side of West Acres, including pavement rehabilitation)	\$90,000											
Improve pedestrian safety on Route 14		Only operate Route 14 clockwise via the 32 nd -33 rd Streets South apartment complex loop.													
Improve Poor Ridership Performance of Route 18 and Route 23	Figure 38	Combine Route 18 and Route 23 to provide "new" Route 18 connecting to GTC on 1 hour frequency. Interline new Route 18 with Route 17.	None	No Change											
Improve Reliability of West Fargo Loop and focus on the West Acres Hub	Figure 39	Disconnect West Fargo portion of Route 16 from West Acres to GTC segment. Rename this segment Route 21.													
Improve Walmart access to West Fargo	Figure 39	Modify new Route 21 to serve Walmart. Reverse the loop direction of the "new" Route 21. Use 42 nd Street South on new route 21 to improve running time and reliability.													
Provide service to the New Americans Consortium for Wellness and Empowerment and County Jail and Parole Services	Figure 40	Establish Route 22 from 25 th Street/Main Avenue to West Acres. Provide service using resources from the newly aligned Route 21.													
Provide transit access to new Sanford Hospital	Figure 41	Establish Route 26: Connects West Acres Transit Center with new Sanford Hospital at Veteran's Boulevard/23 rd Avenue South. Area around hospital site is anticipated to develop at moderate density. Propose 30 minute service.	1 bus (approximately \$650,000)	\$421,000											
Adjust timing control point for Routes 31, 32W, 32E, 33 and 35		Make Minard Pullout a timing point and coordinate with class passing period.	None	No Change											
Improve on-time performance and legibility of Route 2 and Route 5	Figure 42	"Merge" Routes 2 and 5 – as the "new" Route 5. Assign Route 2 designation to the extra PM short turns operating only during the MSUM academic year – these "new" Route 2 trips are now truncated via 12 th Avenue South (rather than to Marriott Transit Center). Realign northbound route to 24 th Avenue from 20 th Street to 14 th Street (20 th Street NB Left Restricted at 28 th Avenue). Realign new Route 5 from 8 th Street South (35 th Avenue South-37 th Avenue South) to 10 th and 11 th Streets South.	None	No Change											
	Figure 43	"New" Route 2 discontinued – these resources are initially re-assigned to provide enhanced weekday and Saturday night service	None	\$56,000										"Route 2 PM" resources are initially re-assigned to provide enhanced weekday and Saturday night service Dependent on performance of discontinued service on the "new" Route 2 is short-turn service needed and other changes?	
Improve Route 3 on-time performance and reliability	Figure 44	Re-route on southbound 34 th Street North to not travel through Cash Wise parking lot via 32 nd Street North. (Cash Wise would still be served by Routes 4 and 6.) Extend northern terminus from Cash Wise to Walmart.	Shelter Enhancement (Walmart) - \$15,000	No Change											
Improve Route 9 connectivity with MATBUS network and improve Route 9 performance	Figure 45	Realign Route 9 to provide east-west service between the Marriott Transit Center and Sanford Health via 28 th Avenue South.													

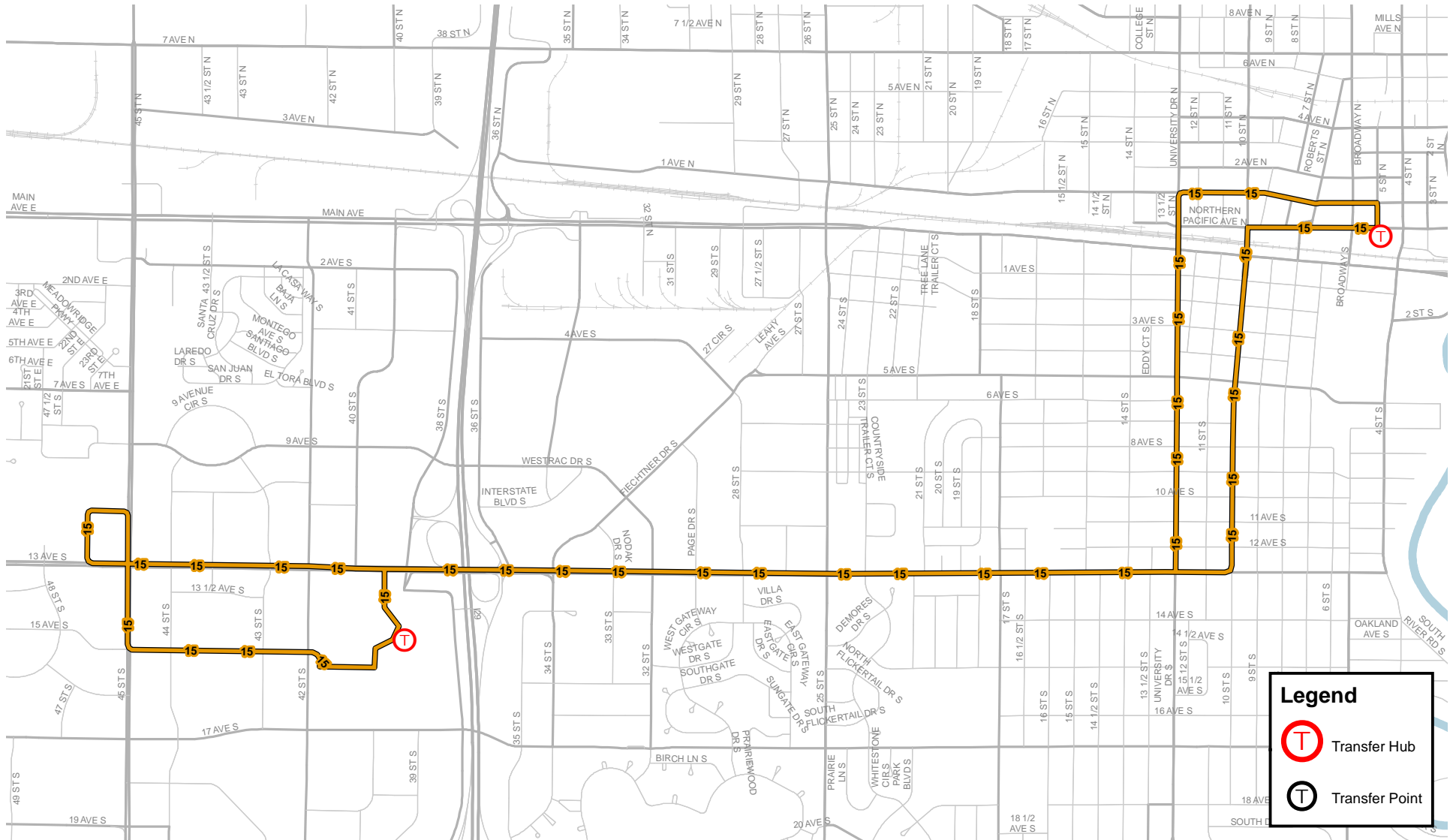
Responsible Jurisdiction:

- Fargo
 - Moorhead/Dilworth
 - West Fargo

Issue/Opportunity to be Addressed	Alternative		Costs		Incremental Growth				Major Investment				Comments	
	Figure Number	Description	Capital	Operating	Action Phase				Action Phase					
					0%	+5%	+10%	+15%	0%	+5%	+10%	+15%		
Address Route 4 resident complaints regarding buses on 20 th Street		Realign from 20 th Street North to 17 th Street North from 5 th Avenue North to 13 th Avenue North	Shelter (Moorhead Manor) - \$10,000	No Change										
Improve Moorhead Night Route On-Time and Service	Figure 46	Extend Routes 1,3, 4 and 5 end times to 11:00PM on 1 Hour Headway – night service funding from discontinuing “new” Route 2 as well as from reassigning Route 7 and 8 resources; some new funds still needed.	None	\$46,000										Not entirely cost neutral – this operating cost is the additional funding needed after using resources from the discontinued “new” Route 2. Retain in Cost Neutral phase until obtain added public input.
		Add second bus to Route 4 – to provide 30 minute service on weekday and Saturday nights.	None	\$101,000										
Improve Moorhead night service on-time performance issues and reliability	Figure 47	Realign Route 7 to operate north of railroad tracks between Walmart and GTC Realign Route 8 8 th Street South segment (traveling southbound) to 11 th Street South to cover gap created with realignment of Route 7.	None	None									Through MATBUS workshop on February 18, replaced concept with Routes 1, 3, 4 and 5 to 11:00PM concept.	
Address requests for extended service hours in both Fargo and Moorhead on the weekends	Figure 48	Extend span of service on Routes 13, 14, and 15 to 3:00AM on Thursdays, Fridays and Saturdays. • Route 15 – 30 Minute service • Route 13 – 60 Minute service • Route 14 – 90 Minute service	None	\$283,0.00 (Fargo = \$193,000; Moorhead = \$90,000)									Cannot include BOTH Late Night Service and Sunday in the Assumed Funding Scenario Not identified as high priority in Moorhead	
		Extend span of service on Routes 7 and 8 to 1:00AM on Thursdays, Fridays and Saturdays.												
Address requests for Sunday service in both Fargo and Moorhead	Figure 49	Operate Sunday service from approximately 9:00 AM to 7:00 PM on Routes 11, 13, 14, 15, modified 16, 17, modified 18, “new” 21 and “new” 22 (as well as paratransit.)	None	\$517,000 (FR = \$489,000; Para = \$28,000) Fargo - \$505,000 West Fargo - \$12,000									Includes West Fargo’s share of “new” Routes 21 and 22. Major Investment Assumes – Reallocate operating funding on Route 13U to fund part of Sunday service operating cost. Need to identify remaining \$242,000 in operating funds. Results in 30 minute service to/from NDSU and downtown Fargo.	
		Operate Sunday service from approximately 9:00 AM to 7:00 PM on Routes 1, 3, 4, 5 (and paratransit).	None	\$142,000 (FR = \$114,000; Para = \$28,000)										OPTION 2 - Would not operate Moorhead Sunday without Fargo Sunday and vice versa– Paratransit Service Also
		Operate Sunday service from approximately 9:00 AM to 7:00 PM on “new” Route 21 and “new” Route 22.	None	\$41,000 Fargo - \$30,000 West Fargo - \$11,000										Would not operate West Fargo Sunday without Fargo Sunday Includes Fargo portion of “new” Routes 21 and 22.
Route 27	Figure 50	Provides service to new Cash Wise grocery and connects apartment development in southern West Fargo with West Acres Transit Center and rest of region. Propose 60 minute service	1 Bus (\$650,000)	\$421,000 Fargo - \$310,000 West Fargo - \$110,000										

Responsible Jurisdiction:

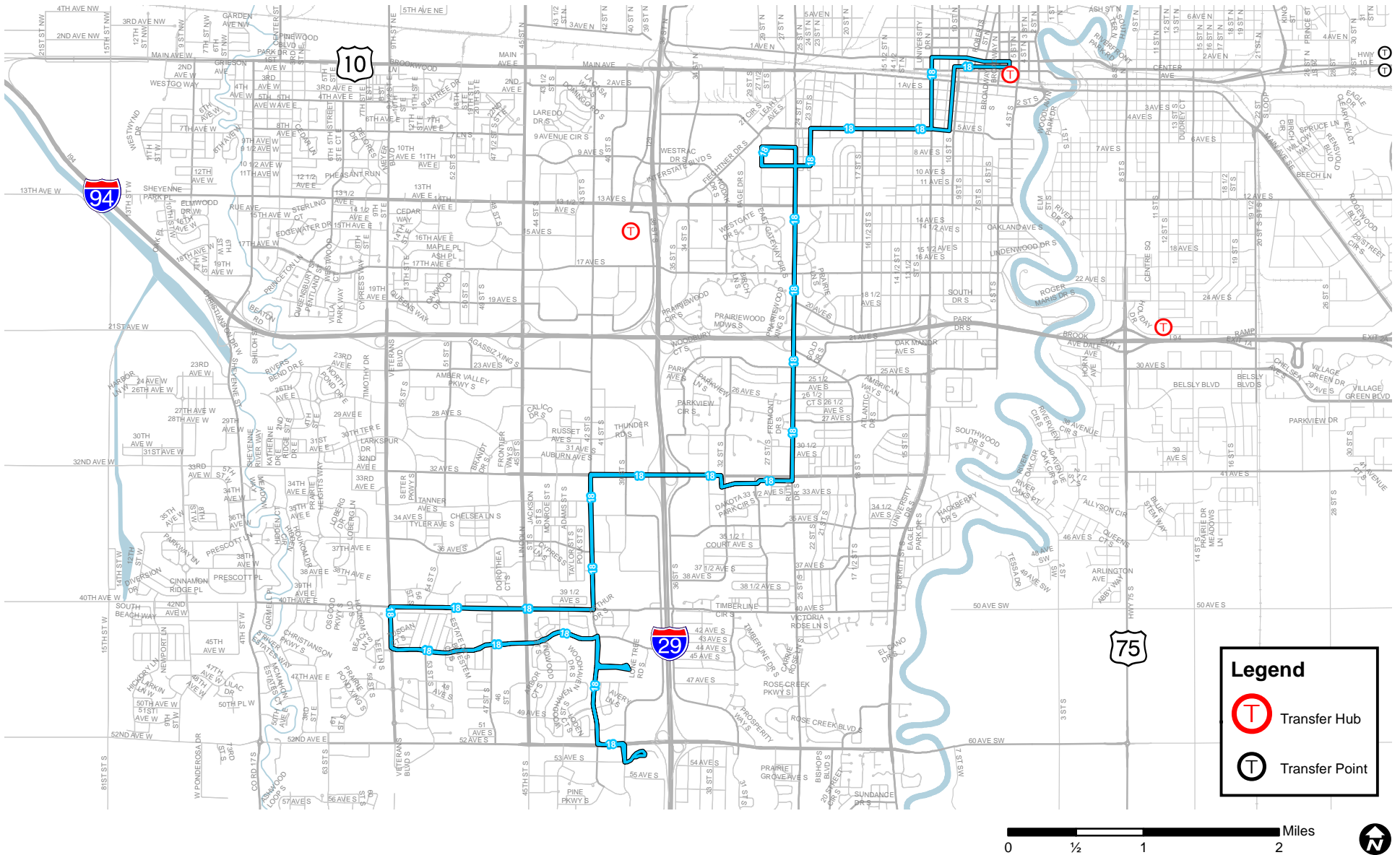
- Fargo
 - Moorhead/Dilworth
 - West Fargo



Proposed Modified Route 15

Figure 41

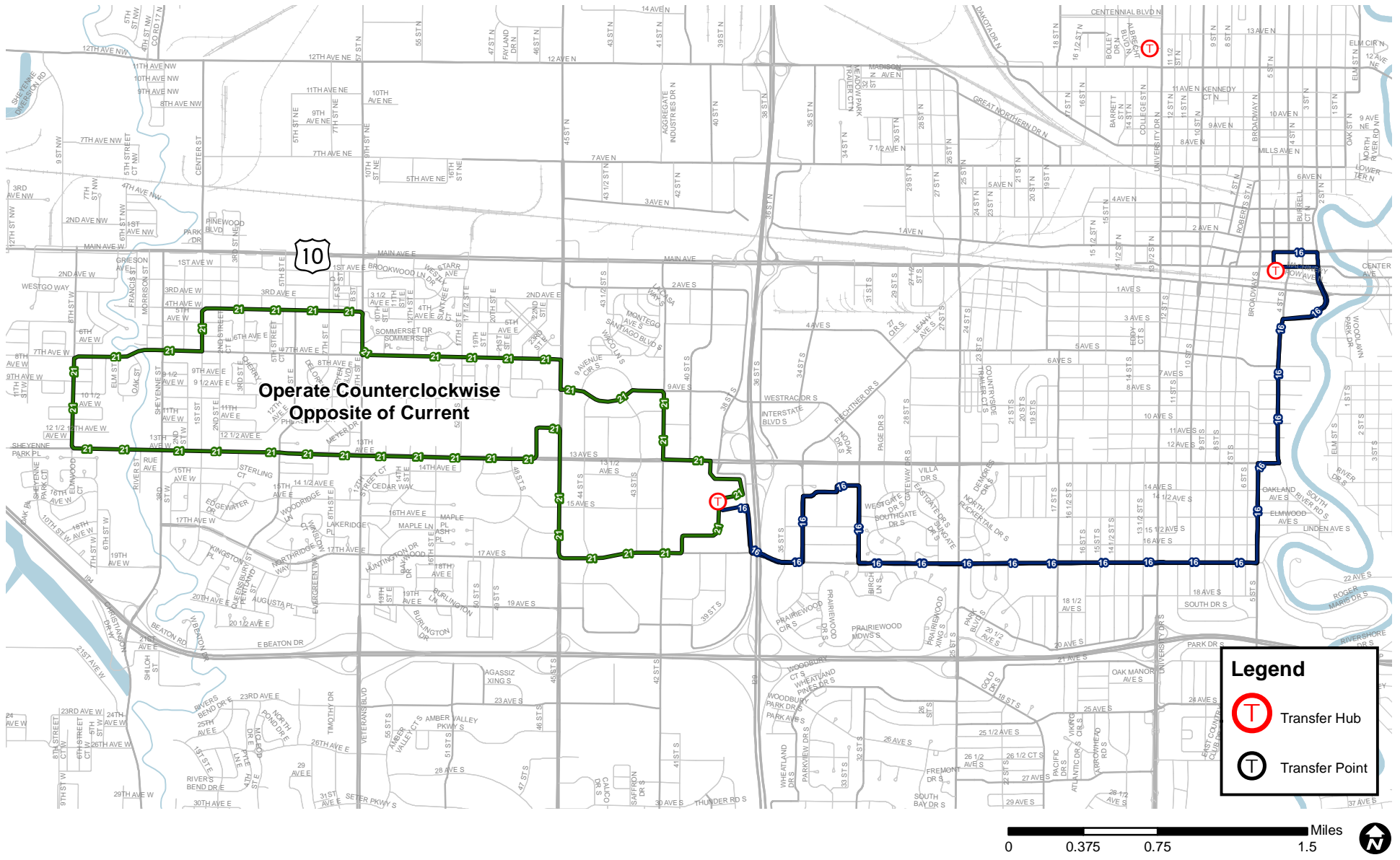




Route 23 Proposed Alignment

Figure 42

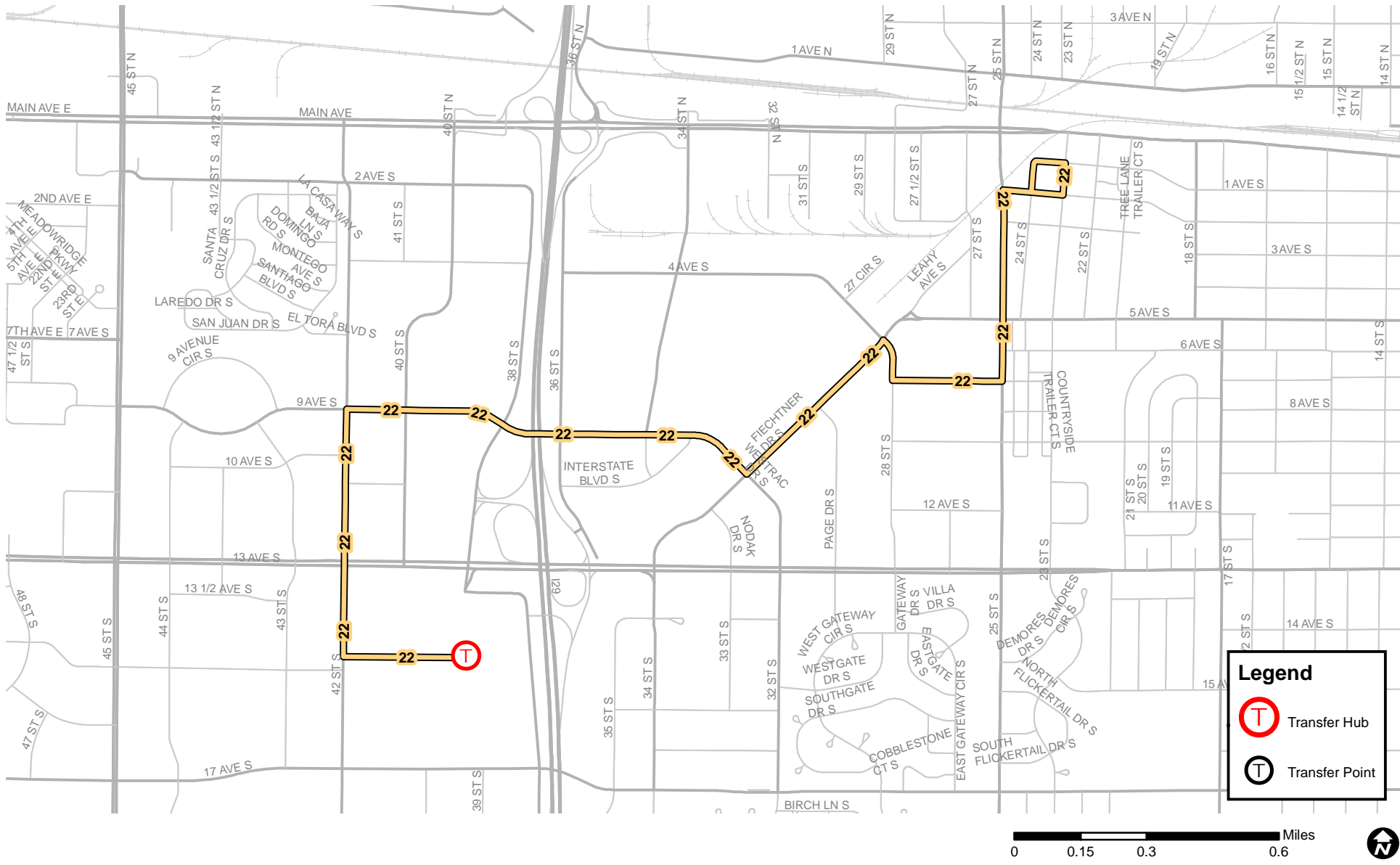




Proposed Route 16 Modifications with New Route 21

Figure 43

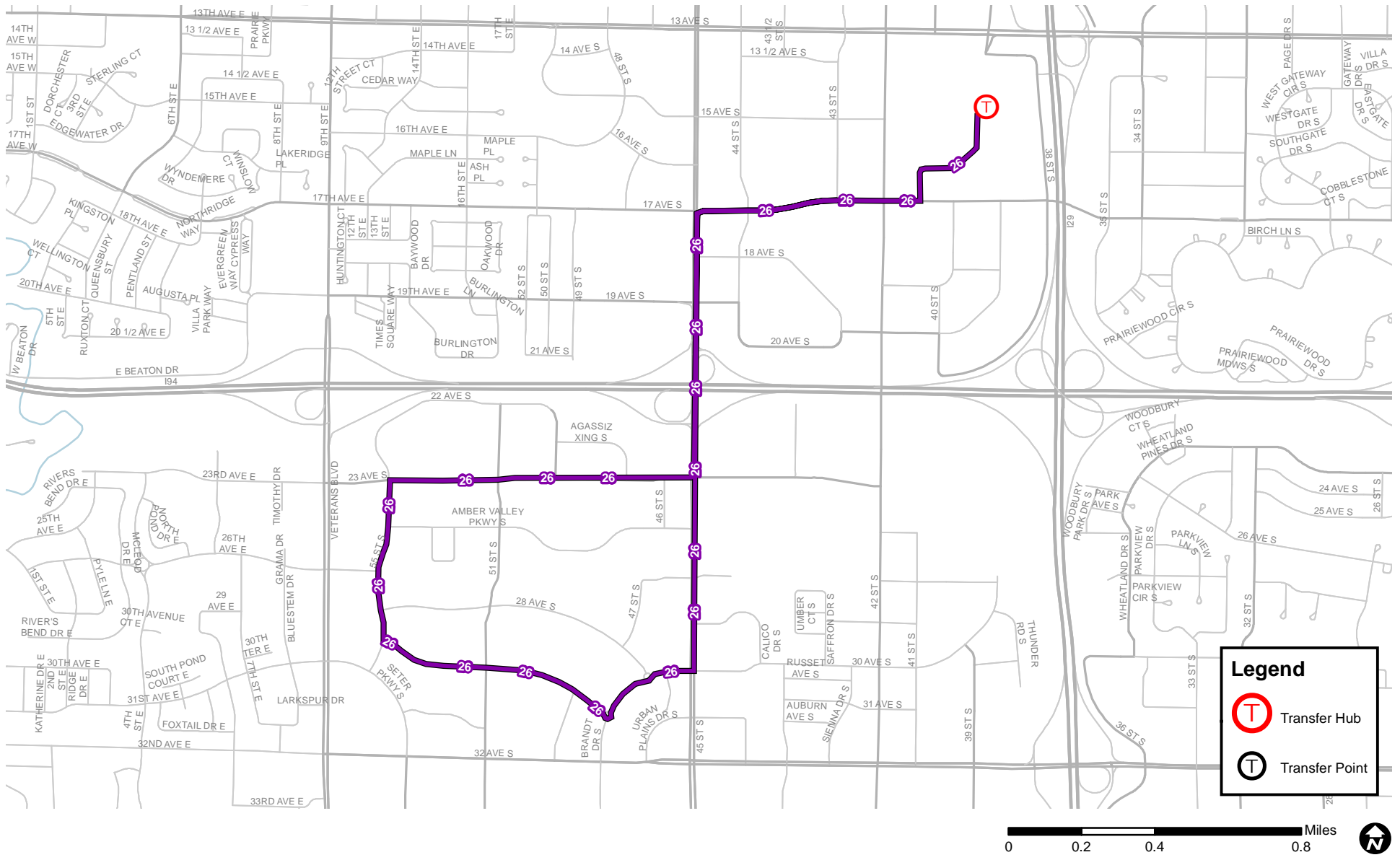




Route 22 Proposed Alignment

Figure 44

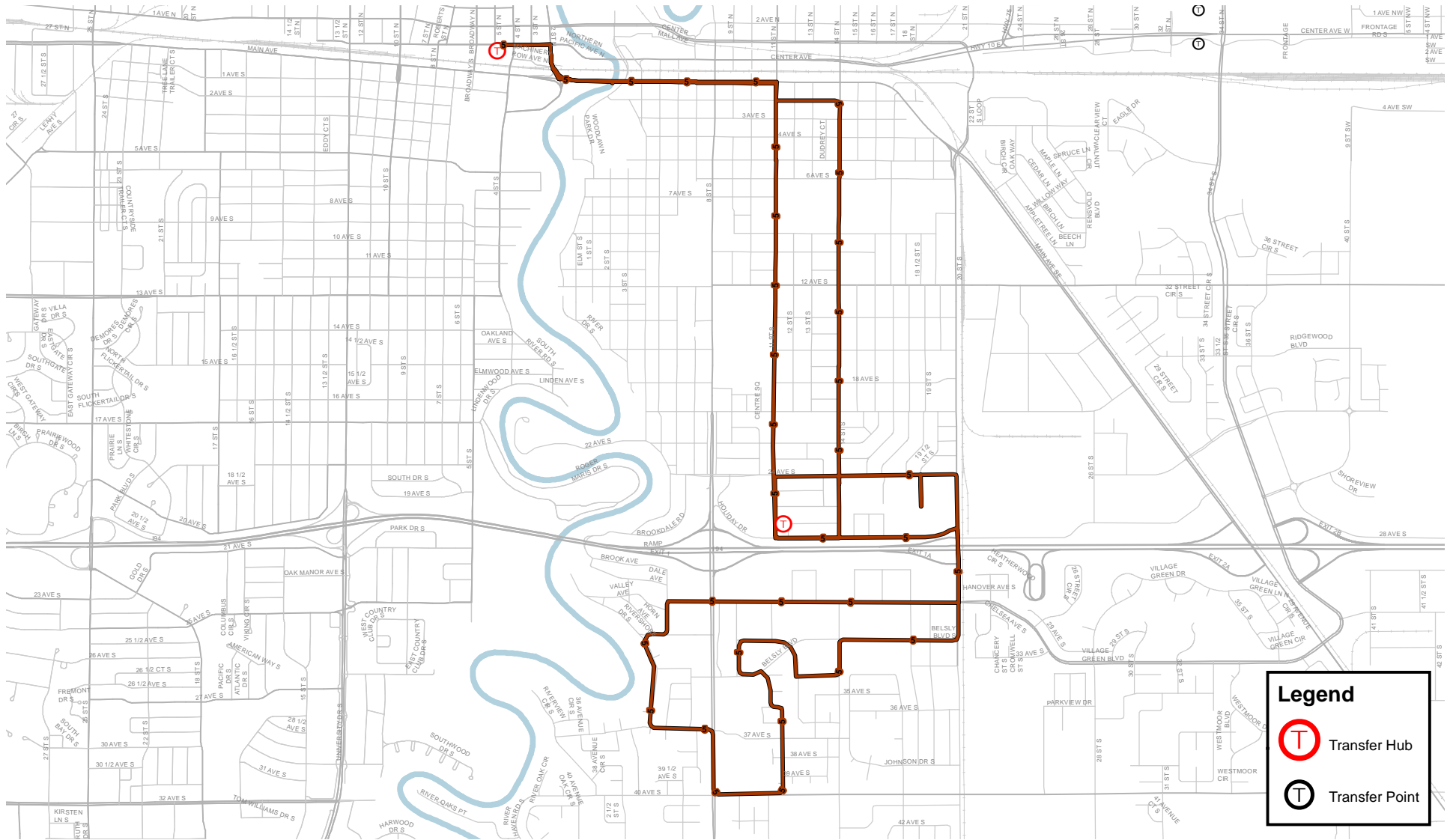




Proposed Route 26 Alignment

Figure 45

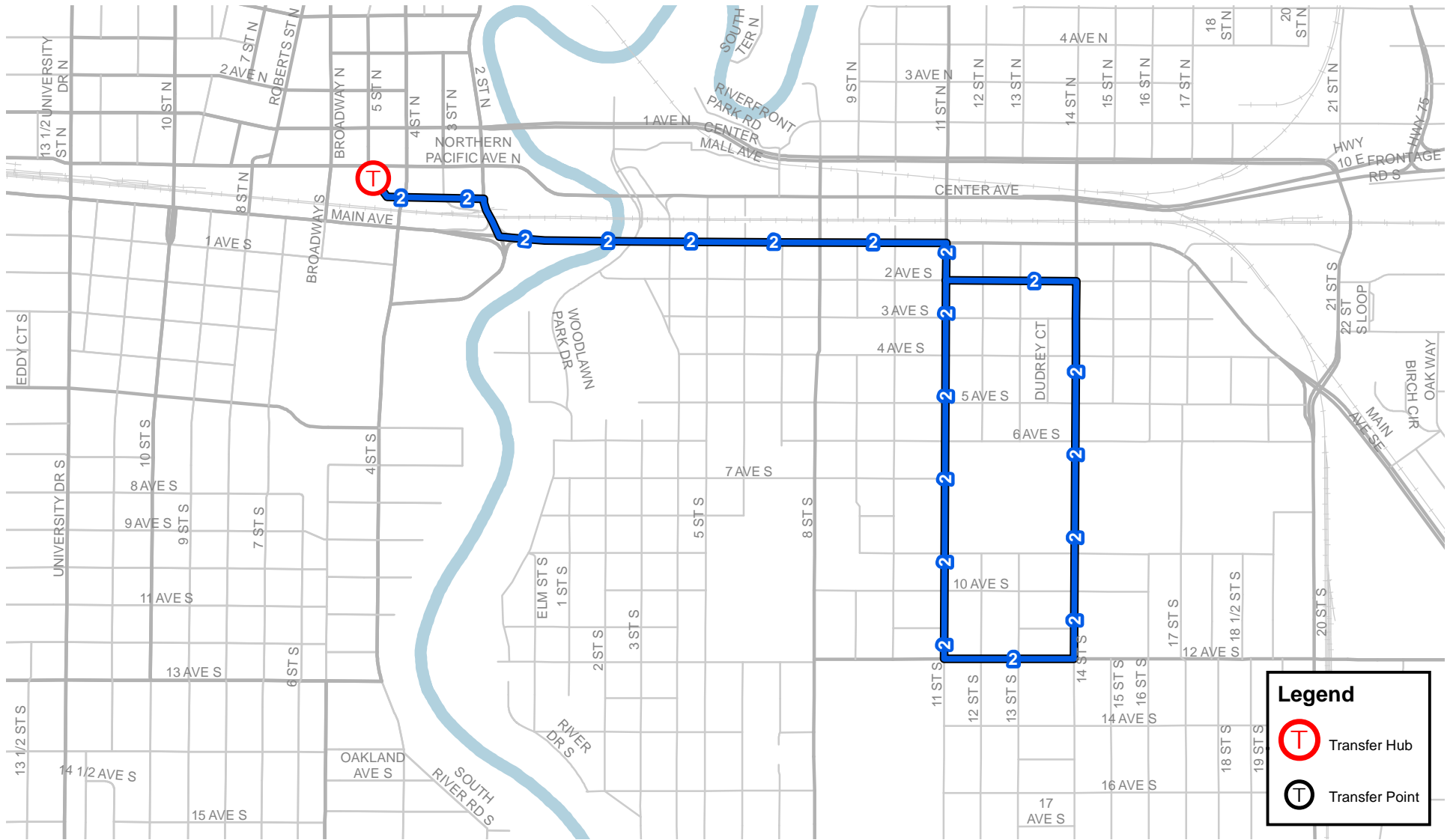




Route 5 Proposed Alignment/Route 2 Renumbering

Figure 46

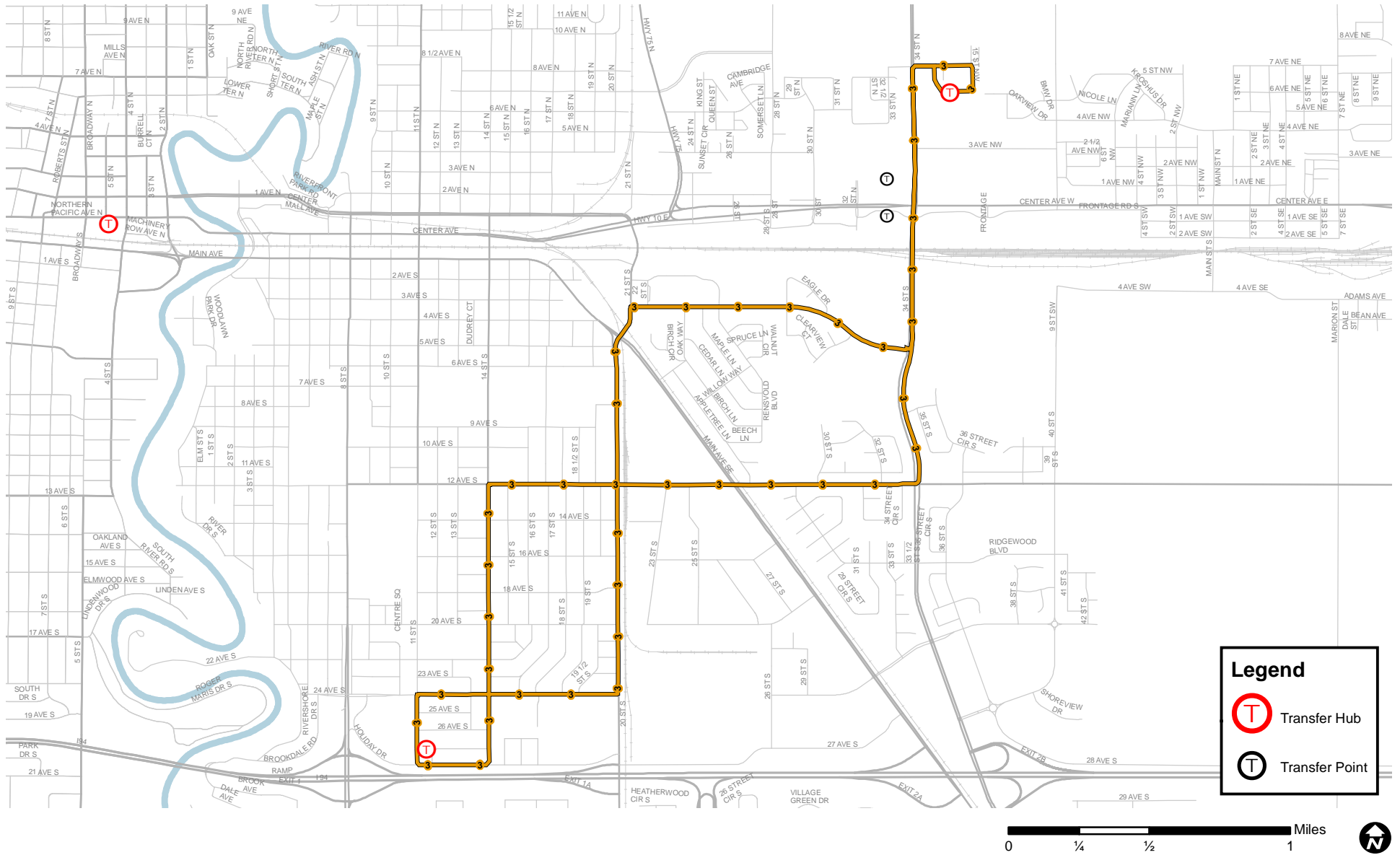




Route 2 Proposed Alignment

Figure 47

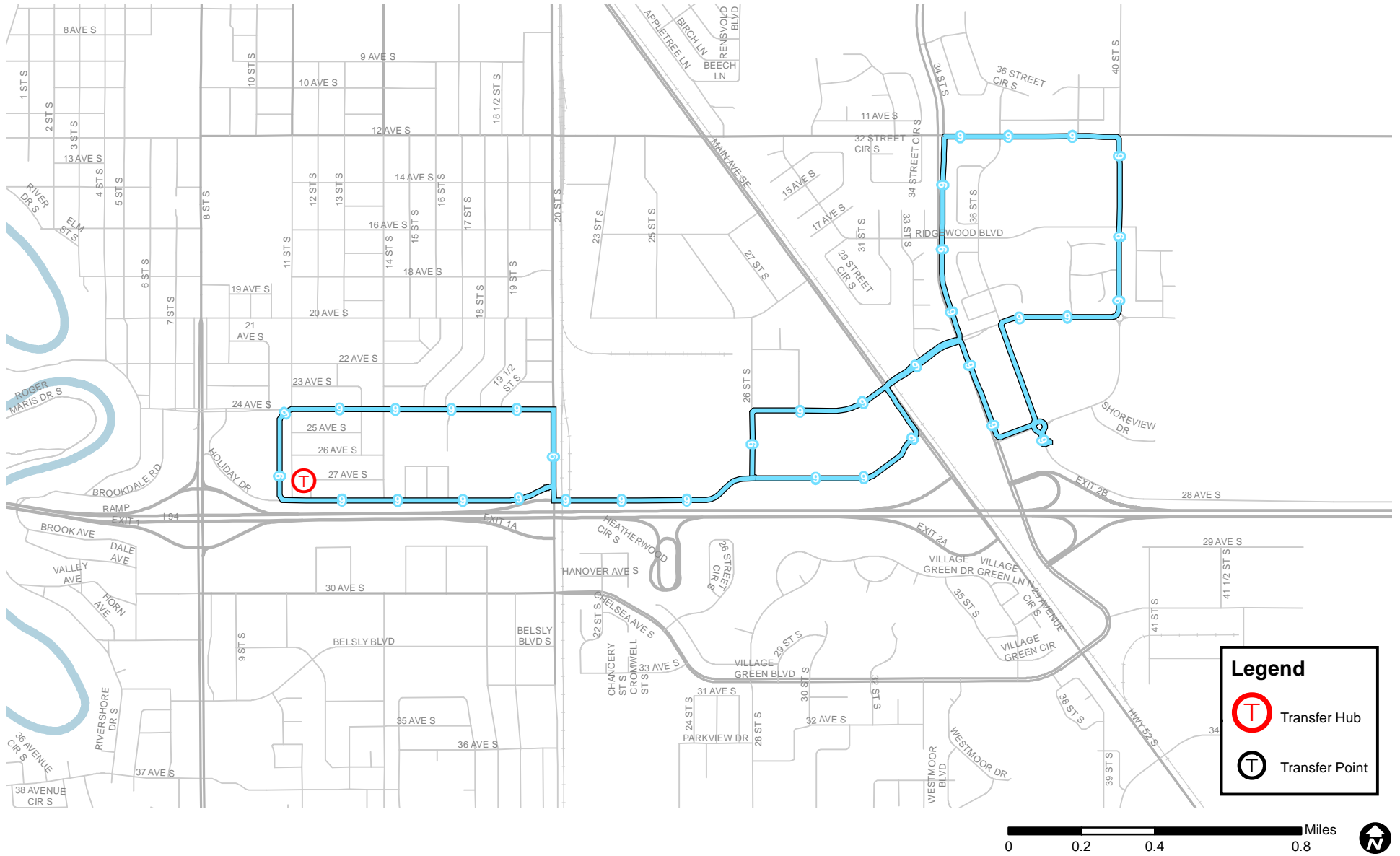




Route 3 Proposed Alignment

Figure 48

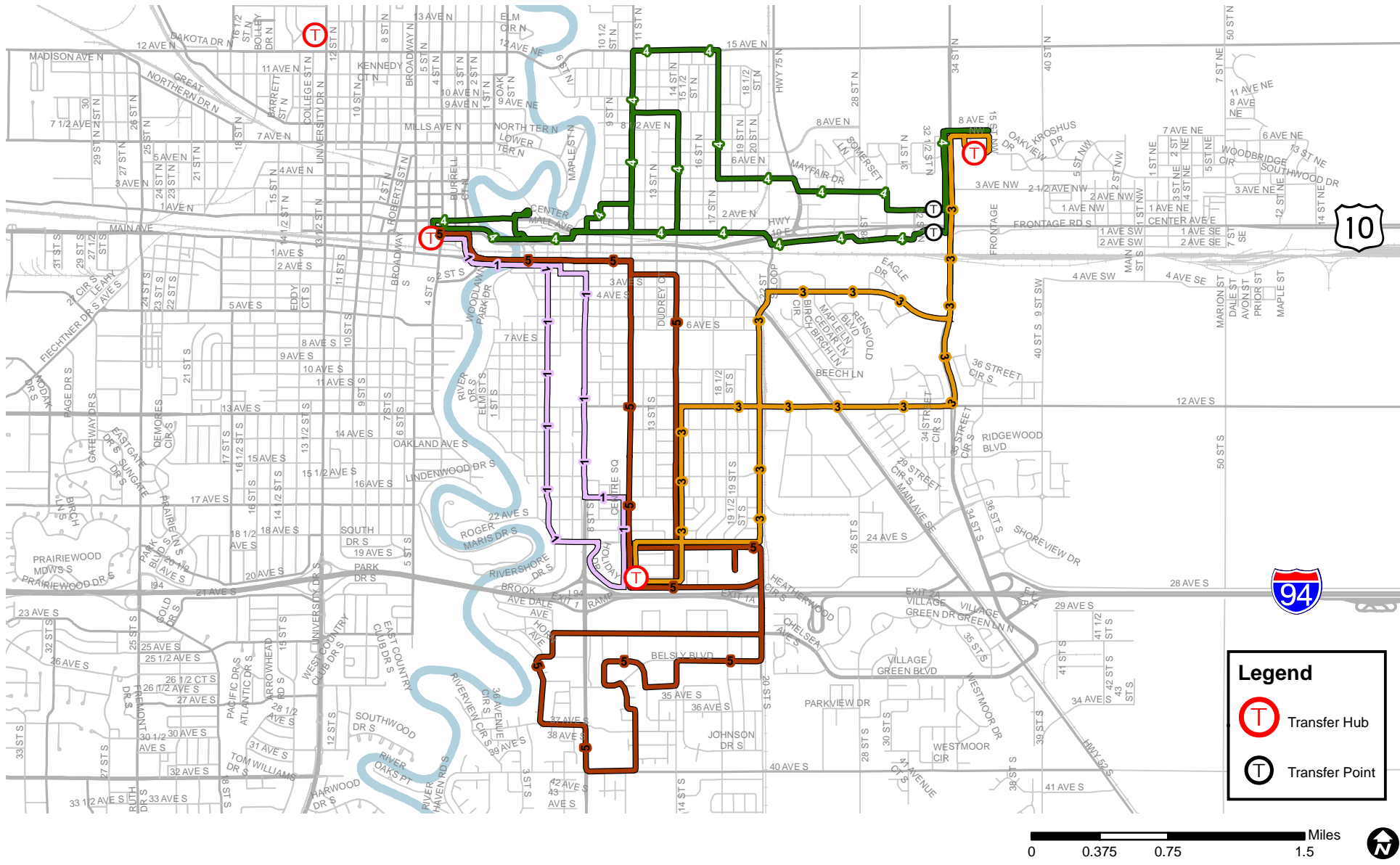




Route 9 Proposed Alignment

Figure 49

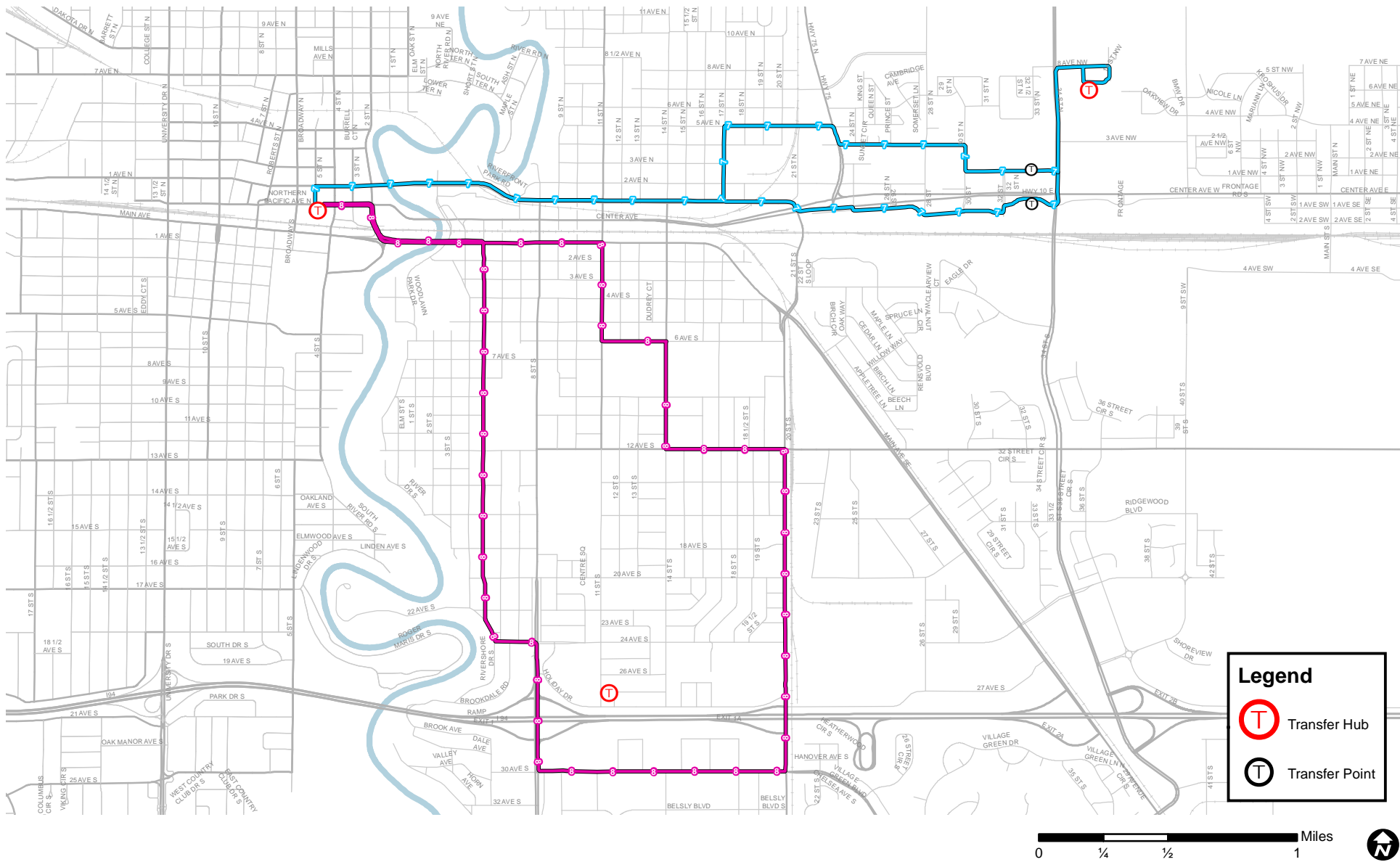




Moorhead Night Service Concept

Figure 50

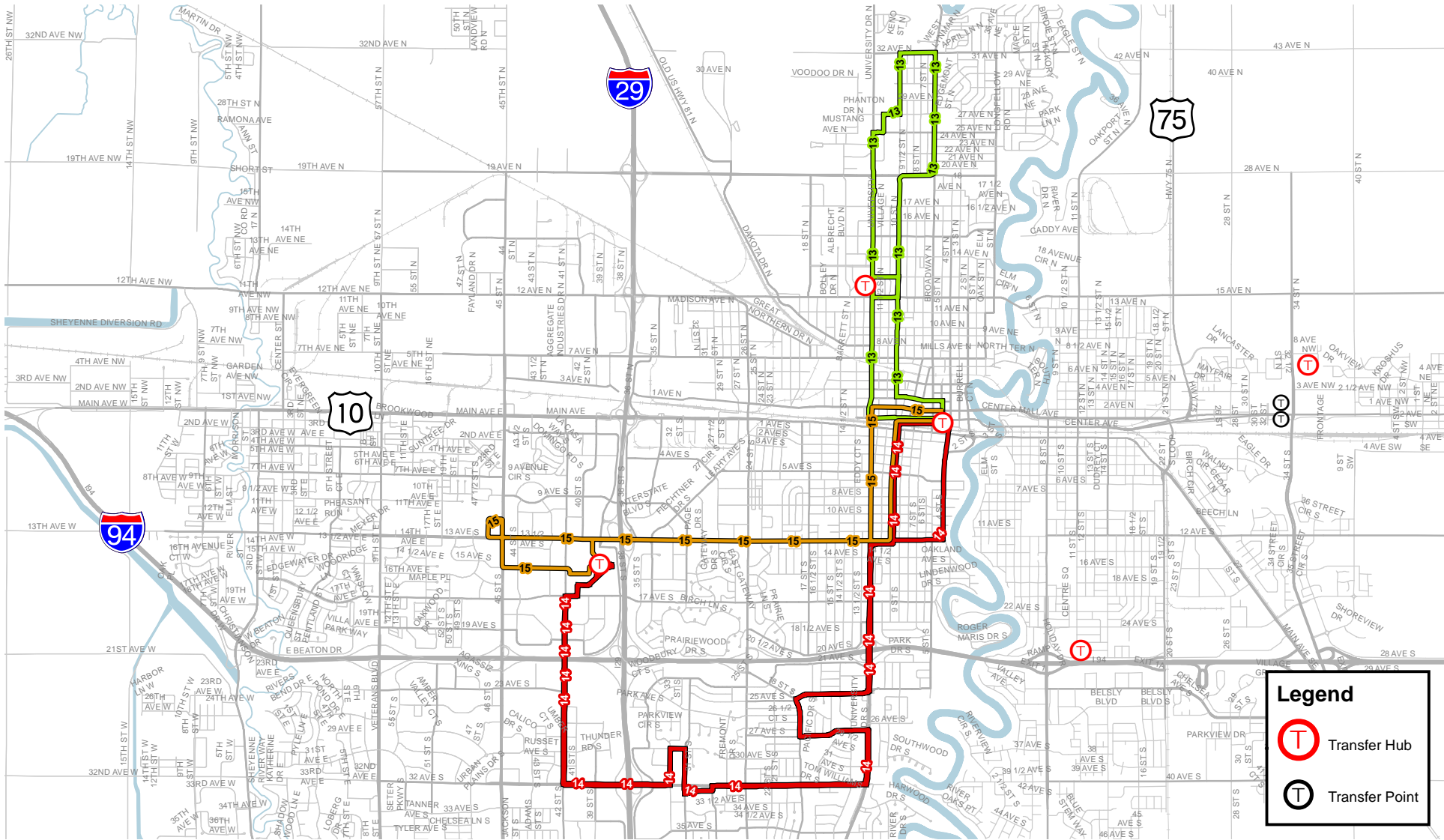




Route 7 and 8 Proposed Alignments

Figure 51

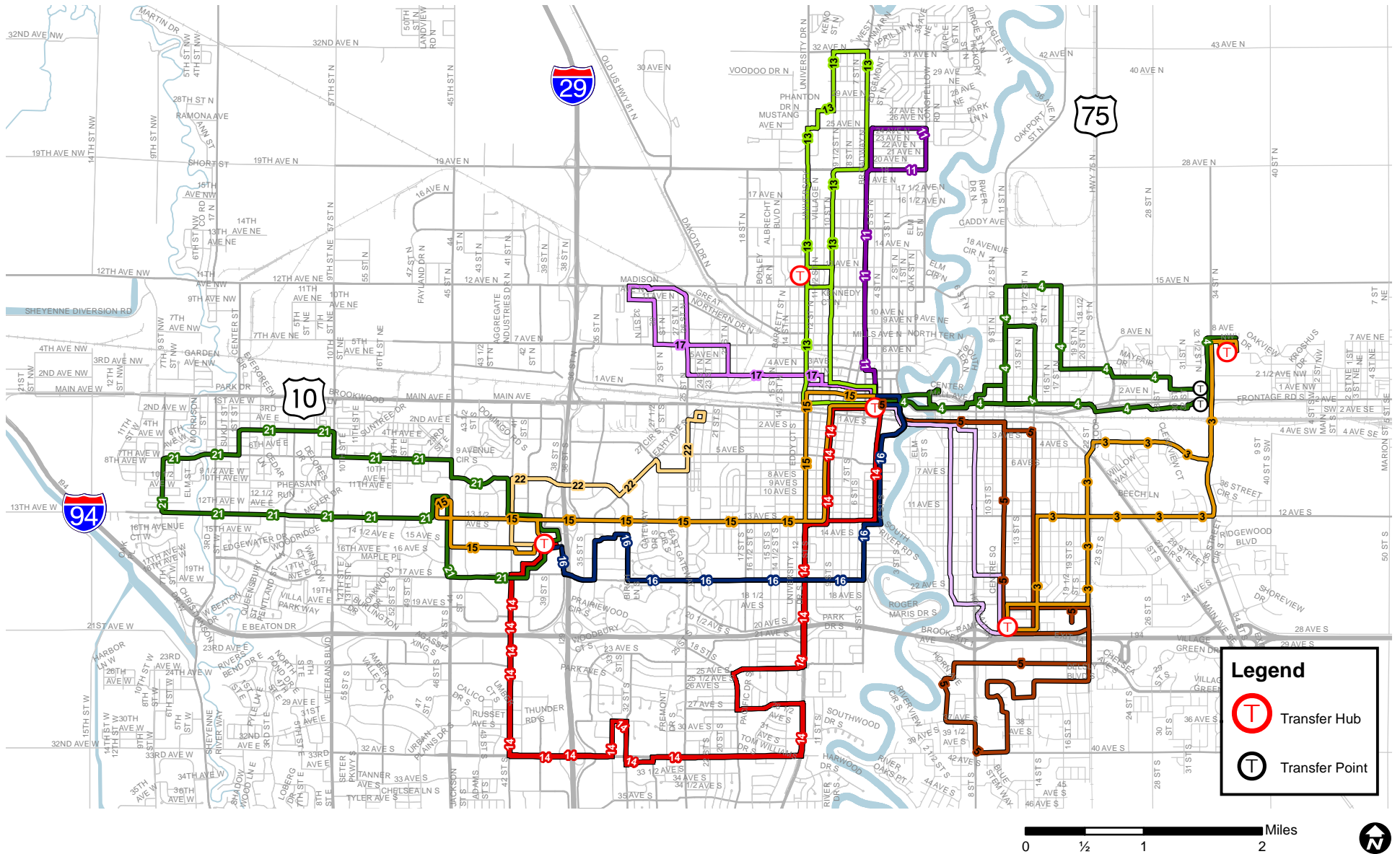




Fargo Late Night Service - Thursday through Saturday

Figure 52

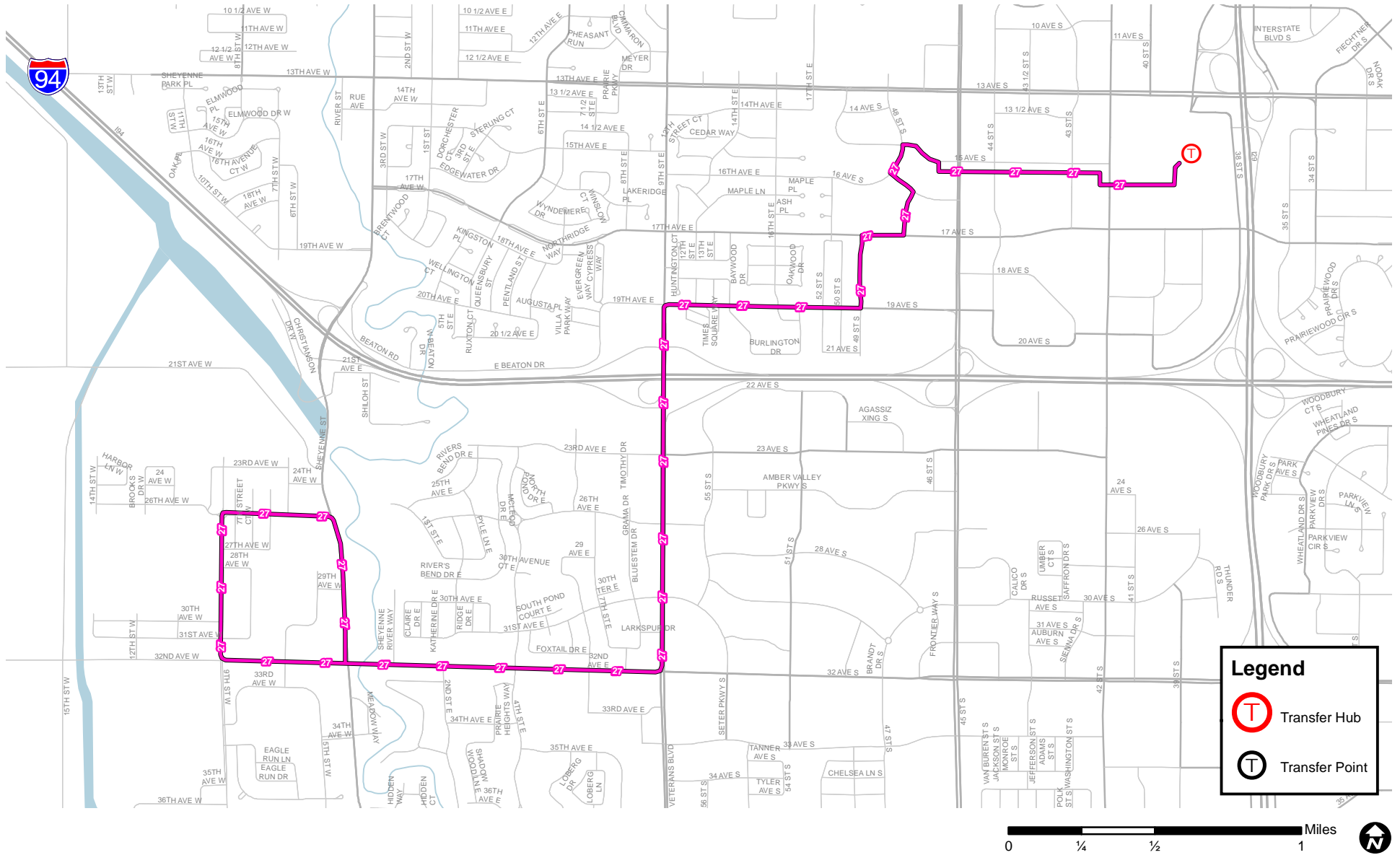




Sunday Service Concept - Fargo and Moorhead

Figure 53





Route 27 Proposed Alignment

Figure 54



Improvements that would require added incremental amounts of funding for operations and/or new capital investment are highlighted in the following categories:

- +5% - Those projects that could be implemented if investment into annual operations in both Fargo and Moorhead could be increased by five percent.
- +10% - Projects that could be implemented if an additional 10 percent in annual operating funding can be identified and secured relative to the current budgeted operating expenses.
- +15% - Projects that would require an additional 5% relative to the +10% funding plan in order to be implemented.

Two different approaches to timing of the added capital and operating expense concepts were considered in the plan development:

- Incrementally Increase Funding: In this approach it was assumed that over a two to five year period real investment in the system would be incrementally increased by five to 15 percent over current expenditures.
- Major Investment: The approach assumes that in a short period a significant increase of 10 percent or more could be committed to by all jurisdictions, with particular emphasis placed on increasing local commitment to transit funding. Through this increase a major service enhancement, such as providing Sunday service that has much user support, could be implemented in an order consistent with user desires for service improvements.

The key difference between the approaches is reflected in when Sunday service, a service expansion that has been requested throughout the years and a service improvement that received the greatest support for implementation, could be implemented. Operating costs for Sunday service are between five to 10 percent of current annual operating costs in Fargo and over 10 percent in Moorhead. In the incremental approach a higher cost expansion like Sunday service will be difficult to see occur as inflation costs and implementation other service expansions that cost less to implement, but also service less of the region, have a tendency to erode the opportunity to make a single large investment in service. Thus, the Major Investment implementation concept was developed, with the purpose of improving the likelihood of a greater cost with good local support seeing a reasonable chance of being implemented. It also acknowledges that for a substantial singular enhancement, such as Sunday service, will require a structural change in the current funding program.

Table 17 highlights the current and recommended plan service frequency by route and service period (weekday day and evening, Saturday, and Sunday).

Table 17. Current and Recommended Improvement Plan Service Frequency by Route

Jurisdiction/ Route	Current Frequency (Minutes)			Recommended Frequency (Minutes)			
	Weekday- Daytime	Weekday Evening	Saturday	Weekday- Daytime	Weekday Evening	Saturday	Sunday
MOORHEAD							
Route 1	30		60	30	60	60	60
Route 2	30		60	30			
Route 3	30		60	30	60	60	60
Route 4	30		30	30	30	30	60
Route 5	30		60	30	60	60	60
Route 6	60		60	60		60	
Route 7		30	30	Eliminated			
Route 8		30	30	Eliminated			
Route 9	60		60	60		60	
FARGO/WEST FARGO							
Route 11	30	60	30	30	60	30	30
Route 13	30	60	30	30	60	30	30
Route 13U	30	60		30	60		
Route 14	30	60	30	30	60	30	30
Route 15	15	30	30	15	30	15	30
Route 16	60	60	60	60	60	60	60
Route 17	60	60	60	60	60	60	60
Route 18	30	60	30	60	60	60	
Route 21				60	60	60	60
Route 22				60	60	60	60
Route 23	60	60	60	60	60	60	
Route 26				30	60	60	
Route 27				60	60	60	
NDSU ROUTES							
Route 31	15			15			
Route 32E	30			30			
Route 32W	30			30			
Route 33	6-8-12-15			6-8-12-15			
Route 34	20			20			
Route 35		20			20		
Link FM	15		15	15		15	

Asset Management Plan

The purpose of the transit asset management (TAM) plan is to examine the capital assets needed to effectively operate fixed route and paratransit services and estimate the cost associated with maintaining the assets to an acceptable level. The TAM includes an inventory and condition assessment of MATBUS assets through application of the Federal Transit Administration's (FTA's) Transit Economic Requirements Model (TERM Lite), an analytical tool that provides the ability to address the following questions:

- What is the dollar value of assets beyond their useful life; that is, not at a state of good repair (SGR)? This is also called the SGR backlog.
- What is the projected annual value of assets reaching their useful life? This is also called future SGR needs.

The following sections provide summaries of the current MATBUS asset inventory and the dollar value of the backlog projected through the next approximately 20 years.

Current MATBUS Inventory

The current MATBUS inventory of assets consists of 631 items and has a replacement value of \$51.4 million (2016 \$). As weighted by replacement cost, the average percentage of useful life remaining for all assets systemwide is 43 percent, indicating, as a whole, the system has less than half of its useful life remaining. Thus, will require major capital investment in asset replacement in the near term. All assets are owned and maintained by either Fargo, Moorhead, or jointly by both jurisdictions. Capital costs for jointly owned and maintained assets are shared by the jurisdictions (two-thirds of costs to Fargo, one-third of costs to Moorhead).

Table 18 and Figure 55 provide a snapshot of the current MATBUS inventory.

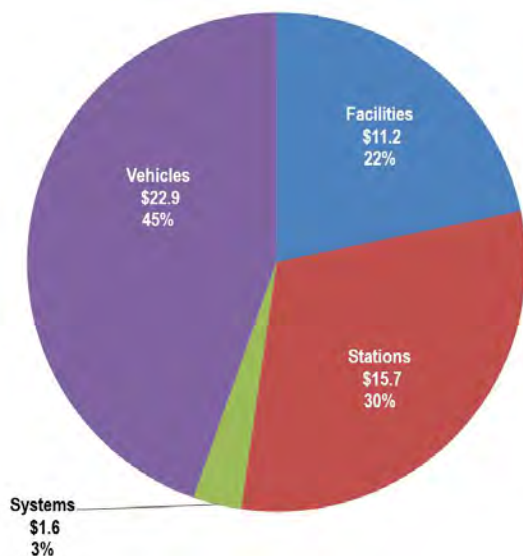
Table 18. MATBUS Asset Inventory by Jurisdiction

Measure	MATBUS Total Asset Value	Fargo Asset Value	Moorhead Asset Value	Joint Asset Value
Number of asset line items	631	331	215	85
Total replacement value*	\$ 51.4 M	\$ 34.1 M	\$ 6.8 M	\$ 10.4 M
Facilities*	\$ 11.2 M	\$ 0.7 M	\$ 0.2 M	\$ 10.3 M
Stations*	\$ 15.7 M	\$ 15.1 M	\$ 0.6 M	-
Stations*	\$ 15.7 M	\$ 15.1 M	\$ 0.6 M	-
Systems*	\$ 1.6 M	\$ 1.0 M	\$ 0.6 M	\$ 0.0 M
Vehicles*	\$ 22.9 M	\$ 17.4 M	\$ 5.4 M	\$ 0.1 M
Average age of assets (by replacement value)	14 years	17 years	7 years	11 years

Average % of useful life remaining (by replacement value)	43%	34%	45%	68%
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*2016 dollars

Figure 55. Summary of Replacement Value by Asset Category – All Assets (Millions of 2016 \$)



Current State of Good Repair Backlog

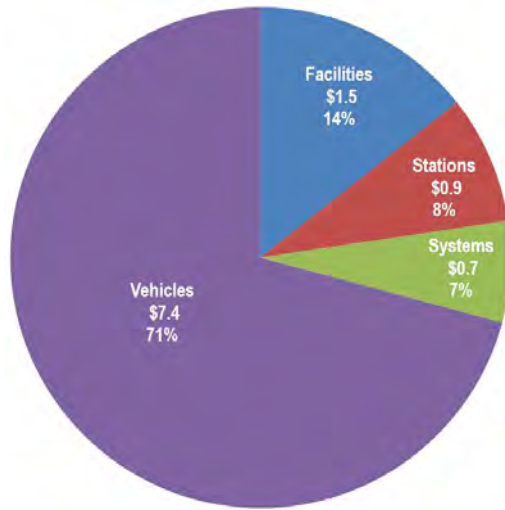
The current SRG backlog, the value of assets beyond their useful lives, was project using TERM Lite to be \$10.5 million (2016 \$); 20 percent of the entire inventory replacement value. Table 19 and Figure 56 provide a snapshot of the current MATBUS SGR backlog.

Table 19. Table ES-1. Snapshot of Current MATBUS SGR Backlog by Jurisdiction

Measure	Total Asset Value	Fargo Asset Value	Moorhead Asset Value	Joint Asset Value
Number of assets in SGR backlog	301	135	117	49
Total current SGR backlog *	\$ 10.5 M	\$ 6.2 M	\$ 3.0 M	\$ 1.4 M
Facilities*	\$ 1.5 M	\$ 0.1 M	\$ 0.1 M	\$ 1.4 M
Stations*	\$ 0.9 M	\$ 0.6 M	\$ 0.2 M	-
Systems*	\$ 0.7 M	\$ 0.4 M	\$ 0.3 M	-
Vehicles*	\$ 7.4 M	\$ 5.1 M	\$ 2.3 M	\$ 0.0 M

*2016 dollars

Figure 56. Summary of Backlog by Asset Category – All Assets (2016 \$)



20-Year SGR Need: As projected by TERM Lite, the total SGR need over the 20-year analysis period is \$92.6 million (2016 \$), or about \$4.7 million annually. Table 20 and Figure 57 provide summaries of the unconstrained 20-year SGR need. Figure 58 summarizes the annual spending requirements to maintain assets in a state of good repair, as projected using TERM Lite.

Table 20. Summary of 20-Year SGR Need by Jurisdiction

Measure	Total Asset Value	Fargo Asset Value	Moorhead Asset Value	Joint Asset Value
Total 20-year need *	\$ 92.6 M	\$ 66.3 M	\$ 18.9 M	\$ 7.4 M
Facilities*	\$ 9.2 M	\$ 1.5 M	\$ 0.5 M	\$ 7.1 M
Stations*	\$ 17.6 M	\$ 16.0 M	\$ 1.6 M	-
Systems*	\$ 5.3 M	\$ 3.0 M	\$ 2.2 M	\$ 0.1 M
Vehicles*	\$ 60.5 M	\$ 45.8 M	\$ 14.6 M	\$ 0.2 M
Average annual need	\$ 4.7 M	\$ 3.4 M	\$ 0.9 M	\$ 0.4 M
Number of asset replacements over the 20 years	2,009	1,023	691	295

*2016 dollars

Figure 57. Summary of 20-Year SGR Need by Asset Category – All Assets (Millions of 2016 \$)

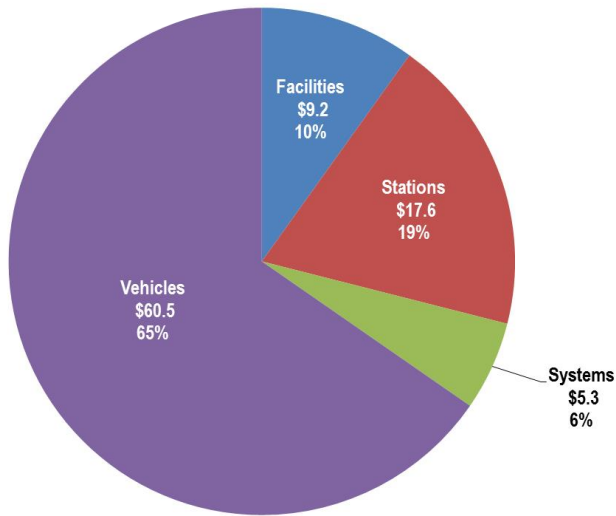
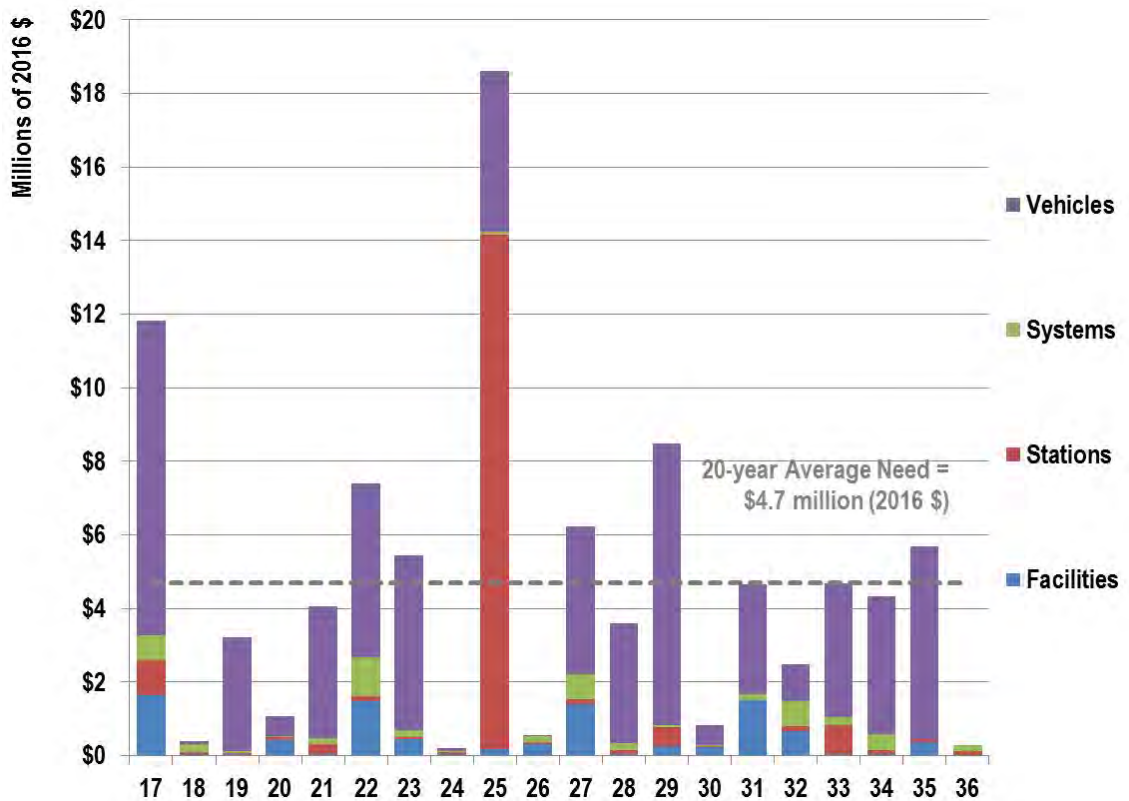


Figure 58. Summary of Annual SGR Need



Appendix A – Fleet Information

Table 21. Fargo Fixed Route Fleet

Vehicle No.	Make/ Model	Service Date	Useful Life (Years)	Backlog	Projected Overhaul(s)	Projected Retirement
40-Foot Bus Inventory						
1200	New Flyer Hybrid	2011	12	No	2017	2023
1201	New Flyer Hybrid	2011	12	No	2017	2023
1220	New Flyer Hybrid	2013	12	No	2019	2025
1221	New Flyer Hybrid	2013	12	No	2019	2025
1222	New Flyer Hybrid	2013	12	No	2019	2025
1223	New Flyer Hybrid	2013	12	No	2019	2025
4151	New Flyer Hybrid	2015	12	No	2021	2027
4152	New Flyer Hybrid	2015	12	No	2021	2027
1200	New Flyer Hybrid	2011	12	No	2017	2023
35-Foot Bus Inventory						
1124	Transit Coach	1997	12	Yes	n/a	2017
1125	Transit Coach	1997	12	Yes	n/a	2017
1173	Transit Coach	2007	12	No	n/a	2019
1174	Transit Coach	2007	12	No	n/a	2019
1175	Transit Coach	2007	12	No	n/a	2019
1176	Transit Coach	2007	12	No	n/a	2019
1184	New Flyer Lowfloor	2009	12	No	n/a	2021
1185	New Flyer Lowfloor	2009	12	No	n/a	2021
1186	New Flyer Lowfloor	2009	12	No	n/a	2021
1187	New Flyer Lowfloor	2009	12	No	n/a	2021
1188	New Flyer Lowfloor	2009	12	No	n/a	2021
1195	New Flyer Lowfloor	2010	12	No	n/a	2022
1196	New Flyer Lowfloor	2010	12	No	n/a	2022
1197	New Flyer Lowfloor	2010	12	No	n/a	2022
1198	New Flyer Lowfloor	2010	12	No	n/a	2022
1199	New Flyer Lowfloor	2010	12	No	n/a	2022
29 and 30 Foot Bus Inventory						
1126	Gillig Low Floor Bus	2002	12	Yes	n/a	2017
1127	Gillig Low Floor Bus	2002	12	Yes	n/a	2017
1128	Gillig Low Floor Bus	2002	12	Yes	n/a	2017
1139	Gillig Expansion Bus	2004	12	Yes	n/a	2017
1140	Gillig Low Floor Bus	2004	12	Yes	n/a	2017
1141	Gillig Low Floor Bus	2004	12	Yes	n/a	2017
1142	Gillig Low Floor Bus	2004	12	Yes	n/a	2017

Table 22. Moorhead Fixed Route Fleet

Vehicle No.	Make/Model	Service Date	Useful Life	Backlog	Projected Overhaul(s)	Projected Retirement
35-Foot Bus Inventory						
2161	New Flyer	2016	12	No	2022	2028
2162	New Flyer	2016	12	No	2022	2028
2163	New Flyer	2016	12	No	2022	2028
2164	New Flyer	2016	12	No	2022	2028
370	Orion VII	2004	12	Yes	n/a	2017
1020	New Flyer	2010	12	No	n/a	2022
2151	New Flyer	2015	12	No	2021	2027
29 and 30 Bus Inventory						
590	Orion VII	2004	12	Yes	n/a	2017
591	Orion VII	2004	12	Yes	n/a	2017
592	Orion VII	2004	12	Yes	n/a	2017
593	Orion VII	2004	12	Yes	n/a	2017

Table 23. Fargo Paratransit Fleet

Vehicle No.	Make/Model	Service Date	Useful Life	Backlog	Projected Overhaul	Projected Retirement
1180	Ford Supreme	2008	5	Yes	n/a	2017
1189	Chevy Bus	2008	5	Yes	n/a	2017
1191	Ford E450	2010	5	Yes	n/a	2017
1207	Ford Hybrid	2012	5	No	n/a	2017
1208	Ford Hybrid	2012	5	No	n/a	2017
1217	Ford E450	2011	5	Yes	n/a	2017
1224	Ford Goshen GCII	2013	5	No	n/a	2018
1228	Ford Goshen GCII	2015	5	No	n/a	2020
1229	Ford Goshen GCII	2015	5	No	n/a	2020
1230	Ford Goshen GCII	2015	5	No	n/a	2020
1236	Ford Goshen GCII	2015	5	No	n/a	2020
1237	Ford Goshen GCII	2015	5	No	n/a	2020
1238	Ford Goshen GCII	2015	5	No	n/a	2020
1919	Fargo Paratransit	2008	5	Yes	n/a	2017
6948	Ford E-450 Goshen	2006	5	Yes	n/a	2017

Table 24. Moorhead Paratransit Fleet

Vehicle No.	Make/ Model	Service Date	Useful Life (Years)	Backlog	Projected Overhaul Year	Projected Retirement Year
1226	Dodge Caravan	2014	4	No	2022	2018
1167	Ford Windstar	2008	4	Yes	2023	2017
1209	Dodge Caravan	2013	4	No	2024	2017
5151	Dodge Caravan	2015	4	No	2025	2019

Table 25. Senior Service Vehicle Fleet

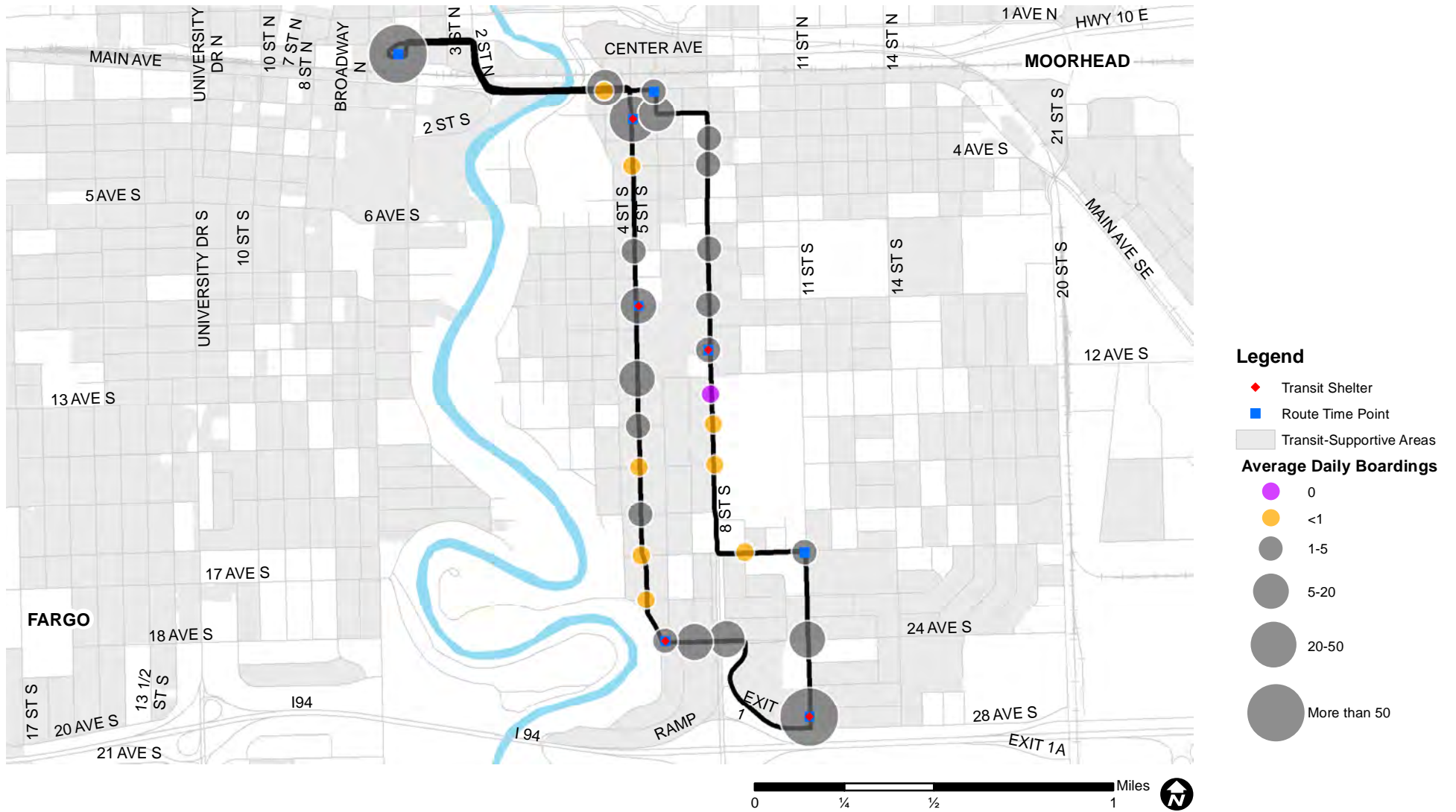
Vehicle Number	Make/ Model	Service Date	Useful Life	Backlog	Projected Overhaul(s)	Projected Retirement
1163	Dodge Caravan	2004	4	Yes	n/a	2017
1165	Dodge Caravan	2004	4	Yes	n/a	2017
1160	Chevy Uplander	2007	4	Yes	n/a	2017
1161	Chevy Uplander	2007	4	Yes	n/a	2017
1192	Dodge Caravan	2009	4	Yes	n/a	2017
1193	Dodge Caravan	2009	4	Yes	n/a	2017
1206	Dodge Caravan	2009	4	Yes	n/a	2017
1213	Dodge Caravan	2011	4	Yes	n/a	2017
1212	Dodge Caravan	2011	4	Yes	n/a	2017
1216	Dodge Caravan	2011	4	Yes	n/a	2017
1215	Dodge Caravan	2011	4	Yes	n/a	2017
1214	Dodge Caravan	2011	4	Yes	n/a	2017
12310	Dodge Caravan	2015	4	No	n/a	2019
12312	Dodge Caravan	2015	4	No	n/a	2019
12313	Dodge Caravan	2015	4	No	n/a	2019
1211	Ford E450 Bus	2011	5	Yes	n/a	2017

Table 26. Miscellaneous Support Vehicles

Vehicle Number	Vehicle Year	Make/Model	Date in Service	Age	Fed Useful Life (Yrs)	Anticipated Replacement Year	Actual Mileage Dec 2014	Minimum Useful Life Mileage
1163	2005	Caravan (Transfer/Pool Vehicle)	2004	11	4	Replaced previously	166,476	100,000
1165	2005	Caravan (Transfer/Pool Vehicle)	2004	11	4	Replaced previously	156,664	100,000
1160	2007	GMC Uplander (Transfer/Pool Vehicle)	2007	8	4	Replaced previously	143,294	100,000
1161	2007	Chevrolet Uplander (Transfer/Pool Vehicle)	2007	8	4	Replaced previously	143,583	100,000
1250*	2009	GMC Sierra 3500 4WD (Shop Truck)	2009	6	10	2019	1,424	100,000
1205 (6)*	2009	Dodge Caravan	2009	6	4	Replaced previously	118,676	100,000

* Vehicle 1250 is jointly owned by Fargo and Moorhead. Vehicle 1205 (6) is owned by Moorhead. All other vehicles are owned by the City of Fargo.

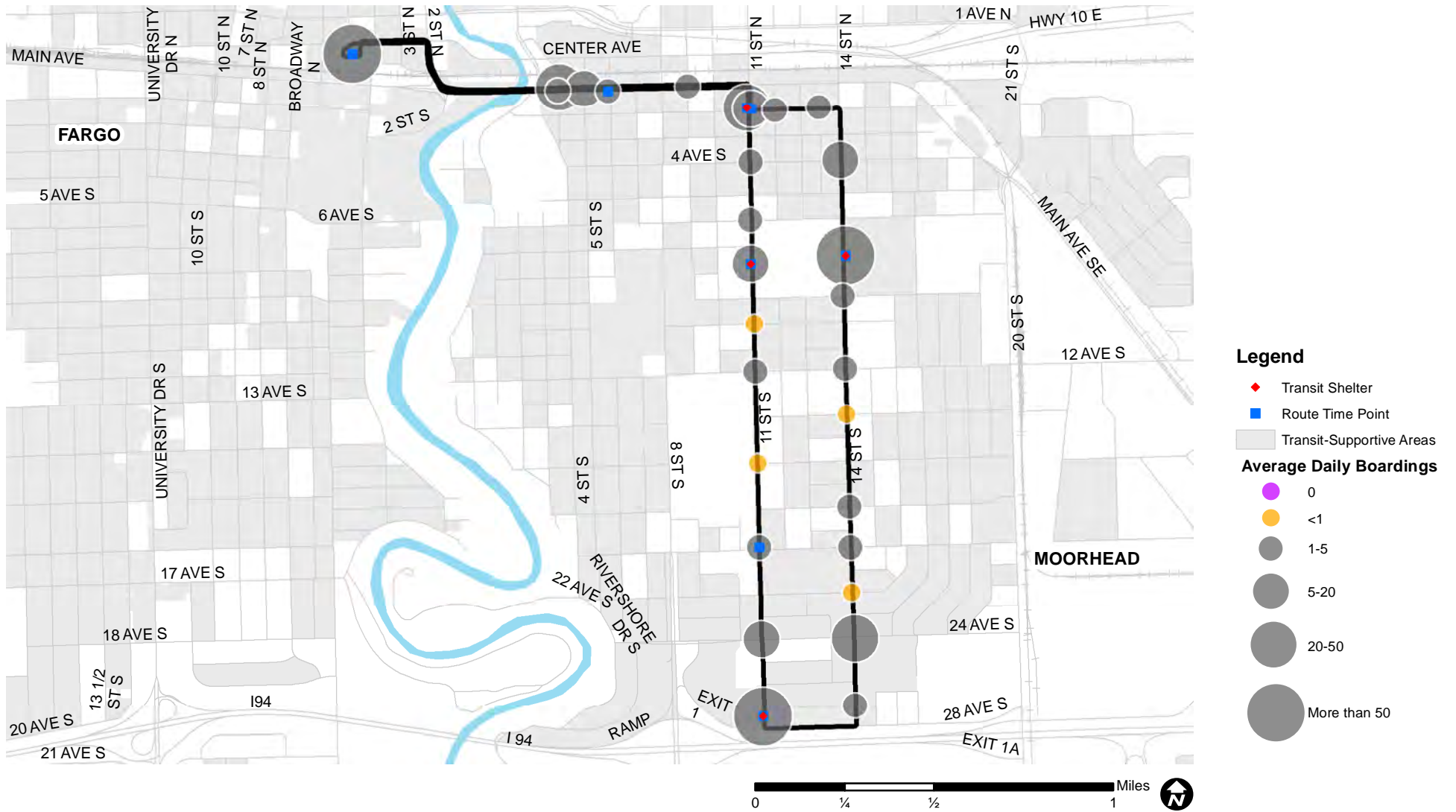
Appendix B - Stop Level Boardings by Route



Route 1 Average Daily Boardings by Stop

Figure B1

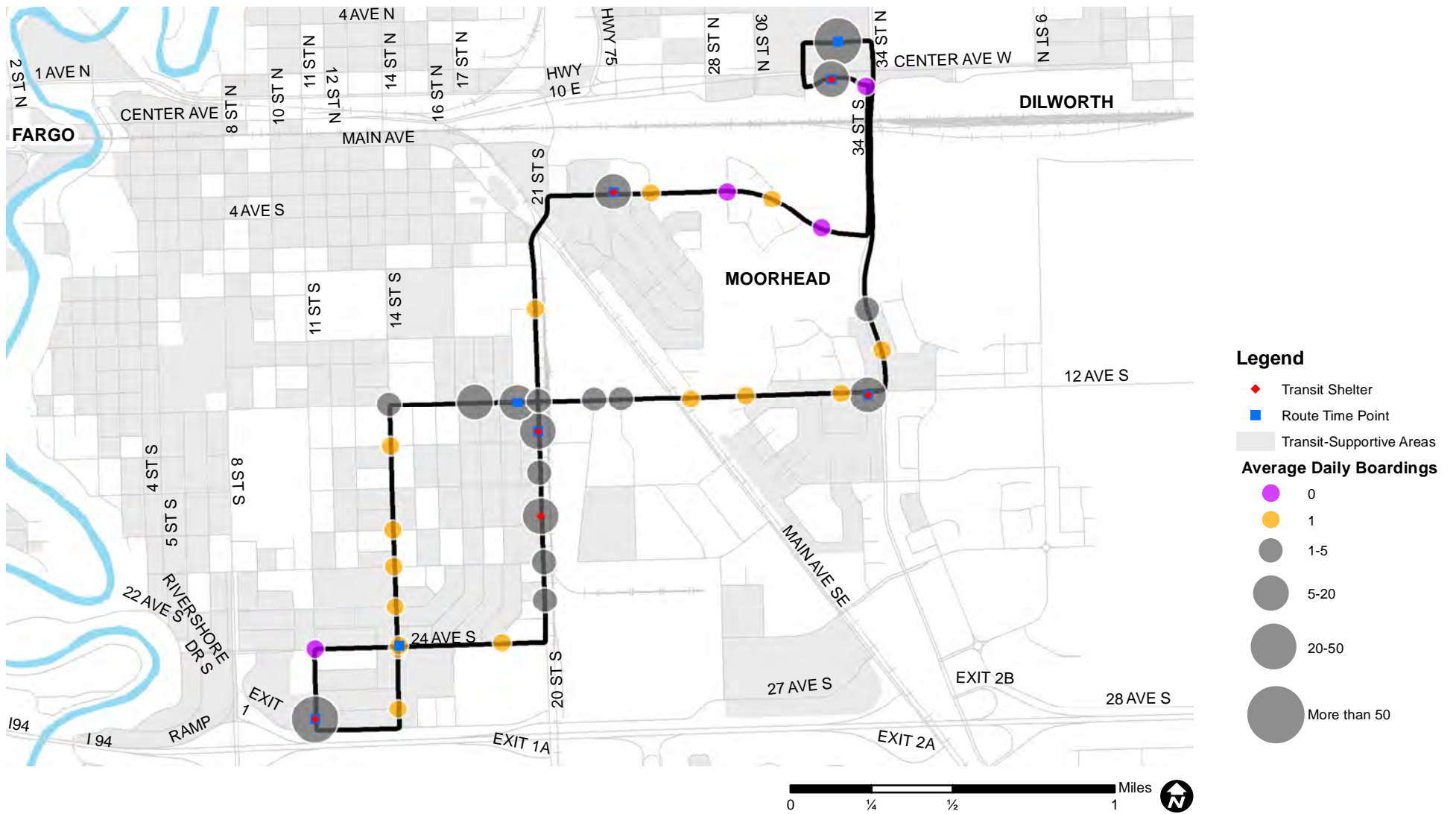




Route 2 Average Daily Boardings by Stop

Figure B2

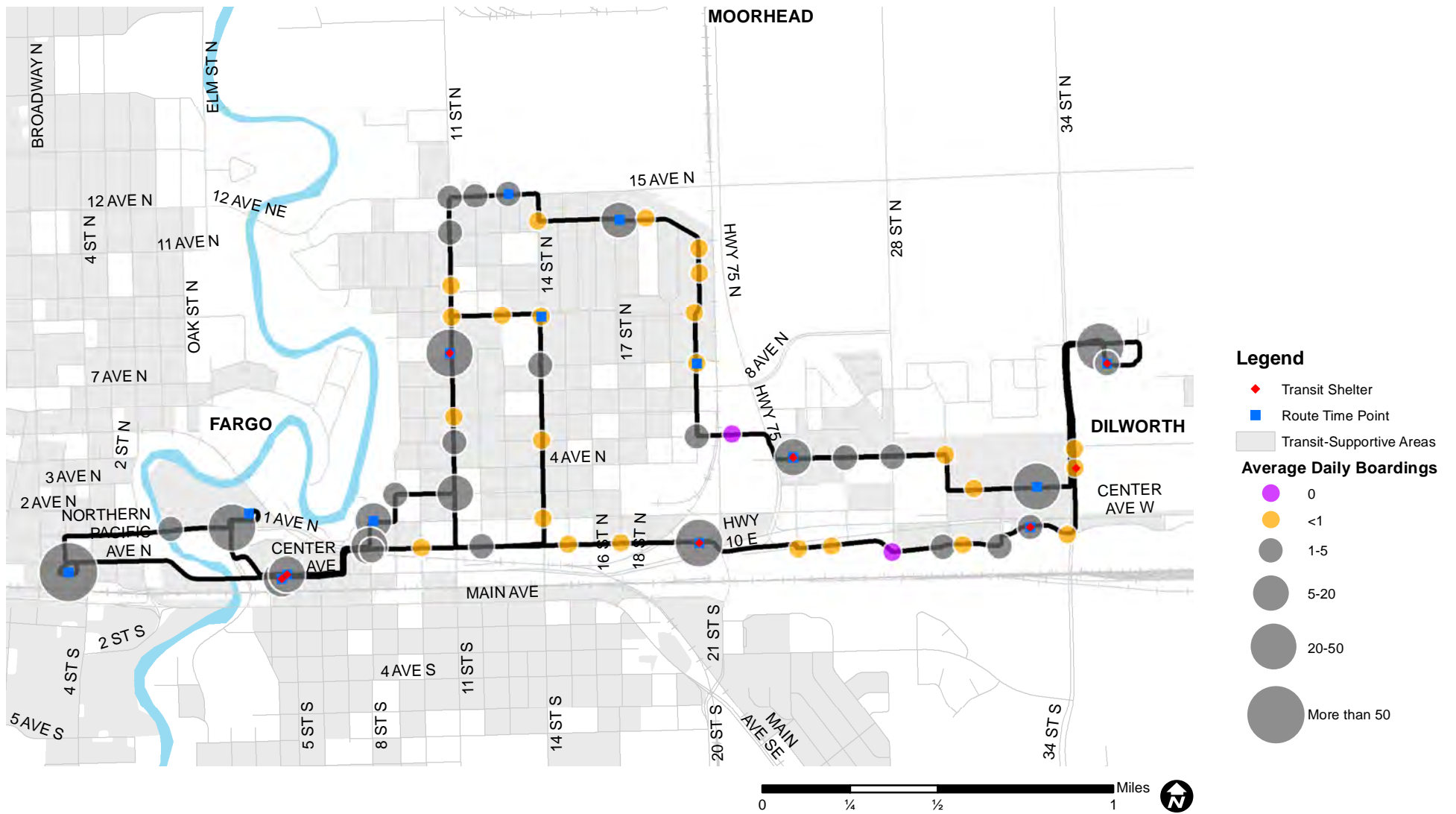




Route 3 Average Daily Boardings by Stop

Figure B3

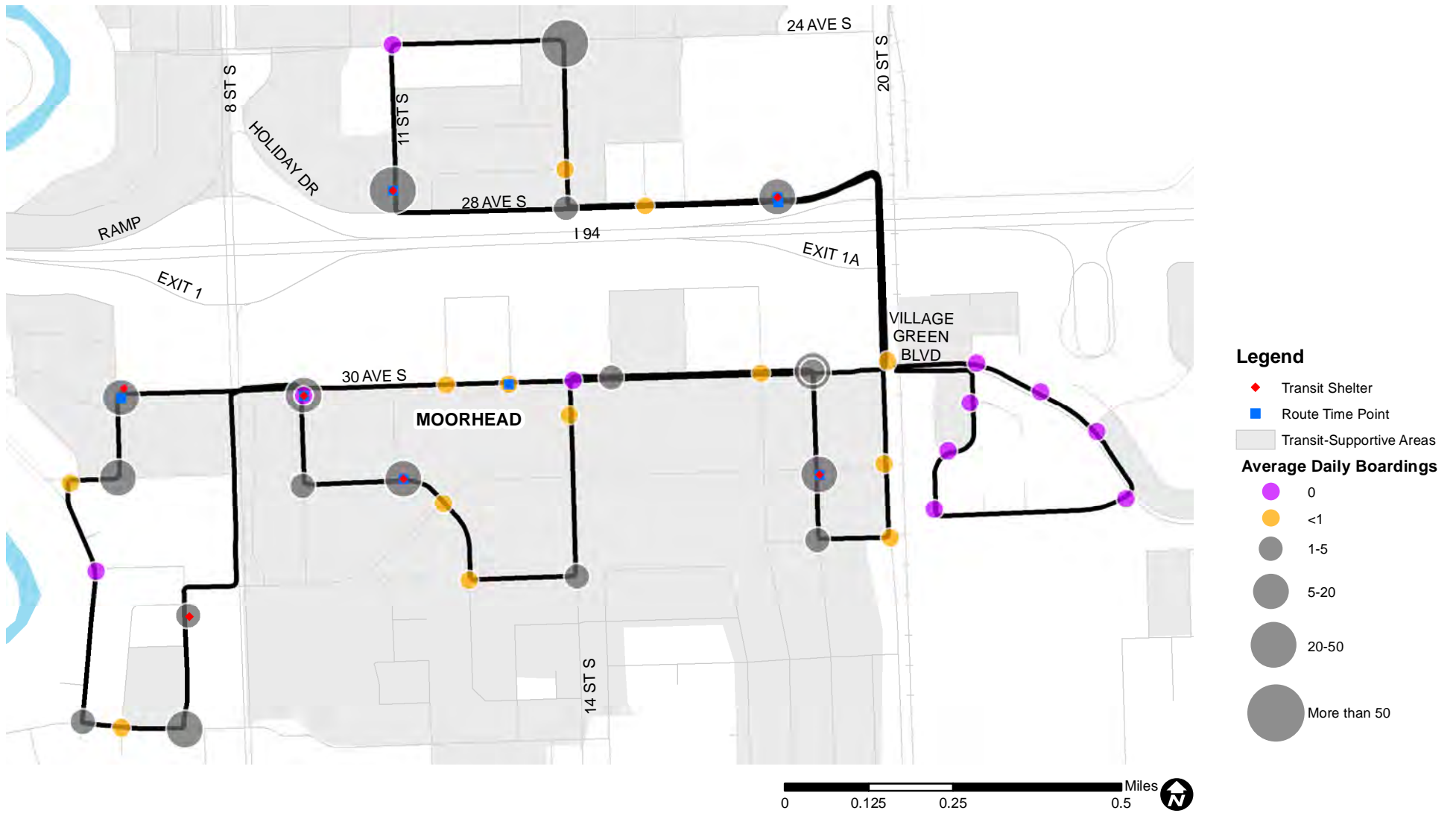




Route 4 Average Daily Boardings by Stop

Figure B4

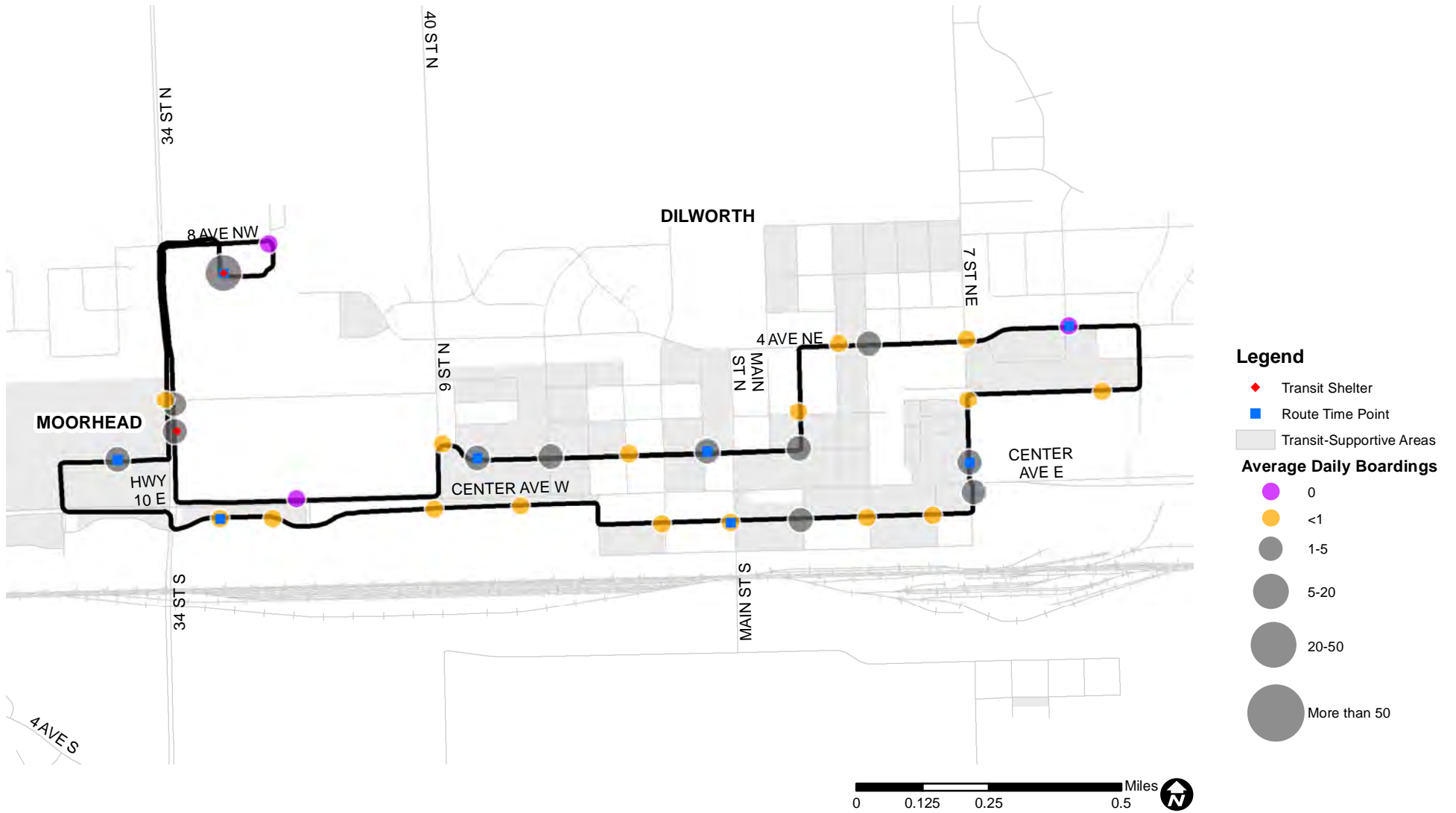




Route 5 Average Daily Boardings by Stop

Figure B5

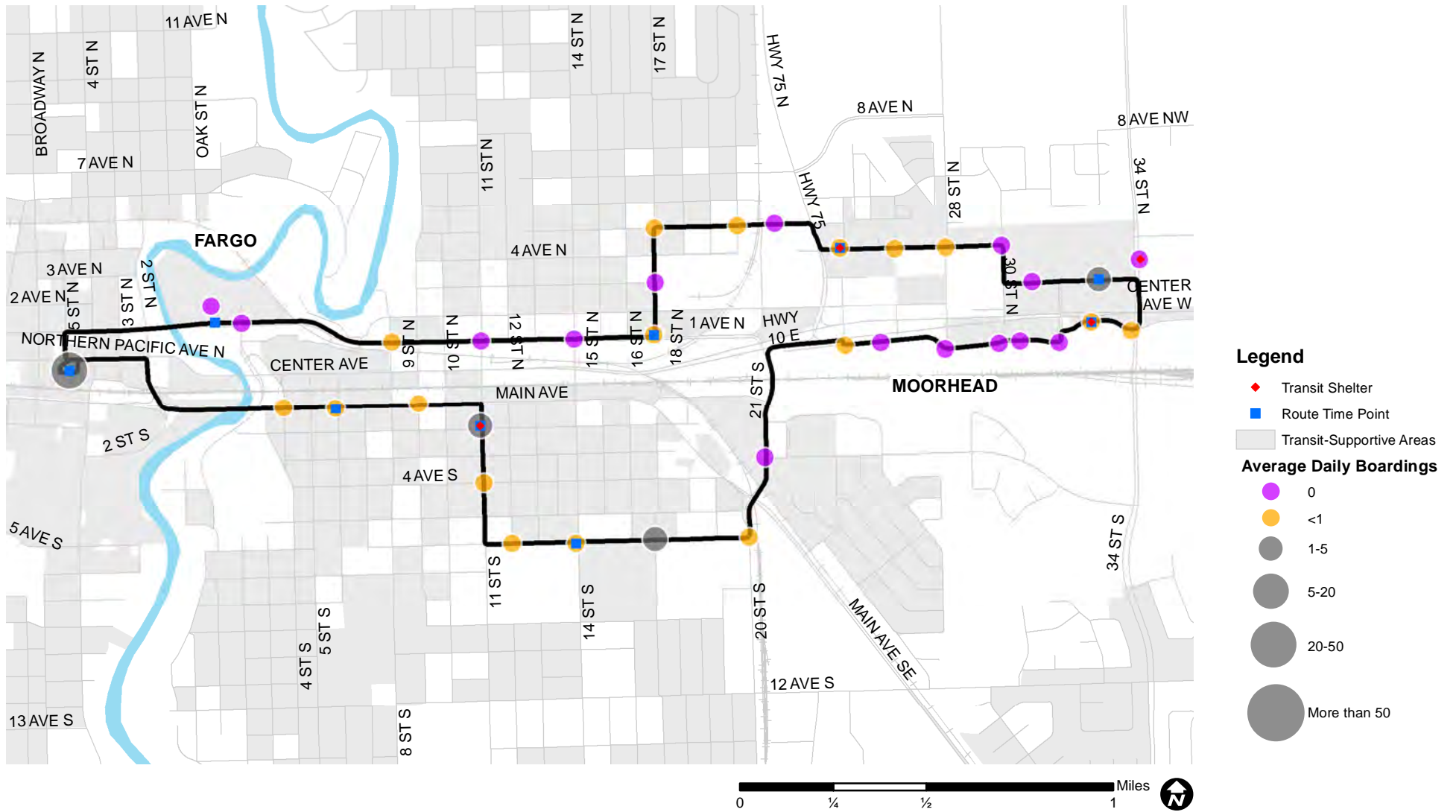




Route 6 Average Daily Boardings by Stop

Figure B6

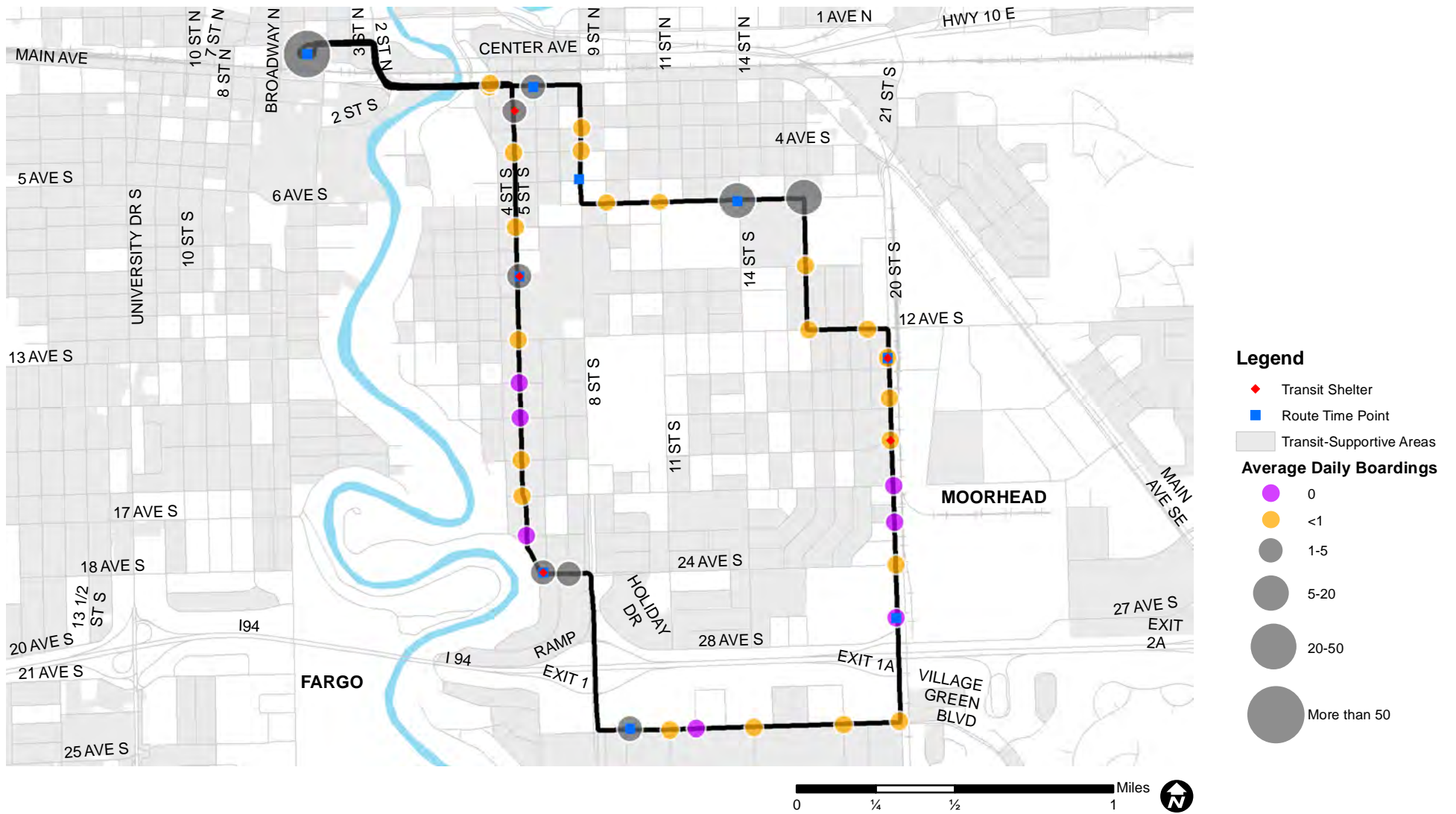




Route 7 Average Daily Boardings by Stop

Figure B7

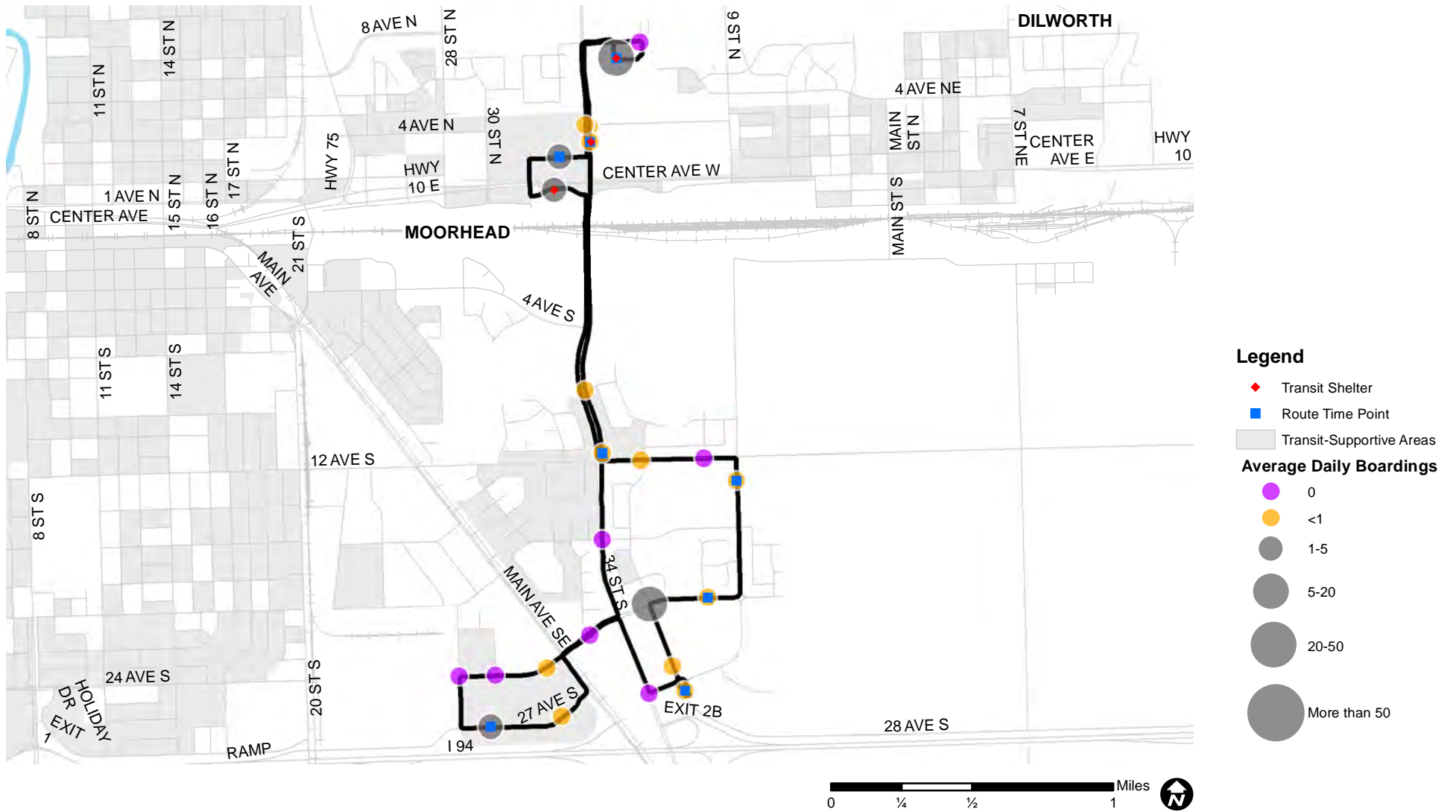




Route 8 Average Daily Boardings by Stop

Figure B8

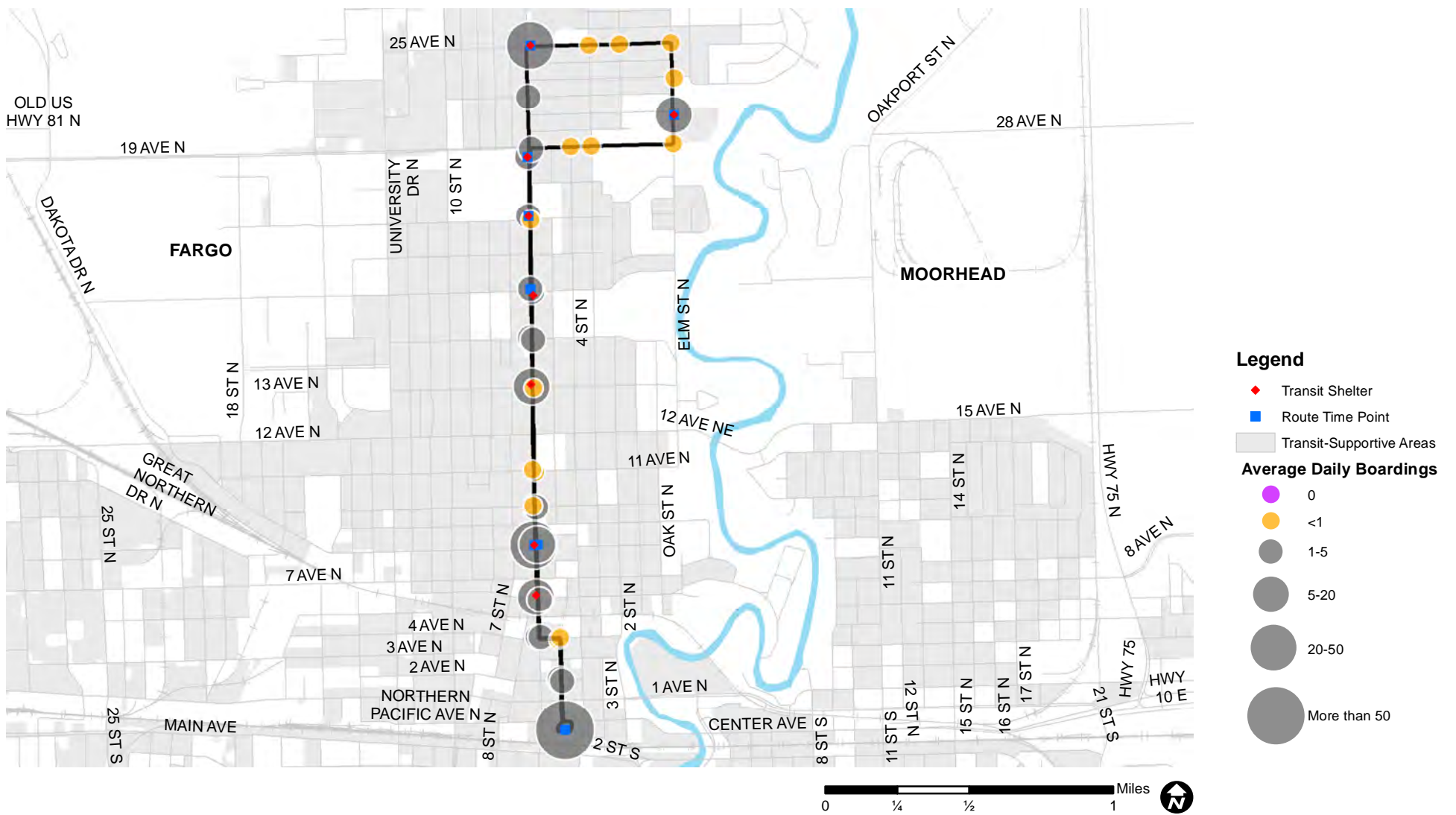




Route 9 Average Daily Boardings by Stop

Figure B9

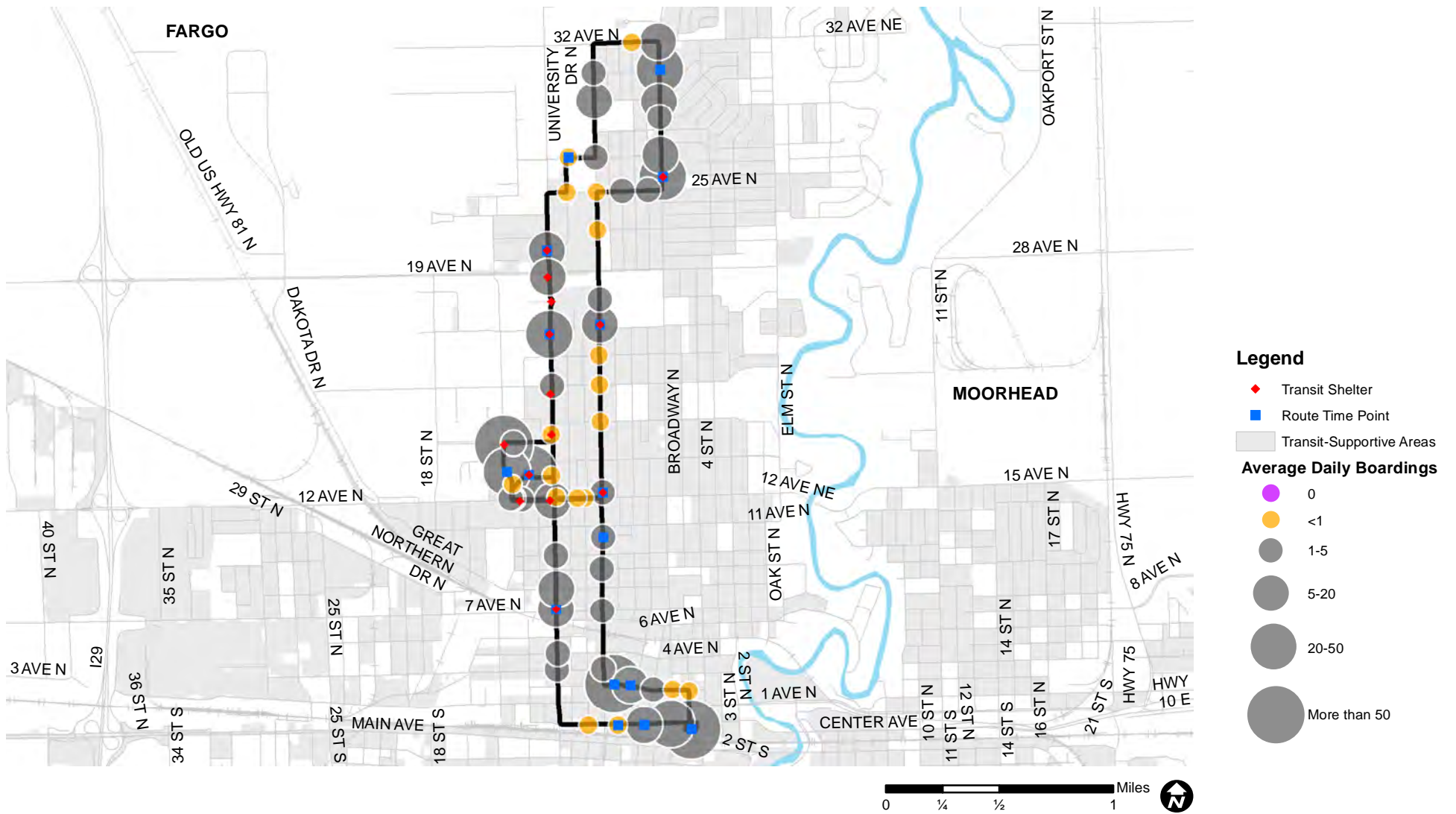




Route 11 Average Daily Boardings by Stop

Figure B10

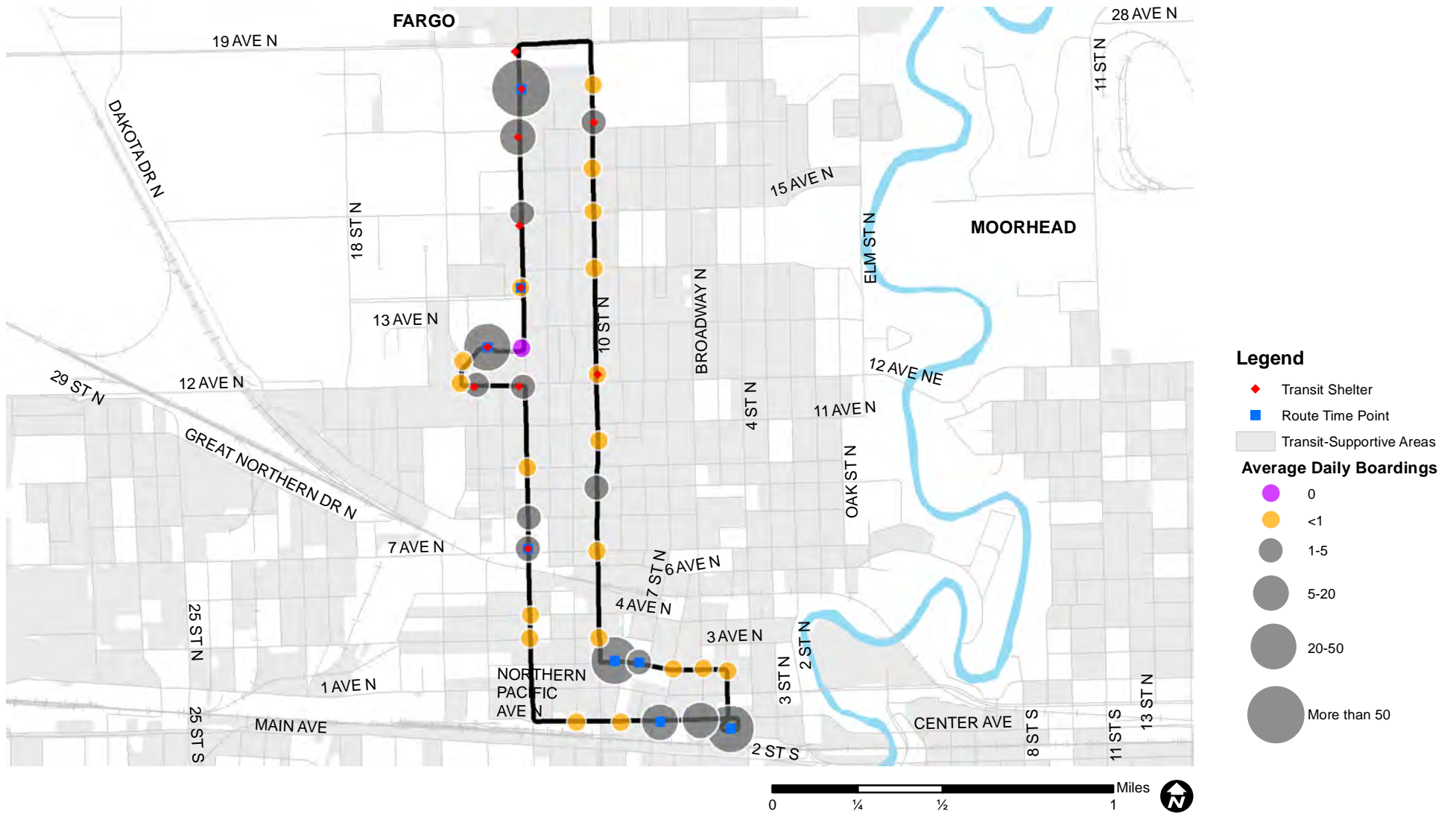




Route 13 Average Daily Boardings by Stop

Figure B11

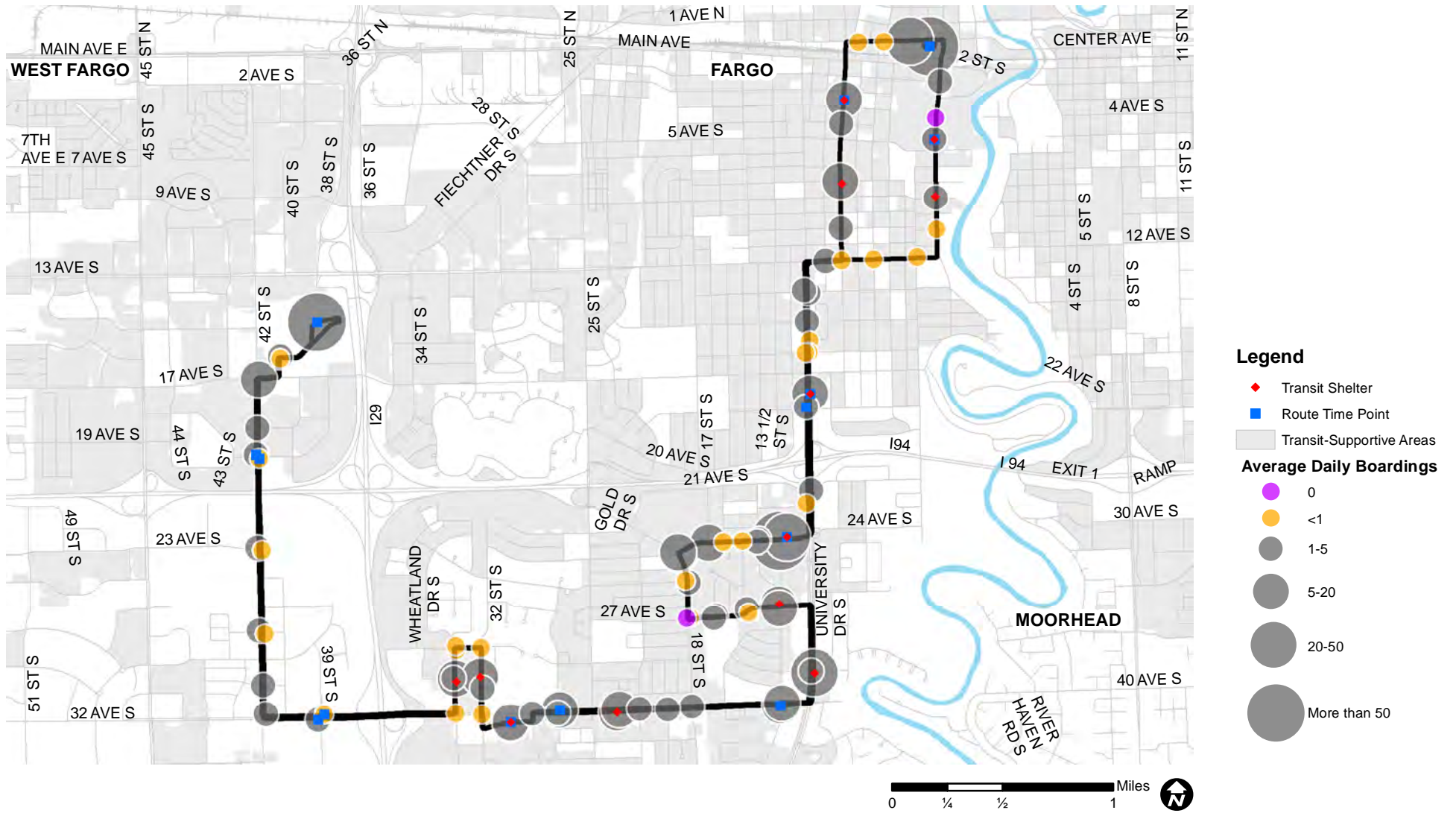




Route 13U Average Daily Boardings by Stop

Figure B12





Route 14 Average Daily Boardings by Stop

Figure B13

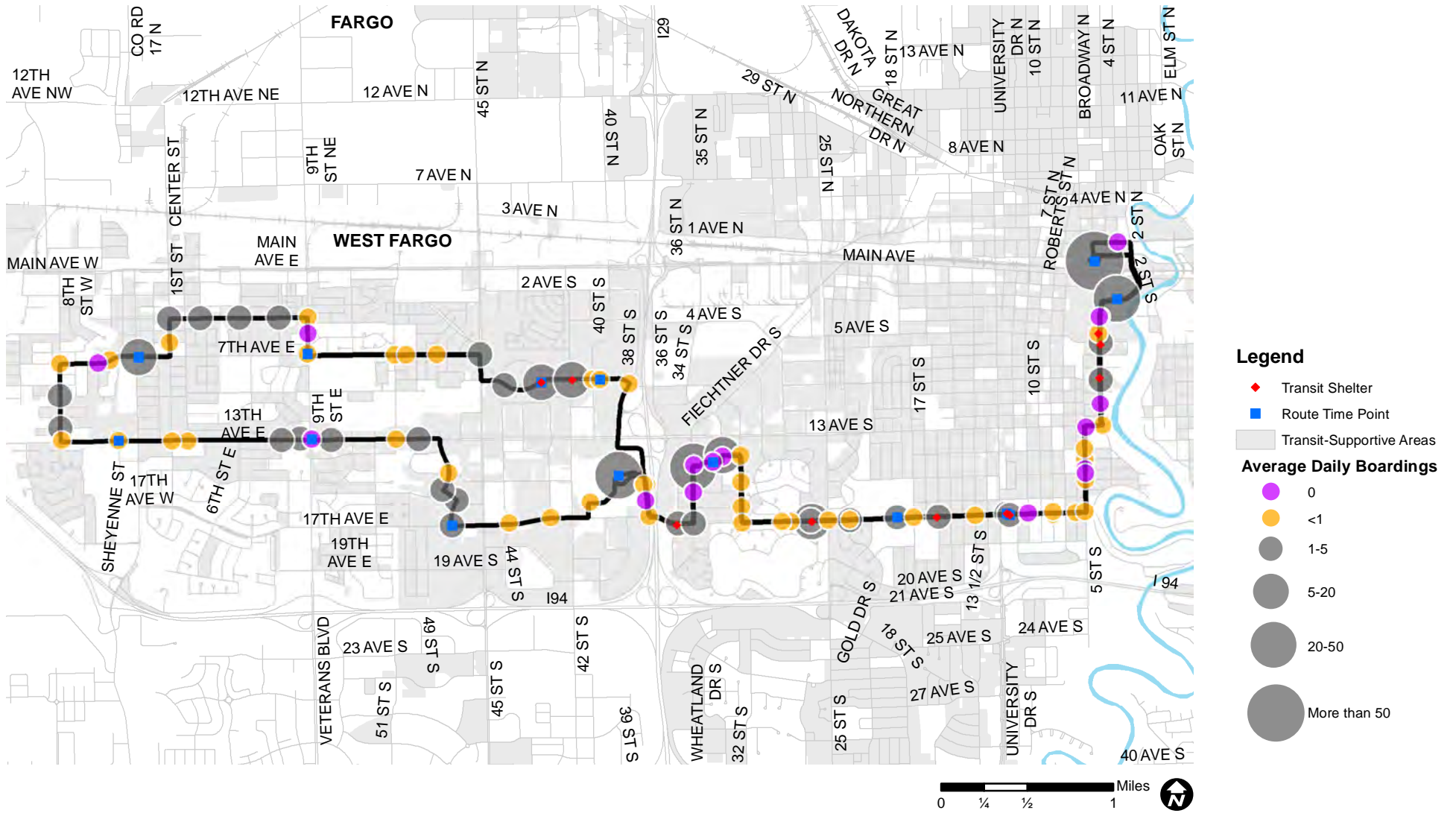




Route 15 Average Daily Boardings by Stop

Figure B14

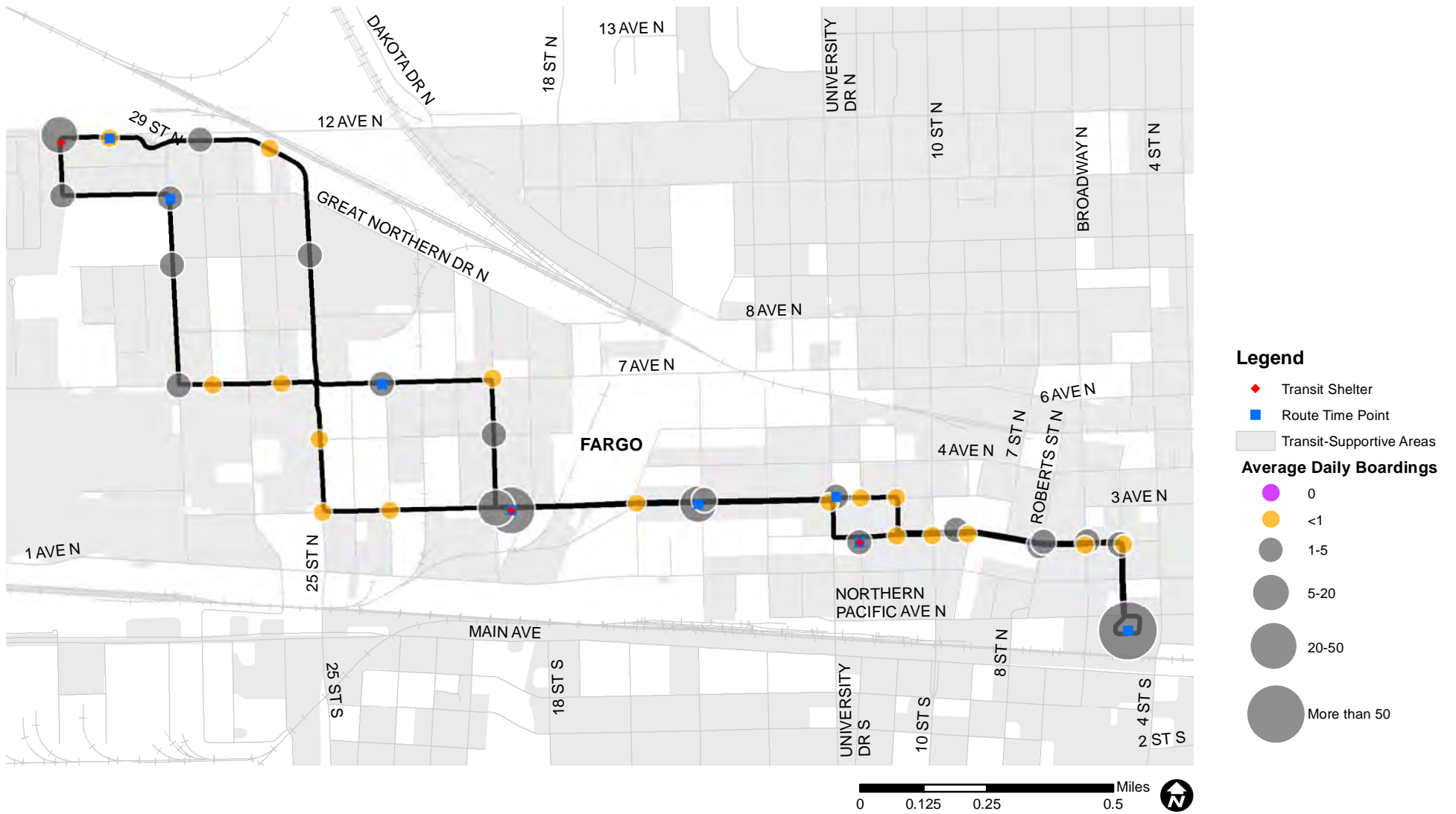




Route 16 Average Daily Boardings by Stop

Figure B15

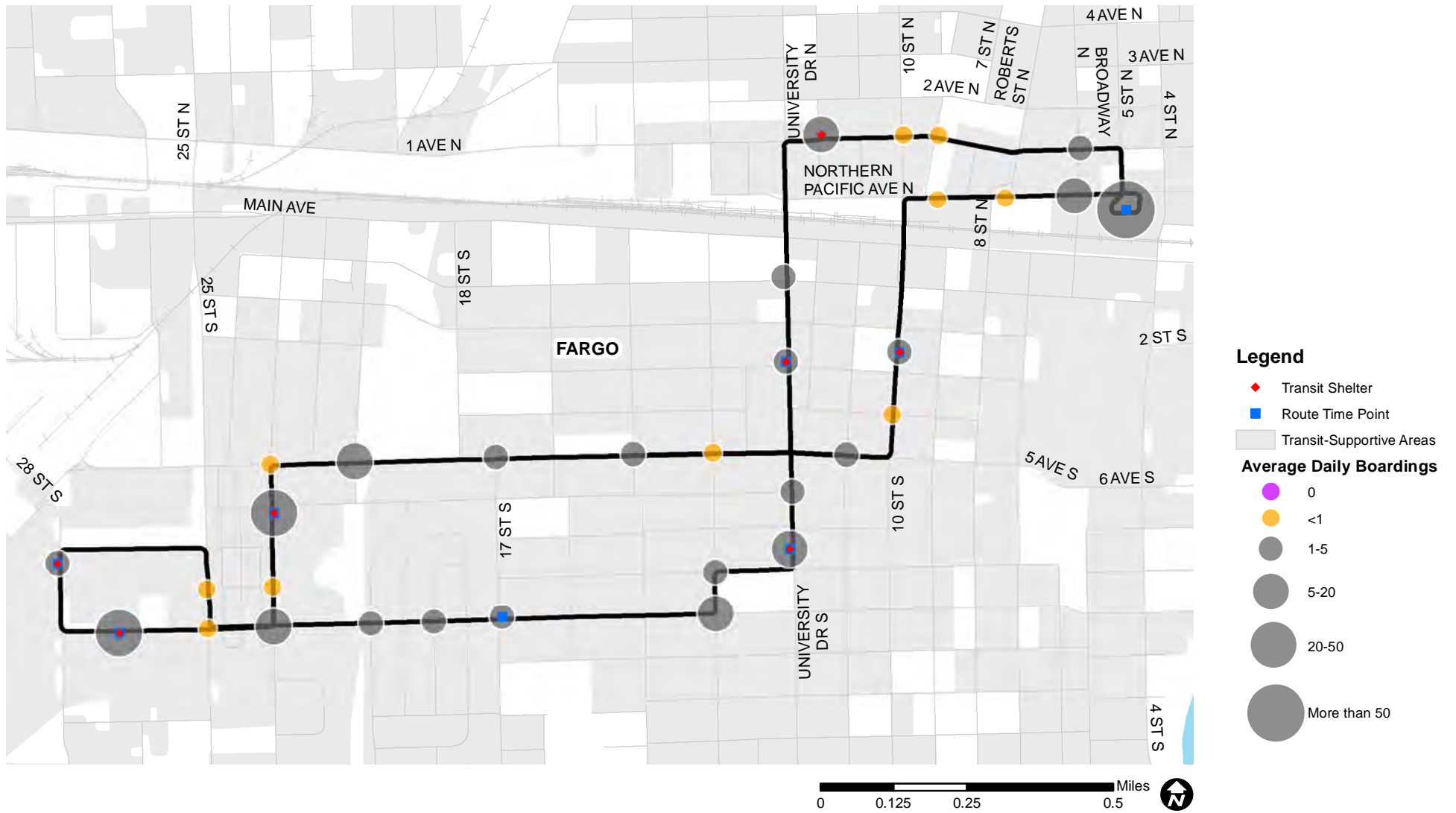




Route 17 Average Daily Boardings by Stop

Figure B16

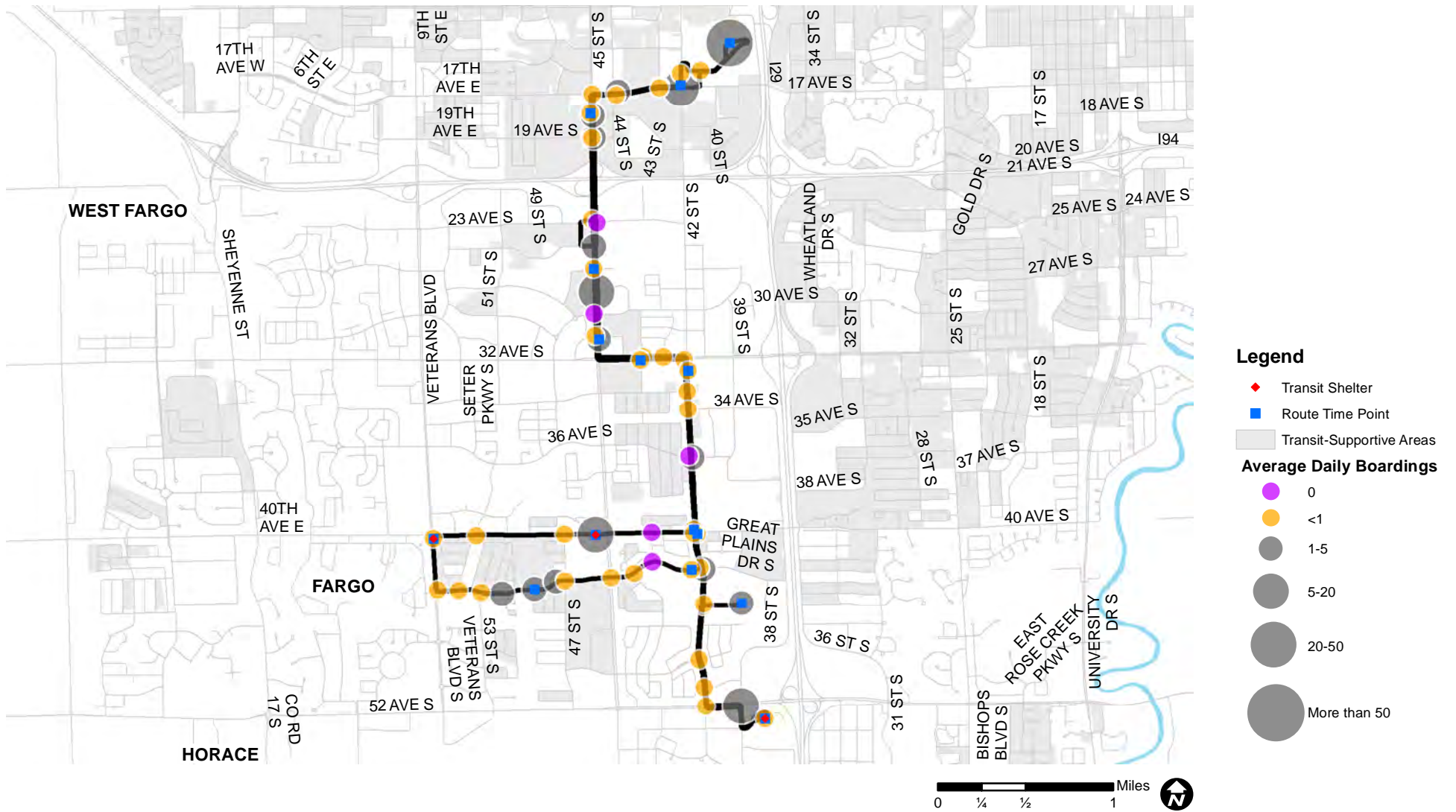




Route 18 Average Daily Boardings by Stop

Figure B17

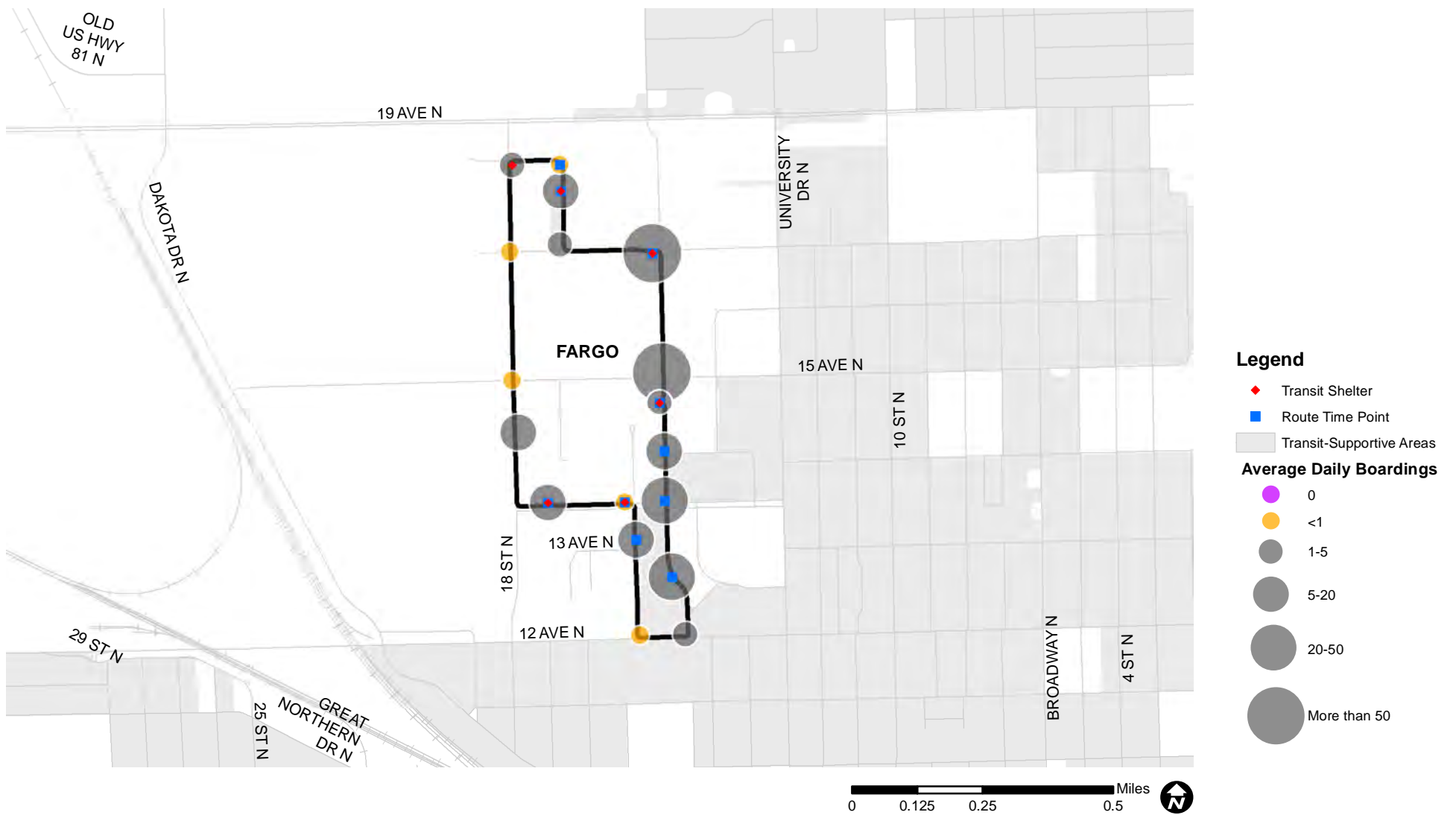




Route 23 Average Daily Boardings by Stop

Figure B18





Route 31 Average Daily Boardings by Stop

Figure B19

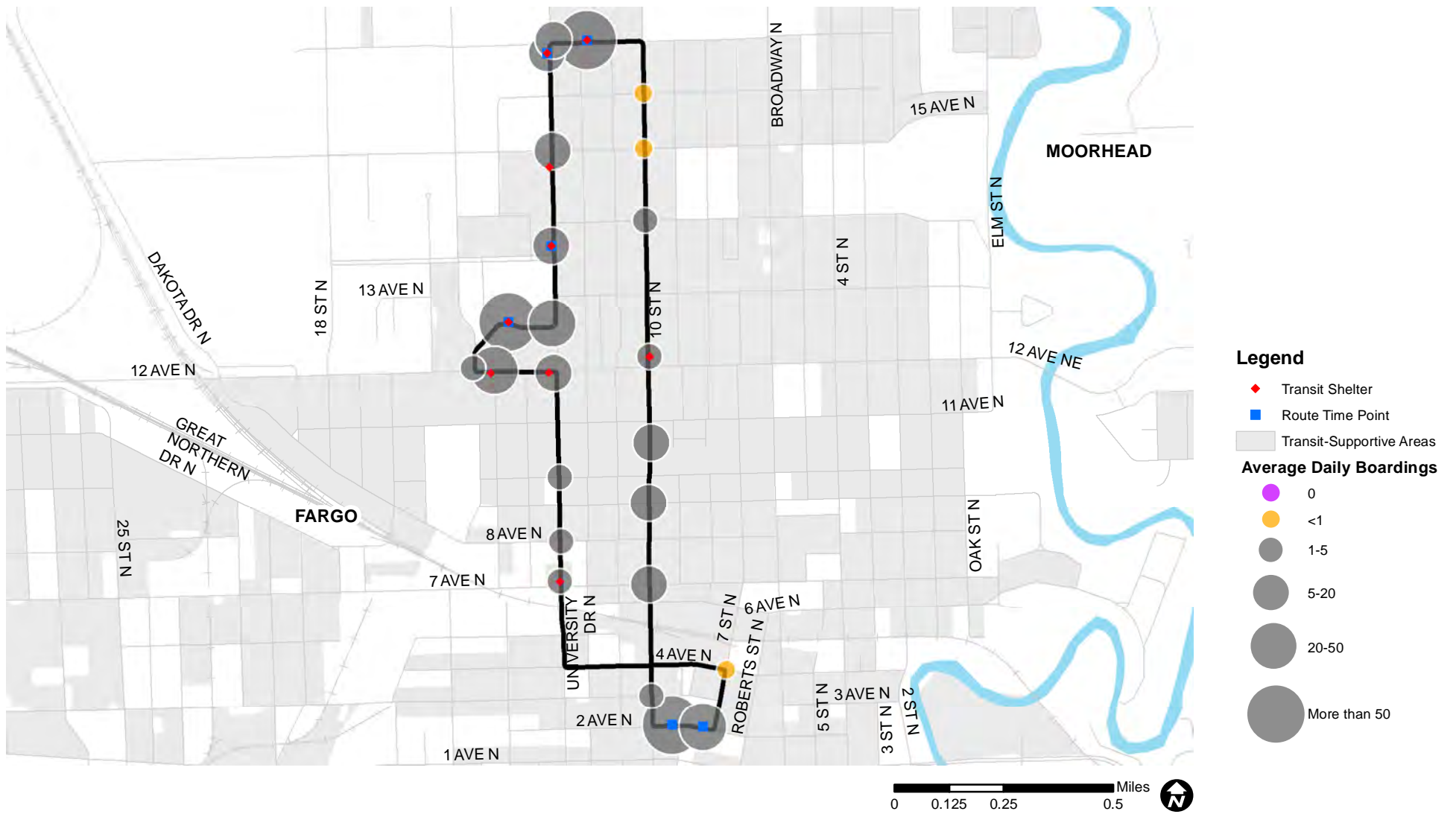




Route 32 Average Daily Boardings by Stop

Figure B20





Route 33 Average Daily Boardings by Stop

Figure B21

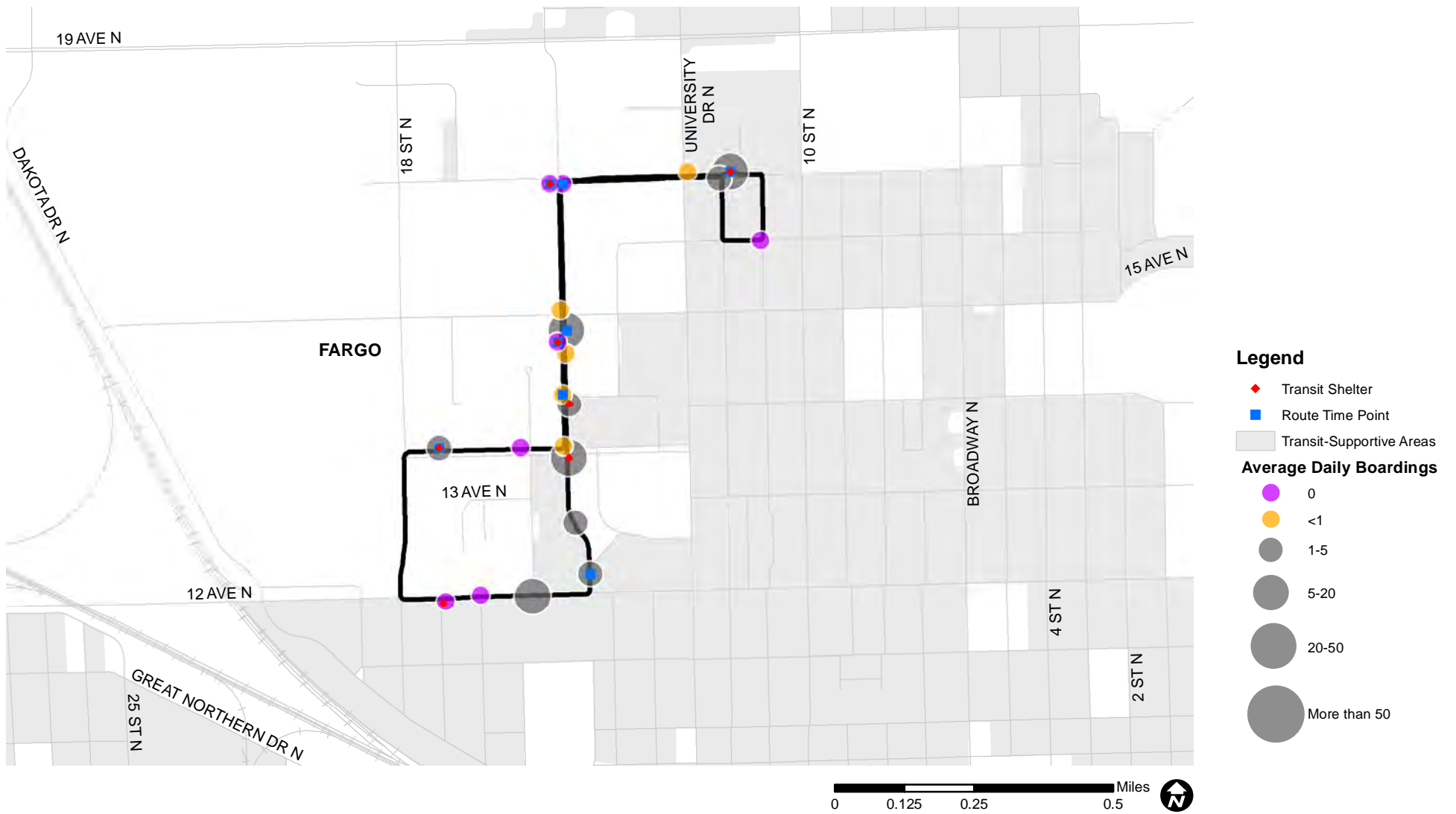




Route 34 Average Daily Boardings by Stop

Figure B22





Route 35 Average Daily Boardings by Stop

Figure B23



Appendix C – Non-User Survey Response Summary

To: FM Metro COG
From: Stephen Osberg, Transportation Planner
Date: October 19, 2015
Subject: Fargo-Moorhead Transit Development Plan – Non-User Survey Summary

Purpose

An online survey was employed to collect information from residents of the Fargo-Moorhead area to help assess their preferences and perspectives toward public transportation. The survey targeted people who do not currently use transit, though it did yield some responses from transit users. It was made available from September 2 through October 15, 2015.

The survey yielded 235 responses. While this is not a statistically significant sampling of the Fargo-Moorhead area, it does help provide insight into the attitudes and activities of area residents and workers.

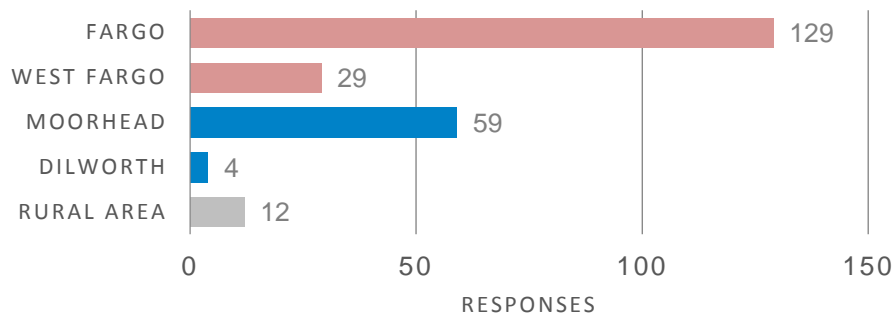
This memo summarizes the results of the survey. Comments received in open-ended responses appear in the Appendix.

Results

City of Residence

To better understand how people’s opinions correspond to the different levels of service offered by MATBUS throughout the Fargo-Moorhead region, people were asked where they live. Figure 1 displays the results.

Figure 1. Place of Residence

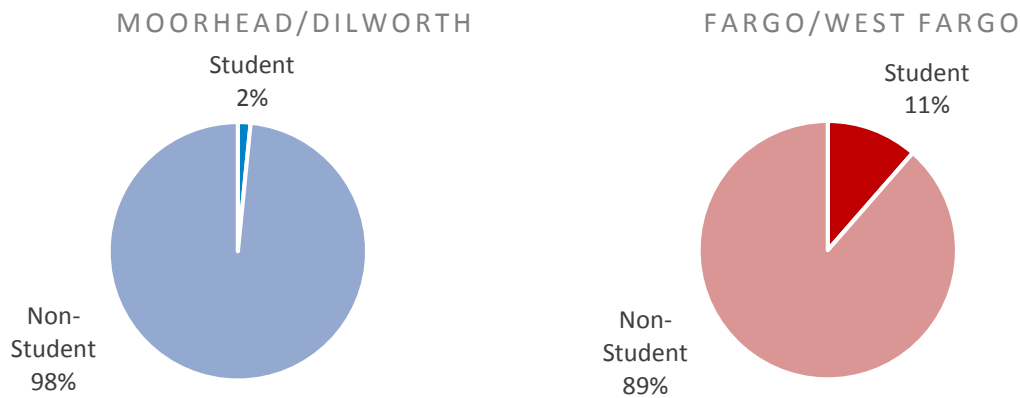


Of the 235 people who took the survey, 129 (55 percent) indicated they live in Fargo. Another 29 (12 percent) live in West Fargo, 59 (25 percent) in Moorhead, four (0.02 percent) in Dilworth, and 12 (five percent) in the rural areas surrounding the Fargo-Moorhead urbanized area. Two respondents did not provide responses.

Enrollment Status

Approximately half of all MATBUS trips are made by college students, so it is helpful to understand how the survey results do or do not reflect the views of this group. Figure 2 shows the enrollment status of respondents by place of residence. Only two percent of respondents from Moorhead/Dilworth and 11 percent of those from Fargo/West Fargo are students.

Figure 2. Student Status of Respondents

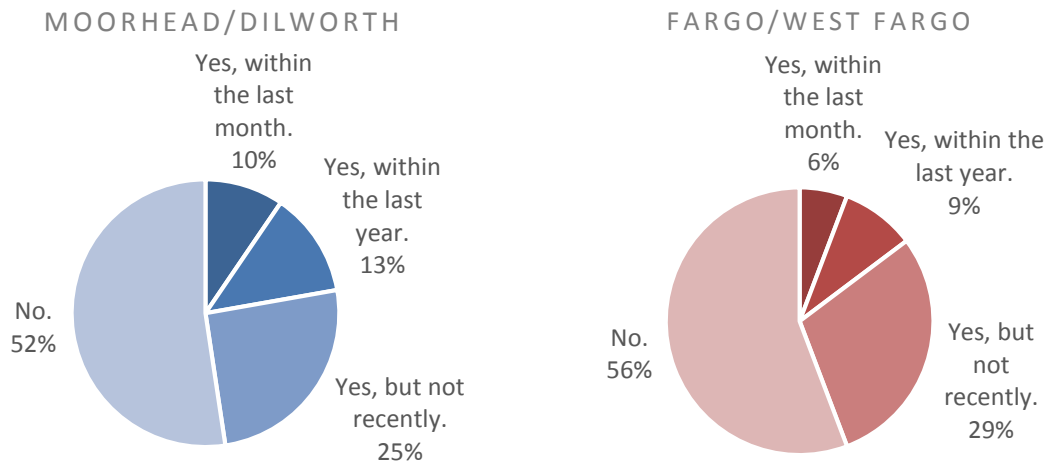


Experience with MATBUS

This survey targeted people who do not typically use transit service to gain insight into why they make the transportation choices they do. Figure 3 displays how often respondents report using MATBUS services. Over half of respondents from Moorhead/Dilworth and Fargo/West Fargo have never used MATBUS, and another 25 to 30 percent have not used it within the last year. Only 10 percent of respondents from Moorhead/Dilworth and six percent of those from Fargo/West Fargo report using MATBUS within the last month.

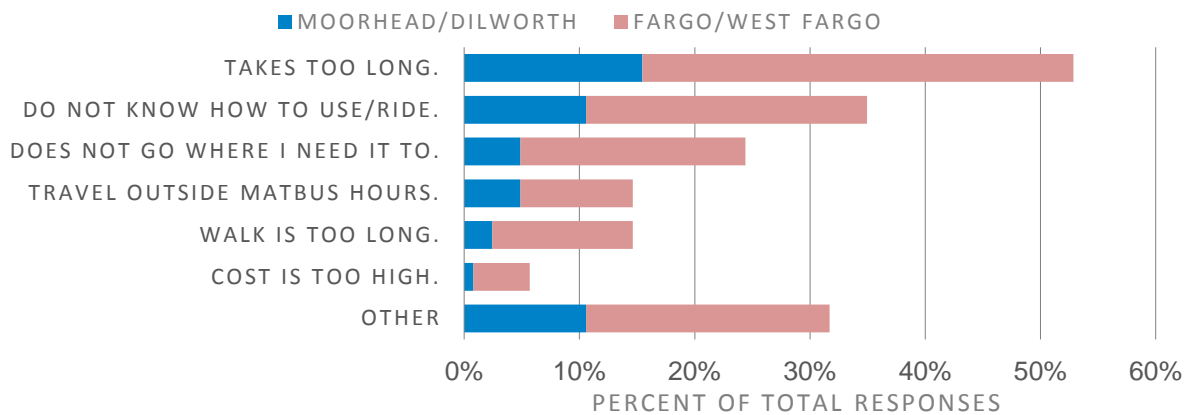
Figure 3. Use of MATBUS Services

HAVE YOU EVER USED MATBUS SERVICES?



Those who responded that they had never used MATBUS were asked why. Figure 4 displays the feedback. People were allowed to pick more than one answer.

Figure 4. Rationale for Not Using MATBUS Service



By far, the greatest rationale claimed by people who do not use MATBUS services is that it takes too long. Thirty-five percent of non-users, the second most prevalent response, claim that not knowing how to use transit service factors into their non-use of the system. This finding suggests that additional marketing and outreach could potentially sway some non-transit-users to give MATBUS a try. The next three most common rationales relate to service span and coverage. Notably less than 10 percent of respondents complained that the cost of transit is too high.

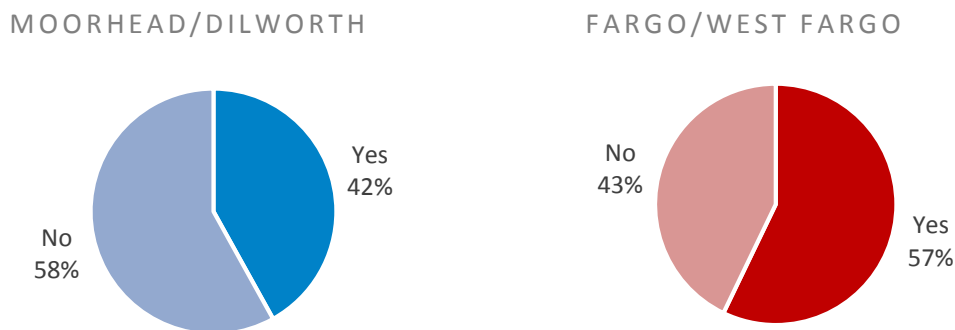
Thirty-two percent of the people who answered this question offered their own rationale for why they do not use transit. Their individual comments can be found in the Appendix.

Future Use of MATBUS

In addition to asking people about their past transit use, people were asked whether they might use MATBUS in the future.

Figure 5. Future MATBUS Use

FOR TRIPS YOU MAKE REGULARLY, ARE THERE CIRCUMSTANCES IN WHICH YOU COULD SEE YOURSELF USING MATBUS?



Results from Moorhead/Dilworth nearly mirror the results from Fargo/West Fargo. In the former, 42 percent said they could see themselves using MATBUS in the future, and in the latter 57 percent said they could see themselves using MATBUS. This response bodes well for MATBUS’s marketing efforts. While over 75 percent of respondents have not used MATBUS in the last year, approximately half can see themselves using it in the future.

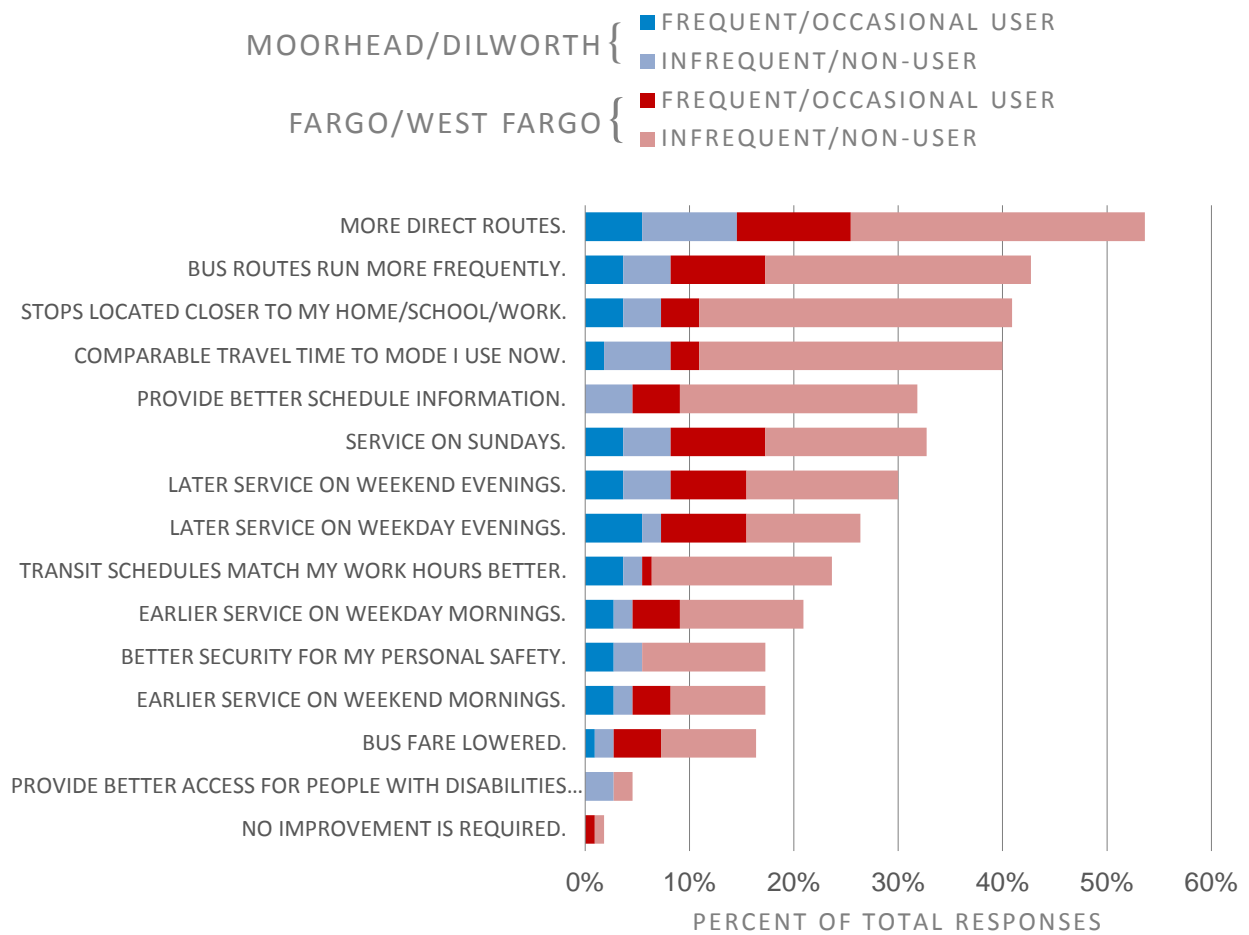
The survey also asked what factors might increase people’s likelihood to use MATBUS. Figure 6 displays the responses broken down by place of residence and frequency of past use. People were able pick multiple answers.

Only one percent of respondents said no improvements are necessary. Three of the four most frequently cited factors relate to travel time, reinforcing the findings from Figure 4 that travel time is often of critical importance when people choose transportation mode. The fourth, stops located closer to my home/school/work, is related to coverage. The most heavily cited factor by nearly all segments of the survey pool is that more direct routes would be seen as an improvement.

Looking more closely at the responses of frequent/occasional users, it becomes apparent that extended service hours are of prime importance, particularly in the evenings and on Sundays. Earlier service and lower fares are less important to respondents.

Additional recommendations from respondents can be found in the Appendix.

Figure 6. Factors to Increase Likelihood of MATBUS Use



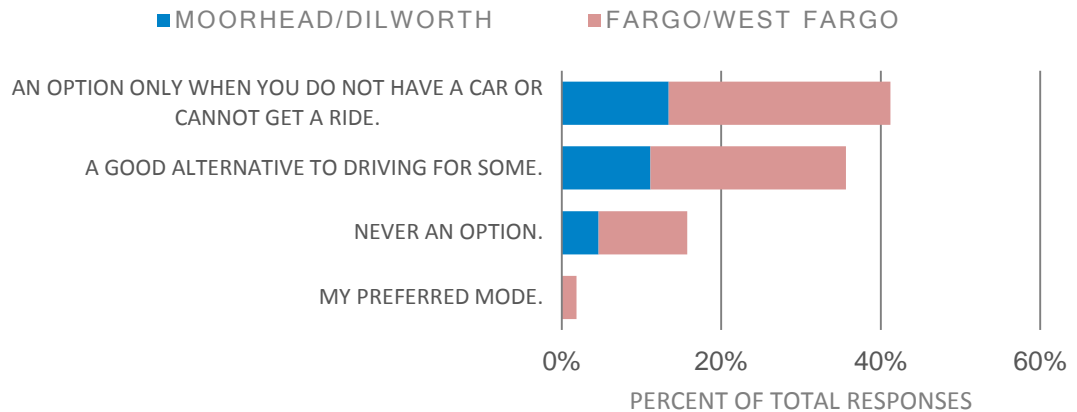
Note: Frequent/occasional users are those people who reported using MATBUS within the last month or within the last year. Infrequent/non-users are those people who reported using MATBUS, but not recently, or never having used MATBUS.

Perception of Public Transit

Overall perception of transit service in the region was examined by having people complete the sentence, “Public transit in the region is _____.” Figure 7 displays the responses. People were forced to choose only one answer.

Figure 7. Perception of Public Transit in the Region

PUBLIC TRANSIT IN THE REGION IS _____.

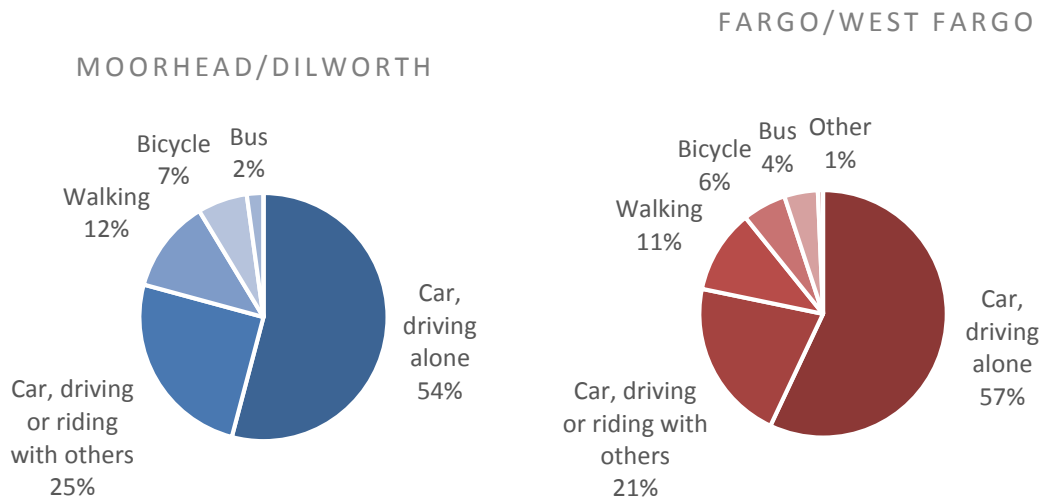


The ranking of answers was consistent across places of residence. Over 40 percent of people say transit is “an option only when you do not have a car or cannot get a ride.” This response indicates a view of transit as only for people who have no choice but to take it. Thirty-six percent of people responded that transit is “a good alternative to driving for some.” This answer views transit as a choice that some people willingly make. Both of these descriptions, totaling approximately 75 percent of a responses received, show that people value the transit service, whether for themselves or for others. Only 16 percent of respondents state that transit is “never an option,” well below the roughly 50 percent of people who report never having used MATBUS. Two percent list transit as “my preferred mode.”

Mode Split

To shed additional light on people’s perspectives on transportation, the survey asked how many trips they make on a typical day by a selection of modes. Figure 8 displays the responses. In both Moorhead/Dilworth and Fargo/West Fargo, over half of reported trips were done by car, driving alone. Another 20 to 25 percent of trips were reported made by car with other people. Two percent of respondents’ trips in Moorhead/Dilworth and four percent in Fargo/West Fargo were completed by bus.

Figure 8. Mode Split of Daily Trips

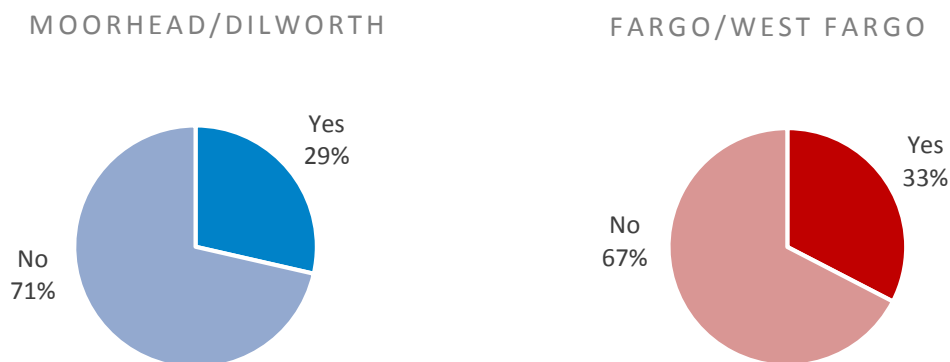


Vanpool and Carpool

Beyond examining people’s perceptions of MATBUS service, the survey looked into people’s willingness to participate in vanpool or carpool programs. Figures 9 and 10 display overall willingness to participate in vanpool or carpool, respectively.

According to the survey, a majority of people are unwilling to consider taking part in vanpool or carpool programs. Twenty-nine percent of people from Moorhead/Dilworth are open to the idea of either vanpool or carpool, and 33 and 36 percent of respondents from Fargo/West Fargo are open interested in vanpool and carpool, respectively.

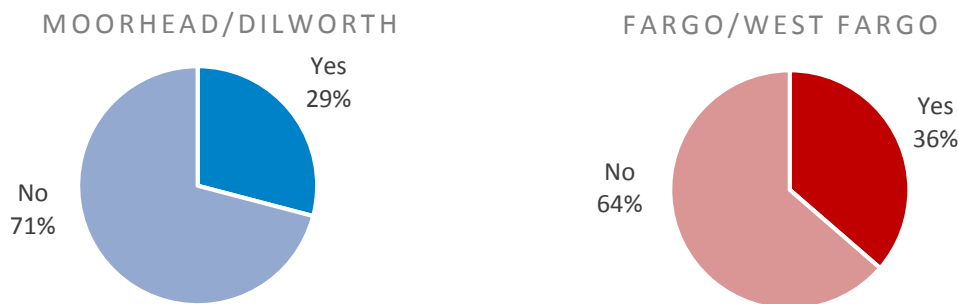
Figure 9. Openness to Using Vanpool if Available



The somewhat low level of interest is not surprising since the programs are best suited for trips to clustered locations, and many people might not regularly travel to a place with a high concentration of jobs. Also, people might lack information on what vanpool and carpool programs are and how they work. Some of the comments received (see Appendix) suggest the latter. Respondents suggested changes to fixed routes as an incentive to use vanpool.

Interestingly, while only 29 percent of respondents from Moorhead/Dilworth claim openness to carpool, 25 percent of trips are currently reported to be take place via car with other people (see Figure 8). In Fargo/West Fargo, 36 percent of respondents claim interest in carpool, while 21 percent of trips are reported as in a car with others.

Figure 10. Openness to Using Carpool if Available



Respondents were asked to further explain their thoughts on vanpool and carpool. Figures 11 and 12 document the feedback. Respondents could select multiple answers.

When asked what would potentially motivate a person to use vanpool or carpool, the most common responses are related to saving money, either directly or through decreased wear and tear on personal vehicles. The guaranteed ride home also ranks high as do the environmental benefits. Curiously, saving time ranks low, which stands in contrast to the high ranking on time when respondents reviewed MATBUS performance. This difference might be based on a lack of belief in vanpool or carpool actually saving travelers time. Social benefits rank lowest.

When asked to describe the factors behind considering vanpool or carpool, a convenient schedule and curb-to-curb service are seen as most important. Affordability and availability of information follow. Again, the social benefits rank lowest. Some of the comments received reveal a fear of being around strangers. Additional comments can be found in the Appendix.

Surprisingly, while saving money ranks highest on the motivation for using vanpool or carpool, the availability of tax benefits ranks low in the factors behind consideration of participation.

Figure 11. Potential Motivation for Using Vanpool/Carpool

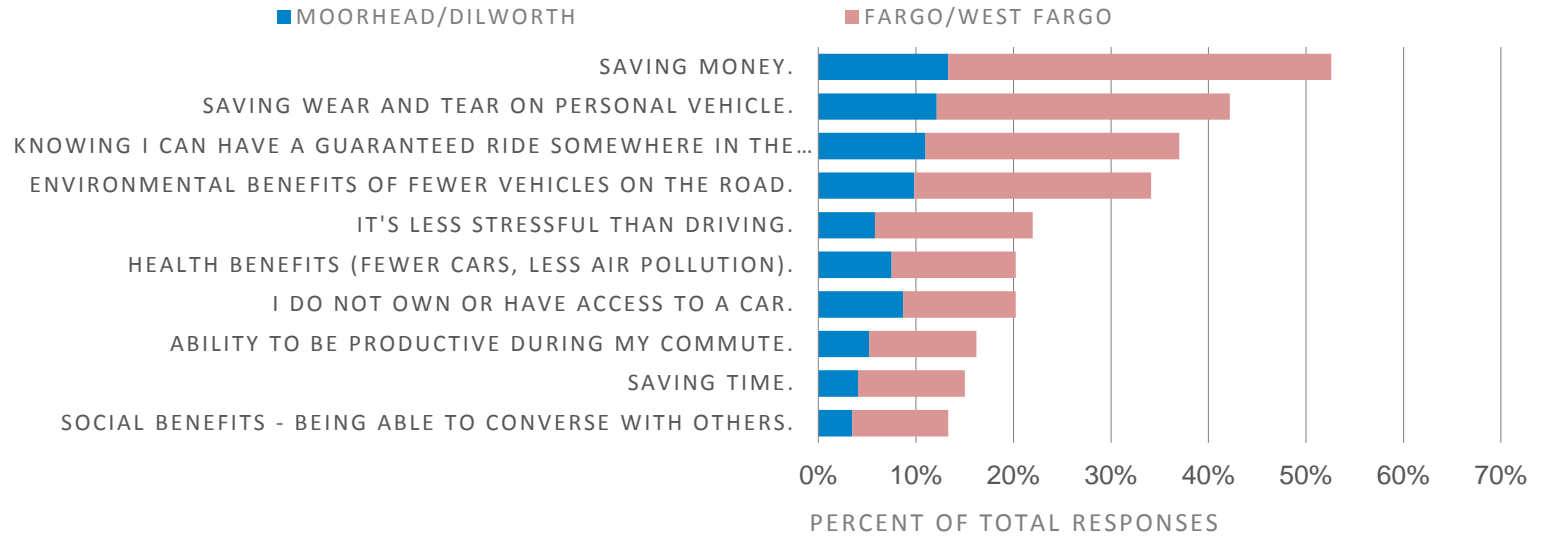
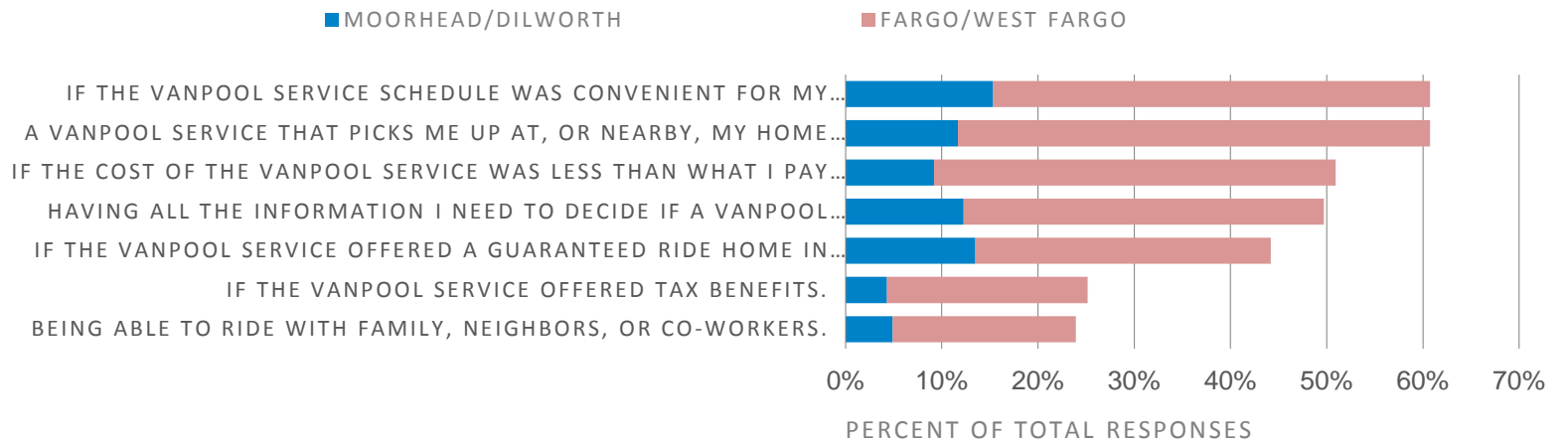


Figure 12. Factors Behind Consideration of Participating in Vanpool/Carpool



Appendix: Additional Comments

Responses to Question 4: Why do you not use MATBUS services?

- no need
- I live close, but routes are setup in a way that I would have to switch buses to get to work.
- my children are carseat age still
- Own three vehicles and live near my work.
- to many bus changes
- To many stops. People can walk a 3 blocks not have a stop at every block
- I own a car
- Bus doesn't come early enough for my shift
- During the summer I have 5 different means of transport of my own. During the winter I only have 1 and I'm more likely to take the bus then.
- I like driving my own vehicle and relying on myself
- takes too long, theres no bus between south moorhead and north moorhead direct to mall for easier quicker access to mall and west fargo areas
- Homeless people
- Interesting company
- Safety
- Not as easy, reliable or fast as a rail system (light rail)
- I have a car
- No safety measures for children who need to be in car seats when riding vehicles.
- Too difficult to handle large amounts of groceries on bus to use for weekly shopping
- to scared to ride as crime is rising
- Uncomfortable with other passengers
- I need my car for my job.
- I need to use my car for my work.
- Motion sickness
- I prefer the convenience of driving my own car.
- I have a car.
- I like to drive
- I don't think it runs early enough when I go to work. Also I work until 11 pm sometimes and it doesn't run after that.
- Don't want too
- Don't need it.
- Pick up spot is too far away
- Safety reasons
- I drive
- Questionable people riding

- have own transportation
- I have a vehicle
- Safety concerns
- Own a car
- I have my own car and two toddlers with car seats
- Its dirty
- Own a car
- Does not service where I live - Eagle Run neighborhood
- bound to auto

Responses to Question 5: If you were a MATBUS rider in the past, but are no longer, why did you stop riding?

- not applicable
- I became mobility impaired and temporarily moved out of the FM
- Bud people
- poor service; \$40 is too much;
- Not reliable or regular enough
- I only rode it once, but I found it difficult to navigate the route, time consuming, and also felt uncomfortable with the crowd that was on the bus. if these things changed, I might be more likely to use the bus
- Moved
- I utilized free MATbus rides as an NDSU student--it was very convenient! Now I find that the bus does not go near the areas I visit most.
- I use MATBUS during the school year when I am living in Fargo.
- N/A
- The hours do not work with my schedule. It takes too long. And the routes do not go where I go.
- Online maps not the most user friendly. Sometimes the bus just never showed up at the time the map said, and the trip planning tool doesn't actually do anything and is misleading.
- routes do not go near employer
- bus doesn't run on Sundays; doesn't start early enough in the morning; doesn't run late enough at night; bus routes doesn't go where bus service is needed
- Because the city of Fargo no longer runs its route 11 to northeast Fargo. I guess it is costing too much to run the free downtown route with a average of 8 passengers to service the taxpaying citizens of north east Fargo.
- still use 5-6 times per year
- bus doesn't run on Sunday, holidays, late at night; doesn't start early enough; getting too spendy; Compare \$40 for an adult and the colleges pay nothing, I don't get it
- No longer a student. More convenient to drive.
- n/a

- bus can't run on time, bus doesn't run on sundays or holidays; bus doesn't start early enough or run late enough
- Have a car now.
- Moved to an area not serviced by MAT'
- schedule too confusing as there are too many routes that have the same bus number but go different directions
- Poor drivers. Lack of customer service at the GTC.
- No need for it anymore. I mainly used it in college to get from the parking lot to classes.
- Inconvenient with children
- Used In College When I Didn't Have A Car
- Got a car
- Too far a walk I am almost 70 yr old
- The transit takes too long.
- got my drivers licence back
- only rode the bus because my young children wanted to see what it was like,
- Hours and area bus stops does not go to my apartment
- I think a direct bus from moorhead to the mall is needed to make easier quicker connections to the west fargo areas as well as it provides quicker access to the mall areas and south fargo. A direct route from north fargo to the mall would be great as well as a lot work at the mall west fargo south fargo areas. It takes an hr or more as of now
- It is not convenient and the bus doesn't go anywhere I want it to. Also, it takes too long to get anywhere. If I want to go downtown from my house I could walk it quicker. We tried to take it downtown for the street fair. After trying to figure out a route we figured it would be quicker for us to walk to downtown from south Fargo rather than take the bus.
- First off I live on the route that goes by NDSU. Have you ever tried to get on during certain times a day. It's Bullshit how that route is only about them.if you have to wait for the next one how is that reliable. 2 your rudeness to new moms. Especially when you watch the thing you're claiming happened with strollers happen because they don't fold up there walkers and nothing said. Or no room for a stroller on a bus carrying 6 passengers. Plus all the time it takes to get anywhere. You guys are just to rude and nasty to the people who like me right now to voluntarily come back.
- Never road.
- Ndsu student , now graduated
- Na
- The MATBUS should be with the highway buses so I could connect and go to Minneapolis
- My job changed and there is no route to new job
- I used it in college to get to NDSU from my apartment, the same route everyday. Now I don't really know how to use it and don't really trust it to get me to places on time
- Does not come up to the area where I currently live
- I got my drivers license
- No convenient routes near my apartment in south Fargo along 52nd Ave. S.

- I now have a car.
- Language barrier with some bus drivers, and rude passengers!!
- Got a car
- Because it is very inconvenient when you grocery shop with too many bags, and the bus driver scowls at you for having 1 to many bags, and the driver is very rude to you.
- Price and unable to walk to nearest stop.
- A driver threw me out of my seat when I was pregnant 2 days in a row. When I said something to dispatch I got an eye roll
- Graduated college
- N/A
- No longer in school
- I rode it once because I had no choice. It took way too long and the routing was horribly placed with a lot of irregular turns
- Have my own vehicle.
- Doesn't pick up near my home and doesn't go where I need to go
- Not convenient
- The bus is undependable, the staff is dishonest and doesn't care whether the riders get to where they are going or not.
- I'm retired and have plenty of time to run my errands.
- half hour interval not frequent enough missed my connection to Moorhead due to high traffic
- Do NOT trust the drivers!! The bus passes my house many times a day and has nearly run my kids over on multiple occasions. The drivers DO NOT respect the speed limit and are not paying attention!!
- Bought a car
- Takes too long to get to work.
- Too far to go to catch a bus, and don't want to wait outside in cold weather
- N/A
- Only used to get downtown to nightlife
- I got a car.
- I do not mean this to be smug or rude, but since I have no car payment, insurance and gas (and repairs) are all I pay for transit. Riding the bus or waiting likely lengthens my trips, resulting in forsaken wages. At roughly \$20 per hour in wages, the extended trips or waiting negate the personal advantages to riding the bus.
- NA
- Retired
- N/A
- Doesn't go as far as industrial park you have to get off at a wash by NDSU and walk the rest the way
- NA
- The limited area and hours. The constant transfers
- Work location changed, too many transfers to make MATBUS feasible now.

- Car got fixed.
- I'm retired-so I can wait.
- Unfortunately at \$40 a month, it isn't that much more savings than just driving. It cost me less than \$0.80 to drive to downtown each trip. If it was more competitive I would absolutely consider being a full time MATBUS rider. I think another idea would be to reach out to downtown businesses that are tight in parking spaces. Perhaps you could make a deal with them where the business could pay for some people to have monthly pass at a discount instead of getting a parking spot. I know I would take the bus if perhaps my company payed 50% or more of the monthly pass and I can give my spot to someone else.
- I used it while attending college.
- No bus stops near my house
- Got a driver's license, moved out of bus service area, too much going on to deal with bus schedules
- I use it occasionally if I don't have access to a vehicle or when it is convenient (such as traveling between NDSU and downtown). I also moved to a new location where the routes are not quite as convenient.
- xxx
- Moved to south Moorhead where route wasn't close enough to my house. Then I moved completely out of town. My riding started in college.
- N/A
- moved to more rural area
- One trip only, for the experience
- Bus run to West Fargo is not useful
- Used the bus for a one day event
- Inconvenient
- bus does not travel along the path I would need
- The bus stop location is nowhere near where I live.
- If I bicycle to work, I take bus from West Acres to downtown. Haven't bicycled lately.
- No stops where I live now
- n/a
- A car is more convenient with a child that I have to drop off at daycare before work.
- Does not go where I need it Is not available during the hours I need
- No stops by where I currently live
- My card expired
- All the strange people
- N/A
- I used it when I lived near downtown and near ndsu where busses drove by frequently. I have moved across town and there are no routes nearby. It'd be pointless to drive to a bus stop when work is nearly the same distance.
- Perhaps the other passengers?
- no specific destination

- No longer at ndsu and planning around routes required to much time.

Responses to Question 7: What would increase your likelihood of using MATBUS?

- Kids getting older or needing to go downtown (horrible parking)
- I work at 6 am and lice by kmart on university. But the bus does not come before 6 am
- provide direct bus service from moorhead and north fargo to the mall for easier access to south fargo and west fargo and mall and mall areas. also have bus that stops at airport. alot of passengers ask for it but no bus. direct buses to mall would also mean quicker access to mall, south and west fargo
- I have to walk 7 blocks to catch a bus. I would ride to save a little gas money.
- MATBUS app for planning routes
- Car seat LATCH systems for child safety
- Hire people that actually care about the patrons/other traffic on the road and abide by the laws!!!
- if i was drunk
- I have seen more alcohol related deaths here than where I came from. Perhaps free bus rides late at night. Other places do it with great success: <https://safebus.ku.edu/safebus-map>
- A route that isn't a mile from my house.
- more stops in different areas where bus does not run
- schedules are poor, hours are poor, need better and increased direct routes to major venues
- More routes are needed with more frequency. Ndsu worked because it connected students to imply destinations every 5-10 min.
- Honest workers who care about something other than themselves.
- I live in Horace
- Route planner similar to that used by Chicago Transit
- More/additional routes.
- buses running on time;
- \$40/month is too much for how poor MATbus service is
- Direct route that runs from NDSU campus to all 3 downtown campus buildings (Renaissance, Klai, and Barry) every 10 mins or so
- More bike space
- A direct line between NDSU and West Acres Mall.
- bus route does not go near employer / industrial park
- Poor service to West Acres block north of 13th Ave. I either have to get off at the transfer spot on south side of WA and walk back to 13th and risk dangerous street crossing. Even at stoplights the walk light is such a short period a pedestrian gets stranded in the median in a very small space with traffic on both sides zooming by (plus breathing in fumes) while waiting a long time for next walk light and then traffic making turns often doesn't respect pedestrian right of way as they bully their way through end of orange and beginning of red turn light. Or I can choose to take 16 an extra half hour through West Fargo in order to get a block or two north of West Acres.

- A need a route running down 25th St.; Also, a way to fit my folding shopping cart (full) in the bus, that would not block the aisle.
- Getting from south Moorhead to south Fargo is extremely difficult. A South GTC or south loop would be helpful!
- I used to live near route 1, which provided convenient access to downtown. Now I live near route 4, which is less convenient. It is way too loopy. It should provide direct east/west service from WalMart/Cashwise to downtown, eliminating the tour through north Moorhead, and a new north/south route could be added to provide service to north Moorhead.
- Where's the bus route to and from the airport?
- You are providing marvelous services.

Responses to Question 14: What factors would make you consider participating in a Vanpool service?

- Bus stops in school zones dumb
- I live in south fargo. work in North fargo. child goes to daycare in west fargo. matbus nor vanpool are convenient ways of transportation for me unless I plan to switch several buses and spend 3+ hours to get somewhere.
- None of the above
- MATBUS app
- A person I know tried to take the bus.....but it took an hour to get working way.....that does not work for the working class
- I'd be afraid for my safety if it were with complete strangers
- I have a kid to get to daycare so this isn't really a option right now.
- If I lived out of town and had a thirty? mile or longer commute
- "Knowing I can have a guaranteed ride somewhere" - you can't honestly guarantee anything.
- I do not like crowded spaces. Getting me to not use my own car would be next to impossible and only in an emergency.
- Ability to use vanpool or other transit to get to offsite meetings if needed.
- Bus service needs drastic improvement; it fails miserably to address working people--esp. those who have to work shifts, holidays, weekends, etc. As b4, \$40/month is pricey--why don't the college students pay the adult fare to keep fares lower--they use the same service but pay nothing for it. Would like to see in the future some kind of commuter routes for harwood, casselton, kindred, mapleton, etc. Why a silly little van/car? The City of Fargo just got 2 40 foot buses and they others are 35 footers; they would be far more comfortable than some van or car
- why a vanpool or carpool--can't MATBUS get its act together and provide an actual, comfortable bus?
- I think the vanpool idea is ridiculous. If the bus service in FM was even close to where it should be, i.e. par, then there wouldn't have to be an additional service such as vanpool.
- Costs comparable to bus pass
- retired -- many questions do not apply

Appendix D - Fixed Route Service Alternatives

DRAFT Service Planning Workshop Discussion Guide

To Fargo-Moorhead TDP Study Team Page 1

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Subject DRAFT Discussion Guide of Service Modification Concepts for the Fargo-Moorhead MATBUS System Service Planning Workshop – **SECOND ROUND SCREENING**

From Fargo-Moorhead TDP Consultant Team

Date December 17th, 2015

Introduction

The purpose of this Working Paper is to outline the determination of action on the initial set of route concepts from the October 2015 workshop and to document the refined service modification analysis. Each of the alternatives advanced from the initial workshop and new alternatives defined that the workshop will be discussed at the “*Second Round Screening*” Service Planning Workshop to be held on December 17th, 2015.

The concepts outlined here were discussed in general terms at the first Service Planning Workshop in September and in more specific terms at the “*First Round Screening*” Service Planning Workshop in October. Inputs to the refined concepts presented here included issues discussed at the prior workshops and comments from members of the study team, as well as future land use and development scenarios for the Fargo-Moorhead metropolitan area.

Route Planning Concepts/Proposals

Several relatively detailed fixed route concepts are presently being considered and should therefore be discussed at the “*Second Round Screening*” Service Planning Workshop; these are as follows:

Systemwide Concepts

Improve Weekday Base Frequency to Every 30 Minutes on Selected Routes

One concept which was considered previously was that all MATBUS routes that presently operate hourly on weekdays would instead operate every 30 minutes, with MATBUS routes that operate at frequencies better than every hour on weekdays (e.g., at every 30 or 15 minutes) continuing to operate as they do today. Much of the MATBUS system already operates at frequencies of every 30 minutes or better on weekdays; in fact, only 5 MATBUS routes currently operate hourly on weekdays. These are MATBUS Routes 6, 9, 16, 17 and 23.

It should be noted that the five hourly routes are among the “weakest” routes in terms of average daily boardings. Whether this is due to the fact that they have the widest headways (i.e., the worst frequencies of service) on weekdays is, of course, one possibility. However, as these are already essentially the most poorly performing bus routes in the MATBUS system, it would not make sense to reduce the frequency of service on other routes in order to divert resources to these five routes.

After the prior workshops, it was determined that a “fix it first” policy (i.e., modifying these routes to potentially improve performance and to better match supply with demand) should be pursued regarding these services prior to improving their headways, and that only Route 17 and – in the longer term – Route 23 would likely be considered candidates for being modified to provide service every 30 minutes.

However, the various proposed modifications to the MATBUS system described subsequently in this memorandum already provide for service every 30 minutes on Route 17 and significantly modify Route 23 so that it provides service along a new alignment and operates every 45 minutes instead of every hour.

Therefore, the prior proposal of a “stand alone” option of improving the MATBUS weekday “base frequency” to every 30 minutes will no longer be advanced, as the improved frequencies are already integrated into the other route modification proposals.

(Note: For the December 17, 2015 workshop we will provide a cost estimate for the enhanced frequency for continued discussion purposes in the event that none of the alternates that replace/enhance the hourly routes is advanced.)

Hub Concept

It was mentioned that the concept of having several transfer hubs – in Fargo at the Ground Transportation Center (GTC), the NDSU Memorial Union, the STEM Transit Center and at the West Acres Shopping Center (i.e., the “West Acres Transfer Hub”), in Moorhead at the Marriott and in Dilworth at the Walmart – should be maintained and strengthened.

This allows for several locations throughout the transit service area that can continue to serve as key locations where potential riders know they can go to and be able to board a MATBUS service relatively frequently, with services that connect to other hubs and to the immediately surrounding service area.

West Acres Transfer Hub

One theme that emerged was that the West Acres Transfer Hub could be further strengthened as a “satellite” hub. This facility is located at a key commercial and retail location, and serves as the western “anchor” of the Fargo-Moorhead metropolitan area. Several routes would continue to terminate there, and route realignments (as presented in this section) would mean that other routes could terminate there as well, with a comfortable transfer facility allowing for timed transfers among several routes.

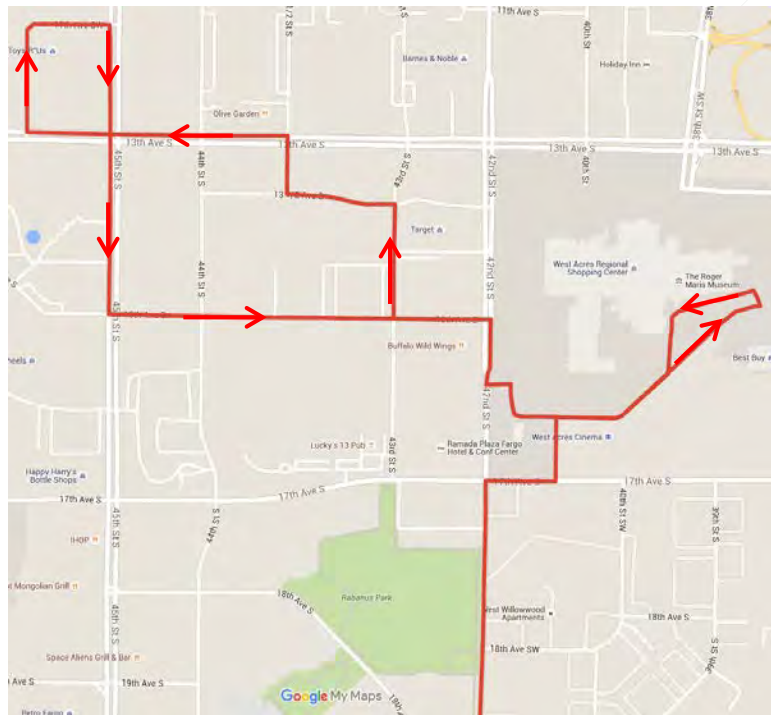
It should be noted that the general assumption for the future of the West Acres Transfer Hub is that it will continue to be located in the vicinity of the existing West Acres facility. Future plans may include an expansion of the shopping facility to the southeast into the existing parking lot. As part of the planning process for this TDP, it has been assumed that the MATBUS services will still be able to serve the West Acres facility, even though the details may change over time, as this location is well-suited as a “break point” between the central Fargo-Moorhead area and the various activity centers to the west.

To that end, the following route realignments and modifications would allow for the West Acres Transfer Hub to be strengthened as a regional hub:

- **MATBUS Routes 14 and 15** – Route 15 could terminate at the West Acres Transfer Hub, with its western terminal loop no longer being operated as a part of the route. This would allow for the route to operate more frequently and reliably between the GTC and West Acres, thus strengthening the role of the West Acres Transfer Hub as a complement to the GTC. In order to provide service to the loop located west of the West Acres Transfer Hub that is no longer being served by Route 15, Route 14 would be extended to serve that loop, as indicated in the accompanying figure.

It is the intent of this proposal that the loop west of the West Acres Transfer Hub be served in a manner similar to how it is served today – meaning, it will be served after West Acres on the outbound trip, with the West Acres Transfer Hub being served again on the return trip to the GTC.

Proposed MATBUS Route 14 Extension



There are two “sub-options” to consider for the proposed modifications to Routes 14 and 15:

- **Sub-Option A** – In the first sub-option, the shortened Route 15 would operate every 10 minutes on weekdays during the day and every 20 minutes on Saturdays and on weekday evenings, as the cycle time of the route (currently 1 hour) would be reduced to 40 minutes. With the 4 weekday buses currently on this route remaining assigned to it, that means that the frequency would now be every 10 minutes on Route 15 on weekdays during the day, with more reliability (as the route will be shorter, with fewer turning movements). The existing two assigned buses on Saturday and on weekday evenings will allow for 20 minute service, an improvement over the current 30 minute Saturday and weekday evening service.

In this sub-option, the extended Route 14 will continue to operate every 30 minutes on weekdays and on Saturdays, as although the cycle time of the route will now be 120 minutes, an additional bus will be added to the service. Thus, 4 buses instead of 3 will provide service on Route 14.

- **Sub-Option B** – In the second sub-option, both Routes 14 and 15 would operate their current alignments, but with the additional bus being utilized on Route 15 instead of Route 14. Route 15 would therefore operate with 4 buses on weekdays during the day, thus allowing for service every 12 minutes (instead of every 15 minutes) to be provided. With an additional assigned bus on Saturday and on weekday evenings (thus providing for three buses instead of the current two buses), service would operate every 20 minutes, an improvement over the current 30 minute Saturday and weekday evening service.

As with the prior sub-option, in this sub-option Route 14 will continue to operate every 30 minutes on weekdays and on Saturdays. However, in this sub-option Route 14 will operate its current alignment, thus not requiring any additional resources.

The main factor to be considered for the proposed route alignment modification is whether providing service between the GTC and West Acres every 10 minutes is “worth” reducing the one-seat ride service between the GTC and Walmart to every 30 minutes instead of every 15 minutes. This choice needs to be weighed against the option of simply using the additional bus that would be required along the existing Route 15 alignment, thus improving Route 15’s headway to every 12 minutes.

In another sub-option that was considered – but is no longer being pursued – the shortened Route 15 would only operate with 3 buses on weekdays during the day, thus “saving a bus” but still allowing for the current 15 minute frequency to be maintained. In this discarded sub-option, the extended Route 14 would have continued to operate every 30 minutes on weekdays and on Saturdays, but doing so would have required the use of an additional bus whose costs – at least for part of the service day – would have been offset by the use of the “saved” bus no longer being operated on Route 15. However, this service plan did not provide any discernible advantages relative to the existing service, and so it is no longer being considered.

It should also be noted that consideration was given to operating Route 15 west of the West Acres Transfer Center (as it does currently), but then having Route 15 not serve the West Acres Transfer Center on the return trip, on the assumption that enough time would be saved so that service would still be able to operate every 15 minutes but using only 3 buses. However, a preliminary analysis of Route 15 running times indicated that enough time would not be saved by skipping service to the West Acres Transfer Center on the return trip.

Finally, an additional “option” for Routes 14 and 15 is the “do nothing scenario”, where the routes are left “as is”.

The preliminary estimates of impacts associated with this alternative are provided in the table below:

MATBUS Route 14 Extension/MATBUS Route 15 Terminal at West Acres Transfer Hub

Option	Estimated Change in Capital Cost	Estimated Change in Operating Cost	Estimated DAILY Ridership
Sub-Option A	1 additional peak bus	Estimated additional \$394,700 annually	#14 – 900 #15 – 1,200
Sub-Option B	1 additional peak bus	Estimated additional \$394,700 annually	#14 – 660 #15 – 1,300

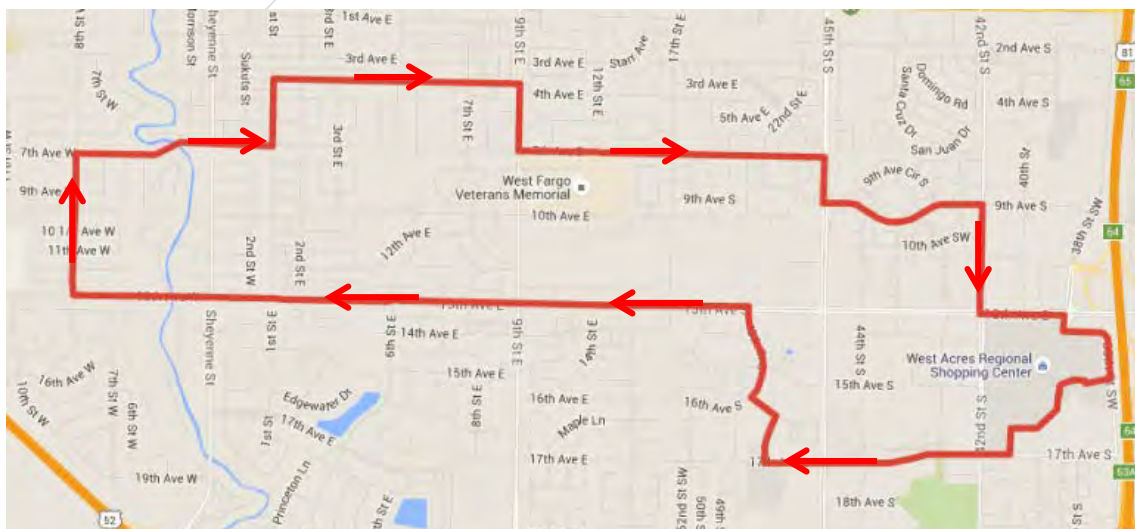
- MATBUS Routes 16 and 17/West Fargo Loop/Proposed MATBUS Routes 19 and 20** – Route 16 could also terminate at the West Acres Transfer Hub, and its West Fargo Loop would no longer be operated as part of Route 16. The West Fargo Loop west of the West Acres Transfer Hub would become part of another service, to be described subsequently. As with Route 15, the truncating of Route 16 will allow it to operate more reliably, as the route will be shorter and no longer serve the West Fargo Loop.

It appears that Route 16 and Route 17 are interlined presently, and the current combined 120 minute cycle time appears to be served by 2 buses, thus allowing each route an hourly headway. One of the two buses currently assigned to the Route 16/17 interline would be reassigned to the West Fargo Loop service (to be described subsequently). Therefore, the remaining bus will be joined by an additional (new) bus so that Routes 16 and 17 would no longer be interlined. This would allow the shortened Route 16 to operate hourly on weekdays and Saturdays (i.e., its new cycle time would be 60 minutes) and Route 17 to operate every 30 minutes on weekdays and Saturdays (i.e., its current cycle time).

No alignment changes are proposed at this time for Route 17.

As mentioned previously, the West Fargo Loop would no longer operate as part of Route 16. Instead, the West Fargo Loop would operate as an independent route (i.e., Route 19), which is presented in the accompanying figure. It should be noted that – as part of an effort to save time – Route 19 will now approach West Acres Mall via 42nd Street South.

Proposed MATBUS Route 19



As the West Fargo Loop has a cycle time of approximately 33 minutes, it could operate every half hour if it were to remain as its own service, with some alignment modifications (not discussed here). This would allow the “new” West Fargo Route 19 to operate more frequently and thus help reinforce the strength of the West Acres Transfer Hub as a western “anchor” for the MATBUS system.

However, as the West Fargo Loop has a cycle time of approximately 33 minutes, it is conceivable that the route could be extended so that the cycle time is closer to one hour, thus allowing the same frequency of service as exists today to be maintained.

Both the outreach efforts for this study, as well as previous study efforts, have identified the desire for a direct “one seat ride” link between the NDSU campus and the West Acres Mall. By extending the West Fargo Loop route so that it serves the NDSU campus via the route illustrated in the accompanying figure, the connection could be provided and the extended route’s cycle time would be approximately one hour, thus allowing one bus to provide hourly service along the entire route on both weekdays and Saturdays. The proposed alignment would use Interstate 29 for a portion of its route, and would likely need to operate express “closed door” service between the Minard Pullout at NDSU and the West Acres Transfer Hub to retain a one hour cycle time. This service would link NDSU hourly with West Acres, without needing to transfer at the GTC.

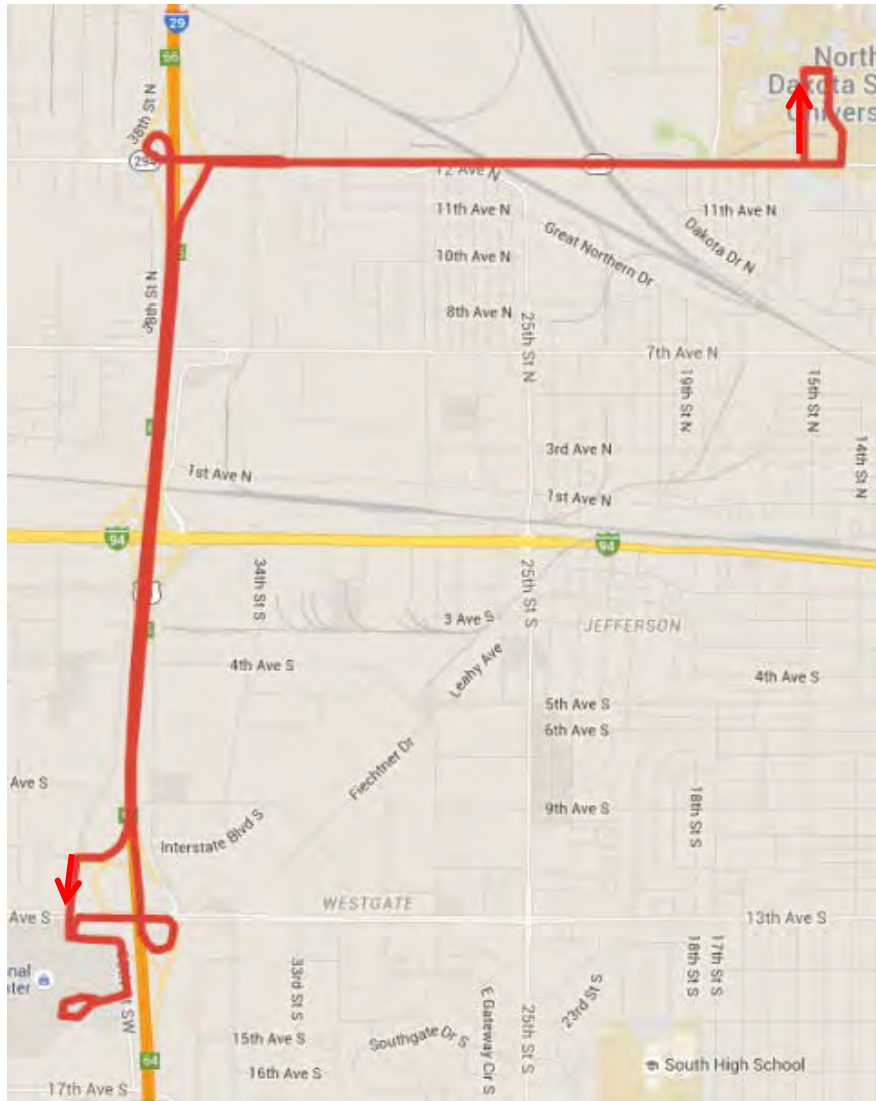
The West Fargo Loop portion of the route and the “express” portion to NDSU could be operated separately, with the meeting point at the West Acres Transfer Hub; meaning, the bus would operate the entire West Fargo Loop, leaving from West Acres and returning there, and then operate the NDSU portion of the trip. Upon its return to West Acres from NDSU, it would operate the next trip of the West Fargo Loop in its entirety. It is thus possible to present the extended West Fargo Loop to the public as two distinctly numbered routes (e.g., Routes 19 and 20), so as to minimize confusion. Operationally, Routes 19 and 20 would be scheduled as an interlined service, with drivers changing the destination signs at the West Acres Transfer Hub.

The preliminary estimates of impacts associated with this alternative are provided in the table below:

MATBUS Route 16 Terminal at West Acres Transfer Hub/Disconnect MATBUS Route 17 Interline/West Fargo Loop on Proposed MATBUS Routes 19 and 20

Estimated Change in Capital Cost	Estimated Change in Operating Cost	Estimated DAILY Ridership
1 additional peak bus	Estimated additional \$347,800 annually	#19: 120 #20: 330

Proposed MATBUS Route 20



It should be recognized that with the removal of the West Fargo Loop from Route 16 passengers in West Fargo will now have a “two seat ride” between West Fargo and the GTC, even though they will have a choice of connecting with either Route 14, 15 or 16.

However, the West Fargo Loop – including the area of higher-density apartments along 9th Avenue South – would now have a “one seat ride” to the NDSU campus because of the interlined extension of the West Fargo Loop (i.e., Routes 19 and 20).

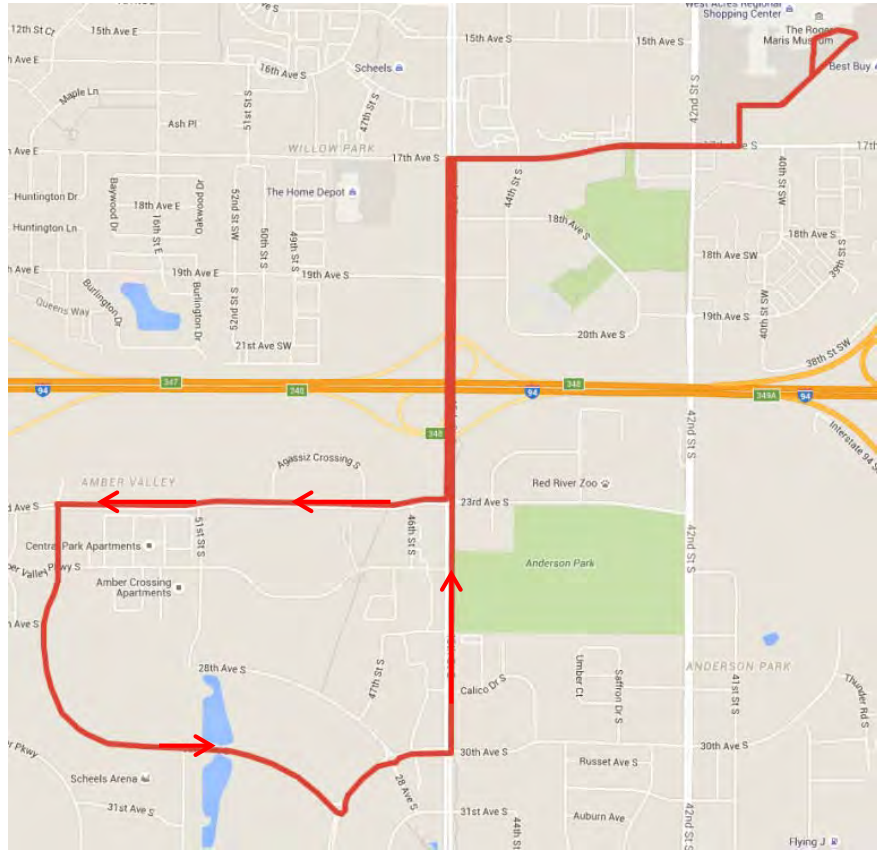
- **Proposed MATBUS Route 26** – A new service to the new Sanford Hospital complex has already been planned; it is presented in the accompanying figure, with a modification allowing for bi-directional operation along 45th Street South. This route is included here as it would be part of the series of routes serving the West Acres Transfer Hub. Service would operate every 30 minutes with one bus.

The preliminary estimates of impacts associated with this alternative are provided in the table below:

Proposed MATBUS Route 26

Estimated Change in Capital Cost	Estimated Change in Operating Cost	Estimated DAILY Ridership
1 additional peak bus	Estimated additional \$394,700 annually	360

Proposed MATBUS Route 26

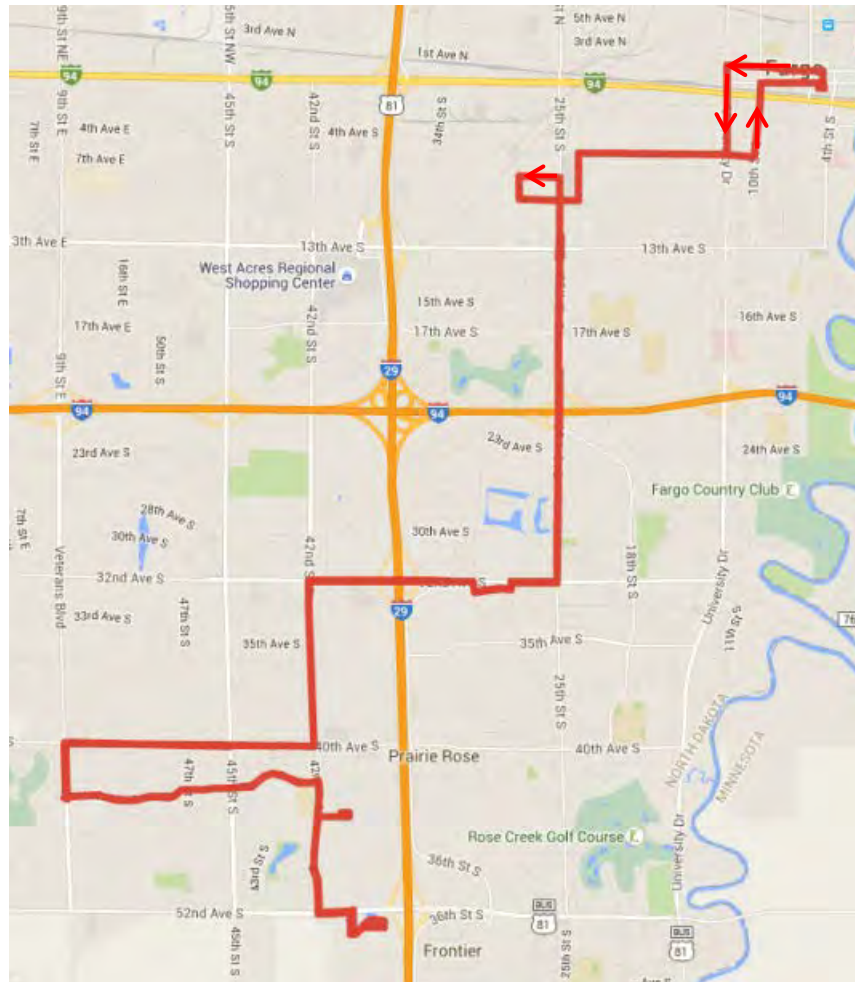


Fargo Route Options

Route 18 and Route 23

Route 18 was identified as one of the MATBUS system’s more poorly performing routes. In addition, Route 23 is the most poorly performing of the regular “daytime” MATBUS services. The study team has identified a potential opportunity to better balance supply and demand along these two routes, and to also serve the 25th Street South corridor. The fact that the newly proposed Route 26 will serve the 45th Street South corridor (discussed previously) allows more flexibility in where to operate the combined Routes 18 and 23. To accomplish this, Routes 18 and 23 could be “merged”, and Route 23 could be operated via 25th Street South (in place of 42nd Street South) *en route* to and from the GTC. The newly “merged” Route 18 would no longer serve the West Acres Transfer Hub, as illustrated in the accompanying figure.

Proposed MATBUS Route 18 (Modified and Combined With Existing MATBUS Route 23)



The newly combined route will have a cycle time of approximately 90 minutes. As it would use the same two buses that are currently assigned to these two routes, it would provide service every 45 minutes on both weekdays and Saturdays along the combined route, in a manner similar to Routes 16 and 17.

The preliminary estimates of impacts associated with this alternative are provided in the table below:

Proposed MATBUS Route 18 (Modified and Combined With Existing MATBUS Route 23)

Estimated Change in Capital Cost	Estimated Change in Operating Cost	Estimated DAILY Ridership
None	None	500

North Dakota State University (NDSU) Route Options

Timing “Control Point”

One proposed idea was that the “Minard Pullout” bus stops should likely be used as the “control point” (i.e., the location at which frequencies would be most evenly spaced amongst several bus routes) for most of the 30-series MATBUS routes so that a more even spacing of buses via the campus could be scheduled. This bus stop is relatively centrally located on campus and is served by several routes, thus allowing for most of the 30-series routes to be more evenly spaced at least when operating through a central campus area.

The Minard Pullout bus stops would be used as the timing control point for Routes 31, 32W, 32E, 34 and – in the evenings – Route 35. In addition, the Minard Pullout bus stops would serve as the timing control point for the newly proposed NDSU east-west service as well as the new “express” service to the West Acres Transfer Center, described subsequently.

STEM Transit Center

A new off-street transit facility has been developed at the STEM building (i.e., east of the Memorial Union) on the NDSU campus, along North University Drive. The study team felt that it should be noted that the new STEM Transit Center is already served by Routes 13, 13U, 33 and 34, and that it will also be served by the newly proposed NDSU east-west service, described subsequently.

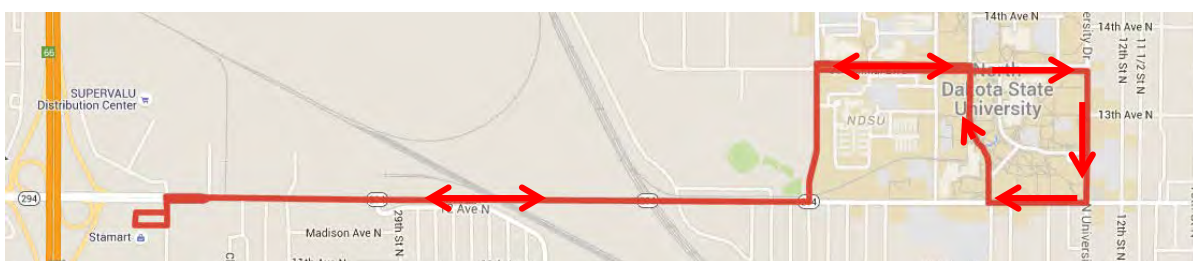
New NDSU East-West Service – Proposed MATBUS Route 36

As part of the study process, two other comments were considered regarding NDSU service:

- One comment received indicated a desire to have “more east-west service” on the NDSU campus. This would potentially involve using Centennial Boulevard for an east-west movement, which appears to be well-placed in terms of general access to the campus areas.
- Another comment – and a petition – were received from residents of the Northtown Crossing Apartments regarding their desire for service between these apartments and the NDSU campus. This apartment complex has many students who reside there, and currently no MATBUS service connects them to campus. Additionally, an extension of Route 17 would only be minimally useful, as this MATBUS route serves downtown Fargo and the Ground Transportation Center (GTC), and not the NDSU campus directly.

Therefore, in order to address both of these needs – and to also provide a new connection with the Jefferson Lines bus terminal at the Stamart that is also used by many in the NDSU student community – the study team has proposed a new east-west bus route (i.e., Route 36) through campus that also connects with the Northtown Crossing Apartments. The proposed route alignment is presented below:

Proposed MATBUS Route 36



Proposed MATBUS Route 36

Option	Estimated Change in Capital Cost	Estimated Change in Operating Cost	Estimated Change in Ridership
Sub-Option A	1 additional peak bus	Estimated additional \$188,700 annually	370
Sub-Option B	2 additional peak buses	Estimated additional \$377,400 annually	540

Moorhead Service

The Moorhead route system presents several opportunities for new service options and for modifications to existing services. These are as follows:

Route 2 and Route 5

Route 5 would no longer exist as an “independent” route, with its resources being utilized to provide service on an “extended” version of Route 2. Given that these two routes are presently interlined, this proposal is to essentially remove the existing southern version of Route 5 as an independent route. No resource utilization would change, and Routes 2 and 5 would instead be numbered as a continuous route.

However, the “Route 5” nomenclature would instead be used to identify the additional trips presently operated on weekday afternoons during the Minnesota State University Moorhead (MSUM) academic year. Instead of simply operating along the existing Route 2, these trips will instead return to the GTC via Center Avenue, thus providing service to the Moorhead Center Mall and better connecting MSUM with the commercial and civic opportunities there.

Therefore, with the existing 2 vehicles assigned to Routes 2 and 5, the “new” Route 2 service would operate every 30 minutes on weekdays and hourly on Saturdays, and connect the GTC with the new Hornbacher’s directly and without a mid-route change-of-name.

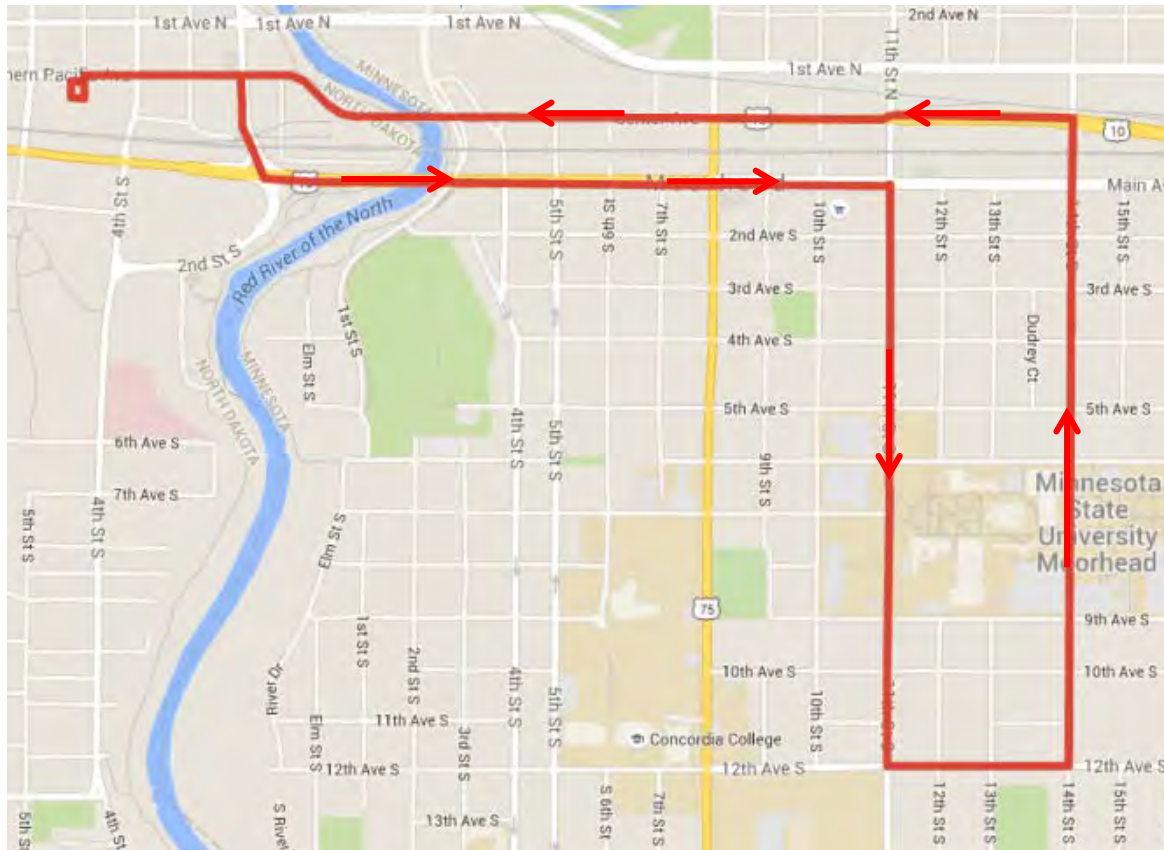
The additional Route 2 trips would now be called “Route 5” and continue to connect the GTC and MSUM with service every 15 minutes on weekday afternoons during their academic year; however, the new “Route 5” will now operate on a different route alignment than the basic “Route 2” service, as illustrated in the accompanying figure.

The preliminary estimates of impacts associated with this alternative are provided in the table below:

Proposed MATBUS Routes 2 and 5 Modifications

Estimated Change in Capital Cost	Estimated Change in Operating Cost	Estimated DAILY Ridership
None	None	300

Proposed New MATBUS Route 5 Service Alignment

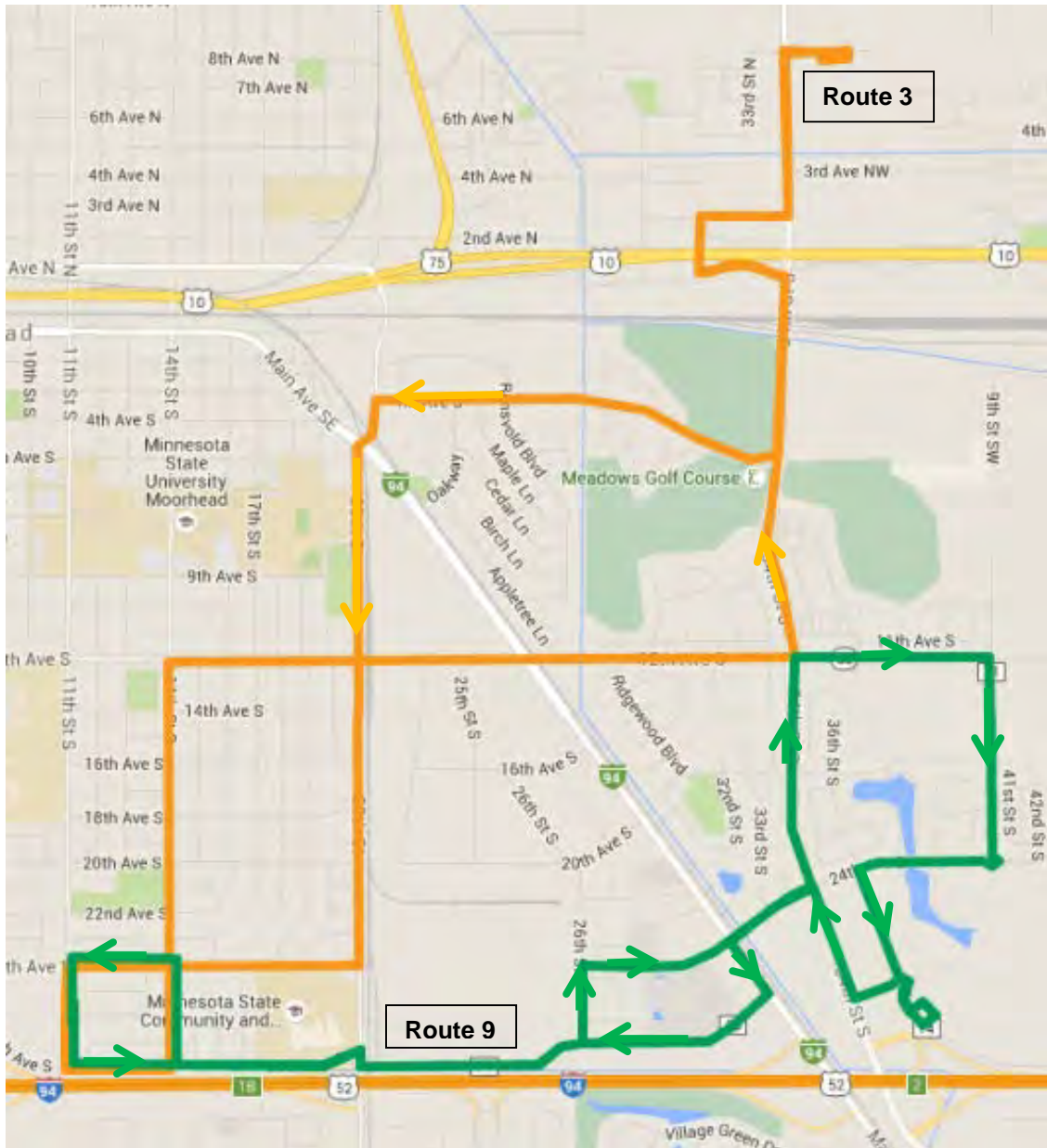


Route 3, Route 6 and Route 9

Another consideration was having MATBUS Routes 3 and 9 – which suffer from relatively poor ridership – provide resources more commensurate with their level of demand. To do this, the north-south connection presently provided by Route 3 every 30 minutes will become an hourly service, and the route will be extended to the Dilworth Walmart. In addition, Route 9 will be restructured so that it becomes an east-west service connecting the Marriott Transfer Hub in Moorhead with the growing commercial district in the southeastern portion of the city as well as with the Horizon Middle School. This will allow for hourly service to be provided on both Routes 3 and 9, as they could be interlined with each other. (The current interline arrangement between Routes 6 and 9 would be discontinued, and modifications to Route 6 would be as described subsequently.)

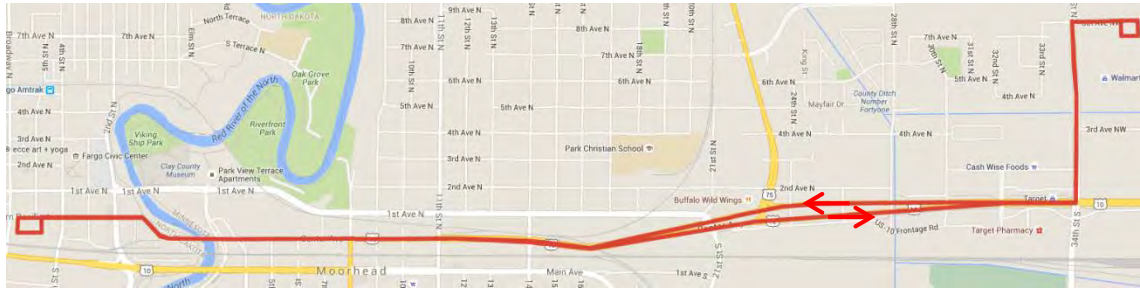
Therefore, Routes 3 and 9 were restructured so that service is as illustrated in the accompanying figure.

Proposed MATBUS Routes 3 and 9 Alignment Modifications



As part of the restructuring of Routes 3 and 9, Route 6 would also be presented with an opportunity to grow, as its cycle time of 30 minutes and headway of 60 minutes allows for an expansion of service, given that it might no longer be interlined with another route. Therefore, Route 6 could operate an “express” (i.e., closed door) service between the Dilworth Walmart and the GTC after serving the Dilworth “loop”, thus creating a “one seat ride” between Dilworth and Fargo which had not previously existed. This closed door service would require approximately 30 minutes round trip, thus making the “interlined” Dilworth loop/GTC “express” route’s cycle time one hour. Therefore, each part of the route would still see service every hour. The extension of Route 6 is presented in the accompanying figure.

Proposed Extension of MATBUS Route 6



The preliminary estimates of impacts associated with this alternative are provided in the table below:

Proposed MATBUS Route 3, Route 6 and Route 9 Modifications

Estimated Change in Capital Cost	Estimated Change in Operating Cost	Estimated DAILY Ridership
None	None	#3: In Progress #6: 540 #9: In Progress

Evening Service

As part of the discussion regarding the expansion of MATBUS service, evening service is also being considered.

The evening service would consist of:

- **Route 7** – would not operate south of the railroad and remain along 1st Avenue North, thus allowing it to serve the Dilworth Walmart
- **Route 8** – would proceed south from Main Avenue via 11th Street South
- **Route 13** – hourly service
- **Route 13U** – hourly service
- **Route 14** – hourly service
- **Route 15** – every 30 minutes
- **F-M Link** – would be extended to The Junkyard Brewing Company and thus operate approximately every 20 minutes during the evening hours

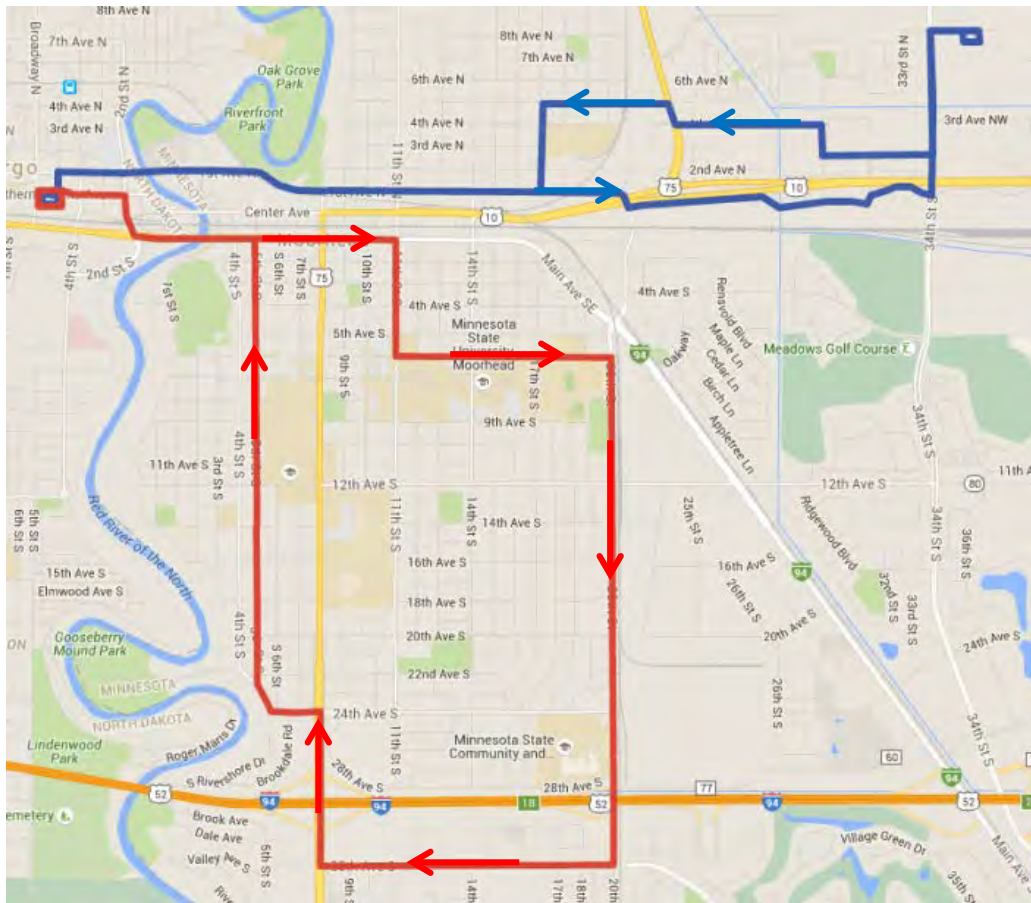
The modifications to Routes 7 and 8 are presented in the accompanying figure, and the extension to the F-M Link is illustrated in the subsequent figure.

There are two potential service scenarios for the proposed evening services; these are as follows:

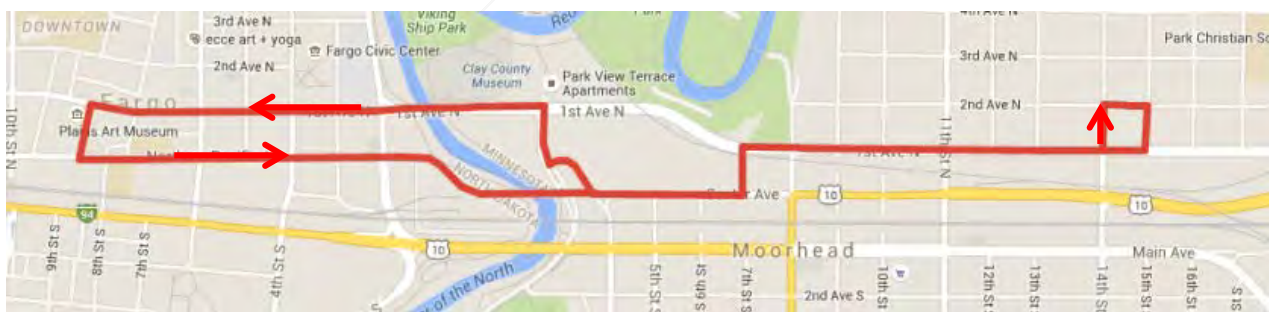
- **Sub-Option A** – Service runs later along these routes than it does today – to approximately 1:00AM on weekdays and Saturdays, or
- **Sub-Option B** – Service runs until 3:00AM on Thursday, Friday and Saturday evenings

The preliminary estimates of impacts associated with this alternative are provided in the table below; it is assumed that for MATBUS Routes 14 and 15 “Sub-Option A” (see page 3) from the earlier discussion regarding their potential route alignment changes was chosen:

Proposed MATBUS Routes 7 and 8 Evening Service Modifications



Proposed MATBUS F-M Link Extension



Proposed MATBUS Evening Services

Option	Estimated Change in Capital Cost	Estimated Change in Operating Cost	Estimated Change in Ridership
Sub-Option A	None	Estimated additional \$522,345 annually; (\$85,451 = Moorhead; \$436,894 = Fargo)	In Progress
Sub-Option B	None	Estimated additional \$474,683 annually (\$85,451 = Moorhead; \$389,232 = Fargo)	In Progress

It should also be noted that the complementary demand responsive service mandated by the Americans with Disabilities Act (ADA) would also need to be operated during the hours the span of service is expanded during the evenings. **Assuming only one ADA vehicle is deployed, this would incur an estimated additional annual operating cost of \$32,810, regardless of which sub-option is chosen.**

Sunday Service

Another service enhancement being considered is Sunday service. It may not be feasible to simply operate all of Saturday service on Sunday, particularly in Moorhead, so an option being pursued is to operate the following MATBUS routes on Sunday:

- The current “night service” MATBUS Routes 7 and 8 on Sundays in Moorhead;
- MATBUS Route 35, as the NDSU campus would likely benefit from some level of coverage on Sunday evenings;
- MATBUS Routes 11, 13, 14 (as presented in “Sub-Option A” previously), 15 (as presented in “Sub-Option A” previously), the modified 16, 17, the modified 18 and the new 19 in Fargo.

The preliminary estimates of impacts associated with this alternative are provided in the table below; these impacts assume 52 Sundays over the course of one year:

Proposed MATBUS Sunday Service

Estimated Change in Capital Cost	Estimated Change in Operating Cost	Estimated ANNUAL Ridership
None	Estimated additional \$871,036 annually; (\$92,571 = Moorhead; \$770,521 = Fargo; \$7,944 = NDSU)	Cumulative 39,500

Similar to the evening service expansion, it should also be noted that the complementary demand responsive service mandated by the Americans with Disabilities Act (ADA) would also need to be operated during the hours the span of service is expanded on Sundays. **Assuming that two ADA vehicles are deployed, this would incur an estimated additional annual operating cost of \$87,493.**

On-Time Performance

As was previously mentioned, the “new” MATBUS Route 19 – as part of an effort to save time – will now approach the West Acres Mall via 42nd Street South. In addition, two other strategies should be pursued in an effort to better improve on-time performance on two key MATBUS bus routes:

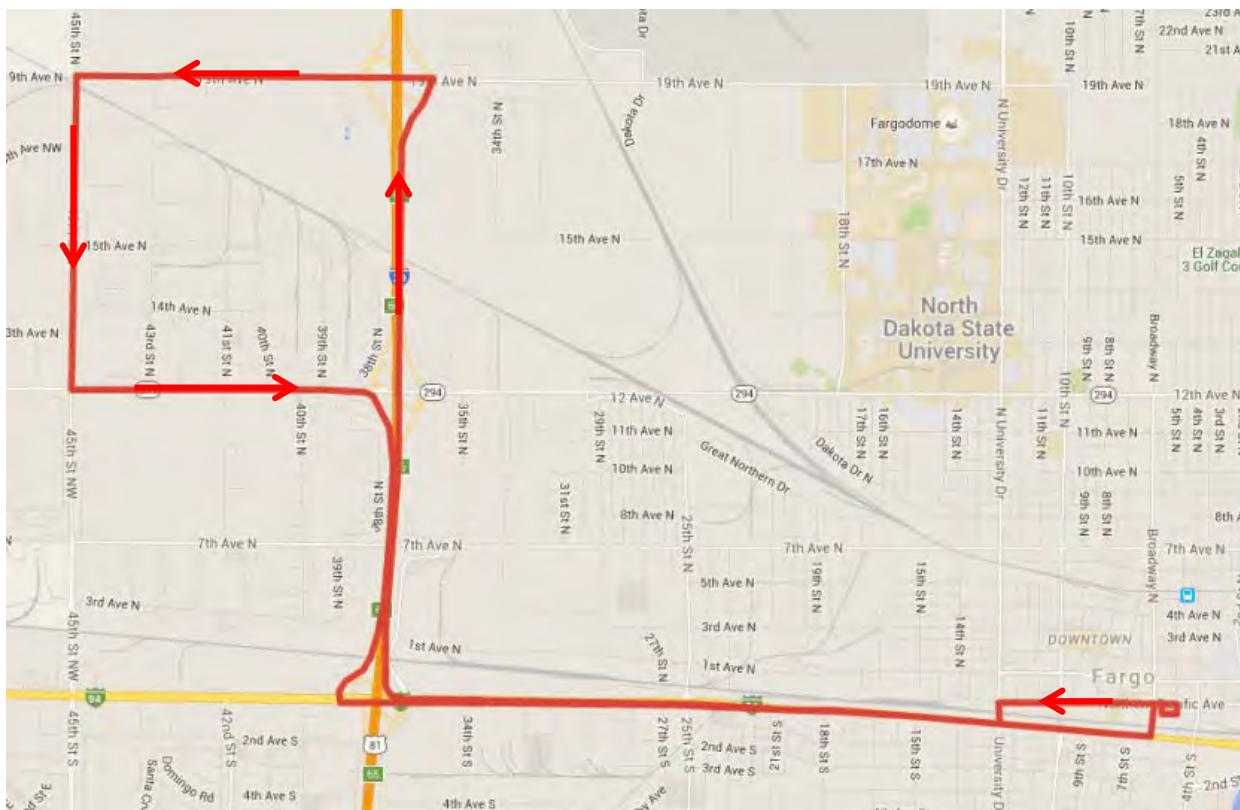
- Consider *Transit Signal Priority* (TSP) along Broadway to assist MATBUS Route 11 in improving its on-time performance; and
- MATBUS Route 14 should use designated bus stops to assist in improving its on-time performance.

Near-Term “Stretch” Concepts

Fargo Industrial Park Shuttle Service

A new service between the Fargo Industrial Park and the GTC could be provided as a peak period express service. This service would operate as a “tripper” service, only operating at specific times of the day. A potential route alignment for this new service is presented in the accompanying figure:

Proposed MATBUS Fargo Industrial Park Shuttle



It is estimated that the cycle time of this route would be approximately 30 minutes; one bus would provide two morning trips, two midday trips, two evening trips and two “owl” (i.e., overnight service) period trips. Therefore, the proposed route would produce approximately four revenue hours of service per service day. In addition – at this point – the assumption is that service would be bi-

directional. It is also assumed that – due to the nature of employment at the Fargo Industrial Park – this service would need to operate throughout the year, on weekdays, Saturdays and Sundays.

The preliminary estimates of impacts associated with this alternative are provided in the table below:

Proposed Industrial Park Tripper

Estimated Change in Capital Cost	Estimated Change in Operating Cost	Estimated DAILY Ridership
1 additional peak bus	Estimated additional \$111,515 annually	Assume 7.5 Boardings/Hour for 2 AM and 2 PM Hours = 30 Daily

Long-Term “Stretch” Concepts

Long-Term Future Park-and-Ride Lots/Long-Term Horace Express Route Option

The potential exists to create commuter-oriented park-and-ride lots on the periphery of the service area, to provide service for people who do not wish to drive all the way into downtown Fargo. Park-and-Ride Lots could be considered at:

- Walmart at 52nd Avenue South and I-29 – served by the proposed MATBUS Route 18
- Fargodome – served by MATBUS Routes 13, 13U and 33
- Jefferson Lines Lot – served by the proposed MATBUS Route 36

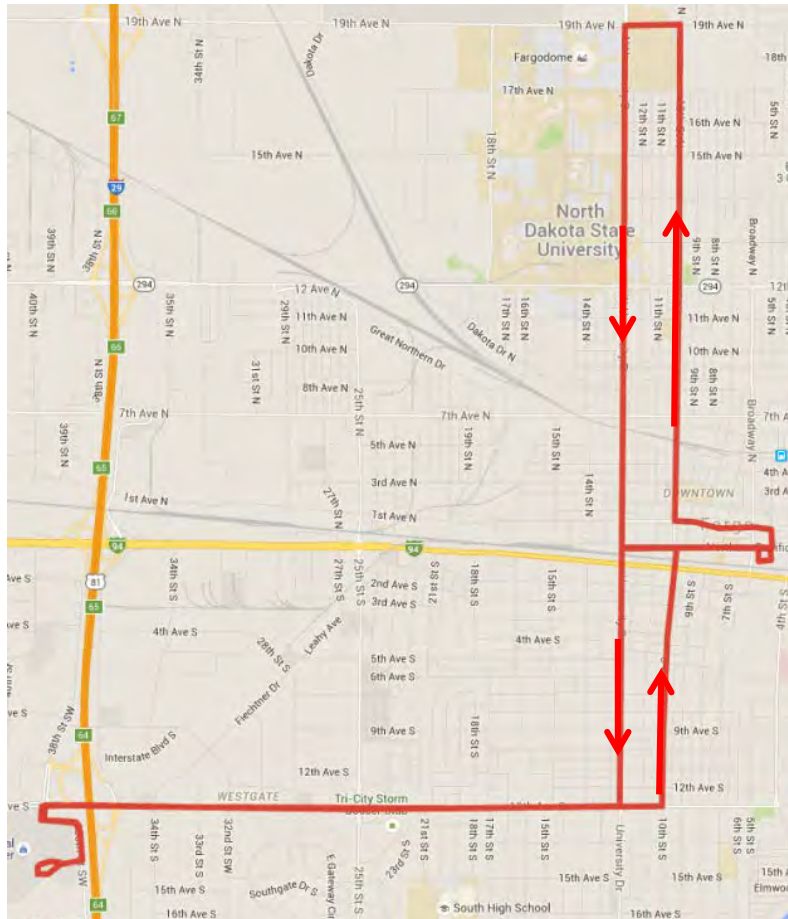
As a long-term option, the Walmart lot could perhaps support a new “**Horace Park-and-Ride Express**” bus service to/from the GTC during weekday peak periods. Due to its long-term nature, the estimated impacts of this option have not been determined.

Long-Term Enhanced Bus/Bus Rapid Transit “Spine” Route

In the long-term, Fargo-Moorhead MATBUS could consider commencing planning for an enhanced bus or bus rapid transit (BRT) “spine” corridor service, with frequent service (i.e., approximately every 10 to 20 minutes, throughout the service day) operating along such a route.

Such a potential future BRT “spine” might be an “L-shaped” corridor between West Acres and the GTC, with an extension to NDSU, as illustrated in the accompanying figure. Due to its long-term nature, the estimated impacts of this option have not been determined.

Potential Long-Term Enhanced Bus/Bus Rapid Transit Corridor



“Stretch” Concepts No Longer Being Considered

Service to Hector International Airport

Potential demand for service to the airport is driven by:

- Airport as an employment center.
- Travelers using transit rather than other means for travel at least to/from the airport.

There are four commercial airlines serving the airport, with approximately 30 departures/ arrivals on a typical day that runs from 5:00 AM through 11:00 PM. The highest activity hour is between 3:00 PM and 4:00 PM with approximately three arrivals/departures. Labor hours can be expended to conduct an analysis of how many passengers could take transit if service were provided, however, there are also a number of conditions that make service likely impractical relative to serving passengers:

- How to accommodate late arrivals – The transit schedule would be set up to correspond with airline service, however, it would be very difficult to factor into the schedule planes arriving late relative to their scheduled time. Layover time of more than 5-10 minutes would be difficult to accommodate unless the airport was the only destination.

- Coordination of Arrivals and Departures in one trip – The lag time between when a plane arrives and a passenger collects their baggage can be up to 25 minutes or so. Thus, it would be very difficult to consolidate arriving and departing passengers in a single run. If there were more enplanements during the day the lag would not be as important to the equation, but the limited number of enplanements results in a very inefficient service condition.

For these reasons, it is not likely viable to pursue regular fixed-route service principally to serve passengers of commercial airlines.

Most discussions relative to airport service were directed at serving employees at the Hector International terminal. Listed below are a series of bulletpoints that layout assumptions used in estimating employee-based demand and service efficiency:

- Airport terminal area employees (source: FM Metro COG travel model data set): 415 for both the base year and 2040.
- Estimated service extension from closest route (13): 4.6 miles round trip from University Drive North/19th Street North.
- Community-wide Average Unlinked Trips per Employee: 0.061 (7,950 weekday boarding per day in 2013 and approximately 125,000 employees in area – $7,950 / 125,000 = 0.064$)
- Assume hourly service from 6:45 AM through 11:00 PM, approximately 17 trips per day.
- Daily generation: $415 \text{ (Emp)} \times 0.064 = 27$ unlinked trips.
- Revenue miles of service – $4.6 \text{ (round trip distance/extension)} \times 17 \text{ (trips)} = 78$ miles per day.
- $27 \text{ (riders)} / 78 \text{ (miles)} = 0.35$ passengers per mile.
- Regional average is 1.2 passengers per revenue mile.
- $27 \text{ (riders)} / 17 \text{ (hours of service)} = 1.6$ passengers per hour.
- Regional average is approximately 17.2 passengers per hour.

Based on this very rough analysis, it is unlikely that airport service would be cost-effective as the riders per hour is less than 10 percent of the system average. This finding assumes there are limited opportunities to attract additional passengers between the airport and University Drive North/19th Street North, which is presently the case.

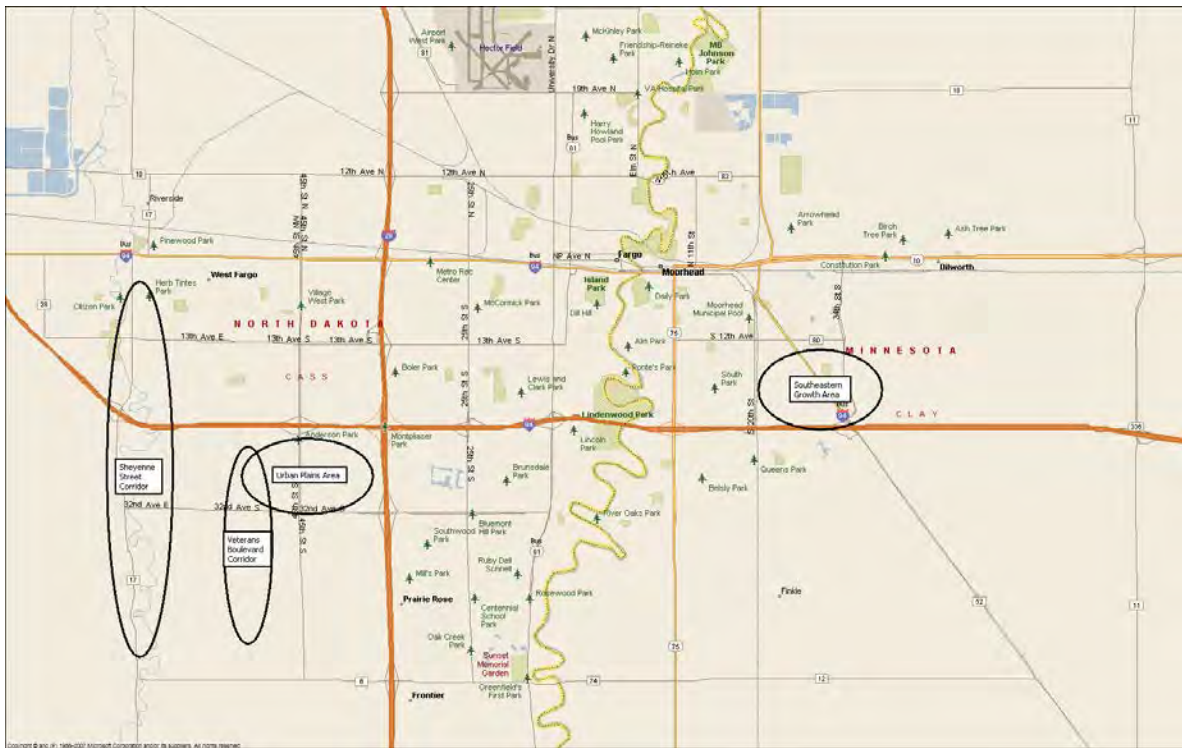
Potential Future Growth Areas

The previous workshop in September also included discussions regarding where land uses and future growth would occur. The areas that may require future service – depending on their rate of growth – are mapped in the accompanying figure and include:

- The “Urban Plains” area, including the new Sanford Hospital site (see proposed Route 26);
- The Northtown Crossing apartments (see the proposed extension of the West Fargo Loop);
- The Veterans Boulevard corridor; and
- The Sheyenne Street corridor.

In Moorhead, the potential future growth areas tend to be located in the southeastern segment of the area, near Interstate 94.

Potential Growth Areas Supporting Transit



Coverage vs. Productivity

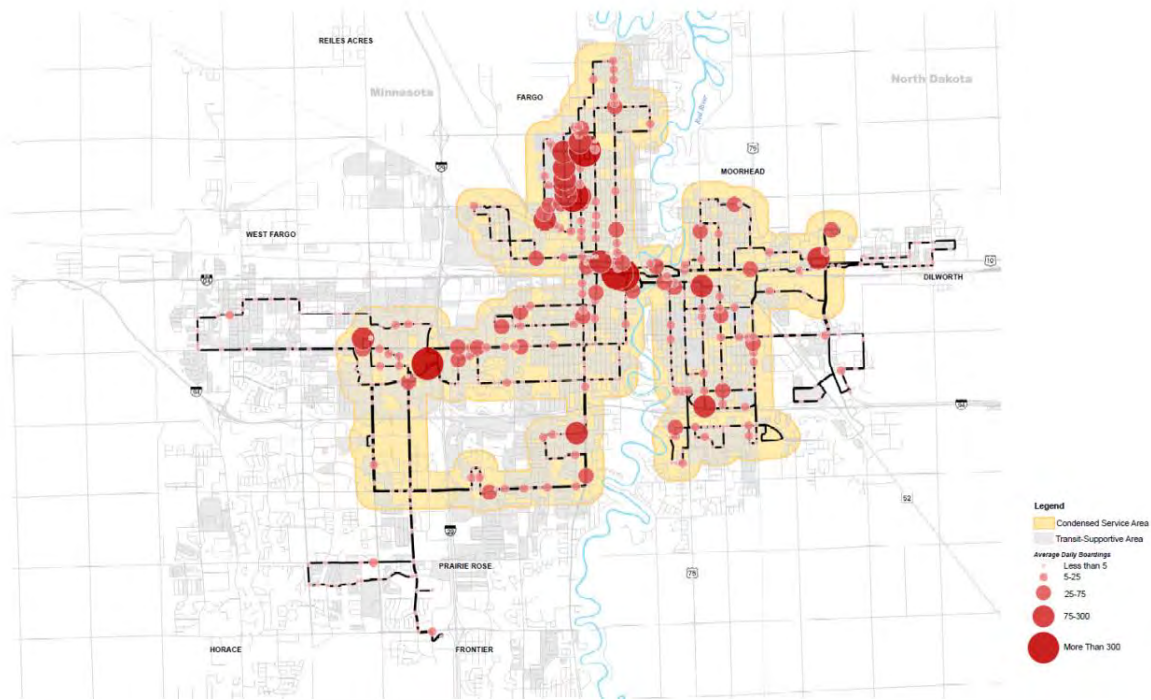
Throughout the preparation and development of this Discussion Guide – and at the prior Service Planning Workshop – the study team has attempted to balance the needs of providing service coverage to certain areas (especially growth areas or areas in adjoining jurisdictions that financially support transit service) with providing service that would have a relatively high level of productivity.

For example, one could consider “tightening” the geographic coverage of transit service so that it primarily serves contiguous areas with the highest ridership. Such a “condensed” system would result in a minimal loss in terms of the overall number of boardings, but with a gain in system productivity.

This potential “condensed” system is illustrated in the accompanying figure. As can be seen, the condensed system manages to provide coverage to most of the “transit supportive” portions of the service area, with some exceptions. The condensed concept is intended to provide input information to a discussion regarding improving the productivity level-of-service. As we have discussed previously, from a productivity perspective, the current system reflects a level-of-service D/E, while the coverage level-of-service is B. Contracting the coverage provides the opportunity to enhance the service frequency to remaining segments, which would improve the productivity level-of-service.

Improving the productivity, without increasing the operating budget, comes at a cost of removing service to some parts of the region with much lower use.

Sensitivity Analysis Contraction Area



A summary of some key metrics for the current system as opposed to this “condensed” system is shown below:

	Current System	Condensed System	Change
Route Miles	189	162	-14%
Daily Boardings	8,771	8,641	-1%
Boardings per Route Mile	46.4	53.3	15%
Population in Quarter-Mile Service Area	136,700	108,910	-20%
Households in Service Area	59,800	48,279	-19%

As can be seen, although boardings are only minimally reduced (i.e., by approximately 1%), and although coverage is reduced by approximately 20%, productivity increases by 15%.

The various service modification proposals presented in this Discussion Guide – as mentioned previously – have tried to strike a chord between these two potential scenarios. In some cases, we have proposed a “rationalizing” of the supply of service provided, so that it better matches demand. In other cases (e.g., along Route 15), we have improved service where boardings tend to be healthier. But we have also attempted to utilize any “saved” resources to provide new service in transit-supportive areas or future growth areas which stakeholders have indicated are key towards future regional economic growth.

Nonetheless, the study team feels that the discussion of the entire “Coverage vs. Productivity” issue needs to continue at the Service Planning Workshop.

Conclusion

These are the current route alternative proposals; this working paper is not meant in any way to be considered "final" and is meant to further guide discussions at the Service Planning Workshop on December 17th, 2015.

Appendix E – Asset Management Plan

MATBUS Transit Asset Management Plan



November 2016

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EXECUTIVE SUMMARY

This transit asset management (TAM) plan is an examination of the infrastructure renewal requirements of MATBUS. It is based on an inventory and condition assessment of MATBUS assets. The examination was accomplished through the application of the Federal Transit Administration's (FTA's) Transit Economic Requirements Model (TERM Lite), an analytical tool that provides the ability to address the following questions:

1. What is the dollar value of assets beyond their useful life; that is, not at a state of good repair (SGR)? This is also called the SGR backlog.
2. What is the projected annual value of assets reaching their useful life? This is also called future SGR needs.

The following pages provide brief summaries of the current MATBUS asset inventory, the size of the backlog, and the projected 20-year SGR need.

Snapshot of current MATBUS inventory: the current MATBUS inventory of assets consists of 631 line items and has a replacement value of \$51.4 million (2016 \$). As weighted by replacement cost, the average percentage of useful life remaining for all assets systemwide is 43 percent. This indicates that, as a whole, the system has less than half of its useful life remaining, and will require major capital investment in asset replacement in the near term. All assets are owned and maintained by either Fargo, Moorhead, or jointly by both jurisdictions. Capital costs for jointly owned and maintained assets are shared by the jurisdictions (two-thirds of costs to Fargo, one-third of costs to Moorhead).

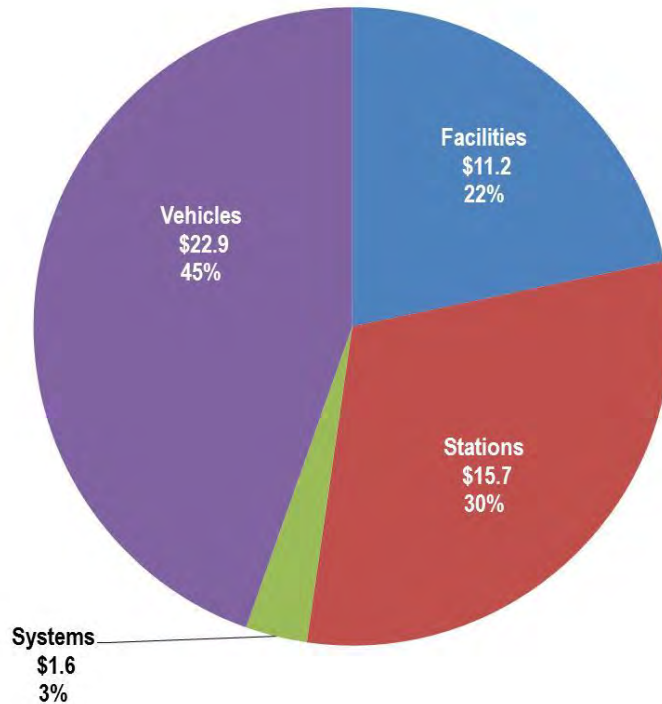
Table ES-1 and Figure ES-1 provide a snapshot of the current MATBUS inventory.

Table ES-1. Snapshot of MATBUS Asset Inventory by Jurisdiction

Measure	MATBUS Total Asset Value	Fargo Asset Value	Moorhead Asset Value	Joint Asset Value
Number of asset line items	631	331	215	85
Total replacement value*	\$ 51.4 M	\$ 34.1 M	\$ 6.8 M	\$ 10.4 M
Facilities*	\$ 11.2 M	\$ 0.7 M	\$ 0.2 M	\$ 10.3 M
Stations*	\$ 15.7 M	\$ 15.1 M	\$ 0.6 M	-
Systems*	\$ 1.6 M	\$ 1.0 M	\$ 0.6 M	\$ 0.0 M
Vehicles*	\$ 22.9 M	\$ 17.4 M	\$ 5.4 M	\$ 0.1 M
Average age of assets (by replacement value)	14 years	17 years	7 years	11 years
Average % of useful life remaining (by replacement value)	43%	34%	45%	68%

*2016 dollars

Figure ES-1. Summary of Replacement Value by Asset Category – All Assets (Millions of 2016 \$)



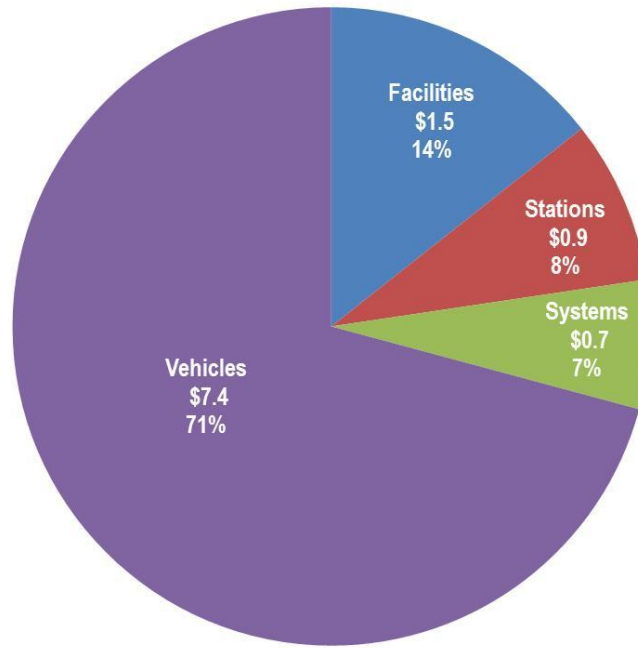
Current SGR Backlog: As projected by TERM Lite, the current SGR backlog—the value of assets beyond their useful lives—is \$10.5 million (2016 \$), 20 percent of the entire inventory replacement value. Table ES-2 and Figure ES-2 provide a snapshot of the current MATBUS SGR backlog.

Table ES-2. Snapshot of Current MATBUS SGR Backlog by Jurisdiction

Measure	MATBUS Total Asset Value	Fargo Asset Value	Moorhead Asset Value	Joint Asset Value
Number of assets in SGR backlog	301	135	117	49
Total current SGR backlog *	\$ 10.5 M	\$ 6.2 M	\$ 3.0 M	\$ 1.4 M
Facilities*	\$ 1.5 M	\$ 0.1 M	\$ 0.1 M	\$ 1.4 M
Stations*	\$ 0.9 M	\$ 0.6 M	\$ 0.2 M	-
Systems*	\$ 0.7 M	\$ 0.4 M	\$ 0.3 M	-
Vehicles*	\$ 7.4 M	\$ 5.1 M	\$ 2.3 M	\$ 0.0 M

*2016 dollars

Figure ES-2. Summary of Backlog by Asset Category – All Assets (2016 \$)



20-Year SGR Need: As projected by TERM Lite, the total SGR need over the 20-year analysis period is \$92.6 million (2016 \$), or about \$4.7 million annually. Table ES-3 and Figure ES-3 provide a summary of the unconstrained 20-year SGR need. Figure ES-4 summarizes the annual spending requirements as projected by TERM Lite.

Table ES-3. Summary of 20-Year SGR Need by Jurisdiction

Measure	MATBUS Total Asset Value	Fargo Asset Value	Moorhead Asset Value	Joint Asset Value
Total 20-year need *	\$ 92.6 M	\$ 66.3 M	\$ 18.9 M	\$ 7.4 M
Facilities*	\$ 9.2 M	\$ 1.5 M	\$ 0.5 M	\$ 7.1 M
Stations*	\$ 17.6 M	\$ 16.0 M	\$ 1.6 M	-
Systems*	\$ 5.3 M	\$ 3.0 M	\$ 2.2 M	\$ 0.1 M
Vehicles*	\$ 60.5 M	\$ 45.8 M	\$ 14.6 M	\$ 0.2 M
Average annual need	\$ 4.7 M	\$ 3.4 M	\$ 0.9 M	\$ 0.4 M
Number of asset replacements over the 20 years	2,009	1,023	691	295

*2016 dollars

Figure ES-3. Summary of 20-Year SGR Need by Asset Category – All Assets (Millions of 2016 \$)

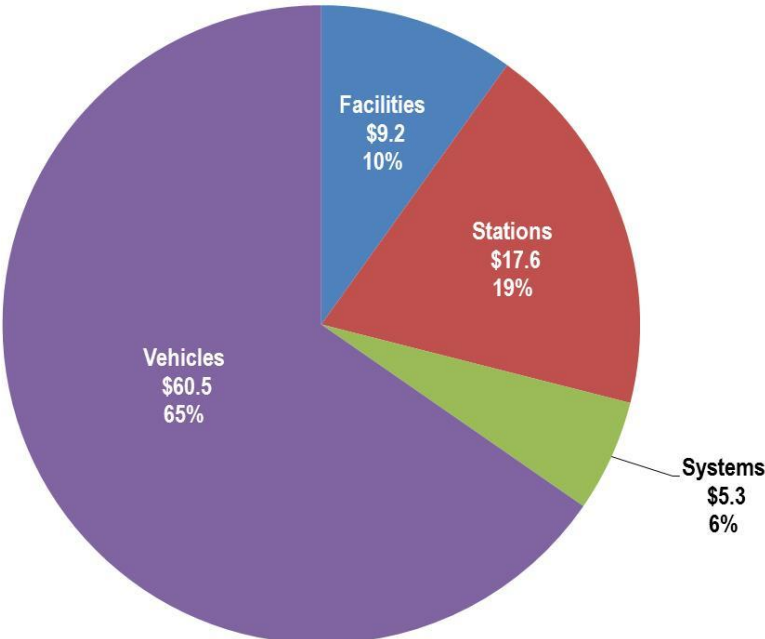
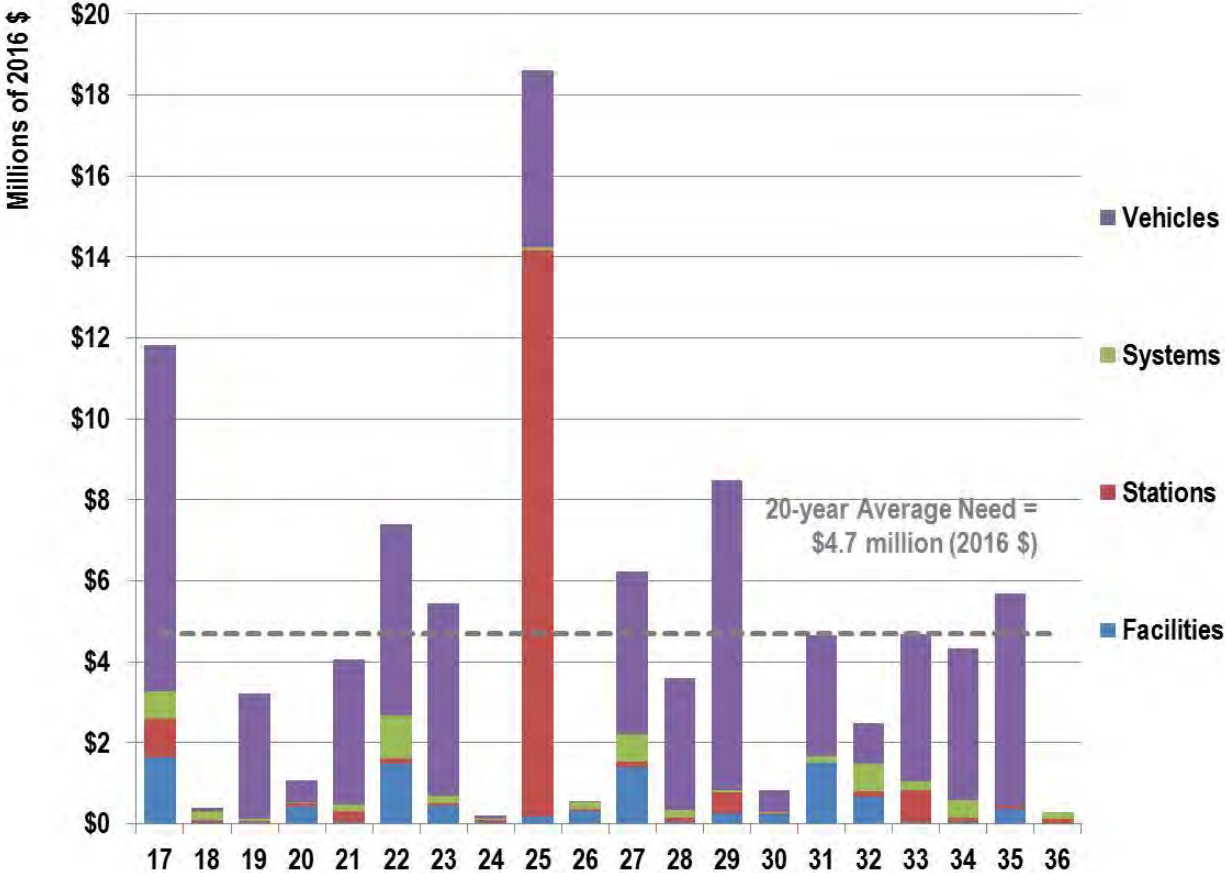


Figure ES-4. Summary of Annual SGR Need



1 INTRODUCTION

This transit asset management (TAM) plan is an examination of the infrastructure renewal requirements of MATBUS. It is based on an inventory and condition assessment of MATBUS assets. The examination was accomplished through the application of the Federal Transit Administration's (FTA's) Transit Economic Requirements Model (TERM Lite), an analytical tool that provides the ability to address the following questions:

1. What is the dollar value of assets beyond their useful life; that is, not at a state of good repair (SGR)? This is also called the SGR backlog.
2. What is the projected annual value of assets reaching their useful life? This is also called future SGR needs.

Section 2: Analytical Process and Methodology describes the analytical process applied. This section examines 1) the inputs used in the analysis (i.e., asset inventory assembly, asset type data); 2) the processes of the analysis tool (TERM Lite); and 3) the output produced by TERM Lite.

Section 3: Current MATBUS Asset Inventory provides a snapshot of the current MATBUS inventory, including the number of line items and asset replacement value by type of asset.

Section 4: SGR Backlog provides a summary of the SGR backlog—the total current value of assets in operation but beyond their useful life—as projected by TERM Lite. The analysis includes the current backlog value by type of asset as well as the total number of assets currently in the backlog.

Section 5: 20-Year Capital Investment Need summarizes the projected 20-year SGR need by type of asset as determined by TERM Lite. The analysis includes the total investment required by type of asset as well as projected asset replacement schedules over the 20-year analysis period.

2 ANALYTICAL PROCESS AND METHODOLOGY

This section describes the analytical process applied to examine the infrastructure renewal requirements of MATBUS. It is based on an inventory and condition assessment of MATBUS. The examination was accomplished through the application of the of FTA's TERM Lite, an analytical tool that provides the ability to address the following questions:

1. What is the dollar value of assets beyond their useful life; that is, not at a state of good repair (SGR)? This is also called the SGR backlog.
2. What is the projected annual value of assets of assets reaching their useful life? This is also called future SGR needs.

2.1 INPUTS

This section describes the TERM Lite model inputs used in this analysis. There were two primary inputs:

1. **Asset inventory:** comprised of 642 individual asset line items
2. **Asset type list:** comprised of 600 individual asset types (assigned using TERM Lite)

2.1.1 Asset Inventory

MATBUS provided the asset inventories applied in this analysis. The following list summarizes the data required for running TERM Lite.

- **Replacement lives:** the useful life for every asset was suggested in the asset decay curves in the FTA TERM Lite model (the age where each asset type falls below 2.5 on the 1-to-5 condition scale).
- **Service dates/ ages:** asset service dates were provided by MATBUS.
- **Replacement costs:** fully-loaded asset replacement values were provided by MATBUS.
- **Rehabilitation costs:** for applicable assets, rehabilitation costs were determined using TERM Lite as a percentage of replacement cost. These costs were assigned to asset types as a percentage of the assets' replacement costs. These percentages were mapped to each asset based on asset type.
- **Renewal life:** for applicable assets, rehabilitation lives were determined using TERM Lite. These were assigned to asset types as a percentage of the assets' useful life (as determined by MATBUS). These percentages were mapped to each asset based on asset type.
- **Annual capital maintenance cost:** for applicable assets, these costs were assigned to asset types as a percentage of asset replacement cost. These percentages were mapped to each asset based on asset type.

2.1.2 Asset Type Data

Each asset line item included in the inventory was categorized into one of 600 asset types. These asset types are arranged in a hierarchy summarized below:

1. **Asset category:** the five asset categories used in this analysis are facilities, guideway elements, stations, systems, and vehicles.
2. **Asset sub-category:** the five asset categories are further broken out into a total of 32 sub-categories.
3. **Asset element:** the 32 sub-categories are further broken out into a total of 152 elements.
4. **Asset sub-element:** the 152 elements are further broken out into a total of 600 sub-elements.

Note that MATBUS's asset inventory does not include assets in every one of the 600 sub-elements asset types. The asset classification in TERM Lite was created to be comprehensive for all transit agencies nationwide, including all modes.

Renewal costs, renewal lives, and annual capital costs for each type of asset were defined as a percentage of the asset's replacement cost and replacement life, respectively. Annual capital maintenance costs are defined as a percentage of the asset's replacement cost. These percentages were mapped to the individual asset line items in the asset inventory.

2.2 TRANSIT ECONOMIC REQUIREMENTS MODEL (TERM LITE)

The two inputs to the analysis (asset inventory and asset type data) are applied in TERM Lite to create the output documented in the later sections of this report. TERM Lite is applied in three iterative steps in each year in the TAM plan analysis:

1. Identify required capital activities (replacements, renewals, and annual capital maintenance) based on age in a given year
2. Fund actions
3. Age assets one year

2.2.1 Step 1: Identify Required Capital Activities

TERM Lite first processes the inputs from the asset inventory to identify the required capital actions in a given year. These actions include asset replacements, asset renewals, and annual capital maintenance activities.

- **Asset replacements:** TERM Lite identifies the assets that have reached the end of their useful life (as determined by the service date and useful life specified by MATBUS) in each year of the 20-year analysis period. For assets in the backlog (currently past the end of their useful life) the model will assume the replacement action occurs in 2017 (the first analysis year). For this analysis, the model assumes that all future replacements are done on-time.
- **Asset renewals:** For certain assets, TERM Lite identifies the assets that require a renewal activity (as determined by the age and useful life specified by MATBUS and the TERM Lite asset type assigned to the asset) in each year of the 20-year analysis period. A key assumption of the model is that all past and future renewal actions are done on time.

- **Annual capital maintenance:** For certain assets, TERM Lite identifies the assets that require annual capital maintenance activities (as TERM Lite asset type assigned to the asset) in each year of the 20-year analysis period. A key assumption of the model is that all past and future annual capital maintenance actions are done on time.

2.2.2 Step 2: Fund Actions

Once TERM Lite identifies all required capital activities in a certain year, the model funds these actions and determines the total capital investment required annually—by asset type—to maintain the assets at SGR.

2.2.3 Step 3: Age Assets One Year

Once all required capital actions have occurred, TERM Lite updates the asset inventory by aging the assets one year. Assets that were replaced the previous year are considered new (an age of 0); assets that were not replaced in the previous year will be one year closer to their required replacement. The model repeats steps 1, 2, and 3 in each year of the analysis period.

2.3 OUTPUT

TERM Lite determines the 20-year capital actions and investments required to maintain the assets at SGR (also called the SGR need). This output was used to project 20-year capital investment activities for all MATBUS assets, including asset replacement, renewals, and annual capital maintenance activities. This output was the primary source of data for the TAM plan.

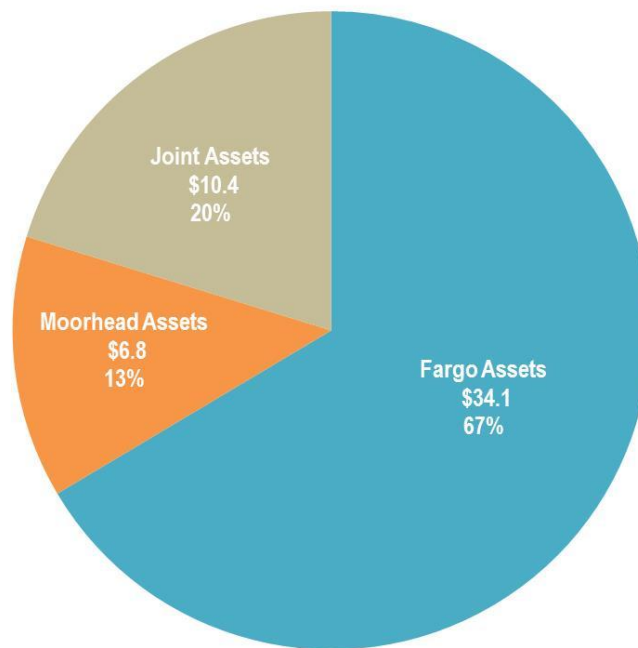
3 CURRENT MATBUS ASSET INVENTORY

This section provides a summary of the current MATBUS asset inventory. The inventory applied in this analysis was provided by MATBUS and contained all the data required for this analysis: asset service dates, useful lives, and replacement costs. Table 3-1 and Figure 3-1 provide a snapshot of the total MATBUS inventory. The complete inventories for Fargo, Moorhead, and jointly owned and maintained assets are found in Table A-1, Table A-2, and Table A-3 in the Appendix.

Table 3-1. Snapshot of Current MATBUS Inventory – All Assets

Measure	MATBUS Total Value	Fargo Value	Moorhead Value	Shared Value
Number of asset line items	631	331	215	85
Total replacement value	\$ 51.4 M (2016 \$)	\$ 34.1 M (2016 \$)	\$ 6.8 M (2016 \$)	\$ 10.4 M (2016 \$)
Average age of asset (by replacement value)	14 years	17 years	7 years	11 years
Average % of useful life remaining (by replacement value)	43%	34%	45%	68%

Figure 3-1. MATBUS Inventory Replacement Value by Jurisdiction (Millions of 2016 \$)



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Table 3-2 summarizes the agency-wide and jurisdictional replacement value of the assets by the asset types assigned by the analysis team.

Table 3-2. Asset Replacement Value by Assigned Asset Type – All Assets (Millions of 2016 \$)

Assigned Asset Type	MATBUS Total Replacement Value	Fargo Replacement Value	Moorhead Replacement Value	Joint Replacement Value
Hardware	\$ 0.03	\$ -	\$ -	\$ 0.03
HVAC	0.07	0.06	-	0.01
Maintenance equipment	1.56	0.24	0.22	1.10
Maintenance facility	8.75	-	-	8.75
Office equipment	0.04	0.00	0.00	0.03
Office furniture	0.29	0.04	0.00	0.25
Software	0.47	0.33	-	0.14
Facilities total	11.20	0.67	0.22	10.31
Bike racks	0.00	-	0.00	-
Building exterior	0.55	0.55	-	-
Building interior	0.61	0.61	-	-
Bus shelters	1.30	0.77	0.53	-
Signage	0.07	0.00	0.07	-
GTC	13.14	13.14	-	-
Stations total	15.68	15.08	0.60	-
Bus GPS	0.41	0.21	0.20	-
In-Vehicle CCTV	0.16	0.05	0.11	-
PA systems	0.01	-	0.01	-
Radio	0.20	0.16	0.03	0.01
Revenue collection	0.79	0.58	0.22	-
Systems total	1.57	0.99	0.57	0.01
Non-revenue vehicles	0.18	0.00	0.11	0.07
Revenue vehicles	22.72	17.39	5.33	-
Vehicles	22.91	17.39	5.44	0.07

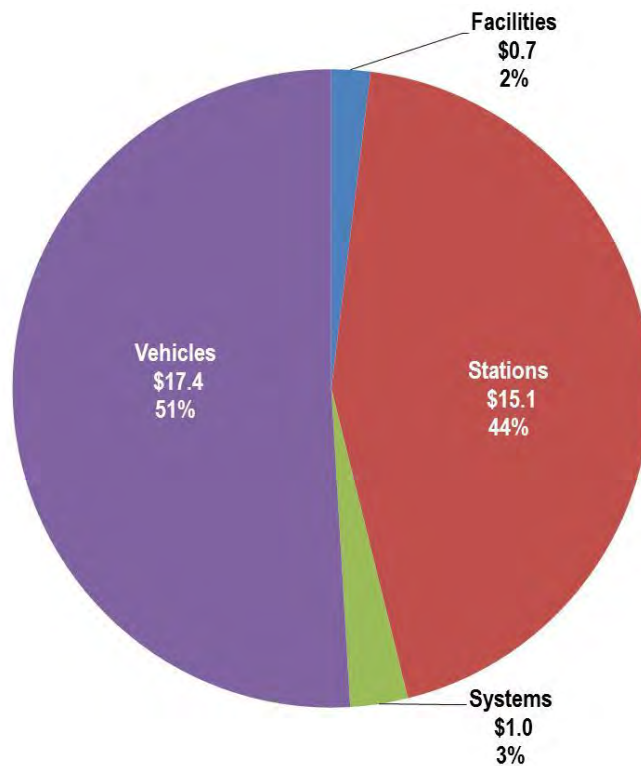
3.1 FARGO OWNED AND MAINTAINED ASSET INVENTORY

The number of total asset line items applied in this analysis—331—represents the number of individual MATBUS assets owned and maintained solely by Fargo.

The average age of all assets is 17 years, weighted by replacement value. This statistic should only be used descriptively, as the useful life of assets vary greatly; so the average age is not necessarily indicative of average asset condition or the overall SGR of the assets. Instead, the average percent useful life remaining—34 percent—is a better way to assess the overall SGR. This indicates that, as a whole, the system has less than half of its useful life remaining, and will require major investment in asset replacement in the near term.

Figure 3-2 breaks down the asset replacement value by TERM Lite asset category.

Figure 3-2. Asset Replacement Value by TERM Lite Asset Category – Fargo Assets (Millions of 2016 \$)



The asset type with the largest replacement value is revenue vehicles, which are worth \$17.4 million—51 percent of the total replacement value of all MATBUS assets owned and maintained by Fargo. Other major assets include the Ground Transportation center (GTC), and bus shelters.

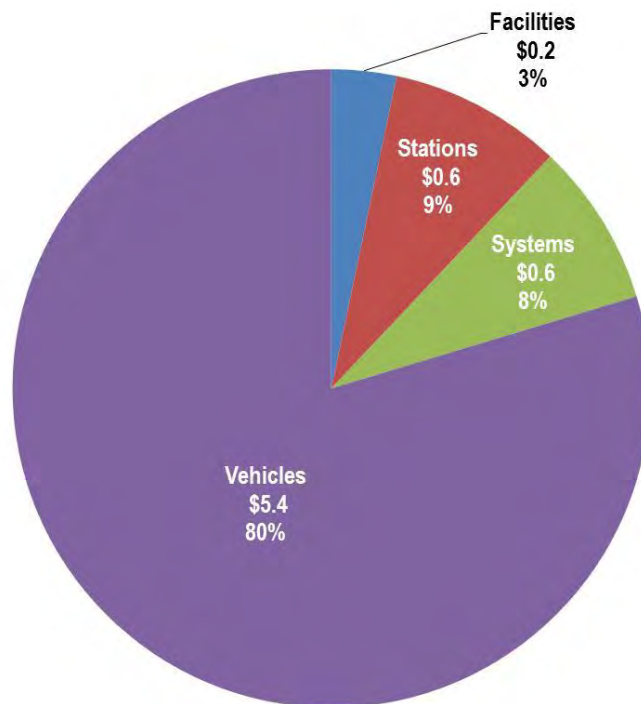
3.2 MOORHEAD OWNED AND MAINTAINED ASSET INVENTORY

The number of asset line items applied in this analysis—215—represents the number of individual MATBUS assets owned and maintained solely by Moorhead.

The average age of all MATBUS assets owned and maintained by Moorhead is 7 years, weighted by replacement value. This statistic should only be used descriptively, as the useful life of assets vary greatly; so the average age is not necessarily indicative of average asset condition or the overall SGR of the assets. Instead, the average percent useful life remaining—45 percent—is a better way to assess the overall SGR. This indicates that, as a whole, the Moorhead assets have less than half of their useful life remaining, and will require major investment in asset replacement in the near term.

Figure 3-3 breaks down the asset replacement value by TERM Lite asset category.

**Figure 3-3. Asset Replacement Value by TERM Lite Asset Category – Moorhead Assets
(Millions of 2016 \$)**



The asset type with the largest replacement value is revenue vehicles, which are worth \$5.3 million—78 percent of the total replacement value of all MATBUS assets owned and maintained by Moorhead. Other major assets include bus shelters and maintenance equipment.

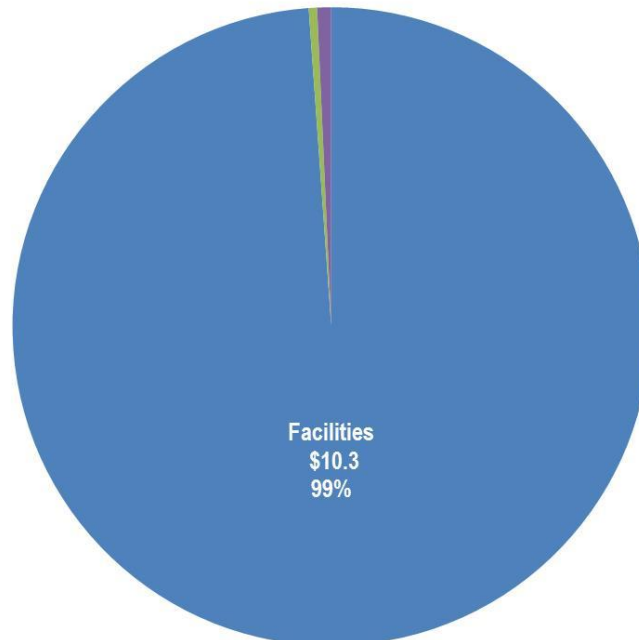
3.3 JOINTLY OWNED AND MAINTAINED ASSET INVENTORY

The number of asset line items applied in this analysis—85—represents the number of individual MATBUS assets owned and maintained jointly by Fargo and Moorhead. The transit maintenance facility and all its components (building, systems, equipment, non-revenue vehicles) are jointly owned and maintained by the two jurisdictions. Per agreement, two-thirds of these capital costs are shared by Fargo and the remaining one-third is shared by Moorhead.

The average age of all MATBUS assets jointly owned and maintained is 11 years, weighted by replacement value. This statistic should only be used descriptively, as the useful life of assets vary greatly; so the average age is not necessarily indicative of average asset condition or the overall SGR of the assets. Instead, the average percent useful life remaining—68 percent—is a better way to assess the overall SGR. This indicates that, as a whole, the jointly owned and maintained assets have a majority of their useful life remaining, and will not require major investment in asset replacement in the near term.

Figure 3-4 breaks down the asset replacement value by TERM Lite asset category.

Figure 3-4. Jointly Owned and Maintained Asset Replacement Value by TERM Lite Asset Category (Millions of 2016 \$)



The asset type with the largest replacement value is the maintenance facility itself, which is worth \$8.7 million—84 percent of the total replacement value of all MATBUS assets

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jointly owned and maintained by Fargo and Moorhead. Other major assets include maintenance equipment and office furniture.

4 SGR BACKLOG

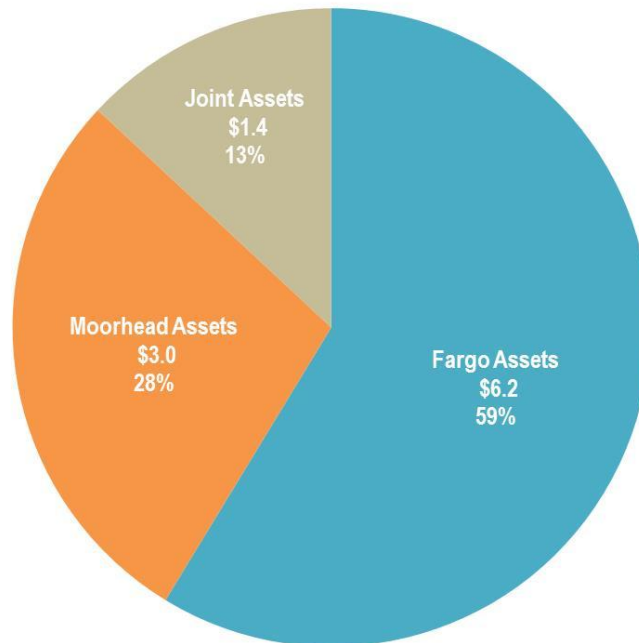
This section provides a summary of the assets currently in the SGR backlog—assets in operation but past the end of their useful life. These assets require immediate replacement. Table 4-1 and Figure 4-1 provide a snapshot of MATBUS’s current SGR backlog.

Table 4-1. Snapshot of Current SGR Backlog – All MATBUS Assets

Measure	MATBUS Total Value	Fargo Value	Moorhead Value	Joint Value
Total current SGR backlog*	\$ 10.5 M (2016 \$)	\$ 6.2 M (2016 \$)	\$ 3.0 M (2016 \$)	\$ 1.4 M (2016 \$)
Number of assets in current backlog	301	135	117	49
TERM Lite Asset category with largest SGR backlog	Vehicles	Vehicles	Vehicles	Facilities

*2016 dollars

Figure 4-1. MATBUS Backlog by Jurisdiction (Millions of 2016 \$)



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Table 4-2 summarizes the agency-wide and jurisdictional SGR backlog by the asset types assigned by the analysis team.

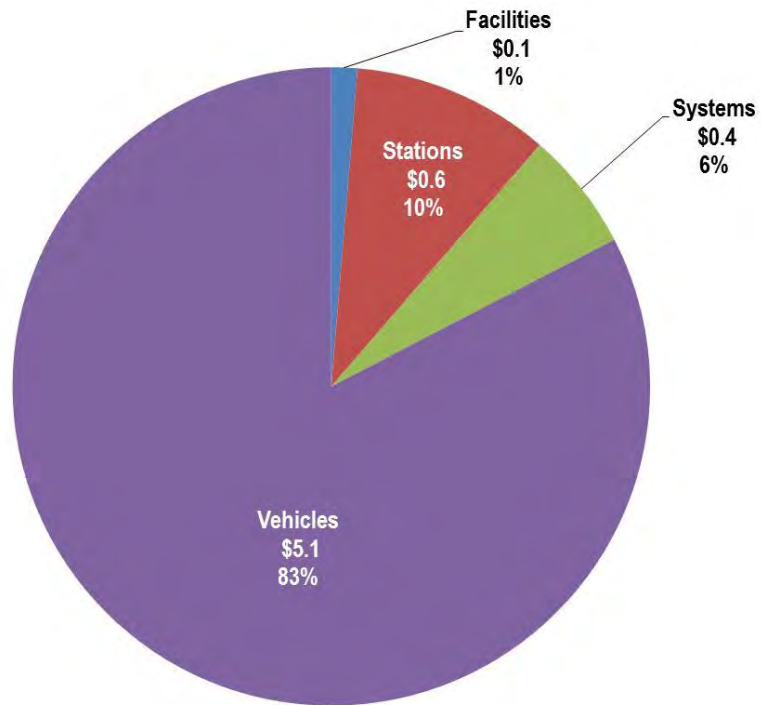
Table 4-2. Current SGR Backlog by Assigned Asset Type (Millions of 2016 \$)

Assigned Asset Type	MATBUS Total Backlog Value	Fargo Backlog Value	Moorhead Backlog Value	Joint Backlog Value
Hardware	\$ 0.00	\$ -	\$ -	\$ 0.00
HVAC	-	-	-	-
Maintenance equipment	1.04	0.01	0.07	0.96
Maintenance facility	-	-	-	-
Office equipment	0.02	0.00	0.00	0.02
Office furniture	0.29	0.04	0.00	0.25
Software	0.17	0.03	-	0.14
Facilities total	1.52	0.08	0.08	1.36
Bike racks	0.00	-	0.00	-
Building exterior	-	-	-	-
Building interior	0.01	0.01	-	-
Bus shelters	0.81	0.60	0.21	-
Signage	0.03	0.00	0.03	-
GTC	-	-	-	-
Stations total	0.86	0.62	0.24	-
Bus GPS	0.22	0.21	0.01	-
In-Vehicle CCTV	0.14	0.05	0.10	-
PA systems	0.01	-	0.01	-
Radio	0.01	-	0.01	-
Revenue collection	0.31	0.12	0.19	-
Systems total	0.69	0.37	0.31	-
Non-revenue vehicles	0.07	-	0.05	0.02
Revenue vehicles	7.38	5.10	2.28	-
Vehicles	5.10	5.10	2.33	0.02

4.1 FARGO BACKLOG

Figure 4-2 breaks out the SGR backlog for Fargo owned and maintained assets by TERM Lite asset category.

Figure 4-2. Current SGR Backlog by TERM Lite Asset Category – Fargo Assets (Millions of 2016 \$)

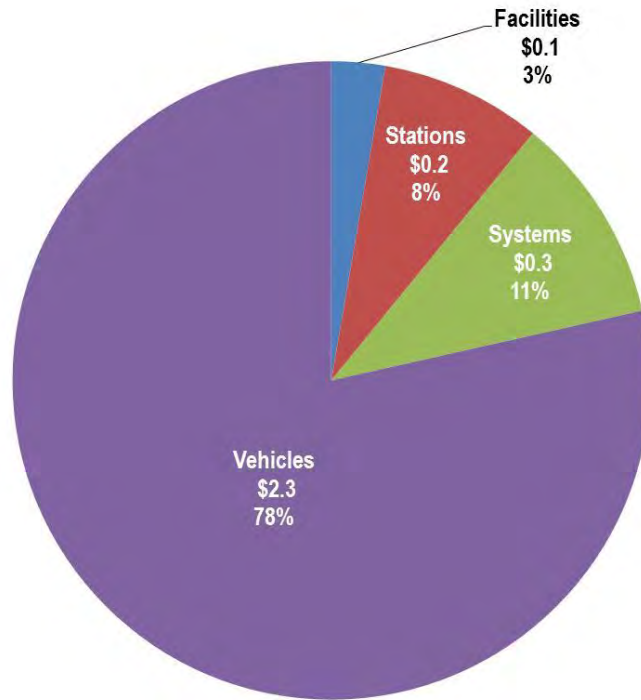


The asset type with the largest SGR backlog is revenue vehicles, which has \$5.1 million worth of assets beyond their useful lives—83 percent of the total Fargo owned and maintained asset backlog. Other notable assets beyond their useful lives include bus shelters, GPS equipment, and revenue collection equipment.

4.2 MOORHEAD SGR BACKLOG

Figure 4-3 breaks out the SGR backlog for Moorhead owned and maintained assets by TERM Lite asset category.

Figure 4-3. Current SGR Backlog by TERM Lite Asset Category – Moorhead Assets (Millions of 2016 \$)

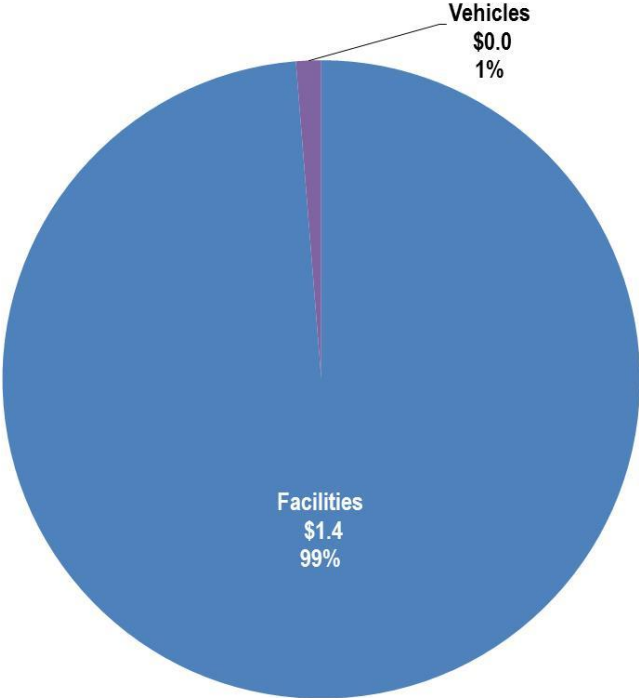


The asset type with the largest SGR backlog is revenue vehicles, which has \$2.3 million worth of assets beyond their useful lives—77 percent of the total Moorhead owned and maintained asset backlog. Other notable assets beyond their useful lives include bus shelters, and revenue collection equipment.

4.3 JOINT SGR BACKLOG

Figure 4-4 breaks out the SGR backlog by TERM Lite asset category for assets jointly owned and maintained by the jurisdictions (two-thirds to Fargo, one-third to Moorhead).

Figure 4-4. Current SGR Backlog by TERM Lite Asset Category – Joint Assets (Millions of 2016 \$)



The asset type with the largest SGR backlog is maintenance equipment, which has \$1.0 million worth of assets beyond their useful lives—69 percent of the total joint owned and maintained asset backlog. Other notable assets beyond their useful lives include office furniture and software.

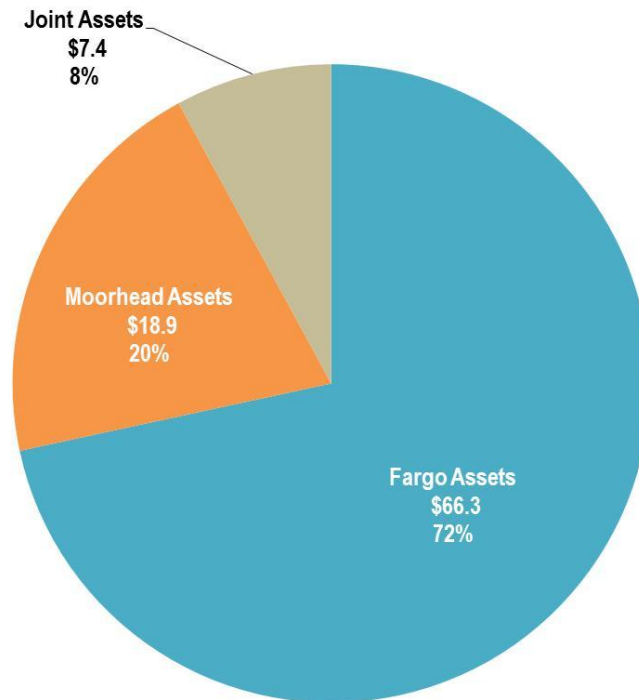
5 20-YEAR CAPITAL INVESTMENT NEEDS

This section provides a summary of the 20-year capital investment requirement as projected by TERM Lite. For each asset, the model projected future replacements, renewals, and annual capital maintenance, where applicable. The model assumes all assets are replaced at the end of their useful life and all renewal and annual capital maintenance activities occur on time. Table 5-1 and Figure 5-1 provide a snapshot of MATBUS’s total 20-year capital investment need.

Table 5-1. Snapshot of MATBUS 20-Year Capital Investment Need – All Assets

Measure	MATBUS Total Value (2016\$)	Fargo Value (2016\$)	Moorhead Value (2016\$)	Shared Value (2016\$)
Total 20-year need	\$ 92.6 M	\$ 66.3 M	\$ 18.9 M	\$ 7.4 M
Average annual need	\$ 4.7 M	\$ 3.4 M	\$ 0.9 M	\$ 0.4 M
Asset category with the largest 20-year need	Vehicles	Vehicles	Vehicles	Facilities
Number of asset replacements over the 20 years	2,009	1,023	691	295

Figure 5-1. 20-Year Capital Investment Need by Jurisdiction (Millions of 2016 \$)



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Table 5-2 summarizes the agency-wide and jurisdictional 20-year capital investment need by the asset types as assigned by the analysis team.

Table 5-2. 20-Year Capital Investment Need by Assigned Asset Type (Millions of 2016 \$)

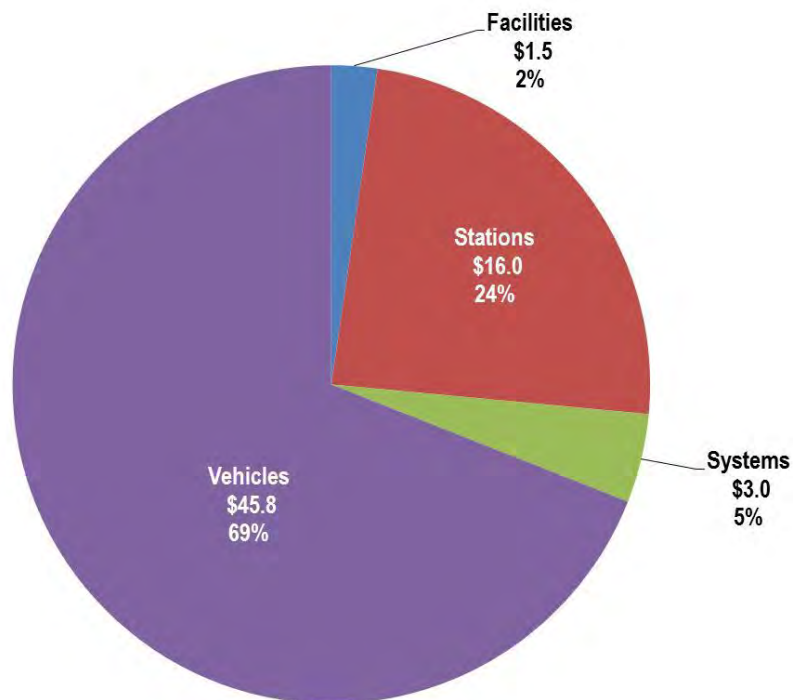
Asset Type	MATBUS Total Investment Need	Fargo Investment Need	Moorhead Investment Need	Joint Investment Need
Hardware	\$ 0.13	\$ -	\$ -	\$ 0.13
HVAC	0.00	0.00	-	0.00
Maintenance equipment	3.08	0.37	0.51	2.20
Maintenance facility	3.09	-	-	3.09
Office equipment	0.14	0.01	0.01	0.12
Office furniture	1.16	0.14	0.01	1.01
Software	1.57	1.02	-	0.56
Facilities total	9.17	1.54	0.53	7.10
Bike racks	0.01	-	0.01	-
Building exterior	0.14	0.14	-	-
Building interior	0.04	0.04	-	-
Bus shelters	4.09	2.70	1.38	-
Signage	0.23	0.01	0.22	-
GTC	13.14	13.14	-	-
Stations total	17.64	16.03	1.61	-
Bus GPS	1.64	0.83	0.81	-
In-Vehicle CCTV	0.63	0.18	0.45	-
PA systems	0.03	-	0.03	-
Radio	0.81	0.64	0.13	0.05
Revenue collection	2.15	1.33	0.81	-
Systems total	5.26	2.98	2.23	0.05
Non-revenue vehicles	0.56	-	0.36	0.20
Revenue vehicles	59.96	45.76	14.20	-
Vehicles	60.52	45.76	14.56	0.20

5.1 FARGO 20-YEAR CAPITAL INVESTMENT NEED

The total 20-year capital investment need is \$66.3 million. An average annual capital investment of \$3.4 million is required over the next 20 years to maintain assets at SGR (that is, all assets within their useful life).

Figure 5-2 breaks out the total capital investment need by TERM Lite asset category. Vehicles make up the largest share of the need, with stations, systems, and facilities making up smaller shares of the total need.

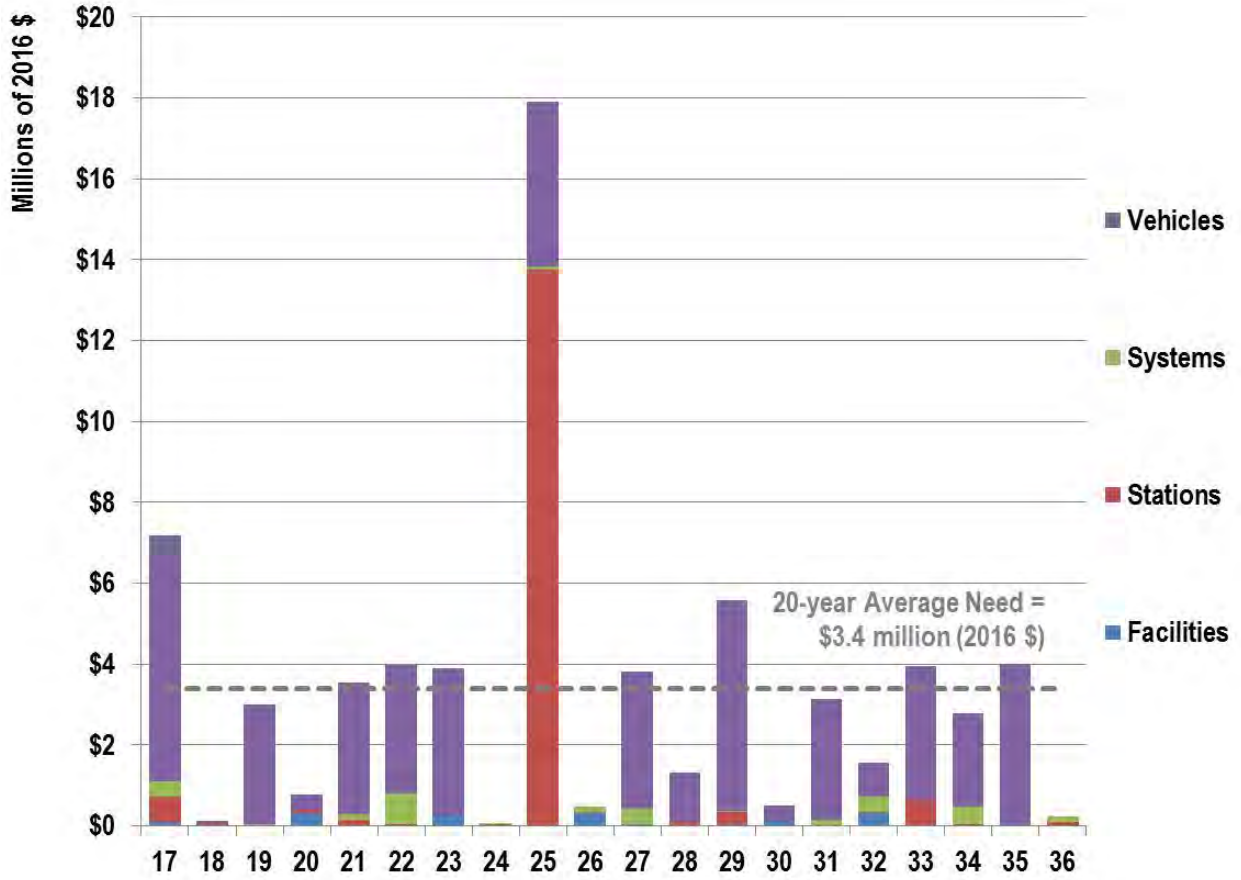
Figure 5-2. 20-Year Capital Investment Need by TERM Lite Asset Category – Fargo Assets (Millions of 2016 \$)



The asset type with the largest need is revenue vehicles, which requires \$45.8 million in investment over the 20 years—69 percent of the total need. Other major asset types include the GTC, bus shelters, and revenue collection equipment.

Figure 5-3 summarizes capital investments required by year.

Figure 5-3. 20-Year Capital Investment Requirements by TERM Lite Asset Category by Year – Fargo Assets



The following subsections provide a more-detailed analysis of the capital investments required to maintain the Fargo MATBUS assets at SGR over the 20-year analysis period.

5.1.1 Fargo Facilities

Facilities assets include HVAC systems, maintenance equipment, office equipment, office furniture, and software. These assets have a combined replacement value of \$672,000 and have a projected 20-year capital investment need of \$1.5 million.

Table 5-3, Table 5-4, and Figure 5-4 summarize the projected 20-year capital replacement activities for Fargo facilities assets. Major capital investments in facilities assets over the 20-year analysis are projected to include:

- Replacement of the AVA/AVL system for fixed routes in 2020, 2026, and 2032 projected to cost \$298,000 each year
- Bus part inventory replacements in 2023 projected to cost \$222,000

Note that the totals in Table 5-3, Table 5-4, and Figure 5-4 include all capital investments: replacement, rehabilitations, and annual capital maintenance.

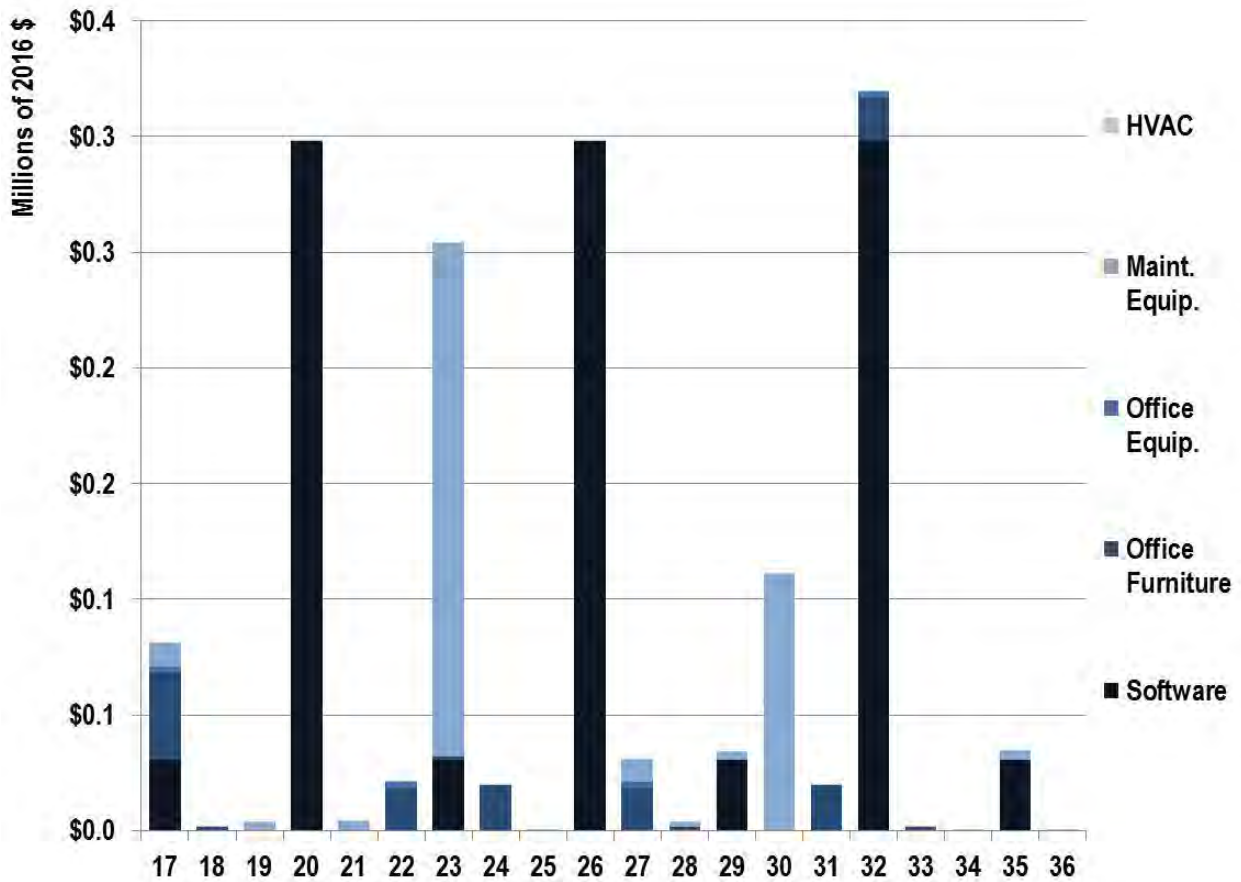
Table 5-3. Facilities Capital Investment Need Forecast by Assigned Asset Type, 2017 – 2026 – Fargo Assets (2016 \$)

Facility Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
HVAC	AC Unit	-	-	-	-	-	-	-	-	-	-
Maintenance Equipment	Bus Replacement Parts	-	-	-	-	4,000	-	222,000	-	-	-
Maintenance Equipment	Tool	10,000	-	3,000	-	-	-	-	-	-	-
Office Equipment	Safe	2,000	-	-	-	-	2,000	-	-	-	-
Office Equipment	Wheelchair	-	-	-	-	-	-	-	-	-	-
Office Furniture	Gazebo	5,000	-	-	-	-	5,000	-	-	-	-
Office Furniture	Lockers	5,000	-	-	-	-	5,000	-	-	-	-
Office Furniture	Office Furniture	28,000	1,000	-	-	-	9,000	1,000	20,000	-	-
Software	Transit Software	30,000	-	-	298,000	-	-	30,000	-	-	298,000
Total		1,631,000	31,000	37,000	389,000	26,000	1,472,000	455,000	42,000	140,000	320,000

Table 5-4. Facilities Capital Investment Need Forecast by Assigned Asset Type, 2027 – 2036 – Fargo Assets (2016 \$)

Facility Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
HVAC	AC Unit	-	-	-	-	-	-	-	-	-	-
Maintenance Equipment	Bus Replacement Parts	-	2,000	-	111,000	-	-	-	-	4,000	-
Maintenance Equipment	Tool	10,000	-	3,000	-	-	-	-	-	-	-
Office Equipment	Safe	2,000	-	-	-	-	2,000	-	-	-	-
Office Equipment	Wheelchair	-	-	-	-	-	-	-	-	-	-
Office Furniture	Gazebo	5,000	-	-	-	-	5,000	-	-	-	-
Office Furniture	Lockers	5,000	-	-	-	-	5,000	-	-	-	-
Office Furniture	Office Furniture	9,000	1,000	-	-	20,000	9,000	1,000	-	-	-
Software	Transit Software	-	-	30,000	-	-	298,000	-	-	30,000	-
Total		1,384,000	33,000	260,000	208,000	1,503,000	648,000	31,000	32,000	345,000	22,000

Figure 5-4. 20-Year Facilities Capital Investment Need Forecast by Assigned Asset Type – Fargo Assets



5.1.1.1 HVAC

HVAC assets include AC units located at passenger facilities. These assets have a replacement value of \$62,000. Over the next 20 years, only minor annual capital maintenance investments are required to maintain the assets at SGR.

5.1.1.2 Maintenance Equipment

Maintenance equipment includes bus replacement parts for the Fargo bus fleets and other miscellaneous tool. These assets have a replacement value of \$239,000. Over the next 20 years, a projected investment of \$369,000 is required to maintain these assets at SGR, including an immediate investment of \$10,000 for assets in the backlog.

5.1.1.3 Office Equipment

Office equipment includes safes and wheelchairs. These assets have a replacement value of \$3,000. Over the next 20 years, a projected investment of \$8,000 is required to maintain these assets at SGR, including an immediate investment of \$3,000 to replace assets in the backlog.

5.1.1.4 Office Furniture

Office furniture includes gazebos, lockers, and other miscellaneous furniture. These assets have a replacement value of \$40,000. Over the next 20 years, a projected investment of \$139,000 is required to maintain these assets at SGR, including an immediate investment of \$38,000 for assets in the backlog.

5.1.1.5 Software

Facility software includes fleet and maintenance management software. These assets have a replacement value of \$329,000. Over the next 20 years, a projected investment of \$1.0 million is required to maintain these assets at SGR, including an immediate investment of \$30,000 to replace the assets in the backlog.

5.1.2 Fargo Stations

Station assets include the building interior and exterior assets, bus shelters, signage, and the Ground Transportation Center (GTC). These assets have a combined replacement value of \$15.1 million and have a projected 20-year capital investment need of \$16.0 million.

Table 5-5, Table 5-6, and Figure 5-5 summarize the projected 20-year capital replacement activities for station assets. Major capital investments in stations assets over the 20-year analysis are projected to include:

- Complete in-kind replacement of the Ground Transportation Center (GTC) in 2025 projected to cost \$13.1 million
- Immediate replacement of 57 bus shelters in the backlog (or entering the backlog in 2017) and subsequent replacement 57 bus shelters in 2025 and again in 2033 projected to cost \$627,000 each year.

Note that the totals in Table 5-5, Table 5-6, and Figure 5-5 include all capital investments: replacement, rehabilitations, and annual capital maintenance.

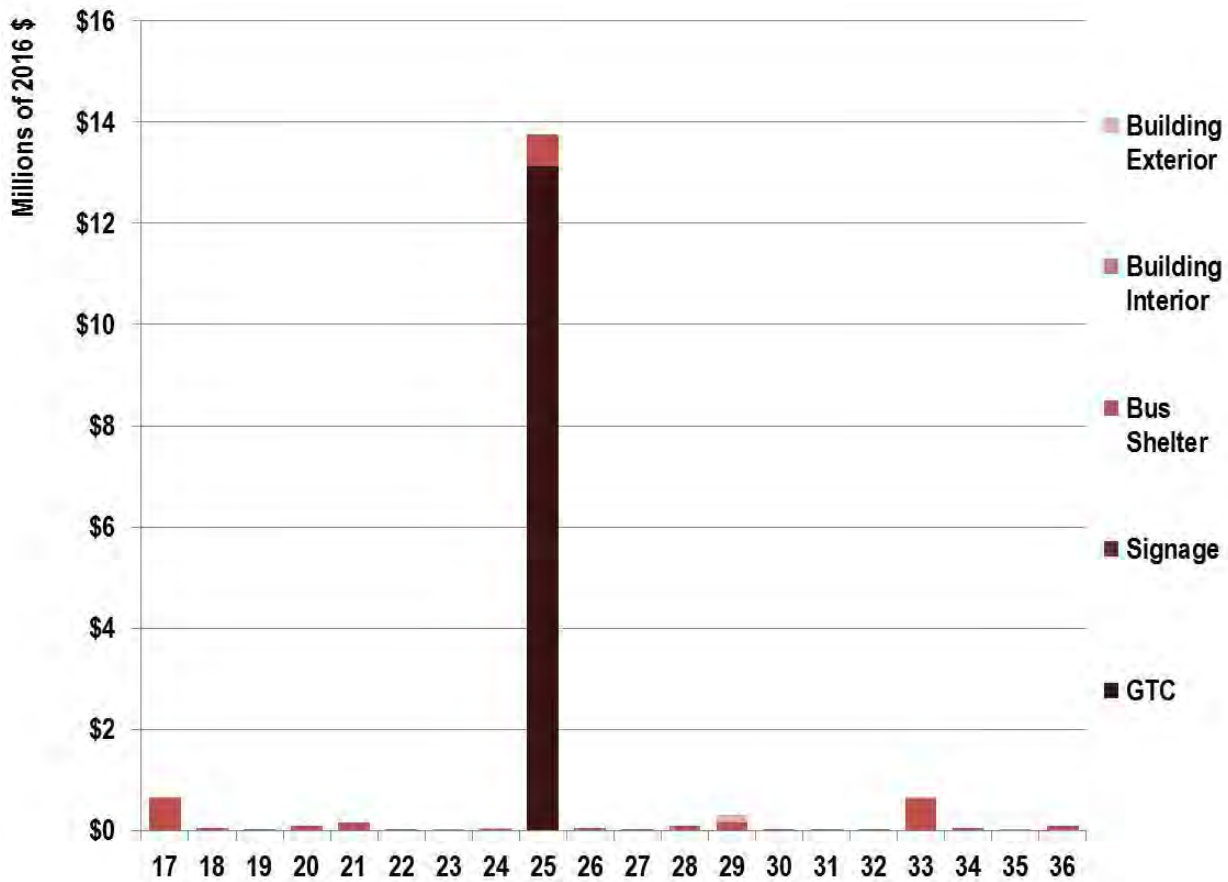
Table 5-5. Station Capital Investment Need Forecast by Assigned Asset Type, 2017 – 2026 – Fargo Assets (2016 \$)

Station Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Building Exterior	GTC Deck	-	-	-	-	-	-	-	-	-	-
Building Exterior	GTC Gate	-	-	-	-	-	-	-	-	-	-
Building Exterior	GTC Sculpture	-	-	-	-	-	-	-	4,000	-	-
Building Exterior	GTC Sculpture Lighting	-	-	-	-	-	-	-	-	-	-
Building Interior	GTC Flooring	-	-	-	-	-	-	-	-	-	-
Building Interior	GTC Lighting	-	-	-	-	-	-	-	-	-	-
Building Interior	GTC Lounge	-	-	-	-	-	-	-	-	-	-
Building Interior	GTC Remodel	-	-	-	-	-	-	-	-	-	-
Building Interior	GTC Seating	14,000	-	-	-	-	-	4,000	-	-	-
Bus Shelter	Bus Shelter	627,000	44,000	11,000	90,000	157,000	11,000	3,000	22,000	627,000	44,000
Signage	GTC Signage	3,000	-	-	-	-	3,000	-	-	-	-
Transportation Center	GTC	-	-	-	-	-	-	-	-	13,134,000	-
Total		644,000	44,000	11,000	90,000	157,000	14,000	7,000	26,000	13,761,000	44,000

Table 5-6. Station Capital Investment Need Forecast by Assigned Asset Type, 2027 – 2036 – Fargo Assets (2016 \$)

Station Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Building Exterior	GTC Deck	-	-	133,000	-	-	-	-	-	-	-
Building Exterior	GTC Gate	-	-	-	-	-	-	1,000	-	-	-
Building Exterior	GTC Sculpture	-	-	-	-	-	-	-	-	-	-
Building Exterior	GTC Sculpture Lighting	-	-	-	-	-	-	-	-	-	-
Building Interior	GTC Flooring	-	-	-	-	-	-	-	-	-	-
Building Interior	GTC Lighting	-	-	-	-	-	-	-	-	-	-
Building Interior	GTC Lounge	-	-	-	-	-	-	-	-	-	-
Building Interior	GTC Remodel	-	-	-	-	-	-	-	-	-	-
Building Interior	GTC Seating	-	-	14,000	-	-	-	-	-	4,000	-
Bus Shelter	Bus Shelter	11,000	90,000	157,000	11,000	3,000	22,000	627,000	44,000	11,000	90,000
Signage	GTC Signage	3,000	-	-	-	-	3,000	-	-	-	-
Transportation Center	GTC	-	-	-	-	-	-	6,000	-	-	-
Total		14,000	90,000	304,000	11,000	3,000	25,000	634,000	44,000	15,000	90,000

Figure 5-5. 20-Year Station Capital Investment Need Forecast by Assigned Asset Type – Fargo Assets



5.1.2.1 Building Exterior

Station building exterior assets include sculptures, lighting, decks, and gates located at the GTC. These assets have a replacement value of \$554,000. Over the next 20 years, a projected investment of \$138,000 is required to maintain these assets at SGR.

5.1.2.2 Building Interior

Station building interior assets include lounges, lighting, flooring, seating, and remodeling at the GTC. These assets have a replacement value of \$614,000. Over the next 20 years, a projected investment of \$35,000 is required to maintain these assets at SGR, including an immediate investment of \$14,000 to replace assets currently in the backlog.

5.1.2.3 Bus Shelters

Fargo has 79 bus shelters with a total replacement value of \$773,000. Over the next 20 years, a projected investment of \$2.7 million is required to maintain these assets at SGR, including an immediate investment of \$601,000 to replace 54 bus shelters in the backlog.

5.1.2.4 Station Signage

Signage assets have a replacement value of \$3,000. Over the next 20 years, a projected investment of \$12,000 is required to maintain these assets at SGR.

5.1.2.5 GTC

The GTC has a replacement value of \$13.1 million. This includes the building itself and its security and CCTV systems. Over the next 20 years, a projected investment of \$13.1 million is required to maintain the station assets at SGR. This includes a complete in-kind replacement of the station in 2025.

5.1.3 Fargo Systems

Systems assets include bus GPS, in-vehicle CCTV, radio systems, and revenue collection equipment. These assets have a combined in-kind replacement value of \$997,000 and have a projected 20-year capital investment need of \$3.0 million.

Table 5-7, Table 5-8, and Figure 5-6 summarize the projected 20-year capital replacement activities for systems assets. Major capital investments in systems assets over the 20-year analysis are projected to include:

- Replacement of 39 fareboxes in 2022 and 2034 projected to cost \$394,000 each year
- Replacement of 58 mobile radio units in 2021, 2026, 2031, and 2036 projected to cost \$131,000 each year.

Note that the totals in Table 5-7, Table 5-8, and Figure 5-6 include all capital investments: replacement, rehabilitations and annual capital maintenance.

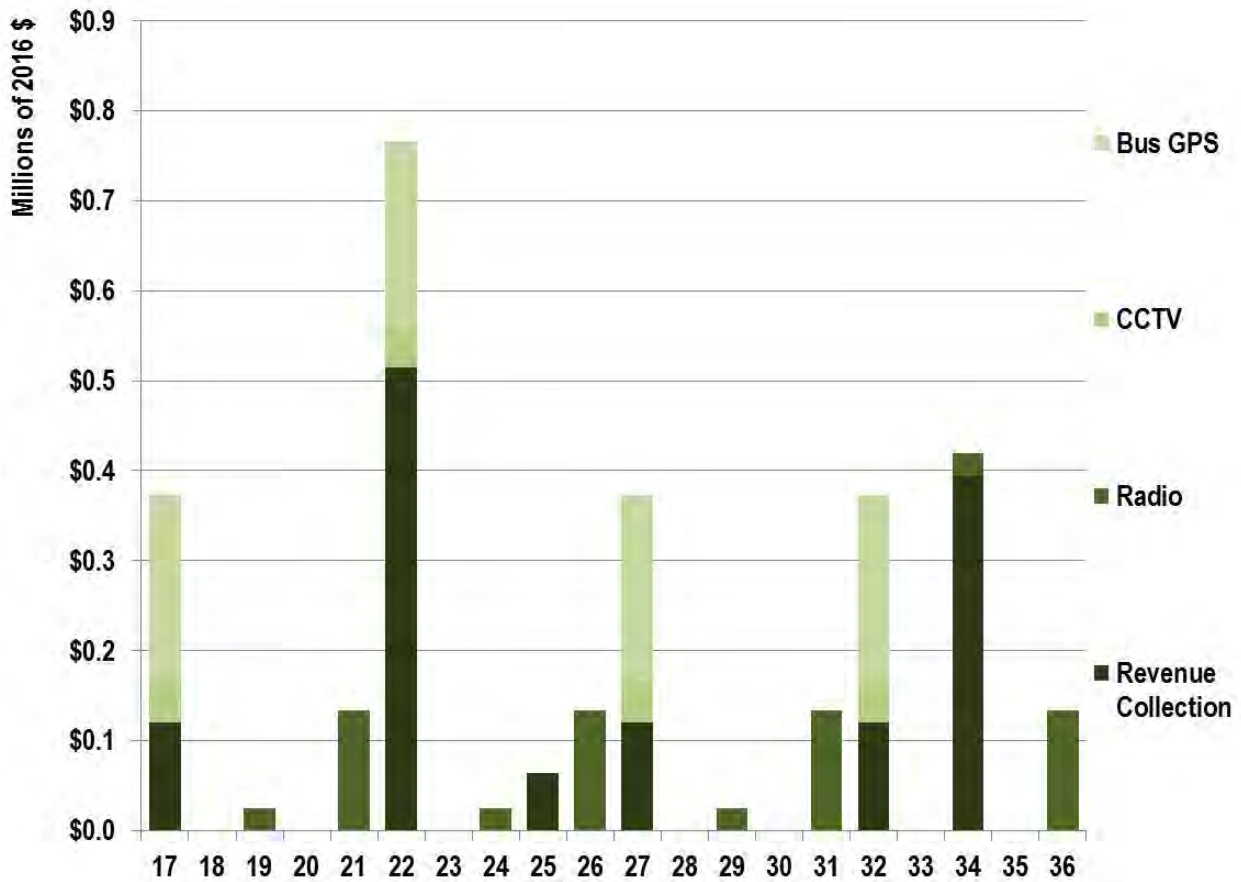
Table 5-7. Systems Capital Investment Need Forecast by Asset Type (2016 \$)

Systems Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Bus GPS	GPS Hardware	12,000	-	-	-	-	12,000	-	-	-	-
Bus GPS	GPS Software	129,000	-	-	-	-	129,000	-	-	-	-
Bus GPS	GPS Unit	66,000	-	-	-	-	66,000	-	-	-	-
In-Vehicle CCTV	CCTV Camera	45,000	-	-	-	-	45,000	-	-	-	-
Radio	Base Radio	-	-	-	-	4,000	-	-	-	-	4,000
Radio	Mobile Radio Unit	-	-	10,000	-	131,000	-	-	10,000	-	131,000
Radio	Vehicle Radio	-	-	15,000	-	-	-	-	15,000	-	-
Revenue Collection	Farebox	-	-	-	-	-	394,000	-	-	64,000	-
Revenue Collection	Farebox Software	120,000	-	-	-	-	120,000	-	-	-	-
Total		372,000	-	25,000	-	135,000	766,000	-	25,000	64,000	135,000

Table 5-8. Systems Capital Investment Need Forecast by Asset Type (2016 \$)

Systems Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Bus GPS	GPS Hardware	12,000	-	-	-	-	12,000	-	-	-	-
Bus GPS	GPS Software	129,000	-	-	-	-	129,000	-	-	-	-
Bus GPS	GPS Unit	66,000	-	-	-	-	66,000	-	-	-	-
In-Vehicle CCTV	CCTV Camera	45,000	-	-	-	-	45,000	-	-	-	-
Radio	Base Radio	-	-	-	-	4,000	-	-	-	-	4,000
Radio	Mobile Radio Unit	-	-	10,000	-	131,000	-	-	10,000	-	131,000
Radio	Vehicle Radio	-	-	15,000	-	-	-	-	15,000	-	-
Revenue Collection	Farebox	-	-	-	-	-	-	-	394,000	-	-
Revenue Collection	Farebox Software	120,000	-	-	-	-	120,000	-	-	-	-
Total		372,000	-	25,000	-	135,000	372,000	-	419,000	-	135,000

Figure 5-6. 20-Year Systems Capital Investment Need Forecast by Assigned Asset Type – Fargo Assets



5.1.3.1 Bus GPS

Bus GPS assets include GPS hardware, software, and in-vehicle GPS units. These assets have a replacement value of \$207,000. Over the next 20 years, a projected investment of \$828,000 is required to maintain these assets at SGR, including an immediate investment of \$207,000 to replace assets in the backlog.

5.1.3.2 In-Vehicle CCTV

In-vehicle CCTV assets include cameras, software, hardware, and support systems. These assets have a replacement value of \$45,000. Over the next 20 years, a projected investment of \$180,000 is required to maintain these assets at SGR, including an immediate investment of \$45,000 to replace all in-vehicle CCTV assets that are currently in the backlog.

5.1.3.3 Radio

Radio assets include base radios, mobile unit radios, and in-vehicle radios. These assets have a replacement value of \$159,000. Over the next 20 years, a projected investment of \$640,000 is required to maintain these assets at SGR.

5.1.3.4 Revenue Collection

Revenue collection assets include fareboxes, farebox encoding machines, software, and revenue vaults. These assets have a replacement value of \$579,000. Over the next 20 years, a projected investment of \$1.3 million is required to maintain these assets at SGR, including an immediate investment of \$120,000 to replace assets in the backlog.

5.1.4 Fargo Vehicles

Fargo vehicles include paratransit vehicles, senior service vehicles, 29- and 30-foot buses, 35-foot buses, and 40-foot buses. These assets have a combined in-kind replacement value of \$17.4 million and have a projected 20-year capital investment need of \$47.2 million.

Table 5-9 through Table 5-12 and Figure 5-7 summarize the projected 20-year capital replacement activities for vehicles. Major capital investments in vehicles over the 20-year analysis are projected to include:

- Immediate replacement of 7 29- and 30-foot buses projected to cost \$3.0 million
- Subsequent replacement of 7 29- and 30-foot buses in 2029 projected to cost \$3.0 million
- Replacement of 4 40-foot buses in 2025 projected to cost \$2.6 million
- Replacement of 5 35-foot buses in 2022 and 2034 projected to cost \$2.3 million each year
- Replacement of 5 35-foot buses in 2021 and 2033 projected to cost \$2.3 million each year
- Replacement of 4 35-foot buses in 2019 and 2031 projected to cost \$1.6 million each year.

Note that the totals in Table 5-11, Table 5-12, and Figure 5-7 include all capital investments: replacement, rehabilitations, and annual capital maintenance.

Table 5-9. Vehicle Replacement Forecast by Vehicle Type, 2017 – 2026 – Fargo Assets (Number of Vehicle Replacements)

Vehicle Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Revenue Vehicle	Senior Service	14	-	3	-	12	2	3	-	12	-
Revenue Vehicle	29 - 30 Foot Bus	7	-	-	-	-	-	-	-	-	-
Revenue Vehicle	35 Foot Bus	3	-	4	-	5	5	-	-	-	-
Revenue Vehicle	40 Foot Bus	-	-	-	-	-	-	2	-	4	-
Revenue Vehicle	Paratransit Vehicle	8	1	-	6	-	8	1	-	6	-

Table 5-10. Vehicle Replacement Forecast by Vehicle Type, 2027 – 2036 – Fargo Assets (Number of Vehicle Replacements)

Vehicle Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Revenue Vehicle	Senior Service	5	-	12	-	3	2	12	-	3	-
Revenue Vehicle	29 - 30 Foot Bus	-	-	7	-	-	-	-	-	-	-
Revenue Vehicle	35 Foot Bus	-	-	3	-	4	-	5	5	-	-
Revenue Vehicle	40 Foot Bus	2	-	-	-	-	-	-	-	2	-
Revenue Vehicle	Paratransit Vehicle	8	1	-	6	-	8	1	-	6	-

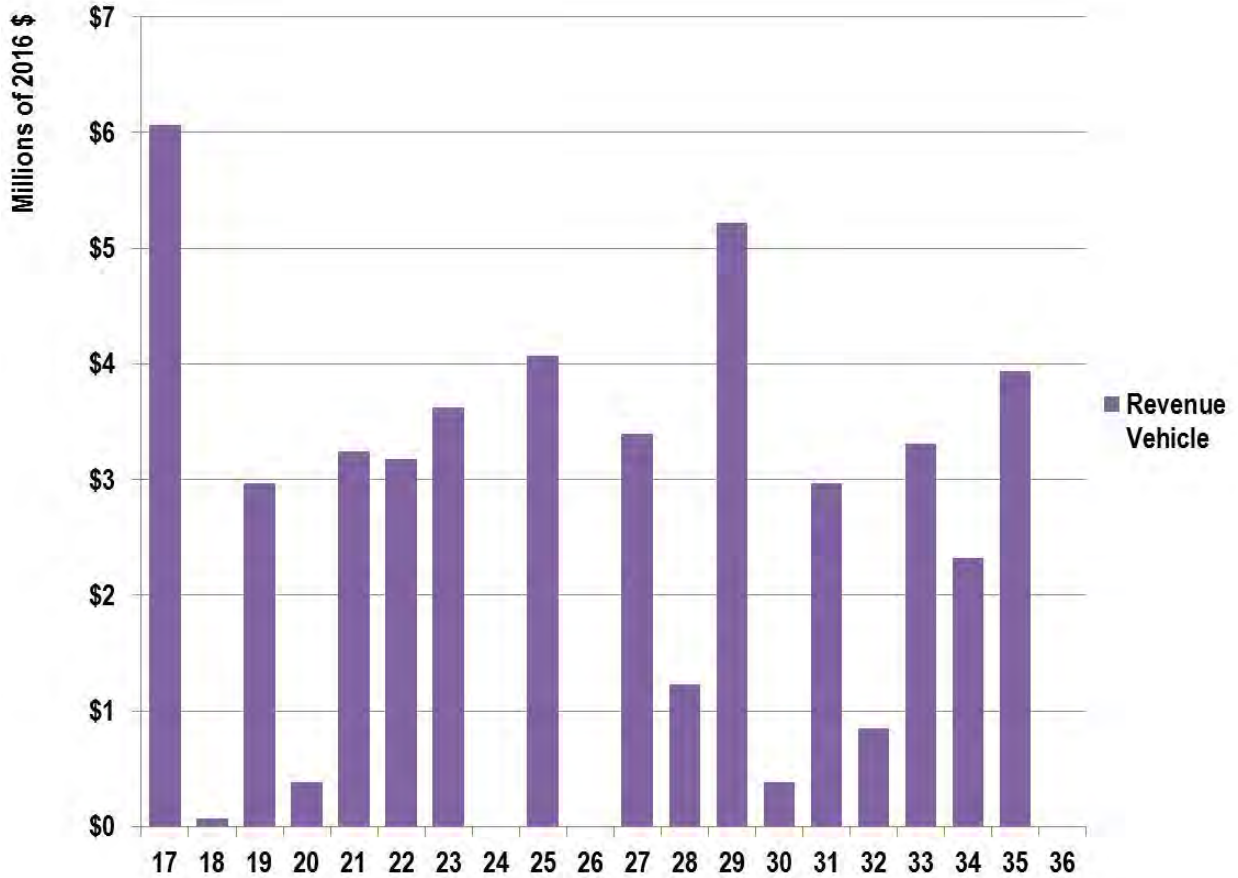
Table 5-11. Vehicle Capital Investment Need Forecast by Assigned Asset Type, 2017 – 2026 – Fargo Assets (2016 \$)

Vehicle Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Revenue Vehicle	Senior Service	\$445,000	\$-	\$71,000	\$-	\$309,000	\$136,000	\$71,000	\$-	\$309,000	\$-
Revenue Vehicle	29 - 30 Foot Bus	2,982,000	-	-	-	-	-	1,491,000	-	-	-
Revenue Vehicle	35 Foot Bus	1,236,000	-	1,607,000	-	2,265,000	2,322,000	618,000	-	803,000	-
Revenue Vehicle	40 Foot Bus	689,000	-	1,288,000	-	670,000	-	1,378,000	-	2,577,000	-
Revenue Vehicle	Paratransit Vehicle	718,000	69,000	-	381,000	-	718,000	69,000	-	381,000	-
Total		6,070,000	69,000	2,966,000	381,000	3,244,000	3,176,000	3,627,000	-	4,070,000	-

Table 5-12. Vehicle Capital Investment Need Forecast by Assigned Asset Type, 2027 – 2036 – Fargo Assets (2016 \$)

Vehicle Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Revenue Vehicle	Senior Service	\$207,000	\$-	\$309,000	\$-	\$71,000	\$136,000	\$309,000	\$-	\$71,000	\$-
Revenue Vehicle	29 - 30 Foot Bus	-	-	2,982,000	-	-	-	-	-	1,491,000	-
Revenue Vehicle	35 Foot Bus	1,133,000	1,161,000	1,236,000	-	1,607,000	-	2,265,000	2,322,000	618,000	-
Revenue Vehicle	40 Foot Bus	1,340,000	-	689,000	-	1,288,000	-	670,000	-	1,378,000	-
Revenue Vehicle	Paratransit Vehicle	718,000	69,000	-	381,000	-	718,000	69,000	-	381,000	-
Total		3,398,000	1,230,000	5,216,000	381,000	2,966,000	854,000	3,313,000	2,322,000	3,939,000	-

Figure 5-7. 20-Year Vehicle Capital Investment Need Forecast by Assigned Asset Type – Fargo Assets



5.1.4.1 Senior Service Vehicles

Fargo has 17 senior service vehicles. These assets have a replacement value of \$516,000. Over the next 20 years, a projected investment of \$2.4 million is required to maintain these assets at SGR, including an immediate investment of \$445,000 to replace 21 vehicles currently in the backlog.

Table 5-13 summarizes the current inventory of senior service vehicles, including service dates, useful lives, and projected overhauls and retirements.

Table 5-13. Current Senior Service Vehicle Inventory – Fargo Assets

MATBUS Vehicle No.	Make/ Model	Service Date	Useful Life	Backlog	Projected Overhaul(s)	Projected Retirement
1163	Dodge Caravan	2004	4	Yes	n/a	2017
1165	Dodge Caravan	2004	4	Yes	n/a	2017
1160	Chevy Uplander	2007	4	Yes	n/a	2017
1161	Chevy Uplander	2007	4	Yes	n/a	2017
1192	Dodge Caravan	2009	4	Yes	n/a	2017
1193	Dodge Caravan	2009	4	Yes	n/a	2017
1206	Dodge Caravan	2009	4	Yes	n/a	2017
1213	Dodge Caravan	2011	4	Yes	n/a	2017
1212	Dodge Caravan	2011	4	Yes	n/a	2017
1216	Dodge Caravan	2011	4	Yes	n/a	2017
1215	Dodge Caravan	2011	4	Yes	n/a	2017
1214	Dodge Caravan	2011	4	Yes	n/a	2017
12310	Dodge Caravan	2015	4	No	n/a	2019
12312	Dodge Caravan	2015	4	No	n/a	2019
12313	Dodge Caravan	2015	4	No	n/a	2019
1211	Ford E450 Bus	2011	5	Yes	n/a	2017

5.1.4.2 29- and 30-Foot Buses

Fargo has a fleet of seven 29- and 30-foot buses. These assets have a replacement value of \$3.0 million. Over the next 20 years, a projected investment of \$8.9 million is required to maintain these assets at SGR, including an immediate investment of \$3.0 million to replace all seven buses that are currently in the backlog.

Table 5-14 summarizes the current inventory of 29- and 30-foot buses, including service dates, useful lives, and projected overhauls and retirements.

Table 5-14. Current 29- and 30-Foot Bus Inventory – Fargo Assets

MATBUS Vehicle No.	Make/ Model	Service Date	Useful Life	Backlog	Projected Overhaul(s)	Projected Retirement
1126	Gillig Low Floor Bus	2002	12	Yes	n/a	2017
1127	Gillig Low Floor Bus	2002	12	Yes	n/a	2017
1128	Gillig Low Floor Bus	2002	12	Yes	n/a	2017
1139	Gillig Expansion Bus	2004	12	Yes	n/a	2017
1140	Gillig Low Floor Bus	2004	12	Yes	n/a	2017
1141	Gillig Low Floor Bus	2004	12	Yes	n/a	2017
1142	Gillig Low Floor Bus	2004	12	Yes	n/a	2017

5.1.4.3 35-Foot Buses

Fargo has a fleet of 16 35-foot buses. These assets have a replacement value of \$7.4 million. Over the next 20 years, a projected investment of \$19.1 million is required to

maintain these assets at SGR, including an immediate investment of \$1.2 million to replace 2 buses currently in the backlog.

Table 5-15 summarizes the current inventory of 35-foot buses, including service dates, useful lives, and projected overhauls and retirements.

Table 5-15. Current 35-Foot Bus Inventory – Fargo Assets

MATBUS Vehicle No.	Make/ Model	Service Date	Useful Life	Backlog	Projected Overhaul(s)	Projected Retirement
1124	Transit Coach	1997	12	Yes	n/a	2017
1125	Transit Coach	1997	12	Yes	n/a	2017
1173	Transit Coach	2007	12	No	n/a	2019
1174	Transit Coach	2007	12	No	n/a	2019
1175	Transit Coach	2007	12	No	n/a	2019
1176	Transit Coach	2007	12	No	n/a	2019
1184	New Flyer Lowfloor	2009	12	No	n/a	2021
1185	New Flyer Lowfloor	2009	12	No	n/a	2021
1186	New Flyer Lowfloor	2009	12	No	n/a	2021
1187	New Flyer Lowfloor	2009	12	No	n/a	2021
1188	New Flyer Lowfloor	2009	12	No	n/a	2021
1195	New Flyer Lowfloor	2010	12	No	n/a	2022
1196	New Flyer Lowfloor	2010	12	No	n/a	2022
1197	New Flyer Lowfloor	2010	12	No	n/a	2022
1198	New Flyer Lowfloor	2010	12	No	n/a	2022
1199	New Flyer Lowfloor	2010	12	No	n/a	2022

5.1.4.4 40-Foot Buses

Fargo has a fleet of eight 40-foot buses. These assets have a replacement value of \$5.3 million. Over the next 20 years, a projected investment of \$12.0 million is required to maintain these assets at SGR.

Table 5-16 summarizes the current inventory of 40-foot buses, including service dates, useful lives, and projected overhauls and retirements.

Table 5-16. Current 40-Foot Bus Inventory – Fargo Assets

MATBUS Vehicle No.	Make/ Model	Service Date	Useful Life	Backlog	Projected Overhaul	Projected Retirement
1200	New Flyer Hybrid Bus	2011	12	No	2017	2023
1201	New Flyer Hybrid Bus	2011	12	No	2017	2023
1220	New Flyer Hybrid Bus	2013	12	No	2019	2025
1221	New Flyer Hybrid Bus	2013	12	No	2019	2025
1222	New Flyer Hybrid Bus	2013	12	No	2019	2025
1223	New Flyer Hybrid Bus	2013	12	No	2019	2025
4151	New Flyer Hybrid Bus	2015	12	No	2021	2027
4152	New Flyer Hybrid Bus	2015	12	No	2021	2027

5.1.4.5 Paratransit Vehicles

Fargo has 15 paratransit vehicles. These assets have a replacement value of \$1.2 million. Over the next 20 years, a projected investment of \$4.7 million is required to maintain these assets at SGR, including an immediate investment of \$435,000 to replace 6 vehicles currently in the backlog.

Table 5-17 summarizes the current inventory of paratransit buses, including service dates, useful lives, and projected overhauls and retirements.

Table 5-17. Current Paratransit Bus Inventory – Fargo Assets

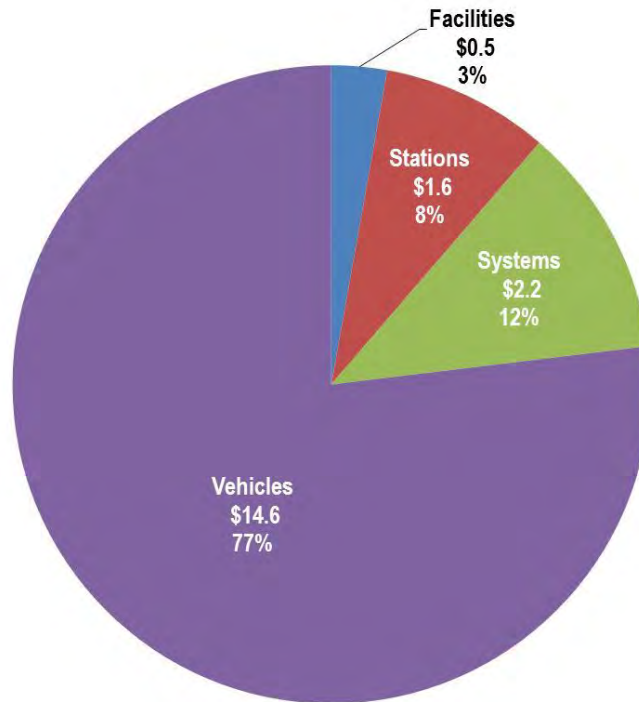
MATBUS Vehicle No.	Make/ Model	Service Date	Useful Life	Backlog	Projected Overhaul	Projected Retirement
1180	Ford Supreme	2008	5	Yes	n/a	2017
1189	Chevy Bus	2008	5	Yes	n/a	2017
1191	Ford E450	2010	5	Yes	n/a	2017
1207	Ford Hybrid	2012	5	No	n/a	2017
1208	Ford Hybrid	2012	5	No	n/a	2017
1217	Ford E450	2011	5	Yes	n/a	2017
1224	Ford Goshen GCII	2013	5	No	n/a	2018
1228	Ford Goshen GCII	2015	5	No	n/a	2020
1229	Ford Goshen GCII	2015	5	No	n/a	2020
1230	Ford Goshen GCII	2015	5	No	n/a	2020
1236	Ford Goshen GCII	2015	5	No	n/a	2020
1237	Ford Goshen GCII	2015	5	No	n/a	2020
1238	Ford Goshen GCII	2015	5	No	n/a	2020
1919	Fargo Paratransit	2008	5	Yes	n/a	2017
6948	Ford E-450 Goshen	2006	5	Yes	n/a	2017

5.2 MOORHEAD 20-YEAR CAPITAL INVESTMENT NEED

The total 20-year capital investment need is \$18.9 million. An average annual capital investment of \$0.9 million is required over the next 20 years to maintain a full SGR for all assets (that is, all assets within their useful life).

Figure 5-8 breaks out the total capital investment need by TERM Lite asset category. Vehicles make up the largest share of the need, with stations, systems, and facilities making up smaller shares of the total need.

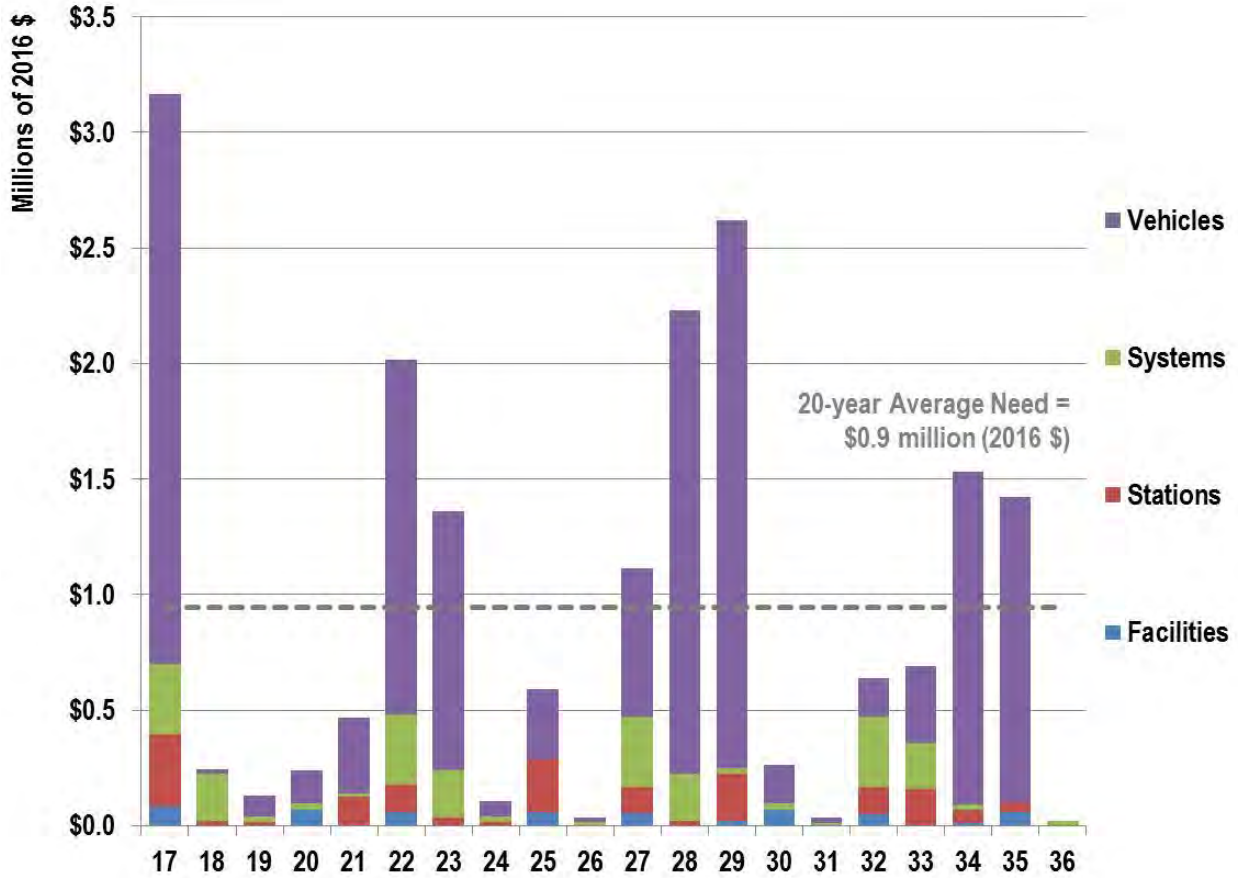
Figure 5-8. 20-Year Capital Investment Need by TERM Lite Asset Category – Moorhead Assets (Millions of 2016 \$)



The asset type with the largest need is revenue vehicles, which requires \$14.2 million in investment over the 20 years—75 percent of the total need. Other major asset types include bus shelters, bus GPS equipment, revenue collection equipment, and maintenance equipment.

Figure 5-9 summarizes capital investments required by year.

Figure 5-9. 20-Year Capital Investment Requirements by TERM Lite Asset Category by Year – Moorhead Assets



The following subsections provide a more-detailed analysis of the capital investments required to maintain the Moorhead MATBUS assets at SGR over the 20-year analysis period.

5.2.1 Moorhead Facilities

Facilities assets include maintenance equipment, office equipment, and office furniture. These assets have a combined in-kind replacement value of \$225,000 and have a projected 20-year capital investment need of \$532,000.

Table 5-18, Table 5-19, and Figure 5-10 summarize the projected 20-year capital replacement activities for Moorhead facilities assets. Note that the totals in Table 5-18, Table 5-19, and Figure 5-10 include all capital investments: replacement, rehabilitations, and annual capital maintenance.

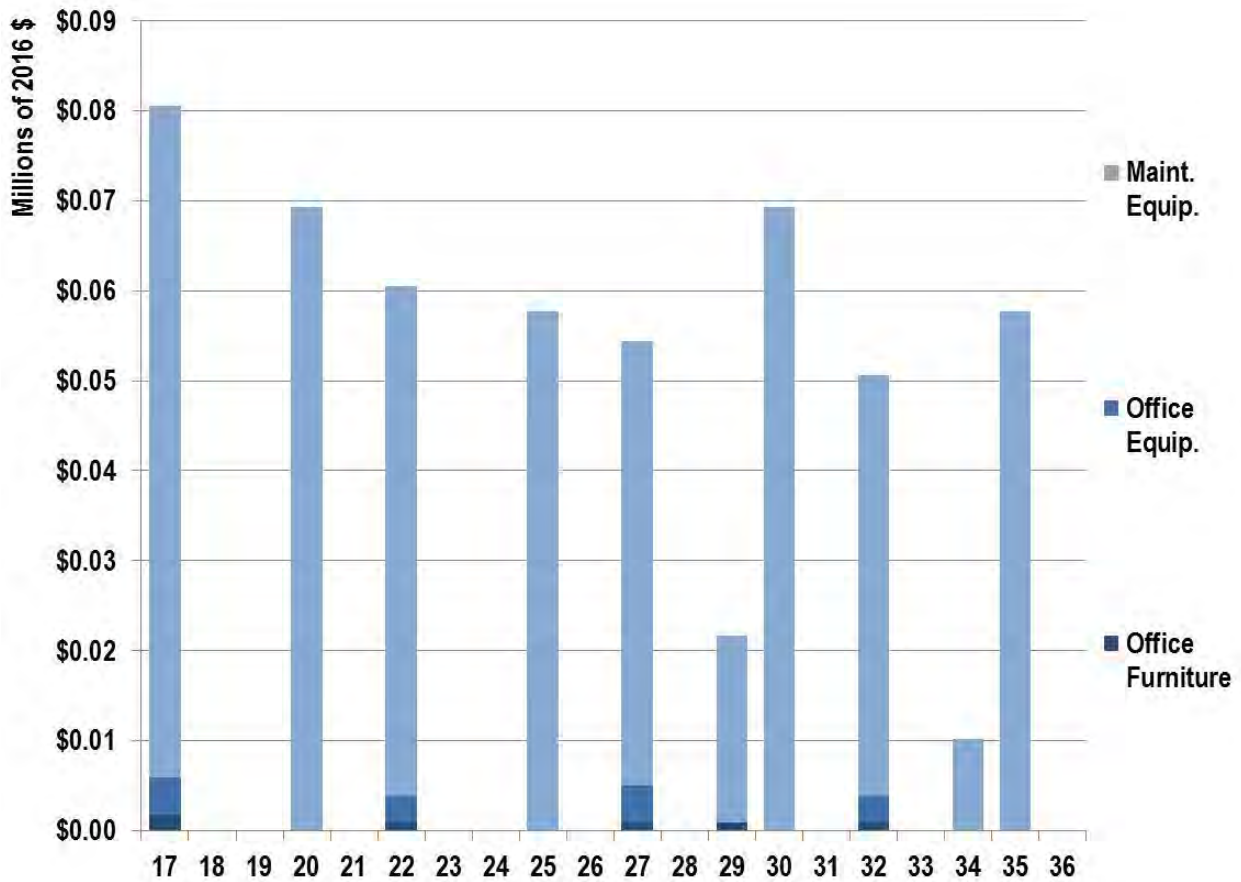
Table 5-18. Facilities Capital Investment Need Forecast by Assigned Asset Type, 2017 – 2026 – Moorhead Assets (2016 \$)

Facility Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Maintenance Equipment	Bus Replacement Parts	-	-	-	-	-	-	-	-	-	-
Maintenance Equipment	Snow Plow	74,000	-	-	-	-	56,000	-	-	58,000	-
Maintenance Equipment	Tool	-	-	-	-	-	-	-	-	-	-
Office Equipment	AV Equipment	3,000	-	-	-	-	3,000	-	-	-	-
Office Equipment	Calculator	1,000	-	-	-	-	-	-	-	-	-
Office Furniture	Office Furniture	2,000	-	-	-	-	1,000	-	-	-	-
Total		80,000	-	-	69,000	-	60,000	-	-	58,000	-

Table 5-19. Facilities Capital Investment Need Forecast by Assigned Asset Type, 2027 – 2036 – Moorhead Assets (2016 \$)

Facility Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Maintenance Equipment	Bus Replacement Parts	-	-	-	-	-	-	-	-	-	-
Maintenance Equipment	Snowplow	49,000	-	21,000	-	-	47,000	-	10,000	58,000	-
Maintenance Equipment	Tool	-	-	-	-	-	-	-	-	-	-
Office Equipment	AV Equipment	3,000	-	-	-	-	3,000	-	-	-	-
Office Equipment	Calculator	1,000	-	-	-	-	-	-	-	-	-
Office Furniture	Office Furniture	1,000	-	1,000	-	-	1,000	-	-	-	-
Total		54,000	-	22,000	69,000	-	50,000	-	10,000	58,000	-

Figure 5-10. 20-Year Facilities Capital Investment Need Forecast by Assigned Asset Type – Moorhead Assets



5.2.1.1 Maintenance Equipment

Maintenance equipment includes bus replacement parts, snowplows, and other miscellaneous tools. These assets have a replacement value of \$219,000. Over the next 20 years, a projected investment of \$513,000 is required to maintain these assets at SGR, including an immediate investment of \$75,000 for assets in the backlog.

5.2.1.2 Office Equipment

Office equipment includes AV equipment and calculators. These assets have a replacement value of \$4,000. Over the next 20 years, a projected investment of \$14,000 is required to maintain these assets at SGR, including an immediate investment of \$4,000 to replace assets in the backlog.

5.2.1.3 Office Furniture

Office furniture has a replacement value of \$2,000. Over the next 20 years, a projected investment of \$5,000 is required to maintain these assets at SGR, including an immediate investment of \$1,000 for assets in the backlog.

5.2.2 Moorhead Stations

Station assets include bike racks, bus shelters, and signage. These assets have a combined in-kind replacement value of \$599,000 and have a projected 20-year capital investment need of \$1.6 million.

Table 5-20, Table 5-21, and Figure 5-11 summarize the projected 20-year capital replacement activities for station assets. Note that the totals in Table 5-20, Table 5-21, and Figure 5-11 include all capital investments: replacement, rehabilitations, and annual capital maintenance.

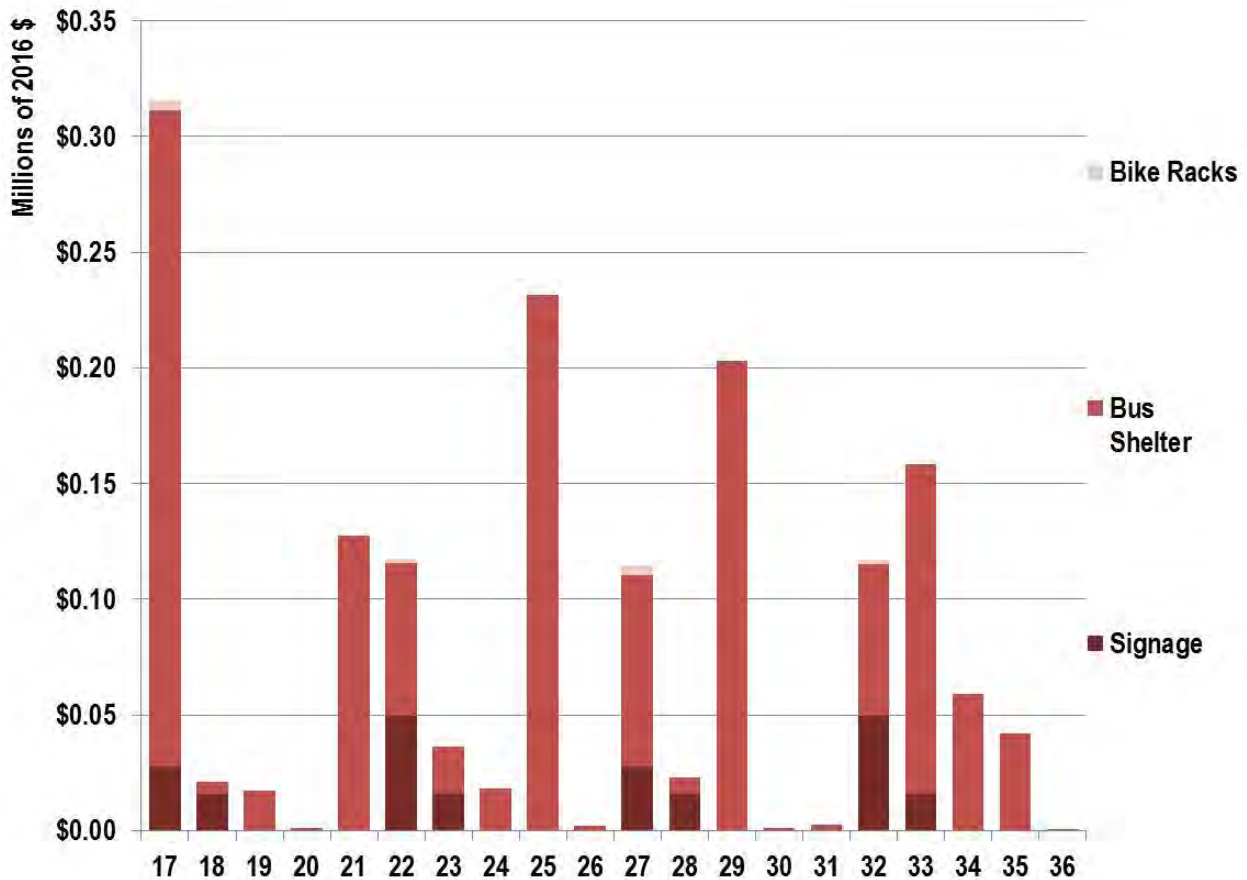
Table 5-20. Station Capital Investment Need Forecast by Assigned Asset Type, 2017 – 2026 – Moorhead Assets (2016 \$)

Station Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Bike Racks	Bike Rack	4,000	-	-	-	-	2,000	-	-	-	-
Bus Shelter	Bus Shelter	284,000	6,000	17,000	1,000	128,000	66,000	21,000	18,000	232,000	2,000
Signage	Signage	28,000	16,000	-	-	-	49,000	16,000	-	-	-
Total		316,000	22,000	17,000	1,000	128,000	117,000	37,000	18,000	232,000	2,000

Table 5-21. Station Capital Investment Need Forecast by Assigned Asset Type, 2027 – 2036 – Moorhead Assets (2016 \$)

Station Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Bike Racks	Bike Rack	4,000	-	-	-	-	2,000	-	-	-	-
Bus Shelter	Bus Shelter	83,000	7,000	203,000	1,000	2,000	66,000	143,000	59,000	42,000	-
Signage	Signage	28,000	16,000	-	-	-	49,000	16,000	-	-	-
Total		115,000	23,000	203,000	1,000	2,000	117,000	159,000	59,000	42,000	-

Figure 5-11. 20-Year Station Capital Investment Need Forecast by Assigned Asset Type – Moorhead Assets



5.2.2.1 Bike Racks

Moorhead has four bike racks with a total replacement value of \$4,000. Over the next 20 years, a projected investment of \$12,000 is required to maintain these assets at SGR, including an immediate investment of \$4,000 to replace the bike racks in the backlog.

5.2.2.2 Bus Shelters

Moorhead has 58 bus shelters with a total replacement value of \$529,000. Over the next 20 years, a projected investment of \$1.4 million is required to maintain these assets at SGR, including an immediate investment of \$211,000 to replace 27 bus shelters in the backlog.

5.2.2.3 Station Signage

Signage assets have a replacement value of \$65,000. Over the next 20 years, a projected investment of \$217,000 is required to maintain these assets at SGR, including an immediate investment of \$28,000 to replace the assets currently in the backlog.

5.2.3 Moorhead Systems

Systems assets include bus GPS, in-vehicle CCTV, PA system, radio systems, and revenue collection equipment. These assets have a combined in-kind replacement value of \$566,000 and have a projected 20-year capital investment need of \$2.2 million.

Table 5-22, Table 5-23, and Figure 5-12 summarize the projected 20-year capital replacement activities for systems assets. Note that the totals in Table 5-22, Table 5-23, and Figure 5-12 include all capital investments: replacement, rehabilitations and annual capital maintenance.

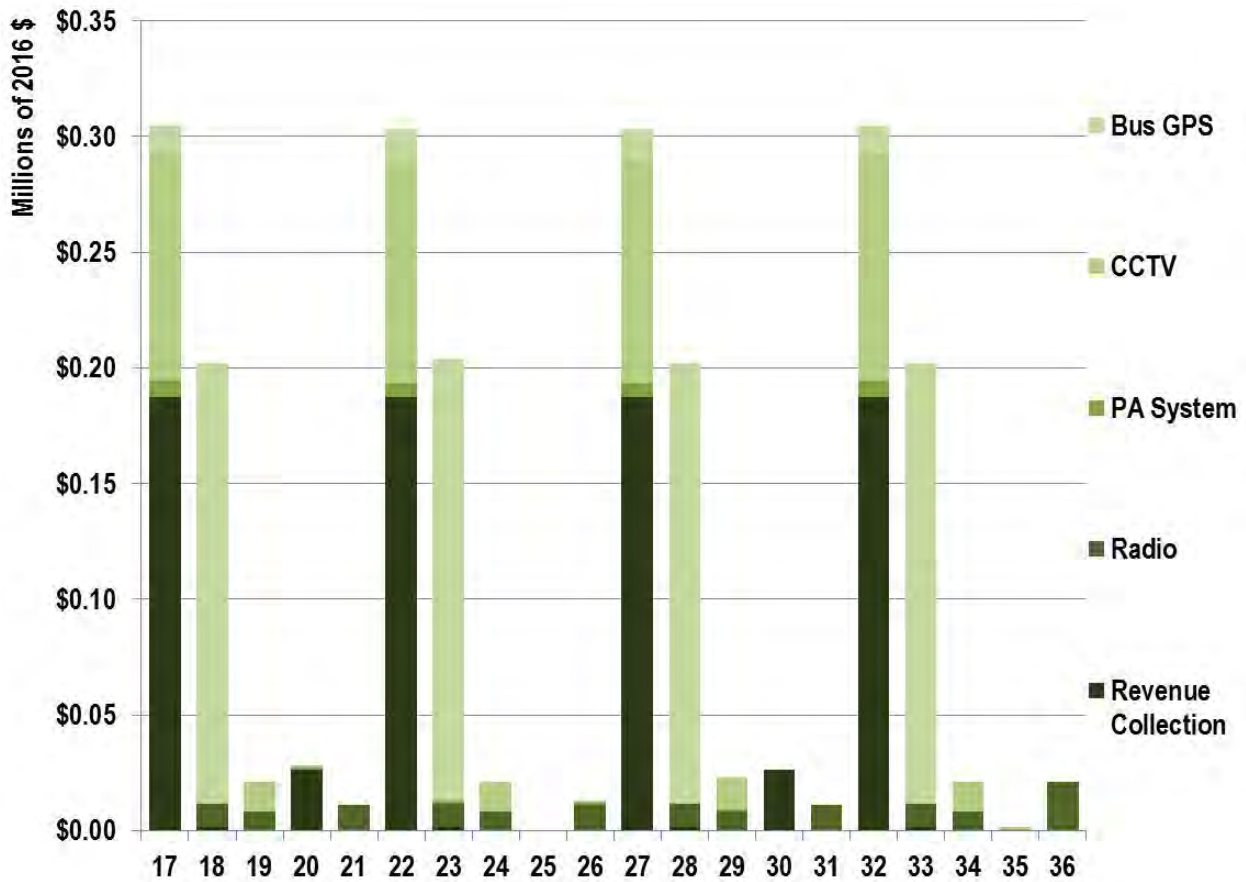
Table 5-22. Systems Capital Investment Need Forecast by Asset Type (2016 \$)

Systems Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Bus GPS	GPS Hardware	4,000	-	-	-	-	4,000	-	-	-	-
Bus GPS	GPS Software	1,000	17,000	-	-	-	1,000	17,000	-	-	-
Bus GPS	GPS Unit	7,000	173,000	-	-	-	7,000	173,000	-	-	-
In-Vehicle CCTV	CCTV Camera	-	-	11,000	-	-	-	-	11,000	-	-
In-Vehicle CCTV	CCTV Hardware	26,000	-	-	1,000	-	25,000	1,000	-	-	1,000
In-Vehicle CCTV	CCTV Software	-	-	2,000	-	-	-	-	2,000	-	-
In- Vehicle CCTV	CCTV Systems	72,000	-	-	-	-	72,000	-	-	-	-
PA System	PA Hardware	7,000	-	-	1,000	-	6,000	1,000	-	-	1,000
Radio	Mobile Radio Unit	-	-	7,000	-	-	-	-	7,000	-	-
Radio	Vehicle Radio	-	10,000	1,000	-	11,000	-	10,000	1,000	-	11,000
Revenue Collection	Farebox	155,000	-	-	-	-	155,000	-	-	-	-
Revenue Collection	Farebox Encoding Machine	9,000	-	-	-	-	9,000	-	-	-	-
Revenue Collection	Farebox Software	23,000	2,000	-	8,000	-	23,000	2,000	-	-	-
Revenue Collection	Revenue Vault	1,000	-	-	18,000	-	1,000	-	-	-	-
Total		305,000	202,000	21,000	28,000	11,000	303,000	204,000	21,000		13,000

Table 5-23. Systems Capital Investment Need Forecast by Asset Type (2016 \$)

Systems Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Bus GPS	GPS Hardware	4,000	-	-	-	-	4,000	-	-	-	-
Bus GPS	GPS Software	1,000	17,000	-	-	-	1,000	17,000	-	-	-
Bus GPS	GPS Unit	7,000	173,000	-	-	-	7,000	173,000	-	-	-
In-Vehicle CCTV	CCTV Camera	-	-	11,000	-	-	-	-	11,000	-	-
In-Vehicle CCTV	CCTV Hardware	25,000	-	1,000	-	-	26,000	-	-	1,000	-
In-Vehicle CCTV	CCTV Software	-	-	2,000	-	-	-	-	2,000	-	-
In- Vehicle CCTV	CCTV Systems	72,000	-	-	-	-	72,000	-	-	-	-
PA System	PA Hardware	6,000	-	1,000	-	-	7,000	-	-	1,000	-
Radio	Mobile Radio Unit	-	-	7,000	-	-	-	-	7,000	-	-
Radio	Vehicle Radio	-	10,000	1,000	-	11,000	-	10,000	1,000	-	21,000
Revenue Collection	Farebox	155,000	-	-	-	-	155,000	-	-	-	-
Revenue Collection	Farebox Encoding Machine	9,000	-	-	-	-	9,000	-	-	-	-
Revenue Collection	Farebox Software	23,000	2,000	-	8,000	-	23,000	2,000	-	-	-
Revenue Collection	Revenue Vault	1,000	-	-	18,000	-	1,000	-	-	-	-
Total		303,000	202,000	23,000	26,000	11,000	305,000	202,000	21,000	2,000	21,000

Figure 5-12. 20-Year Systems Capital Investment Need Forecast by Assigned Asset Type – Moorhead Assets



5.2.3.1 Bus GPS

Bus GPS assets include GPS hardware, software, and in-vehicle GPS units. These assets have a replacement value of \$203,000. Over the next 20 years, a projected investment of \$812,000 is required to maintain these assets at SGR, including an immediate investment of \$13,000 to replace assets in the backlog.

5.2.3.2 In-Vehicle CCTV

In-vehicle CCTV assets include cameras, software, hardware, and support systems. These assets have a replacement value of \$111,000. Over the next 20 years, a projected investment of \$447,000 is required to maintain these assets at SGR, including an immediate investment of \$97,000 to replace assets in the backlog.

5.2.3.3 PA System

PA system assets have a replacement value of \$7,000. Over the next 20 years, a projected investment of \$30,000 is required to maintain these assets at SGR, including an immediate investment of \$7,000 to replace assets in the backlog.

5.2.3.4 Radio

Radio assets include base radios, mobile unit radios, and in-vehicle radios. These assets have a replacement value of \$29,000. Over the next 20 years, a projected investment of \$128,000 is required to maintain these assets at SGR, including an immediate investment of \$10,000 to replace assets in the backlog.

5.2.3.5 Revenue Collection

Revenue collection assets include fareboxes, farebox encoding machines, software, and revenue vaults. These assets have a replacement value of \$216,000. Over the next 20 years, a projected investment of \$811,000 is required to maintain these assets at SGR, including an immediate investment of \$188,000 to replace assets in the backlog.

5.2.4 Moorhead Vehicles

Moorhead vehicle include paratransit vehicles, senior service vehicles, 29- and 30-foot buses, 35-foot buses, and non-revenue service vehicles. These assets have a combined in-kind replacement value of \$5.4 million and have a projected 20-year capital investment need of \$14.6 million.

Table 5-24 through Table 5-27 and Figure 5-13 summarize the projected 20-year capital replacement activities for vehicles. Major capital investments in vehicles over the 20-year analysis are projected to include:

- Immediate replacement of 4 29- and 30-foot buses projected to cost \$1.8 million (these buses will be replaced with 35-foot buses)
- Replacement of 4 35-foot buses in 2029 projected to cost \$2.2 million
- Replacement of 4 35-foot buses in 2028 projected to cost \$1.8 million
- Mid-life overhaul of 4 35-foot buses in 2023 and 2035 projected to cost \$890,000 each year.

Note that the totals in Table 5-26, Table 5-27, and Figure 5-13 include all capital investments: replacement, rehabilitations, and annual capital maintenance.

Table 5-24. Vehicle Replacement Forecast by Vehicle Type, 2017 – 2026 – Moorhead Assets (Number of Vehicle Replacements)

Vehicle Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Non-Revenue Vehicle	Service Vehicle	2	-	-	-	2	-	-	-	3	-
Revenue Vehicle	29 - 30 Foot Bus	4	-	-	-	-	-	-	-	-	-
Revenue Vehicle	35 Foot Bus	1	-	-	-	-	1	-	-	-	-
Revenue Vehicle	Paratransit Vehicle	2	-	1	2	-	2	-	1	2	-
Revenue Vehicle	Senior Service	2	1	1	-	2	1	1	-	2	1

Table 5-25. Vehicle Replacement Forecast by Vehicle Type, 2027 – 2036 – Moorhead Assets (Number of Vehicle Replacements)

Vehicle Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Non-Revenue Vehicle	Service Vehicle	-	-	2	-	-	-	2	-	1	-
Revenue Vehicle	29 - 30 Foot Bus	-	-	4	-	-	-	-	-	-	-
Revenue Vehicle	35 Foot Bus	1	4	1	-	-	-	-	1	-	-
Revenue Vehicle	Paratransit Vehicle	2	-	1	2	-	2	-	1	2	-
Revenue Vehicle	Senior Service	1	-	2	1	1	-	2	1	1	-

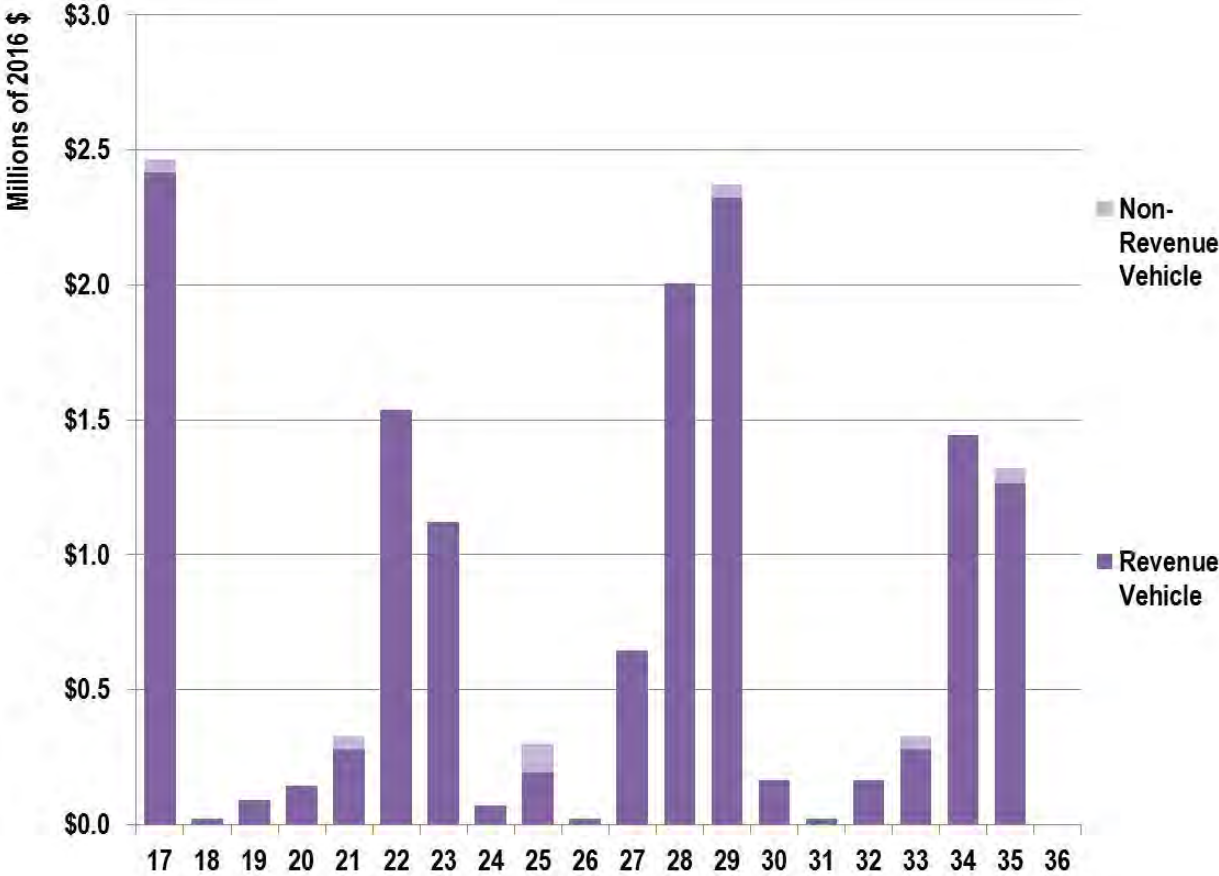
Table 5-26. Vehicle Capital Investment Need Forecast by Assigned Asset Type, 2017 – 2026 – Moorhead Assets (2016 \$)

Vehicle Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Non-Revenue Vehicle	Service Vehicle	49,000	-	-	-	49,000	-	-	-	106,000	-
Revenue Vehicle	29 - 30 Foot Bus	1,781,000	-	-	-	-	-	-	-	-	-
Revenue Vehicle	35 Foot Bus	421,000	-	-	-	229,000	1,351,000	1,101,000	-	-	-
Revenue Vehicle	Paratransit Vehicle	164,000	-	69,000	143,000	-	164,000	-	69,000	143,000	-
Revenue Vehicle	Senior Service	50,000	22,000	21,000	-	50,000	22,000	21,000	-	50,000	22,000
Total		2,465,000	22,000	90,000	143,000	328,000	1,537,000	1,121,000	69,000	299,000	22,000

Table 5-27. Vehicle Capital Investment Need Forecast by Assigned Asset Type, 2027 – 2036 – Moorhead Assets (2016 \$)

Vehicle Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Non-Revenue Vehicle	Service Vehicle	-	-	49,000	-	-	-	49,000	-	58,000	-
Revenue Vehicle	29 - 30 Foot Bus	-	-	-	-	-	-	-	-	-	-
Revenue Vehicle	35 Foot Bus	458,000	2,004,000	2,202,000	-	-	-	229,000	1,351,000	1,101,000	-
Revenue Vehicle	Paratransit Vehicle	164,000	-	69,000	143,000	-	164,000	-	69,000	143,000	-
Revenue Vehicle	Senior Service	21,000	-	50,000	22,000	21,000	-	50,000	22,000	21,000	-
Total		643,000	2,004,000	2,370,000	165,000	21,000	164,000	328,000	1,442,000	1,322,000	-

Figure 5-13. 20-Year Vehicle Capital Investment Need Forecast by Assigned Asset Type – Moorhead Assets



5.2.4.1 Non-Revenue Service Vehicles

Moorhead has three non-revenue service vehicles. These assets have a replacement value of \$106,000. Over the next 20 years, a projected investment of \$359,000 is required to maintain these assets at SGR, including an immediate investment of \$49,000 to replace two vehicles currently in the backlog.

5.2.4.2 29- and 30-Foot Buses

Moorhead has a fleet of four 29- and 30-foot buses. These assets have a replacement value of \$1.7 million. Over the next 20 years, a projected investment of \$5.3 million is required to maintain these assets at SGR, including an immediate investment of \$1.7 million to replace all four buses that are currently in the backlog. Note that MATBUS plans to replace these buses with 35-foot buses; this is reflected in the replacement projections.

Table 5-28 summarizes the current inventory of 29- and 30-foot buses, including service dates, useful lives, and projected overhauls and retirements.

Table 5-28. Current 29- and 30-Foot Bus Inventory – Moorhead Assets

MATBUS Vehicle No.	Make/ Model	Service Date	Useful Life	Backlog	Projected Overhaul(s)	Projected Retirement
590	Orion VII	2004	12	Yes	n/a	2017
591	Orion VII	2004	12	Yes	n/a	2017
592	Orion VII	2004	12	Yes	n/a	2017
593	Orion VII	2004	12	Yes	n/a	2017

5.2.4.3 35-Foot Buses

Moorhead has a fleet of seven 35-foot buses. These assets have a replacement value of \$3.1 million. Over the next 20 years, a projected investment of \$6.9 million is required to maintain these assets at SGR, including an immediate investment of \$421,000 to replace one bus currently in the backlog.

Table 5-29 summarizes the current inventory of 35-foot buses, including service dates, useful lives, and projected overhauls and retirements.

Table 5-29. Current 35-Foot Bus Inventory – Moorhead Assets

MATBUS Vehicle No.	Make/ Model	Service Date	Useful Life	Backlog	Projected Overhaul(s)	Projected Retirement
2161	New Flyer	2016	12	No	2022	2028
2162	New Flyer	2016	12	No	2022	2028
2163	New Flyer	2016	12	No	2022	2028
2164	New Flyer	2016	12	No	2022	2028
370	Orion VII	2004	12	Yes	n/a	2017
1020	New Flyer	2010	12	No	n/a	2022
2151	New Flyer	2015	12	No	2021	2027

5.2.4.4 Paratransit Vehicles

Moorhead has five paratransit vehicles. These assets have a replacement value of \$376,000. Over the next 20 years, a projected investment of \$1.5 million is required to maintain these assets at SGR, including an immediate investment of \$84,000 to replace one vehicle currently in the backlog.

Table 5-30 summarizes the current inventory of paratransit buses, including service dates, useful lives, and projected overhauls and retirements.

Table 5-30. Current Paratransit Bus Inventory – Moorhead Assets

MATBUS Vehicle No.	Make/ Model	Service Date	Useful Life	Backlog	Projected Overhaul	Projected Retirement
1177	Ford Supreme	2008	5	Yes	n/a	2017
1218	Ford Goshen GCII	2012	5	No	n/a	2017
1225	Ford Goshen GCII	2014	5	No	n/a	2019
1231	Ford Goshen GCII	2015	5	No	n/a	2020
1232	Ford Goshen GCII	2015	5	No	n/a	2020

5.2.4.5 Senior Service Vehicles

Moorhead has four senior service vehicles. These assets have a replacement value of \$93,000. Over the next 20 years, a projected investment of \$465,000 is required to maintain these assets at SGR, including an immediate investment of \$27,000 to replace one vehicle currently in the backlog.

Table 5-31 summarizes the current inventory of senior service vehicles, including service dates, useful lives, and projected overhauls and retirements.

Table 5-31. Current Paratransit Bus Inventory – Moorhead Assets

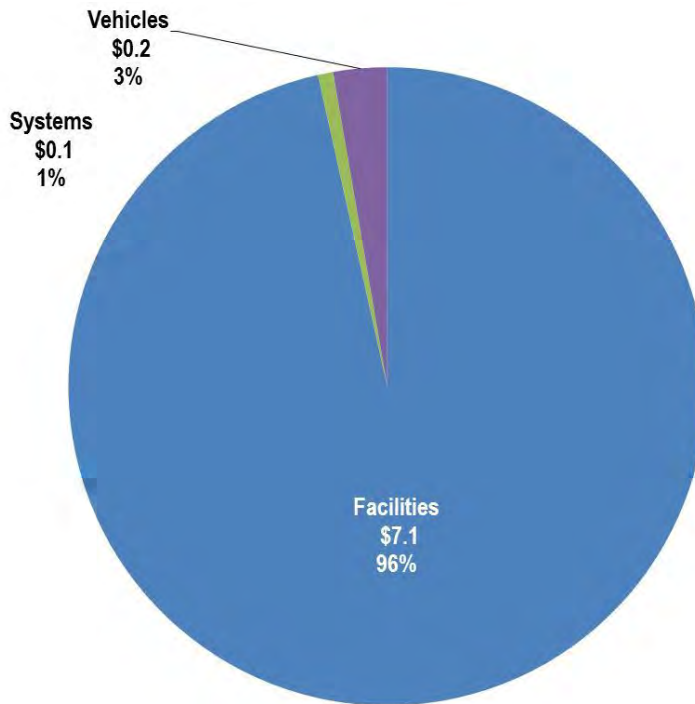
MATBUS Vehicle No.	Make/ Model	Service Date	Useful Life	Backlog	Projected Overhaul	Projected Retirement
1226	Dodge Caravan	2014	4	No	2022	2018
1167	Ford Windstar	2008	4	Yes	2023	2017
1209	Dodge Caravan	2013	4	No	2024	2017
5151	Dodge Caravan	2015	4	No	2025	2019

5.3 JOINT 20-YEAR CAPITAL INVESTMENT NEED

The total 20-year capital investment need is \$7.4 million. An average annual capital investment of \$0.4 million is required over the next 20 years to maintain a full SGR for all assets (that is, all assets within their useful life). For joint assets, which include the maintenance facility and related equipment, capital costs are split between Fargo and Moorhead (two-thirds of the costs for Fargo, one-third for Moorhead)

Figure 5-14 breaks out the total capital investment need by TERM Lite asset category. Facilities assets make up by far the largest share of the need, with stations and systems making up smaller shares of the total need.

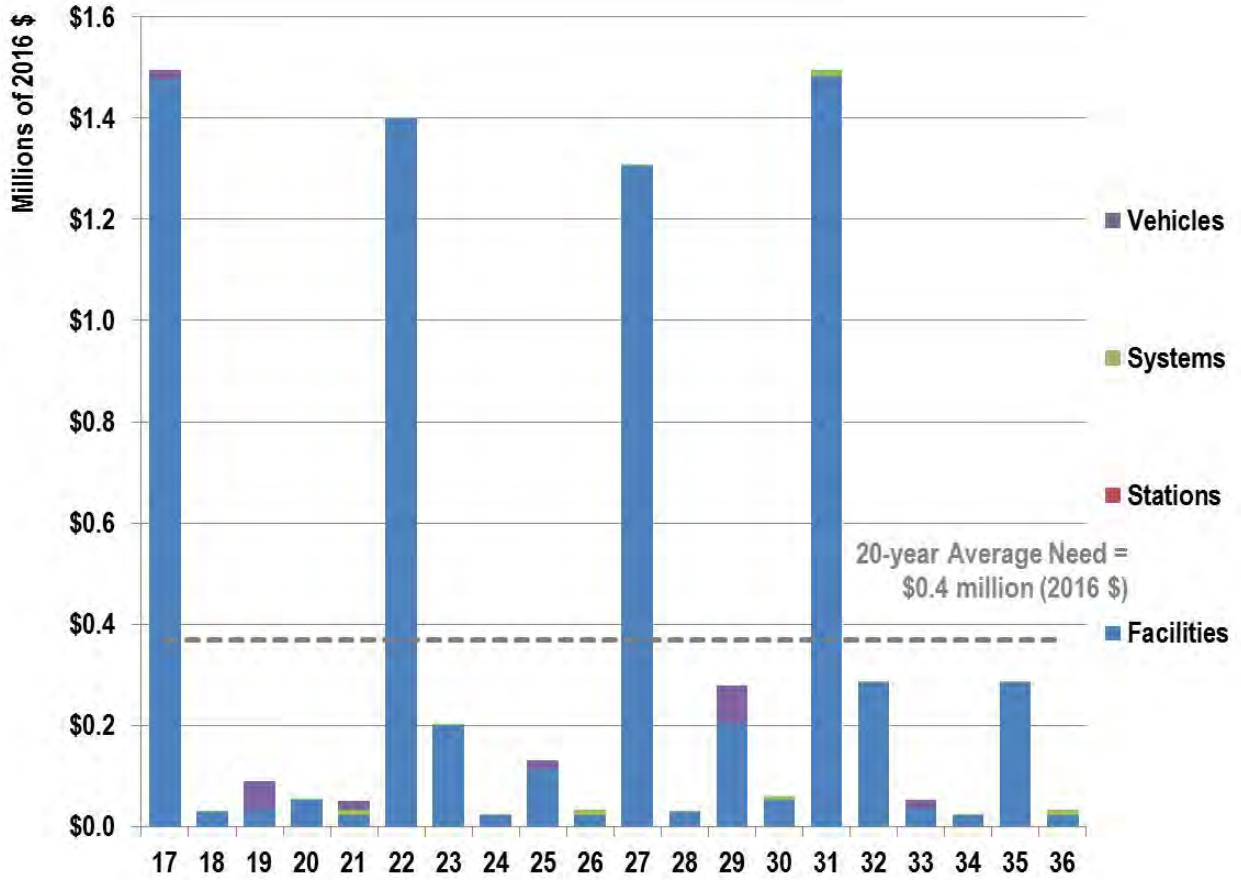
Figure 5-14. 20-Year Capital Investment Need by TERM Lite Asset Category – Joint Assets (Millions of 2016 \$)



The asset type with the largest need is the maintenance facility building, which requires \$3.0 million in investment over the 20 years—40 percent of the total need. Other major asset types include maintenance equipment, office furniture, software, non-revenue service vehicles, and hardware.

Figure 5-15 summarizes capital investments required by year.

Figure 5-15. 20-Year Capital Investment Requirements by TERM Lite Asset Category by Year – Joint Assets



The following subsections provide a more-detailed analysis of the capital investments required to maintain the jointly owned and maintained MATBUS assets at SGR over the 20-year analysis period.

5.3.1 Joint Facilities

Facilities assets include the maintenance facility building as well as hardware, HVAC components, maintenance equipment, office equipment, office furniture, and software located at the maintenance facility. These assets have a combined in-kind replacement value of \$10.3 million and have a projected 20-year capital investment need of \$7.1 million.

Table 5-32, Table 5-33, and Figure 5-16 summarize the projected 20-year capital replacement activities for Joint facilities assets. Major capital investments include:

- Rehabilitations of the maintenance facility building in 2022 and 2031 projected to cost \$1.1 million and \$1.5 million, respectively
- Replacement of bus part inventories in 2017 and 2027 projected to cost \$725,000 each year.

Note that the totals in Table 5-32, Table 5-33, and Figure 5-16 include all capital investments: replacement, rehabilitations, and annual capital maintenance.

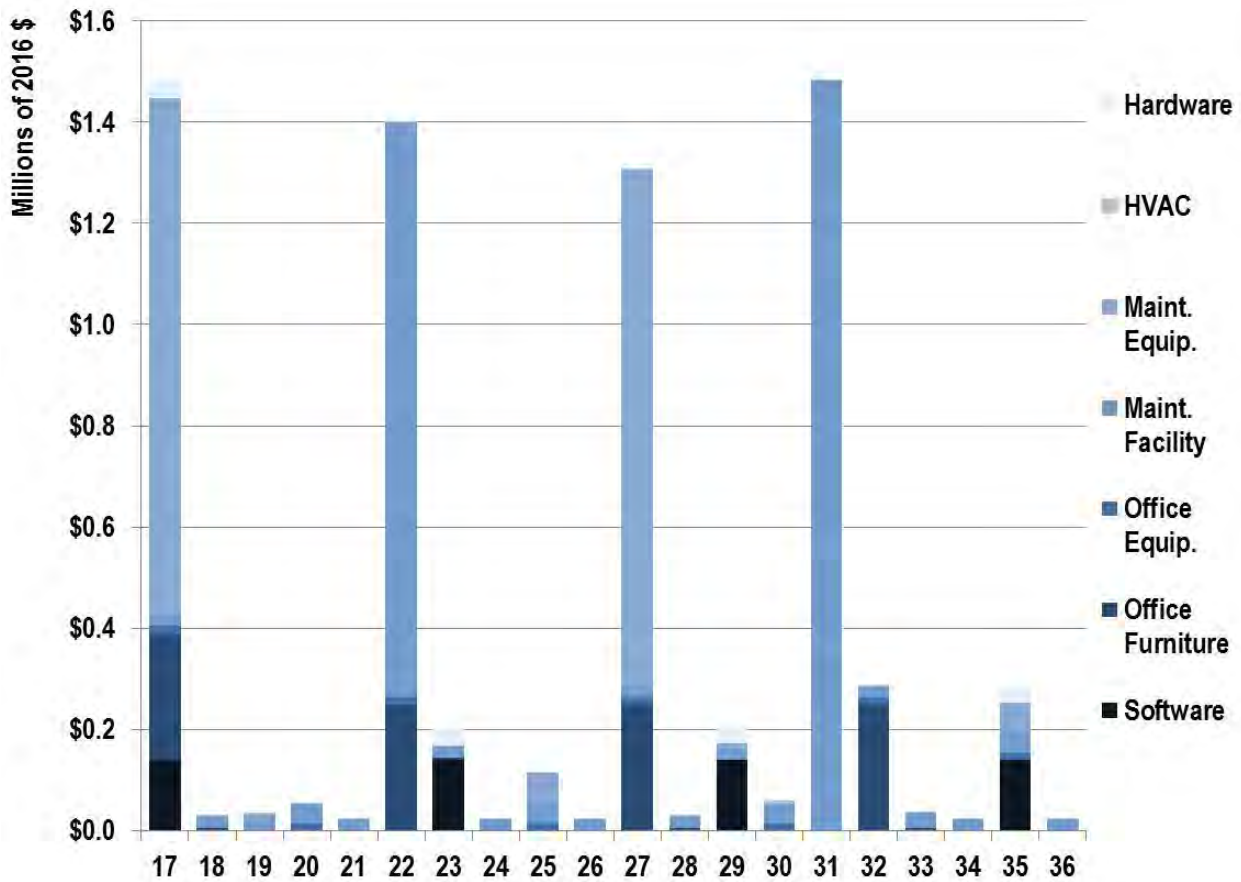
Table 5-32. Facilities Capital Investment Need Forecast by Assigned Asset Type, 2017 – 2026 – Joint Assets (2016 \$)

Facility Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Hardware	Copier	20,000	-	-	-	-	-	20,000	-	-	-
Hardware	Office Hardware	11,000	-	-	-	-	-	11,000	-	-	-
HVAC	AC Unit	-	-	-	-	-	-	-	-	-	-
Maintenance Equipment	Bus Replacement Parts	143,000	-	-	-	-	-	-	-	-	-
Maintenance Equipment	Bus Washer	56,000	-	-	-	-	-	-	-	-	-
Maintenance Equipment	Fueler	98,000	3,000	12,000	-	-	-	3,000	-	60,000	-
Maintenance Equipment	Tool	8,000	-	-	13,000	-	8,000	-	-	13,000	-
Maintenance Facility	Maintenance Facility	7,000	-	-	-	-	7,000	-	-	-	-
Office Equipment	GTC Signage	214,000	5,000	-	-	-	214,000	5,000	-	-	-
Office Equipment	Paper Folder	35,000	-	-	-	-	35,000	-	-	-	-
Office Equipment	Recycler	139,000	-	-	-	-	-	139,000	-	-	-
Office Furniture	Office Furniture	20,000	-	-	-	-	-	20,000	-	-	-
Office Furniture	Office Tiles	11,000	-	-	-	-	-	11,000	-	-	-
Software	Transit Software	-	-	-	-	-	-	-	-	-	-
Total		1,479,000	30,000	34,000	54,000	22,000	1,399,000	200,000	22,000	114,000	22,000

Table 5-33. Facilities Capital Investment Need Forecast by Assigned Asset Type, 2027 – 2036 – Joint Assets (2016 \$)

Facility Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Hardware	Copier	-	-	20,000	-	-	-	-	-	20,000	-
Hardware	Office Hardware	-	-	11,000	-	-	-	-	-	11,000	-
HVAC	AC Unit	-	-	-	6,000	-	-	-	-	-	-
Maintenance Equipment	Bus Replacement Parts	725,000	-	-	-	-	-	-	-	-	-
Maintenance Equipment	Bus Washer	143,000	-	-	-	-	-	-	-	-	-
Maintenance Equipment	Fueler	56,000	-	-	-	-	-	-	-	-	-
Maintenance Equipment	Tool	98,000	3,000	12,000	-	-	-	3,000	-	60,000	-
Maintenance Facility	Maintenance Facility	22,000	22,000	22,000	41,000	1,483,000	22,000	28,000	22,000	41,000	22,000
Office Equipment	GTC Signage	8,000	-	-	13,000	-	8,000	-	-	13,000	-
Office Equipment	Paper Folder	1,000	-	-	-	-	1,000	-	-	-	-
Office Equipment	Recycler	7,000	-	-	-	-	7,000	-	-	-	-
Office Furniture	Office Furniture	214,000	5,000	-	-	-	214,000	5,000	-	-	-
Office Furniture	Office Tiles	35,000	-	-	-	-	35,000	-	-	-	-
Software	Transit Software	-	-	139,000	-	-	-	-	-	139,000	-
Total		1,309,000	30,000	204,000	60,000	1,483,000	287,000	36,000	22,000	284,000	22,000

Figure 5-16. 20-Year Facilities Capital Investment Need Forecast by Assigned Asset Type – Joint Assets



5.3.1.1 Hardware

Office hardware at the maintenance facility has a replacement value of \$31,000. Over the next 20 years, a projected investment of \$126,000 is required to maintain these assets at SGR, including an immediate investment of \$2,000 for assets in the backlog.

5.3.1.2 HVAC

HVAC systems at the maintenance facility have a replacement value of \$12,000. Over the next 20 years, only minor investments in annual capital maintenance are required to maintain these assets at SGR.

5.3.1.3 Maintenance Equipment

Maintenance equipment includes bus replacement parts, bus washers, fuelers, miscellaneous maintenance tools housed at the maintenance facility. These assets have a replacement value of \$1.1 million. Over the next 20 years, a projected investment of \$2.2 million is required to maintain these assets at SGR, including an immediate investment of \$955,000 to replace assets in the backlog.

5.3.1.4 Maintenance Facility

The maintenance facility building itself has a replacement value of \$8.7 million. This includes the building itself as well as security and CCTV systems. Over the next 20 years, a projected investment of \$3.1 million is required to maintain the facility at SGR, including two major rehabilitations and annual capital maintenance.

5.3.1.5 Office Equipment

Office equipment includes facility signage and other miscellaneous equipment. These assets have a replacement value of \$29,000. Over the next 20 years, a projected investment of \$115,000 is required to maintain these assets at SGR, including an immediate investment of \$16,000 to replace assets in the backlog.

5.3.1.6 Office Furniture

Office furniture at the maintenance facility has a replacement value of \$254,000. Over the next 20 years, a projected investment of \$1.0 million is required to maintain these assets at SGR, including an immediate investment of \$245,000 for assets in the backlog.

5.3.1.7 Software

Software at the maintenance facility has a replacement value of \$139,000. Over the next 20 years, a projected investment of \$558,000 is required to maintain these assets at SGR, including an immediate investment of \$139,000 to replace all software that is currently in the backlog.

5.3.2 Joint Systems

Systems assets include radio systems at the maintenance facility. These assets have a combined in-kind replacement value of \$12,000 and have a projected 20-year capital investment need of \$50,000.

Table 5-34, Table 5-35, and Figure 5-17 summarize the projected 20-year capital replacement activities for systems assets. Note that the totals in Table 5-34, Table 5-35, and Figure 5-17 include all capital investments: replacement, rehabilitations and annual capital maintenance.

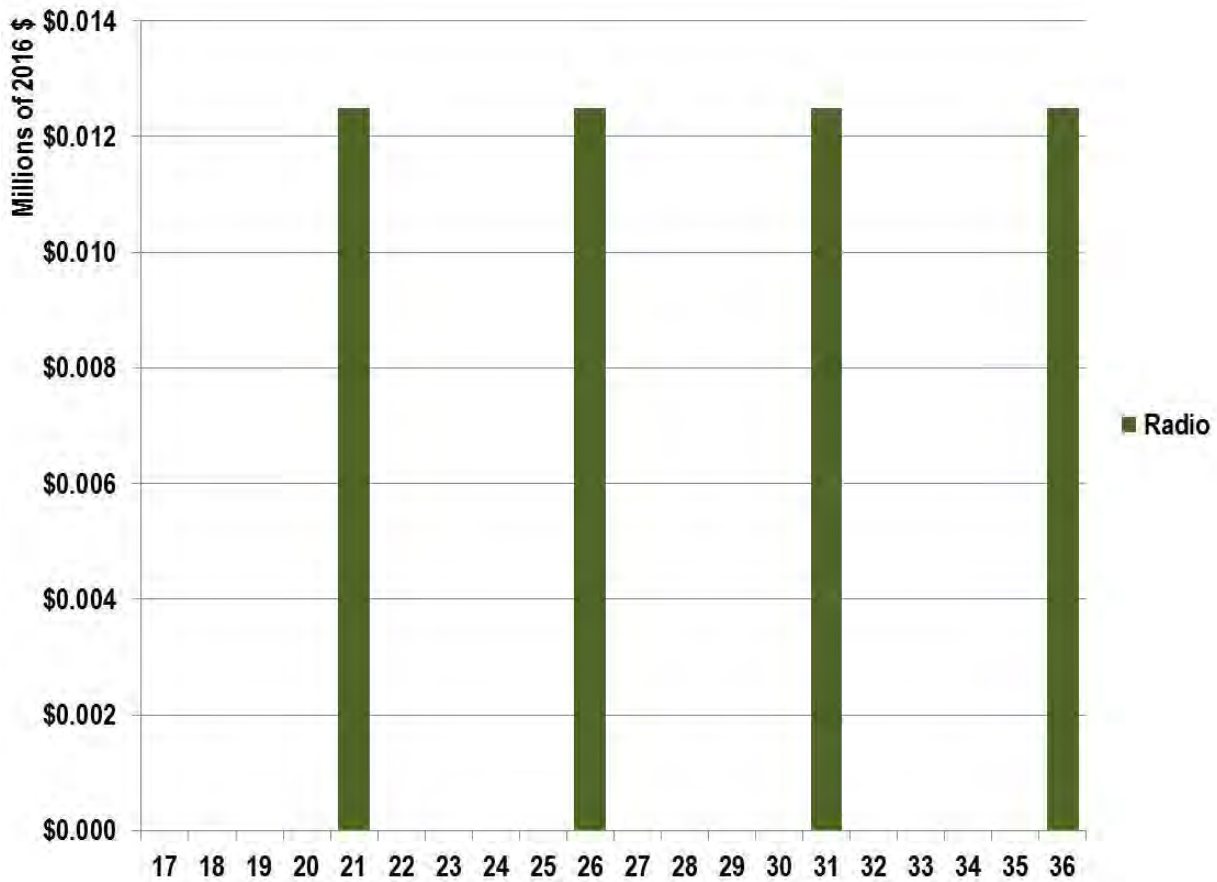
Table 5-34. Systems Capital Investment Need Forecast by Asset Type – Joint Assets (2016 \$)

Systems Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Radio	Mobile Radio Units	-	-	-	-	12,000	-	-	-	-	12,000

Table 5-35. Systems Capital Investment Need Forecast by Asset Type – Joint Assets (2016 \$)

Systems Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Radio	Mobile Radio Units	-	-	-	-	12,000	-	-	-	-	12,000

Figure 5-17. 20-Year Systems Capital Investment Need Forecast by Assigned Asset Type – Joint Assets



5.3.2.1 Radio

Mobile radio units at the maintenance facility have a replacement value of \$12,000. Over the next 20 years, a projected investment of \$50,000 is required to maintain these assets at SGR.

5.3.3 Joint Vehicles

Joint vehicle include two service vehicles located at the maintenance facility. These assets have a combined in-kind replacement value of \$74,000 and have a projected 20-year capital investment need of \$200,000, including an immediate investment of \$18,000 to replace a vehicle in the backlog.

Table 5-36 through Table 5-39 and Figure 5-18 summarize the projected 20-year capital replacement activities for vehicles. Note that the totals in Table 5-38, Table 5-39, and Figure 5-18 include all capital investments: replacement, rehabilitations, and annual capital maintenance.

Table 5-36. Vehicle Replacement Forecast by Vehicle Type, 2017 – 2026 – Joint Assets (Number of Vehicle Replacements)

Vehicle Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Non-Revenue Vehicle	Service Vehicle	1	-	1	-	1	-	-	-	1	-

Table 5-37. Vehicle Replacement Forecast by Vehicle Type, 2027 – 2036 – Joint Assets (Number of Vehicle Replacements)

Vehicle Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Non-Revenue Vehicle	Service Vehicle	-	-	2	-	-	-	1	-	-	-

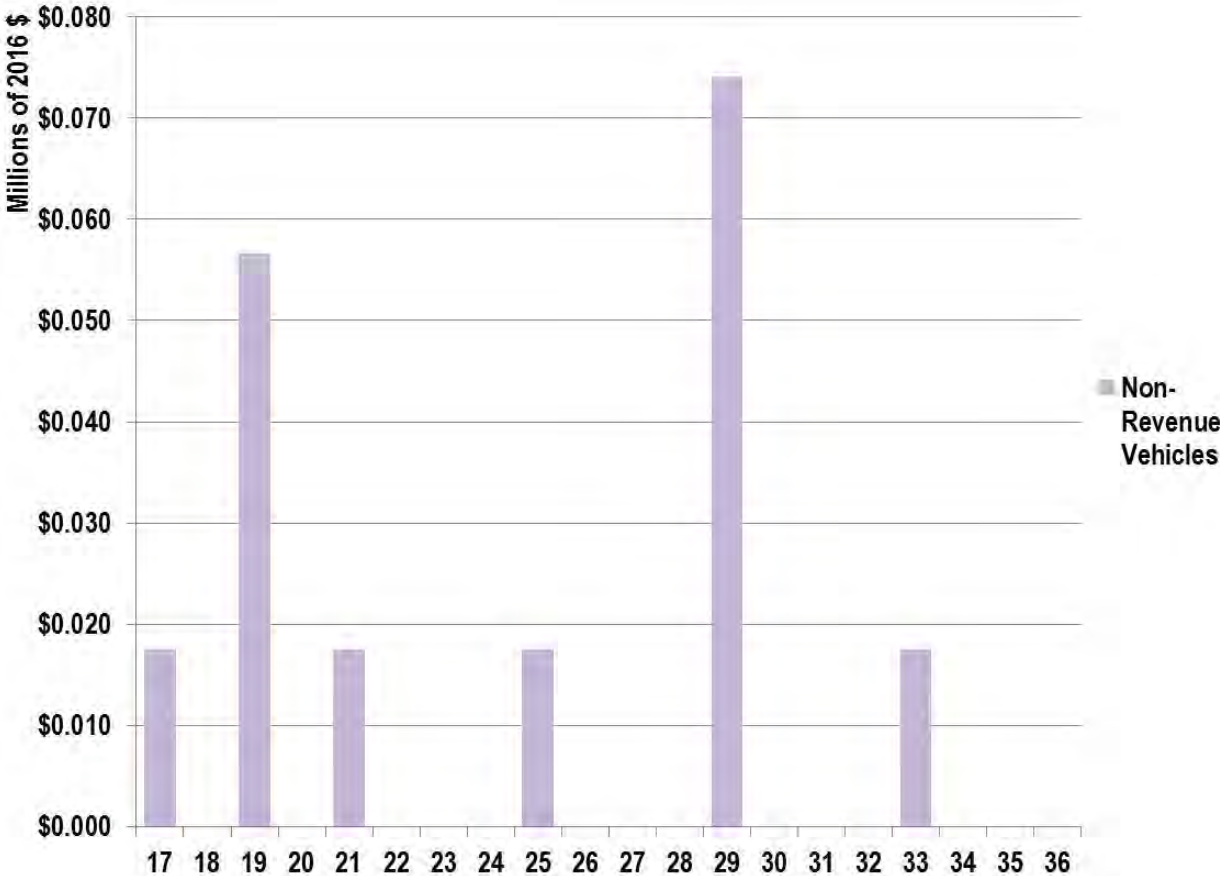
Table 5-38. Vehicle Capital Investment Need Forecast by Assigned Asset Type, 2017 – 2026 – Joint Assets (2016 \$)

Vehicle Asset Type	Asset	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Non-Revenue Vehicle	Service Vehicle	18,000	-	57,000	-	18,000	-	-	-	18,000	-

Table 5-39. Vehicle Capital Investment Need Forecast by Assigned Asset Type, 2027 – 2036 – Joint Assets (2016 \$)

Vehicle Asset Type	Asset	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Non-Revenue Vehicle	Service Vehicle	-	-	74,000	-	-	-	18,000	-	-	-

Figure 5-18. 20-Year Vehicle Capital Investment Need Forecast by Assigned Asset Type – Joint Assets



APPENDIX: COMPLETE ASSET INVENTORY

Table A-1. MATBUS Asset Inventory – Fargo Owned and Maintained Assets

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
5871	Facilities	HVAC	AC Unit	ROBINAIRE A/C RECHARGE STATION	2002	14	40	\$9,295
9576	Facilities	HVAC	AC Unit	2 12.5 TON MCQUAY A/C UNITS	2010	6	40	\$37,872
12291	Facilities	HVAC	AC Unit	HVAC METASYS UPGRADE	2015	1	40	\$14,661
7355	Facilities	Maintenance Equipment	Bus Replacement Parts	BATTERY TESTOR SNAP-ON	2007	9	14	\$3,840
8942	Facilities	Maintenance Equipment	Bus Replacement Parts	CUMMINS EPA 2007 BUS ENGINE	2009	7	14	\$44,432
8943	Facilities	Maintenance Equipment	Bus Replacement Parts	CUMMINS EPA 2007 BUS ENGINE	2009	7	14	\$44,432
8944	Facilities	Maintenance Equipment	Bus Replacement Parts	CUMMINS EPA 2007 BUS ENGINE	2009	7	14	\$44,432
8945	Facilities	Maintenance Equipment	Bus Replacement Parts	CUMMINS EPA 2007 BUS ENGINE	2009	7	14	\$44,432
8946	Facilities	Maintenance Equipment	Bus Replacement Parts	CUMMINS EPA 2007 BUS ENGINE	2009	7	14	\$44,432
700	Facilities	Maintenance Equipment	Tool	AMCO BRADE LATHE	1991	25	10	\$6,981
8807	Facilities	Maintenance Equipment	Tool	DOW OIL FILTER CRUSHER/STAND	2009	7	10	\$3,307
10903	Facilities	Maintenance Equipment	Tool	MAN LIFT MEC 2548HT	2002	14	10	\$2,631
3168	Facilities	Office Equipment	Safe	MAJOR SAFE WIDE TOP DEPST SLOT	1984	32	5	\$2,189
3226	Facilities	Office Equipment	Wheelchair	USED MANUAL WHEELCHAIR	1993	23	5	\$442
3176	Facilities	Office Furniture	Gazebo	BABY GRAND GAZEBO	1999	17	5	\$5,117
7481	Facilities	Office Furniture	Lockers	VERTICAL LOCKERS	2007	9	5	\$4,832
6247	Facilities	Office Furniture	Office Furniture	GTC FIXED ROUTE DISP FURNITURE	2003	13	5	\$8,515
11295	Facilities	Office Furniture	Office Furniture	OFFICE FURNITURE	2013	3	5	\$1,422
6246	Facilities	Office Furniture	Office Furniture	MODULR FURNITURE-PARA TRANSIT	2003	13	7	\$19,656
3191	Facilities	Software	Transit Software	TRANSIT SYSTEM PBX EXPANSION	1999	17	6	\$23,698
7511	Facilities	Software	Transit Software	TRAKIT AVL SOFTWARE PACKAGE	2007	9	6	\$6,773
11736	Facilities	Software	Transit Software	AVA/AVL SYSTEM FOR FIXED ROUTE	2014	2	6	\$298,179
9259	Stations	Building Exterior	GTC Deck	GTC DECK REPAIR PROJECT	2009	7	40	\$531,559
11417	Stations	Building Exterior	GTC Gate	ROD IRON GATE - GTC	2013	3	40	\$2,656
6567	Stations	Building Exterior	GTC Sculpture	SCULPTURE EAST SIDE OF GTC	2004	12	40	\$16,500
6603	Stations	Building Exterior	GTC Sculpture Lighting	LIGHTING AROUND GTC SCULPTURE	2005	11	80	\$3,569
9437	Stations	Building Interior	GTC Flooring	FLOORING IN DISPATCH AREA	2010	6	80	\$4,048
9258	Stations	Building Interior	GTC Lighting	GTC LIGHTING PROJECT	2009	7	80	\$93,372
6249	Stations	Building Interior	GTC Lounge	DRIVER'S LOUNGE ADDTN TO GTC	2003	13	80	\$397,726
3178	Stations	Building Interior	GTC Remodel	REMODEL AT GTC BUS TERMINAL	2000	16	80	\$104,506
6248	Stations	Building Interior	GTC Seating	GTC LOBBY SEATING	2003	13	12	\$14,318
3014	Stations	Bus Shelter	Bus Shelter	PASSENGR SHELTR-UNIV DR&7AVE N	1992	24	8	\$10,072
3015	Stations	Bus Shelter	Bus Shelter	PASSENGR SHELTR-32 AVE&30 ST S	1992	24	8	\$10,072
3018	Stations	Bus Shelter	Bus Shelter	BUS SHELTER@17TH AVE S & GATEW	1993	23	8	\$6,884
3019	Stations	Bus Shelter	Bus Shelter	PASSENGR SHELTR BRDWY&25 AVE N	1993	23	8	\$6,884
3062	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-13TH AVE. @WESTRAC	1980	36	8	\$6,264
3063	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-13 AVE.S & 32 STR	1980	36	8	\$6,264
3064	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-13 AVE.S. @25TH STR	1980	36	8	\$6,264
3065	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-13 AVE.S@23TH STR	1980	36	8	\$6,264
3066	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-N.UNIV@CENTL BLVD	1980	36	8	\$6,264

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
3067	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-17 AVE.S.@ 12TH ST	1980	36	8	\$6,264
3068	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-17 AVE.S @ 12TH ST	1980	36	8	\$6,264
3069	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-6TH AVE.S@23RD STR	1980	36	8	\$6,264
3070	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-21ST AVE N. @ ELM	1980	36	8	\$6,264
3071	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-8TH AVE.S @UNIVSTY	1980	36	8	\$6,264
3072	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-6TH AVE.S @4TH STR	1980	36	8	\$6,264
3074	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-4TH ST & 9TH AVE S	1980	36	8	\$6,264
3075	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-2ND AVE N& 12TH ST	1980	36	8	\$6,264
3076	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-12TH AVE.N & 10TH	1980	36	8	\$6,264
3077	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-17TH AVE.@10TH STR	1980	36	8	\$6,264
3078	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-17TH STR.N & UNIV.	1980	36	8	\$6,264
3080	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-27TH AVE S&15TH ST	1980	36	8	\$6,264
3081	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-BRDWY & 31ST AVE N	1981	35	8	\$6,280
3082	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-25TH AVE & 14 STR	1981	35	8	\$6,280
3083	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-19TH AVE N @ BRDWY	1981	35	8	\$6,280
3084	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-BRDWY & 17TH AVE N	1981	35	8	\$6,280
3085	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-BRDWY & 15TH AVE N	1981	35	8	\$6,280
3086	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-BRDWY & 8TH AVE N	1981	35	8	\$6,280
3087	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-BRDWY & 6TH AVE N	1981	35	8	\$6,280
6028	Stations	Bus Shelter	Bus Shelter	TRANSIT CENTER @ WEST ACRES	2003	13	8	\$278,439
6271	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-2624 9TH AVE S.	2004	12	8	\$7,955
6272	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-16TH ST&17TH AVE S	2004	12	8	\$3,736
6273	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-UNIV.& 31ST AVE S	2004	12	8	\$3,736
6274	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-UNIV & 26TH AVE S	2004	12	8	\$3,736
6275	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-UNIV & 19TH AVE N	2004	12	8	\$3,736
6276	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-32ND AVE&23RD ST S	2004	12	8	\$3,736
6277	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-UNIV & 3RD AVE S	2004	12	8	\$3,736
6278	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-UNIV & 18TH AVE S	2004	12	8	\$3,736
6279	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-33RD ST&31TH AVE S	2004	12	8	\$3,736
6280	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-10TH ST&2ND AVE S	2004	12	8	\$3,736
6281	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-BRDWY & 8TH AVE N	2004	12	8	\$3,736
6453	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-UNIV & 15TH AVE N	2004	12	8	\$2,992
7458	Stations	Bus Shelter	Bus Shelter	CONCRETE/LABOR FOR SHELTER PAD	2007	9	8	\$4,026
7507	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-4TH ST & 6TH AVE S	2007	9	8	\$4,992
7508	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-1ST AVE N & 12TH ST	2007	9	8	\$4,992
7509	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-6TH AVE&28TH ST S	2007	9	8	\$4,992
7510	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-18TH ST N (NDSU)	2007	9	8	\$4,992
7549	Stations	Bus Shelter	Bus Shelter	CONCRETE PAD FOR BUS SHELTER	2007	9	8	\$4,933
7655	Stations	Bus Shelter	Bus Shelter	KIOSK FOR AVL PROJECT AT NDSU	2007	9	8	\$22,261
8378	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-NDSU WALLMAN CTR	2008	8	8	\$7,707
8379	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-NDSU HIGH RISES	2008	8	8	\$7,707
8380	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-NDSU PAY LOT	2008	8	8	\$7,707
8381	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-NDSU ENGINEERING	2008	8	8	\$5,828
8382	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-20TH ST & 3RD AV N	2008	8	8	\$5,232
8383	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-42ND ST & 14 AVE S	2008	8	8	\$5,232
8962	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-17 ST & 12 AVE N	2009	7	8	\$8,547
8963	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-14 ST & 12 AVE N	2009	7	8	\$8,547

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8964	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-17TH AVE N&12TH ST	2009	7	8	\$8,547
9579	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-UNIV DR&19TH AVE N	2010	6	8	\$4,652
9580	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-16TH ST N&DKTA DR	2010	6	8	\$4,652
9581	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-UNIV DR & 12 AVE N	2010	6	8	\$5,142
9582	Stations	Bus Shelter	Bus Shelter	2 BUS SHELTER-14TH ST&25TH AVE S	2010	6	8	\$5,264
9584	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-32ND ST&12TH AVE N	2010	6	8	\$4,267
9585	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-31ST AVE&32ND ST S	2010	6	8	\$4,267
9586	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-8TH AVE& 10TH ST S	2010	6	8	\$4,267
9650	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-NISKANEN NDSU	2010	6	8	\$11,624
10479	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-37TH ST & 55TH AV	2011	5	8	\$4,729
10688	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-17TH AVE & 35TH ST	2012	4	8	\$6,289
10689	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-13TH AVE N & BRDWY	2012	4	8	\$6,289
10690	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-ALBRECHT & CENTENN	2012	4	8	\$7,181
10691	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-11TH AVE N & 18TH	2012	4	8	\$7,181
10692	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-11TH AVE S & 47TH	2012	4	8	\$17,395
10800	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-25 AVE & BROADWAY	2012	4	8	\$6,220
10801	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-42ND AVE & 9TH AVE	2012	4	8	\$6,220
10802	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-9TH AVE&9TH AVE CR	2012	4	8	\$6,220
10803	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-40TH AVE S@HORNAC	2012	4	8	\$8,932
10804	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-VETERANS BLVD&40TH	2012	4	8	\$8,932
10805	Stations	Bus Shelter	Bus Shelter	BUS SHELTER-NDSU RESEARCH PARK	2012	4	8	\$8,783
10976	Stations	Bus Shelter	Bus Shelter	CONCRETE PAD EXT FOR BUS SHLTR	2011	5	8	\$2,131
10977	Stations	Bus Shelter	Bus Shelter	CONCRETE PAD FOR BUS SHELTER	2011	5	8	\$4,616
6250	Stations	Signage	GTC Signage	INFORMATN FRAME 4 GTC EXTERIOR	2003	13	5	\$3,299
755	Stations	Transportation Center	GTC	GROUND TRANSPORTATION CENTER	1985	31	40	\$13,133,918
11416	Stations	Transportation Center	GTC	CARD ACCESS SECURITY GTC	2013	3	20	\$6,171
10289	Systems	Bus GPS	GPS Hardware	CEHAWK VEU2 OMAP MDC	2011	5	5	\$3,964
10290	Systems	Bus GPS	GPS Hardware	CEHAWK VEU2 OMAP MDC	2011	5	5	\$3,964
10302	Systems	Bus GPS	GPS Hardware	CEHAWK MDC	2009	7	5	\$4,241
6884	Systems	Bus GPS	GPS Software	GREYHAWK GATEWAY MDC PROGRAM	2005	11	5	\$23,548
9436	Systems	Bus GPS	GPS Software	ROUTEMATCH PARATRANSIT SFTWARE	2010	6	5	\$105,225
6875	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2005	11	5	\$5,673
6876	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2005	11	5	\$5,673
6877	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2005	11	5	\$5,673
6878	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2005	11	5	\$5,673
6879	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2005	11	5	\$5,673
6880	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2005	11	5	\$5,673
6881	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2005	11	5	\$5,673
6882	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2005	11	5	\$5,673
6883	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2005	11	5	\$5,673
8174	Systems	Bus GPS	GPS Unit	CEHAWK MOBILE DATA COMPUTER	2006	10	5	\$5,744
8278	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2008	8	5	\$4,805
8279	Systems	Bus GPS	GPS Unit	CEHAWK 1040 MOBILE DATA COMPTR	2009	7	5	\$4,646
8389	Systems	In-Vehicle CCTV	CCTV Camera	MOBILEVIEW VIDEO RECORDER	2008	8	5	\$3,356
8390	Systems	In-Vehicle CCTV	CCTV Camera	MOBILEVIEW VIDEO RECORDER	2008	8	5	\$3,356
8391	Systems	In-Vehicle CCTV	CCTV Camera	MOBILEVIEW VIDEO RECORDER	2008	8	5	\$3,356
8392	Systems	In-Vehicle CCTV	CCTV Camera	MOBILEVIEW VIDEO RECORDER	2008	8	5	\$3,356

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
8393	Systems	In-Vehicle CCTV	CCTV Camera	MOBILEVIEW VIDEO RECORDER	2008	8	5	\$3,356
8394	Systems	In-Vehicle CCTV	CCTV Camera	MOBILEVIEW VIDEO RECORDER	2008	8	5	\$3,356
8395	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8396	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8397	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8398	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8399	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8400	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8401	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8402	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8403	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8404	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8405	Systems	In-Vehicle CCTV	CCTV Camera	FORWARD FACING CAMERA	2008	8	5	\$1,128
8406	Systems	In-Vehicle CCTV	CCTV Camera	MISC CAMERA PARTS	2008	8	5	\$1,868
9315	Systems	In-Vehicle CCTV	CCTV Camera	MOBILEVIEW III INNER DVR	2009	7	5	\$3,726
9316	Systems	In-Vehicle CCTV	CCTV Camera	MOBILEVIEW III INNER DVR	2009	7	5	\$3,726
10478	Systems	In-Vehicle CCTV	CCTV Camera	MOBILEVIEW VIDEO RECORDER	2008	8	5	\$3,356
10312	Systems	Radio	Base Radio	MOTOROLA BASE RADIO	2011	5	5	\$1,775
10314	Systems	Radio	Base Radio	MOTOROLA BASE RADIO	2011	5	5	\$1,775
3023	Systems	Radio	Mobile Radio Unit	PORTABLE HAND HELD RADIO	1993	23	5	\$1,349
7460	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2007	9	5	\$1,720
7461	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2007	9	5	\$1,720
7462	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2007	9	5	\$1,720
7463	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2007	9	5	\$1,720
7464	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2007	9	5	\$1,720
7465	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2007	9	5	\$1,720
7830	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,075
7831	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,075
7832	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,075
7833	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,075
7834	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,075
7970	Systems	Radio	Mobile Radio Unit	MOTOROLA XTL1500 MOBILE RADIO	2008	8	5	\$2,116
7971	Systems	Radio	Mobile Radio Unit	MOTOROLA XTL1500 MOBILE RADIO	2008	8	5	\$2,116
7972	Systems	Radio	Mobile Radio Unit	MOTOROLA XTL1500 MOBILE RADIO	2008	8	5	\$2,116
7973	Systems	Radio	Mobile Radio Unit	MOTOROLA XTL1500 MOBILE RADIO	2008	8	5	\$2,116
7974	Systems	Radio	Mobile Radio Unit	MOTOROLA XTL1500 MOBILE RADIO	2008	8	5	\$2,116
7975	Systems	Radio	Mobile Radio Unit	MOTOROLA XTL1500 MOBILE RADIO	2008	8	5	\$2,116
8165	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,037
8166	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,037
8167	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,037
8168	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,037
8169	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,037
8170	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,037
8171	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,037
8172	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,037
8173	Systems	Radio	Mobile Radio Unit	XTL1500 35 WATT RADIO	2008	8	5	\$2,037
8913	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
8914	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8915	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8916	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8917	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8918	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8919	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8920	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8921	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8922	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8923	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8924	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8925	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8926	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8927	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8928	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8929	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
8930	Systems	Radio	Mobile Radio Unit	XTL1500 MOTOROLA MOBILE RADIO	2009	7	5	\$2,628
9439	Systems	Radio	Mobile Radio Unit	MTX8250 PORTABLE 2-WAY RADIO	2010	6	5	\$1,098
9970	Systems	Radio	Mobile Radio Unit	XTL 1500 MOBILE RADIO	2010	6	5	\$2,016
10134	Systems	Radio	Mobile Radio Unit	XPR 4580 10-35W MOBILE RADIO	2011	5	5	\$1,415
10135	Systems	Radio	Mobile Radio Unit	XPR 4580 10-35W MOBILE RADIO	2011	5	5	\$1,415
10291	Systems	Radio	Mobile Radio Unit	XPR 4580 10-35W MOBILE RADIO	2011	5	5	\$1,553
10292	Systems	Radio	Mobile Radio Unit	XPR 4580 MOBILE RADIO AVL	2011	5	5	\$1,553
10293	Systems	Radio	Mobile Radio Unit	XPR 4580 MOBILE RADIO AVL	2011	5	5	\$1,553
10295	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10296	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10297	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10298	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10299	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10300	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10301	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10303	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10304	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10305	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10306	Systems	Radio	Mobile Radio Unit	MOTOROLA GTX MOBILE RADIO	2003	13	5	\$2,558
10313	Systems	Radio	Mobile Radio Unit	MOTOROLA RADIO	2011	5	5	\$1,775
7256	Systems	Radio	Vehicle Radio	VEHICLE RADIO	2006	10	5	\$2,451
7257	Systems	Radio	Vehicle Radio	VEHICLE RADIO	2006	10	5	\$2,451
7258	Systems	Radio	Vehicle Radio	VEHICLE RADIO	2006	10	5	\$2,451
7259	Systems	Radio	Vehicle Radio	VEHICLE RADIO	2006	10	5	\$2,451
7260	Systems	Radio	Vehicle Radio	VEHICLE RADIO	2006	10	5	\$2,451
7261	Systems	Radio	Vehicle Radio	VEHICLE RADIO	2006	10	5	\$2,451
9874	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9875	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9876	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9877	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9878	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108

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9879	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9880	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9881	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9882	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9883	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9884	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9885	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9886	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9887	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9888	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9889	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9890	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9891	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9892	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9893	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9894	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9895	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9896	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9897	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9898	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9899	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9900	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9901	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9902	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9903	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9904	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9905	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9906	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9907	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9908	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9909	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9910	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9911	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
9912	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2010	6	12	\$10,108
11411	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2013	3	12	\$16,113
11412	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2013	3	12	\$16,113
11413	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2013	3	12	\$16,113
11414	Systems	Revenue Collection	Farebox	ODYSSEY FAREBOX	2013	3	12	\$16,113
9913	Systems	Revenue Collection	Farebox Software	FAREBOX SYSTEM FOR FIXED ROUTE	2010	6	5	\$120,409
1189	Vehicles	MTG - Revenue Vehicle	Paratransit Vehicle	2008 CHEVY BUS - HANDI-WHEELS	2008	8	5	\$69,673
1191	Vehicles	MTG - Revenue Vehicle	Paratransit Vehicle	2010 FORD E450 HANDI-WHLS BUS	2010	6	5	\$74,715
1217	Vehicles	MTG - Revenue Vehicle	Paratransit Vehicle	2011 FORD E450 HANDI-WHLS BUS	2011	5	5	\$71,886
1163	Vehicles	MTG - Revenue Vehicle	Senior Service	'05 DODGE CARAVAN-TRANSFER VAN	2004	12	4	\$29,299
1165	Vehicles	MTG - Revenue Vehicle	Senior Service	'05 DODGE CARAVAN-TRANSFER VAN	2004	12	4	\$29,299
1160	Vehicles	MTG - Revenue Vehicle	Senior Service	SR VAN - 2007 CHEVY UPLANDER	2007	9	4	\$23,364
1161	Vehicles	MTG - Revenue Vehicle	Senior Service	SR VAN - 2007 CHEVY UPLANDER	2007	9	4	\$23,364
1192	Vehicles	MTG - Revenue Vehicle	Senior Service	2009 DODGE CARAVAN - SR COMM	2009	7	4	\$26,383

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
1193	Vehicles	MTG - Revenue Vehicle	Senior Service	2009 DODGE CARAVAN - SR COMM	2009	7	4	\$26,383
1206	Vehicles	MTG - Revenue Vehicle	Senior Service	2010 DODGE CARAVAN - SR SVCS	2009	7	4	\$25,321
1213	Vehicles	MTG - Revenue Vehicle	Senior Service	2011 DODGE CARAVAN - SNR SVCS	2011	5	4	\$25,059
1212	Vehicles	MTG - Revenue Vehicle	Senior Service	2011 DODGE CARAVAN - SNR SVCS	2011	5	4	\$25,059
1216	Vehicles	MTG - Revenue Vehicle	Senior Service	2011 DODGE CARAVAN - SNR SVCS	2011	5	4	\$25,059
1215	Vehicles	MTG - Revenue Vehicle	Senior Service	2011 DODGE CARAVAN - SNR SVCS	2011	5	4	\$25,059
1214	Vehicles	MTG - Revenue Vehicle	Senior Service	2011 DODGE CARAVAN - SNR SVCS	2011	5	4	\$25,059
12310	Vehicles	MTG - Revenue Vehicle	Senior Service	2016 DODGE CARAVAN - SNR SVCS	2015	1	4	\$23,682
12312	Vehicles	MTG - Revenue Vehicle	Senior Service	2016 DODGE CARAVAN - SNR SVCS	2015	1	4	\$23,682
12313	Vehicles	MTG - Revenue Vehicle	Senior Service	2016 DODGE CARAVAN - SNR SVCS	2015	1	4	\$23,682
1211	Vehicles	MTG - Revenue Vehicle	Senior Service	2011 FORD E450 BUS - SR COMM	2011	5	5	\$70,508
1210	Vehicles	MTG - Revenue Vehicle	Senior Service	2011 FORD E450 BUS - SR COMM	2011	5	5	\$65,518
1126	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	29 FT. GILLIG LOW FLOOR BUS	2002	14	12	\$420,686
1127	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	29 FT. GILLIG LOW FLOOR BUS	2002	14	12	\$420,686
1128	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	29 FT. GILLIG LOW FLOOR BUS	2002	14	12	\$420,686
1139	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	'04 29' GILLIG EXPSN BUS	2004	12	12	\$429,971
1140	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	'04 29FT GILLIG LOW FLR BUS	2004	12	12	\$429,971
1141	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	'04 GILLIG 29' LOW FLOOR BUS	2004	12	12	\$429,971
1142	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	'04 GILLIG 29' LOW FLOOR BUS	2004	12	12	\$429,971
1124	Vehicles	Revenue Vehicle	35 Foot Bus	35' TRANSIT COACH	1997	19	12	\$618,231
1173	Vehicles	Revenue Vehicle	35 Foot Bus	35' FOOT TRANSIT COACH	2007	9	12	\$401,636
1174	Vehicles	Revenue Vehicle	35 Foot Bus	35' FOOT TRANSIT COACH	2007	9	12	\$401,636
1175	Vehicles	Revenue Vehicle	35 Foot Bus	35' FT TRANSIT COACH	2007	9	12	\$401,636
1176	Vehicles	Revenue Vehicle	35 Foot Bus	35' FT TRANSIT COACH	2007	9	12	\$401,636
1184	Vehicles	Revenue Vehicle	35 Foot Bus	2009 NEW FLYER LOWFLOOR	2009	7	12	\$453,005
1185	Vehicles	Revenue Vehicle	35 Foot Bus	2009 NEW FLYER LOWFLOOR	2009	7	12	\$453,005
1186	Vehicles	Revenue Vehicle	35 Foot Bus	2009 NEW FLYER LOWFLOOR	2009	7	12	\$453,005
1187	Vehicles	Revenue Vehicle	35 Foot Bus	2009 NEW FLYER LOWFLOOR	2009	7	12	\$453,005
1188	Vehicles	Revenue Vehicle	35 Foot Bus	2009 NEW FLYER LOWFLOOR	2009	7	12	\$453,005
1195	Vehicles	Revenue Vehicle	35 Foot Bus	2010 NEW FLYER 35'LOWFLOOR BUS	2010	6	12	\$464,370
1196	Vehicles	Revenue Vehicle	35 Foot Bus	2010 NEW FLYER 35'LOWFLOOR BUS	2010	6	12	\$464,370
1197	Vehicles	Revenue Vehicle	35 Foot Bus	2010 NEW FLYER 35'LOWFLOOR BUS	2010	6	12	\$464,370
1198	Vehicles	Revenue Vehicle	35 Foot Bus	2010 NEW FLYER 35'LOWFLOOR BUS	2010	6	12	\$464,370
1199	Vehicles	Revenue Vehicle	35 Foot Bus	2010 NEW FLYER 35'LOWFLOOR BUS	2010	6	12	\$464,370
1125	Vehicles	Revenue Vehicle	35 Foot Bus	35' TRANSIT COACH	1997	19	12	\$323,127
3059	Vehicles	Revenue Vehicle	35 Foot Bus	35'TRANST COACH - ADDL COST	1997	19	12	\$295,104
1200	Vehicles	Revenue Vehicle	40 Foot Bus	Fargo Bus	2011	5	12	\$689,130
1201	Vehicles	Revenue Vehicle	40 Foot Bus	2011 NEW FLYER HYBRID BUS	2011	5	12	\$689,130
1220	Vehicles	Revenue Vehicle	40 Foot Bus	40 FT NEW FLYER HYBRID BUS	2013	3	12	\$644,185
1221	Vehicles	Revenue Vehicle	40 Foot Bus	40 FT NEW FLYER HYBRID BUS	2013	3	12	\$644,185
1222	Vehicles	Revenue Vehicle	40 Foot Bus	40 FT NEW FLYER HYBRID BUS	2013	3	12	\$644,185
1223	Vehicles	Revenue Vehicle	40 Foot Bus	40 FT NEW FLYER HYBRID BUS	2013	3	12	\$644,185
4151	Vehicles	Revenue Vehicle	40 Foot Bus	40 FT NEW FLYER HYBRID BUS	2015	1	12	\$670,089
4152	Vehicles	Revenue Vehicle	40 Foot Bus	40 FT NEW FLYER HYBRID BUS	2015	1	12	\$670,089
1224	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2013	3	5	\$69,174
1228	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2015	1	5	\$63,477
1229	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2015	1	5	\$63,477

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
1230	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2015	1	5	\$63,477
1236	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2015	1	5	\$63,477
1237	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2015	1	5	\$63,477
1238	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2015	1	5	\$63,477
1919	Vehicles	Revenue Vehicle	Paratransit Vehicle	Fargo Paratransit	2008	8	5	\$86,597
6948	Vehicles	Revenue Vehicle	Paratransit Vehicle	2006 FORD E-450 GOSHEN BUS	2006	10	5	\$47,768
1180	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Supreme	2008	8	5	\$84,543
1207	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Hybrid	2012	4	5	\$141,593
1208	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Hybrid	2012	4	5	\$141,593

Table A-2. MATBUS Asset Inventory – Moorhead Owned and Maintained Assets

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
3959	Facilities	Maintenance Equipment	Bus Replacement Parts	24 VOLT BATTERY CHARGER/	1994	22	10	\$472
9789	Facilities	Maintenance Equipment	Snow Plow	EQUIPMENT - TOOLCAT UTILITY VEH W/60" SNOW	2010	6	10	\$69,289
10296	Facilities	Maintenance Equipment	Tool	EQUIPMENT - TV MOUNTING & VGA INSTALL	2010	6	5	\$5,246
3958	Facilities	Maintenance Equipment	Tool	SAE TAP AND DIE ST	1994	22	10	\$609
9662	Facilities	Maintenance Equipment	Tool	TOOL - HVAC DIGITAL CONTROLLER AND THERMOSTAT (1/3)	2012	4	10	\$6,910
9918	Facilities	Maintenance Equipment	Tool	TOOL - 2010 MAN AXLE TOOL KIT	2010	6	12	\$10,236
10655	Facilities	Maintenance Equipment	Tool	EQUIPMENT - PAINT STRIPING MACHINE	2011	5	5	\$3,750
10656	Facilities	Maintenance Equipment	Tool	TOOL - OIL TESTER	2011	5	5	\$23,332
913017	Facilities	Maintenance Equipment	Tool	TORQUE WRENCH	1981	35	10	\$810
913017	Facilities	Maintenance Equipment	Tool	TORQUE WRENCH	1981	35	10	\$810
913018	Facilities	Maintenance Equipment	Tool	3/4 SOCKET SET	1981	35	10	\$1,204
913018	Facilities	Maintenance Equipment	Tool	3/4 SOCKET SET	1981	35	10	\$1,204
913021	Facilities	Maintenance Equipment	Tool	WISE 10"	1981	35	10	\$1,326
913021	Facilities	Maintenance Equipment	Tool	WISE 10"	1981	35	10	\$1,326
913024	Facilities	Maintenance Equipment	Tool	JACK STANDS - 4 EACH, 10 TON	1981	35	20	\$839
913025	Facilities	Maintenance Equipment	Tool	WHEEL DOLLY - 1 1/4 TON	1981	35	20	\$1,684
913025	Facilities	Maintenance Equipment	Tool	WHEEL DOLLY - 1 1/4 TON	1981	35	20	\$1,684
913173	Facilities	Maintenance Equipment	Tool	AIR GRINDER 7"	1984	32	15	\$356
913176	Facilities	Maintenance Equipment	Tool	SANDER	1984	32	10	\$178
913285	Facilities	Maintenance Equipment	Tool	WISE	1981	35	12	\$523
913285	Facilities	Maintenance Equipment	Tool	WISE	1981	35	12	\$523
913287	Facilities	Maintenance Equipment	Tool	INJECTOR TESTER	1982	34	5	\$2,188
n/a	Facilities	Maintenance Equipment	Tool	TOOL - DIAGNOSTIC TOOL	2004	12	12	\$7,580
n/a	Facilities	Maintenance Equipment	Tool	TOOL - SPECIAL COMPUTERIZED	2004	12	12	\$12,124
n/a	Facilities	Maintenance Equipment	Tool	MULTIPLIER 3/4" TORQUE WRENCH	2001	15	10	\$928
n/a	Facilities	Maintenance Equipment	Tool	TORQUE WRENCH	2001	15	10	\$1,189
7541	Facilities	Maintenance Equipment	Tool	TOOL - WHEEL PULLER	2000	16	5	\$4,819
n/a	Facilities	Maintenance Equipment	Tool	RIDER SWEEPER/SCRUBBER	2015	1	10	\$57,739
10339	Facilities	Office Equipment	AV Equipment	MTG CONFERENCE-AUDIO & VISUAL SYSTEM	2010	6	5	\$386
10340	Facilities	Office Equipment	AV Equipment	MTG CONFERENCE-AUDIO & VISUAL SYSTEM	2010	6	5	\$443

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
10341	Facilities	Office Equipment	AV Equipment	MTG CONFERENCE-AUDIO & VISUAL SYSTEM	2010	6	5	\$184
10342	Facilities	Office Equipment	AV Equipment	MTG CONFERENCE-AUDIO & VISUAL SYSTEM	2010	6	5	\$1,025
10343	Facilities	Office Equipment	AV Equipment	MTG CONFERENCE-AUDIO & VISUAL SYSTEM	2010	6	5	\$917
913015	Facilities	Office Equipment	Calculator	CALCULATOR	1976	40	10	\$1,180
913277	Facilities	Office Furniture	Office Furniture	REMOTE DESK SET	1982	34	5	\$881
913278	Facilities	Office Furniture	Office Furniture	REMOTE DESK SET	1982	34	12	\$881
7164	Stations	Bike Racks	Bike Rack	BIKE RACK W/INSTALLATION	1998	18	10	\$1,047
7165	Stations	Bike Racks	Bike Rack	BIKE RACK W/ INSTALLATION	1998	18	10	\$1,047
7172	Stations	Bike Racks	Bike Rack	BIKE RACK W/ INSTALLATION	1998	18	5	\$1,047
7173	Stations	Bike Racks	Bike Rack	BIKE RACK	1998	18	5	\$970
4161	Stations	Bus Shelter	Bus Shelter	SHELTER #114 - CONCRETE PADS	1994	22	5	\$6,920
4162	Stations	Bus Shelter	Bus Shelter	SHELTER #111 - CONCRETE PADS	1994	22	5	\$6,920
4163	Stations	Bus Shelter	Bus Shelter	SHELTER #112 - CONCRETE PADS	1994	22	5	\$6,920
10297	Stations	Bus Shelter	Bus Shelter	SHELTER #126 - BUS SHELTER SLIMLINE	2012	4	5	\$4,262
10298	Stations	Bus Shelter	Bus Shelter	SHELTER #125 - BUS SHELTER SLIMLINE	2012	4	5	\$4,262
10299	Stations	Bus Shelter	Bus Shelter	SHELTER-BUS SHELTER SLIMLINE	2013	3	5	\$4,121
10335	Stations	Bus Shelter	Bus Shelter	SHELTER-BUS SHELTER SLIMLINE	2011	5	5	\$4,409
10336	Stations	Bus Shelter	Bus Shelter	SHELTER #124 - SLIMLINE	2010	6	5	\$5,233
300147	Stations	Bus Shelter	Bus Shelter	SHELTER #123 - INSTALL CONCRETE PAD	2011	5	10	\$1,894
913040	Stations	Bus Shelter	Bus Shelter	SHELTER #109	1982	34	5	\$5,379
913041	Stations	Bus Shelter	Bus Shelter	SHELTER #106	1982	34	8	\$6,096
913042	Stations	Bus Shelter	Bus Shelter	SHELTER #114	1982	34	8	\$7,417
913043	Stations	Bus Shelter	Bus Shelter	SHELTER #123	1982	34	8	\$5,379
913044	Stations	Bus Shelter	Bus Shelter	SHELTER #104	1982	34	8	\$6,841
913045	Stations	Bus Shelter	Bus Shelter	SHELTER #120	1982	34	8	\$7,157
913046	Stations	Bus Shelter	Bus Shelter	SHELTER #119	1980	36	8	\$7,923
913047	Stations	Bus Shelter	Bus Shelter	SHELTER #121	1980	36	8	\$9,154
913048	Stations	Bus Shelter	Bus Shelter	SHELTER #116	1980	36	8	\$8,149
913049	Stations	Bus Shelter	Bus Shelter	SHELTER #107	1980	36	8	\$8,106
913050	Stations	Bus Shelter	Bus Shelter	SHELTER #117	1982	34	8	\$7,305
913051	Stations	Bus Shelter	Bus Shelter	SHELTER #115	1980	36	5	\$8,359
913052	Stations	Bus Shelter	Bus Shelter	SHELTER #113	1982	34	10	\$7,305
913053	Stations	Bus Shelter	Bus Shelter	SHELTER #112	1980	36	10	\$9,023
913054	Stations	Bus Shelter	Bus Shelter	SHELTER #122	1982	34	5	\$7,962
913055	Stations	Bus Shelter	Bus Shelter	SHELTER #111	1980	36	8	\$9,024
913281	Stations	Bus Shelter	Bus Shelter	SHELTER #110	1980	36	12	\$9,052
913283	Stations	Bus Shelter	Bus Shelter	SHELTER #103	1980	36	12	\$6,204
913284	Stations	Bus Shelter	Bus Shelter	SHELTER	1982	34	12	\$5,379
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #101	2005	11	12	\$6,251
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #101 - INSTALL SHELTER, BENCH, DISPLAY, ELECT.,GRILLE #101	2005	11	12	\$1,756
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #102	2005	11	12	\$6,251
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #102 - INSTALL SHELTER, BENCH, DISPLAY, ELECT.,GRILLE #102	2005	11	12	\$1,756
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #103 - CONCRETE PAD	2002	14	10	\$3,964
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #110 - LABOR TO MOVE SHELTER	2011	5	8	\$2,018
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #118	1997	19	8	\$33,878
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #118 - PANEL & SKIRT FOR MARRIOTT SHELTER	2010	6	8	\$1,438
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #118 -BUS TRANSFER STATION-MARRIOTT	2005	11	20	\$91,916

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #121 - CONCRETE PAD	2003	13	12	\$1,704
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #121 - LABOR TO MOVE	2005	11	12	\$611
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #127 - BUS SHELTER SLIMLINE	2005	11	12	\$4,306
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #127 - CONCRETE & INSTALLATION	2013	3	8	\$10,954
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #127, #128, #129- ENGINEERING FOR COLLEGE SHELTER PROJECT	2013	3	8	\$18,257
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #128 - BUS SHELTER SLIMLINE	2013	3	30	\$12,541
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #128 - CONCRETE & INSTALLATION	2013	3	8	\$29,908
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #129 - BUS SHELTER SLIMLINE	2013	3	8	\$10,353
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #129 - CONCRETE & INSTALLATION	2013	3	8	\$19,734
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #129 - FRONT WALL PANEL	2014	2	20	\$615
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #131 - BUS SHELTER SLIMLINE	2014	2	20	\$5,857
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #131 - CONCRETE & INSTALLATION	2014	2	30	\$11,714
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #132	2014	2	20	\$5,857
n/a	Stations	Bus Shelter	Bus Shelter	SHELTER #132 - CONCRETE & INSTALLATION	2014	2	30	\$10,671
n/a	Stations	Bus Shelter	Bus Shelter	SHELTERS-(18) 4 FOOT BENCHES	2005	11	12	\$5,650
n/a	Stations	Bus Shelter	Bus Shelter	SHELTERS-(9) SCHEDULE HOLDERS	2005	11	12	\$2,005
n/a	Stations	Bus Shelter	Bus Shelter	SHELTERS-CONCRETE REHAB (4)	2009	7	25	\$27,495
n/a	Stations	Bus Shelter	Bus Shelter	SHELTERS-CONCRETE SLABS FOR GARBAGE & BENCHES	2009	7	25	\$2,532
n/a	Stations	Bus Shelter	Bus Shelter	SHELTERS-INSTALL (18) BENCHES	2005	11	12	\$3,848
n/a	Stations	Bus Shelter	Bus Shelter	SHELTERS-INSTALL (9) SCHEDULE HOLDERS	2005	11	12	\$5,112
n/a	Stations	Bus Shelter	Bus Shelter	SHELTERS-PASSENGER SHELTER	2005	11	12	\$4,306
10282	Stations	Signage	GTC Signage	AVL SYSTEM-KIOSK	2013	3	5	\$15,658
10283	Stations	Signage	GTC Signage	AVL SYSTEM - KIOSKS W/GPS MODEM	2011	5	5	\$18,186
10289	Stations	Signage	GTC Signage	AVL SYSTEM--TV LG (55")	2010	6	5	\$1,934
10290	Stations	Signage	GTC Signage	AVL SYSTEM--TV W/ SCREEN PROTECTOR (46")	2010	6	5	\$1,468
10291	Stations	Signage	GTC Signage	AVL SYSTEM--TV (46")	2010	6	5	\$1,212
10292	Stations	Signage	GTC Signage	AVL SYSTEM--TV (46")	2010	6	5	\$1,212
10293	Stations	Signage	GTC Signage	AVL SYSTEM--TV (46")	2010	6	5	\$1,212
10294	Stations	Signage	GTC Signage	AVL SYSTEM--TV (46")	2010	6	5	\$1,212
10295	Stations	Signage	GTC Signage	AVL SYSTEM--TV (46")	2010	6	5	\$1,212
10657	Stations	Signage	GTC Signage	DESTINATION SIGNS FOR BUSES (REAR & FRONT WINDOW)	2012	4	10	\$21,753
10355	Systems	Bus GPS	GPS Hardware	AVL SYSTEM--PC	2010	6	5	\$1,079
10356	Systems	Bus GPS	GPS Hardware	AVL SYSTEM--PC	2010	6	5	\$1,079
10652	Systems	Bus GPS	GPS Hardware	AVL SYSTEM--BASE RADIO	2011	5	5	\$1,789
10281	Systems	Bus GPS	GPS Software	AVL SYSTEM--PROGRAMMING	2013	3	5	\$14,937
10284	Systems	Bus GPS	GPS Software	AVL SYSTEM--SERVER & VIDEO CARD	2010	6	5	\$1,132
10288	Systems	Bus GPS	GPS Software	AVL SYSTEM--GPS MUTIPOINT SERVER	2013	3	5	\$2,213
9921	Systems	Bus GPS	GPS Unit	AVL SYSTEM--GPS UNIT WITH ANTENNA	2009	7	5	\$910
9922	Systems	Bus GPS	GPS Unit	AVL SYSTEM--GPS UNIT WITH ANTENNA	2009	7	5	\$910
10275	Systems	Bus GPS	GPS Unit	AVL SYSTEM--GPS UNIT WITH ANTENNA	2010	6	5	\$1,131
10276	Systems	Bus GPS	GPS Unit	AVL SYSTEM--GPS UNIT WITH ANTENNA	2010	6	5	\$1,131
10277	Systems	Bus GPS	GPS Unit	AVL SYSTEM--GPS UNIT WITH ANTENNA	2010	6	5	\$1,131
10278	Systems	Bus GPS	GPS Unit	AVL SYSTEM--GPS UNIT WITH ANTENNA	2010	6	5	\$1,131
10279	Systems	Bus GPS	GPS Unit	AVL SYSTEM--GPS UNIT WITH ANTENNA	2010	6	5	\$1,131
10285	Systems	Bus GPS	GPS Unit	AVL SYSTEM--GPS BASE UNIT	2013	3	5	\$963
10287	Systems	Bus GPS	GPS Unit	AVL SYSTEM--GPS BASE UNIT	2013	3	5	\$963
n/a	Systems	Bus GPS	GPS Unit	AUTO VOICE ANNOUNCEMENT & AUTO VEHICLE LOCATION (AVA/AVL) SYSTEM	2013	3	5	\$165,840

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
n/a	Systems	Bus GPS	GPS Unit	AUTO VOICE ANNOUNCEMENT & AUTO VEHICLE LOCATION (AVA/AVL) SYSTEM - (15) TABLET CHARGERS FOR PARATRANSIT	2013	3	5	\$427
n/a	Systems	Bus GPS	GPS Unit	AUTO VOICE ANNOUNCEMENT & AUTO VEHICLE LOCATION (AVA/AVL) SYSTEM - (17) TABLET CRADLES & MOUNTS FOR PARATRANSIT	2013	3	5	\$1,176
n/a	Systems	Bus GPS	GPS Unit	AUTO VOICE ANNOUNCEMENT & AUTO VEHICLE LOCATION (AVA/AVL) SYSTEM - (20) MOTOROLA DROID TABLETS FOR PARATRANSIT	2013	3	5	\$2,987
n/a	Systems	Bus GPS	GPS Unit	AVL SYSTEM--GPS BASE UNIT	2013	3	5	\$963
11520	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 370	2014	2	5	\$709
11521	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 371	2014	2	5	\$709
11522	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 380	2014	2	5	\$709
11523	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 381	2014	2	5	\$709
11524	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 382	2014	2	5	\$709
11525	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 590	2014	2	5	\$709
11526	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 591	2014	2	5	\$709
11527	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 592	2014	2	5	\$709
11528	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 593	2014	2	5	\$709
11529	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 1020	2014	2	5	\$709
n/a	Systems	In-Vehicle CCTV	CCTV Camera	SECURITY CAMERA SYSTEM - UNIT 1225	2014	2	5	\$3,679
9661	Systems	In-Vehicle CCTV	CCTV Hardware	CAMERA SYSTEM-3 CAMERAS & 1	2009	7	5	\$5,072
n/a	Systems	In-Vehicle CCTV	CCTV Hardware	SECURITY CAMERA SYSTEM - COMPUTER SERVER	2014	2	3	\$890
10338	Systems	In-Vehicle CCTV	CCTV Hardware	SECURITY CAMERA SYSTEM #2	2010	6	5	\$20,069
n/a	Systems	In-Vehicle CCTV	CCTV Software	SECURITY CAMERA SYSTEM - LICENSING, WIFI CABLING & SOFTWARE	2014	2	5	\$2,339
9475	Systems	In-Vehicle CCTV	CCTV Systems	CAMERA SYSTEMS FOR 10 FIXED	2007	9	5	\$71,875
n/a	Systems	PA System	PA Hardware	EQUIPMENT - TIGHTROPE SOFTWARE & HARDWARE FOR GTC PA SYSTEM	2010	6	5	\$5,005
3359	Systems	PA System	PA Hardware	PUBLIC ADDRESS SYSTEM	1992	24	3	\$909
3364	Systems	PA System	PA Hardware	PUBLIC ADDRESS SYSTEM	1992	24	5	\$909
5928	Systems	Radio	Mobile Radio Unit	RADIO, MOBILE	1998	18	5	\$1,038
5929	Systems	Radio	Mobile Radio Unit	RADIO, MOBILE	1998	18	5	\$1,038
7540	Systems	Radio	Mobile Radio Unit	800MHZ TRUNK RADIO	2000	16	5	\$1,216
913279	Systems	Radio	Mobile Radio Unit	RADIO - MOBILE	1979	37	12	\$1,989
913280	Systems	Radio	Mobile Radio Unit	RADIO - MOBILE	1979	37	12	\$1,989
11504	Systems	Radio	Vehicle Radio	RADIO - UNIT 370	2014	2	5	\$709
11505	Systems	Radio	Vehicle Radio	RADIO - UNIT 371	2014	2	5	\$709
11506	Systems	Radio	Vehicle Radio	RADIO - UNIT 380	2014	2	5	\$709
11507	Systems	Radio	Vehicle Radio	RADIO - UNIT 381	2014	2	5	\$709
11508	Systems	Radio	Vehicle Radio	RADIO - UNIT 382	2014	2	5	\$709
11509	Systems	Radio	Vehicle Radio	RADIO - UNIT 590	2014	2	5	\$709
11510	Systems	Radio	Vehicle Radio	RADIO - UNIT 591	2014	2	5	\$709
11511	Systems	Radio	Vehicle Radio	RADIO - UNIT 592	2014	2	5	\$709
11512	Systems	Radio	Vehicle Radio	RADIO - UNIT 593	2014	2	5	\$709
11513	Systems	Radio	Vehicle Radio	RADIO - UNIT 1020	2014	2	5	\$709
11514	Systems	Radio	Vehicle Radio	RADIO - UNIT 1177	2014	2	5	\$709
11515	Systems	Radio	Vehicle Radio	RADIO - UNIT 1202	2014	2	5	\$709
11516	Systems	Radio	Vehicle Radio	RADIO - UNIT 1203	2014	2	5	\$709
11517	Systems	Radio	Vehicle Radio	RADIO - UNIT 1167	2014	2	5	\$709
11518	Systems	Radio	Vehicle Radio	RADIO - UNIT 5151 (8) - VAN	2014	2	5	\$709
11519	Systems	Radio	Vehicle Radio	RADIO - UNIT 1209 (6) - VAN	2014	2	5	\$709
913060	Systems	Radio	Vehicle Radio	RADIO - MOBILE (BUS #23)	1982	34	5	\$3,298

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
913061	Systems	Radio	Vehicle Radio	RADIO - MOBILE (BUS #20)	1982	34	5	\$3,298
913063	Systems	Radio	Vehicle Radio	RADIO - MOBILE (BUS #12)	1982	34	5	\$3,298
n/a	Systems	Radio	Vehicle Radio	BUS - UNIT 1225 - RADIO & INSTALLATION -PARATRANSIT	2014	2	5	\$913
9907	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
9908	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
9909	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
9910	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
9911	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
9912	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
9913	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
9914	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
9915	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
9916	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
9917	Systems	Revenue Collection	Farebox	FAREBOX-ODYSSEY FAREBOX	2010	6	5	\$14,079
10270	Systems	Revenue Collection	Farebox Encoding Machine	FAREBOX-PRINTING & ENCODING MACHINE	2010	6	5	\$4,661
10271	Systems	Revenue Collection	Farebox Encoding Machine	FAREBOX-PRINTING & ENCODING MACHINE	2010	6	5	\$4,661
10268	Systems	Revenue Collection	Farebox Software	FAREBOX-TRAINING	2010	6	5	\$4,144
10269	Systems	Revenue Collection	Farebox Software	FAREBOX-PROBE LANE	2010	6	5	\$1,629
10273	Systems	Revenue Collection	Farebox Software	FAREBOX SYSTEM-TEST SIMULATOR	2010	6	5	\$16,833
10653	Systems	Revenue Collection	Farebox Software	FAREBOX-DATA SYSTEM SOFTWARE	2010	6	10	\$8,081
10654	Systems	Revenue Collection	Farebox Software	FAREBOX SYSTEM CONNECTED TO	2013	3	5	\$1,803
9906	Systems	Revenue Collection	Revenue Vault	FAREBOX-SPARE CASH BOXES	2010	6	5	\$821
10272	Systems	Revenue Collection	Revenue Vault	FAREBOX SYSTEM-STATIONARY VAULT	2010	6	10	\$18,364
1204	Vehicles	Non-Revenue Vehicle	Service Vehicle	Dodge Caravan	2009	7	4	\$24,380
1205	Vehicles	Non-Revenue Vehicle	Service Vehicle	Dodge Caravan	2009	7	4	\$24,380
961	Vehicles	Non-Revenue Vehicle	Service Vehicle	Advance Rider Sweeper/Scrubber CS 7000 Hybrid	2015	1	10	\$57,739
590	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	Orion VII - 30'	2004	12	12	\$437,116
591	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	Orion VII - 30'	2004	12	12	\$437,116
592	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	Orion VII - 30'	2004	12	12	\$437,116
593	Vehicles	Revenue Vehicle	29 - 30 Foot Bus	Orion VII - 30'	2004	12	12	\$437,116
2161	Vehicles	Revenue Vehicle	35 Foot Bus	New Flyer - 35'	2016	-	12	\$443,127
2162	Vehicles	Revenue Vehicle	35 Foot Bus	New Flyer - 35'	2016	-	12	\$443,033
2163	Vehicles	Revenue Vehicle	35 Foot Bus	New Flyer - 35'	2016	-	12	\$442,826
2164	Vehicles	Revenue Vehicle	35 Foot Bus	New Flyer - 35'	2016	-	12	\$442,995
370	Vehicles	Revenue Vehicle	35 Foot Bus	Orion VII - 35'	2004	12	12	\$420,992
1020	Vehicles	Revenue Vehicle	35 Foot Bus	New Flyer - 35'	2010	6	12	\$464,851
2151	Vehicles	Revenue Vehicle	35 Foot Bus	New Flyer - 35'	2015	1	12	\$458,466
1177	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Supreme	2008	8	5	\$84,543
1218	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2012	4	5	\$79,149
1225	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2014	2	5	\$69,247
1231	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2015	1	5	\$71,454
1232	Vehicles	Revenue Vehicle	Paratransit Vehicle	Ford Goshen GCII	2015	1	5	\$71,367
1226	Vehicles	Revenue Vehicle	Senior Service	Dodge Caravan	2014	2	4	\$21,718
1167	Vehicles	Revenue Vehicle	Senior Service	Ford Windstar	2008	8	4	\$26,589
1209	Vehicles	Revenue Vehicle	Senior Service	Dodge Caravan	2013	3	4	\$23,486
5151	Vehicles	Revenue Vehicle	Senior Service	Dodge Caravan	2015	1	4	\$21,220

Table A-3. MATBUS Asset Inventory – Jointly Owned and Maintained Assets

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
10277	Facilities	MTG - Hardware	Copier	KONICA MINOLTA KM423 COPIER	2011	5	6	\$20,122
7732	Facilities	MTG - Hardware	Office Hardware	TOSHIBA IP CAMERA	2008	8	6	\$1,645
10427	Facilities	MTG - Hardware	Office Hardware	PANASONIC WJ-ND400 NVR	2011	5	6	\$9,666
3012	Facilities	MTG - HVAC	AC Unit	#6079 ROBIN AIRE HEATR A/C STN	1990	26	40	\$5,885
7354	Facilities	MTG - HVAC	AC Unit	ROBINAIRE W/DUST COVER	2007	9	40	\$6,521
3225	Facilities	MTG - Maintenance Equipment	Bus Replacement Parts	BUS PARTS INVENTORY	1988	28	10	\$724,600
7012	Facilities	MTG - Maintenance Equipment	Bus Washer	BUS WASHER - FM TRANSIT FACLTY	2006	10	10	\$135,115
7323	Facilities	MTG - Maintenance Equipment	Bus Washer	VACUUM CONTROLS IN BUS WASH	2007	9	10	\$7,431
7646	Facilities	MTG - Maintenance Equipment	Fueler	FUELMASTER FUEL MNGMT SYSTEM	2007	9	10	\$55,895
8910	Facilities	MTG - Maintenance Equipment	Tool	GOODALL START ALL W/ AIR COMPR	2009	7	10	\$12,155
3218	Facilities	MTG - Maintenance Equipment	Tool	BRAKE LATHE	1984	32	10	\$27,206
6670	Facilities	MTG - Maintenance Equipment	Tool	SYSTEM 1 PARTS WASHER	2005	11	10	\$1,306
6976	Facilities	MTG - Maintenance Equipment	Tool	55 TON PRESS - OTC	2006	10	10	\$7,336
7178	Facilities	MTG - Maintenance Equipment	Tool	3 PHASE CUDA PARTS WASHER	2006	10	10	\$7,523
7493	Facilities	MTG - Maintenance Equipment	Tool	BEAD BLASTER	2007	9	10	\$2,174
7785	Facilities	MTG - Maintenance Equipment	Tool	HDS POWER WASHER	2008	8	10	\$3,082
11296	Facilities	MTG - Maintenance Equipment	Tool	ROTARY ARC FILE	2013	3	10	\$2,900
12371	Facilities	MTG - Maintenance Equipment	Tool	TORQUE WRENCH	2015	1	10	\$2,125
7225	Facilities	MTG - Maintenance Equipment	Tool	VACUUM SYSTEM	2006	10	10	\$52,103
12375	Facilities	MTG - Maintenance Equipment	Tool	WAREHOUSE SWEEPER/SCRUBBER	2015	1	10	\$57,739
6926	Facilities	MTG - Maintenance Facility	Maintenance Facility	TRANSIT MAINT FACILITY	2006	10	50	\$8,721,887
11415	Facilities	MTG - Maintenance Facility	Maintenance Facility	CARD ACCESS SECURITY MTG	2013	3	20	\$6,171
12218	Facilities	MTG - Maintenance Facility	Maintenance Facility	CCTV Camera	2015	1	5	\$6,336
12223	Facilities	MTG - Maintenance Facility	Maintenance Facility	CCTV Camera	2015	1	5	\$6,336
12224	Facilities	MTG - Maintenance Facility	Maintenance Facility	CCTV Camera	2015	1	5	\$6,336
10980	Facilities	MTG - Office Equipment	Paper Folder	MARTIN YALE 1601 PAPER FOLDER	2010	6	5	\$765
7721	Facilities	MTG - Office Equipment	Recycler	SYSTEM ONE 571 RECYCLER UNIT	2008	8	5	\$6,535
3204	Facilities	MTG - Office Furniture	Office Furniture	BORROUGH WORK BENCHES	1984	32	5	\$3,015
3208	Facilities	MTG - Office Furniture	Office Furniture	ENG STAND & ADAPTER	1984	32	5	\$6,280
7176	Facilities	MTG - Office Furniture	Office Furniture	MODULR STORAGE EQUIP-LOT LISTA	2006	10	5	\$46,397
7316	Facilities	MTG - Office Furniture	Office Furniture	CONF ROOM SIDE CHAIRS (8)	2007	9	5	\$5,356

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
7317	Facilities	MTG - Office Furniture	Office Furniture	CONF ROOM MAIN CHAIRS (17)	2007	9	5	\$11,681
7319	Facilities	MTG - Office Furniture	Office Furniture	SHELVES IN MTG ADMIN STORAGE	2007	9	5	\$3,787
7353	Facilities	MTG - Office Furniture	Office Furniture	SHELVING FOR THE PARTS ROOM	2007	9	5	\$2,286
7401	Facilities	MTG - Office Furniture	Office Furniture	CONFERENCE TABLE	2007	9	5	\$7,964
7574	Facilities	MTG - Office Furniture	Office Furniture	MTG RECEPTION WORKSTATIONS	2007	9	5	\$15,577
7576	Facilities	MTG - Office Furniture	Office Furniture	TABLES & CHAIRS FOR WAITING RM	2007	9	5	\$1,158
7577	Facilities	MTG - Office Furniture	Office Furniture	TABLES & CHAIRS FOR LUNCH ROOM	2007	9	5	\$2,550
7578	Facilities	MTG - Office Furniture	Office Furniture	TABLE & CHAIRS FOR LOCKER ROOM	2007	9	5	\$1,117
7579	Facilities	MTG - Office Furniture	Office Furniture	TABLES & CHAIRS FOR LUNCH ROOM	2007	9	5	\$2,550
7580	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 106	2007	9	5	\$756
7581	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 105	2007	9	5	\$8,887
7582	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 109	2007	9	5	\$8,032
7583	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 104	2007	9	5	\$5,914
7584	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 108	2007	9	5	\$7,217
7585	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 103	2007	9	5	\$5,405
7586	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 111	2007	9	5	\$5,059
7587	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 116	2007	9	5	\$7,217
7588	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 115	2007	9	5	\$19,842
7589	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 118	2007	9	5	\$10,239
7590	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE-PARTS OFFICE	2007	9	5	\$6,628
7591	Facilities	MTG - Office Furniture	Office Furniture	OFFICE FURNITURE FOR ROOM 142	2007	9	5	\$8,085
10963	Facilities	MTG - Office Furniture	Office Furniture	EMBODY OFFICE CHAIR	2012	4	5	\$857
10964	Facilities	MTG - Office Furniture	Office Furniture	EMBODY OFFICE CHAIR	2012	4	5	\$857
10965	Facilities	MTG - Office Furniture	Office Furniture	EMBODY OFFICE CHAIR	2012	4	5	\$857
10966	Facilities	MTG - Office Furniture	Office Furniture	EXECUTIVE HIGH-BACK OFFICE CHA	2012	4	5	\$562
10967	Facilities	MTG - Office Furniture	Office Furniture	LEAP OFFICE CHAIR STEELCASE	2006	10	5	\$981
10968	Facilities	MTG - Office Furniture	Office Furniture	LEAP OFFICE CHAIR STEELCASE	2006	10	5	\$981
10969	Facilities	MTG - Office Furniture	Office Furniture	LEAP OFFICE CHAIR STEELCASE	2006	10	5	\$981
10970	Facilities	MTG - Office Furniture	Office Furniture	EUROTECH OFFICE CHAIR	2012	4	5	\$651
10971	Facilities	MTG - Office Furniture	Office Furniture	AERON OFFICE TASK CHAIR	2007	9	5	\$825
10972	Facilities	MTG - Office Furniture	Office Furniture	AERON OFFICE TASK CHAIR	2006	10	5	\$881
10973	Facilities	MTG - Office Furniture	Office Furniture	AERON OFFICE TASK CHAIR	2006	10	5	\$881
10974	Facilities	MTG - Office Furniture	Office Furniture	AERON OFFICE TASK CHAIR	2006	10	5	\$881
10975	Facilities	MTG - Office Furniture	Office Furniture	AERON OFFICE TASK CHAIR	2006	10	5	\$881
11410	Facilities	MTG - Office Furniture	Office Furniture	OFFICE WORKSTATION ROOM 106	2013	3	5	\$4,696
10426	Facilities	MTG - Office Furniture	Office Tiles	TILE REPLACEMENT PROJECT	2011	5	5	\$34,918
7177	Facilities	MTG - Software	Transit Software	CCURE HARDWARE & SOFTWARE	2006	10	6	\$19,541
7696	Facilities	MTG - Software	Transit Software	FLEET MANAGEMENT SOFTWARE	2007	9	6	\$112,092
7799	Facilities	MTG - Software	Transit Software	C-CURE 800 UPGRADE	2008	8	6	\$7,853
9257	Stations	MTG - Signage	GTC Signage	MTG MONUMENT SIGN	2009	7	5	\$8,357
12314	Stations	MTG - Signage	GTC Signage	TOUCHPANEL MESSAGE	2015	1	5	\$13,150
8911	Systems	MTG - Radio	Mobile Radio Unit	MTX850 HANDHELD 800 MHZ RADIO	2009	7	5	\$939
8912	Systems	MTG - Radio	Mobile Radio Unit	MTX850 HANDHELD 800 MHZ RADIO	2009	7	5	\$939
9440	Systems	MTG - Radio	Mobile Radio Unit	MTX8250 PORTABLE 2-WAY RADIO	2010	6	5	\$1,098
10307	Systems	MTG - Radio	Mobile Radio Unit	PORTABLE HAND HELD RADIO	1993	23	5	\$1,349
10308	Systems	MTG - Radio	Mobile Radio Unit	PORTABLE HAND HELD RADIO	1993	23	5	\$1,349
10309	Systems	MTG - Radio	Mobile Radio Unit	PORTABLE HAND HELD RADIO	1993	23	5	\$1,349

MATBUS Asset ID	TERM Lite Asset Category	Assigned Asset Type	Asset	MATBUS Asset Description	Service Date	Current Age	Useful Life	Replacement Value (2016 \$)
10310	Systems	MTG - Radio	Mobile Radio Unit	MTX8250 PORTABLE 2-WAY RADIO	2010	6	5	\$1,098
10311	Systems	MTG - Radio	Mobile Radio Unit	MTX8250 PORTABLE 2-WAY RADIO	2010	6	5	\$1,098
12325	Systems	MTG - Radio	Mobile Radio Unit	2-WAY RADIO	2015	1	5	\$1,090
12326	Systems	MTG - Radio	Mobile Radio Unit	2-WAY RADIO	2015	1	5	\$1,090
12327	Systems	MTG - Radio	Mobile Radio Unit	2-WAY RADIO	2015	1	5	\$1,090
1250	Vehicles	MTG - Non-Revenue Vehicle	Service Vehicle	GMC Sierra 3500 4WD (Shop Truck)	2009	7	10	\$56,584
7276	Vehicles	MTG - Non-Revenue Vehicle	Service Vehicle	2007 CHEV MAILBU	2007	9	4	\$17,524



2016-2020 Transit Development Plan

TDP

Public Meeting #1 Summary

May 13, 2015 Meetings



May 2015

Please record your comments and/or questions or thoughts regarding current transit service operations. Please return your completed form to the table by the entrance door.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

David Engstrom davidjefarja@msn.com Moorhead, MN

If you are using transit today, where did your trip begin and where will it end?

11 TRANSPORES
22 TOWN RIDERS

Begin (Address or Cross Streets)

End (Address or Cross Streets)

Comments, Ideas, & Concerns

Through my church, I am involved with several organizations that provide services to New Americans and people who are homeless or tentously housed. Dependable transportation is very important to maximize ~~people~~ the opportunities for people from those populations to advance themselves.

I think it is especially important to develop ways to transport people to and from work places including, but not limited to, the Fargo Industrial park.

West Acres

or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Chael Johnson	chaelmjohnson1@hotmail.com	Fargo	ND
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	7 th N & Broadway
End (Address or Cross Streets)	45 th S & 32 nd Ave S. 15-15-23

Comments, Ideas, & Concerns

Overall, satisfied with service. The main issue I see (as a rider for 10 years) is that during each Transit Development Update, the main areas that get modified are current routes around NDSU & downtown. Additionally, routes continue to be added to the Moorhead area. As these are both good, the issue is that south Fargo continues to grow & no additions are being made to support transit in the area. There should be more routes so that the 1 hr routes (14 & 23) can be modified to 1/2 hr routes. There should be transport to the schools arena. In 2017, we'll need transport to the new hospital. Additional comments to come to the above address

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

<u>CHAD SPAAR</u>	<u>TAILFEATHER66@YAHOO.COM</u>	<u>FARGO</u>	<u>ND</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	<u>11TH ST N FARGO ND</u>	<u>13-15</u>
End (Address or Cross Streets)	<u>WEST ACRES MAL!</u>	

Comments, Ideas, & Concerns

IT would be nice if they had bus run south
to orthopedics sports medicine in FARGO ND
and it would be nice if bus ran on sundays
for church goers

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	Scrubbs Avenue Area (Work)	23-15
End (Address or Cross Streets)	MOONBROOK (HOME) BY CONWOY RD.	

Comments, Ideas, & Concerns

- CANNOT GET HOME FROM WORK
- DON'T RUN ON TIME
- 23-15 (15 LEAVES BEFORE 23 ARRIVES)
 91 (2.5 HRS IN WINTER)
 LAZERS @ WEST ACRES (30)
 ETC (30 MIN)
- GETTING A RESPONSE TO E-MAIL INQUIRIES IS SLOW OR DOES HAPPEN.
- COMPASSION BY TICKET SELLERS ABOUT POLICES.
- (Q) - MICHAEL JEFFERSON BUS DEPOT - NO SERVICE TO/FROM NEAR LOCATION (1-29/12th Ave)
- SUNDAY SERVICE IS NEEDED

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

<u>Steven Koch</u>	<u>West Fargo</u>	<u>ND</u>
Name	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	<u>West Fargo City Hall</u>	<u>16-23</u>
End (Address or Cross Streets)	<u>52nd Walmart</u>	

Comments, Ideas, & Concerns

I'd like to see expansion into West Fargo, I'd also like to see Buses running later that go into West Fargo, n a bus to run on 9th St/Veterans would be good, & lastly Sunday service would be phenomenal

> Continue on the back or attach additional sheets



May 2015

Please record your comments and/or questions or thoughts regarding current transit service operations. Please return your completed form to the table by the entrance door.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

SIVA GATAN	s.gajan@ndsu	Fargo,	ND 58103
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	West Acres Mall
End (Address or Cross Streets)	ND SU (Transit Down town)

Comments, Ideas, & Concerns

- I'd appreciate at least some less frequent buses on SUNDAY.

- Otherwise Good Job. Buses are on time most of the time.

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Charles Bell Fargo ND
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 11st W. 13-15-23
End (Address or Cross Streets) 5th Ave E

Comments, Ideas, & Concerns

The service is very good on all the buses I have been on.
why the service Mon of 12th Ave

> Continue on the back or attach additional sheets



May 2015

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Name	Email Address	City	State
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If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) AGASSI 23-15

End (Address or Cross Streets) SWANSON

Comments, Ideas, & Concerns

FIRST SERVICE

GOOD SERVICE

AGASSI

15 TO 23

> Continue on the back or attach additional sheets



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Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 45th / 17th 23-15

End (Address or Cross Streets) DOWNTOWN

Comments, Ideas, & Concerns

CAR IS IN STOP
NEED TO INCLUDE BUSINESSES ALONG MAIN IN PARGO & W. PARGO

> Continue on the back or attach additional sheets



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Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Walmart

End (Address or Cross Streets) Westcore mall

Comments, Ideas, & Concerns

I found very good with service and mostly on time over bus leaves and arrived. I didn't have any bad experience riding Metro Transit. All good thank

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u>Noureni Messan Salou</u>	<u>Tarigo</u>	<u>ND</u>	<u>58103</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) On 1531 Street S. Apt 107 ← ²³⁻¹⁵ ₁₅₋₂₃

End (Address or Cross Streets) To Walmart and return back to →

Comments, Ideas, & Concerns

These buses work very well in my view -

thanks

[Signature]

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

<u>YAWAVI Peace</u>	<u>JLOJJI'NGAWO</u>	<u>Fargo</u>	<u>ND 58103</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) On 1531 35th St. S. Apt. 107 ←

End (Address or Cross Streets) to Walmart and return back to →

Comments, Ideas, & Concerns

In my view the buses work very well
and on time.

Thank,

Peace JLOJJI'NGAWO

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Chamarrion Banks none Fargo ND
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Escentia 14-1
 End (Address or Cross Streets) Moorhead

Comments, Ideas, & Concerns

bus driver's route
 overall - ~~over~~ good service
 2 years riding - can get everywhere he needs to get

 Sunday route

> Continue on the back or attach additional sheets



May 2015

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Robert Sell		Fargo	ND
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	~ Moorhead	15 - 16
End (Address or Cross Streets)	RVH Hud Housing	

Comments, Ideas, & Concerns

Smaller, shorter buses - softer suspension - less noise
less weight, impact. softer tires

13 passenger buses
smaller school buses - less fuel
whole family trips

couple years of service
bicycle loading on front
w/c system

Sunday service

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Monte Milke

Favip

MO

Name

Email Address

City

State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Essentia

End (Address or Cross Streets) West Area

Comments, Ideas, & Concerns

~~NA~~

expand ~~to~~
Expand to Scheels Arena past 45th - walk to blocks
new ~~to~~ nursing home also
otherwise happy with services.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u>Ken Butcher</u>		<u>Moorhead</u>	<u>MN</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	<u>GTC</u>	<u>US</u>
End (Address or Cross Streets)	<u>13th & 34th Cashway</u>	

Comments, Ideas, & Concerns

- Start earlier. North Moorhead walk to GTC
#15 Bus =
everything else ok

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	AGHASSI SCHOOL	PROBST FIELD IN MOOKAHEA	11-15-13
----------------------------------	----------------	--------------------------	----------

End (Address or Cross Streets)	APAKA SO. OF WEST ACRES		
--------------------------------	-------------------------	--	--

Comments, Ideas, & Concerns

CONNECTION TIMES TOO LONG

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Shannon Hansen Fargo ND
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 10th AVE S
End (Address or Cross Streets) West Acres

Comments, Ideas, & Concerns

I would like to see the bus run on Sundays

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name Rabi L. Ghimire Email Address 22nd St S City Fargo State ND

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) #14 Essentia

End (Address or Cross Streets) West Ave

Comments, Ideas, & Concerns

- Agassiz - route to Athene
Very happy with services

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u>Princess Kamava</u>	<u>520 31st Ave N Fargo ND</u>
Name	Email Address
	City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	<u>Bus #13</u>
End (Address or Cross Streets)	<u>DTC, work at Sanford</u>

Comments, Ideas, & Concerns

- Broadway bus do all the way North to Water Treatment Plant like it used to.
 - New Shopping areas - hard to get to (South)
 - ride itself is fine
wabby drivers sometime - not the norm
 - Bus drivers are helpful
 - after 6:30 only run one an hour
expend normal routes to 8:00.
- otherwise happy.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
None given			

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) not given

End (Address or Cross Streets) not given

Comments, Ideas, & Concerns

smaller buses for Moorhead Center mall
Saturday Sunday routes
omit grocery store
later routes
#134 out to NDSU - ok

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

JOHNATHAN BENJAMIN
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) West Acres
End (Address or Cross Streets) WALMART (ON 15)

Comments, Ideas, & Concerns

SUNDAY SERVICE.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Uwe's Amy Fargo ND
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Handley
End (Address or Cross Streets) _____

Comments, Ideas, & Concerns

No service

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name Pesh Karzi Email Address 32191854 City FRGO ND State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)

End (Address or Cross Streets)

Comments, Ideas, & Concerns

multihall - expand services to
happy with overall services

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Bruce Jenner _____ Fargo _____ ND _____
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Central Station #15
 End (Address or Cross Streets) Wendy's Shelter

Comments, Ideas, & Concerns

~~yes~~
 home to work to home
 Everything is fine - no complaints

 GTC

each additional sheets



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Please provide your name and email address in the space provided below.

Orlanda Jeanette
Fargo
ND

Name
Email Address
City
State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Central Station

End (Address or Cross Streets) Moorehead Microtel

Comments, Ideas, & Concerns

Everything is ok

more shelters

- heated

- Everyday use - no vehicle

Walmart

cost - ok

feels safe -

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u>Massimo</u>	<u>massimo.verzella@ndsu.edu</u>		
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 4th and 9th Ave South

End (Address or Cross Streets) NDSU

Comments, Ideas, & Concerns

I don't see problems with the Transit service
I would only like to see more buses run on
4th street ; from 4th to GTC I mean. Other
than that the service is very good

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Name: Nicole Sereiko Email Address: _____ City: Fargo State: ND

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 30th Ave in Broadway
 End (Address or Cross Streets) Bus depot

Comments, Ideas, & Concerns

Very good service, I believe the buses should start running in certain areas that buses don't run. Add wifi

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Wen Min Lee		Fargo	ND
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) NDSU Memorial Union

End (Address or Cross Streets) West Acres Mall

Comments, Ideas, & Concerns

• In general, I am satisfied with the service Matbus provided so far but I am hoping they would consider running some service on Sunday around NDSU area. Even though NDSU has some free bike services provided, I personally think busses are important on Sunday. Also, maybe be on time and leave on time.

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Norman ^{And Sheila} Miller _____ Fargo ND 58103
 Name _____ Email Address _____ City _____ State _____

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) GTC
 End (Address or Cross Streets) whale of a wash

Comments, Ideas, & Concerns

Sunday service Because of work
 + get off work at 11 PM would
 run latter it a long walk home

wish the passes for riding were longer
 than 30 days

I like the contests and the way the
 people who work for you are more than
 willing to help you with information to get
 you to where you want to go or need
 to get to

WI FI on the bus would be cool

> Continue on the back or attach additional sheets



May 2015

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<u>James Vann</u>	<u></u>	<u>Fargo</u>	<u>ND</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	<u>New Life</u>
End (Address or Cross Streets)	<u>SE Human Services</u>

Comments, Ideas, & Concerns

Expanded hours - morning 5:30 bus

everyday rider - limited spots

Happy with service

Crabby bus drivers - some super nice

> Continue on the back or attach additional sheets



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Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) NDSU

End (Address or Cross Streets) WEST ACRES

Comments, Ideas, & Concerns

> Continue on the back or attach additional sheets



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<u>James Friskop</u>	_____	<u>Fargo</u>	<u>ND</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) New Life Center

End (Address or Cross Streets) Downtown, Library

Comments, Ideas, & Concerns

No concerns complaints

Everything is going fine

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 700 Univ. N

End (Address or Cross Streets) West Acres, 13 Ave S

Comments, Ideas, & Concerns

Broadcast through social media occasions of limited service
(I waited 50 minutes for a bus in a shelter at -19°F)
would have rather been inside waiting)

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Leon Daniel	l.l. B34@hotmail.com	Moorhead	MN
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 1340 37th ave S Moorhead

End (Address or Cross Streets) 3rd Ave 20th St Fargo

Comments, Ideas, & Concerns

Well I guess ~~for~~ for right now I'm wondering why route 17 is every hour rather than half hour like the other bus route?

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) North 4th @ LIBRARY

End (Address or Cross Streets) 1901 1st Ave N.

Comments, Ideas, & Concerns

GLAD THERE IS A SERVICE

WORKS WELL

INDUSTRIAL PARK NEEDS ACCESS - MORE THAN ONE WAY
(3 TIMES A DAY)

PEOPLE ON BUSES THAT DON'T KNOW WHAT TO DO - SLOW IT DOWN

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u>Jambara Qualah</u>	<u></u>	<u>Moorhead</u>	<u>MN</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Moorhead - Marriott / 14th St S.

End (Address or Cross Streets) MSUM

Comments, Ideas, & Concerns

~~ETD~~

Good overall provides services she needs it for
Evening route - extend past 6:30
night routes - problems

Feels safe, otherwise she wouldn't ride
most drivers are helpful

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u>Esaié Kouassi</u>	<u>konel22@yahoo.fr</u>	<u>Moorhead</u>	<u>MN</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 8th street / 24th avenue

End (Address or Cross Streets) West acres

Comments, Ideas, & Concerns

would like to have a stop on 23rd on the way to Corcoran's

Why is there no free / open wifi at GTC?

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

CHARLES C Lambert

Name

Email Address

West FARGO

City

ND

State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)

End (Address or Cross Streets)

Comments, Ideas, & Concerns

ALL AROUND GOOD SERVICE - BUT NEED MORE ATTENTION TO THE WEST FARGO AREA YET AND STILL A GOOD SERVICE TO THE R.M AREA. I RIDE EVERY DAY AND KNOW THAT ALL IS BEING DONE TO ABLE PEOPLE TO GET WHERE THEY NEED TO GO.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Barbara Poetra Barbzlur@gmail.com Jurep ND
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)

End (Address or Cross Streets)

Comments, Ideas, & Concerns

When some one wave's bus without sign
 bus should pull over and pick up
 when bus get to bus stop early bus should
 wait until time it ~~scheduled~~ scheduled to
 show up.

I like the transfer's

Thank you
 [Signature]

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Arpit Singh _____ Fargo (NDSU) _____ ND _____
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) University Village _____
End (Address or Cross Streets) Sanford Hospital _____

Comments, Ideas, & Concerns

Wait time 1/2 hour - for buses going/coming to Sanford
Cut time to 15 minutes

Don't own a car
primary mode of travel - bus

time long wait similar to waiting for cabs.

overall bus service is good

very very kind/helpful

Drivers ~~that~~ need to stop for 1-2 minutes at each stop - have been left
because he wasn't standing at bus stop

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

SHEILA JEMKINS _____
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) HAYDEN'S ON 45TH
 End (Address or Cross Streets) 32ND / BROADWAY

Comments, Ideas, & Concerns

SERVICE TO FLEET PARK? POSSIBLE?
SUNDAY SERVICE

LIKES OPS ON #23

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u> Aaron Smolen </u>	<u> asb5ipb7@yahoo.com </u>	<u> MsHd </u>	<u> MH </u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	<u> 20th St S. </u>
End (Address or Cross Streets)	<u> 12th Ave </u>

Comments, Ideas, & Concerns

 Sunday service
 later hrs
 Bigger Bike racks

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Craig	trainwiz@cableone.net	Moorhead	MN
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) across from lakeland in moorhead

End (Address or Cross Streets) robert ase in moorhead

Comments, Ideas, & Concerns

Would appreciate if when I come to renew my hard card that its done faster so I can make my bus on time - but I use the MAT almost everyday and love how helpful all the drivers are

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

<u>MIKE MEALEY</u>	<u>PECK22UP@YAHOO.COM</u>	<u>FARGO</u>	<u>ND</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 3rd AVE S UNIVERSITY

End (Address or Cross Streets) 23rd / 13th AVE S (CASHWISER)

Comments, Ideas, & Concerns

Well My BIGGEST THING IS I WORK AT 5³⁰ AM
 I WALK TO WORK EVERY DAY 1ST BUS GOING THERE IS
 6²⁰ AM START ROUTE 1 HR EARLY WOULD HELP OUT
 A LOT OF THE PEOPLE I WORK WITH
 AND MAYBE A HOURLY RTS ON SUNDAY WOULD
 BE A BIG HELP ALSO

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Delphine _____ delphine.thompson@yahoo.com. _____ NO. _____
 Name Email Address City Fargo State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Cit-C -
 End (Address or Cross Streets) Churches United

Comments, Ideas, & Concerns

The bus I take to Churches United really helps me & my family out alot. I use this alot to get my children back & forth to school because my children go to school here on North Dakota side. If it wasn't for Bus Transit I would be paying alot of money to get back and forth for my children back & forth for schooling. I really don't have no complains.

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Charlene Goggeye n/a Moorhead, MN
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) #1 GTC - Fargo
End (Address or Cross Streets) 1224 15th Ave No. Moorhead, MN

Comments, Ideas, & Concerns

I would like to see transfers good for 2 1/2 hrs on single rides.
Service on week ends necessary - daylight hrs.
Also (L) on state ^{mn} Id good for limited mobility ride for bus card of 30 days.
Even if ^{mn} Id (L) is good in Hennepin Co.

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

<u>Sheryl Fairbanks</u>	<u>Fargo</u>	<u>ND</u>
Name	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	<u>13th Ave 16 1/2 st</u>
End (Address or Cross Streets)	<u>13th Ave 16 1/2 st.</u>

Comments, Ideas, & Concerns

Cut down cost of ride
more shelters put out
like to see cleaned up around the shelters

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name Barbara Olesby Email Address 1 City AKAHP State MD

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 18171st Ave No Gateway Garden
 End (Address or Cross Streets) DOROTHY DAY HSE 8th ST

Comments, Ideas, & Concerns

The only thing needed is to
 have service on the #23 every day
 - & earlier Sunday service !!!
 like maybe every hour from
 8-8pm for workers & church
 goers & grandies too !!!

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

<u>Kelsey [REDACTED]</u>	<u>[REDACTED]</u>	<u>Moorhead</u>	<u>MN</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)

End (Address or Cross Streets)

Comments, Ideas, & Concerns

- more bus stop on outer Moorhead and near homes.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Aisa Smith
momba041973@gmail.com
Fargo
ND

Name
Email Address
City
State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) *GTC coming from work at Ameripacade 206 NP Ave*

End (Address or Cross Streets) *27th ST N & 10th Ave N*

Comments, Ideas, & Concerns

It would be nice to have later service on bus # 17 maybe until 10pm

Also it would be nice to have Sunday service

over all the bus service is very convenient however extended hours would be very helpful for people without other transportation

I do take the bus # 17 atleast twice everyday and I have realized that atleast once a month the morning bus is either late or not running due to maintenance issues causing me to be late for work.

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Alysseh
Name

Alysseh Cameron
Email Address

Fargo
City

ND
State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Woodrow Wilson High School
 End (Address or Cross Streets) 17 Ave & East gateway circle S

Comments, Ideas, & Concerns

Everything is fine, I have no comments or concerns. Splendid job to Fargo transportation!



- Alysseh Norway

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u>JUSTIN RENFROE</u>	<u>renfroej@gmail.com</u>	<u>Fargo</u>	<u>ND</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)

End (Address or Cross Streets)

Comments, Ideas, & Concerns

We like to see expanded service into the Industrial Park.
15th AVE NORTH + 45TH ST N.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Thomas thomasschmidt6613@yahoo.com Fargo ND
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 32nd N
End (Address or Cross Streets) 32nd N

Comments, Ideas, & Concerns

I like the bus system its very nice in the winter
Bus drivers are nice
the only thing I didn't like was when switched my route
from 11 to 13 because it takes longer to get home now
but other than that good system

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Barb Mygland 2521 Villa Drive Fargo ND
 ↑ Apt. 111
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Gage way Drive, 13th Ave or B¹^h Ave old 25th
 End (Address or Cross Streets) an. university drive 27th Ave. 14th to Pri. Apt.

Comments, Ideas, & Concerns

To have a Sunday Bus to go to church because I sing a church choir. Have the buses run later at night. They could have another Bus Terminal further out in Fargo where the buses start also then the buses from downtown and out at the outside of Fargo could meet a worst scenario. I think that the handicapped and seniors citizens could pay up to \$30 for a bus pass. I'm handicapped myself. I'll be willing to pay more. Being I'd be willing to pay more for a bus pass, then they could pay the drivers more and be able to hire more drivers. Some of the drivers are fun to ride with and they have a sense of humor. Rest 23 could have 2 Busses running.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u>kelvin Pederson</u>		<u>N. Moorhead</u>	<u>MN</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Bus #4 Louthouse 6th Ave & 10th

End (Address or Cross Streets) Churches United

Comments, Ideas, & Concerns

- Sunday Service

- Light in Moorhead Parking lot

stop at

Bus 4 to Social Service

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Corner of Broadway & 25 Ave N
 End (Address or Cross Streets) GTC

Comments, Ideas, & Concerns

Morning - Late bus at Gate City Bank / Hornbacke s
Afternoon - Bus 13

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Enson Maattala Hawley MN

 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Moorhead Library #1
 End (Address or Cross Streets) Transportation Center

Comments, Ideas, & Concerns

2-3 times a week afternoon weekdays
 drivers - ~~oblivious~~ oblivious (no time to say hello - except Kevin #4
 * industrial park #16 32nd Ave district extensive industrial park
 * main ave & 13th Ave C / 42nd St. between Walmart; main - jobs there
 no transportation 6 years ago.
 Satisfied with service
 streets bumpy

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Hi Rise

End (Address or Cross Streets) Cash wise (Fargo)

Comments, Ideas, & Concerns

Stopper in front of Hi Rise b/c of the weather. Construction of flood wall is hampering operations. Older people have a problem getting to BTR. Feel like they are not being listened to.

Paratransit - people cannot afford the \$6 fare for trip & return

Bus coming to/from Hi Rise to BTR for people who are not able

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Monique Greday kajanderjones@gmail.com Fargo ND
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 13th Ave S. 32nd St. (15 route)
 End (Address or Cross Streets)

Comments, Ideas, & Concerns

Need Sunday buses, only caught two buses
 that's great. drivers & seats love them

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) OTC
 End (Address or Cross Streets) 9th St. N.

Comments, Ideas, & Concerns

Sunday Bus rates are needed! People often
 have to work on Sunday. I work at
 Evertide in Moorhead, so I am required
 to work every other weekend plus
 some holidays.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) NORTH FARGO

End (Address or Cross Streets) 5511 IN SOUTH MOORHEAD

Comments, Ideas, & Concerns

ARRIVES ON TIME

HELPED FIGURE OUT TRIP NEEDS

#5 - WILL IT CHANGE

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Sashu Black sashu.kevjidle@gmail.com fargo nd
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) LTC
End (Address or Cross Streets) Moorhead

Comments, Ideas, & Concerns

Bus Drivers are sometimes grumpy
Transfers should go for like 2 hrs or
for longer routes 2 transfers instead of one
Payment demanded immediately - maybe easier way
to pay right when you get on the bus. And they
you have kids and are carrying things

likes: Mall Route
30 min headways
that it is quiet
Really like that they think her for using the
Buses

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Carol Waudby cwaudby@gmail.com Moorhead _____
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 7th Ave + 5th St Moorhead
 End (Address or Cross Streets) 1717 S. University

Comments, Ideas, & Concerns

Love Sanford providing us @ pass.

14 tends to be late on return but do usually make transfer.

I was surprised how early the routes are called off in snow storms.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Jake Sopher _____ Fargo _____ ND _____
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Transportation Center _____
 End (Address or Cross Streets) N Moorhead Burger King _____

Comments, Ideas, & Concerns

~~no bus on main ave~~

no bus on main ave expand routes
 no bus to industrial other stops

~~work~~

rides all week 6 days a week

job at Burger King - because of ~~location~~ location of bus route

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
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If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)

End (Address or Cross Streets)

MEETING w/ REGIONAL BUS

Comments, Ideas, & Concerns

PROBLEMS

- ON-TIME PERFORMANCE

- WEATHER

- TRAFFIC

- LATE EVEN FIRST RUN IN AM.

- ~~ART~~

- RESPONSES FROM DRIVERS / DISPATCH - DISSAPPOINTING

- TOO HIGH PACE FOR SERVICE -

- PASSENGER - CAN GET LOST / CONFUSING - SLOWS SYSTEM.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Pajebo Duncan _____ Fargo ND _____
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) #13 Bus _____

End (Address or Cross Streets) Ground Transportation Center _____

Comments, Ideas, & Concerns

good job but concerns:

main ave ^{needs} stops - a lot of jobs

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u>Kristina Butcher</u>	<u>Krissy-sue@outlook.com</u>	<u>Fargo</u>	<u>ND</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) MAT transit station

End (Address or Cross Streets) Detroit Lakes

Comments, Ideas, & Concerns

I live on 7th Avene and 31st St N Fargo and there are times the driver goes right past me not expecting anyone. I enjoy riding the bus though so it's definately cost efficient.

Ⓢ

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) NW51

End (Address or Cross Streets) UNIVERSITY / S. OF 94

Comments, Ideas, & Concerns

DRIVERS NEED TO LEARN HOW TO APPLY BRAKES WITHOUT COMPRESSING
PASSENGERS SPINE. ESPECIALLY OF PERIMETRIC SEATING BUSES
B & B11 - MORE THAN FREQ. ENOUGH

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

<u>Bart Warner</u>	<u></u>	<u> Moorhead </u>	<u> MN </u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) S 8th St / 7th Ave Moorhead

End (Address or Cross Streets) Ground transportation

Comments, Ideas, & Concerns

- Sunday Services
- Saturday - every half hour pick-up wanted
- Disabled pick-up - better job of getting to curb ~~to~~ - easier access

everyday use

lot of concentration rest areas - spread concentration to grocery stores.

#1 Bus - Moorhead

Bradyway Service - every half hour wanted
Apartments/Stores/

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Setu Bayan	bayanse@mnsstate.edu	Rochester	MN
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	M56M
End (Address or Cross Streets)	M56M

Comments, Ideas, & Concerns

Having schedules posted on the bus stop walls is a good thing. I'd like to see a kept up.

I've been using the bus frequently during my stay in town & have been generally pleased w/ the service.

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Julia julianac@ymail.com Marhead MA
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) West Ave
End (Address or Cross Streets) Marhead

Comments, Ideas, & Concerns

Service is great / Bus prices are reasonable.

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Please provide your name and email address in the space provided below.

Lisa Lukas teacherlisaann@aol.com Hix TX
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Sanford Hospital 1620 So. University
 End (Address or Cross Streets) Scandia hotel, Sanford hospital N. Campus.

Comments, Ideas, & Concerns

I think the transit is an awesome service. I am from out of state w/o a vehicle and use the bus daily to get to and from the hospital as well as shopping. It is convenient, easy to use and so far, always on schedule. Again a great system is in place.

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

AI NESS _____ Fargo ND _____
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 29th St. N
 End (Address or Cross Streets) G.T.C.

Comments, Ideas, & Concerns

works pretty good
#17 every hour.

bike racks ~ used it alot

no car, ride bus, ride bike

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Jesse Salazar		Fargo ND	
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	29th St N.
End (Address or Cross Streets)	G.T.C.

Comments, Ideas, & Concerns

* Drivers - Rude - pushy, in a rush. Customer Service skills need work/imp

work/home routes basic

#17 Got bus @ 8:00 pm.
goes all the way to 29th Ave. North - how walk / \$ for cab

- Clean buses

Safe depot transportation center
on time

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Hilary Woods hilarywoods@hotmail.com Fargo Fargo ND
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Noridian
 End (Address or Cross Streets) 13th Ave N #3

Comments, Ideas, & Concerns

Need more extended on Route 16 -
 maybe add a route to Veterans Blvd as that area
 is growing. Maybe do a 1/2 hour route or 45 minutes.

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

Roger Hendrickson 1330 4th Ave N Moorhead MN
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 14th and 5th Ave N
End (Address or Cross Streets) 14th and 5th Ave N

Comments, Ideas, & Concerns

Driver's are very professional and courteous
Good system

> Continue on the back or attach additional sheets



May 2015

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Please provide your name and email address in the space provided below.

<u>Jan Permenter</u>	<u>janpermenter@gmail.com</u>	<u>Marhead</u>	<u>MA</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Wright Acres

End (Address or Cross Streets) Marhead Courthouse

Comments, Ideas, & Concerns

Service is good, but it's annoying to buy a 30-day pass and then have a week of "free fare with a creditable card"... feels like I wasted my money.

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Name: SAM Email Address: Ravennd91@gmail.com City: _____ State: _____

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets): 1st AVE Stonover
 End (Address or Cross Streets): 1st AVE N meadow

Comments, Ideas, & Concerns

you should have Spady Routes all over
 and better signs
 out bound / in bound signs to GTC or away from

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Deanna Edwards	peace2you56560@yahoo.com	Moorhead MN	
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) 4th Ave S & 11th Street, Moorhead

End (Address or Cross Streets) (probably) 20th St S and 8th Ave S, Moorhead

to return home

Comments, Ideas, & Concerns

I am satisfied with the current routes & times available to me. I use the bus 5-6 days a week.

The only frustration is occasional missed connections (either at the bus stop or a transfer point), usually when there is snow or ice. Sometimes the driver either doesn't see me approaching & waving, or won't stop at the designated corner, but most drivers I encounter are very courteous & helpful.

It might be useful to have Sunday bus services for those who have to go longer distances to church or other destinations. I usually don't need a bus trip that day, because I walk short distances, or do my errands/shopping Monday - Friday / or Saturdays.

I do really appreciate that we have such good service & availability of times/routes in Fargo - Moorhead - W Fargo + Dilworth

> Continue on the back or attach additional sheets

You can e-mail the study project manager at btroe@srfconsulting.com

Thank you! →



May 2015

Please record your comments and/or questions or thoughts regarding current transit service operations.
Please return your completed form to the table by the entrance door.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Marcy Novacek		fargo	n.d.
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	By Sanford South University Drive ^{South Fargo}
End (Address or Cross Streets)	By Casey's 14 th Ave. South Fargo

Comments, Ideas, & Concerns

Drivers are very friendly. The bus service is a great service!

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

<u>Derek Bauer</u>	<u>bauerder@msu.edu</u>	<u>Marquette</u>	<u>MN</u>
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) MSUM

End (Address or Cross Streets) GTC

Comments, Ideas, & Concerns

Very convenient, makes it so I don't have to spend money on gas or drive - I hate driving. Can't say I've really had a negative experience riding the buses, except for one small run-in with a drunk while waiting for my ride. He said I had pretty eyes... it was weird, but I was flattered. That was only one experience, so apart from that I've had good experiences.

Sometimes the bathrooms are a bit dirty, which is inevitable, considering all of the people who pass through here. That's all I can think of at the moment!

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Amy Nortch		Fargo	ND
Name	Email Address	City	State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets)	Kmart (Fargo)
End (Address or Cross Streets)	West Ave

Comments, Ideas, & Concerns

Industrial Park Service
 good service -

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Jessica Saldivar J.kovacs94@yahoo.com Fresno MD
Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Broadway & 17th Ave N
End (Address or Cross Streets) 24th St & 17th Ave N

Comments, Ideas, & Concerns

Buses during the night come early, and the buses during the day arrive later than the times say.

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Taylor taylorSpears0@gmail.com Fargo ND
 Name Email Address City State

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) Broadway & 17th Ave. N.
 End (Address or Cross Streets) 29th St. N. & 10th Ave N.

Comments, Ideas, & Concerns

Buses for bigger routes tend to come 3 or more minutes early at night but later during the morning.

> Continue on the back or attach additional sheets



May 2015

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

If you are using transit today, where did your trip begin and where will it end?

Begin (Address or Cross Streets) VTC STATION

End (Address or Cross Streets) FRANK

Comments, Ideas, & Concerns

- ~~BEAT~~ ^{CITY} OFFSET ~~SCHOOL~~ BUSES & SCHOOL BUSES ON ~~THE~~ S. 23RD
- CITY BUS FIRST
- PRIORITY / PRIORITY
- 'LANGUAGE ON BUS - BUS DRIVER NEEDS TO DEAL W/
SLOW BUSES

> Continue on the back or attach additional sheets



Northtown Crossing Office
1195 35th St N #104
Fargo ND 58102

September 14, 2015

To Whom It May Concern

My tenants at Northtown Crossing have asked me to enclose a letter with their petition for an added MATBUS stop here at Northtown Crossing. I can verify that I have over 425 tenants here, with the vast majority of them being students at NDSU. Their desire for a MATBUS stop is greatly felt by my rental office, as nearly every day I have students inquiring about it. I have no doubts that a MATBUS stop here at Northtown Crossing would be your most utilized route. If you have any questions, please do not hesitate to contact me. Thank you for your consideration.


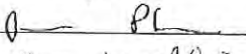
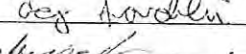
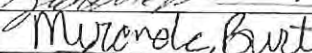
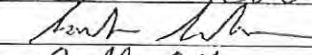
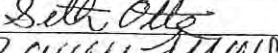
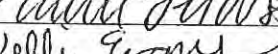
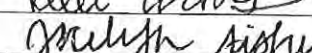


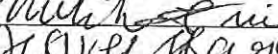
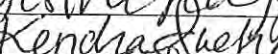
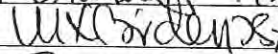

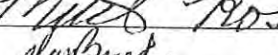



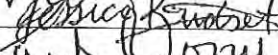
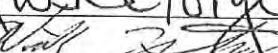


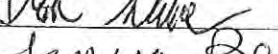
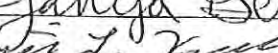







Sincerely,

A handwritten signature in black ink, appearing to read "Nick Hamilton".

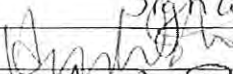
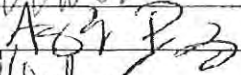
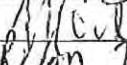
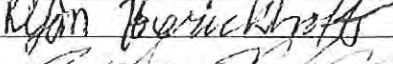


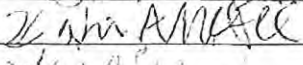
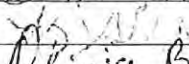
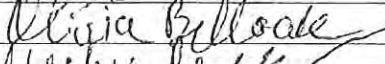
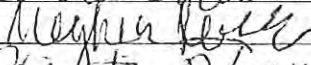
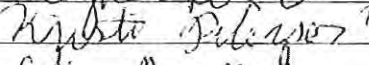
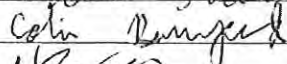
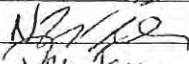
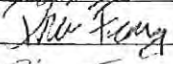
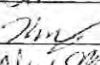

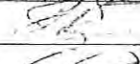
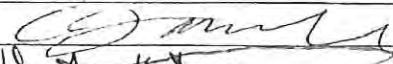
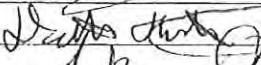

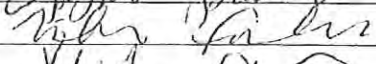
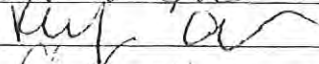
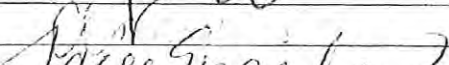
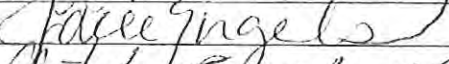


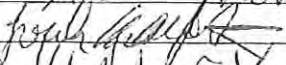

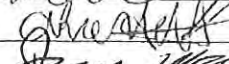
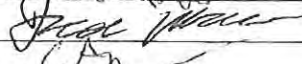
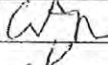
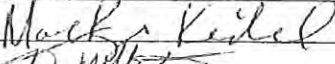
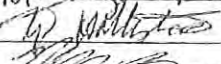
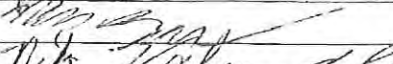
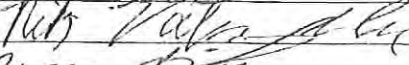
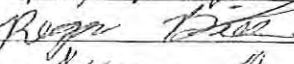
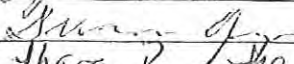
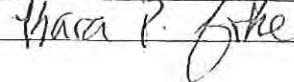
Nick Hamilton
Property Manager – Fargo
Lux Communities
701-478-4310
nick@luxcommunities.com

Petition to Change Existing or Add New Bus Route

The students of North Dakota State University currently living in Northtown Crossing Apartments would like you to consider modifying or adding a route to provide service for the students to and from campus throughout the week.

Name	Signature
Ben Pedersen	
Adam Pflipsen	
Corey Landawski	
Zacharie Finneman	
Miranda Burton	
Taylor Lundbreck	
Seth Otte	
Rachel Howsten	
Kelli Evans	
Jocelyn Fisher	
Austin Schuon	
Arthur Dobbs	
Mitch Friedman	
Desiree Haggerty	
Kendra Suchor	
Maria Cardenas	
Daniel Restrepo	
Mitch Rosendahl	
Ian Bergh	
Ashley Thompson	
Arthur Schmidt	
Taylor Kindseth	
Jessica Kindseth	
Frank Torjussen	
Nick Hamilton	
Mitchell Erickson	
Brian Asteson	
Stephan Schaller	
Tanya Bergman	
Austin Kraklan	
Daniel Anderson	
Ryan Hanson	

Tim Wegner	Tim Wan
Alistair McInerney	Alexis McInerney
James Froberg	James Froberg
Abby Krusemark	Abby Krusemark
Marie Wenner	Marie Wenner
Taylor Toepke-Floyd	Taylor Toepke-Floyd
Scallia Fuhr	Scallia Fuhr
Michael Petrich	Michael R. Petrich
Daniel Johnson	Daniel Johnson
Jonah Glendenning	Jonah Glendenning
Madison Southam	Madison Southam
Jessica Fleck	Jess Fleck
Tanner Bittner	Tanner Bittner
Jacob Meschke	Jacob Meschke
Joe Kulas	Joe Kulas
Brittany Wang	Brittany Wang
Madison Shumbo	Madison Shumbo
Kelsey Guenter	Kelsey Guenter
Trisha Myklebust-Lux	Trisha Myklebust
Theodore Reinstra-Walker	Theodore Reinstra-Walker
Teanna Hoas	Teanna Hoas
Brooke Joritz	Brooke Joritz
Laura Berger	Laura Berger
Gregory Conlin	Gregory Conlin
Aaron Boe	Aaron Boe
Travis Johnson	Travis Johnson
Tasha Hahka	Tasha Hahka
Fallon Maston	Fallon Maston
Mitchell Ova	Mitchell Ova
Jacob Rhode	Jacob Rhode
Joe Knapp	Joe Knapp
Richard Water	Richard Water
Amelia B. Chray	Amelia B. Chray
Alison	Alison
Alex Blum	Alex Blum
Justin Jirak	Justin Jirak
Carter Hought	Carter Hought
Alli Pauly	Alli Pauly
Shayna Mertz	Shayna Mertz

Name	Signature
Hannah Strube	
Ashli Pictz	
Maddie Bajczyk	
Ryan Herickhoff	
Josh Nohner	
Carly Newier	
Katherine Mifer	
Kristen Carroll	
Olivia Billock	
Meghan Retzlaff	
Kristi Peterson	
Colin Baumgard	
Nate Ware	
New Fearing	
Kyle Sonnenborg	
Haley Stutz	
Joseph Borowicz	
CJ M. Kelly	
Dalton Kelleher	
Austin Skelton	
Nicole Rister	
Riley Cooper	
Anna Miller	
Jacee Engels	
Mitch Friedman	
Alex McIntee	
Sarah McNaughton	
Kyle Yinemmen	
Ann Hefta	
Jamie Kiewer	
Astin Westmayer	
Kenzie Keidel	
Tyle Hatlestad	
Alexander Surans	
Nick	
Reyn Biss	
Summer June	
Hara P. Fike	

Name

Anne Hefta

Signature

Anne Hefta

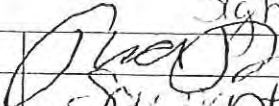
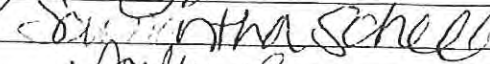
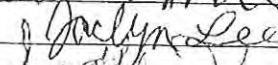
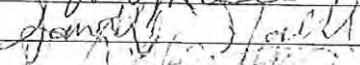
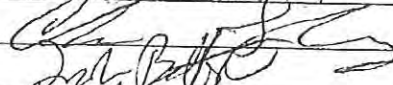
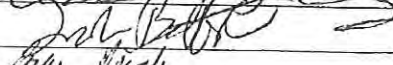

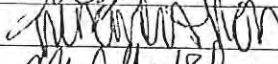
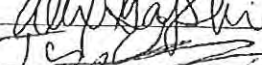

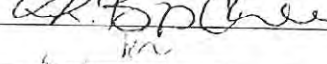
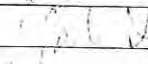

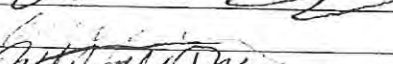

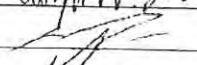
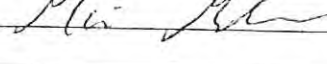
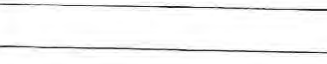
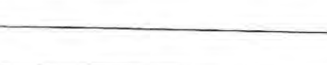
Name	Signature

Name	Signature
Hayli Bower Jial MacKen	Hayli Bower Jial MacKen
Lee Edward Brooklyn Thompson Brendan Urke	Lee Edward Brooklyn Thompson Brendan Urke
Lincoln Christenson KRISTEN ZATTERA FOSTER LEISS	Lincoln Christenson Kristen Zattera Foster Leiss
Zach Erstad Abby Neskeid Emma Wendel	Zach Erstad Abby Neskeid Emma Wendel
KATHIE DICK Sydni Schmidt Nyobi Shereke Andrea Brodes	Kathie Dick Sydni Schmidt Nyobi Shereke Andrea Brodes
Kaitlin Dick Tanner Huebner Kendra Vidval Eric Leiseth	Kaitlin Dick Tanner Huebner Kendra Vidval Eric Leiseth
Sophia De La Torre Ran Erneron DAROTA GILLEN FOSTER LEISS Evan Koppinger Kaitlin Sluim CLASSIE WENDLER Sydni Schmidt TAMIE FARRINGTON Lissa Jellison Cole Kringstad Austin Schmidt ELLEN POTTER Steph. Veum	Sophia De La Torre Ran Erneron DAROTA GILLEN FOSTER LEISS Evan Koppinger Kaitlin Sluim CLASSIE WENDLER Sydni Schmidt TAMIE FARRINGTON Lissa Jellison Cole Kringstad Austin Schmidt ELLEN POTTER Steph. Veum
Macey Hewelbyn Alexa Larsen	Macey Hewelbyn Alexa Larsen

Name	Signature
Zoe Citrowske Lee	Zoe Citrowske Lee
Emily Beckner	Emily Beckner
Cory Gartner	Cory Gartner
Amber Vold	Amber Vold
Alexandria Romantch	Alexandria Romantch
Kenneth Stephenson	Kenneth Stephenson
Makyla Koski	Makyla Koski
Lexus LaMotte	Lexus LaMotte
Mandee Palos	Mandee Palos
John M. Smith	John M. Smith
Robert M. Smith	Robert M. Smith
Hannah Frost	Hannah Frost
Joe Louiselle	Joe Louiselle
Cameron Roehl	Cameron Roehl
Tanisha	Tanisha
Matt Daymin	Matt Daymin
Dyssa Soto	Dyssa Soto
Jennifer J. Smith	Jennifer J. Smith
ZAC SHAKUR	ZAC SHAKUR
Jacob Meschke	Jacob Meschke
Michaela Maynard	Michaela Maynard
Ananna Berg	Ananna Berg
Miranda Jepson	Miranda Jepson
McKenna Icarar	McKenna Icarar
Rene Oken	Rene Oken
Marissa Bridgeman	Marissa Bridgeman
Sarah Beth	Sarah Beth
Melissa Smith	Melissa Smith
Kelsey Lauterbach	Kelsey Lauterbach
Haylee Schumacher	Haylee Schumacher
Rachel Bonicelli	Rachel Bonicelli
Alan Tellefson	Alan Tellefson
Dailee Bauman	Dailee Bauman
Amanda Jensen	Amanda Jensen
Stephen Williams	Stephen Williams

Name	Signature
Kalee Hack	Kalee Hack
Lueta Harner	Lueta Harner
Cole Ehrlich	Cole Ehrlich
Madi Lynn Bommersbach	Madi Lynn Bommersbach
XXXXXXXXXXXXXXXXXXXX	XXXXXXXXXXXXXXXXXXXX
Evan Emery	Evan Emery
LONDON TUFTS	LONDON TUFTS
Jerry LeSueur	Jerry LeSueur
SIARAH MARSEN	Siarah Mersen
Eatie	Eatie
Carli DeFoe	Carli DeFoe
Mollie Mantun	Mollie Mantun
Tanner Biddow	Tanner Biddow
TAMM BORTO	Tamm Borto
Michelle Jacobson	Michelle Jacobson
Alexius Kahn	Alexius Kahn
CJ Kahl	CJ Kahl
Connie Johnson	Connie Johnson
Kelli Evans	Kelli Evans
Bailey Nelson	Bailey Nelson
Nylee Miller	Nylee Miller
Alexandra Pawly	Alexandra Pawly
Math Katzenmaier	Math Katzenmaier
Adam Hanson	Adam Hanson
Carter Haughton	Carter Haughton
Walter	Walter
Clara Garschke	Clara Garschke
Chelsea Corbin	Chelsea Corbin
Kimberly Jacobson	Kimberly Jacobson
Kyle Miller	Kyle Miller
Chelsey Grosse	Chelsey Grosse
Ann Cole	Ann Cole
Abba Wilder	Abba Wilder
Kristen Pusch	Kristen Pusch
Katrina Johnson	Katrina Johnson
Milo Johnson	Milo Johnson

Name	Signature
Alex Lien	Alex Lien
Laura O'Hern	Laura O'Hern
Zach Adams	Zach Adams
Alex Sammons	Alex Sammons
Cobb Butler	Cobb Butler
James Ehlert	James Ehlert
Desiree Haggerty	Desiree Haggerty
Noelle Kurwinski	Noelle Kurwinski
Tallul Lee	Tallul Lee
Lillian Pesh	Lillian Pesh
Brittany Pedersen	Brittany Pedersen
Celine Schoen	Celine Schoen
Carlin Burrard	Carlin Burrard
Alma Rindner	Alma Rindner
Edgar Diaz	Edgar Diaz
Vanessa Miller	Vanessa Miller
Alexis Schurabo	Alexis Schurabo
Jaden Beecher	Jaden Beecher
Veronica Weigel	Veronica Weigel
Drew Bach	Drew Bach
Alysa Ederold	Alysa Ederold
Nicole Fisher	Nicole Fisher
Anna Miller	Anna Miller
Emma Schaban	Emma Schaban
Piper Jensen	Piper Jensen
Mitchell Friedman	Mitchell Friedman
Mckayla Kolb	Mckayla Kolb
xx Rhye	xx Rhye
Rachel Westphal	Rachel Westphal
Sarah Rosta	Sarah Rosta
Katie Heil	Katie Heil
Christine O'Neil	Christine O'Neil
Shane Spin	Shane Spin
Katelyn Whitehead	Katelyn Whitehead
Keelyn Torn	Keelyn Torn

Name	Signature
Tara Drenicke	
Samantha Schell	
Jaelyn Lee	
Samanthri	
Chance Lundberg	
Jordan Baxbie	
Zach Wyatt	
Miranda Allen	
Alex Bajski	
Tyler Shenley	
Lexy Boschee	
Troy K... ..	
Clara	
Austin Erickson	
K... ..	
Brittany Pulec	
Abigail Erickstad	
Madus Beale	
Mari Milender	



2016-2020 Transit Development Plan

TDP

Public Meeting #2 Summary

February 9 and 10, 2016 Meetings



February 2016

The accompanying map and tables highlight the range of alternatives that MATBUS, FM Metro COG and the consultant have been evaluating as improvements to the current transit system.

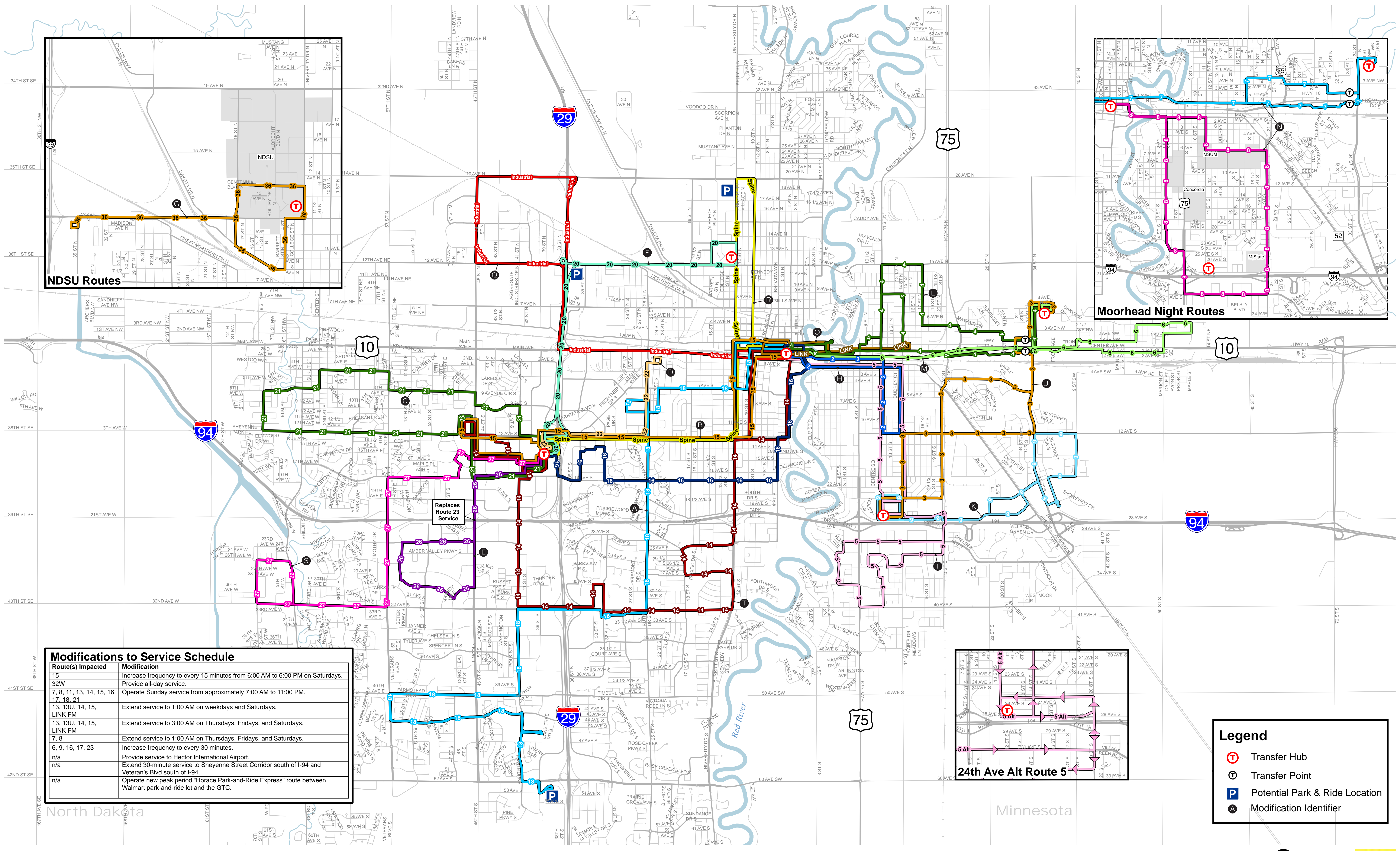
The routes shown on the map represent potential changes to the current system. If the route you generally use is not on the map, NO CHANGES ARE BEING CONSIDERED as part of the transit plan update. Only routes with changes being discussed and NEW route concepts to better serve areas of the community are shown.

The table provides a summary of each of the NEW alternatives, including the key advantages and disadvantages of the concept, an estimate of the potential ridership impact, and a general measure of costs.

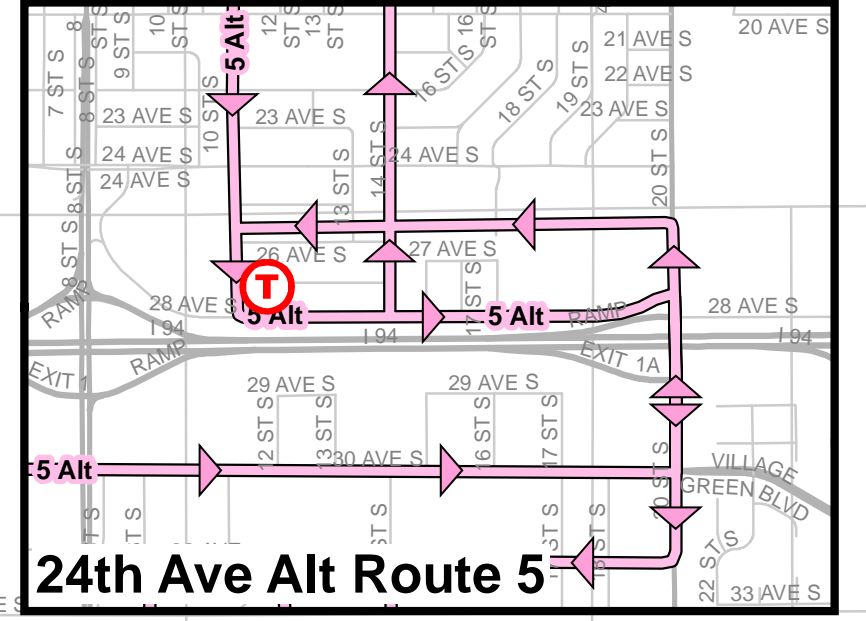
To locate the row in the table describing the new concept, match the lettered label on the map with the Map Indicator on the table.

Use the comment forms in the envelope to provide input or send an email to: Btroe@srfconsulting.com.

Thanks.



Route(s) Impacted	Modification
15	Increase frequency to every 15 minutes from 6:00 AM to 6:00 PM on Saturdays.
32W	Provide all-day service.
7, 8, 11, 13, 14, 15, 16, 17, 18, 21	Operate Sunday service from approximately 7:00 AM to 11:00 PM.
13, 13U, 14, 15, LINK FM	Extend service to 1:00 AM on weekdays and Saturdays.
13, 13U, 14, 15, LINK FM	Extend service to 3:00 AM on Thursdays, Fridays, and Saturdays.
7, 8	Extend service to 1:00 AM on Thursdays, Fridays, and Saturdays.
6, 9, 16, 17, 23	Increase frequency to every 30 minutes.
n/a	Provide service to Hector International Airport.
n/a	Extend 30-minute service to Sheyenne Street Corridor south of I-94 and Veteran's Blvd south of I-94.
n/a	Operate new peak period "Horace Park-and-Ride Express" route between Walmart park-and-ride lot and the GTC.



Legend

- Transfer Hub
- Transfer Point
- Potential Park & Ride Location
- Modification Identifier



Table 1. Range of Alternatives Reviewed to Address Needs/Gaps/Requests

Issue to be Addressed	Alternative		Review Summary			Costs	
	Identifier	Description	Advantages	Disadvantages	Ridership Impacts (Daily Boardings Unless Noted Otherwise)	Capital	Operating
System Improvements							
Improve Systemwide Performance		30-Minute Service (Route 6, 9, 16, 17 and 23)	<ul style="list-style-type: none"> Increased frequency likely increases use/ridership. Focuses on weakest routes. Improve these, overall system productivity will improve. 	<ul style="list-style-type: none"> Productivity will not likely increase consistently with added resources/cost. If operating and capital budgets cannot be increased, must redirect resources from more productive routes (weakens system). 	Approximately 70,350 additional annual boardings	3 new peak buses (approximately \$1,950,000)	High
Providing “Coverage” vs. “Productivity”		Reduce route geographic coverage to focus on higher density “core”. Focus routes only to those areas with more continuous transit supportive density. Use resources from outlying areas to increase frequency in core (goal of at least 30 minute frequency and more 15 minute frequencies).	<ul style="list-style-type: none"> Funding is focused on areas of community with most productivity potential. Could reduce operating and capital costs or help control cost growth. Concept discussed – reduces costs 14% - with 1% reduction in ridership. Boardings per mile may increase 15%. 	<ul style="list-style-type: none"> Restricts choice rider potential in lower density areas. Limits choice for locating lower-income and persons with disabilities residential. Eliminates service from isolated standalone transit supportive uses. 	Approximately 130 fewer boardings.	None	Reduction or 14%
Improve Poor Performance of Route 18 and Route 23	A	Combine Route 18 and Route 23 to provide New Route 18	<ul style="list-style-type: none"> Adds service to 25th Street South – development density can support transit. Proposed Route 26 would provide 45th Street South service. Provides one seat-direct ride to GTC and access to more routes. Improved ridership over current Route 23 for similar resources. 	<ul style="list-style-type: none"> Retains service on poorly performing segment of 42nd Street South. 	500	None	No Change
Emphasize West Acres as a Hub							
Enhance Downtown/GTC to West Acres Hub Connection	B-15 T-14	<p>Revise westbound Route 15 to not stop at current West Acres transit center. West Acres westbound stop on ring road between 40th Street and 38th Street.</p> <p>Improve Route 15 frequency from every 30 to every 15 minutes from 6:00AM to 6:00PM on Saturdays. Only operate Route 14 clockwise via the 32nd-33rd Streets South apartment complex loop.</p>	<ul style="list-style-type: none"> Invests funding into one of most productive routes (most productive non-university route). Keeps Route 14 bus doors on the side with shelters in the 32nd-33rd Streets South apartment complex loop. 	<ul style="list-style-type: none"> Some initial rider confusion regarding direction Route 14 buses are operating in with realignment in the 32nd-33rd Streets South apartment complex loop. Both directions of service on Route 15 are no longer on the southern side of West Acres Mall (i.e., at the West Acres Transfer Hub). Travelers returning from Walmart needing to transfer to other routes, must walk from north side ring road through Mall to transit center. Option – Use modified Route 16 (would stop at Walmart and West Acres Transit Center – Hour frequency 	<p>Route 14 – 660</p> <p>Route 15 – 1,300</p> <p>(These estimates were prepared prior to addition of Saturday frequency enhancement.)</p>	\$10,000 (north side West Acres Shelter)	Moderate
Improve Reliability of West Fargo Loop and Focus on the West Acres Hub	C	Disconnect West Fargo portion of Route 16 from West Acres to GTC segment. Rename this segment Route 21.	<ul style="list-style-type: none"> With minor route revision (need to reduce cycle time by 3-5 minutes) can create 30-minute service route. Strengthens West Acres as transit hub. Reverses direction of the one-way West Acres loop. 	<ul style="list-style-type: none"> Eliminates “one seat” ride between West Acres and GTC. 	Route 21 – 330 Route 22 – under development	1 additional peak period bus (approximately \$650,000)	Moderate
Improve Walmart Access to West Fargo	C	Modify new Route 21 to serve Walmart. Reverse the loop direction of the “new” Route 21. (<ul style="list-style-type: none"> Serves Walmart – Very popular destination, adds West Fargo and increases Fargo access (now on 2 routes). Improves productivity of new Route 21. 	<ul style="list-style-type: none"> Adds time to the West Acres Loop – must therefore disconnect from West Acres to GTC segment (current Route 16). West Fargo riders have two seat ride to downtown Fargo. 			
Provide New Route 22 service to the New Americans community services center	D	Provide service using resources from the newly aligned Route 21.	<ul style="list-style-type: none"> Provides service to the New Americans community service center and connects it with the West Acres Hub. 	<ul style="list-style-type: none"> Direct service to the GTC is not provided. 			
Provide Transit Access to New Sanford Hospital	E	Establish Route 26: Connects West Acres Transit Center with new Sanford hospital at Veteran’s Boulevard/23 rd Avenue South. Area around hospital site is anticipated to develop at moderate density. Propose 30 minute service.	<ul style="list-style-type: none"> Connects hospital to remainder of region – hospitals generally reasonable generators. Extends service to growth area in region. Fills 42nd Street gap created by realigning Route 18 and 23. 	<ul style="list-style-type: none"> Productivity of 42nd and 45th Street corridors has been poor. Concept continues funding service (expectation is Sanford Hospital will increase development density). 	360	1 bus (approximately \$650,000)	Moderate
Enhanced NDSU Service							
Create Direct NDSU-West Acres Connection	F	Route 20 – New “Closed Door” Service Between West Acres and NDSU via 12 th Avenue North and I-29 at a 60 Minute Frequency	<ul style="list-style-type: none"> Addresses comment received through public input for direct NDSU to West Acres service (bypass GTC). Reduces travel time for students working at West Acres or surrounding businesses. 	<ul style="list-style-type: none"> Travel time between NDSU and West Acres does not allow for stops west of campus until West Acres – reduces productivity (could make stops if additional resources – and costs – are added.) 	120	Possibly 1 Bus – May reassign resources (\$650,000)	Moderate-High
Adjust Timing Control Point for Routes 31, 32W, 32E, 33 and 35		Make Minard Pullout a timing point and coordinate with class passing period.	<ul style="list-style-type: none"> More buses available during passing periods. 		Will likely increase – increment is not known.	None	No Change

Issue to be Addressed	Alternative		Review Summary			Costs	
	Identifier	Description	Advantages	Disadvantages	Ridership Impacts (Daily Boardings Unless Noted Otherwise)	Capital	Operating
Address Northtown Crossing – NDSU Service Request/Petition	G	<p>Add new (peak period only) Route 36 service along 12th Avenue North between the Jefferson Line depot at Starnart east of I-29 through NDSU – via 18th Street North – Centennial Boulevard – University Drive on school days.</p> <p>Two frequency alternatives reviewed:</p> <ul style="list-style-type: none"> 15 minute service 30 minute service 	<ul style="list-style-type: none"> Addresses the petition requesting service. Provides service between NDSU and the Jefferson Lines (intercity bus service) depot. Provides additional service to higher density residential areas south of 12th Avenue North (which also houses many NDSU students). 	<ul style="list-style-type: none"> Development density is focused only on south side of 12th Avenue South; would prefer development on both sides of route to feed productivity. Adds buses (vehicles) to Centennial Boulevard, thus increasing vehicle-pedestrian conflicts. 	<p>15 Minute Service: 540 30 minute Service: 370 (Both assume all-day service; we are now pursuing the peak period only alternative.)</p>	<p>15 Minute Service: \$1,300,000 (2 buses) 30 Minute Service: \$650,000 (1 bus)</p>	Moderate
Improve service to Dakota Drive North area		<p>Provide all-day service on Route 32W. Options for addressing funding:</p> <ul style="list-style-type: none"> Increase budget to accommodate the added service hours. Reallocate resources from another route – Such as the summer service operated on Route 34. 	<ul style="list-style-type: none"> Provides all-day service to the Dakota Drive North area. 	<ul style="list-style-type: none"> May remove hours from other routes if advance and cannot find added funding (such as summer service on Route 34 – Limited ridership in summer). 	Under development.	Under development.	Moderate
Moorhead Service Improvements							
Improve on-time performance and legibility of Route 2 and Route 5	H-2 I-5	<p>“Merge” Routes 2 and 5. Assign Route 2 designation to the extra PM short turns operating only during the MSUM academic year.</p> <p>Option 1 - Realign new Route 5 at Marriott Transit Center to reduce travel time remain on 28th Ave). Option 2 – Realign northbound route to 24th Avenue from 20th Street to 14th Street (20th St NB Left Restricted at 28th Ave) Realign new Route 5 from 8th Street South (35th Avenue South-37th Avenue South) to 10th and 11th Streets South. “New” Route 2 truncated via 12th Avenue South (rather than to Marriott Transit Center)</p>	<ul style="list-style-type: none"> Saves time transitioning from Route 2 to Route 5. Eliminates two left turns that introduce travel delay. Improves “legibility” of MATBUS transit system in Moorhead. 	<ul style="list-style-type: none"> New Route 2 doesn’t serve the Marriott Transit Center. New Route 5 northbound arrives at Marriott Transit Center 	300	None	No Change
Improve Route 3 On-Time Performance and Reliability	J	<p>Re-route on southbound 34th Street North to not travel through Cash Wise parking lot via 32nd Street North. (Cash Wise would still be served by Routes 4 and 6.) Extend north terminus from Cash Wise to Walmart</p>	<ul style="list-style-type: none"> Saves travel time to allow better on-time performance and improve reliability. Adds Walmart to Route 3 service area (today must transfer). 	<ul style="list-style-type: none"> Eliminates “front door” Cash Wise service. Walking distance from 34th Street North is about 500-600 feet. 	Under development.	Shelter Enhancement (Walmart) - \$15,000	No Change
Improve Route 9 Connectivity with MATBUS Network and Improve Route 9 Performance	K	<p>Realign Route 9 to provide east-west service between the Marriott Transit Center and Sanford Health via 28th Avenue South.</p>	<ul style="list-style-type: none"> Allows Route 9 to connect with Routes 1, 3 and 5 at the Marriott Transit Center, allowing for more connection choices with Moorhead colleges and universities. Increase in use (ridership). With truncated service from Dilworth Walmart no new resources are needed. 	<ul style="list-style-type: none"> Disconnects Route 9 from Routes 4 and 6 in Dilworth – thus southeast Moorhead to Dilworth Walmart, Moorhead Target or Cashwise requires a transfer at Marriott. 			
Address Route 4 Resident Complaints Regarding Buses on 20 th Street	L	<p>Realign from 20th Street North to 17th Street North from 5th Avenue North to 13th Avenue North</p>	<ul style="list-style-type: none"> Transit supportive development density on both sides of 17th Street North– east side on current route (20th Street North) is limited by railroad. Avoids area of resident complaints over bus traffic. Likely increases ridership in segments north of 5th Avenue. 17th Street North is wider than 20th Street North. 	<ul style="list-style-type: none"> Introduces buses into new corridor – need to inform adjacent residents (two buses per hour). Current passengers boarding/exiting along 20th Street, have 3 block walk to 17th Street stop. Incomplete or no east-west sidewalks on 5th Avenue, 7th Avenue, 8th Avenue. 10th Avenue to 13th Avenue “super block” restricts east-west pedestrian flow from 20th Street to 17th Street. 	Under development.	Shelter (Moorhead Manor) - \$10,000	No Change
Improve Route 6 Performance	M	<p>Extend western end of route from Cash Wise retail center to GTC via Center Avenue. Concept implementation would advance only if infill development occurs along Center Avenue (to generate riders 21st Street to 7th Street)</p>	<ul style="list-style-type: none"> One seat, more direct ride between Dilworth and GTC. 	<ul style="list-style-type: none"> Ridership potential is lower than many other route service areas. 	540	1 Bus (\$450,000) if disconnect from interlining	Moderate

Issue to be Addressed	Alternative		Review Summary			Costs	
	Identifier	Description	Advantages	Disadvantages	Ridership Impacts (Daily Boardings Unless Noted Otherwise)	Capital	Operating
Night Service Improvements							
Improve Moorhead night service on-time performance issues and reliability	N	Realign Route 7 to operate north of railroad tracks between Walmart and GTC Realign Route 8 8 th Street South segment (traveling southbound) to 11 th Street South to cover gap created with realignment of Route 7.	<ul style="list-style-type: none"> Removes delay at railroad crossings. Shortens route length – Improves on-time performance. Includes popular destination (Dilworth Walmart). Fills gap created if Route 7 realigned, without creating unacceptable walking distance. 	<ul style="list-style-type: none"> Southern Moorhead to Target or Walmart areas require transfer at GTC (or 0.30 mile walk to transfer on street between Route 8 and Route 7). Increases travel time. Timed transfers limited to GTC. 	Minimal Change from Today	None	None
Improve evening performance on Link FM	O	Extend the east end of the route to 15 th Street North and Main Avenue to access more entertainment businesses.	<ul style="list-style-type: none"> Serves employment/customer needs of the entertainment/nightlife businesses located east of the current route alignment. 	<ul style="list-style-type: none"> Lengthens frequency of service to approximately every 20 minutes from approximately every 15 minutes. 	<100 Per Day	None	None
Address requests for extended service hours in Fargo throughout the entire week		Extend span of service on Routes 13, 13U, 14, 15, and Link FM to 1:00 AM on weekdays. <ul style="list-style-type: none"> Route 15 – 30 Minute service All others – 60 Minute service 	<ul style="list-style-type: none"> Provides a lengthier span of service for the most productive MATBUS routes. 	<ul style="list-style-type: none"> Increases the MATBUS system's operating costs significantly. 	Under development.	None	Moderate-High
Address requests for extended service hours in both Fargo and Moorhead on the weekends		Extend span of service on Routes 13, 13U, 14, 15, and Link FM to 3:00 AM on Thursdays, Fridays and Saturdays. <ul style="list-style-type: none"> Route 15 – 30 Minute service All others – 60 Minute service Extend span of service on Routes 7 and 8 to 1:00 AM on Thursdays, Fridays and Saturdays.	<ul style="list-style-type: none"> Provides an "owl" service for the most productive MATBUS routes on key service days. 	<ul style="list-style-type: none"> Increases the MATBUS system's operating costs. 	Under development.	None	Moderate-High
Provide Sunday Service							
Address requests for Sunday service in both Fargo and Moorhead		Operate Sunday service from approximately 7:00AM to 11:00PM (depending on the route) on Routes 7, 8, 11, 13, 14, 15, modified 16, 17, modified 18 and "new" 21.	<ul style="list-style-type: none"> Provides Sunday service for the most productive MATBUS routes. 	<ul style="list-style-type: none"> Increases the MATBUS system's operating costs significantly. 	39,500 ANNUAL (Estimate prepared prior to the addition of Saturday frequency enhancement.)	None	High
Potential New Services and Facilities							
Establish Park-n-Ride Lots to Support Regional Commuters	P	Potential Park-and-Ride Lot Options: <ul style="list-style-type: none"> Walmart at 52nd Avenue South/38th Street South – Serving I-29 South corridor (served by modified Route 18) Fargodome – Serving I-29 North Corridor (served by Routes 13, 13U and 33) Jefferson Lines Station at Stalmart (alternate for I-29 North corridor – served by proposed Route 36) 	<ul style="list-style-type: none"> Provides potential to accommodate additional ridership at a minimal additional capital cost (and likely no additional operating cost). 	<ul style="list-style-type: none"> If proven to be very popular, may exacerbate crowding on routes that are already heavily utilized. Likely requires some level of parking policy reform in the region. 	Under development. (Long term option.)	Cost of parking lot construction and/or lease.	Low
Address requests for Fargo Industrial Park Service	Q	Provide peak period "express" service from GTC to Industrial Park area. "Tripper" service – Limited number of trips in limited hours corresponding with shift changes. Assume 2 AM, 2 midday and 2 PM runs every day.	<ul style="list-style-type: none"> Provides new service to an area currently unserved. 	<ul style="list-style-type: none"> Incurs an additional annual operating cost. Incurs need for new peak vehicle. 	Approximately 23 boardings daily.	1 additional peak period bus (approximately \$650,000)	Low
Support Demand In the "Core"	R	Establish 10-20 minute service on North-South and East-West Spines serving the core. North-South connects NDSU to Downtown. East-West Connects West Acres to Downtown.	<ul style="list-style-type: none"> Promotes ridership in the most densely utilized portions of the MATBUS system. May allow the MATBUS system to start to shift resources from only providing "coverage" to also addressing productivity. Can be the initial component of an "enhanced bus"/bus rapid transit (BRT) "spine" in the region. 	<ul style="list-style-type: none"> Likely incurs additional annual operating costs and capital costs. Requires shift in the current "philosophy" and service plan of the system towards focusing on more productive corridors. 	Under development. (Long term option.)	Under development. (Long term option.)	High
Hector International Airport Service		New service connecting airport passenger terminal to GTC via NDSU. Assumes Hourly Service	<ul style="list-style-type: none"> Provides service to airport. 	<ul style="list-style-type: none"> Likely not a very productive service. Less than 1 rider per hour. Convenient service requires being at airport when planes arrive or 90 minutes before takeoff. Difficult to coordinate airline and transit arrival times. Trips to hotels would likely require a transfer. 	Approximately 30 boardings daily	1 Bus (\$650,000) Could use Smaller Vehicle (\$110,000)	Moderate

Issue to be Addressed	Alternative		Review Summary			Costs	
	Identifier	Description	Advantages	Disadvantages	Ridership Impacts (Daily Boardings Unless Noted Otherwise)	Capital	Operating
Support Future Development of an Appropriate Density		Extend 30 Minute Service to: <ul style="list-style-type: none"> Sheyenne Street Corridor South of I-94 Veteran's Boulevard Corridor South of I-94 	<ul style="list-style-type: none"> Allows MATBUS to "get ahead" of development and provide relatively frequent service in future growth areas. 	<ul style="list-style-type: none"> Requires extensive partnering with municipalities to ensure zoning allows for areas dense enough to support transit service. 	Under development. (Long term option.)	Under development. (Long term option.)	Under development. (Long term option.)
Operate Regional Commuter Express Bus Service		Operate a new peak period/peak direction "Horace Park-and-Ride Express" route between the Walmart park-and-ride lot and the GTC.	<ul style="list-style-type: none"> Allows for commuters from the Horace area to commute to central Fargo without driving all the way into the core area. 	<ul style="list-style-type: none"> Likely incurs additional annual operating costs and capital costs. Likely requires some level of parking policy reform in the region. 	Low - Est. 10-20 per day. Regional Centers (like F-M) are destinations for regional service - Not large generators.	Under development. (Long term option.)	Moderate
Operate New Service Along 42 nd Street South to/from the West Acres Mall		Retain/replace Route 23 and modify the proposed re-oriented Route 18 to 25 th Street through 40 th Avenue. Modify the new Route 18 to remain east of I-29 through 52 nd Avenue South.	<ul style="list-style-type: none"> Restores service along this corridor to/from the West Acres Mall. 	<ul style="list-style-type: none"> Requires modification to Route 18 just a few years after it will be realigned as part of this service plan. 	<100 Per day	1 Bus (\$650,000)	Moderate-High
Route 27	S	Provides service to new Cash Wise grocery and connects apartment development in southern West Fargo with West Acres Transit Center and rest of region. Propose 60 minute service	<ul style="list-style-type: none"> Provides service to growing area of West Fargo that has no service today. Connects existing residents with new grocery store. 	<ul style="list-style-type: none"> Development density of much of the area between West Acres and Cash Wise is lower density. Cost per rider likely higher than system average. 	Approximately 110 boardings daily	1 Bus (\$650,000)	Moderate-High

Operating Cost Descriptor Definitions:

- Lower - Removes/combines service with complementary already in place.
- No Change - Reallocation of current service.
- Low - Less than \$100,000 per year (< 1% of annual system operating costs).
- Moderate - \$100,000 to \$300,000 per year.
- Moderate-High - \$300,000 to \$500,000 per year
- High - >\$500,000 per year.

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant
 FM Metropolitan Council of Governments

Meeting Location NDSU
One 2nd St N, Case Plaza 232 Conference Room
 Meeting Type Public Meeting (at TTC Mtg)
 Meeting Date 12/12/2013

Project Number _____ PCN _____

Project Description
Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro TIP

Name (Please print) Michael Maddox Title/Representing Metro COLG
 Address One 2nd Street N ste 232
 City Fargo State ND Zip code 58102 Email maddox@fmmetrocolg.org

Name (Please print) Toni McCarty Title/Representing SEMSC
 Address 2024 9th Ave S.
 City Fargo State ND Zip code 58103 Email tmccarty@nd.gov

Name (Please print) Bridget Huns Title/Representing Transition Facilitator / SEMSC
 Address 2024 9th Ave S.
 City Fargo State ND Zip code 58103 Email bhuns@nd.gov

Name (Please print) Logan Hermes Title/Representing Apt. Mgr, NDSU
 Address 10th St. N. 1844 McKenney Exp. #227
 City Fargo State ND Zip code 58102 Email logan.hermes@ndsu.edu

Name (Please print) Rick Cameron Title/Representing F-M Ambulance / Ready Wheels
 Address 2215 18th St So
 City Fargo State ND Zip code 58103 Email rick.cameron@fambulance.com

Name (Please print) Chael Prososki Title/Representing Catholic Charities North Dakota
 Address 5201 Bishops Blvd, Ste B.
 City Fargo State ND Zip code 58104 Email cprososki@catholiccharitiesnd.org

Name (Please print) Joshua Schwebach Title/Representing _____
 Address 402 30th Ave N Apt. 20
 City Fargo State ND Zip code 58102 Email joshua.schwebach@ndsu.edu

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant FM Metropolitan Council of Governments
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Meeting Location <i>NDSD</i> One 2nd St N, Case Plaza 232 Conference Room	Meeting Type Public Meeting (at TTC Mtg)	Meeting Date 12/12/2013
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Project Number	PCN
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Project Description Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro TIP

Name (Please print) <i>Jack Bumgarner</i>		Title/Representing <i>Student</i>	
Address			
City	State	Zip code	Email <i>john.bumgarner@ndsu.edu</i>

Name (Please print) <i>Lance Willet</i>		Title/Representing <i>Student</i>	
Address			
City	State	Zip code	Email <i>lance.willet@ndsu.edu</i>

Name (Please print) <i>Bon Trnka</i>		Title/Representing <i>Student</i>	
Address			
City	State	Zip code	Email <i>benjamin.trnka@ndsu.edu</i>

Name (Please print) <i>LEW DAILEY</i>		Title/Representing	
Address <i>1013 N 16 St</i>			
City <i>FAK60 W</i>	State <i>ND</i>	Zip code <i>58102</i>	Email <i>LEW DAILEY @ MSM MSM.COM</i>

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email



February 2016

Please record your comments and/or questions or thoughts regarding the concepts presented at the meeting. Please return your completed form to one of the consultant staff.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Name	Email Address	City	State
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Comments, Ideas, & Concerns

Student was developing app. to help people locate bases. Innovation-Challenge at NDSU. Gave him Bill's email & comment form.

> Continue on the back or attach additional sheets



Transit Development Plan

February 2016

Please record your comments and/or questions or thoughts regarding the concepts presented at the meeting.
Please return your completed form to one of the consultant staff.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

John Bumgarner	John.bumgarner@ndsu.edu		
Name	Email Address	City	State
Student			

Comments, Ideas, & Concerns

I like the idea of going from NDSU to West Acres. I currently have to ride 3 buses to get to my destination and a bus directly to West Acres would be good.

> Continue on the back or attach additional sheets



February 2016

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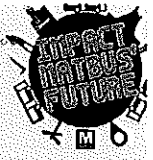
Please provide your name and email address in the space provided below.

Name	Email Address	City	State
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Comments, Ideas, & Concerns

Send maps to Mr. Cameron.
Post on FM COG Website.

> Continue on the back or attach additional sheets



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
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Comments, Ideas, & Concerns

Roers Dev. - Pony Farm
Bus Pullout.

> Continue on the back or attach additional sheets

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant
 FM Metropolitan Council of Governments

Meeting Location One 2nd St N, Case Plaza 232 Conference Room FARGO PUBLIC LIBRARY	Meeting Type Public Meeting (at TFC Mtg)	Meeting Date 12/12/2013 2/19/2016
Project Number	PCN	
Project Description TDP Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro TIP		

Name (Please print) Kinsh Solberg		Title/Representing ND DOCR Parole + Probation	
Address 461 34th St S, Fargo			
City Fargo	State ND	Zip code 58103	Email Ksolberg@nd.gov

Name (Please print) Jeri Kuntz		Title/Representing ND DOCR Parole + Probation	
Address 461 34th St S			
City Fargo	State ND	Zip code 58103	Email jkuntz@nd.gov

Name (Please print) Kylie Murphy		Title/Representing City of Fargo Planning	
Address 200 N 3rd St			
City Fargo	State ND	Zip code 58104	Email kmurphy@cityoffargo.com

Name (Please print) Aaron Nelson		Title/Representing Planner / City of Fargo	
Address 200 3rd St N			
City Fargo	State ND	Zip code 58102	Email anelson@cityoffargo.com

Name (Please print) Dan Mahli		Title/Representing Comm Dev Planner, City of Fargo	
Address 200 N 3rd St			
City Fargo	State ND	Zip code 58103	Email DMahli@CITYOFFARGO.COM

Name (Please print) Nicole Crutchfield		Title/Representing Plan Administrator, city of fargo	
Address 200 N 3rd St			
City Fargo	State ND	Zip code 58102	Email ncrutchfield@cityoffargo.com

Name (Please print) Derrick LaPoint		Title/Representing Planner / City of Fargo	
Address 200 3rd St N			
City Fargo	State ND	Zip code 58102	Email dlapoint@cityoffargo.com

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant
 FM Metropolitan Council of Governments

Meeting Location One 2nd St N, Case Plaza 232 Conference Room	Meeting Type Public Meeting (at TTC Mtg)	Meeting Date 12/12/2013
Project Number		PCN
Project Description Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro TIP		

Name (Please print) Connie Nelson		Title/Representing Fargo Public Schools	
Address 415 No. 4th St.			
City Fargo	State ND	Zip code 58102	Email nelsonca@fargo.k12.nd.us

Name (Please print) Rory Beil		Title/Representing	
Address 1427 71st Ave. S.			
City Fargo	State ND	Zip code 58104	Email rory.beil@co.clay.mn.us

Name (Please print) Paige Debmeier		Title/Representing Centre Inc.	
Address Westrac Dr.			
City Fargo	State ND	Zip code	Email debmeierpa@mnstate.edu

Name (Please print) Heather Brandt		Title/Representing Centre Inc - Program Director	
Address 3501 Westrac Dr			
City Fargo	State ND	Zip code 58103	Email Heather.br@centricinc.org

Name (Please print) Andrew Frobig		Title/Representing Cass County Sheriff	
Address 450 450 34th St S			
City Fargo	State ND	Zip code 58103	Email frobiga@casscountyn.d.gov

Name (Please print) Dan Seymour		Title/Representing Program Manager / ND Parole / Probation	
Address 461 34th St. S.			
City Fargo	State ND	Zip code 58103	Email dseymour@nd.gov

Name (Please print) Marlys Kosciolk		Title/Representing Kosciolk Rental LLC / Parole / STANA	
Address 461 34th Street S			
City Fargo	State ND	Zip code 58103	Email momma.kosh@epafhaa.com

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant
 FM Metropolitan Council of Governments

Meeting Location One 2nd St N, Case Plaza 232 Conference Room	Meeting Type Public Meeting (at TTC Mtg)	Meeting Date 12/12/2013
Project Number	PCN	
Project Description Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro TIP		

Name (Please print) Jared Ferguson		Title/Representing N.D. Vocational Rehab	
Address 1655 43rd St			
City Fargo	State ND	Zip code 58103	Email jdferguson@nd.gov

Name (Please print) Brad Aune		Title/Representing Job counselor	
Address			
City Fargo	State ND	Zip code 58102	Email bjaune@nd.gov

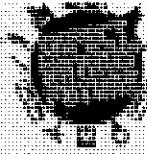
Name (Please print) Nolan Clarke		Title/Representing Sanford Guest Services	
Address 801 Broadway N			
City Fargo	State ND	Zip code 58103	Email nolan.clarke@sanfordhealth.org

Name (Please print) Tonna Horsley		Title/Representing E.O. Handi-Wheels Transportation	
Address 2525 Broadway N #002			
City Fargo	State ND	Zip code 58102	Email tonna@handi-wheels.org

Name (Please print) Megan Edwardson		Title/Representing Field Representative, U.S. Senator Heitkamp	
Address 306 Federal Building, 657 2nd Avenue North			
City Fargo	State ND	Zip code 58102	Email megan-edwardson@heitkamp.senate.gov

Name (Please print) Renae AARFOR		Title/Representing AREA Director	
Address 306 Federal Bldg 657 2nd Ave N			
City Fargo	State ND	Zip code 58103	Email renae.aarfor@heitkamp.senate.gov

Name (Please print) TIM VANGERUD		Title/Representing SANFORD	
Address 801 Bowy			
City FARGO	State ND	Zip code 58122	Email Tim.vangerud@



Transit Development Plan

February 2016

Please record your comments and/or questions or thoughts regarding the concepts presented at the meeting. Please return your completed form to one of the consultant staff.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Larry Nelson Larry.Nelson4@va.gov Fargo ND

VA Supported Employment - Assists Homeless or Formerly Homeless Vets in finding & Retaining Employment

Comments, Ideas, & Concerns

(1) Industrial Park

(a) One Route in Industrial Park - Early Morning
- Late Afternoon

(b) One Route to Convenience store on 12th Ave west of Interstate
Early Morning
Late Afternoon

Clients would then have to walk to jobs in Industrial Park

(2) Limited Bus Routes - Sunday

90%+ Clients rely on Walking, Biking or Bus Service to get to & back from jobs

> Continue on the back or attach additional sheets



February 2016

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Please provide your name and email address in the space provided below.

Rory Beil rory.beil@co.clay.mn.us Fargo ND
Name Email Address City State

Comments, Ideas, & Concerns

I think the City of Fargo, and Moorhead to some extent, need to think about transit when growing their cities. I refer to geographical growth in particular. The case for smart growth does not support sprawl. Sprawl creates specific challenges for transportation. When Fargo Davies was located on 70th Ave. S. it forced sprawl south, seemingly without any consideration for transit. (I know this was a school district decision.) There is virtually no transit service south of 52nd. Based on demand there probably shouldn't be. However, the lack of transit places many on an island. How do people get to clinic visits. How^{do} adolescents, who already have enough challenges, get to Woodrow Wilson High School.

Our schools, city, and parks need to work together and have some accountability to each other. (Placing a softball/baseball complex north of County Rd. 20 makes it virtually impossible for someone relying on public transportation to participate.

> Continue on the back or attach additional sheets



February 2016

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Please provide your name and email address in the space provided below.

<u>Vinshi Solberg</u>	<u>hasolberg@nd.gov</u>	<u>Fargo</u>	<u>ND</u>
Name	Email Address	City	State

Comments, Ideas, & Concerns

please add a bus stop by the Cass Co Jail +
ND DOCU parole + probation office. our clients
do not have personal transportation + frequently use
the bus.
Thank you!

> Continue on the back or attach additional sheets



February 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Jeri Kuntz jlkuntz@nd.gov Fargo ND
Name Email Address City State

Comments, Ideas, & Concerns

I have a large number of clients who use the bus on a regular basis for transportation. It is a long walk to the ~~nearest~~ nearest bus stop. Some people have physical limitations + the walk is very difficult.

There are no sidewalks to the jail, though having a closer bus stop would help

Please place a bus stop at the corner of Westrac Drive + 34th St S. to serve the probation office, jail and Centre Inc.

> Continue on the back or attach additional sheets



February 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Dan Seymour	dseymour@nd.gov	Fargo	ND
Name	Email Address	City	State

Comments, Ideas, & Concerns

This will be our 6th year requesting a closer bus stop location for our population of clients who report monthly at 461 34th St, S. This past year Centre Inc. a half-way house has also moved into our area whose clients would greatly benefit from a bus stop much closer. We will now have a strong population of people in our area who would utilize bus service closer to our area, this includes the Cass Co. Jail, Centre Inc. and ND Parole & Probation. Feel free to contact me at anytime for more specific potential rider information. Thanks Dan

> Continue on the back or attach additional sheets



February 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Heather Brandt Heatherbr@centreinc.org Fargo ND
Name Email Address City State

Comments, Ideas, & Concerns

Suggestion- we have a new residential treatment center that serves 75 women - 95% use public transit. we are suggesting a bus route at Wustrac & 34th St.

We also have numerous clients that cannot access bus to Cass Co Jail for 24/7 reporting from other facility due to limitations.

The bus route does not go to the local parole & probation so clients cannot take bus from other location without walking a significant distance for winter months

> Continue on the back or attach additional sheets



February 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Name	Email Address	City	State
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Comments, Ideas, & Concerns

13 & 13 U aren't changing at all.

sbrechbill@kvrr.com - Sarah Brechbill, KVRR News

> Continue on the back or attach additional sheets



Office of the Sheriff

Paul D. Laney, Sheriff

February 5, 2016

To whom it may concern,

The Cass County Jail, located at 450 34th St. S., would benefit from local access to public transportation, and the many different services that are provided at the jail would likely ensure significant utilization if local access was available.

Approximately 20 people each day are released from our facility after completing a sentence or posting bail, and all of them need some sort of transportation. Each day, several walk back into the community or call for taxis. The jail actually purchases bus passes to give to people being released that have no other means of transportation during colder seasons. We also offer visitation 5 days per week, and many coming to visit an inmate walk, ride a bike, or even take a taxi.

We have between 70 and 100 people who must report to the jail twice per day for alcohol testing, nearly all of whom are prohibited from driving due to an alcohol related suspended license. We have another 180 – 200 people on average that must report at least once per week for alternative drug and alcohol screening, and nearly all of these, too, have suspended driving privileges.

Finally, we have, on average, between 15 and 30 inmates on a Work Release program, who stay at the jail but are released daily to attend work or school. Many of these participants lack transportation as well.

I believe a local city bus route would be of significant benefit to the clientele of this facility, and while I cannot guarantee any specific level of ridership, I believe it would be significant. Across the street from our facility are the local Parole and Probation offices, and just a block away is a new residential treatment and parole center for women that houses 64, providing even more potential, and likely, ridership if we shared a common, local bus stop.

Sincerely,

Capt. Andrew Frobig
Jail Administrator

Cass County Sheriff
211 9 St. S.
PO Box 488
Fargo, ND 58107-0488
Phone: 701-241-5800
Fax: 701-241-5805

Cass County Jail
450 34 St. S.
Fargo, ND 58103-2229
Phone: 701-271-2900
Fax: 701-271-2967

Cass County Detention
1019 3 Ave. S.
PO Box 2806
Fargo, ND 58108-2806
Phone: 701-241-5845
Fax: 701-241-5938



Sex Offender Treatment and Assessment North Dakota
461 34 St S, Suite B, Fargo ND 58103

February 8, 2016

Kosciolek Rental, LLC
Marlys Kosciolek
115 Prairiewood Dr S
Fargo ND 58103

Marlys,

Thank you for asking for our input in regards to the potential for MAT Bus to include 34th Street in a route. Though our numbers can vary each week due to increased appointments or cancelled appointments, it is a safe assumption that we see an average of thirty clients per week in our office. There is potential that we can see up to fifty per week in the future with increased client activity.

Again, thank you for asking for our input.

Respectfully,

A handwritten signature in blue ink that reads "Adrian Hook". The signature is fluid and cursive.

Adrian Hook
Office Managers
STAND

Kosciolek Rental LLC
461 34th Street South
Fargo, ND 58103

February 9, 2016

Marlys Kosciolek
701-306-2994

Public Meeting for Fargo-Moorhead Transit Development Plan

This is a request for Fargo-Moorhead Transit Development to consider providing a MAT Bus route to meet the client needs of 461 34th Street South Fargo, plus other agencies and businesses in the near vicinity. The area agencies that have clients presently using your MAT Bus services include:

- | | |
|--|-------------------------------|
| 1) Department of Corrections and Rehabilitation - Adult Parole | 461 34 th Street S |
| 2) S.T.A.N.D. - Sex Offender Treatment and Assessment of ND | 461 34 th Street S |
| 3) Cass County Jail | 450 34 th Street S |

Letters of confirmation of the significant need for public transportation are being provided to present their numbers of clients that use your services.

Please, consider an enclosed bus stop on the east boulevard to provide shelter during our extreme weather conditions.

Your consideration of this service will be greatly appreciated.

Sincerely,

Marlys Kosciolek

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

West
Acres

Division/District/Consultant FM Metropolitan Council of Governments		
Meeting Location One 2nd St N Case Plaza 232 Conference Room → WEST ACRES MAU	Meeting Type Public Meeting (at TTC Mtg)	Meeting Date 12/12/2014 2/7/2016
Project Number TDP	PCN	
Project Description Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro TIP		

Name (Please print) Michael Maddox		Title/Representing Metro COG	
Address One 2 nd St N Ste 232			
City Fargo	State ND	Zip code 58102	Email maddox@fmmetro.org

Name (Please print) LINDA ONSTAD		Title/Representing BUS RIDER - FIXED ROUTE	
Address 8550 SOUTH 15 ST #17			
City FARGO	State ND	Zip code 58103	Email

Name (Please print) Larry Weil		Title/Representing Planning Director, West Fargo	
Address 800 4th Ave E.			
City West Fargo	State ND	Zip code 58078	Email larry.weil@westfargond.gov

Name (Please print) Saurav Dahal		Title/Representing LSSND	
Address 3911 20 th Ave S			
City Fargo	State ND	Zip code 58103	Email sdahal@lssnd.org

Name (Please print) Cindy Gray		Title/Representing SRF	
Address One N. 2 nd St N			
City Fargo	State ND	Zip code 58102	Email cgray@srfconsulting.com

Name (Please print) Jill Dixon		Title/Representing DIXON INS.	
Address 3101 S 39 ST			
City Fgo	State	Zip code	Email jilldixon24@aol.com

Name (Please print) August Viegut		Title/Representing Cass Clay Alive!	
Address 1820 39 th St S, Apt 317			
City Fargo	State ND	Zip code 58103	Email augustviegut@datned.org

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant FM Metropolitan Council of Governments
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Meeting Location Northtown WEST ACRES One 2nd St N, Case Plaza 232 Conference Room	Meeting Type Public Meeting (at TTC Mtg)	Meeting Date 12/12/2013 - 2/9/2016
Project Number	PCN	
Project Description TDP Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro-TIP		

Name (Please print) Paula (Carmot)	Title/Representing SVP & PM of USA Road		
Address 915 32nd Ave S #1104			
City Moorhead	State MN	Zip code 56508	Email pcarmot@yale.com

Name (Please print) Miranda Burton	Title/Representing Leasing Agent @ Northtown Crossing		
Address 1005 35th St. N. #208			
City Fargo	State ND	Zip code 58102	Email miranda@luxcommunities.com

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

3N-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 ND 59531 (Rev. 03-2012)

Division/District/Consultant
 FM Metropolitan Council of Governments

Meeting Location MSUM One 2nd St N, Case Plaza 232 Conference Room	Meeting Type Public Meeting (at FFG Mtg)	Meeting Date 12/12/2013 2/10/2016
Project Number TDP	PCN	
Project Description Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro TIP		

Name (Please print) Michelle Ackman		Title/Representing Student MSUM	
Address 2410 18th St S, #13			
City Fargo	State ND	Zip code 58103	Email mmackma@gmail.com

Name (Please print) Leslie Howdson		Title/Representing Student MSUM	
Address 2302 17th St. South Apt 304			
City Fargo	State ND	Zip code 58103	Email

Name (Please print) Karen Joan Kohoutek		Title/Representing 701-298-9185	
Address 211-8th St S			
City Fargo	State ND	Zip code 58103	Email octoberzine@yahoo.com

Name (Please print) Michael Haugrud		Title/Representing Faculty MSUM	
Address 1533 10th St S			
City Fargo	State ND	Zip code 58103	Email haugrudm@mnstate.edu

Name (Please print) Betsy Harmsen		Title/Representing Student MSUM	
Address 807 10th St S.			
City Moorhead	State MN	Zip code 56504	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

M STATE

Division/District/Consultant FM Metropolitan Council of Governments		
Meeting Location One 2nd St N, Case Plaza 232 Conference Room	Meeting Type Public Meeting (at TTC Mtg)	Meeting Date 12/12/2013
Project Number		PCN
Project Description Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro TIP		

Name (Please print) Bethany Brandt-Sargent		Title/Representing	
Address 711 NP Ave #1301			
City Fargo	State ND	Zip code 58102	Email

Name (Please print) Leslie Witte		Title/Representing Clay County Public Health	
Address 715 N 11 th St., Suite 303			
City MHD	State MN	Zip code 56560	Email leslie.witte@co.clay.mn.us

Name (Please print) Alison Wolbeck		Title/Representing Clay Co. Adult LAC	
Address 1204 27 th Av S #110			
City Moorhead	State MN	Zip code 56560	Email a.wolbeck@yahoo.com

Name (Please print) Angela Mathers		Title/Representing Director of student Engagement M. State	
Address 5601 20 th St. W. S.			
City Fargo	State ND	Zip code 58104	Email Angela.Mathers@minnesota.edu

Name (Please print) Lori VanBeeK		Title/Representing Transit Manager	
Address City of Moorhead, 500 Center Ave			
City Moorhead	State MN	Zip code 56560	Email LVanbeek@matbus.com

Name (Please print) Keith Bennett		Title/Representing Clay County Public Health	
Address 715 N 11 th St, Suite 303			
City Moorhead	State MN	Zip code 56560	Email Keith.bennett@co.clay.mn.us

Name (Please print) K.C. Hanson		Title/Representing	
Address 423 11 th St S			
City Moorhead	State MN	Zip code 56560	Email

MSXTC 2/10/16

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

M STATE

Division/District/Consultant FM Metropolitan Council of Governments		
Meeting Location One 2nd St N, Case Plaza 232 Conference Room MSCTC	Meeting Type Public Meeting (at TTC Mtg)	Meeting Date 12/12/2013 2/10/16
Project Number	PCN	
Project Description TDP Public Meeting Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro TIP		

Name (Please print) Cindy Gray		Title/Representing SRF	
Address 1 N. 2nd St E			
City Fargo	State ND	Zip code 58102	Email cgray@srfconsulting.com

Name (Please print) Jennifer Jacobson		Title/Representing Consumer	
Address 3437 20th St. S.			
City Fargo	State ND	Zip code 58104	Email Jennifer3437@gmail.com

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email



February 2016

Please record your comments and/or questions or thoughts regarding the concepts presented at the meeting. Please return your completed form to one of the consultant staff.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Name	Email Address	City	State
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Comments, Ideas, & Concerns

Connie Nelson - Special Ed Students - see
in her comments

Brad Anne - Vets Program at Job Service
Concern re. service to industrial area.
Need support & pressure to take it on.
= Need workers. Workers need transit
Op committees, Homeless coalition,
Chamber of Commerce.
No one putting pressure on right people.

> Continue on the back or attach additional sheets

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant FM Metropolitan Council of Governments
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Meeting Location One 2nd St N, Case Plaza 232 Conference Room MOORHEAD CENTER MAIL	Meeting Type Public Meeting (at TTC Mtg)	Meeting Date 12/12/2013
Project Number	PCN	
Project Description Approve Amendment to 2014-2017 ND TIP AND Approve Candidate Projects for 2015-2018 Metro TIP		

Name (Please print) Colette Erck		Title/Representing	
Address 1108 Belsty Blvd #10			
City Moorhead	State MN	Zip code 56560	Email erck92@yahoo.com

Name (Please print) Kerry Leno		Title/Representing reGROUP Supervisor	
Address 107 7th St S			
City Moorhead	State MN	Zip code 56560	Email Kerry@regruopmn.org

Name (Please print) Carol J. Johnson		Title/Representing	
Address Po Box 285			
City Fargo	State ND	Zip code 58107-0285	Email Carol.j.johnsma@att.net

Name (Please print) Stephen D. Rakles		Title/Representing	
Address 804 9th Ave S, Apt #19			
City Moorhead	State MN	Zip code 56560	Email

Name (Please print) Tim Dovernmueler		Title/Representing	
Address 100 3rd St No Apt 412			
City Moorhead	State Minn	Zip code 56560	Email dobie 929 @ G-mail.com dobie @ G-mail dobie 929

Name (Please print) Beckie Bullock		Title/Representing d	
Address 818 50 3rd st			
City Mhd	State MN	Zip code 56560	Email RLR5TR1@gmail.com

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email



February 2016

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Please provide your name and email address in the space provided below.

Name

Email Address

City

State

Comments, Ideas, & Concerns

EXTEND 2A EAST TO 20TH ST NORTH TO 6TH & BACK TO 14TH

> Continue on the back or attach additional sheets



Transit Development Plan

February 2016

Please record your comments and/or questions or thoughts regarding the concepts presented at the meeting. Please return your completed form to one of the consultant staff.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

CAROL JOHANSON

Name

Email Address

City

State

Comments, Ideas, & Concerns

REINSTATE 2 MAIN ROUTE DIXIE ROUTE

- ESPECIALLY FOR ITR ROUTES

SUNDAY SERVICE

- CAN GET TO WORK OK

- BUT CHURCH WOULD BE NICE TOO - CANNOT.

> Continue on the back or attach additional sheets



February 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Colette Erck erck92@yahoo.com Moorhead MN
Name Email Address City State

Comments, Ideas, & Concerns

HEATED BUS shelters - particularly by Dilworth
WAL MART - would boost ridership, not have people "wandering"
around stores, safer for children, elderly etc. Thank you
Love → new routes added in Moorhead
excellent customer service
new bus routes !!

> Continue on the back or attach additional sheets



February 2016

Please record your comments and/or questions or thoughts regarding the concepts presented at the meeting. Please return your completed form to one of the consultant staff.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Name	Email Address	City	State
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Comments, Ideas, & Concerns

27 - Could it drop down west of Home Depot; ~~or~~ then west on 19th Ave to V.B. ?

> Continue on the back or attach additional sheets



February 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Leskie Haroldson

Fargo

ND

Name

Email Address

City

State

Comments, Ideas, & Concerns

- On Sunday, even a limited time bus schedule would be a value. Possibly running from 8:30 - 4pm.
- Express buses, possibly from NSUM to Fargo/ Express bus to mall or heavy traffic locations. buses running every 10 minutes.

> Continue on the back or attach additional sheets

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Monday, March 21, 2016 9:36 AM
To: Bill Troe; Julie Bommelman; Matt Peterson; 'Michael Maddox'; Taaren Haak; Larry M. Weil
Cc: 'Calves, Guillermo'; Lori Van Beek
Subject: RE: Individual Maps of Improvements that Are on Preliminary Recommended List

Bill, I received phone calls from two passengers who regularly ride Route 4 on 20th Street & 7th Avenue North - Terri Horn and Tim Simonson. Terri may call you directly (work phone is 218-233-1188). Both of these passengers have been riding MATBUS for 28 years and live close to this bus stop. They do not want to walk to 17th Street, especially in the cold winter months. Terri says if you have to travel on 17th Street, could you take 20th Street to 7th Avenue at least before turning? Tim has a disability and may have to switch to MAT Paratransit due to the distance to the proposed bus stop. Tim also asked for a designate bus stop at 7th Avenue. They both asked me to pass on their comments.

Terri also mentioned that reversing the route so that they don't have to ride all the way out to Wal-mart to get home would be preferred. (My note: this would be the recommendation of the last TDP but it was not implemented. This would increase the number of buses traveling per hour on 20th Street N. and aggravate the neighbors complaining about the speed of the bus even more. Also reversing the route has in the past made it difficult for passengers to understand, but clearly would make the route more linear and improve trip length for those living in north Moorhead.)

Lori Van Beek
Moorhead Transit Manager
Metro Area Transit (MATBUS)
650 23rd St. N.
Fargo, ND 58102
TEL: (701) 476-6686
CELL: (701) 367-0817
FAX: (701) 241-8558
www.matbus.com

From: Bill Troe [<mailto:BTroe@srfconsulting.com>]
Sent: Thursday, March 17, 2016 11:30 AM
To: Julie Bommelman; Lori Van Beek; Matt Peterson; 'Michael Maddox'; Taaren Haak; Larry M. Weil
Cc: 'Calves, Guillermo'
Subject: Individual Maps of Improvements that Are on Preliminary Recommended List

Here is a package of maps.

Bill Troe
Principal



11422 Miracle Hills Drive | Suite 315
Omaha, NE 68154
Phone: 402-513-2158 | Mobile: 402-350-7783
www.srfconsulting.com

Bill Troe

From: Seymour, Dan J. <DSeymour@nd.gov>
Sent: Monday, March 14, 2016 7:34 AM
To: Bill Troe
Subject: RE: Transit Development Plan

Thanks for the update.

From: Bill Troe [mailto:BTroe@srfconsulting.com]
Sent: Friday, March 11, 2016 2:27 PM
To: Seymour, Dan J.
Subject: RE: Transit Development Plan

We are getting together with MPO and transit staff next Friday to determine which concepts will be advanced. Ideas for providing more service in your area on the list. The key will be is there any more money to spend. As it is very difficult to remove service and reassign those resources, extending service comes down to having more funds.

Within the next couple of weeks we should have a pretty good idea.

Bill Troe
Principal



11422 Miracle Hills Drive | Suite 315
Omaha, NE 68154
Phone: 402-513-2158 | Mobile: 402-350-7783
www.srfconsulting.com

From: Seymour, Dan J. [mailto:DSeymour@nd.gov]
Sent: Friday, March 11, 2016 1:47 PM
To: Bill Troe <BTroe@srfconsulting.com>
Subject: Transit Development Plan

I'm just following up on our comments we contributed to the Development Plan for the future expansion of the bus service to our area. I just want to make sure that are area is going to be considered for the expansion since we have so many people in our area that would benefit from a bus stop close by. Can you please let me know how our area is looking for the future development plan, we were told during the last planning stage that we were being considered but we have yet to seen any progress. Thanks

Dan Seymour

ND DOCR Parole/Probation
Program Manager/Southeast Region Supervisor
dseymour@nd.gov ph. 701-239-7248

Bill Troe

From: Lois Hovden <loonybird22@gmail.com>
Sent: Tuesday, March 08, 2016 6:00 PM
To: Bill Troe
Subject: Re:

(I sent the following a day ago but will resubmit it. Thanks)

FYI - Through the years I have been a MAT rider, for work, for doctor appointments, to shop and to be able to meet friends and visit ill patients. I live on third street north and for much of the time the number 1 (11) bus went by my house so I could do these things. Then a few years ago the bus route changed and if I wish to ride the bus I now have seven-tenths of a mile to walk to meet up with it. I do not drive and would very much like MAT to drive the old route. At the time the route changed there were five people who caught the bus on either corner of this block. In all fairness I do not know how many days they rode it, but I would see them when I took the bus.

I understand that changes are being planned and I would very much like the old route, down Elm, West on 32nd Ave., and South on 3rd to be considered.

Thanks for reading this.

Lois Hovden
2949 3rd St N

On Tue, Mar 8, 2016 at 4:20 PM, Bill Troe <BTroe@srfconsulting.com> wrote:
No decisions have been made on any potential changes. So, please provide input.

Bill Troe
Principal

Bill Troe

From: Steve Eldred <winterfell7@hotmail.com>
Sent: Monday, March 07, 2016 6:16 PM
To: Bill Troe
Cc: Steve
Subject: RE: Comment Regarding Potential Change to Route 15

Mr. Troe...

Thanks for the clarification on the possible changes to Route 15. I'm relieved the possible changes would not eliminate the Target and T.J. Maxx leg, but rather would possibly involve changing the Walmart to West Acres part of the route. I don't have any problems with that possible change, It is a reasonable solution to speeding up the route so as to arrive back at GTC in time to make timely connections.

Thank you for responding to my comments so quickly and in such articulate detail! Best of luck with your efforts to improve the MAT bus system.

Steve Eldred

Sent from my Galaxy S8HI

----- Original message -----

From: Bill Troe
Date: 03/07/2016 4:45 PM (GMT-06:00)
To: "winterfell7@hotmail.com"
Subject: Comment Regarding Potential Change to Route 15

Mr. Eldred:

I received your comments regarding the potential route changes/additions being discussed in the transit plan update. The change to Route 15 that is being discussed does not impact the route taken from West Acres to Walmart. The change we are suggesting (which will save some time and allow the bus to stay on schedule and meet up with other buses at the GTC) is in the "return" from Walmart. Presently, the route would return to West Acres transit center from Walmart via 45th Street and 15th Avenue. We are suggesting that buses coming from Walmart use 13th Avenue South to get to the north side of West Acres and a new stop (with shelter) be added on the north ring road. This change would save enough time to allow the route to travel from the GTC to West Acres to Walmart and back to the GTC to meet up with other buses on time. Right now, the route has been extended enough over the years and there is enough congestion that it is falling behind.

So, if people are coming from Walmart and want to transfer to other routes at the West Acres Transit center, they would need to walk from the ring route, through the mall and to the transit center. People that do not transfer to other routes on the return from Walmart, would have an improved trip time.

Let me know if I have addressed your understanding of the potential route change. Nothing has been decided at this point.

Thanks.

Bill Troe
Principal

Bill Troe

From: Lois Hovden <loonybird22@gmail.com>
Sent: Monday, March 07, 2016 5:51 PM
To: Bill Troe
Subject: MAT

FYI - Through the years I have been a MAT rider, for work, for doctor appointments, to shop and to be able to meet friends and visit ill patients. I live on third street north and for much of the time the number 1 (11) bus went by my house so I could do these things. Then a few years ago the bus route changed and if I wish to ride the bus I now have seven-tenths of a mile to walk to meet up with it. I do not drive and would very much like MAT to drive the old route. At the time the route changed there were five people who caught the bus on either corner of this block. In all fairness I do not know how many days they rode it, but I would see them when I took the bus.

I understand that changes are being planned and I would very much like the old route, down Elm, West on 32nd Ave., and South on 3rd to be considered.

Thanks for reading this.

Lois Hovden
2949 3rd St N.

Bill Troe

From: Genevieve Tougas <snowbunny9001@outlook.com>
Sent: Sunday, March 06, 2016 7:37 AM
To: Bill Troe
Subject: bus routes

I have been trying without success to figure out the proposed routes for MATBUS and am at a complete loss as to how or if I will be able to make use of the new suggested routes. I generally ride No. 18 which goes two blocks from my home and is very convenient both coming and going in two directions. However, if I read the map correctly, there is no such service as Route 18 goes down to 32nd Avenue and there is no other route near the Community Homes area. Perhaps I am just not reading the new map correctly, but even with Sunday service and half-hour service to Cash Wise, I will have difficulty catching my much-used Route 18. I shall await further information in hopes I understand the new proposed routing and that I will be able to continue using MATBUS regularly as I do now.

Bill Troe

From: Genevieve Tougas <snowbunny9001@outlook.com>
Sent: Monday, March 07, 2016 5:17 PM
To: Bill Troe
Subject: Bus routes

Thank you for your reply to my earlier e-mail. I did indeed try to send you a few more comments, but my computer didn't seem to feel it necessary to forward e-mails on to you. I have been catching the No. 18 bus at 9th Avenue and 17th Street South. This is a relatively short walk from home, but my partner does have trouble even at this distance, especially when there is a wind, or when there is inclement weather (and when don't we?) In addition, it is difficult to walk that short distance with groceries or other purchases we have had to make at any given time. It would be so much easier if the benches had removed on certain corners so we could have gone to 13th Avenue and remained seated until a bus came along. But that is often a busy corner and getting off at 17th Street is often a dangerous operation, whereas we were always able to get off at 9th Avenue South and walk a block or so to get home. Now our options are limited.

I fully realize that Matbus cannot be routed to every home in the Fargo-Moorhead area, and since I have

lived in this community the route has been changed many times, even to the point of eliminating a couple of routes on occasion. And I have managed to survive. However, those changes were made when I was a bit younger and more able to overcome the stress associated with public transportation. Also, I fail to see the need for a down-town shuttle bus. When I board a city bus, I am able to obtain a transfer which takes me to nearly every destination I may want to visit. The shuttle bus stops at only about ten sites and I still have to pay a fare just to get down town to reach that inconvenient method of getting to my destination. One driver even told me that I should walk down town so it wouldn't cost me anything to get to the Moorhead Center Mall if I should chose to go there. Good advice, but I didn't want to go to the Moorhead Center Mall, but to the Dollar Tree across from the Hornbacher's Moorhead Store.

Sorry my previous e-mails didn't reach you, and I hope Matbus is able to maintain a high level of riderships and I look forward to adjusting to the changes proposed in the future.

Bill Troe

From: Sergio Castañeda <sergioc@outlook.com>
Sent: Thursday, March 03, 2016 7:42 PM
To: Bill Troe
Subject: Matbus Feedback

Hello, I have a question regarding the proposed matbus ideas. Route 15, it states that westbound will stop on the north side of the mall now, but the. Says riders returning from Walmart (which is west of the mall) will have to walk south through the mall. So which direction is the one stoping north? Either way, I do not like change B.

I like change A, especially if it will have a minimum frequency of 30 min as the proposed system wide changes which I also like.

What feedback are you looking for? Just yay or nay? How much is feedback going to influence these plans?

Thanks,
Sergio

Bill Troe

From: Lisa Jenkins <jenkins.lisa.d@gmail.com>
Sent: Wednesday, March 02, 2016 1:46 PM
To: Bill Troe
Subject: Fwd: TDP Public Comments

My name is Lisa Jenkins, and I currently live along Route 18's 9th Avenue corridor. I have looked over the proposed changes and have the following comments and suggestions:

I do like the combining of Route 18 with Route 23. My current employer will be building a new location this year along 40th Avenue and thus a bus that goes through my neighborhood to take me directly to the area where I will be working would be extremely convenient for me. I also like the access to 25th Street and the convenience I would have to 32nd Avenue as this is an area I would like to use more but currently don't because of the time factor involved in travelling there.

However, in order to use the proposed modified Route 18, I would have to cross a semi-busy road (5th Avenue) without a stop sign or traffic light in order to catch the bus going outbound. To me, this is a safety issue.

I also happen to know that there are groups of people who ride daily from Frasier Hall to Southeast Human Services in order to get to and from their work there. They depend 100% on Route 18 for this. If Route 18 turns from University Drive onto 5th Avenue instead of 8th/9th Avenue, this cuts off the people from Frasier, and they will no longer have a dependable way to get to and from work. Also, I have noticed more people along 9th Avenue are starting to use the bus service on a regular basis, including an elderly couple who get on and off at 17th Street. They, too, would have to cross 5th Avenue in order to board the outbound bus.

Personally, I think continuing the outbound service along 9th Avenue will not impact the time schedule and would address both the issues of safety and continue to work for the people at Fraiser who depend on this route to get them to and from work.

I agree that the revised Route 18 does have a problem with no connection to the West Acres area other than the transfer hub downtown. A solution may be to allow transfers at Essentia Health for people who want to go to and from West Acres between Routes 14 and 18. It depends on the timing of the two buses as to how this could work. Another option would be to modify Route 26 to go further down 45th Street in some way to overlap Route 18 and 26 to allow transfers.

I do not understand the proposal for Route 15. It sounds like the proposal is removing one of the stops at the West Acres hub, but the lines on the map provided look as if the two stops are remaining. As so many different buses stop in this area, I think we need a better drawing of the proposed Route 15 in order to understand this proposal and what is being eliminated/changed.

I am also curious how the different buses (14, 15 and the new 21) will work at Walmart. That and the West Acres hub are easily the most congested areas which cause buses to fall behind their schedules.

I would be extremely grateful for increased service on Route 15 on Saturdays. This bus is always late on Saturdays because of the congestion of traffic in the shopping corridor. At Christmas time MAT has increased the service to 15 minutes (when it is even more congested), and this improved the bus timings. Currently I find myself waiting 45 minutes for a bus Saturday afternoons because the buses become 10-20 minutes late on a regular basis.

Sunday service is now an absolute must for the FM area. I used to ride the Sunday bus when only one route was offered. The bus did not follow the same service lines or times as the regular bus service, and the time frame was limited to five hours (the driver could not work longer without a break, and only one driver offered to do the Sunday service). This means that very few people could use the bus since the timetables and schedules did not match those of the regular weekday (confusing for elderly and handicapped), and it was a very shortened time frame that many retail places didn't want a worker who could only work approximately 3-4 hours (the 40 passengers who rode regularly were all retail workers trying to get to work at West Acres area for a very short Sunday shift). Using the same routes as during the week but with fewer trips (fewer people riding) makes more sense. I would also understand a higher rate to pay for a Sunday service as well.

I am interested in a service providing rides to the Stalmart area where Jefferson Lines is currently (proposed Route 20). I rely 100% on public transportation, and that includes trips out of town. As Jefferson Lines moves farther and farther away from the central part of town, it has become harder and harder for me to use low-cost services to connect to them. Although Route 20 would be considered an express bus between West Acres and NDSU, the handful of people who need a ride to and from Jefferson Lines would be grateful for a bus service to connect us to them.

With the combining of Route 2 and Route 5 in Moorhead, I am concerned about the hours of operation for the new Route 2. The proposal indicates this would only operate during certain hours of the day for the MSUM students. Would the operating time for the new Route 5 also be 30 minutes as it has been in the past? Or because of the larger loop, will it only be once an hour? (As a side note, does the heated shelter by MSUM on 14th Street ever work? I use the bus service there during winter break, always on the coldest days, and the timed heater does not work at all, nor does the monitor which tells when the next bus is coming. Why have installed these if they do not function?)

Finally, with the expansion of these bus lines and the advent of so many people having smartphones, I believe it is time for MAT Bus to develop an app which has all these bus maps and timetables. A former Fargo citizen created a very simple app just like this for android on Google Play, but he is no longer living in the FM area, plus his app is not connected to MAT in any official way. Just a simple app with similar information would suffice for now. The app could also push notices about emergency changes to the bus service which is currently sent out via email and Twitter.

I find it far more convenient to use an app like this to check on the MAT buses simply because the maps are impossible to open out in a windy area (this area is always windy!), and MAT no longer provides full time tables of all of the routes in any of the shelters, nor are there maps available to take in any of the shelters, only the buses (and sometimes those are out).

I also propose that the maps of each route be printed individually as they are in Minneapolis. These can be printed on smaller sheets of paper which would be easier to carry for most people. In the Twin Cities metro, the buses that connect at a transfer point have their maps available while the main depot(s) have all maps available if space is an issue for display. As Fargo expands and more routes are added to the communities, the harder it will be to read a very large paper map with all the routes printed on it. Already I find it impossible to find what I am looking for on the current map configuration. It is too large and unwieldy.

Personally, however, I like an offline map app which could be checked on a phone or tablet which provides the individual maps and timetables. After all, these are always in our pockets, and we could enlarge the map to see whatever details we need. It would also appeal to the student base which is probably MAT's largest ridership.

Thank you.

PS: You have some significant typos in your proposal, namely your email address at the bottom of the form on the PDF. Another is a text box on the map indicating Route 26 replaces Route 23, but the proposal explains that Route 26 is new, not a replacement. This may confuse some people, and you might want to fix that on the PDF and replace it on the website.

Lisa Jenkins

Bill Troe

From: SHELLY SUNDBERG <bikers1@msn.com>
Sent: Tuesday, March 01, 2016 11:05 PM
To: Bill Troe
Subject: West Acres

I take the Mat Bus at West Acres for work & appts w/the new bus stop people like me & others are unable to see all buses that come each time they come & they only stop for a minute to see if theres people before they leave that want to take those buses & they can only stop a minute because of the Mat Bus schedule & Mr Heaton manager of West Acres says theres too many police reports on Mat Bus drivers & thats untrue because Mat drivers have passengers on the bus & I've been taken the Mat Bus since 1988 & no accidents at all so Mr Heaton only cares about West Acres customers not the people that take the Mat Bus at West Acres at all so change the Mat Bus stop to the original Mat Bus stop so people that take the Mat bus won't miss their buses they want to take the Mat Buses & do it at this minute Mat Bus..

Shelley Sundberg

Bill Troe

From: Adam Heckathorn <adammilo@fastmail.fm>
Sent: Wednesday, March 02, 2016 12:12 PM
To: Bill Troe
Subject: Sunday service.

I cannot tell You how excited I am to see proposed Sunday service. I am a year round bike/Bus commuter and would love to have service on what is always a day off for me. I am working toward a no car life style and this would be huge. many People walk by My house on Sunday coming and going long distances to work because they have no alternatives. The Sunday service in Moorhead through transit alternatives has been an unmitigated disaster. I can not convince them that to stick to anything resembling the schedule they committed to. They are often more than a half hour ahead of schedule. I have called and written emails and They just aren't interested in doing anything about it. Perhaps it was one too many fish to fry for them. They are operating it as a defacto dial a ride with a secret phone number. Please! do Sunday service!

--

Adam Heckathorn
adammilo@fastmail.fm

Bill Troe

From: Gregg Schildberger <GSchildberger@cityoffargo.com>
Sent: Tuesday, March 01, 2016 5:23 PM
To: Julie Bommelman; Lori Van Beek; Bill Troe; Michael Maddox
Subject: FW: MATBUS Rider Alert! - Public Input for Transit Development Plan

From: Ann Rodriguez [mailto:anarod101@yahoo.com]
Sent: Tuesday, March 01, 2016 5:10 PM
To: Transit E-mail <transit@matbus.com>
Subject: Re: MATBUS Rider Alert! - Public Input for Transit Development Plan

ok how about a bus going to the industrial area lots of people need a wa out there how about main lots of people would take that route also

anamaria

On Tuesday, March 1, 2016 2:25 PM, MATBUS <transit@cityoffargo.com> wrote:

Having trouble viewing this email? [Click here](#)



News Release

Public input for 2016-2020 Transit Development Plan

We are seeking comments on proposed route and service alternatives for MATBUS' five-year plan. The attached maps and charts show those routes that have the potential to change, and the advantages and disadvantages of the changes and cost. If you do not see the route on the map, NO CHANGES ARE BEING CONSIDERED and the route is expected to remain as it is currently.

To see the maps, charts and a comment form you may click on the following link: [Click Here](#)

Comment deadline is March 15, 2016.

TEL: (701) 476-6686
CELL: (701) 367-0817
FAX: (701) 241-8558
Caution-www.matbus.com

-----Original Message-----

From: Pitsiladis, John E SFC USARMY NG NDARNG (US) [Caution-mailto:john.e.pitsiladis.mil@mail.mil]
Sent: Friday, February 26, 2016 4:19 PM
To: Lori Van Beek
Subject: Services that are provided

Good Afternoon Lori,

My name is John Pitsiladis and I'm with the Military Outreach Program at the Fargo Military Service Center. My primary job is to work with Military Veterans and Service Members and assist them in finding resources to better meet their needs. There are a lot of organizations that are doing great things around the F-M area, but one of the issues that I seemed to notice is that we sometimes don't know what each other do. The reason why I'm emailing you is to find out a little more of what MAT Bus is able to do for veterans and Service Members. Do you provide any discounts on bus passes for veterans or disabled veterans? Also, I've dealt with some veterans who have made several comments that they don't mind taking the bus, but wished it would run on Sunday's or wish it would run out to the industrial park area. Any specific reason why you aren't able to do those 2 things? Lastly, are there any notes from the town hall meetings you had on 9-10 Feb? If so, are you at liberty to share them?

If you have any questions of me, please feel free to contact me.

Thank You for your time.

John Pitsiladis
North Dakota Military Outreach Program (SE Region) Fargo Military Service Center
2219 12th Street N., Fargo, ND 58102
Office: 701-451-6059
Cell: 701-212-0466
john.e.pitsiladis.mil@mail.mil

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Monday, February 29, 2016 10:10 AM
To: Pitsiladis, John E SFC USARMY NG NDARNG (US)
Cc: Lori Van Beek; Julie Bommelman; Bill Troe
Subject: RE: Services that are provided
Attachments: Transit Center Package.pdf; Comment Sheet.pdf

Hi John. Veterans with disabilities who have "service connected" under their picture on a VA ID ride free on MATBUS. They just need to show their ID to the bus driver when they board the bus.

Regarding Sunday service and Industrial Park service:

Our five-year plan has listed Sunday Service as a goal in the past, but we have not received funding or revenue to implement Sunday service. Sunday ridership is less than weekday or Saturday ridership as fewer people are traveling to work or school. Often, when new service is implemented, it is to newly developed areas where there is a hospital, clinic, or college, or to add frequency to existing routes. Moorhead does have Sunday service provided through Transit Alternatives, but it has very low usage.

Industrial Park service is very difficult to provide as the different shifts do not match up to our service hours, and businesses are spread over a large geographical area. A shared van service or Rideshare program is often recommended for this type of service area.

For both Sunday and Industrial Park Service, our five-year plan consultant has addressed them in some way in the alternatives out for public comment.

Any comments received during the public open houses held Feb. 9-10 are in the possession of our five-year plan consultant. They are still receiving comments. Maps and charts have been posted at the Ground Transportation Center and West Acres Transit hub. They will also be added to our website and a Rider Alert sent out this week. Feel free to submit comments to Bill Troe, SRF Consulting. I'm attaching a copy of maps and charts, as well as the comment card, to this email. Feel free to email this to other interested persons who would like to comment.

Lori Van Beek
Moorhead Transit Manager
Metro Area Transit (MATBUS)
650 23rd St. N.
Fargo, ND 58102
TEL: (701) 476-6686
CELL: (701) 367-0817
FAX: (701) 241-8558
www.matbus.com

-----Original Message-----

From: Pitsiladis, John E SFC USARMY NG NDARNG (US) [mailto:john.e.pitsiladis.mil@mail.mil]
Sent: Friday, February 26, 2016 4:19 PM
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2219 12th Street N., Fargo, ND 58102
Office: 701-451-6059
Cell: 701-212-0466
john.e.pitsiladis.mil@mail.mil

TRANSIT DEVELOPMENT PLAN - February, 2016

- Eliminating that “loop” on Route 14 seems like it will help with timing.
- It is long overdue that West Fargo get its own bus to cover more of West Fargo and give its citizens more and better transit service. Hopefully, it goes to Costco as that is a destination many would like to check out.
- Interesting to learn that running later at night is being considered. However, don’t see running until 3 a.m. is feasible. Also, just running later just “certain” nights can and will get too confusing. Someone could end up standing out waiting for a bus and it may not be the night(s) the bus is running later.
- Fixed route will never work for the Industrial Park; that was already tried twice and didn’t work; a more flexible type of service is needed— something along the line of “demand-responsive”
- There is a need to start earlier; if someone needs to get to work by 7 a.m., can’t do it presently; this issue has been coming up for a long time.
- “On the fence” about changing Route 15 trip back to West Acres. I think at one time 15 did go back to West Acres on 13th?? Will this change really save time versus the way it is now? There is A LOT of traffic on 13th that could slow down 15 and make it even **harder** to stay on time! In fact, if I remember correctly, the reason 15 was changed to its present course was to try and save time because the traffic was so heavy on 13th—and, if I remember correctly, 15 used to go up 13th from Walmart?
- If I understood it correctly, Route 16 will go back to what it was doing before it went to West Fargo several years ago? In other words, go from the GTC out to West Acres and back?

- As for the Missing Link, it is time to stop wasting resources on that route. Nobody rides it and what ridership it “claims” to have is exaggerated and/or falsified—which is SAD! There is ABSOLUTELY NO NEED for the Missing Link to run any more hours than it already does—and it is a waste of taxpayer money. If the Fargo/Moorhead business community wants to donate their money to run the Missing Link, that’s fine and dandy! That is what the original concept was originally supposed to be! Better yet, the Missing Link was supposed to be through a private contractor—yes—turn it over to the Fargo-Moorhead Business Community to hire and pay a private contractor to run the Missing Link if they truly think it is wonderful and needed.
- There is still excessive service on North Side Fargo—NDSU. Why is running 13U coming out of the City’s General Fund—as it shows on the 2016 Budget. This is a student service and should be paid for by the students—not the taxpayers! 13U isn’t needed in the first place! Neither is ½ hour night service—nobody else gets ½ hour night service!
- This lack of anything for some limited Sunday Service isn’t surprising; however, this has been the most requested service for the last TDP’s. There is no need to run the entire transit system; a scaled down version of several key routes; i.e. 13, 14, 15 running from 11 a.m. to 7 p.m? Then there is the fact for the last 13 years, ParaTransit is running—currently 2 buses—and fixed route isn’t. Either run both or neither.
- Moorhead’s making Route 4 one-half hour on Saturday has worked WONDERFULLY!! Many grateful riders—including yours truly—has found this change time-saving and appreciating it! Hearing that Route 4 will be somewhat modified to cut down on the time is also needed and gratifying to hear! The way it is now is way too long and boring.
- Good to hear that something is being considered to make some changes with Moorhead’s night routes. The way they are now, they really accomplish nothing!

- It is long overdue that MAT is taken over by a Transit Authority—maybe the people in charge do a good job in pushing the paper—however, throughout the years, it has become painfully evident that people with some real “transit” skills and abilities are needed to run the bus system—some genuine **PROFESSIONALS!** There is too much “politics” that determine what happens with the bus system and **that needs to go!** An overbearing City Commissioner with his own personal agenda, not to mention unqualified city department head(s) who act like bullies haven’t been the best for transit. There is TOO MUCH picking and choosing with regards as to “who” pays to ride the bus, “who” pays or doesn’t pay to what certain buses, with no basis for these decisions other than a personal agenda. It’s getting to border on discrimination with some of these things. Transit needs to be run professionally and like a business—certainly NOT by the whims of one City Commissioner for his personal reasons.
- What happened to the survey that riders filled out this Spring? The topic of the survey comes up every once in a while on the bus—if someone takes the time and effort to fill out a survey, why aren’t the results published for all to see? What’s the big secret?
- Overall, there needs to be more emphasis on working people—there is an excessive, unnecessary amount of time, resources, buses, money, energy, staff, etc., etc., etc., spend on NDSU. Somewhere along the line it has been conveniently forgotten MAT is a PUBLIC TRANSIT SYSTEM—not a damn shuttle bus service. I have seen job ads that require applicants to have “reliable transportation—NO BUS”!! Hmmm—why would an employer(s) not want to hire someone who rides the bus—or what has happened to create this negative image of MAT? Let’s see—it has started happening too much the bus is running late—doesn’t show up, etc. Think about it..... This area hasn’t been a Monday through Friday, 8-5 , for many years, and MAT has failed to keep up with these changes. Too much time and resources are being wasted on NDSU and priorities need to change!

- My overall impression of this presentation was that it wasn't much of a presentation. Nothing really outstanding—and no real understanding of what is needed or how to solve issues—and nothing that stands out for the next five years or even farther into the future! SRF put out things that have already been tried and didn't work and haven't found any creative solutions to making the bus system run better. How did they get chosen anyway?
- Is the information that was presented going to put online some place? It should be for those who couldn't make it to any of the "public" meetings. This is been one of the poorest run TDPs yet—where is the public involvement and especially putting information out for the public to review? What is the big secret?

Bill Troe

From: Julie Bommelman <JBommelman@matbus.com>
Sent: Monday, February 15, 2016 9:18 AM
To: Bill Troe; Michael Maddox
Cc: Gregg Schildberger; Lori Van Beek; Matthew Peterson
Subject: Fw: "Complaint created/edited from managemat.transit.intranet.cityoffargo.com"

Bill - can you take a look at this, I think it would be close to parole & probation if I am not mistaken???

Julie

From: website@matbus.com <website@matbus.com>
Sent: Friday, February 12, 2016 10:28 AM
To: Transit - Complaint Notification
Subject: "Complaint created/edited from managemat.transit.intranet.cityoffargo.com"

A new complaint<<http://managemat.transit.intranet.cityoffargo.com/Complaint/Details/1199>> has been submitted from ManageMAT.

Date: 2/12/2016
Time: 12:00 AM
Location:
City: Fargo
Driver: OLD, Employee
Vehicle #: 0000
Route: 00
Name: Jennie Langaas
Address: 3501 Westrac Dr, Fargo
Phone:
E-mail: langaasjennie@gmail.com<<mailto:%20langaasjennie@gmail.com>>
Reply Requested: Yes
Description:

Jennie Langaas contacted us on a survey card. The Centre Inc. which holds 72 women has moved to 3501 Westrac Drive. Many of the women use MATBUS and she is wondering if the bus will ever run close to that location

Status: Received
Created Date: 2/12/2016
Created By: CITYOFFARGO\jharris
Updated Date: 2/12/2016
Updated By: CITYOFFARGO\jharris

Resolution: No Resolution Yet

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Tuesday, February 16, 2016 3:23 PM
To: Bill Troe
Cc: Michael Maddox; Lori Van Beek; Julie Bommelman; Gregg Schildberger; Taaren Haak; Matthew Peterson
Subject: TDP Comments

I had a phone call from a Paratransit client, Richard Green, who is blind and does not have access to the internet. He would like to have Sunday Paratransit service in Moorhead because he works on Sundays. He asked that his comments be registered for the transit plan.

Lori Van Beek
Moorhead Transit Manager
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FAX: (701) 241-8558
www.matbus.com

Bill Troe

From: Leslie Witte <Leslie.Witte@co.clay.mn.us>
Sent: Wednesday, February 10, 2016 11:52 AM
To: Bill Troe
Subject: transit informational gathering at MSUM

Thank you for the public forums you held today to explain current bus routes and future proposed route changes and expansions.

I would like to support your proposal to update Route 9 in Moorhead – this would be a great, user friendly route change – thank you!

I would also like to advocate for Route 5 in Moorhead to remain (and not as an alternate route, but a permanent one) as currently outlined on the route map so individuals have access to Lakeland Mental Health, Essentia Health, Solutions and Planned Parenthood. These health facilities are important to the community and need good access/service by MAT.

I would appreciate being updated as plans are solidified and routes are modified or added.

Thank you,

Leslie Witte

P4HCHB Child and Teen Checkups Program Manager
CCPH Accreditation Coordinator
LEAN Process Facilitator
Clay County Public Health
715 N. 11th St., Suite 303
Moorhead, MN 56560
218-299-7178
leslie.witte@co.clay.mn.us



Bill Troe

From: Amy L. Nash <programs@fmcoalition.onmicrosoft.com>
Sent: Wednesday, February 10, 2016 1:19 PM
To: Bill Troe
Subject: FW: Transportation Meetings
Attachments: Public Meeting Ad _V1.pdf

Good afternoon Bill,

My name is Amy Nash and I am with the FM Coalition for Homeless Persons. My background is architecture and urban planning and I am working on a PhD. in NRM-Sustainable Community Development with an MS in Sociology (I'm taking a couple Transportation Logistics classes as well). I am unable to go to the public meetings but have a big interest in visiting with you about the plan. I have particular interest in how transportation and connectivity helps communities in sustainable development and socially. Frankly, I am a proponent of public transportation and multi-modal transportation.

I was wondering if we could get together to discuss this a bit and also how some of the homeless/low income fit into this picture. Let me know if you have maybe one morning at the beginning of the day for a conversation. I can come to your office or we can use mine. Whatever is more convenient for you will work for me.

Thank you,
Amy

Amy L. Nash

Sustainability and Programs Specialist

FM Coalition For Homeless Persons
PO Box 5653
Fargo, ND 58105-5653
(701) 715-2648

From: Gina Nolte [mailto:Gina.Nolte@co.clay.mn.us]
Sent: Friday, January 22, 2016 10:14 AM
Subject: FW: Transportation Meetings

Fargo-Moorhead Metro Council of Governments and MATBUS are preparing an update of the regional transit plan. The purpose of this study is to identify gaps in the current range of services, evaluate alternatives to address the gaps and prepare a prioritized list of system improvements.

The purpose of this second round of study public information meetings is to:

- Provide information on short and longer-term ideas for closing identified gaps and for improving service.
- Gather public comments and feedback on the ideas.
- Summarize the next steps of plan development.

A total of SIX meetings will be held over two days. Each meeting will be an informal open house where staff and the project consultant will be available to meet directly with interested residents.

Meeting Information

Tuesday, February 9, 2016

Meeting 1 – NDSU Union 9:30 AM to 11:00 AM

Meeting 2 – Downtown Fargo Public Library 11:30 AM to 1:00 PM

Meeting 3 – West Acres Mall (Near Herbergers) 4:00 PM to 6:00 PM

Wednesday, February 10, 2016

Meeting 1 – M|State Community & Technical College 9:30 AM to 11:00 AM

Meeting 2 – MSUM (Outside Bookstore) 11:30 PM to 1:00 PM

Meeting 3 – Moorhead Center Mall (Near Herbergers) 4:00 PM to 6:00 PM

For More Information Call: Bill Troe Telephone: 402-513-2158 E-mail: btroe@srfconsulting.com

Bill Troe

From: Larry M. Weil <Larry.Weil@westfargond.gov>
Sent: Tuesday, December 08, 2015 10:39 AM
To: Gregg Schildberger
Cc: Bill Troe; Michael Maddox; Julie Bommelman
Subject: RE: New Route Possibly

Gregg,

For your information I visited with a woman from the Eagle Run Area yesterday also wondering when there would be bus service in the area. She has called Fargo and West Fargo offices. She intends to submit a letter and would like to be informed when there will be an opportunity for public comments relating to transit services.

Larry M Weil
Planning Director
City of West Fargo
701-433-5320

From: Gregg Schildberger [mailto:GSchildberger@cityoffargo.com]
Sent: Monday, December 07, 2015 6:24 PM
To: evan_grabofsky@my.minnesota.edu
Cc: Larry M. Weil <Larry.Weil@westfargond.gov>; Bill Troe <BTroe@srfconsulting.com>; Michael Maddox <maddox@fmmetrocog.org>; Julie Bommelman <JBommelman@matbus.com>
Subject: RE: New Route Possibly

Evan –

Thank you for the comments. I have forwarded your information onto Larry Weil (the West Fargo Director of Planning). We will also study for your comments for our 2016-2020 Transit Development Plan (TDP), which is currently underway. There will also be open house sessions for the TDP in the upcoming months to gather the public's opinions on potential route realignments. Please keep checking matbus.com for more information.

Gregg Schildberger | *Senior Transit Planner*
MATBUS for the City of Fargo

From: Evan Grabofsky [mailto:evan_grabofsky@my.minnesota.edu]
Sent: Friday, December 04, 2015 11:18 AM
To: Transit E-mail <transit@matbus.com>; Lori Van Beek <LVanBeek@matbus.com>
Subject: New Route Possibly

Hello,

My name is Evan Grabofsky. In August of 2014 I moved from the small town of Malta, Montana to West-Fargo, North Dakota. I travel almost 20 miles to and from Minnesota State Community and Technical College. I am perusing my associates degree in Information Technology. My apartment complex is Lake crest

Apartments and my address is 3015 7th Street West Apartment. 203. Let me get to the point of this email. I was wondering if you guys had any new route proposals to the south western side of West Fargo or on south Sheyenne street. If you guys were to make a route to south western with a park and ride or had a stop close enough to Lake Crest Apartments I would definitely be taking MatBus to and from my Apartment. Let me give you a little more information about Sheyenne Street if you don't already know. Sheyenne street is a two lane road that takes most of the people living in south western West-Fargo directly to Interstate 94, including me. I understand that 32nd Avenue East and 32nd Avenue South was just completed and that give access to Veterans Boulevard where they can also access the Interstate. However the majority of the people use Sheyenne to get onto the interstate. Every morning, Sheyenne street is crowded with people. It takes me usually 3-5 minutes to get onto the interstate. But during the mornings it can take me 20-25 minutes waiting for traffic to move and depending on the weather. Also the nearest bus stops to my apartment is Route 23 Shelter 275 Corner SE at the corner of Veteran's Boulevard & 40th Avenue South, and I believe its Route 16 at the corner of 13th Avenue South an 8th Street West. So I wanted to let you know that there is a need for public transportation in this area of West Fargo. And since I have an interest in public transportation, if you would like help planning routes or bus stops, or even to provide a public statement. It would be my pleasure to help.

Sincerely, Evan Grabofsky

Bill Troe

From: Larry M. Weil <Larry.Weil@westfargond.gov>
Sent: Thursday, March 24, 2016 4:42 PM
To: Bill Troe
Subject: FW: Transit Service Modification Workshop - Prioritization

Bill,

I do not recall if I forwarded these messages from commissioner and mayor to you.

Larry M Weil
Planning Director
City of West Fargo
701-433-5320

From: Rich A. Mattern
Sent: Monday, February 29, 2016 10:38 AM
To: Michael D. Reitan <Michael.Reitan@westfargond.gov>
Cc: Larry M. Weil <Larry.Weil@westfargond.gov>; Mark Simmons (mark@laser-sys.com) <mark@laser-sys.com>; Duane Hanson <duane.hanson@mutualofomaha.com>; mnw@far.midco.net; Mike Thorstad (mthorstad@dsiautomotive.com) <mthorstad@dsiautomotive.com>; Tina M. Fisk <Tina.Fisk@westfargond.gov>; Tim P. Solberg <Tim.Solberg@westfargond.gov>; Chris L. Brungardt <Chris.Brungardt@westfargond.gov>; Matthew L. Marshall <Matthew.Marshall@westfargond.gov>
Subject: Re: Transit Service Modification Workshop - Prioritization

Sounds like a logical route that Mike is suggesting.
Rich

Sent from my iPhone

On Feb 29, 2016, at 10:16 AM, Michael D. Reitan <Michael.Reitan@westfargond.gov> wrote:

If possible I would like the route to go south on Sheyenne to 34th Ave; north on 5th St to 33rd Ave; south on 8th St to 9th St. This would catch the other cluster of apartments south of 32nd Ave.

As currently drawn the apartments south of 32nd would be more than ¼ mile from the route without any direct foot traffic route (sidewalk/ multi use path) to the proposed bus route.

Mike

From: Larry M. Weil
Sent: Thursday, February 25, 2016 4:51 PM
To: Mark Simmons (mark@laser-sys.com) <mark@laser-sys.com>; Rich A. Mattern <Rich.Mattern@westfargond.gov>; Duane Hanson <duane.hanson@mutualofomaha.com>; mnw@far.midco.net; Mike Thorstad (mthorstad@dsiautomotive.com) <mthorstad@dsiautomotive.com>; Tina M. Fisk <Tina.Fisk@westfargond.gov>; Tim P. Solberg <Tim.Solberg@westfargond.gov>; Chris L. Brungardt <Chris.Brungardt@westfargond.gov>; Matthew L. Marshall <Matthew.Marshall@westfargond.gov>; Michael D. Reitan

<Michael.Reitan@westfargond.gov>

Subject: FW: Transit Service Modification Workshop - Prioritization

Recently at the Open House for the FM COG Transit Development Plan, a potential future route to the south west area of West Fargo was unveiled. Please review and let me know what comments you may have on this. Thanks!

Larry M Weil
Planning Director
City of West Fargo
701-433-5320

Transit Development Plan

February 2016

Please record your comments and/or questions or thoughts regarding the concepts presented at the meeting. Please return your completed form to one of the consultant staff.

You may also send your comments in an email to btroe@srfconsulting.com

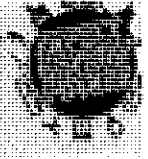
Please provide your name and email address in the space provided below.

Colette Erick erick.92@yahoo.com Moorhead MN

Comments, Ideas, & Concerns

- heated bus shelter - esp. at Dilworth, Walnut
- add Churches United to Rt 3 in Moorhead.
- have link bus go to Hornbechers on Main Concordia and MSDVA and cover 8th Street in Fargo: Link bus go on Roberts Street go by Summit on University go on NDSU up by Resneke
- Thank you
- pay drivers more they do a great job
- I like Rt 5 in Moorhead and new added Rts in Moorhead thank you
- be more diverse in your advertising - feature more disabled people on MAT advertising thank you

> Continue on the back or attach additional sheets



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

<i>Brian Johnson</i>	<i>bjoh8458612000@yahoo.com</i>		
Name	Email Address	City	State

7 years

Comments, Ideas, & Concerns

*st cloud MN has Industrial Park
 transit-limited AM-PM
 you ~~you~~ accomodate UDSU & west side of
 Medical only what the —*

*and what about Main Street
 (Main) St.*

> Continue on the back or attach additional sheets

Transit Development Plan



February 2016

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Please provide your name and email address in the space provided below.

Shelly Sundberg Bikers1@msn West Fargo ND
Name Email Address City State

Comments, Ideas, & Concerns

Have Mat Bus stop to the original mat bus stop because most other miss the bus we want to take & drivers drive safe because they have passengers inside so getting police report on this its Mr Heaton idea because it started when Mr Heaton became Manager of West Acres & he only cares about West Acres customers not the ones that take Mat Bus at West Acres folks...

> Continue on the back or attach additional sheets

Transit Development Plan

February 2016

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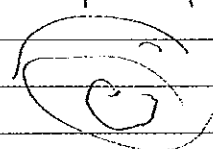
Please provide your name and email address in the space provided below.

Tiffanie Schroeder tiffanierem@qmail.com Fargo ND
Name Email Address City State

Comments, Ideas, & Concerns

I think it is a good idea but we also need a bus that goes out to the new Sanford on 50th and to Scheels arena; and all buses needs to run all day Sundays for people who work and who goes to church.

The bus always no driver
I'm waiting for 1 hour

Sorry for that
Routing if good/ush
and smile 

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

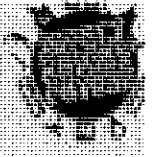
Derek Davis	derekdavis21@gmail.com	Fargo	ND
Name	Email Address	City	State

Comments, Ideas, & Concerns

Sunday routes would be great for those who are low-income and can't work on Sundays. Some places pay more if you work on Sunday; having popular routes running all day Sunday would make it possible for employees to get to work and earn more money.

Extending route 16 on weekdays in the evenings would also do the same thing for those in the west Fargo area. Love the 30 mins window!

> Continue on the back or attach additional sheets



Transit Development Plan

February 2016

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Please return your completed form to one of the consultant staff.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Ove Hatlero 4 Ovehatlero4@yahoo.com MHD MN
Name Email Address City State

Comments, Ideas, & Concerns

The Only item I am against is moving
 Rt 3. From Cashwise. Crossing 34th St.
 Can be dangerous with no crosswalk.

> Continue on the back or attach additional sheets



Transit Development Plan

February 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

<u>Jon</u>	<u>N/A</u>	<u>Moshead</u>	<u>MN</u>
Name	Email Address	City	State

Comments, Ideas, & Concerns

I would like to see Rt 9 extended to marriott
 I would be able to save a lot of time and transfers
 off 4 to 3 to Marriott.

> Continue on the back or attach additional sheets



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

<u>Cassia Nygaard</u>	<u>cnygaard@cood.edu</u>	<u>Moorhead</u>	<u>MN</u>
Name	Email Address	City	State

Comments, Ideas, & Concerns

Love the changes. Having the bus run on Sundays and busses run later makes it easier to stay at ~~locations~~ locations to study for longer period of times I'll definitely be using Mathews more often!

> Continue on the back or attach additional sheets



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

Bob

Name

Email Address

City

State

Comments, Ideas, & Concerns

2 hour transfers,

Lined area for writing comments, ideas, and concerns.

> Continue on the back or attach additional sheets

Transit Development Plan



February 2016

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Please provide your name and email address in the space provided below.

Name _____ Email Address _____ City Passenger on Both State _____

Comments, Ideas, & Concerns

It is a great idea to make route 16 and 23 a 30 minutes ride. Because these two routes are the ones I use and it was really hurting my buttocks.

I think the bus drivers on these two routes will feel a relieve from sitting for long.

> Continue on the back or attach additional sheets

Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

Shelly Sundberg / Bikers1@msn.com / West Fargo, ND
Name Email Address City State

Comments, Ideas, & Concerns

Buses shouldn't need to be at the original stop at West Acres because buses go by schedule. People can't see all the buses the way they are now. People like me use the buses for work appointments, shopping, important things like that so return the buses at the original stop because all that drivers drive safe because they have passengers inside the bus like me.

> Continue on the back or attach additional sheets



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

Comments, Ideas, & Concerns

Definite Yes to increasing Route 15 to 15 minutes on Saturday

NO - on 32 W Service - already excessive service at NDCU - Not needed

YES - on Sunday Service 7 AM - 11 PM - a compromise 11 AM - 7 PM.

NO - on extended Service to Link 13 - ~~13~~ - to 1 AM - Nobody rides the Link now - and it - to 1 AM / 3 AM

NO - on extended service on the - Friday and Saturday - too confusing if run only certain routes

NO - to Hector - not feasible - No riders -

NO - to Horace Park & Dade

> Continue on the back or attach additional sheets



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February 2016

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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
------	---------------	------	-------

Comments, Ideas, & Concerns

NO on "G" - excessive service along at NBSU

NO - on "D" - the service for Meigs Allen is sufficient

NO on "F" - excessive service needed for NBSU - Not Needed

Yes - on "L" In Route 4!

NO on "O" - nobody rides it on Sun during the day - they waste more \$ on this service - let business pay for this.

> Continue on the back or attach additional sheets

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Please provide your name and email address in the space provided below.

Taylor Rice Taylor.Rice85@icloud.com Moorhead MN
Name Email Address City State

Comments, Ideas, & Concerns

I Think For Moorhead night ~~day~~ routes we should be able to request the Marriot by staff.

or make Moorhead day routes to Marriot longer than it is right now.

Please put heating shelters for the winter months. Thanks.

> Continue on the back or attach additional sheets

Transit Development Plan

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Please provide your name and email address in the space provided below.

Samir Imamirica@aol.com MHP M/V
Name Email Address City State

Comments, Ideas, & Concerns

Your "10 Ride" card should be at a slight discount to incentivize purchasing it. Otherwise, how it is now, there is not much point in purchasing it. I would suggest, at least, a \$1.50 - \$3.00 price drop on the "10 Ride" Pass.

> Continue on the back or attach additional sheets

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February 2016

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Please provide your name and email address in the space provided below.

Barbara Annette Oglesby — *MN* *MN*
Name City State
218-512-3114 — *Facebook busbar* *Facebook*
Email Address City
A Place Called Home min- *& Nanna Bobbie*
Comments, Ideas, & Concerns

We need Sunday Service for
TO Shop-with Kids - Church for!

Amen Amen, Amen

Ms Bobbie #302

> Continue on the back or attach additional sheets



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

NEAL Minter
Email Address
Fargo
ND
City
State

Comments, Ideas, & Concerns

Sunday Service ???
 even limited sched ???

> Continue on the back or attach additional sheets

Transit Development Plan



February 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Name

Email Address

City

State

Comments, Ideas, & Concerns

See Attached

> Continue on the back or attach additional sheets

TRANSIT DEVELOPMENT PLAN

GOING DOWN THE LIST.....

- 30 minutes service on Routes 6, 9, 16, 17 and 23 not justified at this time; not enough ridership and cost too high
- "A" -- Combining Routes 18 and 23 might work
- "B-15" This has got to be the **WORST** idea yet. Route 15 works fine the way it is. With this new "proposal", it seems that all 15 does is run down 13th Avenue and doesn't serve Target and the TJ Maxx Mall. Target provides a lot of on and off riders and gets people right up close to Target. Route 15 needs the light on 43 ½ street to get back on 13th. Route 15 USED to back up 13th from Walmart but was changed to where it is currently due to heavy, slow traffic. Buses USED to stop at the front of West Acres—north entrance—but was moved to the Roger Maris—south entrance—because of traffic—cars and pedestrians. It is NOT realistic to put Route 15 back to the Front/north entrance—and expect riders to walk across the Mall to get to the Roger Maris entrance--it is **too inconvenient!**
- "T-14" – Route 15 should be running every 15 minutes on Saturday just as it does during the weekdays. Riders expect it and it gets confusing on Saturday when it doesn't. This improvement was put into the 2016 budget—why wasn't/hasn't it been implemented? I thought it would happen January 1, 2016! Route 15 running every 15 minutes would generate more income than running LINK—eliminate the LINK and put those funds toward running Route 15 every 15 minutes on Saturday.
- Don't know for sure how much of an impact it would be on Route 14 if it ran "clockwise". Might save a few minutes—worth a try at least.

- "C" – disconnecting Route 16 from West Fargo should happen—giving West Fargo more service for its city. Is this new West Fargo bus going to serve Costco also?
- "D" –fail to see why this is an issue—This is supposed to be a public bus route benefiting the public—not just a small group of individuals.
- "E" -- Serving the new Sanford Hospital will be a necessity once it opens—for staff, patients and families.
- "F" - implementing a route from West Acres to NDSU is NOT needed. It doesn't benefit the public. What exists for transit is sufficient. There is already EXCESSIVE service with NDSU and sure don't need any more! It is there are more important fixed route issues to be addressed.
- "G" – another unnecessary route. Excessive service already at NDSU—make use of what is already out there and call it good enough. There is such a thing as "walking" if nothing else.
- Ditto for providing "all day service on Route 32"--- excessive service at NDSU—not needed.
- "H-2" "I-5" - Routes 2 and 5 are already "merged"?!
- "J" – worth a try
- "K" - ????

- "L" – sad that all some people have to do is watch the bus go by and complain; proposed change worth a try if it will shorten ride; Route 4 will still be 45 minutes?
- "M" -- ???
- "N" – worth a try; like the fact it will go to Walmart—which is currently missing—no "shopping" bus at night!
- "O" – What a waste -- the Link is the most unnecessary route in the system and this change will not make any difference. Nobody rides this bus, isn't time to realize that fact! Discontinue the LINK and use it the money somewhere else! If LINK is to be continued beyond 2016, it should be funded by businesses—NOT the taxpayers!
- Extended Service/Weekdays – somewhat of a good idea—but not needed on 13U and LINK; why run 13U if Route 13 is running? Excessive service for NDSU.
- Extended Service/Thursday, Friday, Saturday – why just those 3 nights? It will get confusing for riders to remember what nights the bus is running later—need consistency. Also, don't need extended service on LINK and 13U if 13 is running—duplication/excessive service again.
- SUNDAY SERVICE - don't need to run this many routes; run main routes like 13, 14 hourly; 15 every half an hour. Maybe 16 hourly. Start later—about 10 or 11:15 as stores don't open until Noon; end approximately 7 p.m. as stores close at 6 p.m. Start out conservatively! - OR ELSE – come up with a completely separate design of service for Sunday service.
- "P" --PARK AND RIDE LOTS – seems like aa good idea; can't see any objection from those areas

- “Q” -- Don’t see this working; was tried twice before and “fixed” routes don’t work—need something a little bit more demand responsive
- “R” -- ???? - this is supposed to be some kind of “express” service? If what we have now works, this can be put off for awhile.
- HECTOR AIRPORT - Not feasible – a waste of resources - hotels have their own vans to take people to the airport—also sufficient number of cabs. This idea can be totally dropped and forgotten about. FM is NOT Minneapolis/StPaul
- COMMUNER EXPRESS - Why just Horace? Many large businesses like BCBS, Noridian, USBank, etc have many people who come from the surrounding area—Horace, Casselton, Kindred. Don’t see this “commuter” happening for a very long time.
- Route 27 -- Is this going to service Costco? Is Fleet Farm going to have a bus going past it?
- What about implementing “designated bus stops” on Route 15 and some other routes that may have timing problems? This has come up before and nothing gets done about it.

For priorities:

- Increasing Route 15 to 15 minutes on Saturday
- Implementing some kind of limited Sunday Service
- **Starting earlier**; this wasn’t even addressed; there are people who cannot get to work because the bus doesn’t start early enough—especially if one has to be to work at 7 a.m. Get rid of the LINK and put that funding toward starting the routes earlier

- Put a Transit Authority in place. What is needed are people to be put in place who have SKILLS, know transit inside and out---and can put routes and riders together successfully. There is too much "politics" with MAT and that needs to go..... NDSU is nothing but a huge distraction! What I have never understood is why the taxpayers have to buy buses for NDSU when NDSU has access to **lease** buses from the State (as UND does) or from other bus contractors in the area who already have the vehicles?!?!? What a waste of taxpayer money!

Bill Troe

From: McCarty, Toni L. <tmccarty@nd.gov>
Sent: Tuesday, February 09, 2016 10:43 AM
To: Bill Troe
Cc: Hins, Bridget N.
Subject: QUESTIONS!

It was very nice meeting you today.

1. Besides the pulse system what other systems are available? Have they been considered.
2. Will MAT consider putting some sort of storage available for folks to use so that they can have more items than what is currently allowed, making grocery shopping more convenient?
3. Will MAT ever consider a sliding fee scale for folks who have no money so that they can utilize the bus for appointments where tokens are not offered, grocery shopping, going to family/friend's homes for support, community support groups and employment seeking? The thinking behind this is that once people become accustomed to a service they will continue to use it once they have other options.
4. Are there plans to improve the current app for smart phones to allow for things like knowing where

the bus is, renewing transit passes and trip planning? Trip planning on the computer you need to give it a 48 hour window at this time.

5. Is there a plan to give folks away to alert an oncoming bus to a bus stop that a person is waiting for them? I have had people complain to me of being left.
6. Will there be future opportunities to talk with MAT about ideas for increasing ridership?
7. When will we be alerted to the new routes, times and other improvements?

Toni McCarty, lcsw
Resource Coordinator
701 298 4511
tmccarty@nd.gov

Bridget Hins, lsw
Transition Facilitator
701 298 4540
bhins@nd.gov

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A general authorization for the release of medical or other information is NOT sufficient for this purpose. The Federal rules restrict any use of the information to criminally investigate or prosecute any alcohol or drug abuse patient.



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

Name _____ Email Address _____ City _____ State _____

Comments, Ideas, & Concerns

Note that if you add a route to the ~~ROAD~~ industrial area that most shifts start at 6:30 AM - 2:30 PM night shifts typically end at 11:30 PM I would need to transfer and walk a few blocks. I would gladly ride the bus everyday in the winter. And when my old car dies I would be riding year round. I don't mind getting up extra early as long as I make it to work on time.

> Continue on the back or attach additional sheets

BACK

Provide Transportation
to Neighboring Cities
& Towns
to Bemidji; from Fargo
Fargo - To - Grand Forks
Fargo - To - Alexandria
Fargo - To - Bismarck
Etc.

Fargo-Moorhead MPO Area



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

Name

Email Address

City

State

STOP WASTING MONEY AND GAS
ON THAT LINK BUS - NOBODY RIDES
IT AND MONEY CAN BE BETTER SPENT
ON STARTING ROUTES EARLIER! OR
RUNNING 15 15MINUTES ON SATURDAY!

TOO MUCH SERVICE 4 NPSU - NO
ON A WEST ACRES ROUTE OR ANY
MORE SERVICE!

A REALLY BAD IDEA OF HAVING
A STOP IN FRONT OF WEST ACRES!
TOO INCONVENIENT TO HAVE TO WALK
ACROSS MALL TO ROGER MARIS SIDE!



SUNDAY SERVICE - OF SOME
LIMITED KIND - IS NEEDED,

HIRE BUS DRIVERS WHO
CAN TALK, READ, WRITE AND
UNDERSTAND ENGLISH !!

OVERALL NONE OF THESE
IDEAS ARE VERY GOOD - ARE
UNCREATIVE AND DO LITTLE
IF ANYTHING TO ADDRESS
TRANSIT ISSUES - CURRENT
AND FUTURE!

///

Fargo-Moorhead MPO Area



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Please provide your name and email address in the space provided below.

Name _____ Email Address _____ City _____ State _____

Don't keep any more
routes or service
4 NDS 4 - Expressmo
as is?

Sunday Service
1/5 S, 1

I wasn't very impressed by today's (04-11-16) article in the Forum. Seems Michael Maddox isn't completely informed about how the MAT bus systems works!

For one thing, ParaTransit has been running on Sundays for the last 13 years— with NO fixed routes running!! So that would NOT be an additional cost!

As for funding sources, one source—bus fares—wasn't mentioned—the money ONLY fixed route riders and paratransit riders pay! It is long overdue that the colleges—students, faculty and administration—start PAYING the regular adult fare to ride MAT. It is offensive that the Fixed Route riders and ParaTransit riders face continually increased fares but the colleges continue to freeload! Things need to change. This random “picking and choosing” about “who” does or doesn't pay to ride which route needs to stop. Have a consistency that everyone has to pay to ride every route to support the system!

Didn't see any mention of adding that route between West Acres and NDSU— there wouldn't be any PAYING CUSTOMERS on that route—and NDSU uses taxpayer money to run that—it is NOT necessary—nor is it necessary to run Route 13 half an hour at night or 13U. Some of this excess needs to be eliminated and brought back into sync with what is going on with other routes!! According to the City of Fargo's budget, there was a considerable amount of money to be taken from the City's general fund for 13U—why are taxpayers paying for a route only the students use—the students need to be paying for this route!!

Of course—can't forget the LINK—the most worthless route there is. Isn't it about time to eliminate the route, and put that money to better use—like starting route earlier in the morning—or having Route 15 run 15 minutes on Saturday.

All this talk about “dollars and cents” doesn't make sense when there is a failure to really get to the bottom of this—like how worthless the Link is, etc.

Also, what would happen to Transit Alternatives if some kind of different Sunday Service was implemented? How is Transit Alternative working, by the way?

Fargo-Moorhead MPO Area

Transit Development Plan



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Please provide your name and email address in the space provided below.

Gregory Breske gregbreske@yahoo.com
Name Email Address City State
Moorhead MN

Comments, Ideas, & Concerns

The proposed industrial route is a very good idea. I work with Heartland Labor and most of the jobs they send me on is in that industrial park. Bus service on Sunday is essential, I don't understand why there isn't any now. Also having the captioning on the CNN feed would make it much more useful.

> Continue on the back or attach additional sheets

Fargo-Moorhead MPO Area



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Please provide your name and email address in the space provided below.

<u>Erin Eversing</u>	<u>loberman@hotmail.com ^{loberman}</u>	<u>Fargo</u>	<u>ND</u>
Name	Email Address	City	State

lobermanhottey@yahoo.com

Fargo-Moorhead MPO Area



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

Barb Myglad	Can call at 701-566-3265 None	Fargo	ND
Name	Email Address	City	State

1. I ~~think~~ think the BUS that will go to the Airport is very good because it will be able to help people leave their cars home and not get stuck. It could probably be able to increase the people to ride the buses more because of that.
2. I think it's good to have about 15th to run every 15th of an hour on Saturdays \$30 or \$25
3. they can say that fair. I'm in favor of that, I'm handicapped. There are people that do it all the time. You can do that.
4. It is very good to have the Sunday bus but it doesn't have to run as late as you have it down for, the other time that you have down for the week for the times on the weak and fine.
5. The routes that go out to the new Sanford and Down 2th Street are very nice to have.

Fargo-Moorhead MPO Area



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Please provide your name and email address in the space provided below.

GREG HALLAN 107 1/2 Bowry FARGO
Name Email Address City State

I use THE 17 TO go TO
work... I NEED THAT ROUTE 17 |||

Fargo-Moorhead MPO Area



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

<u>DAVID A. MILLER</u>	<u>FARGO</u>	<u>ND</u>
Name	City	State

A LATER BUS SERVICE WOULD BE GREAT AND MAYBE MORE OFTEN WOULD BE REALLY GOOD AS WELL.

WE COULD USE AN EARLY WORK RUSH HOUR SO PEOPLE ARE NOT LATE FOR WORK.

Fargo-Moorhead MPO Area



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

Justin Hagen JusBus.JH@gmail.com Fargo ND
Name Email Address City State

I use to ride MAT BUS from doole-doll and will never forget the friendly people i meet. Your DRIVERS are very polite and helpful with all the needs in experience was of a lifetime, and whoever needs a ride i will recommend mat bus for sure. Thank you to all of you dedicated drivers, you make this place a peaceful way of living. Your extended route looks like it will be a long travel.

Respectfully,
Justin Hagen
MAT BUS Rider.

P.S. "Peace and Love"





Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

Joanna 701-200-6821 Fargo ND

Name

Email Address

City

State

Comments, Ideas, & Concerns

Buse s!!!on

Sunday!!!ive

Bad B use s!!!on

B Sunday!!!

> Continue on the back or attach additional sheets

Fargo-Moorhead MPO Area

Transit Development Plan



February 2016

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Please provide your name and email address in the space provided below.

Name

Email Address

City

State

Comments, Ideas, & Concerns

Time and drivers - Sundays?? Late shift past 2315??
Short drivers, filling routes for call ins and never
having a day off??

Big Concern

You can e-mail the study project manager at btroe@srfconsulting.com

Fargo-Moorhead MPO Area

Transit Development Plan



February 2016

as route

alternatives.

to btroe@srfconsulting.com.

drop off a physical copy of this form at the GTC (502 NP Ave., Fargo) or the West Acres Transit Hub.

Madhusudhan G. _____ Fargo ND.
Name Email Address City State

Growing city, Good service and great plan!

Thanks.

Fargo-Moorhead MPO Area

Transit Development Plan



February 2016

Richard Edgerly Driver #260

Name

Email Address

City

State

I have driven Rt. 3 for 3-4 yrs and I personally would welcome the proposed change to go all the way out to Walmart & bypass Cashwise & Target.

I do not see any real changes to the optime aspects because I believe that the time to go to Walmart will be close to the same as going to Cashwise & Target.

If changes are made or not can you adjust the times between Rt. 3 and 4,6+9 to match up for transfers or readjust them so that there is at least a 5 min. difference in the time between Rt 3 & RTs 4,6+9 to prevent any confusion or being able to make transfers

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Friday, March 25, 2016 8:27 AM
To: Bill Troe
Subject: FW: Response to Email - Speeding

Add to your comments from the public.

Lori Van Beek
Moorhead Transit Manager
Metro Area Transit (MATBUS)
650 23rd St. N.
Fargo, ND 58102
TEL: (701) 476-6686
CELL: (701) 367-0817
FAX: (701) 241-8558
www.matbus.com

From: Matt Rerick [<mailto:mattrerick@midco.net>]
Sent: Thursday, March 12, 2015 7:48 PM
To: Lori Van Beek
Subject: Re: Response to Email - Speeding

Lori

Thank you for listening to us! Talking with your consultant is appreciated by everyone of us.
Thanks again.... Matt

Sent from my iPhone

On Mar 12, 2015, at 3:57 PM, Lori Van Beek <LVanBeek@matbus.com> wrote:

We have a consultant that we have selected to prepare our five-year transit development plan (this is a federal grant requirement). They will be looking at all of our routes and route segments and making recommendations to improve efficiency and increase ridership. I will share your suggestion with them.

Lori Van Beek
Moorhead Transit Manager
Metro Area Transit (MATBUS)
650 23rd St. N.
Fargo, ND 58102
TEL: (701) 476-6686
CELL: (701) 367-0817
FAX: (701) 241-8558
www.matbus.com

From: Matt Rerick [<mailto:mattrerick@midco.net>]
Sent: Thursday, March 12, 2015 2:13 PM
To: Lori Van Beek
Subject: Re: Response to Email - Speeding

Lori

I and many others on this route disagree with your findings we see it you don't! We live in a residential neighborhood it's not even a snow emergency route! I say to you would you accept a city bus go by your house 20 plus times a day on your residential street mostly speeding (sometimes not) I think not! Getting this e-mail just proves everyone on this route was right nothing will be done and that's why they don't call I see their point now! There is a fix for all of this. 99% of the riders get picked up on the corner of 13ave and 17th street why not have the buses continue on 5th avenue to 17th st instead of coming down 20th street? There used to be a reason for 20th when North side retirement home was in business but that is no longer! Going down 5th has all but 4 houses and 17th is like a triple wide road plus I believe this is a snow emergency road! So before automatically saying no it can't be done check it out you will find this to be a very legitimate solution!

Thanks Matt

Sent from my iPhone

On Mar 12, 2015, at 8:38 AM, Lori Van Beek <LVanBeek@matbus.com> wrote:

Matt, attached is a letter in response to your email regarding speeding buses in your neighborhood. Also, the calls you made to Jackie yesterday and last week did not show the buses speeding.

3/11/15
Bus 381
11:50 a.m.
22 mph
29 mph

3/3/15
Bus 380
10:50 a.m. 25 mph, 27 mph
11:50 a.m. 22 mph, 27 mph
12:50 a.m. 18 mph

Lori Van Beek
Moorhead Transit Manager
Metro Area Transit (MATBUS)
650 23rd St. N.
Fargo, ND 58102
TEL: (701) 476-6686
CELL: (701) 367-0817
FAX: (701) 241-8558
www.matbus.com

From: tr_454e@cityoffargo.com [mailto:tr_454e@cityoffargo.com]
Sent: Wednesday, March 11, 2015 4:38 PM
To: Lori Van Beek
Subject: Message from tr_454e

<[Str_454e15031116380.pdf](#)>

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Monday, March 21, 2016 9:36 AM
To: Bill Troe; Julie Bommelman; Matt Peterson; 'Michael Maddox'; Taaren Haak; Larry M. Weil
Cc: 'Calves, Guillermo'; Lori Van Beek
Subject: RE: Individual Maps of Improvements that Are on Preliminary Recommended List

Bill, I received phone calls from two passengers who regularly ride Route 4 on 20th Street & 7th Avenue North - Terri Horn and Tim Simonson. Terri may call you directly (work phone is 218-233-1188). Both of these passengers have been riding MATBUS for 28 years and live close to this bus stop. They do not want to walk to 17th Street, especially in the cold winter months. Terri says if you have to travel on 17th Street, could you take 20th Street to 7th Avenue at least before turning? Tim has a disability and may have to switch to MAT Paratransit due to the distance to the proposed bus stop. Tim also asked for a designate bus stop at 7th Avenue. They both asked me to pass on their comments.

Terri also mentioned that reversing the route so that they don't have to ride all the way out to Wal-mart to get home would be preferred. (My note: this would be the recommendation of the last TDP but it was not implemented. This would increase the number of buses traveling per hour on 20th Street N. and aggravate the neighbors complaining about the speed of the bus even more. Also reversing the route has in the past made it difficult for passengers to understand, but clearly would make the route more linear and improve trip length for those living in north Moorhead.)

Lori Van Beek
Moorhead Transit Manager
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FAX: (701) 241-8558
www.matbus.com

From: Bill Troe [mailto:BTroe@srfconsulting.com]
Sent: Thursday, March 17, 2016 11:30 AM
To: Julie Bommelman; Lori Van Beek; Matt Peterson; 'Michael Maddox'; Taaren Haak; Larry M. Weil
Cc: 'Calves, Guillermo'
Subject: Individual Maps of Improvements that Are on Preliminary Recommended List

Here is a package of maps.

Bill Troe
Principal



11422 Miracle Hills Drive | Suite 315
Omaha, NE 68154
Phone: 402-513-2158 | Mobile: 402-350-7783
www.srfconsulting.com

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Tuesday, February 16, 2016 3:23 PM
To: Bill Troe
Cc: Michael Maddox; Lori Van Beek; Julie Bommelman; Gregg Schildberger; Taaren Haak; Matthew Peterson
Subject: TDP Comments

I had a phone call from a Paratransit client, Richard Green, who is blind and does not have access to the internet. He would like to have Sunday Paratransit service in Moorhead because he works on Sundays. He asked that his comments be registered for the transit plan.

Lori Van Beek
Moorhead Transit Manager
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FAX: (701) 241-8558
www.matbus.com

Bill Troe

From: Larry M. Weil <Larry.Weil@westfargond.gov>
Sent: Tuesday, December 08, 2015 10:39 AM
To: Gregg Schildberger
Cc: Bill Troe; Michael Maddox; Julie Bommelman
Subject: RE: New Route Possibly

Gregg,

For your information I visited with a woman from the Eagle Run Area yesterday also wondering when there would be bus service in the area. She has called Fargo and West Fargo offices. She intends to submit a letter and would like to be informed when there will be an opportunity for public comments relating to transit services.

Larry M Weil
Planning Director
City of West Fargo
701-433-5320

From: Gregg Schildberger [mailto:GSchildberger@cityoffargo.com]
Sent: Monday, December 07, 2015 6:24 PM
To: evan_grabofsky@my.minnesota.edu
Cc: Larry M. Weil <Larry.Weil@westfargond.gov>; Bill Troe <BTroe@srfconsulting.com>; Michael Maddox <maddox@fmmetrocog.org>; Julie Bommelman <JBommelman@matbus.com>
Subject: RE: New Route Possibly

Evan –

Thank you for the comments. I have forwarded your information onto Larry Weil (the West Fargo Director of Planning). We will also study for your comments for our 2016-2020 Transit Development Plan (TDP), which is currently underway. There will also be open house sessions for the TDP in the upcoming months to gather the public's opinions on potential route realignments. Please keep checking matbus.com for more information.

Gregg Schildberger | *Senior Transit Planner*
MATBUS for the City of Fargo

From: Evan Grabofsky [mailto:evan_grabofsky@my.minnesota.edu]
Sent: Friday, December 04, 2015 11:18 AM
To: Transit E-mail <transit@matbus.com>; Lori Van Beek <LVanBeek@matbus.com>
Subject: New Route Possibly

Hello,

My name is Evan Grabofsky. In August of 2014 I moved from the small town of Malta, Montana to West-Fargo, North Dakota. I travel almost 20 miles to and from Minnesota State Community and Technical College. I am perusing my associates degree in Information Technology. My apartment complex is Lake crest

Apartments and my address is 3015 7th Street West Apartment. 203. Let me get to the point of this email. I was wondering if you guys had any new route proposals to the south western side of West Fargo or on south Sheyenne street. If you guys were to make a route to south western with a park and ride or had a stop close enough to Lake Crest Apartments I would definitely be taking MatBus to and from my Apartment. Let me give you a little more information about Sheyenne Street if you don't already know. Sheyenne street is a two lane road that takes most of the people living in south western West-Fargo directly to Interstate 94, including me. I understand that 32nd Avenue East and 32nd Avenue South was just completed and that give access to Veterans Boulevard where they can also access the Interstate. However the majority of the people use Sheyenne to get onto the interstate. Every morning, Sheyenne street is crowded with people. It takes me usually 3-5 minutes to get onto the interstate. But during the mornings it can take me 20-25 minutes waiting for traffic to move and depending on the weather. Also the nearest bus stops to my apartment is Route 23 Shelter 275 Corner SE at the corner of Veteran's Boulevard & 40th Avenue South, and I believe its Route 16 at the corner of 13th Avenue South an 8th Street West. So I wanted to let you know that there is a need for public transportation in this area of West Fargo. And since I have an interest in public transportation, if you would like help planning routes or bus stops, or even to provide a public statement. It would be my pleasure to help.

Sincerely, Evan Grabofsky

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Monday, February 29, 2016 11:06 AM
To: Bill Troe
Subject: FW: [Non-DoD Source] RE: Services that are provided

FYI.

Lori Van Beek
Moorhead Transit Manager
Metro Area Transit (MATBUS)
650 23rd St. N.
Fargo, ND 58102
TEL: (701) 476-6686
CELL: (701) 367-0817
FAX: (701) 241-8558
www.matbus.com

-----Original Message-----

From: Lori Van Beek
Sent: Monday, February 29, 2016 11:05 AM
To: Pitsiladis, John E SFC USARMY NG NDARNG (US)
Cc: Lori Van Beek; Julie Bommelman
Subject: RE: [Non-DoD Source] RE: Services that are provided

Vanpool service is best coordinated by the employer(s) because of their direct access to employees. There are companies who will provide/lease the van, but the people riding share the costs to operate the van. The lease company usually needs a person or organization to guarantee payment as people who share costs come and go. Although some transit systems operate van pool programs, at this point MATBUS does not operate van pools.

If you go online and search for vanpool services, you'll see various companies and resources available.

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www.matbus.com

-----Original Message-----

From: Pitsiladis, John E SFC USARMY NG NDARNG (US) [mailto:john.e.pitsiladis.mil@mail.mil]
Sent: Monday, February 29, 2016 10:52 AM
To: Lori Van Beek
Subject: RE: [Non-DoD Source] RE: Services that are provided

Lori,

Thank You very much for the info and quick response. It looks as if MAT Bus is considering making some good changes to their routes. One of the things I saw that you mentioned was a shared van service or Rideshare program. Can you or someone else elaborate on that? Is this something that MAT Bus is capable of doing or is this something that another company provides?

John Pitsiladis

North Dakota Military Outreach Program (SE Region) Fargo Military Service Center

2219 12th Street N., Fargo, ND 58102

Office: 701-451-6059

Cell: 701-212-0466

john.e.pitsiladis.mil@mail.mil

-----Original Message-----

From: Lori Van Beek [mailto:LVanBeek@matbus.com]

Sent: Monday, February 29, 2016 10:10 AM

To: Pitsiladis, John E SFC USARMY NG NDARNG (US)

Cc: Lori Van Beek; Julie Bommelman; Bill Troe

Subject: [Non-DoD Source] RE: Services that are provided

All active links contained in this email were disabled. Please verify the identity of the sender, and confirm the authenticity of all links contained within the message prior to copying and pasting the address to a Web browser.

Hi John. Veterans with disabilities who have "service connected" under their picture on a VA ID ride free on MATBUS. They just need to show their ID to the bus driver when they board the bus.

Regarding Sunday service and Industrial Park service:

Our five-year plan has listed Sunday Service as a goal in the past, but we have not received funding or revenue to implement Sunday service. Sunday ridership is less than weekday or Saturday ridership as fewer people are traveling to work or school. Often, when new service is implemented, it is to newly developed areas where there is a hospital, clinic, or college, or to add frequency to existing routes. Moorhead does have Sunday service provided through Transit Alternatives, but it has very low usage.

Industrial Park service is very difficult to provide as the different shifts do not match up to our service hours, and businesses are spread over a large geographical area. A shared van service or Rideshare program is often recommended for this type of service area.

For both Sunday and Industrial Park Service, our five-year plan consultant has addressed them in some way in the alternatives out for public comment.

Any comments received during the public open houses held Feb. 9-10 are in the possession of our five-year plan consultant. They are still receiving comments. Maps and charts have been posted at the Ground Transportation Center and West Acres Transit hub. They will also be added to our website and a Rider Alert sent out this week. Feel free to submit comments to Bill Troe, SRF Consulting. I'm attaching a copy of maps and charts, as well as the comment card, to this email. Feel free to email this to other interested persons who would like to comment.

Lori Van Beek

Moorhead Transit Manager

Metro Area Transit (MATBUS)

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Fargo, ND 58102

TEL: (701) 476-6686
CELL: (701) 367-0817
FAX: (701) 241-8558
Caution-www.matbus.com

-----Original Message-----

From: Pitsiladis, John E SFC USARMY NG NDARNG (US) [Caution-mailto:john.e.pitsiladis.mil@mail.mil]
Sent: Friday, February 26, 2016 4:19 PM
To: Lori Van Beek
Subject: Services that are provided

Good Afternoon Lori,

My name is John Pitsiladis and I'm with the Military Outreach Program at the Fargo Military Service Center. My primary job is to work with Military Veterans and Service Members and assist them in finding resources to better meet their needs. There are a lot of organizations that are doing great things around the F-M area, but one of the issues that I seemed to notice is that we sometimes don't know what each other do. The reason why I'm emailing you is to find out a little more of what MAT Bus is able to do for veterans and Service Members. Do you provide any discounts on bus passes for veterans or disabled veterans? Also, I've dealt with some veterans who have made several comments that they don't mind taking the bus, but wished it would run on Sunday's or wish it would run out to the industrial park area. Any specific reason why you aren't able to do those 2 things? Lastly, are there any notes from the town hall meetings you had on 9-10 Feb? If so, are you at liberty to share them?

If you have any questions of me, please feel free to contact me.

Thank You for your time.

John Pitsiladis
North Dakota Military Outreach Program (SE Region) Fargo Military Service Center
2219 12th Street N., Fargo, ND 58102
Office: 701-451-6059
Cell: 701-212-0466
john.e.pitsiladis.mil@mail.mil



Transit Development Plan

February 2016

Please record your comments and/or questions or thoughts regarding the concepts presented at the meeting. Please return your completed form to one of the consultant staff.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Name _____ Email Address _____ City _____ State _____

Comments, Ideas, & Concerns

Note that if you add a route to the ~~BOON~~ industrial area that most shifts start at 6:30 AM - 2:30 PM night shifts typically end at 11:30 PM I would need to transfer and walk a few blocks. I would gladly ride the bus everyday in the winter. And when my old car dies I would be riding year round. I don't mind getting up extra early as long as I make it to work on time.

> Continue on the back or attach additional sheets

BACK 

Fargo-Moorhead MPO Area



Transit Development Plan

February 2016

Please record your comments and/or questions or thoughts regarding the concepts presented as route alternatives. Please return your completed form to btroe@srfconsulting.com.

You may also drop off a physical copy of this form at the GTC (502 NP Ave., Fargo) or the West Acres Transit Hub.

Please provide your name and email address in the space provided below.

Name

Email Address

City

State

STOP WASTING MONEY AND GAS
ON THAT LINK BUS - NOBODY RIDES
IT AND MONEY CAN BE BETTER SPENT
ON STARTING ROUTES EARLIER! OR
RUNNING 15 15MINUTES ON SATURDAY!

TOO MUCH SERVICE 4 NDSU - NO
ON A WEST ACRES ROUTE OR ANY
MORE SERVICE!

A REALLY BAD IDEA OF HAVING
IS STOP IN FRONT OF WEST ACRES!
TOO INCONVENIENT TO HAVE TO WALK
ACROSS MALL TO ROGER MARIS SIDE!
→

Fargo-Moorhead MPO Area



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Please provide your name and email address in the space provided below.

Name

Email Address

City

State

Don't need any more
routes or service
4 NDS 4 - excessive
as is!

Monday Service
1/5 S, 1

I wasn't very impressed by today's (04-11-16) article in the Forum. Seems Michael Maddox isn't completely informed about how the MAT bus systems works!

For one thing, ParaTransit has been running on Sundays for the last 13 years— with NO fixed routes running!! So that would NOT be an additional cost!

As for funding sources, one source—bus fares—wasn't mentioned—the money ONLY fixed route riders and paratransit riders pay! It is long overdue that the colleges—students, faculty and administration—start PAYING the regular adult fare to ride MAT. It is offensive that the Fixed Route riders and ParaTransit riders face continually increased fares but the colleges continue to freeload! Things need to change. This random “picking and choosing” about “who” does or doesn't pay to ride which route needs to stop. Have a consistency that everyone has to pay to ride every route to support the system!

Didn't see any mention of adding that route between West Acres and NDSU— there wouldn't be any PAYING CUSTOMERS on that route—and NDSU uses taxpayer money to run that—it is NOT necessary—nor is it necessary to run Route 13 half an hour at night or 13U. Some of this excess needs to be eliminated and brought back into sync with what is going on with other routes!! According to the City of Fargo's budget, there was a considerable amount of money to be taken from the City's general fund for 13U—why are taxpayers paying for a route only the students use—the students need to be paying for this route!!

Of course—can't forget the LINK—the most worthless route there is. Isn't it about time to eliminate the route, and put that money to better use—like starting route earlier in the morning—or having Route 15 run 15 minutes on Saturday.

All this talk about “dollars and cents” doesn't make sense when there is a failure to really get to the bottom of this—like how worthless the Link is, etc.

Also, what would happen to Transit Alternatives if some kind of different Sunday Service was implemented? How is Transit Alternative working, by the way?

Fargo-Moorhead MPO Area

Transit Development Plan



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Please provide your name and email address in the space provided below.

Gregory Breske gregbreske@yahoo.com
Name Email Address City State
Moorhead MN

Comments, Ideas, & Concerns

The proposed industrial route is a very good idea. I work with Heartland Labor and most of the jobs they send me on is in that industrial park. Bus service on Sunday is essential, I don't understand why there isn't any now. Also having the captioning on the CNN feed would make it much more useful.

> Continue on the back or attach additional sheets

Fargo-Moorhead MPO Area



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Please provide your name and email address in the space provided below.

Name	Email Address	City	State
Erik Overing	toberman@hotmail.com fargo	fargo	ND
	toberman@hotmail.com		

Fargo-Moorhead MPO Area



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February 2016

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Please provide your name and email address in the space provided below.

Barb Myglad Can call at 701-566-3265 Fargo ND
Name Email Address City State

1. I ~~think~~ ^{think} the BUS that will go to the Airport is very good because it will be able to help people leave their cars home and not get stuck. It could probably be able to increase the people to ride the bus more because of that.
2. I think it's good to have about 15th to run every 15th of an hour on Saturdays \$30 or \$25
3. they can bus that fair. I'm in favor of that, I'm handicapped. There are people that do it all the time. you can do that.
4. It's very good to have the Sunday bus but it doesn't have to run as late as you have it down for, the other time that you have down for the week for the times on the weak and fine.
5. The routes that go out to the new Sanford and Down 2th Street are very nice to have.

Fargo-Moorhead MPO Area



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

Greg HALLAN 107 1/2 Bowly FARGO _____
Name Email Address City State

I use THE 17 TO go TO
work... I NEED THAT ROUTE 17 |||

Fargo-Moorhead MPO Area



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

<u>DAVID A. MILLER</u>	<u>FARGO</u>	<u>ND</u>
Name	City	State

A LATER BUS SERVICE WOULD BE GREAT AND MAYBE MORE OFTEN WOULD BE REALLY GOOD AS WELL.
WE COULD USE AN EARLY WORK RUSH HOUR SO PEOPLE ARE NOT LATE FOR WORK.

Fargo-Moorhead MPO Area



Transit Development Plan

February 2016

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Please provide your name and email address in the space provided below.

Justin Hagen JusBus.JH@gmail.com Fargo ND
Name Email Address City State

I use to ride MAT BUS from doole-dohy and will never forget the friendly people i meet. Your DRIVERS are very polite and helpful with all the riders. my experience was of a lifetime, and whoever needs a ride i will recommend mat bus for sure. Thank you to all of you dedicated drivers, you make this place a peaceful way of living. your extended route looks like it will be a long travel.

Respectfully,
Justin Hagen
MAT BUS Rider.

P.S. "Peace and Love"





February 2016

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Please provide your name and email address in the space provided below.

Joanna 701-200-6821 Fargo ND

Name

Email Address

City

State

Comments, Ideas, & Concerns

Buse s!!!on

Sunday!!!ive

Bad Buse s!!!on

B Sunday!!!

> Continue on the back or attach additional sheets

Fargo-Moorhead MPO Area

Transit Development Plan



February 2016

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Please provide your name and email address in the space provided below.

Name

Email Address

City

State

Comments, Ideas, & Concerns

Time and drivers - Sundays?? Late shift past 2315??
Short drivers, filling routes for call ins and never
having a day off??

Big Concern

You can e-mail the study project manager at btroe@srfconsulting.com

Fargo-Moorhead MPO Area

Transit Development Plan



February 2016

as route

alternatives.

to btroe@srfconsulting.com.

drop off a physical copy of this form at the GTC (502 NP Ave., Fargo) or the West Acres Transit Hub.

Madhusudhan G. Fargo ND.
Name Email Address City State

Growing city, Great service and great plan!

Thanks.

Fargo-Moorhead MPO Area

Transit Development Plan



February 2016

Richard Edgerly Driver #260

Name

Email Address

City

State

I have driven Rt. 3 for 3-4 yrs and I personally would welcome the proposed change to go all the way out to Walmart & bypass Cashwise & Target.

I do not see any real changes to the optime aspects because I believe that the time to go to Walmart will be close to the same as going to Cashwise & Target.

If changes are made or not can you adjust the times between Rt. 3 and 4, 6 & 9 to match up for transfers or readjust them so that there is at least a 5 min. difference in the time between Rt 3 & RTs 4, 6 & 9 to prevent any confusion or being able to make transfers

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Friday, March 25, 2016 8:27 AM
To: Bill Troe
Subject: FW: Response to Email - Speeding

Add to your comments from the public.

Lori Van Beek
Moorhead Transit Manager
Metro Area Transit (MATBUS)
650 23rd St. N.
Fargo, ND 58102
TEL: (701) 476-6686
CELL: (701) 367-0817
FAX: (701) 241-8558
www.matbus.com

From: Matt Rerick [mailto:mattrerick@midco.net]
Sent: Thursday, March 12, 2015 7:48 PM
To: Lori Van Beek
Subject: Re: Response to Email - Speeding

Lori

Thank you for listening to us! Talking with your consultant is appreciated by everyone of us.
Thanks again.... Matt

Sent from my iPhone

On Mar 12, 2015, at 3:57 PM, Lori Van Beek <LVanBeek@matbus.com> wrote:

We have a consultant that we have selected to prepare our five-year transit development plan (this is a federal grant requirement). They will be looking at all of our routes and route segments and making recommendations to improve efficiency and increase ridership. I will share your suggestion with them.

Lori Van Beek
Moorhead Transit Manager
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Fargo, ND 58102
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www.matbus.com

From: Matt Rerick [mailto:mattrerick@midco.net]
Sent: Thursday, March 12, 2015 2:13 PM
To: Lori Van Beek
Subject: Re: Response to Email - Speeding

Lori

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Thanks Matt

Sent from my iPhone

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3/11/15

Bus 381

11:50 a.m.

22 mph

29 mph

3/3/15

Bus 380

10:50 a.m. 25 mph, 27 mph

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12:50 a.m. 18 mph

Lori Van Beek

Moorhead Transit Manager

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Fargo, ND 58102

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From: tr_454e@cityoffargo.com [mailto:tr_454e@cityoffargo.com]

Sent: Wednesday, March 11, 2015 4:38 PM

To: Lori Van Beek

Subject: Message from tr_454e

<Str_454e15031116380.pdf>

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Monday, March 21, 2016 9:36 AM
To: Bill Troe; Julie Bommelman; Matt Peterson; 'Michael Maddox'; Taaren Haak; Larry M. Weil
Cc: 'Calves, Guillermo'; Lori Van Beek
Subject: RE: Individual Maps of Improvements that Are on Preliminary Recommended List

Bill, I received phone calls from two passengers who regularly ride Route 4 on 20th Street & 7th Avenue North - Terri Horn and Tim Simonson. Terri may call you directly (work phone is 218-233-1188). Both of these passengers have been riding MATBUS for 28 years and live close to this bus stop. They do not want to walk to 17th Street, especially in the cold winter months. Terri says if you have to travel on 17th Street, could you take 20th Street to 7th Avenue at least before turning? Tim has a disability and may have to switch to MAT Paratransit due to the distance to the proposed bus stop. Tim also asked for a designate bus stop at 7th Avenue. They both asked me to pass on their comments.

Terri also mentioned that reversing the route so that they don't have to ride all the way out to Wal-mart to get home would be preferred. (My note: this would be the recommendation of the last TDP but it was not implemented. This would increase the number of buses traveling per hour on 20th Street N. and aggravate the neighbors complaining about the speed of the bus even more. Also reversing the route has in the past made it difficult for passengers to understand, but clearly would make the route more linear and improve trip length for those living in north Moorhead.)

Lori Van Beek
Moorhead Transit Manager
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650 23rd St. N.
Fargo, ND 58102
TEL: (701) 476-6686
CELL: (701) 367-0817
FAX: (701) 241-8558
www.matbus.com

From: Bill Troe [mailto:BTroe@srfconsulting.com]
Sent: Thursday, March 17, 2016 11:30 AM
To: Julie Bommelman; Lori Van Beek; Matt Peterson; 'Michael Maddox'; Taaren Haak; Larry M. Weil
Cc: 'Calves, Guillermo'
Subject: Individual Maps of Improvements that Are on Preliminary Recommended List

Here is a package of maps.

Bill Troe
Principal



11422 Miracle Hills Drive | Suite 315
Omaha, NE 68154
Phone: 402-513-2158 | Mobile: 402-350-7783
www.srfconsulting.com

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Tuesday, February 16, 2016 3:23 PM
To: Bill Troe
Cc: Michael Maddox; Lori Van Beek; Julie Bommelman; Gregg Schildberger; Taaren Haak; Matthew Peterson
Subject: TDP Comments

I had a phone call from a Paratransit client, Richard Green, who is blind and does not have access to the internet. He would like to have Sunday Paratransit service in Moorhead because he works on Sundays. He asked that his comments be registered for the transit plan.

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Bill Troe

From: Larry M. Weil <Larry.Weil@westfargond.gov>
Sent: Tuesday, December 08, 2015 10:39 AM
To: Gregg Schildberger
Cc: Bill Troe; Michael Maddox; Julie Bommelman
Subject: RE: New Route Possibly

Gregg,

For your information I visited with a woman from the Eagle Run Area yesterday also wondering when there would be bus service in the area. She has called Fargo and West Fargo offices. She intends to submit a letter and would like to be informed when there will be an opportunity for public comments relating to transit services.

Larry M Weil
Planning Director
City of West Fargo
701-433-5320

From: Gregg Schildberger [mailto:GSchildberger@cityoffargo.com]
Sent: Monday, December 07, 2015 6:24 PM
To: evan_grabofsky@my.minnesota.edu
Cc: Larry M. Weil <Larry.Weil@westfargond.gov>; Bill Troe <BTroe@srfconsulting.com>; Michael Maddox <maddox@fmmetrocog.org>; Julie Bommelman <JBommelman@matbus.com>
Subject: RE: New Route Possibly

Evan –

Thank you for the comments. I have forwarded your information onto Larry Weil (the West Fargo Director of Planning). We will also study for your comments for our 2016-2020 Transit Development Plan (TDP), which is currently underway. There will also be open house sessions for the TDP in the upcoming months to gather the public's opinions on potential route realignments. Please keep checking matbus.com for more information.

Gregg Schildberger | *Senior Transit Planner*
MATBUS for the City of Fargo

From: Evan Grabofsky [mailto:evan_grabofsky@my.minnesota.edu]
Sent: Friday, December 04, 2015 11:18 AM
To: Transit E-mail <transit@matbus.com>; Lori Van Beek <LVanBeek@matbus.com>
Subject: New Route Possibly

Hello,

My name is Evan Grabofsky. In August of 2014 I moved from the small town of Malta, Montana to West-Fargo, North Dakota. I travel almost 20 miles to and from Minnesota State Community and Technical College. I am perusing my associates degree in Information Technology. My apartment complex is Lake crest

Apartments and my address is 3015 7th Street West Apartment. 203. Let me get to the point of this email. I was wondering if you guys had any new route proposals to the south western side of West Fargo or on south Sheyenne street. If you guys were to make a route to south western with a park and ride or had a stop close enough to Lake Crest Apartments I would definitely be taking MatBus to and from my Apartment. Let me give you a little more information about Sheyenne Street if you don't already know. Sheyenne street is a two lane road that takes most of the people living in south western West-Fargo directly to Interstate 94, including me. I understand that 32nd Avenue East and 32nd Avenue South was just completed and that give access to Veterans Boulevard where they can also access the Interstate. However the majority of the people use Sheyenne to get onto the interstate. Every morning, Sheyenne street is crowded with people. It takes me usually 3-5 minutes to get onto the interstate. But during the mornings it can take me 20-25 minutes waiting for traffic to move and depending on the weather. Also the nearest bus stops to my apartment is Route 23 Shelter 275 Corner SE at the corner of Veteran's Boulevard & 40th Avenue South, and I believe its Route 16 at the corner of 13th Avenue South an 8th Street West. So I wanted to let you know that there is a need for public transportation in this area of West Fargo. And since I have an interest in public transportation, if you would like help planning routes or bus stops, or even to provide a public statement. It would be my pleasure to help.

Sincerely, Evan Grabofsky

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Monday, February 29, 2016 11:06 AM
To: Bill Troe
Subject: FW: [Non-DoD Source] RE: Services that are provided

FYI.

Lori Van Beek
Moorhead Transit Manager
Metro Area Transit (MATBUS)
650 23rd St. N.
Fargo, ND 58102
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-----Original Message-----

From: Lori Van Beek
Sent: Monday, February 29, 2016 11:05 AM
To: Pitsiladis, John E SFC USARMY NG NDARNG (US)
Cc: Lori Van Beek; Julie Bommelman
Subject: RE: [Non-DoD Source] RE: Services that are provided

Vanpool service is best coordinated by the employer(s) because of their direct access to employees. There are companies who will provide/lease the van, but the people riding share the costs to operate the van. The lease company usually needs a person or organization to guarantee payment as people who share costs come and go. Although some transit systems operate van pool programs, at this point MATBUS does not operate van pools.

If you go online and search for vanpool services, you'll see various companies and resources available.

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-----Original Message-----

From: Pitsiladis, John E SFC USARMY NG NDARNG (US) [mailto:john.e.pitsiladis.mil@mail.mil]
Sent: Monday, February 29, 2016 10:52 AM
To: Lori Van Beek
Subject: RE: [Non-DoD Source] RE: Services that are provided

Lori,

Thank You very much for the info and quick response. It looks as if MAT Bus is considering making some good changes to their routes. One of the things I saw that you mentioned was a shared van service or Rideshare program. Can you or someone else elaborate on that? Is this something that MAT Bus is capable of doing or is this something that another company provides?

John Pitsiladis

North Dakota Military Outreach Program (SE Region) Fargo Military Service Center

2219 12th Street N., Fargo, ND 58102

Office: 701-451-6059

Cell: 701-212-0466

john.e.pitsiladis.mil@mail.mil

-----Original Message-----

From: Lori Van Beek [mailto:LVanBeek@matbus.com]

Sent: Monday, February 29, 2016 10:10 AM

To: Pitsiladis, John E SFC USARMY NG NDARNG (US)

Cc: Lori Van Beek; Julie Bommelman; Bill Troe

Subject: [Non-DoD Source] RE: Services that are provided

All active links contained in this email were disabled. Please verify the identity of the sender, and confirm the authenticity of all links contained within the message prior to copying and pasting the address to a Web browser.

Hi John. Veterans with disabilities who have "service connected" under their picture on a VA ID ride free on MATBUS. They just need to show their ID to the bus driver when they board the bus.

Regarding Sunday service and Industrial Park service:

Our five-year plan has listed Sunday Service as a goal in the past, but we have not received funding or revenue to implement Sunday service. Sunday ridership is less than weekday or Saturday ridership as fewer people are traveling to work or school. Often, when new service is implemented, it is to newly developed areas where there is a hospital, clinic, or college, or to add frequency to existing routes. Moorhead does have Sunday service provided through Transit Alternatives, but it has very low usage.

Industrial Park service is very difficult to provide as the different shifts do not match up to our service hours, and businesses are spread over a large geographical area. A shared van service or Rideshare program is often recommended for this type of service area.

For both Sunday and Industrial Park Service, our five-year plan consultant has addressed them in some way in the alternatives out for public comment.

Any comments received during the public open houses held Feb. 9-10 are in the possession of our five-year plan consultant. They are still receiving comments. Maps and charts have been posted at the Ground Transportation Center and West Acres Transit hub. They will also be added to our website and a Rider Alert sent out this week. Feel free to submit comments to Bill Troe, SRF Consulting. I'm attaching a copy of maps and charts, as well as the comment card, to this email. Feel free to email this to other interested persons who would like to comment.

Lori Van Beek

Moorhead Transit Manager

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Caution-www.matbus.com

-----Original Message-----

From: Pitsiladis, John E SFC USARMY NG NDARNG (US) [Caution-mailto:john.e.pitsiladis.mil@mail.mil]
Sent: Friday, February 26, 2016 4:19 PM
To: Lori Van Beek
Subject: Services that are provided

Good Afternoon Lori,

My name is John Pitsiladis and I'm with the Military Outreach Program at the Fargo Military Service Center. My primary job is to work with Military Veterans and Service Members and assist them in finding resources to better meet their needs. There are a lot of organizations that are doing great things around the F-M area, but one of the issues that I seemed to notice is that we sometimes don't know what each other do. The reason why I'm emailing you is to find out a little more of what MAT Bus is able to do for veterans and Service Members. Do you provide any discounts on bus passes for veterans or disabled veterans? Also, I've dealt with some veterans who have made several comments that they don't mind taking the bus, but wished it would run on Sunday's or wish it would run out to the industrial park area. Any specific reason why you aren't able to do those 2 things? Lastly, are there any notes from the town hall meetings you had on 9-10 Feb? If so, are you at liberty to share them?

If you have any questions of me, please feel free to contact me.

Thank You for your time.

John Pitsiladis
North Dakota Military Outreach Program (SE Region) Fargo Military Service Center
2219 12th Street N., Fargo, ND 58102
Office: 701-451-6059
Cell: 701-212-0466
john.e.pitsiladis.mil@mail.mil

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Friday, April 08, 2016 10:43 AM
To: Bill Troe
Subject: FW: Concerns Regarding MATBUS Service

This is from last October, but thought you should check to see if the comments were included in your TDP documentation.

Lori Van Beek
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From: Lori Van Beek
Sent: Wednesday, October 28, 2015 10:03 AM
To: Nola Storm
Cc: karlarosehanson@hotmail.com; Gregg Schildberger; Lori Van Beek; Julie Bommelman
Subject: RE: Concerns Regarding MATBUS Service

I have forwarded your comments to the consultant for our five-year plan. When Gregg returns to the office next week, we will respond to your questions. Thanks for taking the time to detail out your transit concerns!

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www.matbus.com

From: Nola Storm [<mailto:nstorm53@gmail.com>]
Sent: Tuesday, October 27, 2015 8:16 PM
Cc: karlarosehanson@hotmail.com; Lori Van Beek; Gregg Schildberger
Subject: Concerns Regarding MATBUS Service

Hello Lori and Gregg,

This past August Karla Rose Hanson and I, representatives from Faith Forward had a conversation with Stephanie about some thoughts about possible future changes to MATBUS routes and she recommended we contact both of you. Faith Forward is a faith based organization that looks at ways low income or other marginalized members of our community can be better served. The idea of transportation issues was brought to our attention, so we wanted to explore what is available now and what may be available in the near future. Some of us read through the recent bus survey, and also the

long range transportation plan, and had conversations with some from the affected community members. These are the items that seemed to be areas of interest.

- Routes to the North Fargo industrial park
- Sunday service
- Extended morning and evening operating hours
- Options for purchasing monthly passes at locations other than the Ground Transportation Center and Metro Transit Garage (such as your idea to purchase passes at transfer hubs or partnering with businesses such as Hornbacher's for people to purchase passes from them)

What are your thoughts regarding the future possibility of these changes to the current MATBUS schedule, or the ability of community members being able to purchase monthly passes in selected locations in the community? Would a meeting with us be useful? If so Karla and I would appreciate having the opportunity to meet.

We appreciate that our community has a well functioning bus system. We also realize that change is costly and takes time. Our community is growing rapidly, and the number of people who rely on mass transit to get to work, school, health care, and shopping is expanding too.

Thank you for your consideration of our interest in continuing to meet the needs of those in our community who have few resources.

Sincerely,
Nola Storm

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Friday, March 25, 2016 8:27 AM
To: Bill Troe
Subject: FW: Response to Email - Speeding

Add to your comments from the public.

Lori Van Beek
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From: Matt Rerick [<mailto:mattrerick@midco.net>]
Sent: Thursday, March 12, 2015 7:48 PM
To: Lori Van Beek
Subject: Re: Response to Email - Speeding

Lori

Thank you for listening to us! Talking with your consultant is appreciated by everyone of us.
Thanks again.... Matt

Sent from my iPhone

On Mar 12, 2015, at 3:57 PM, Lori Van Beek <LVanBeek@matbus.com> wrote:

We have a consultant that we have selected to prepare our five-year transit development plan (this is a federal grant requirement). They will be looking at all of our routes and route segments and making recommendations to improve efficiency and increase ridership. I will share your suggestion with them.

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From: Matt Rerick [<mailto:mattrerick@midco.net>]
Sent: Thursday, March 12, 2015 2:13 PM
To: Lori Van Beek
Subject: Re: Response to Email - Speeding

Lori

I and many others on this route disagree with your findings we see it you don't! We live in a residential neighborhood it's not even a snow emergency route! I say to you would you accept a city bus go by your house 20 plus times a day on your residential street mostly speeding (sometimes not) I think not! Getting this e-mail just proves everyone on this route was right nothing will be done and that's why they don't call I see their point now! There is a fix for all of this. 99% of the riders get picked up on the corner of 13ave and 17th street why not have the buses continue on 5th avenue to 17th st instead of coming down 20th street? There used to be a reason for 20th when North side retirement home was in business but that is no longer! Going down 5th has all but 4 houses and 17th is like a triple wide road plus I believe this is a snow emergency road! So before automatically saying no it can't be done check it out you will find this to be a very legitimate solution!

Thanks Matt

Sent from my iPhone

On Mar 12, 2015, at 8:38 AM, Lori Van Beek <LVanBeek@matbus.com> wrote:

Matt, attached is a letter in response to your email regarding speeding buses in your neighborhood. Also, the calls you made to Jackie yesterday and last week did not show the buses speeding.

3/11/15
Bus 381
11:50 a.m.
22 mph
29 mph

3/3/15
Bus 380
10:50 a.m. 25 mph, 27 mph
11:50 a.m. 22 mph, 27 mph
12:50 a.m. 18 mph

Lori Van Beek
Moorhead Transit Manager
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From: tr_454e@cityoffargo.com [mailto:tr_454e@cityoffargo.com]
Sent: Wednesday, March 11, 2015 4:38 PM
To: Lori Van Beek
Subject: Message from tr_454e

<Str_454e15031116380.pdf>

Bill Troe

From: Lori Van Beek <LVanBeek@matbus.com>
Sent: Monday, March 21, 2016 9:36 AM
To: Bill Troe; Julie Bommelman; Matt Peterson; 'Michael Maddox'; Taaren Haak; Larry M. Weil
Cc: 'Calves, Guillermo'; Lori Van Beek
Subject: RE: Individual Maps of Improvements that Are on Preliminary Recommended List

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Terri also mentioned that reversing the route so that they don't have to ride all the way out to Wal-mart to get home would be preferred. (My note: this would be the recommendation of the last TDP but it was not implemented. This would increase the number of buses traveling per hour on 20th Street N. and aggravate the neighbors complaining about the speed of the bus even more. Also reversing the route has in the past made it difficult for passengers to understand, but clearly would make the route more linear and improve trip length for those living in north Moorhead.)

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From: Bill Troe [mailto:BTroe@srfconsulting.com]
Sent: Thursday, March 17, 2016 11:30 AM
To: Julie Bommelman; Lori Van Beek; Matt Peterson; 'Michael Maddox'; Taaren Haak; Larry M. Weil
Cc: 'Calves, Guillermo'
Subject: Individual Maps of Improvements that Are on Preliminary Recommended List

Here is a package of maps.

Bill Troe
Principal



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2016-2020 Transit Development Plan

TDP

Public Meeting #3 Summary

May 18 and 19, 2016 Meetings

Public Meeting for Fargo-Moorhead Transit Development Plan

Fargo-Moorhead Metro Council of Governments and MATBUS are preparing an update of the regional transit plan. The purpose of this study is to identify gaps in the current range of services, evaluate alternatives to address the gaps and prepare a prioritized list of system improvements.

The purpose of this third and last round of study public information meetings is to:

- Present preliminary recommended modifications to current service.
- Gather public comments and feedback on the recommendations.
- Summarize steps to finalize the 2016-2020 Transit Development Plan.

Four meetings over two days will be held in Fargo, Moorhead, and West Fargo. Each meeting will be an informal open house where staff and the project consultant will be available to meet directly with interested residents.

Meeting Information

Wednesday, May 18, 2016

Meeting 1 – Ground Transportation Center (GTC)
Downtown Fargo
4:00 PM to 6:00 PM

Meeting 2 – Moorhead City Hall/Moorhead Center Mall
7:00 PM to 8:30 PM

Thursday, May 19, 2016

Meeting 1 – Lodoen Community Center (Library Entrance)
109 3rd Street East – South Entrance
2:00 PM to 3:30 PM

Meeting 2 – Downtown Fargo
Under the Marquee – Fargo Theatre
314 Broadway
5:30 PM to 7:00 PM

For More Information Call:

Bill Troe

Telephone: 402-513-2158

E-mail: btroe@srfconsulting.com

Any individual requiring a special accommodation to allow access or participation at the meeting is asked to notify Michael Maddox, Transportation Planner, Fargo-Moorhead Metro COG at 232-3242 #33 of his/her needs five (5) days in advance of the meeting. Also, materials can be provided in alternate formats: large print, braille, cassette tape or on computer disk for people with disabilities or with limited English proficiency (LEP) by contacting Metro COG at least five (5) days prior to the meeting at the number listed above.

Meeting Boards

How Would You Allocate Funding?

- Displays highlight the key expansion proposals that would require investing more funds into operations and vehicles.
- Total cost of the preliminary recommendations is likely greater than the additional dollars reasonable to allocate.
- Please provide input on your preference of where funds should be allocated:
 - You have 12 "Coins" to allocate
 - Each improvement/expansion option costs a certain number of coins.
 - Place the identified number of coins in the container of the projects you prefer to fund.
 - **You do not have enough coins to fund all projects.**
 - You do not need to "spend" all of your coins.
 - Place unused coins in the "Unspent" container

Route 15 Saturday – 15 Minute Service



- Downtown to West Acres
- Saturday – Increase Frequency from 30 Minutes to 15 Minutes
- 7 AM to 6 PM

1 Coin

Proposed Route 26



- Provides New Sanford Hospital Service
- Adds Service to 45th Street
- 30 Minute Frequency
- Supplements S. of I-94 Gap

5 Coins

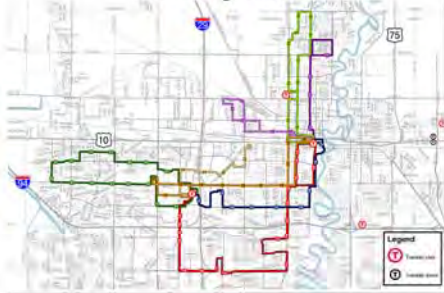
Proposed Route 27



- Service to:
 - Veterans Drive
 - Sheyenne Street
- 1 Hour Frequency
- Cost Shared between Fargo and West Fargo

5 Coins

Sunday Service



- Core Routes
- 9 AM to 7 PM
- Same Frequency as Weekday
- Supplements S. of I-94 Gap

7 Coins

Late Night Service



- Serve Entertainment-Housing Core
- Thursday – Saturday Only
- Extend from 11 PM to 3 AM
- 1 Hour Frequency

3 Coins

Proposed Route 22



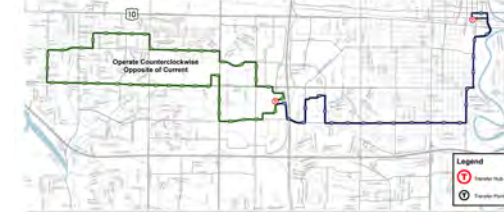
Change Eastbound Route 15



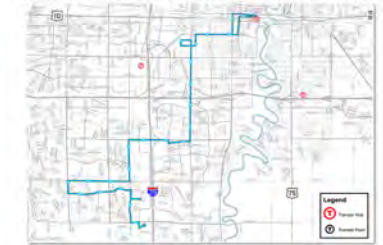
Also Coordinated with Route 17

Each Operate 1 Hour Frequency

Split Route 16 into Route 16 and Route 21



Combine Route 23 and 18 into Route 18



Fargo Preliminary Recommended Changes

Fargo – No Added Cost Route Adjustments

How Would You Allocate Funding?

- Displays highlight the key expansion proposals that would require investing more funds into operations and vehicles.
- Total cost of the preliminary recommendations is likely greater than the additional dollars reasonable to allocate.
- Please provide input on your preference of where funds should be allocated:
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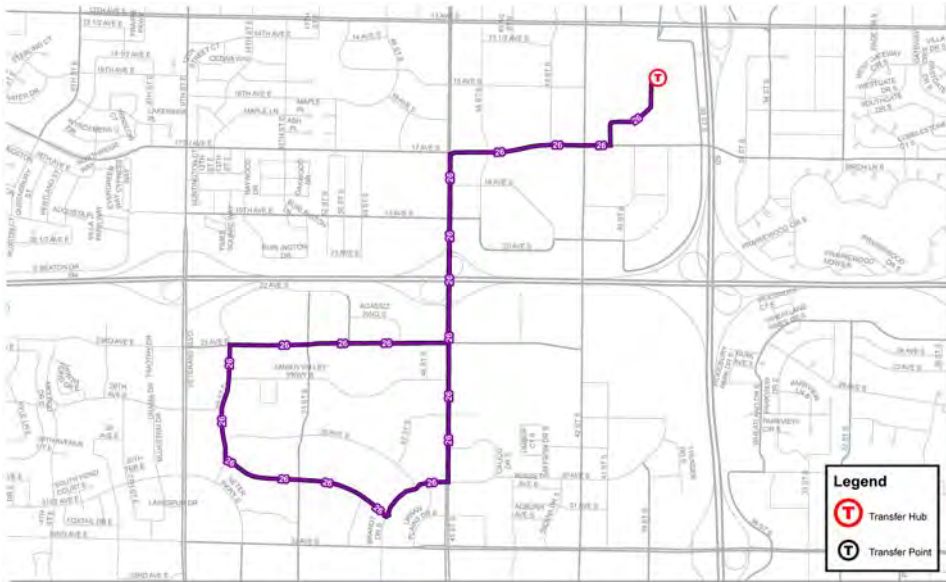
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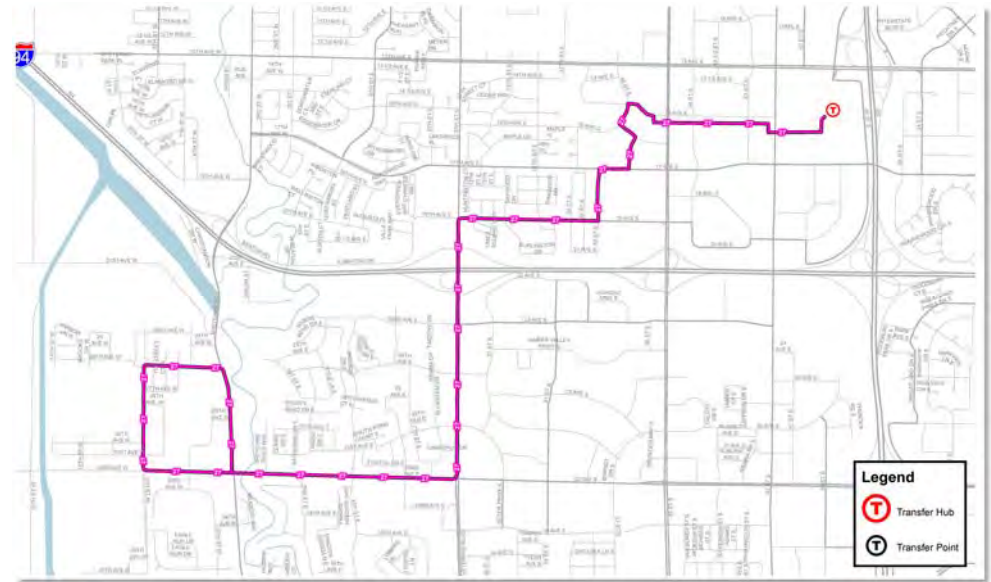
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Coins**

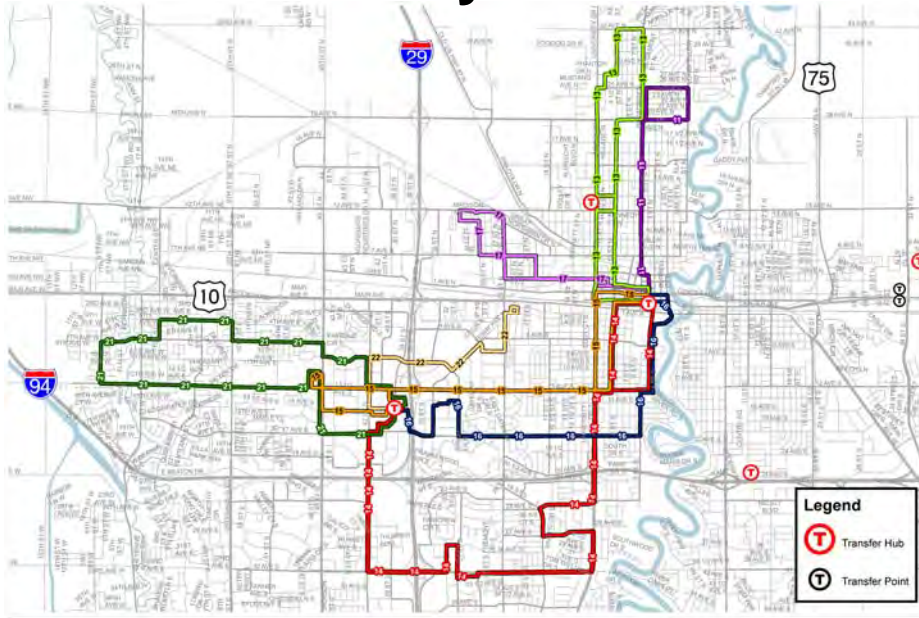
Proposed Route 27



- Service to:
 - Veterans Drive
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- Cost Shared between Fargo and West Fargo

**5
Coins**

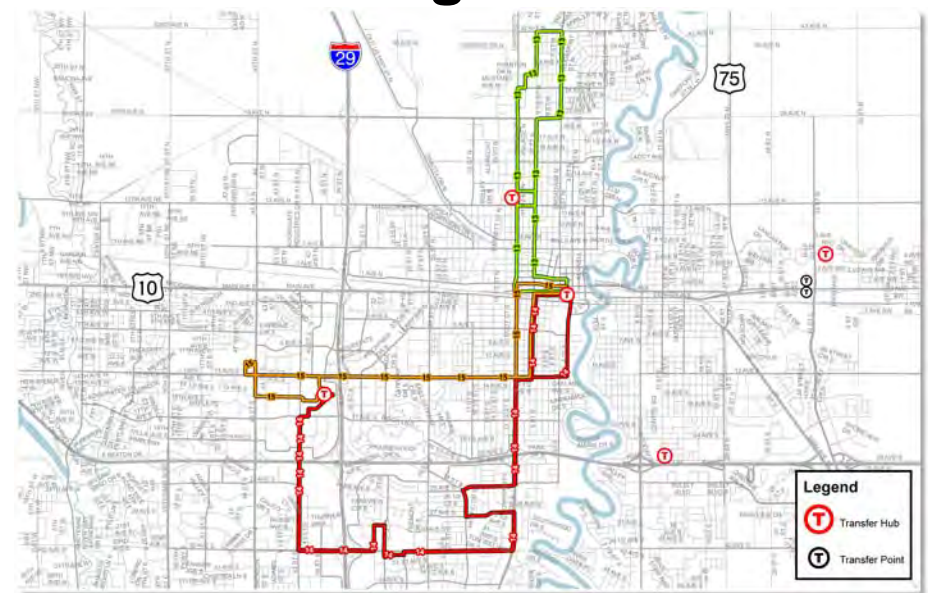
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- Core Routes
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- Serve Entertainment-Housing Core
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3
Coins



Proposed Route 22



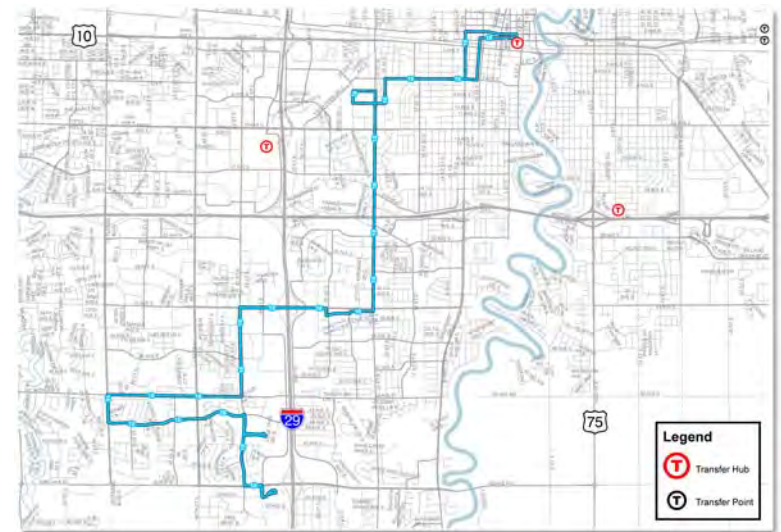
Change Eastbound Route 15



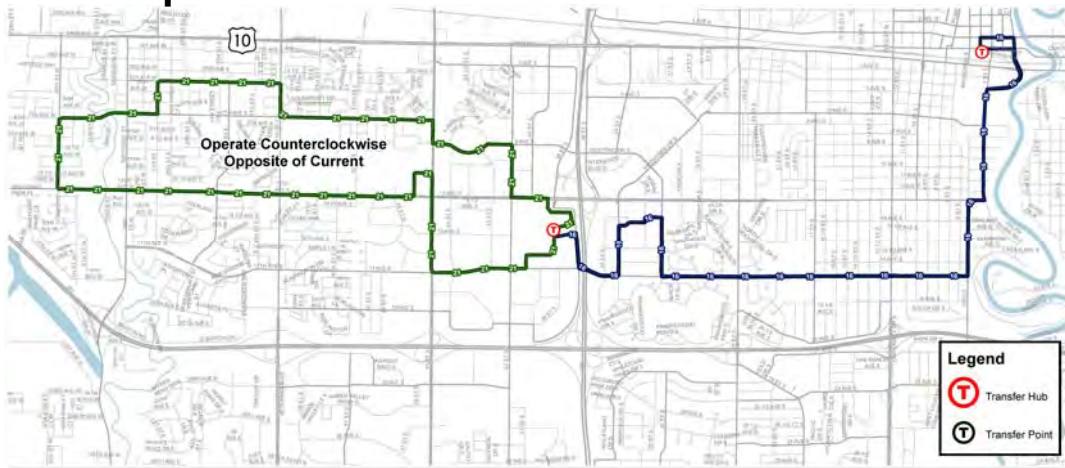
Also Coordinated with
Route 17

Each Operate 1 Hour
Frequency

Combine Route 23 and 18 into Route 18



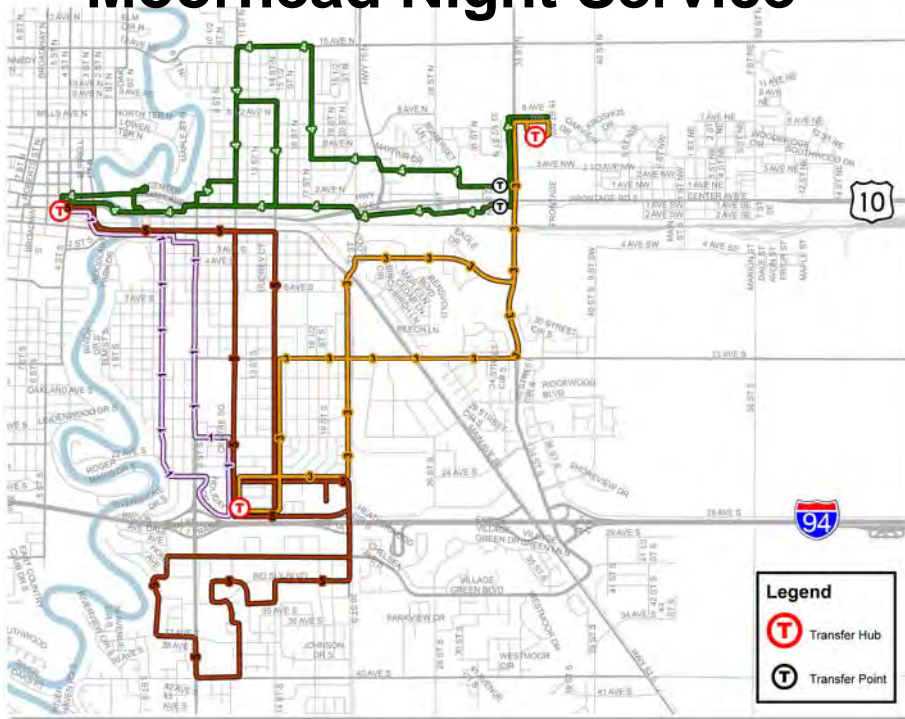
Split Route 16 into Route 16 and Route 21



Fargo – No Added Cost Route Adjustments



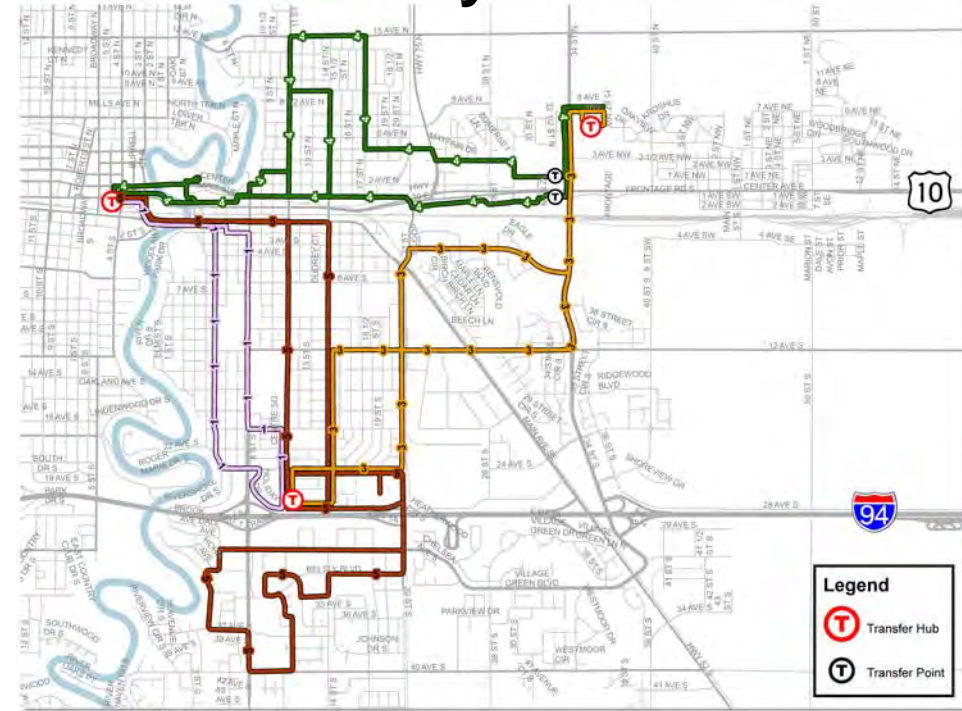
Moorhead Night Service



- Replaces 7 and 8
- More Community Coverage
- 1 Hour Frequency
- Partially Fund by Eliminating Second Route 2 Bus in Afternoon
- “Cost” is Increment Over Current 7 and 8

**3
Coins**

Sunday Service

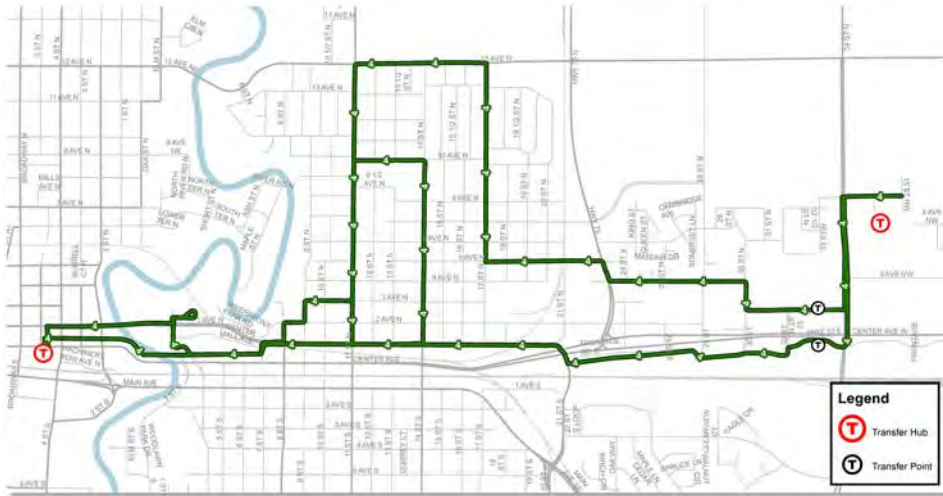


- Core Service Area
- 1 Hour Frequency
- Implement Only if Fargo Also Starts Sunday Service

**8
Coins**



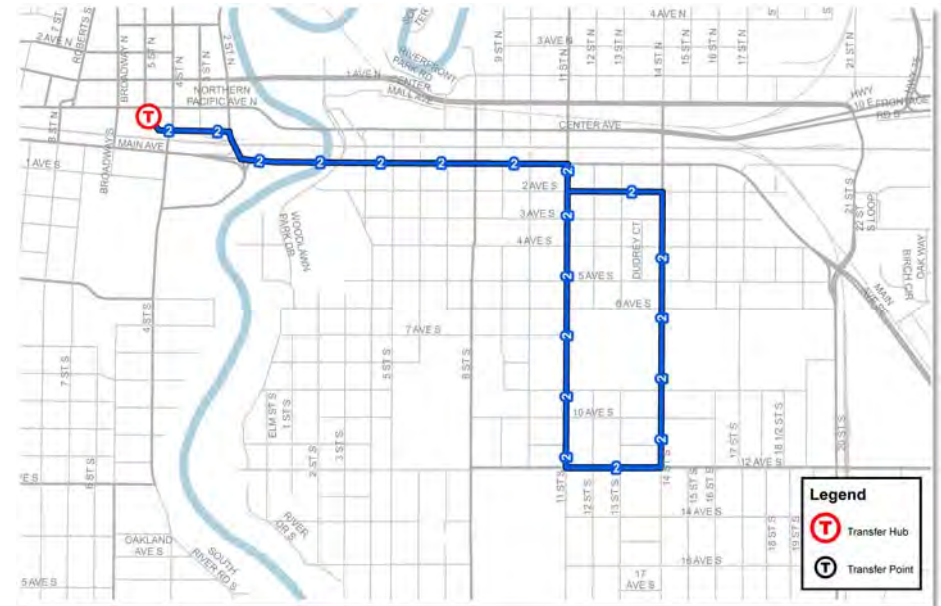
Add Second Bus to Route 4 at Night



- Core Residential Area of Moorhead
- Provides 30 Minute Service on Route 4
- Clay County Social Services

**6
Coins**

Add Back Second Route 2 Bus in PM

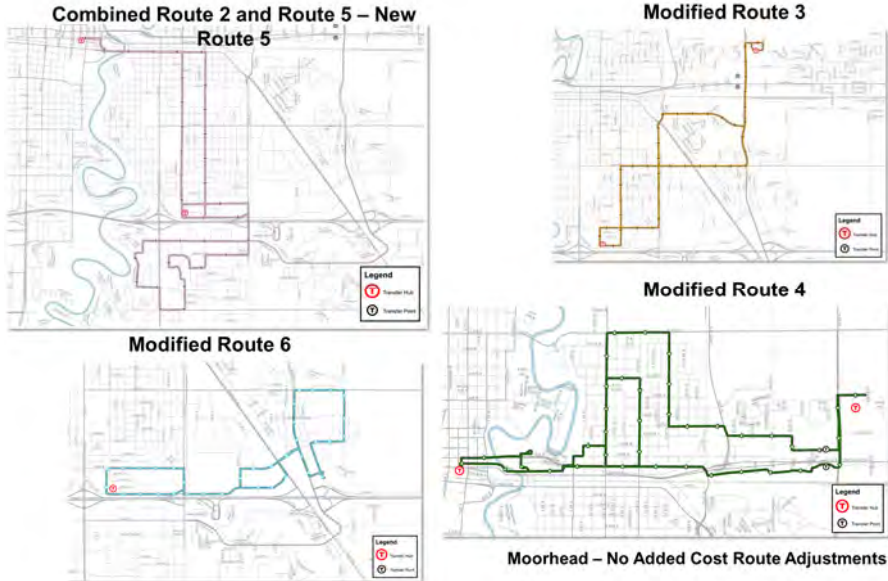


- Shorter Route than Today
- No Connection to Marriott Transit Center
- 30 Minute Frequency
- Serves Concordia and MSUM

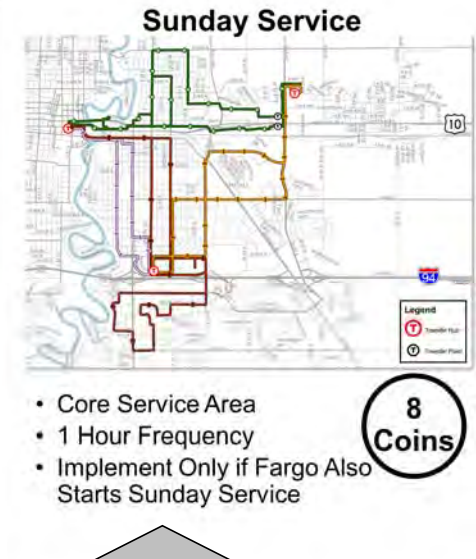
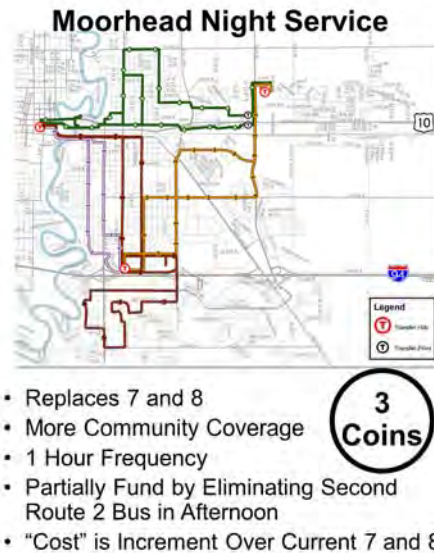
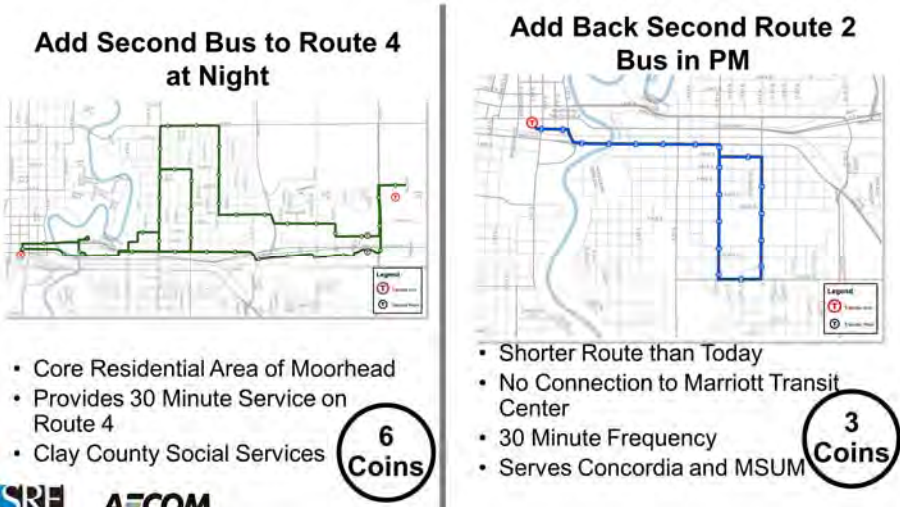
**3
Coins**



Reallocate Current Resources Concepts



Reallocate Current Resources Concepts



How Would You Allocate Funding?

- Displays highlight the key expansion proposals that would require investing more funds into operations and vehicles.
- Total cost of the preliminary recommendations is likely greater than the additional dollars reasonable to allocate.
- Please provide input on your preference of where funds should be allocated:
 - You have 12 "Coins" to allocate
 - Each improvement/expansion option costs a certain number of coins.
 - Place the identified number of coins in the container of the projects you prefer to fund.
 - **You do not have enough coins to fund all projects.**
 - You do not need to "spend" all of your coins.
 - Place unused coins in the "Unspent" container

Moorhead Preliminary Recommended Changes



Ground Transportation Center Meeting

May 18, 2016

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant FM Metropolitan Council of Governments
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Meeting Location MATBUS Ground Transportation Center	Meeting Type TDP Public Meeting	Meeting Date 12/12/2013 5/12/2016
Project Number	PCN	
Project Description TDP Public Meeting #4 - Project Prioritization		

Name (Please print) MARIL MOORE		Title/Representing	
Address 124 12th Street South			
City MOORHEAD	State MN	Zip code 56560	Email

Name (Please print) TOMMY JONES		Title/Representing	
Address 101 2nd St. apt 307			
City FARGO N.D.	State ND	Zip code 58103	Email

Name (Please print) ANNIE KIEFER		Title/Representing	
Address 1445 W. Gate Way Cir.			
City FARGO	State ND	Zip code 58102	Email Kieferhome@yahoo.com

Name (Please print) LINDA ONSTAD		Title/Representing	
Address 2550 SOUTH 15 ST #17			
City FARGO	State ND	Zip code 58103	Email

Name (Please print) Russell Cunningham		Title/Representing	
Address 1901 15th Ave N			
City MOORHEAD	State MN	Zip code 56560	Email

Name (Please print) Thom chol.		Title/Representing	
Address 101 2nd south			
City FARGO	State ND	Zip code 58103	Email maguch@mail

Name (Please print) Collin Biddick		Title/Representing	
Address C O K N 3 - 2525 Broadway N. Apt			
City FARGO	State	Zip code 58102	Email 1006

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant
 FM Metropolitan Council of Governments

Meeting Location MATBUS Ground Transportation Center	Meeting Type TDP Public Meeting	Meeting Date 12/12/2013 5/18/2014
Project Number		PCN
Project Description TDP Public Meeting #4 - Project Prioritization		

Name (Please print) Annette Brakke		Title/Representing	
Address 3220 12th Ave N. Lot #102			
City Fargo	State ND	Zip code 58102	Email quicksilver2001@yahoo.com

Name (Please print) Cynthia Kost		Title/Representing	
Address 2411 36th St. S. #311			
City Moorhead	State MN	Zip code 56560	Email kostcindy@yahoo.com

Name (Please print) Steven Sandness		Title/Representing H-15 Rider	
Address 122 Roberts St.			
City Fargo	State	Zip code	Email

Name (Please print) Maryann Storseth		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print) Cindy Charlton		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print) John Wall		Title/Representing	
Address 714 8th St Moorhead			
City Moorhead	State MN	Zip code 56560	Email Wall.John@yahoo.com

Name (Please print) Jerica Malinowski		Title/Representing	
Address 2930 3rd St. N			
City Fargo	State ND	Zip code 58102	Email jericam18@yahoo.com

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant
 FM Metropolitan Council of Governments

Meeting Location MATBUS Ground Transportation Center	Meeting Type TDP Public Meeting	Meeting Date 12/12/2013 5/18/2016
Project Number		PCN
Project Description TDP Public Meeting #4 - Project Prioritization		

Name (Please print) Tammy Schatz		Title/Representing Program Manager / Moorhead Adult Ed	
Address 412 Clearview Ct.			
City Moorhead	State MN	Zip code 56560	Email tschatz@moorheadschoools.org

Name (Please print) Alex Guzman		Title/Representing	
Address inn motel			
City Fargo	State	Zip code	Email

Name (Please print) Alicia Clark		Title/Representing	
Address 1727 25th Ave S			
City Fargo	State ND	Zip code 58103	Email peasha16@gmail.com

Name (Please print) Bunnie Olesby		Title/Representing	
Address 1122 4th St			
City Moorhead	State	Zip code 56560	Email

Name (Please print) Jim Soromon		Title/Representing	
Address 2015 28th Ave S			
City Fargo	State ND	Zip code 58103	Email

Name (Please print) Megan Johnson		Title/Representing	
Address 4219 9th Ave S			
City Fargo	State ND	Zip code 58103	Email

Name (Please print) Estie Lunsford		Title/Representing	
Address 1002 28th St N			
City Fargo	State ND	Zip code 58102	Email

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
SFN 59531 (Rev. 03-2012)

Division/District/Consultant FM Metropolitan Council of Governments
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Meeting Location MATBUS Ground Transportation Center	Meeting Type TDP Public Meeting	Meeting Date 12/12/2013 5/18/2016
Project Number	PCN	
Project Description TDP Public Meeting #4 - Project Prioritization		

Name (Please print) KLINK Richard E		Title/Representing Retired	
Address 101 2nd St. So.			
City FARGO	State ND	Zip code	Email N/A

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
SFN 59531 (Rev. 03-2012)

Division/District/Consultant
FM Metropolitan Council of Governments

Meeting Location MATBUS Ground Transportation Center	Meeting Type TDP Public Meeting	Meeting Date 12/12/2013 5/18/2014
Project Number		PCN
Project Description TDP Public Meeting #4 - Project Prioritization		

Name (Please print) <i>Cari Conetta</i>		Title/Representing	
Address <i>2821 8th St. N, Apt 3</i>			
City <i>Fargo</i>	State <i>ND</i>	Zip code <i>58102</i>	Email <i>cjchik28@gmail.com</i>

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Fargo-Moorhead MPO Area

Transit Development Plan



May 2016

Please record your comments, questions and/or thoughts regarding the PRELIMINARY recommendations discussed at the meeting. Please return your completed form to one of the consultant staff.

You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Random comment sheet

Name

Email Address

City

State

Comments, Ideas, & Concerns

- Route # 3 need to operate later at night and on Sunday
- #17 more frequent, later @ night

ARC

> Continue on the back or attach additional sheets

Fargo-Moorhead MPO Area

Transit Development Plan



May 2016

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Please provide your name and email address in the space provided below.

<u>Alex G.</u>		<u>Fargo</u>	
Name	Email Address	City	State

Comments, Ideas, & Concerns

Would like a route that goes
straight west on ~~13th~~ Ave Main Ave.
& to industrial area

> Continue on the back or attach additional sheets

Fargo-Moorhead MPO Area



Transit Development Plan

May 2016

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Please provide your name and email address in the space provided below.

Maryann Storrseth Fargo ND
Name Email Address City State

Comments, Ideas, & Concerns

Start route 15 service prior to 7 am
to get to work at West Acres by
7 Am.

Catches bus by Holiday Station on
1st Ave / University.

> Continue on the back or attach additional sheets

Fargo-Moorhead MPO Area

Transit Development Plan



May 2016

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Please provide your name and email address in the space provided below.

William S. Johnson
Name Email Address City State

Comments, Ideas, & Concerns

get rid of some of the 15's

> Continue on the back or attach additional sheets

Moorhead City Hall/Center Mall Meeting
May 18, 2016

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant FM Metropolitan Council of Governments		
Meeting Location Moorhead City Hall - Mayor Coffee and Conversation	Meeting Type TDP Public Meeting	Meeting Date 5/18/2016
Project Number		PCN
Project Description TDP Public Meeting #4 - Project Prioritization		

Name (Please print) Jenne Scarborough		Title/Representing Student - Concordia College	
Address 111 2nd St. S			
City Moorhead.	State MN	Zip code 56562	Email JScarbor2@cord.edu

Name (Please print) Lacy Tooker-Kirkwood		Title/Representing Student - Concordia College	
Address 113 7th ave s			
City Moorhead	State MN	Zip code 56560	Email Ltookerk@cord.edu

Name (Please print) Emma Eckeborg		Title/Representing Student - Concordia	
Address 901 9th St. S			
City Moorhead	State MN	Zip code 56552	Email emmaeckborg@gmail.com

Name (Please print) CURTIS AAMOOT-curtis aamoot		Title/Representing	
Address P.O. Box 194			
City MOORHEAD	State MN	Zip code 56561	Email NONE!

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

West Fargo Library Meeting

May 19, 2016

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Division/District/Consultant FM Metropolitan Council of Governments		
Meeting Location WEST FARGO LIBRARY MATBUS Ground Transportation Center	Meeting Type TDP Public Meeting	Meeting Date 12/12/2013 5/19/2016
Project Number		PCN
Project Description TDP Public Meeting #4 - Project Prioritization		

Name (Please print) Molly A. Lee		Title/Representing	
Address Concordia College			
City Moorhead	State MN	Zip code 56562	Email mlc11@card.edu

Name (Please print) Larry Weil		Title/Representing City Planning	
Address 800 4th Ave East			
City West Fargo	State ND	Zip code 58078	Email larry.weil@westfargond.gov

Name (Please print) Tim Solberg		Title/Representing West Fargo Planning	
Address 800 4th Ave E (live at 6001 Osgood Pkwy S, Fargo, ND 58104)			
City West Fargo	State ND	Zip code 58078	Email Tim.solberg@westfargond.gov

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

Fargo-Moorhead MPO Area

Transit Development Plan



May 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

<u>Molly A. Loe</u>	<u>mloe11@card.edu</u>	<u>Moorhead</u>	<u>MN</u>
Name	Email Address	City	State

Comments, Ideas, & Concerns

I think the late night service would be the best one to invest in! Sunday service would also be useful as well as Saturday morning service in Fargo and if possible service to the new Sanford in Fargo.

> Continue on the back or attach additional sheets

Fargo-Moorhead MPO Area

Transit Development Plan



May 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Tim Solberg	tim.solberg@westfargond.gov	West Fargo, ND
Name	Email Address	City State

Comments, Ideas, & Concerns

Proposed Route 26, I believe could be improved if it were extended to Veteran's Boulevard. Although I do not understand the mechanics of timing, etc. I believe that ridership would be increased.

> Continue on the back or attach additional sheets

Downtown Fargo Meeting – Fargo Theatre

May 19, 2016

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
 SFN 59531 (Rev. 03-2012)

Meeting Location West Fargo Public Library <i>Downtown Fargo</i>		Meeting Type TDP Public Meeting	Meeting Date 5/19/2016
Project Number		PCN	
Project Description TDP Public Meeting #4 - Project Prioritization			

Name (Please print) <i>Ann Christoc</i>		Title/Representing	
Address <i>2537 15th St. SW #23B</i>			
City <i>Fargo</i>	State <i>ND</i>	Zip code <i>58103</i>	Email <i>ann.alis@liv.com</i>

Name (Please print) <i>Darrett Voigt</i>		Title/Representing	
Address <i>3301 32nd St. SW</i>			
City <i>Fargo</i>	State <i>ND</i>	Zip code <i>58104</i>	Email <i>dvoigt1979@netscape.net</i>

Name (Please print) <i>Natalia Martinez</i>		Title/Representing <i>NDSU</i>	
Address <i>Niskanen Expan.</i>			
City <i>Fargo</i>	State <i>ND</i>	Zip code <i>58102</i>	Email <i>natalia.martinez.8996@gmail.com</i>

Name (Please print) <i>Jordan Beattie</i>		Title/Representing <i>NDSU</i>	
Address <i>1027 35th St. N Apt. 117</i>			
City <i>Fargo, ND</i>	State <i>ND</i>	Zip code <i>58265</i>	Email <i>jordanbeattie27@gmail.com</i>

Name (Please print) <i>Kara Jacobsen</i>		Title/Representing <i>NDSU</i>	
Address			
City <i>Fargo, ND</i>	State <i>ND</i>	Zip code <i>58102</i>	Email <i>kjacobsen123@gmail.com</i>

Name (Please print) <i>Bre Hagi</i>		Title/Representing <i>NDSU</i>	
Address <i>1837 University Dr N</i>			
City <i>Fargo</i>	State <i>ND</i>	Zip code <i>58105</i>	Email <i>brehagi23@ndsu@gmail.com</i>

Name (Please print)		Title/Representing	
Address			
City	State	Zip code	Email

SIGN-IN SHEET

North Dakota Department of Transportation, Civil Rights Division
SFN 59531 (Rev. 03-2012)

Page ____ of ____

Division/District/Consultant FM Metropolitan Council of Governments
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Meeting Location Downtown Fargo MATBUS Ground Transportation Center	Meeting Type TDP Public Meeting	Meeting Date 12/12/2013 5/19/2016
Project Number	PCN	
Project Description TDP Public Meeting #4 - Project Prioritization		

Name (Please print) Thomas Schmidt	Title/Representing		
Address			
City	State	Zip code	Email

Name (Please print) Isar M. Myland	Title/Representing		
Address			
City	State	Zip code	Email

Name (Please print) Kelly Bahnemann	Title/Representing		
Address 711 7th Ave N			
City Fargo	State ND	Zip code 58102	Email kellybahnemann@gmail.com

Name (Please print)	Title/Representing		
Address			
City	State	Zip code	Email

Name (Please print)	Title/Representing		
Address			
City	State	Zip code	Email

Name (Please print)	Title/Representing		
Address			
City	State	Zip code	Email

Name (Please print)	Title/Representing		
Address			
City	State	Zip code	Email

Fargo-Moorhead MPO Area



Transit Development Plan

May 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Kelly Bahnemann	kellybahnemann@gmail.com	Fargo	ND
Name	Email Address	City	State

Comments, Ideas, & Concerns

I currently work at a rehab center here in Fargo and we have many clients that are required to go to the jail for a ton of different reasons. I think it would be very beneficial to have the proposed route 22 added. Right now it takes our clients about an hour to an hour and a half to take the bus to the jail.

> Continue on the back or attach additional sheets



Questions I have for current bus schedule signage shown left:

1. Where am I? What city am I in? Where am I on the route?
2. Am I going the right direction to get to my destination?
3. I don't know how to read English, where is the hospital and why would I care about street names?
4. What time does service begin and end?
5. How much does it cost to ride the bus?
Do I need exact change?



Email Comments

Fargo-Moorhead MPO Area

Transit Development Plan



May 2016

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You may also send your comments in an email to btroe@srfconsulting.com

Please provide your name and email address in the space provided below.

Name

Email Address

City

State

Comments, Ideas, & Concerns

ATTACHED

> Continue on the back or attach additional sheets

PRELIMINARY RECOMMENDATIONS:

Running **ROUTE 15** every 15 minutes on Saturday should be made a priority. People expect it and believe the ridership is there to support it. In fact, in view of all the construction work, starting that NOW would be preferred. Having ROUTE 15 running only half an hour is going to run into trouble schedule-wise on Saturdays. Retire the Missing Link and take that money to create a 15 minute Saturday schedule for Route 15; there will probably be more PAYING riders on just one trip of ROUTE 15 than all day on the Missing Link!

Not having **ROUTE 15** go to the Roger Maris wing at West Acres won't work. It is too confusing—too inconvenient! There are people who are left off at Roger Maris who need to transfer to ROUTE 15 going downtown and most of the time they won't have time to run across the Mall to transfer; likewise, for people want to get off at WA to transfer from ROUTE 15 to another bus at the Roger Maris side. Leave things as they are.

Need to try implementing DESIGNATED bus stops on ROUTE 15 to help with timing. Better yet, put drivers on that route who can actually drive the route and keep it on time—i.e. get rid of those foreign drivers!

Like the idea of **WEST FARGO** having its own bus; can't tell for sure if it covers more area of West Fargo, which is needed. Will there be service to Costco?

Definitely like the idea of **MOORHEAD 4** running at part of their night route. It gives Moorhead a "shopping bus" at night, which doesn't exist now and is more designed to the general public.

NO—on late night service till 1 or 3 a.m. just on certain nights. Too confusing just to do it "certain nights" instead of every night consistently. Also, the ridership may not be there.

How about bumping **NIGHT SERVICE** up to MIDNIGHT first? On Routes 13, 14 and 15 and the new Sanford route? Don't need 13U running!

Not sure at this point how that route replacing ROUTE 18 will work—worth a try?

SUNDAY SERVICE—like the proposed route structure for Moorhead utilizing their core routes.

As for FARGO—as presented—NO! Too many routes and I think a more “conservative” scenario needs to be presented first—running Fargo’s core routes of 13, 14 and 15—from 10 a.m. to 7 p.m. The way it is set up now, too many routes running with too few passengers. It is set up for failure. By starting with just the “core” routes of 13, 14 and 15, provides a way to “test the waters” and if this works, can add on later. It is easier to add on than to subtract.

Watching and listening to the City Commission Candidate debate, it was interesting to hear that Joe Burgum was the ONLY one who spoke up for transit and saying it was “**unacceptable**” not to have some Sunday Service!!

A minimum of a 35 foot bus should be on every route—those Gilligs are too small and DO NOT accommodate riders who are in wheelchairs, walkers, or have shopping carts, etc. There are 5 buses –plus--sitting out at NDSU that belong to the taxpayers and they all should be out on the street. When \$1.3 is spent on 40’ buses, they need to be serving the public whose dollars paid for them—NOT NDSU. ROUTE 15 should have the original four 40 footers every day! As for that new Sanford Route, that may require a new bus, but again, all those 35’ and 40’ buses are taken from NDSU, every route should be able to have them right now!

What needs to be “revisited” is going back to requiring the drivers to be heading out (at least) to their buses at the two-minute warning; at the one-minute warning, boarding should be complete or very near completion—so buses can leave on time! Things have gotten **sloppy** about this! The Dispatchers need to be more aware if a driver isn’t in his/her bus and loading passengers and reminding them of such to get out to their buses. Also, going back to make sure that at 6:15 p.m. that every route is caught up so the night routes can start on time! More discipline—considerably less fooling around!!!!

Foreign drivers need more training on loading and strapping down a wheelchair! They take too long—always fumbling around, etc.

Starting earlier should be considered. This also keeps coming up and don’t see it addressed.

Budget Allocation Results/"Coin" Voting

Public Meeting #3 - Funding Allocations by Meeting Location

Meeting Location	Coins Per Concept									Unallocated Coins	
	Fargo					Moorhead				Fargo	Moorhead
	Late Night Service	Sunday Service	Add Route 26	Add Route 27	Route 15 - 15 Min Saturday	Sunday Service	Revised Night Service	Route 4 - 30 Min at Night	Route 2 PM		
Ground Transportation Center	30	163	16	27	18	82	3	17	4	22	14
Moorhead - Center Mall	3	7	0	0	0	24	9	0	0	2	3
West Fargo - Library	3	14	5	10	2	8	3	0	0	2	1
Downtown Fargo	33	70	10	0	17	48	9	6	6	11	15
Item Cost in Coins	3	7	5	5	1	8	3	6	3		
Individual Preference Votes (Coins Divided by Cost)											
Ground Transportation Center	10.0	23.3	3.2	5.4	18.0	10.3	1.0	2.8	1.3		
Moorhead - Center Mall	1	1	0	0	0	3	3	0	0		
West Fargo - Library	1	2	1	2	2	1	1	0	0		
Downtown Fargo	11	10	2	0	15	6	3	1	2		

Note: BOLD - Error in number of coins placed in cup. Need to round to obtain persons voting for concept.