

**92nd Meeting of the  
Metro Area Transit Coordinating Board  
November 16, 2022 – 8:00 am  
*Virtual Meeting***

***Meeting Agenda***

1. Call to Order and Introductions
  - a. Introduce Matt Pinotti, General Manager for First Transit
  
2. Action Items:
  - a. September 28, 2022 Meeting Minutes
  - b. Selection of a Vice-Chair
  - c. 2024 State of North Dakota Capital Grant Applications – Julie Bommelman
  - d. 2023 Meeting Schedule – Lori Van Beek & Julie Bommelman
  
3. Informational Items:
  - a. Temporary Service Hours for 2023 – Cole Swingen, Julie Bommelman, Lori Van Beek
  - b. September-October 2022 Operations Report – Cole Swingen & Lori Van Beek
  
4. Other Business

**91<sup>st</sup> Meeting of the  
Metro Area Transit Coordinating Board  
September 28, 2022  
Virtual Meeting**

**Members Present:**

Jim Aasness, Dilworth City Council  
Denise Kolpack, Fargo City Commission  
Paul Grindeland, Valley Senior Services  
Brad Olson, West Fargo City Commission  
Larry Seljevold, Moorhead City Council  
Brit Stevens, NDSU  
Teresa Stolfus, M|State  
John Strand, Fargo City Commission (Acting Chair)  
Annie Wood, MSUM

**Members Absent:**

Brian Arett, Valley Senior Services  
Kevin Hanson, Chair  
Steve Lindaas, Moorhead City Council  
Jackie Maahs, Concordia College

**Others Present:**

Heidi Benke, City of Fargo  
Lisa Bode, City of Moorhead  
Julie Bommelman, City of Fargo  
Ari Del Rosario, FM Metro COG  
Taaren Haak, City of Moorhead  
Jordan Smith, City of Moorhead  
Cole Swingen, City of Fargo  
Lori Van Beek, City of Moorhead

**1. Call to Order and Introductions**

**a. Denise Kolpack, Fargo City Commissioner**

Chair Hanson was absent. John Strand volunteered to be the acting chair for this meeting, which was confirmed by the board. A quorum was present.

Denise Kolpack introduced herself as the new Fargo City Commission representative on the MAT Coordinating Board, replacing Arlette Preston.

**2. Action Items**

**a. July 13, 2022 Meeting Minutes**

A motion to approve the minutes was made by Mr. Seljevold and seconded by Ms. Kolpack. The motion was voted on and unanimously approved.

**b. RFP for MATBUS Planning Study – Julie Bommelman & Lori Van Beek**

Ms. Bommelman reminded members of the Transit Authority Study which was completed and made recommendations for the transition to a large urban system. This includes redefining the

organizational management structure, determining a governance arrangement, simplifying cost allocation and identifying federal funding distribution.

A motion to recommend distributing a request for proposals to implement the study's recommended actions in the transition to a large urban system to the Fargo City Commission and Moorhead City Council was made by Mr. Olson and seconded by Mr. Seljevold. The motion was voted on and unanimously approved.

### **3. Informational Items**

#### **a. Transit Asset Management Plans for 2022-2025 – Jordan Smith**

Mr. Smith explained that the last Transit Asset Management Plans (TAM Plans) were updated in 2018 and the plans must be updated every four years. Changes incorporated into the update include removing shelters since they are not considered facilities, only including non-revenue vehicles over \$50,000, adjusting targets to reflect available funding sources, and prioritizing asset replacement based on a State of Good Repair scale. The State of Good Repair scale includes life years, life miles, life maintenance costs and condition rating.

Mr. Smith then presented some tables that they use to determine State of Good Repair. These tables included performance management benchmarks for all assets, as well as useful life benchmarks for transit vehicles and facilities.

#### **b. Vehicle Replacement Procedure Update – Jordan Smith**

Mr. Smith connected the vehicle replacement procurement update with the TAM Plans by explaining that MATBUS is currently not meeting their targets as outlined in the plans due to vehicle supply chain and workforce shortage issues. MATBUS has been taking part in the Duluth Transit Authority Consortium for the purchase of large buses. Bus manufacturers are demanding higher prices and they are still working out an agreement. MATBUS is looking at other transit agency procurements, such as the State of Washington, to potentially piggy-back off their contract. Doing so could make it easier to get vehicle orders in place.

The manufacturer of the paratransit vehicles has shut down their plant but plans to be back in operation in January, 2023. Fargo is waiting on four vehicles and Moorhead needs two. The four Fargo vehicles will be built when the plant opens back up, however the two paratransit vehicles for Moorhead may need to wait until the next cycle in 2024. MATBUS is also looking to purchase another minivan for Metro Senior Ride. Mr. Smith believes it should be easier to purchase one since they are more readily available at the moment.

#### **c. Update on MnDOT 2023 Operating Grant Application Award – Lori Van Beek**

Ms. Van Beek gave an update on the MnDOT 2023 Operating Grant Application Award. MnDOT recently notified grantees that due to higher than anticipated cost increases, all urban grantees were allocated a 10% increase in 2023 based on their 2022 approved grant budgets. Moorhead's request was for a 19% increase. The unfunded difference therefore came out of the fixed route and paratransit/senior ride budget.

Due to this, MATBUS is considering a mix of service cuts and alternate revenue sources to make up for the budget shortfall. Potential service cuts include making permanent the temporary suspension of night service ending at 9:45pm, reducing hours or frequency on routes that have low ridership, eliminating Route 2C during the MSUM academic year, or eliminating Sunday

paratransit service. Ms. Van Beek also outlined some of the revenue sources that could be used including additional federal 5307 funds, as well as federal CARES Act and ARPA funds.

Ms. Wood urged that MATBUS work with MSUM to collect student feedback, ensuring that students are informed of the tradeoffs and the reason behind any service cuts to Route 2C. Considering that students continue to fund their share of MATBUS service in their student fees, Ms. Wood wanted to make sure that students are made aware of what they will still receive in return for their contribution to transit. Ms. Van Beek noted that a public hearing would be required if there are any permanent service level cuts and she would be happy to meet with the students to discuss this further.

**d. Update on Farebox Implementation of Account-based System – Lori Van Beek & Jordan Smith**

Ms. Van Beek gave an overview of the new account-based fare system. The new fare structure with Connect Smartcards and Mobile Ticketing went live in May and final acceptance of the account-based system was approved in September. New features include the MATBUS Connect web page and app, Customer Portal, and mobile ticketing app. The system has been working well. As of August, 34% of riders were now using the new Connect Smartcards and Mobile Ticketing and only 6% were still using Magnetics and old Smartcards.

**e. July-August 2022 Operations Report – Cole Swingen & Lori Van Beek**

Mr. Swingen presented a summary of transit ridership. He prefaced his summary by acknowledging that they don't have the most accurate data from ridership during the pandemic while fares were free. There has been a mix of ridership increases and decreases systemwide when comparing current ridership to ridership last year. Looking at the Fargo transit routes, ridership changes compared to the previous year were mixed. Ridership for Route 16 and 18, paratransit, as well as Industrial Park TapRide users have notably increased compared to the year previous. Meanwhile, LinkFM ridership continues to decrease. As expected, college ridership has improved including a significant rise in NDSU TapRide users.

Ms. Van Beek presented ridership data for Moorhead Transit. Overall ridership is still lagging compared to pre-pandemic levels. Ms. Van Beek mentioned that Saturday ridership hasn't been recovering as much as weekday ridership. However, Metro Senior Ride has been rebounding and ridership is starting to get back to where it used to be.

**4. Other Business**

Hearing no other business, the meeting was adjourned at 8:28 AM.



# MAT Board Action Items November 16, 2022

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***(701) 232-7500***

***matbus.com***

***650 23rd St N. Fargo, ND 58102***



# Fiscal Year 2024 State of ND Capital Grants

Action Item c.

The State of North Dakota has made approximately \$12.8M available in capital grant funding for transit.

## CITY OF FARGO TRANSIT DEPARTMENT 2024 CAPITAL STATE GRANT REQUESTS:

|                      |                    |   |                  |                  |                  |                |
|----------------------|--------------------|---|------------------|------------------|------------------|----------------|
| TRANSIT              | 552-2581-510.74-10 | Replace Paratransit Scheduling Software (Local Share) | 100,000          |                  |                  |                |
|                      | 552-2581-510.74-10 | Automated Bus Announcement System (Local Share)       | 600,000          |                  |                  |                |
|                      | 552-2581-510.74-10 | Miscellaneous Support Equipment (Local Share)         | 100,000          |                  |                  |                |
|                      | 552-2581-510.74-10 | Replace Toolcat (Local Share)                         | 64,000           |                  |                  |                |
|                      | 552-2581-510.74-10 | Update MTG Building (Local Share)                     | 588,000          |                  |                  |                |
|                      | 552-2581-510.74-10 | Mobility Manager (Local Share)                        | 102,000          |                  |                  |                |
|                      | 552-2581-510.74-10 | Fixed Route Bus Replacements                          | 1,150,000        |                  |                  |                |
|                      | 552-2581-510.74-10 | Paratransit Bus Replacements                          | 230,000          |                  |                  |                |
|                      | 552-2581-510.74-10 | GTC Deck Overlay                                      | 1,000,000        |                  |                  |                |
|                      | 552-2581-510.74-10 | Supervisor Vehicle Replacement                        | 40,000           | 3,952,000        | 3,952,000        | 822,400        |
| <b>Total Transit</b> |                    |   | <b>3,952,000</b> | <b>3,952,000</b> | <b>3,952,000</b> | <b>822,400</b> |

**Recommended Action:** The requested motion is to recommend to the Fargo City Commission approval to apply for grant funding for the items listed, and, upon successful receipt of funds, approve the grant execution.



# 2023 Proposed Meeting Dates

Action Item d.

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**MAT Coordinating Board meetings are held bi-monthly on the third Wednesday at 8 a.m.**

January 18 – Consider moving to February 15 for 2022 annual report data availability

March 15

May 17

July 19

September – Reschedule to October 5 due to DTA Conference

November 15

**Recommended Action:** The requested motion is to approve the schedule of meeting dates for 2023.



# MAT Board Informational Items November 16, 2022

***(701) 232-7500***

***matbus.com***

***650 23rd St N. Fargo, ND 58102***





# Temporary Service Hours for 2023

Informational Item A

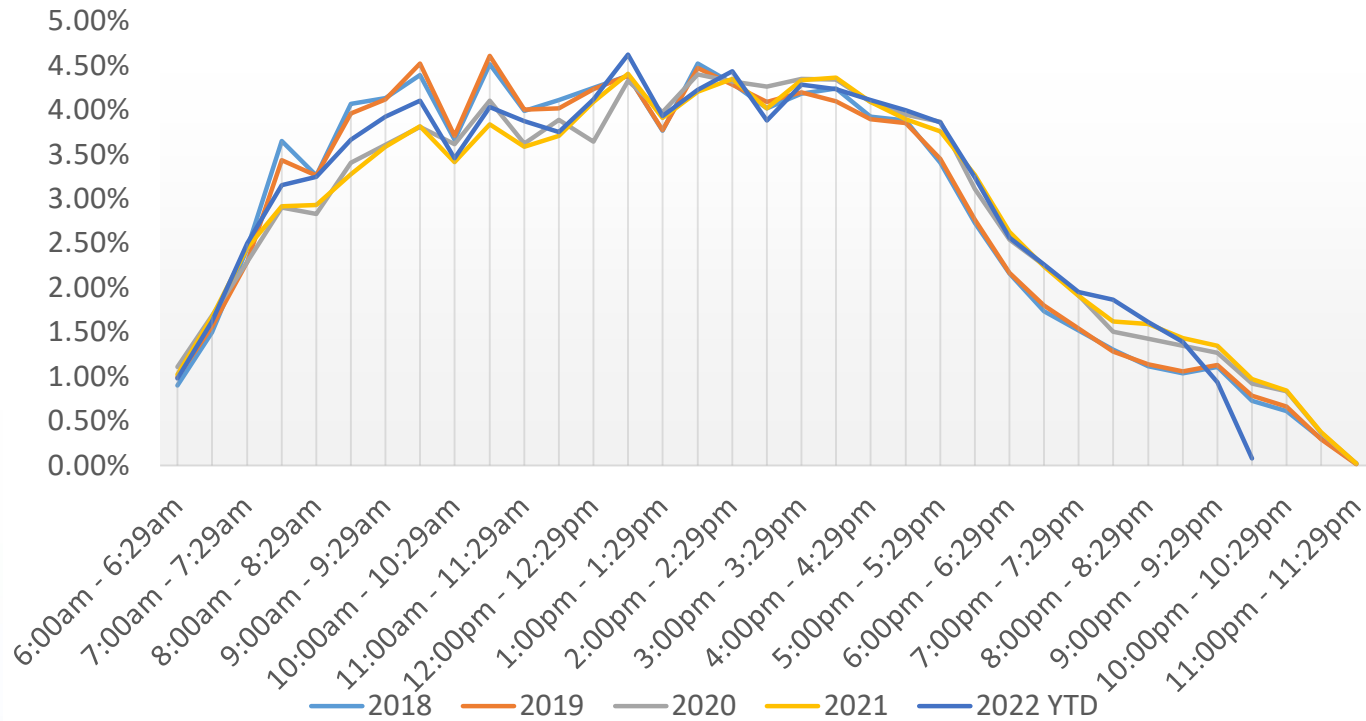
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- The MATBUS approved span of service operates 6:15 a.m - 11:15 p.m. M-F and 7:15 a.m. – 11:15 p.m. Saturday.
- The evening service hours were temporarily suspended January 2022 due to driver shortages.
- Currently service hours end at 9:45 p.m., providing more reliable service supported by driver availability.
- MATBUS administrative staff is proposing to extend the temporary service hours by 30 minutes to 10:15 p.m. for 2023.
- Major retail and employment destinations are now open later, i.e. West Acres 9 p.m., Target 10 p.m., Walmart 11 p.m., Cashwise 10 p.m, Scheel's 9 p.m.



# Temporary Service Hours for 2023 - Ridership Trends

Percentage of Ridership by Time Period





# Temporary Service Hours for 2023 - Ridership Trends

## Informational Item A

Ridership data in previous years (2018-2021) demonstrates ridership drastically decreased after 10 p.m.

|                   | 2018   | 2018 % | 2019   | 2019 % | 2020   | 2020 % | 2021   | 2021 % | 2022  | 2022 % |
|-------------------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|
| 9:00pm - 9:29pm   | 21,669 | 1.11%  | 20,691 | 1.14%  | 16,113 | 1.27%  | 15,385 | 1.35%  | 8,683 | 0.94%  |
| 9:30pm - 9:59pm   | 14,224 | 0.73%  | 14,332 | 0.79%  | 11,700 | 0.92%  | 11,144 | 0.97%  | 751   | 0.08%  |
| 10:00pm - 10:29pm | 12,042 | 0.62%  | 12,123 | 0.67%  | 10,616 | 0.84%  | 9,694  | 0.85%  | -     | -      |
| 10:30pm - 10:59pm | 5,911  | 0.30%  | 5,369  | 0.29%  | 4,683  | 0.37%  | 4,323  | 0.38%  | -     | -      |
| 11:00pm - 11:29pm | 395    | 0.02%  | 338    | 0.02%  | 263    | 0.02%  | 263    | 0.02%  | -     | -      |



# Temporary Service Hours for 2023 - Ridership Trends

Routes that travel through major colleges are utilized later in the evening, specifically Route 13 (NDSU) and Route 2 (MSUM).

| Route 13 (NDSU)   | 2018  | 2018 % | 2019  | 2019 % | 2020  | 2020 % | 2021  | 2021 % | 2022  | 2022 % |
|-------------------|-------|--------|-------|--------|-------|--------|-------|--------|-------|--------|
| 9:00pm - 9:29pm   | 2,195 | 1.60%  | 2,180 | 1.80%  | 1,111 | 1.71%  | 1,349 | 1.93%  | 687   | 1.28%  |
| 9:30pm - 9:59pm   | 1,092 | 0.80%  | 1,134 | 0.94%  | 778   | 1.20%  | 911   | 1.30%  | 36    | 0.07%  |
| 10:00pm - 10:29pm | 1,313 | 0.96%  | 1,515 | 1.25%  | 619   | 0.96%  | 869   | 1.24%  | -     | -      |
| 10:30pm - 10:59pm | 365   | 0.27%  | 393   | 0.33%  | 236   | 0.36%  | 289   | 0.41%  | -     | -      |
| 11:00pm - 11:29pm | 15    | 0.01%  | 10    | 0.01%  | 3     | 0.00%  | 15    | 0.02%  | -     | -      |
| Route 2 (MSUM)    | 2018  | 2018 % | 2019  | 2019 % | 2020  | 2020 % | 2021  | 2021 % | 2022  | 2022 % |
| 9:00pm - 9:29pm   | 2,935 | 2.15%  | 2,099 | 1.79%  | 1,643 | 1.80%  | 1,521 | 1.99%  | 1,303 | 2.06%  |
| 9:30pm - 9:59pm   | 2,188 | 1.61%  | 2,016 | 1.72%  | 1,441 | 1.58%  | 1,288 | 1.68%  | 100   | 0.16%  |
| 10:00pm - 10:29pm | 1,918 | 1.41%  | 1,542 | 1.31%  | 1,674 | 1.83%  | 1,091 | 1.43%  | -     | -      |
| 10:30pm - 10:59pm | 1,638 | 1.20%  | 882   | 0.75%  | 686   | 0.75%  | 704   | 0.92%  | -     | -      |
| 11:00pm - 11:29pm | 115   | 0.08%  | 92    | 0.08%  | 53    | 0.06%  | 11    | 0.01%  | -     | -      |



# Temporary Service Hours for 2023 - Next Steps

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- Adjusting the service end time to be 10:15 pm will create more consistent 8-hour day, 40-hour week shifts for bus drivers. The longer afternoon shift is more beneficial for filling driver shifts and retaining drivers.

## Next Steps

Ridership, passenger feedback and driver input will be evaluated in 9-12 months to determine if the shift to a 10:15 pm end time was valuable.



# Ridership

Informational Item B  
January 1 – October 31 Fargo Ridership by Route

| Period | Route 11 | Route 13 | Route 14 | Route 15 | Route 16 | Route 17 |
|--------|----------|----------|----------|----------|----------|----------|
| 2021   | 41,866   | 57,151   | 92,495   | 216,513  | 18,213   | 23,910   |
| 2022   | 35,648   | 55,853   | 78,092   | 186,402  | 23,926   | 26,046   |
| Change | -14.85%  | -2.27%   | -15.57%  | -13.91%  | 31.37%   | 8.93%    |

| Period | Route 18 | Route 20 | Route 24 | LinkFM  | Ind. Park TapRide | Paratransit |
|--------|----------|----------|----------|---------|-------------------|-------------|
| 2021   | 25,118   | 22,603   | 14,992   | 3,867   | 3,685             | 43,330      |
| 2022   | 33,056   | 21,692   | 14,861   | 2,245   | 5,448             | 46,122      |
| Change | 31.60%   | -4.03%   | -0.87%   | -41.94% | 47.84%            | 6.44%       |

| Period | Route 31 | Route 32 | Route 33 | Route 34 | Route 36 | NDSU TapRide |
|--------|----------|----------|----------|----------|----------|--------------|
| 2021   | 5,391    | 36,931   | 60,821   | 11,869   | 12,400   | 1,641        |
| 2022   | 10,359   | 63,012   | 97,328   | 19,862   | 19,497   | 4,761        |
| Change | 92.15%   | 70.62%   | 60.02%   | 67.34%   | 57.23%   | 190.13%      |



# Ridership

January 1 – October 31 Moorhead Ridership by Route

| Period | Route 1 | Route 2 | Route 3 | Route 4 | Route 5 | Route 6 | Route 9 |
|--------|---------|---------|---------|---------|---------|---------|---------|
| 2021   | 46,931  | 64,201  | 46,653  | 100,918 | 39,067  | 8,828   | 3,186   |
| 2022   | 50,578  | 66,705  | 38,859  | 86,975  | 35,541  | 7,436   | 3,227   |
| Change | 7.77%   | 3.90%   | -16.71% | -13.82% | -9.03%  | -15.77% | 1.29%   |



# Ridership

January 1 – October 31 College Ridership

| Period | NDSU    | MSUM   | Concordia | M State | NDSCS   |
|--------|---------|--------|-----------|---------|---------|
| 2021   | 142,536 | 10,724 | 5,735     | 4,463   | 360     |
| 2022   | 240,846 | 15,726 | 8,869     | 6,558   | 296     |
| Change | 68.97%  | 46.64% | 54.65%    | 46.94%  | -17.78% |





# Ridership

2022 YTD through September Metro Senior Ride (Moorhead/Dilworth)

| METRO SENIOR RIDE 2022         |                  |              |               |                  |            |               |                  |              |               |
|--------------------------------|------------------|--------------|---------------|------------------|------------|---------------|------------------|--------------|---------------|
| MOORHEAD & DILWORTH, MINNESOTA |                  |              |               |                  |            |               |                  |              |               |
| Month                          | MOORHEAD SENIORS |              |               | DILWORTH SENIORS |            |               | TOTAL PASSENGERS |              |               |
|                                | 2022             | 2021         | % Change      | 2022             | 2021       | % Change      | 2022             | 2021         | % Change      |
| January                        | 560              | 466          | 20.17%        | 65               | 12         | 441.67%       | 625              | 478          | 30.75%        |
| February                       | 460              | 485          | -5.15%        | 28               | 38         | -26.32%       | 488              | 523          | -6.69%        |
| March                          | 723              | 548          | 31.93%        | 54               | 50         | 8.00%         | 777              | 598          | 29.93%        |
| April                          | 583              | 458          | 27.29%        | 67               | 36         | 86.11%        | 650              | 494          | 31.58%        |
| May                            | 616              | 450          | 36.89%        | 56               | 39         | 43.59%        | 672              | 489          | 37.42%        |
| June                           | 626              | 532          | 17.67%        | 76               | 63         | 20.63%        | 702              | 595          | 17.98%        |
| July                           | 512              | 551          | -7.08%        | 61               | 53         | 15.09%        | 573              | 604          | -5.13%        |
| August                         | 614              | 583          | 5.32%         | 91               | 80         | 13.75%        | 705              | 663          | 6.33%         |
| September                      | 668              | 590          | 13.22%        | 97               | 58         | 67.24%        | 765              | 648          | 18.06%        |
| October                        |                  |              |               |                  |            |               |                  |              |               |
| November                       |                  |              |               |                  |            |               |                  |              |               |
| December                       |                  |              |               |                  |            |               |                  |              |               |
| <b>TOTAL</b>                   | <b>5,362</b>     | <b>4,663</b> | <b>14.99%</b> | <b>595</b>       | <b>429</b> | <b>38.69%</b> | <b>5,957</b>     | <b>5,092</b> | <b>16.99%</b> |

# Memorandum



**To:** MAT Coordinating Board

**From:** Julie Bommelman, Fargo Transit Director

**Date:** November 16, 2022

**RE:** *Fargo FY2024 State of North Dakota Capital Grant Requests*

The State of North Dakota has made approximately \$12.8M available in capital grant funding for public transportation. The grant opportunities are for capital discretionary 5339 CFDA No. 20.526 and 5310 CFDA No. 20.513 funds (for bus and bus facilities by the Federal Transit Administration (FTA) and administered by the NDDOT). The Transit Department budgeted the local share for these projects in the Transit capital budget for 2023. Please note, the City of Fargo fiscal year is January 1 to December 31, while the State fiscal year is July 1 – June 30, so the local share for these grant requests was approved in the FY2023 City budget.

These grants would have a profound impact on our community’s transit system and the transportation options we offer our residents. There is a critical need to keep vehicle purchases on a regular, rotating schedule – these grants would allow for the replacement of two (2) 35-foot and two (2) paratransit vehicles, the final phase of the bus deck resurfacing at the Ground Transportation Center, replacement of the automatic vehicle location/automated vehicle announcement system, replacement of the paratransit scheduling software/hardware, miscellaneous interior replacements/upgrades to the Metro Transit Garage (MTG) which is fifteen years old (i.e. replacement of the bus wash), the Mobility Manager position and a replacement service vehicle. Several of these items are cost shared with Moorhead, the displayed amounts are Fargo’s share only.

The Transit Development Plan identified the need to upgrade and rehab equipment, and the Federal Transit Administration has implemented a requirement to have and follow a Transit Asset Management Plan which outlines equipment maintenance and lifecycle requirements.

## CITY OF FARGO TRANSIT DEPARTMENT 2024 CAPITAL STATE GRANT REQUESTS:

|                      |                    |   |                  |                  |                  |                |
|----------------------|--------------------|---|------------------|------------------|------------------|----------------|
| TRANSIT              | 552-2561-510.74-10 | Replace Paratransit Scheduling Software (Local Share) | 100,000          |                  |                  |                |
|                      | 552-2561-510.74-10 | Automated Bus Announcement System (Local Share)       | 600,000          |                  |                  |                |
|                      | 552-2561-510.74-10 | Miscellaneous Support Equipment (Local Share)         | 100,000          |                  |                  |                |
|                      | 552-2561-510.74-10 | Replace Toolcat (Local Share)                         | 84,000           |                  |                  |                |
|                      | 552-2561-510.74-10 | Update MTG Building (Local Share)                     | 566,000          |                  |                  |                |
|                      | 552-2561-510.74-10 | Mobility Manager (Local Share)                        | 102,000          |                  |                  |                |
|                      | 552-2561-510.74-10 | Fixed Route Bus Replacements                          | 1,150,000        |                  |                  |                |
|                      | 552-2561-510.74-10 | Paratransit Bus Replacements                          | 230,000          |                  |                  |                |
|                      | 552-2561-510.74-10 | GTC Deck Overlay                                      | 1,000,000        |                  |                  |                |
|                      | 552-2561-510.74-10 | Supervisor Vehicle Replacement                        | 40,000           | 3,952,000        | 3,952,000        | 822,400        |
| <b>Total Transit</b> |                    |   | <b>3,952,000</b> | <b>3,952,000</b> | <b>3,952,000</b> | <b>822,400</b> |

Requested motion: Recommend to the Fargo City Commission approval to apply for grant funding for the items listed, and, upon successful receipt of funds, approve the grant execution.

## COLLEGE U-PASS RIDERSHIP ON MATBUS

| 2021-2022           |           |               |         |        |         |       |             |
|---------------------|-----------|---------------|---------|--------|---------|-------|-------------|
| Fare Count          |           | Customer Type |         |        |         |       |             |
| Year                | Month     | Concordia     | M State | MSUM   | NDSU    | NDSCS | Grand Total |
| 2021                | August    | 274           | 378     | 632    | 11,050  | 33    | 12,367      |
|                     | September | 440           | 393     | 728    | 31,601  | 96    | 33,258      |
|                     | October   | 371           | 419     | 655    | 29,253  | 33    | 30,731      |
|                     | November  | 378           | 262     | 668    | 25,661  | 48    | 27,017      |
|                     | December  | 306           | 250     | 539    | 14,835  | 24    | 15,954      |
| 2021 Total          |           | 1,769         | 1,702   | 3,222  | 112,400 | 234   | 119,327     |
| 2022                | January   | 317           | 203     | 557    | 24,812  | 42    | 25,931      |
|                     | February  | 246           | 167     | 668    | 30,894  | 19    | 31,994      |
|                     | March     | 1,040         | 564     | 1,660  | 30,256  | 45    | 33,565      |
|                     | April     | 997           | 578     | 1,650  | 30,968  | 46    | 34,239      |
|                     | May       | 591           | 521     | 1,330  | 13,476  | 10    | 15,928      |
|                     | June      | 740           | 579     | 1,326  | 4,662   | 13    | 7,320       |
|                     | July      | 696           | 525     | 1,063  | 4,360   | 19    | 6,663       |
| 2022 Total          |           | 4,627         | 3,137   | 8,254  | 139,428 | 194   | 155,640     |
| Grand Total 2021-22 |           | 6,396         | 4,839   | 11,476 | 251,828 | 428   | 274,967     |

| 2022-2023           |           |               |         |       |        |       |             |
|---------------------|-----------|---------------|---------|-------|--------|-------|-------------|
| Fare Count          |           | Customer Type |         |       |        |       |             |
| Year                | Month     | Concordia     | M State | MSUM  | NDSU   | NDSCS | Grand Total |
| 2022                | August    | 920           | 1,005   | 1,827 | 19,602 | 17    | 23,371      |
|                     | September | 1,041         | 1,076   | 2,014 | 37,438 | 20    | 41,589      |
|                     | October   | 1,162         | 866     | 1,908 | 38,222 | 35    | 42,193      |
|                     | November  | -             | -       | -     | -      | -     | -           |
|                     | December  | -             | -       | -     | -      | -     | -           |
| 2022 Total          |           | 3,123         | 2,947   | 5,749 | 95,262 | 72    | 107,153     |
| 2023                | January   | -             | -       | -     | -      | -     | -           |
|                     | February  | -             | -       | -     | -      | -     | -           |
|                     | March     | -             | -       | -     | -      | -     | -           |
|                     | April     | -             | -       | -     | -      | -     | -           |
|                     | May       | -             | -       | -     | -      | -     | -           |
|                     | June      | -             | -       | -     | -      | -     | -           |
|                     | July      | -             | -       | -     | -      | -     | -           |
| 2023 Total          |           | -             | -       | -     | -      | -     | -           |
| Grand Total 2022-23 |           | 3,123         | 2,947   | 5,749 | 95,262 | 72    | 107,153     |

| % CHANGE      |           |           |         |      |      |       |             |
|---------------|-----------|-----------|---------|------|------|-------|-------------|
| Year          | Month     | Concordia | M State | MSUM | NDSU | NDSCS | Grand Total |
| 2021 vs 2022  | August    | 236%      | 166%    | 189% | 77%  | -48%  | 89%         |
|               | September | 137%      | 174%    | 177% | 18%  | -79%  | 25%         |
|               | October   | 213%      | 107%    | 191% | 31%  | 6%    | 37%         |
|               | November  | -         | -       | -    | -    | -     | -           |
|               | December  | -         | -       | -    | -    | -     | -           |
| 2021-22 Total |           | -         | -       | -    | -    | -     | -           |
| 2022 vs 2023  | January   | -         | -       | -    | -    | -     | -           |
|               | February  | -         | -       | -    | -    | -     | -           |
|               | March     | -         | -       | -    | -    | -     | -           |
|               | April     | -         | -       | -    | -    | -     | -           |
|               | May       | -         | -       | -    | -    | -     | -           |
|               | June      | -         | -       | -    | -    | -     | -           |
|               | July      | -         | -       | -    | -    | -     | -           |
| 2022-23 Total |           | -         | -       | -    | -    | -     | -           |
| Grand Total   |           | -         | -       | -    | -    | -     | -           |

**NOTES:**  
Includes NDSU Circulator Routes. Excludes NDSU TapRide.