88th Meeting of the
Metro Area Transit Coordinating Board
October 20, 2021 – 8:00 am
Virtual Meeting

Meeting Agenda

1. Call to Order and Introductions

2. Action Items:
    a. May 19, 2021, Meeting Minutes
    b. Proposed Fare Structure Changes with Pay as you Go and Best Fare

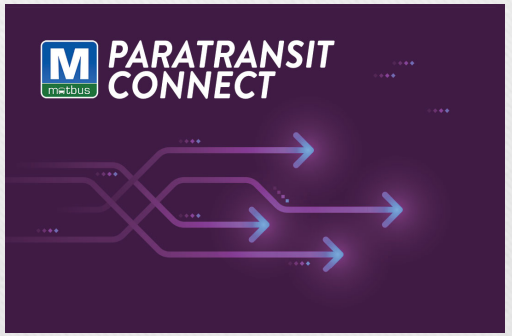
3. Informational Items
    a. Update on GTC Phase 2 Construction – Julie Bommelman
    b. 2021 Operations Reports – Cole Swingen & Lori Van Beek
    c. Interesting Transit Articles

4. Other Business

Agenda Item 2b

MATBUS Connect

Proposed New Fare Structure



MATBUS Connect Program

- **MATBUS Connect App**
- Mobile app
- Available on Google Play and the Apple Store
- Load money to your account and pay with your phone
- Will include MATBUS system information, route planning, live bus tracker

MATBUS Connect Card

- Smartcard
- Available at the GTC or with a purchase in the Connect online account portal
- Load money at the GTC and through the portal
- With the portal – register your card, manage your account, request replacement cards

Pay as You Go – Best Fare

- Eliminating the purchase of passes (other than 1-day pass on board the bus)
- Introducing Pay as You Go
  - Earn free rides after reaching Best Fare pricing thresholds
  - Never pay more than $3.00 a day
  - Never pay more than $42.00 a month for adult fare or $27.00 for discount fare
  - Eliminates accidental overpayment or under utilization of pass

MATBUS Connect - Proposed Fare Structure

Customer Type	90-minute ticket	*Earn free rides after spending…	
		1-Day Pass	31-Day Pass
Adult	$1.50	$3.00	$42.00
Elderly or Disabled	$0.75	$3.00	$27.00
Youth	$0.75	$3.00	$27.00 (90-Day)

*Earn free rides only with Connect, not cash fares

Changes in Fixed Route Fare Structure

- Cash Fare
  - No change: $1.50 adult and $0.75 elderly, disabled & youth
- Transfers
  - No change if paying cash (request paper ticket)
  - Not needed with Connect (ride ticket valid for 90 minutes); beyond 90 minute the fare must be paid again
- 1-Day Pass
  - No change: buy on board the bus for $5.00 (purchased by occasional or visiting riders)
  - With Connect, earn free rides after spending $3.00 in one day (save $2 daily)

- 31-Day Pass
  - Last pass price increase was 12 years ago
  - Can no longer be purchased
  - Time period changed from 30 to 31 days
    - Earned with Connect
    - Earn free rides after spending $42.00 (Adult) or $27.00 (Discount)
  - Price change of $2.00 for adults and $1.00 for discount.
    - Receive an additional day
    - This price change may help pay for the credit card fees paid for online management.

Changes in Fixed Route Fare Structure

- **90-Day Youth Pass**
  - Increase cost from $26.00 to $27.00
- Semester Pass
  - Change from specific semester time periods to a 120-day pass
  - Continue availability for college faculty, staff and students not included in U-Pass program
  - Increase cost from $45 to $60 (previously considered a promotional fare)

- Business Pass
  - Previously Downtown Pass and Sanford Pass
  - Sold to employers in bulk (minimum 10)
  - Proposing increase from promotional fare $22.50 to $27
  - Set up business as an organization to conveniently manage online

Benefits of MATBUS Connect

- No transfers needed, as ride tickets are valid for 90 minutes
- No longer need to have exact change or carry a paper change card (which expires)
- No upfront investment for 31-day pass / don't pay for days you don't ride
- Pay as You Go with earned savings
  - Pay no more than $3.00 in one day, and all additional rides are free
  - Work commuter pays no more than $15.00 a week (based on 5-day work week)
  - Pay no more than $42 for 31 days ($60 value for work commuter)
- Funds don't expire
- Reload funds remotely (mobile app or customer portal)
- Reload smartcard at the GTC Customer Care Center (if using cash)

Changes in Paratransit Fare Structure

- Cash Fare
  - No change: $3.00
  - No longer need exact change - issues paper change cards
- Paratransit Connect Smartcards
  - New reloadable smartcards
  - Load online or at Customer Care Center and Pay as You Go

- Coupon Books
  - Continue selling coupon vouchers in books of 20
- New Sunday General Public Fare of $25.00
  - Available for non-Paratransit riders on the current Paratransit vehicles
  - Must be scheduled at least one day in advance
  - Required by MnDOT as a complementary service

Next Steps

- Recommend approval to Fargo City Commission and Moorhead City Council
- Set public hearing and notify public
- Approve fare structure to complete testing
- Go live with pilot program
- Market and educate
- Close grants and complete by December 31

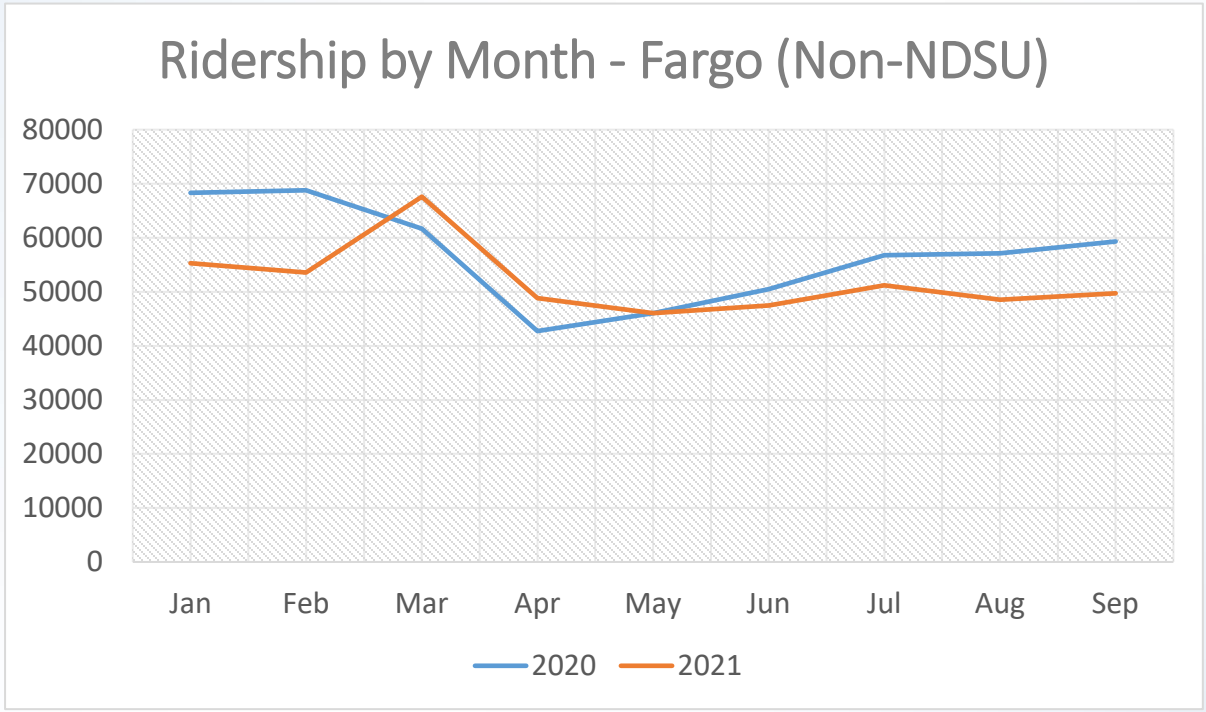
Agenda Item 3b

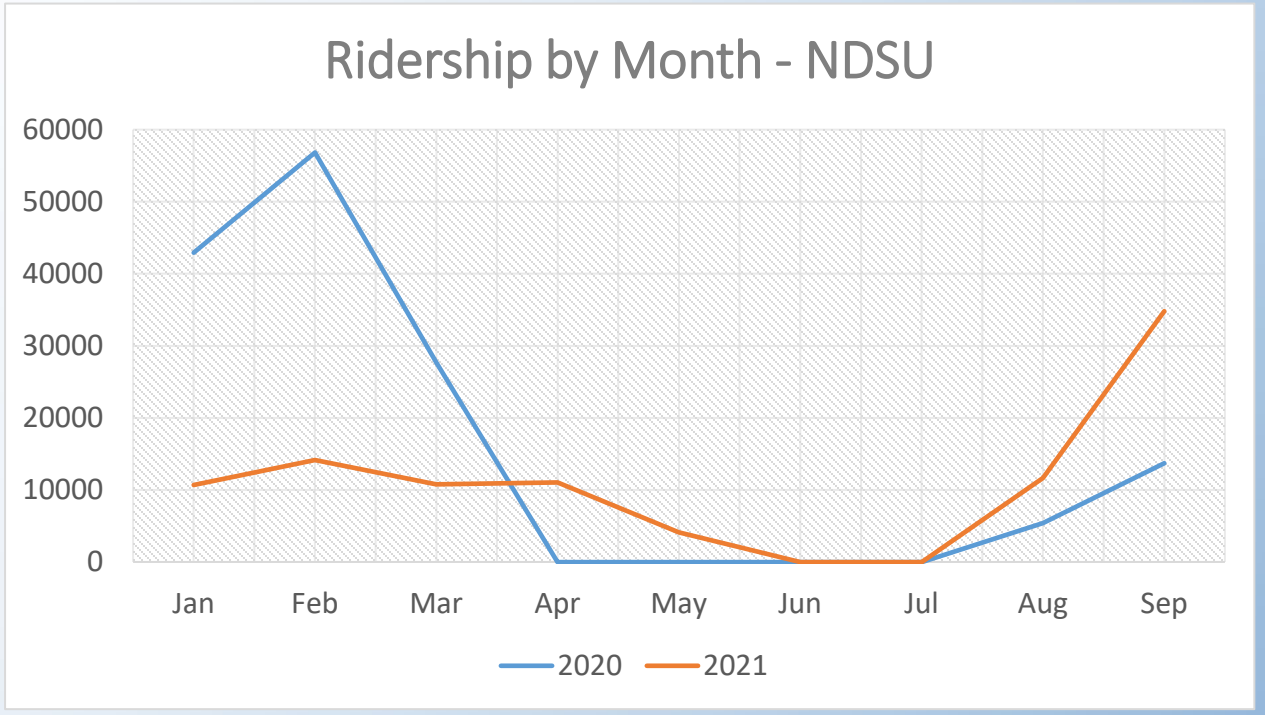
Operations Report
10/20/2021

(701) 232-7500
matbus.com
650 23rd St N. Fargo, ND 58102

Ridership

Year to Date - NDSU & Fargo (Non-NDSU) Breakdown



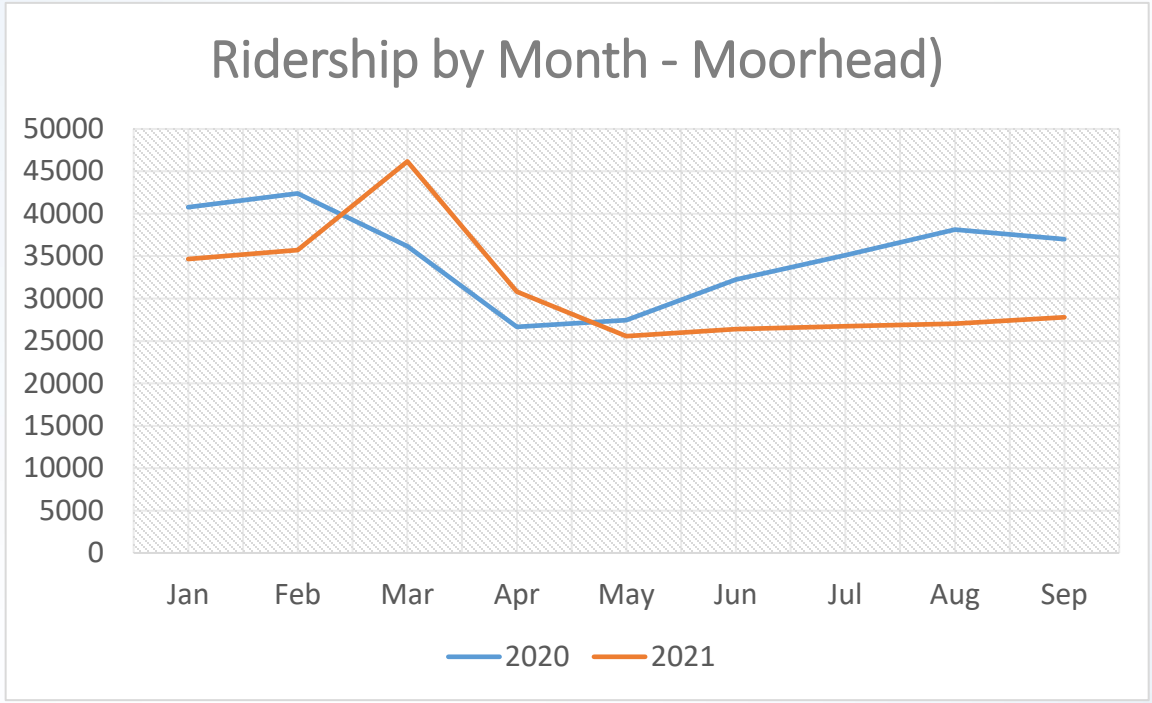


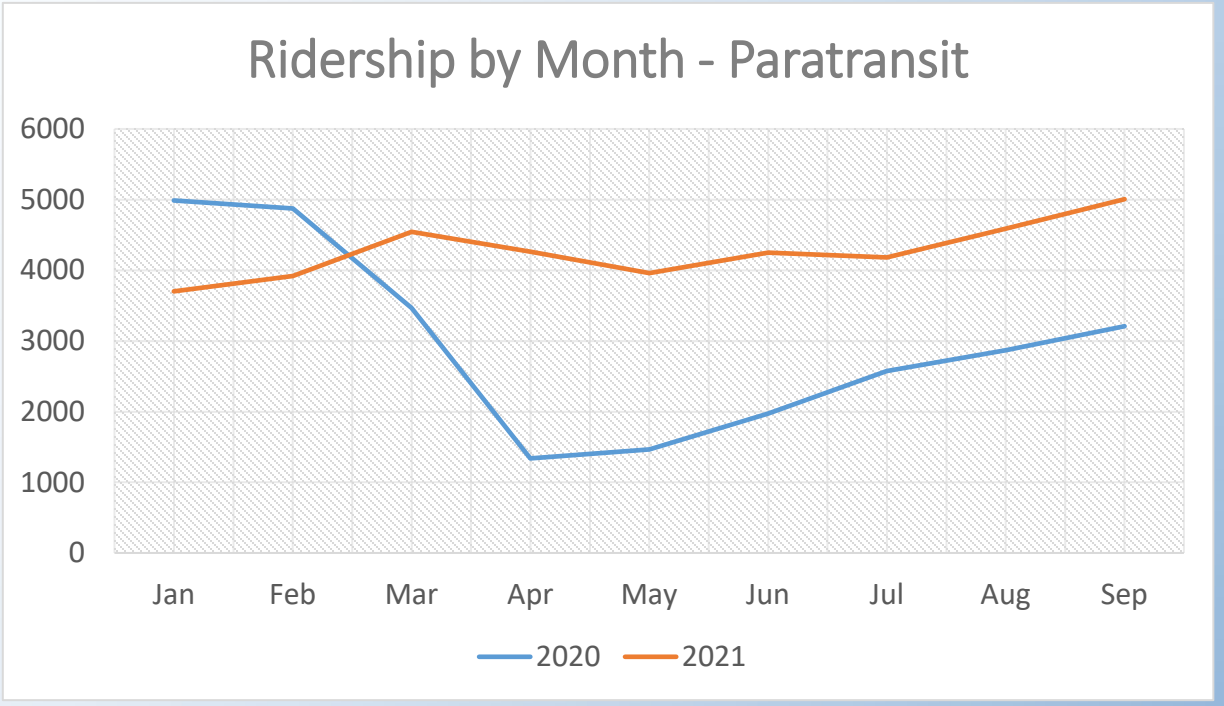
Fargo (Non-NDSU)
20 –511,091
21 – 468,175
Change - (8%)

NDSU
20 – 146,545
21 – 97,290
Change - (34%)

Ridership

Year to Date - NDSU & Fargo (Non-NDSU) Breakdown





Moorhead
20 – 315,891
21 – 280,859
Change – (11%)

Paratransit
20 – 26,758
21 – 38,417
Change – 44%

Ridership

YTD (January – September) Fargo by Route

Period	Route 11	Route 13	Route 13U	Route 14	Route 15	Route 16	Route 17
2020	42,126	50,452	13,102	86,752	224,383	17,915	24,929
2021	37,608	49,788	9,971	82,644	196,129	16,468	22,011
Change	(11%)	(1%)	(24%)	(5%)	(13%)	(8%)	(12%)

Period	Route 18	Route 20	Route 24	LinkFM	Route 25 (TapRide)	Paratransit
2020	22,563	22,639	13,701	93	5,575	26,758
2021	22,430	20,633	13,288	3,867	3,448	38,417
Change	(1%)	(9%)	(3%)	4058%	(38%)	44%

Period	Route 31	Route 32E & Route 32W	Route 33	Route 34	NDSU TapRide
2020	8,725	45,134	59,470	18,198	1,917
2021	4,116	28,911	43,673	9,283	1,336
Change	(53%)	(36%)	(27%)	(49%)	(30%)

Ridership

YTD (January – September) Moorhead by Route

Period	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 9
2020	46,616	69,616	43,391	102,344	39,178	11,068	3,678
2021	92,115	57,610	43,694	92,115	35,142	8,095	2,901
Change	98%	(17%)	1%	(10%)	(10%)	(27%)	(21%)

Ridership

U-Pass Ridership (Fiscal Year 20-21)

Period	Concordia	M|State	MSUM	NDSU	NDSCS	Total
19 – Aug to Dec	5,109	8,173	19,758	257,129	766	290,935
20 – Jan to Jul	2,535	3,790	10,112	144,119	593	161,149
19 – 20 Total	**7,644**	**11,963**	**29,870**	**401,248**	**1,359**	**452,084**

Period	Concordia	M|State	MSUM	NDSU	NDSCS	Total
20 - Aug to Dec	127	103	399	43,406	94	44,129
21 – Jan to Jul	1,143	804	2,239	43,410	144	47,460
20 – 21 Total	**1,270**	**907**	**2,638**	**86,536**	**238**	**91,589**
% Change	**(83%)**	**(92%)**	**(91%)**	**(78%)**	**(82%)**	**(80%)**

► Low U-Pass Ridership in 2020 is due to not charging fares. Students were not required to use their ID's to ride. Fare collection began again on April 1st, 2021.

► NDSU students boarding on campus are manually tallied by drivers. This differs from other U-Pass rides, where student ID's are used to track ridership by college.

Ridership

U-Pass Ridership through (Fiscal YTD Aug-Sept 2021)

Period	Concordia	M|State	MSUM	NDSU	NDSCS	Total
20 - Aug to Sep	69	51	150	17,760	56	18,086
21 – Aug to Sep	714	771	1,360	42,651	129	45,625
% Change	**935%**	**1412%**	**807%**	**140%**	**130%**	**152%**

► Low U-Pass Ridership in 2020 is due to not charging fares. Students were not required to use their ID's to ride. Fare collection began again on April 1st, 2021.

► NDSU students boarding on campus are manually tallied by drivers. This differs from other U-Pass rides, where student ID's are used to track ridership by college.

Ridership

Trips by Customer Type through September

Period	Adult	College	Elderly	Disabled	Youth	Child	Total
2020	551,002	151,822	35,572	47,483	11,574	16,975	814,428
2021	419,220	93,280	43,189	53,699	8,800	14,629	623,818
Change	(-24%)	(39%)	21%	13%	(24%)	(14%)	(22%)

Ridership

YTD (January – September) Metro Senior Ride

Month	MOORHEAD SENIORS			DILWORTH SENIORS			TOTAL PASSENGERS		
	2021	2020	% Change	2021	2020	% Change	2021	2020	% Change
January	466	756	-38.36%	12	104	-88.46%	478	860	-44.42%
February	485	712	-31.88%	38	95	-60.00%	523	807	-35.19%
March	548	463	18.36%	50	89	-43.82%	598	552	8.33%
April	458	91	403.30%	36	51	-29.41%	494	142	247.89%
May	450	189	138.10%	39	69	-43.48%	489	258	89.53%
June	532	344	54.65%	63	66	-4.55%	595	410	45.12%
July	551	451	22.17%	53	19	178.95%	604	470	28.51%
August	583	460	26.74%	80	24	233.33%	663	484	36.98%
September	590	422	39.81%	58	32	81.25%	648	454	42.73%
October									
November									
December									
TOTAL	4,663	3,888	19.93%	429	549	-21.86%	5,092	4,437	14.76%

On-Time Performance

YTD (January – September) Fargo by Route

Period	Route 11	Route 13	Route 13U	Route 14	Route 15	Route 16	Route 17
2020	87.51%	89.25%	89.36%	94.81%	89.30%	97.34%	86.20%
2021	81.17%	92.60%	84.41%	92.94%	82.94%	93.24%	91.61%
Change	-6.34%	3.35%	-4.95%	-1.87%	-6.36%	-4.10%	5.41%

Period	Route 18	Route 20	Route 24	LinkFM	Paratransit
2020	88.08%	81.52%	91.36%	85.71%	91.90%
2021	87.41%	63.22%	89.74%	70.87%	90.13%
Change	-0.67%	-18.30%	-1.62%	-14.84%	-1.77%

Period	Route 31	Route 32E	Route 32W	Route 33	Route 34
2020	92.69%	96.80%	95.11%	90.81%	92.92%
2021	93.77%	90.84%	92.81%	97.11%	91.20%
Change	1.08%	-5.96%	-2.30%	6.30%	-1.72%

90% OTP Goal

Fixed Route OT Criteria:

> 5 min late

> 1 min early

Paratransit OT Criteria:

> 15 min early or late from scheduled pickup time

On-Time Performance

YTD (January – September) Moorhead by Route

Period	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6	Route 9
2020	92.31%	88.32%	71.83%	85.90%	81.84%	82.94%	84.65%
2021	92.98%	91.41%	80.50%	90.59%	90.12%	86.57%	88.84%
Change	0.67%	3.09%	8.67%	4.69%	8.28%	3.63%	4.19%

2021 Feedback Report

Complaints through September

Top Complaints

Tracking Detail	Substantiated	Unsubstantiated	Documentation	Total
Employee Behavior	48	59	17	124
Unsafe Driving	22	21	1	44
Policy Issue	29	22	12	63
Behind Schedule	15	13	2	30
Ahead of Schedule	11	5	1	17
Off Route	8	-	-	8

Complaints Summary

Substantiated	Unsubstantiated	Documentation	Total
133	120	33	286
46%	42%	12%	100%

2021 Feedback Report

Incidents through September

Top Reported Incidents

Tracking Detail	Substantiated	Unsubstantiated	Documentation	Total
Police / Security Presence	26	3	50	79
Passenger Behavior	28	4	63	95
Emergency Services	11	1	28	40
Fall / Injury	12	5	10	27
Policy Issue	6	5	10	21
Biohazard	2	1	-	3

Incident Summary

Substantiated	Unsubstantiated	Documentation	Total
85	19	161	265
48%	9%	40%	100%

2021 Feedback Report

Other Feedback Items, and Missed Trips through September

Other Feedback Items

Compliments	Bus Stop Requests	Safety Issue	Event / Policy
27	11	2	0

Missed Trips

City	Weather	Other	Driver Error	Mechanical	Dispatch Error	Collision
Fargo	1	22.25	16.75	9	-	7.75
Moorhead	4	18.25	10	11.25	1	4.25
West Fargo	-	-	-	1.5	-	1
Dilworth	-	-	-	3	-	1
Total	5	40.5	26.75	24.75	1	14

2021 Feedback Report

Collision Log through September

Collisions

Period	Preventable	Non-Preventable	Insignificant	Unreported	Document
2020	13	16	5	-	-
2021	16	18	8	-	2
Change	+3	+2	+3	-	+2

► Documented collisions are due to damage found for various reasons that do not reflect on the operator of the vehicle.

REGULATIONS

Auto analyst who favors electric cars points out emissions, fuel efficiency values in latest Class 8 clean diesel

Diesel Technology Forum and AutoForecastSolutions released research findings today pointing out the huge emissions and fuel efficiency gains made by Class 3 - 8 diesel commercial vehicles while electric wanes with carbon-heavy power sources.

By — Tom Quimby, CCJ senior editor

Jun 3rd, 2021

It was pretty clear to see, even for an auto analyst who owns an electric car. Class 8 trucks with advanced diesel technologies have been beating out electric powertrains in terms of

sparing the planet and people from emissions.

Not only that, but they've been saving fleets billions of dollars in fuel.

"There's been about a 98% reduction in both NOx and particulate matter since 1988, which is a pre-regulation time period," Casey Selecman, director of powertrain forecasts at AutoForecastSolutions, explained Wednesday during a Diesel Technology Forum webinar revealing emissions and fuel efficiency gains that the country's workhorses have been making thanks to ongoing improvements in engine efficiencies.

[**Related**: Zero-emission timeline complicates fleet buying decisions]

One of the biggest diesel advances, selective catalytic reduction (SCR), helped pave the way for a carbon dioxide reduction of 202 million tonnes for model year 2007 to 2020 Class 3 – 8 commercial vehicles, according to research findings released today by the Diesel Technology Forum.

"Look at this. No soot." A Florida Highway Patrol truck inspector showed author Tom Quimby this tailpipe during a pit inspection and commented on how much cleaner diesel emissions have become through the years. The pipe had no traces of soot that plague older model diesels. Source: Tom Quimby

The savings don't stop there. Roughly 27 million tonnes of NOx were eliminated by those same vehicles. Diesel fuel consumption dropped by 19.8 billion gallons and crude oil use decreased by 472 million barrels thanks to additional diesel tech advancements.

Once the well-to-wheels measure of energy efficiency was applied, the math kept working mostly in favor of diesel.

“Electrons don't come from nothing,” Selecman explained. “They come through a fuel. Sometimes that fuel is hydro [electric power] where the amount of CO2 is very low. And sometimes it’s coal where the amount is relatively high.”

Some markets that have access to hydroelectric power, such as those in the Northeast and California, can enjoy electricity with a low carbon score that’s roughly the same as renewable diesel made from used cooking oil. It’s enough to turn an EV owner like Selecman into a diesel believer — at least as far as the latest medium and heavy-duty trucks are concerned.

“We see that there's a lot more savings for B20, or for renewable diesel, than what we are going to get from an EV strategy,” Selecman said. “EV technology is great. I mean, I own an EV light vehicle, but really, there's not a whole lot of options in a Class 8 truck market.”

Powered by clean diesel

Nearly half of the Class 3 – 8 commercial vehicles on the road today are model year 2011 and newer with advanced, near-zero emissions diesel technology, Diesel Technology Forum Executive Director Allen Schaeffer explained during the hour-long webinar.

“That's a 6% increase from 2019 through the most recent study period in 2020,” Schaeffer added. “That means that about a half a million of these new technology, clean diesel trucks went on the roads last year.

“This is an important development,” Schaeffer continued, "and when we look at the largest vehicles, we find that the percentage is even higher. Ninety-seven percent of Class 8 big rigs are powered by diesel, of course, and looking at the penetration of the newest generation vehicles, we find that 50% of these largest trucks are in fact of the newest generation diesel technology now on the road.”

[**Related:** Diesel cylinder deactivation reduces NOx by 74%]

Since 2011, all new heavy-duty trucks have been equipped with SCR systems that when paired with particulate control technologies have achieved NOx emissions of no more than .20 grams per brake horsepower hour (g/BHP-hr) and particulate emissions levels of no more than .01 g/BHP-hr.

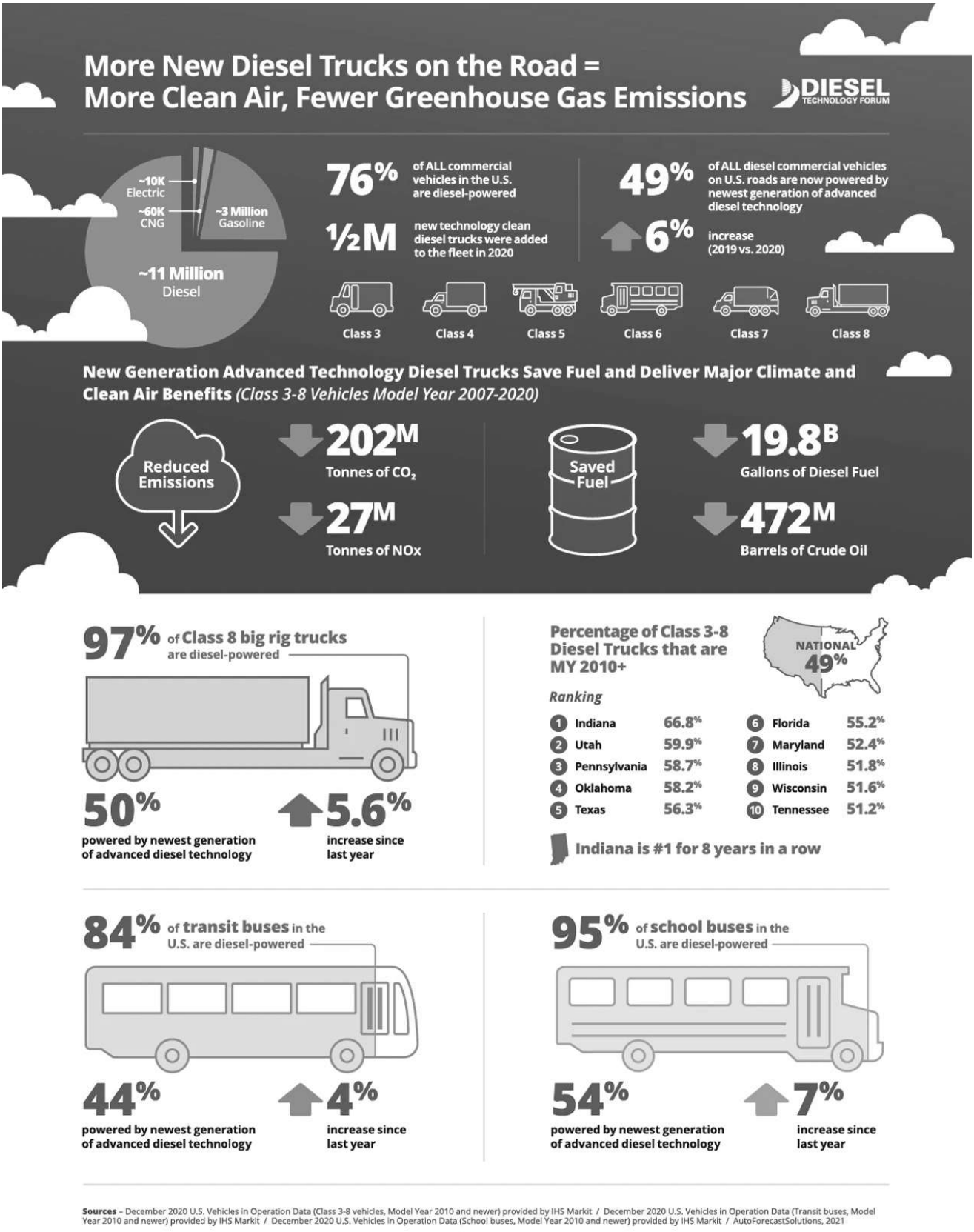
In addition to reducing emissions, trucks with the latest diesel technologies provide fleets with fuel savings over older models.

“We’re looking at a significant fuel savings per year,” Selecman said.

Compared to a truck bought new in the mid-2000s, “a vehicle today is saving about $8,000 a year in fuel over an older generation vehicle,” Selecman said. “We're also looking at about 30 tons of CO2 per year saved over previous technology.”

While efficiency gains are being made in larger commercial EVs and the power plants that fuel them — which both Selecman and Schaefer believe will drive bigger adoption rates — fleets can more quickly turn to diesel biofuels which provide instant emissions gains without having to take on costly vehicles and infrastructure.

“There's a few markets where electricity looks a little bit better, but these [bio]fuels can be applied to all vehicles, even the ones that are already in operation that have already been sold and don't require massive changes to the commercial vehicle powertrain package,” Selecman said.



Source: Diesel Technology Forum

Source URL: https://www.ccjdigital.com/regulations/article/15065863/nearly-half-of-us-commercial-trucks-are-clean-diesel

MASS TRANSIT

Barry Williams/New York Daily News/TNS

SAFETY & SECURITY

NY: NYC subway's recovery put at risk by crime even as city rebounds

New York's MTA faces a harsh reality: Even with $14.5 billion of federal aid, it must plug an estimated $1.5 billion deficit as soon as 2024 if ridership fails to hit prepandemic levels.

By Michelle Kaske
Source Bloomberg News (TNS)

May 21st, 2021

A spike in assaults and harassment incidents in New York's transit system is threatening its ability to restore ridership to prepandemic levels just as it needs to start replenishing its coffers.

The Metropolitan Transportation Authority, which carried 5.5 million people on its subways every weekday before the COVID-19 outbreak, faces a harsh reality: Even with $14.5 billion of federal aid, it must plug an estimated $1.5 billion deficit as soon as 2024 if ridership fails to hit prepandemic levels.

That scenario would bring back financial strains that could have dire consequences for the future of the nation's largest transit system. At stake is the MTA's $51.5 billion capital plan, which would improve access for the nearly 1 million New Yorkers who identify as disabled, expand service to underserved neighborhoods and replace aging signals that cause delays and limit service.

The key to it all, however, is revenue. The authority must lure people back in the face of concerns about both COVID-19 and personal safety. With the most-populous U.S. city reopening, subway ridership is as high as it's been since the virus first hit. But it's still a mere 40% of prepandemic levels, and by some estimates, 20% of riders may never return, with more people opting for remote work or preferring cars or bikes. The federal aid will eventually run out, so winning back passengers is crucial given that fares and tolls historically accounted for 50% of revenue.

"What's at risk is the future of the transit system," said Danny Pearlstein, policy and communications director for Riders Alliance, which advocates for reliable and affordable transit in New York City. "Without modernizing it, according to the capital program, we'll lose more riders of transit because the system won't meet the standards that people expect of it, in particular, to be reliable. And it won't be accessible."

Of course, the dilemma extends beyond New York. Ridership on Chicago Transit Authority's buses and trains and San Francisco's Bay Area Rapid Transit rail system have also taken a hit, just to name a couple.

Even before the pandemic struck, the MTA needed to improve service and modernize a system that suffered years of neglect. The transit network is vital for the New York metropolitan region — which accounts for 8% of the nation's gross domestic product.

But the MTA's finances are stretched. It's laboring under $48.6 billion of debt, more than all U.S. states but California and New York. Bond-service costs are expected to eat up 17% of revenue this year, and about 23% in 2023 and 2024, according to budget documents.

And while first-quarter fare revenue of about $540 million was nearly double projections, it was still around $500 million below the same period in 2019.

“The MTA has substantial structural deficits which must be addressed as federal aid is exhausted and will require new sources of revenue and ongoing cost reductions,” Pat Foye, the MTA’s chief executive officer, said in an interview Tuesday.

Monday brought encouraging developments: The subway resumed 24-hour service for the first time in more than a year, and the state said it was lifting its mask mandate on Wednesday for vaccinated people, heralding the return of events like the New York City marathon. Wall Street banks are also bringing workers back.

Nonetheless, there’s a lot of ground to make up. The subway carried 2.27 million people on May 14, well under half of historical levels. The commuter lines — which prepandemic accounted for two-thirds of U.S. commuter-rail passengers — are also still struggling. Weekday ridership on the Metro North lines that connect the city to its northern suburbs, as well as on the Long Island Railroad, are both roughly 70% below prepandemic levels.

The solution lies in infrastructure investment, said Larry Schwartz, an MTA board member and chair of its finance committee.

“We have a lot of important initiatives to get done — extending the Second Avenue subway, East Side access, Penn Station access,” he said in an interview. “And these are all expensive projects, but they’re necessary. If we’re going to maintain a strong regional economy, we need to spend the money.”

The MTA may be forced to scale back its capital program if ridership and revenue fail to return to previous levels, Thomas DiNapoli, the state comptroller, has warned. Nearly $10 billion of the capital plan relies on debt sold by the MTA and money the agency directs to the program.

“It’s been exposed as more risky than a lot of people, including myself, saw going into this,” said Richard Schwam, a municipal credit analyst at AllianceBernstein LP, which manages $51 billion of state and local debt, including MTA bonds. “They have liquidity to get them through the next few years, but it’s a question mark after that as to are they going to have that ridership money that they had relied on in the past? And if they’re not, it’s going to be a battle to get additional tax funding.”

Still, investors are hardly shunning its debt. MTA bonds have rallied amid New York’s reopening and the flow of government aid. Securities maturing in 2045 last traded at an average yield of 2.6%, or roughly 0.9 percentage point more than top-rated municipal obligations, data compiled by Bloomberg show. That gap has shrunk from more than two percentage points in October.

More than ever, the MTA needs riders like Calvin Brewster, a building manager who rides Metro North's Hudson Line into Manhattan. He avoided the commuter line and drove into the city at the start of the pandemic, but in June he switched back to public transportation five days a week to avoid traffic and parking.

"I think I'll rely on Metro North," Brewster said on a ride home to the suburb of Ossining one afternoon in April. "It's a normal routine. It's more of a burden to drive."

A challenge is bolstering confidence in the subway as assaults and harassment have increased. More than a third of people who no longer take the subway say it's because of crime, according to an MTA customer survey.

The MTA had 119 reported assaults from January through March, up from 91 during the same period in 2019, according to board documents. Attacks have escalated in the past few weeks, including five incidents on May 14 where customers were slashed and robbed, Foye said that day during a press briefing.

The city said it would add another 250 police officers to patrol the subways after the New York Police Department earlier this year increased the number allotted to the transit system. Foye has requested more than double that amount.

"We've taken the unprecedented step of hiring security contractors," Sarah Feinberg, interim president of NYC Transit, which manages MTA's buses and subways, said Tuesday at a press briefing. "We're installing cameras as fast as they come in. We're installing 10 and 12 sets of cameras every day."

Transit advocates and the MTA say modernizing the system, expanding it and boosting accessibility will increase ridership.

The capital plan would begin rehabilitating Penn Station, the nation's busiest rail terminal, by bringing Metro North service into the depot and expanding corridors and entryways. It would also extend the Second Avenue subway to Harlem, upgrade signals on six subway lines to increase service and avoid delays, and replace 157 elevators and escalators throughout the system to make it more accessible.

"If you don't fix the infrastructure, no one will ride it," MTA board member Schwartz said. "So it's a chicken-and-egg game."

———