

**City of Fargo Transit (MATBUS)**  
**North Dakota Government Legislative Finance**  
**Transportation Study Subcommittee**  
**12.11.25**



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- **Fare Structure**
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# City of Fargo Transit (MATBUS) System Overview



Fargo Transit (MATBUS) is a service of the City of Fargo and directly operates fixed route and complementary paratransit transit services within the Cities of Fargo and West Fargo (the City of Fargo also operates transit services within the Cities of Moorhead and Dilworth MN).

Fixed-route systems are transit services operated along predetermined routes according to a fixed schedule. There are twelve (12) fixed routes within the City of Fargo with portions of two (2) of those routes (Routes 20 & 24) within the City of West Fargo [Moorhead & Dilworth MN have seven (7) fixed routes, which are also operated by Fargo as part of the metro-wide MATBUS system].

Fixed routes operate as a designated stop system which requires passengers be at a specific location to be picked up or dropped off – stops are approximately two (2) blocks apart.

# City of Fargo Transit (MATBUS) System Overview



Fixed routes run on a variety of 30/60/90-minute schedules.

Fargo Transit also operates the complementary paratransit service for the metro area. This service is required of all public entities who operate a fixed route system as an accessible service for qualifying individuals who cannot use the fixed route system. Trips require advance booking/reservations up to 24-hours in advance.

System-wide costs are shared among Fargo, West Fargo, Moorhead/Dilworth and North Dakota State University (NDSU) through a cost-allocation plan.

# City of Fargo Transit (MATBUS) System Overview



We appreciate the opportunity to partner with the State of North Dakota and achieve the goal of this study and the committee to assist the four urban transit systems (Fargo, Minot, Grand Forks and Bismarck) find a funding solution that includes dedicated State funding; a North Dakota solution to an issue facing transit providers across the country.

The impact and importance of public transportation is critical to workforce/employment, education, health, services, independence and universal access.

# Metropolitan Planning Organization (MPO) Designation

In 2024, there was a reclassification of the Fargo-Moorhead metro area due to the 2020 federal census. For federal purposes, the urbanized area includes the Cities of Fargo, West Fargo and Horace in North Dakota and Moorhead and Dilworth in Minnesota. The designation of transit providers (urban, rural, tribal) is defined by population in accordance with the latest official federal census. The 2020 census **reclassified the City of Fargo from a small to large urban** designation with a population over 200,000.

## Fare Structure

Fargo Transit’s (MATBUS) fare structure includes a variety of fare products, including single ride cash fares, passes and reduced fares for students, senior citizens and disabled individuals. Fare media is purchased at the main Transit facility Ground Transportation Center (GTC) or online. Riders can also pay at fareboxes on each bus.

Local universities/colleges (such as NDSU) participate in a U-Pass program where the academic institution pays a fee to allow their students to ride MATBUS fixed routes; the fees are recalculated each year based on costs.

Cash fares will increase 1.1.26; anticipated additional revenue is approximately \$196,000.



MATBUS Fare Structure Proposed Changes			
For Public Hearing on September 2, 2025			
Effective January 1, 2026			
Cash Fares and Passes (Fixed Route)	Current		Proposed
Adult Cash Fare	\$ 1.50	→	\$ 2.00
Discount Cash Fare (Youth, Elderly, Disabled)	\$ 0.75	→	\$ 1.00
1-Day Pass	\$ 5.00	→	\$ 5.00
10-Ride Pass	\$ 15.00	→	\$ 15.00
120-Day College Semester Pass	\$ 60.00	→	\$ 60.00
31-Day Business Pass	\$ 27.00	→	\$ 27.00
Single-Ride Tickets (Pack of 20)	\$ 30.00	→	\$ 30.00
7-Day Pass		→	\$ 10.00
<b>MATBUS Connect (Fixed Route)</b>			
Adult Fare	\$ 1.50	→	\$ 2.00
Adult 31-Day Pass	\$ 42.00	→	\$ 42.00
Discount Fare	\$ 0.75	→	\$ 1.00
Discount 31-Day Pass	\$ 27.00	→	\$ 27.00
Youth 90-Day Pass	\$ 27.00	→	\$ 27.00
Replacement Card Fee	\$ 10.00	→	\$ 10.00
1-Day Pass		→	\$ 5.00
7-Day Pass		→	\$ 10.00
<b>Fare-Free (Fixed Route)</b>			
Children Preschool Age and Under	Free	→	Free
Veteran	Free	→	Free
Personal Care Attendant	Free	→	Free
U-Pass College Students	Free	→	Free
<b>Paratransit</b>			
Cash/Check Fare	\$ 3.00	→	\$ 4.00
Prepaid Coupons (Book of 20)	\$ 60.00	→	\$ 80.00
Personal Care Attendant	Free	→	Free
Children Preschool Age and Under	Free	→	Free
Guest (Accompanying an ADA Paratransit Rider)	\$ 3.00	→	\$ 4.00
Agency Rate (Applied to Skilled Nursing & ICF-IID Facilities for Non-Emergency Medical Rides)	\$ 38.00	→	\$ 38.00

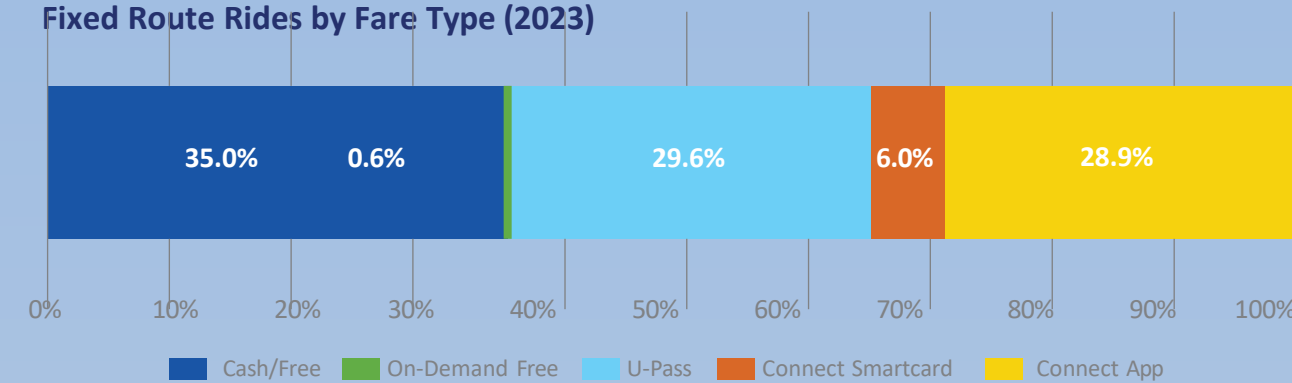
### Fixed Route Rides by Customer and Fare Type

MATBUS Connect was rolled out in 2022 and allows users to pay for rides through a smartcard or smartphone. In 2023, roughly one-third of passengers used MATBUS Connect, with 29% paying with the Connect app and 6% paying with Connect smartcards. 35% of rides are paid for with cash or are fare-free.

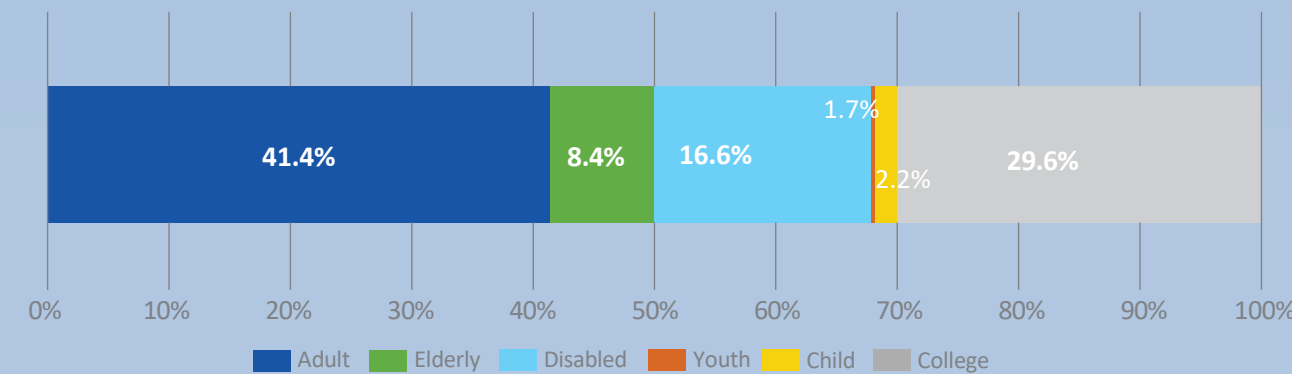
Almost 30% of rides are U-Pass rides, which allows students at North Dakota State University, Minnesota State University Moorhead, Concordia College and Minnesota State Moorhead to ride the bus for free with a valid student ID.

Over 40% of all fixed route rides are taken by adults, and an additional 30% are taken by college students, which is likely due to the U-Pass program. Almost a fifth of MATBUS riders are disabled, and another 8% are elderly.

Fixed Route Rides by Fare Type (2023)



Fixed Route Rides by Customer



# Urbanized Area MATBUS Ridership Trends



MATBUS Full System Ridership 2019 - 2024								
City/College	Route	2019	2020	2021	2022	2023	2024	Notes
Moorhead	1	80,046	61,976	55,768	59,886	71,410	67,007	
Moorhead	2	117,197	91,236	76,480	79,828	78,231	75,862	
Moorhead	3	57,732	60,435	54,114	45,639	51,117	56,097	
Moorhead	4	115,207	138,038	117,623	104,010	111,840	119,296	
Moorhead	5	52,511	54,076	45,721	41,800	47,323	47,451	
Dilworth	6	16,710	15,244	10,315	8,736	9,110	10,598	
Moorhead	9	5,646	4,742	3,705	3,964	8,597	5,710	
Fargo	11	74,592	55,227	50,021	41,098	35,318	39,457	
Fargo	13	120,856	64,803	69,846	65,756	74,244	90,285	
Fargo/NDSU	13U	39,970	17,626	15,461	-	-	-	* 13U name changed to 36 in 2022
Fargo	14	148,180	115,371	110,333	91,340	87,636	96,290	
Fargo	15	321,702	300,090	251,303	220,016	222,635	249,940	
Fargo	16	37,213	23,913	21,926	28,822	27,137	22,034	
Fargo	17	40,524	34,209	27,842	31,609	32,254	31,192	
Fargo	18	49,730	31,035	30,353	39,833	42,639	40,747	
Fargo/West Fargo	20	38,047	31,040	26,455	25,425	27,584	27,371	
Fargo/West Fargo	24	26,369	18,396	17,834	17,547	20,837	22,929	
Fargo/NDSU	31	28,679	10,465	6,908	13,072	13,634	27,019	
Fargo/NDSU	32	-	-	-	81,657	71,426	40,943	* Route 32E and 32W combined into Route 32 in 2022; cancelled by NDSU Fall 2024
Fargo/NDSU	32E	118,256	53,917	49,220	-	-	-	* 32E & 32W combined ridership 2020
Fargo/NDSU	32W	24,435	-	-	-	-	-	
Fargo/NDSU	33	186,414	69,518	83,220	115,938	142,911	153,997	
Fargo/NDSU	34	51,452	21,298	15,009	25,893	41,206	36,751	
Fargo/NDSU	36	-	-	-	24,172	1,194	-	*Route 36 rolled into Route 13 in 2023
LinkFM	40	29,959	93	3,867	2,245	3,781	3,829	* LinkFM cancelled spring 2025
<b>Total</b>		<b>1,781,427</b>	<b>1,272,748</b>	<b>1,143,324</b>	<b>1,168,286</b>	<b>1,222,064</b>	<b>1,264,805</b>	
<b>Percentage Change Year to Year</b>			<b>-29%</b>	<b>-10%</b>	<b>2%</b>	<b>5%</b>	<b>3%</b>	
<b>Paratransit Ridership 2019 - 2024</b>								
<b>Year</b>		<b>2019</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	
<b>Ridership</b>		53,350	37,137	52,802	55,422	57,545	60,436	
<b>Percentage Change Year to Year</b>			<b>-30%</b>	<b>42%</b>	<b>5%</b>	<b>4%</b>	<b>5%</b>	

# Urbanized Area Population & Ridership Trends 2019-2024

Urbanized Area (UZA) Population Est.						
	2019	2020	2021	2022	2023	2024
Dilworth	4,529	4,612	4,639	4,918	4,804	4,831
Fargo	124,662	125,990	129,575	131,444	133,188	136,285
Horace	2,944	3,085	3,462	4,269	5,643	6,286
Moorhead	44,167	44,505	44,583	46,200	45,228	45,913
West Fargo	37,058	38,626	39,461	39,980	40,400	41,027
<b>MAIN URBAN AREAS</b>	<b>213,360</b>	<b>216,818</b>	<b>221,720</b>	<b>226,811</b>	<b>229,263</b>	<b>234,342</b>
Annual Percentage Change		2%	2%	2%	1%	2%
Metropolitan Statistical Area (MSA) Population						
	2019	2020	2021	2022	2023	2024
Cass County	181,923	184,525	189,377	192,713	196,362	200,945
Clay County	64,591	65,318	65,512	67,814	66,258	66,848
<b>TOTAL MSA POPULATION</b>	<b>246,514</b>	<b>249,843</b>	<b>254,889</b>	<b>260,527</b>	<b>262,620</b>	<b>267,793</b>
		1%	2%	2%	1%	2%

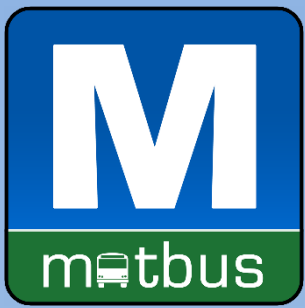
MATBUS Full System Fixed Route Ridership 2019 - 2024							
City/College	Route	2019	2020	2021	2022	2023	2024
Total		1,781,427	1,272,748	1,143,324	1,168,286	1,222,064	1,264,805
Percentage Change Year to Year			-29%	-10%	2%	5%	3%
Paratransit Ridership 2019 - 2024							
Year		2019	2020	2021	2022	2023	2024
Ridership		53,350	37,137	52,802	55,422	57,545	60,436
Percentage Change Year to Year			-30%	42%	5%	4%	5%

# Fargo/W Fargo/NDSU Fixed Route Statistics



Route Statistics (2026 Estimated)				
	Route	Bus Stops	Buses	
	Mileage	Per Route	on Route	Frequency
<b>Route 11</b>	50,500	34	2	Every 30 minutes
<b>Route 13</b>	83,114	63	2(M-F), 1(Sat)	Every 30 minutes (M-F) Every 60 minutes (Sat)
<b>Route 14</b>	163,825	86	2	Every 30 minutes
<b>Route 15</b>	154,209	52	3	Every 30 minutes
<b>*Route 16</b>	46,331	60	1	Every 60 minutes
<b>Route 17</b>	29,083	40	1	Every 60 minutes
<b>Route 18</b>	118,063	92	1	Every 60 minutes
<b>Route 20</b>	40,215	59	1	Every 60 minutes
<b>Route 24</b>	59,463	51	1	Every 60 minutes
<b>Route 31</b>	26,931	19	1	Every 25 minutes
<b>Route 33</b>	45,050	20	2	Every 10 minutes
<b>Route 34</b>	12,406	13	1	Every 20 minutes
<b>NDSU On-Demand</b>	4,200 (estimated)	N/A	1	On Request
<b>**Ind. Park On-Demand</b>	17,000 (estimated)	N/A	1	On Request
<b>*Route 16 is being suspended 1.1.26 as a cost-saving measure</b>				
<b>**Industrial Park On-Demand is being eliminated 1.1.26 as a cost-saving measure; cost/rider is approximately \$48</b>				

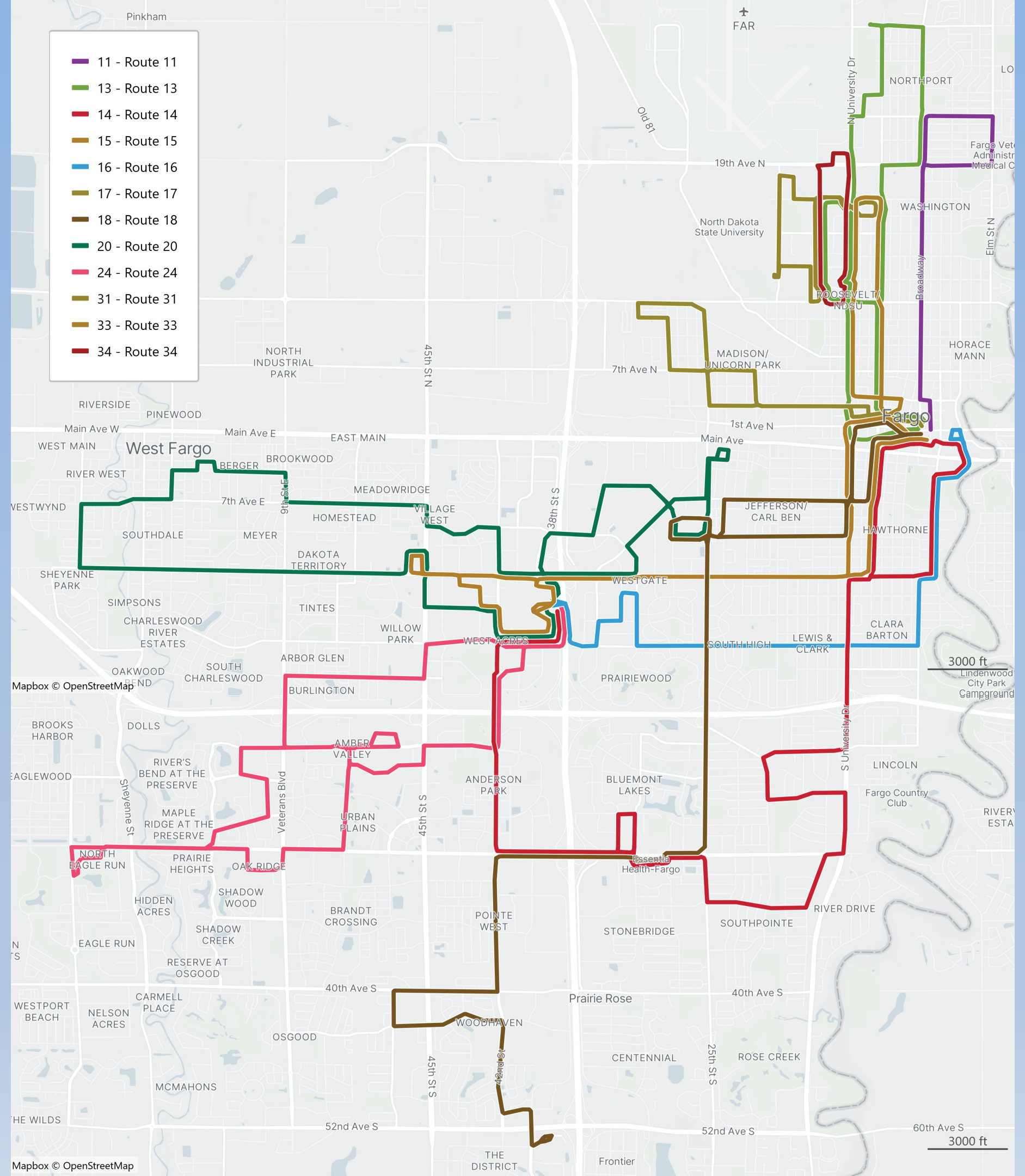
# System Performance/Operational Statistics



Federally required performance-based measures allow MATBUS to review trends over time and make operational decisions to ensure the transit system adheres to both federal targets and local standards. The National Transit Database (NTD) records financial, operating, and asset conditions of transit systems across the United States annually, allowing agencies to make multi-year comparisons and perform their own trend analyses. In addition, FTA uses NTD data to apportion funding to urbanized and rural areas. A summary of NTD performance measures for the Fargo-Moorhead region is shown below, broken out by fixed route and paratransit service, as well as by North Dakota and Minnesota services.

Performance Measure	Fargo - West Fargo					Moorhead - Dilworth				
	2019	2020	2021	2022	2023	2019	2020 <sup>1</sup>	2021	2022	2023
<b>OVERALL</b>										
Passenger Trips (UPT)	1,396,884	885,604	835,041	889,763	917,203	492,839	425,747	370,615	351,795	383,279
Revenue Hours (VRH)	104,354	97,149	109,274	96,496	93,727	41,317	41,740	41,008	38,483	38,575
Revenue Miles (VRM)	1,291,852	1,178,307	1,295,341	1,164,872	1,133,380	552,273	595,139	536,059	501,505	509,534
Passenger Trips per Revenue Hour	13.4	9.1	7.6	9.2	9.8	11.9	10.2	9.0	9.1	9.9
Operating Expense	\$8,324,269	\$8,994,556	\$8,823,216	\$10,956,070	\$11,272,421	\$2,754,524	\$2,985,174	\$3,225,142	\$3,574,466	\$3,816,354
Passenger Revenue	\$853,178	\$198,637	\$176,941	\$659,308	\$595,179	\$423,386	\$141,704	\$319,873	\$346,875	\$365,658
Operating Cost per Passenger	\$5.96	\$10.16	\$10.57	\$12.31	\$12.29	\$5.59	\$6.78	\$8.70	\$10.16	\$9.96
Operating Expense-to-Revenue Ratio	9.8	45.3	49.9	16.6	18.9	6.5	21.1	10.1	10.3	10.4
<b>FIXED</b>										
Passenger Trips	1,343,534	848,312	782,239	834,392	859,658	482,667	418,341	363,726	343,863	374,928
Revenue Hours	81,464	80,189	83,157	68,248	65,922	34,812	35,738	35,427	32,434	32,462
Revenue Miles	967,238	939,436	951,896	794,727	741,381	477,934	435,144	477,974	436,712	434,401
Passenger Trips per Revenue Hour	16.5	10.6	9.4	12.2	13.0	13.9	11.9	10.3	10.6	11.5
Operating Expense	\$6,833,334	\$7,509,635	\$7,010,496	\$8,705,578	\$8,912,572	\$2,478,901	\$2,583,072	\$2,936,632	\$3,235,736	\$3,454,868
Passenger Revenue	\$693,452	\$157,804	\$101,863	\$500,901	\$415,555	\$368,115	\$119,084	\$276,882	\$297,017	\$309,405
Operating Cost per Passenger	\$5.09	\$8.85	\$8.96	\$10.43	\$10.37	\$5.14	\$6.06	\$8.07	\$9.41	\$9.21
Operating Expense-to-Revenue Ratio	9.9	47.6	68.8	17.4	21.4	6.7	21.7	10.6	10.9	11.2
<b>PARATRANSIT</b>										
Passenger Trips	53,350	37,292	52,802	55,371	57,545	10,172	7,406	6,889	7,932	8,351
Revenue Hours	22,890	16,960	26,117	28,248	27,805	6,505	6,002	5,581	6,049	6,113
Revenue Miles	324,614	238,871	343,445	370,145	391,999	74,339	159,995	58,085	64,793	75,133
Passenger Trips per Revenue Hour	2.3	2.2	2.0	2.0	2.1	1.6	1.9	1.2	1.3	1.4
Operating Expense	\$1,490,935	\$1,484,921	\$1,812,720	\$2,250,492	\$2,359,849	\$275,623	\$402,103	\$288,510	\$338,730	\$361,486
Passenger Revenue	\$159,726	\$40,833	\$75,078	\$158,407	\$179,624	\$55,271	\$22,620	\$42,991	\$49,858	\$56,253
Operating Cost per Passenger	\$27.95	\$39.82	\$34.33	\$40.64	\$41.01	\$27.10	\$29.61	\$41.88	\$42.70	\$20.79
Operating Expense-to-Revenue Ratio	9.3	36.4	24.1	14.2	13.1	5.0	17.8	6.7	6.8	6.4

# City of Fargo Transit (MATBUS) System Map – Fixed Routes in Fargo and West Fargo



# City of Fargo Transit (MATBUS) Sample Schedule Route 15 Downtown to 13<sup>th</sup> Ave Walmart

**Route 15 - 90 minute trips; 3 buses M-F; 2 buses Sat. additional bus at peak service Sat.**

	GTC	Holiday Shelter	Bethany Shelter	Agassiz School Shelter	CVS Shelter	Wendy's Shelter	West Acres Shelter	Target Shelter	Walmart Shelter	Red River Human Services	West Acres Shelter	Bell State Bank Shelter	Courthouse Shelter	PeopleReady	GTC
	-----	-----	-----	-----	-----	-----	-----	-----	-----	6:15	6:19	6:28	6:30	6:40	
	-----	-----	-----	-----	-----	6:15	6:20	6:30	6:35	6:45	6:49	6:58	7:00	7:10	
6:15	6:18	6:19	6:21	6:25	6:27	6:45	6:50	7:00	7:05	7:15	7:19	7:28	7:30	7:40	
6:45	6:48	6:49	6:51	6:55	6:57	7:15	7:20	7:30	7:35	7:45	7:49	7:58	8:00	8:10	
7:15	7:18	7:19	7:21	7:25	7:27	7:45	7:50	8:00	8:05	8:15	8:19	8:28	8:30	8:40	
7:45	7:48	7:49	7:51	7:55	7:57	8:15	8:20	8:30	8:35	8:45	8:49	8:58	9:00	9:10	
8:15	8:18	8:19	8:21	8:25	8:27	8:45	8:50	9:00	9:05	9:15	9:19	9:28	9:30	9:40	
8:45	8:48	8:49	8:51	8:55	8:57	9:15	9:20	9:30	9:35	9:45	9:49	9:58	10:00	10:10	
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10:45	10:48	10:49	10:51	10:55	10:57	11:15	11:20	11:30	11:35	11:45	11:49	11:58	12:00	12:10	
11:15	11:18	11:19	11:21	11:25	11:27	11:45	11:50	12:00	12:05	12:15	12:19	12:28	12:30	12:40	
11:45	11:48	11:49	11:51	11:55	11:57	12:15	12:20	12:30	12:35	12:45	12:49	12:58	1:00	1:10	
12:15	12:18	12:19	12:21	12:25	12:27	12:45	12:50	1:00	1:05	1:15	1:19	1:28	1:30	1:40	
12:45	12:48	12:49	12:51	12:55	12:57	1:15	1:20	1:30	1:35	1:45	1:49	1:58	2:00	2:10	
1:15	1:18	1:19	1:21	1:25	1:27	1:45	1:50	2:00	2:05	2:15	2:19	2:28	2:30	2:40	
1:45	1:48	1:49	1:51	1:55	1:57	2:15	2:20	2:30	2:35	2:45	2:49	2:58	3:00	3:10	
2:15	2:18	2:21	2:23	2:27	2:29	2:45	2:50	3:00	3:05	3:15	3:19	3:28	3:30	3:40	
2:45	2:48	2:49	2:51	2:55	2:57	3:15	3:20	3:30	3:35	3:45	3:49	3:58	4:00	4:10	
3:15	3:18	3:19	3:21	3:25	3:27	3:45	3:50	4:00	4:05	4:15	4:19	4:28	4:30	4:40	
3:45	3:48	3:49	3:51	3:55	3:57	4:15	4:20	4:30	4:35	4:45	4:49	4:58	5:00	5:10	
4:15	4:18	4:19	4:21	4:25	4:27	4:45	4:50	5:00	5:05	5:15	5:19	5:28	5:30	5:40	
4:45	4:48	4:49	4:51	4:55	4:57	5:15	5:20	5:30	5:35	5:45	5:49	5:58	6:00	6:10	
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5:45	5:48	5:49	5:51	5:55	5:57	6:15	6:20	6:30	6:35	6:45	6:49	6:58	7:00	7:10	
6:15	6:18	6:19	6:21	6:25	6:27	6:45	6:50	7:00	7:05	7:15	7:19	7:28	7:30	7:40	
6:45	6:48	6:49	6:51	6:55	6:57	7:15	7:20	7:30	7:35	7:45	7:49	7:58	8:00	8:10	
7:15	7:18	7:19	7:21	7:25	7:27	7:45	7:50	8:00	8:05	8:15	8:19	8:28	8:30	8:40	
7:45	7:48	7:49	7:51	7:55	7:57	8:15	8:20	8:30	8:35	8:45	8:49	8:58	9:00	9:10	
8:15	8:18	8:19	8:21	8:25	8:27	8:45	8:50	9:00	9:05	9:15	9:19	9:28	9:30	9:40	
8:45	8:48	8:49	8:51	8:55	8:57	9:15	9:20	9:30	9:35	9:45	9:49	9:58	10:00	10:10	
9:15	9:18	9:19	9:21	9:25	9:27	9:45	9:50	10:00	10:05	10:15	-----	-----	-----	-----	
9:45	9:48	9:49	9:51	9:55	9:57	10:15	-----	-----	-----	-----	-----	-----	-----	-----	

Shaded areas do not run on Saturdays.



# 2026 Expenses & Revenues by Agency in Metro Area

		FARGO		WEST FARGO		MOORHEAD & DILWORTH		NDSU	
	MATBUS TOTAL	FIXED ROUTE	PARATRANSIT	FIXED ROUTE	PARATRANSIT	FIXED ROUTE	PARATRANSIT	FIXED ROUTE	MICRO-TRANSIT
<b>EXPENSES</b>	<b>\$ 15,235,269.02</b>	<b>\$ 6,826,791.85</b>	<b>\$ 2,020,897.08</b>	<b>\$ 317,774.97</b>	<b>\$ 483,095.88</b>	<b>\$ 4,170,003.76</b>	<b>\$ 514,889.51</b>	<b>\$ 828,267.15</b>	<b>\$ 73,548.82</b>
<b>REVENUE</b>									
Line Transit (Fare Revenue)	\$ 848,490.00	\$ 501,979.02	\$ -	\$ 9,364.63		\$ 337,146.35			
Line Transit University Pass Revenue	\$ 106,205.00	\$ 62,832.42	\$ -	\$ 1,172.17		\$ 42,200.41			
Paratransit Fares	\$ 235,605.00	\$ -	\$ 160,442.82		\$ 36,828.23		\$ 38,333.95		
Advertising	\$ 126,915.00	\$ 75,084.76	\$ -	\$ 1,400.74	\$ -	\$ 50,429.50			
Miscellaneous Revenue (insurance proceeds, rebates, vending)	\$ 57,670.00	\$ 28,584.07	\$ 4,074.96	\$ 1,365.91	\$ 1,082.42	\$ 18,161.07	\$ 1,226.94	\$ 2,835.52	\$ 339.10
<b>LOCAL REVENUE TOTAL</b>	<b>\$ 1,374,885.00</b>	<b>\$ 668,480.27</b>	<b>\$ 164,517.79</b>	<b>\$ 13,303.45</b>	<b>\$ 37,910.65</b>	<b>\$ 447,937.34</b>	<b>\$ 39,560.90</b>	<b>\$ 2,835.52</b>	<b>\$ 339.10</b>
<b>ND STATE REVENUE (split between Fargo &amp; West Fargo)</b>									
Paratransit State Aid	\$ 424,000.00		\$ 344,844.09		\$ 79,155.91				
State Aid FY2026	\$ 618,324.00	\$ 385,143.76	\$ 177,503.92	\$ 14,931.87	\$ 40,744.45				
<b>STATE REVENUE TOTAL</b>	<b>\$ 1,042,324.00</b>	<b>\$ 385,143.76</b>	<b>\$ 522,348.01</b>	<b>\$ 14,931.87</b>	<b>\$ 119,900.36</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>FEDERAL REVENUE TOTAL</b>	<b>\$ 3,173,887.19</b>	<b>\$ 2,758,005.04</b>	<b>\$ 17,527.87</b>	<b>\$ 158,887.48</b>	<b>\$ 4,506.32</b>	<b>\$ 31,221.90</b>	<b>\$ 4,955.56</b>	<b>\$ 198,260.59</b>	<b>\$ 522.42</b>
<b>REVENUE TOTAL</b>	<b>\$ 5,591,096.19</b>	<b>\$ 3,811,629.06</b>	<b>\$ 704,393.67</b>	<b>\$ 187,122.80</b>	<b>\$ 162,317.33</b>	<b>\$ 479,159.24</b>	<b>\$ 44,516.46</b>	<b>\$ 201,096.12</b>	<b>\$ 861.52</b>
<b>AGENCY TOTALS AFTER REVENUES</b>	<b>\$ 9,644,172.83</b>	<b>\$ 3,015,162.79</b>	<b>\$ 1,316,503.41</b>	<b>\$ 130,652.17</b>	<b>\$ 320,778.55</b>	<b>\$ 3,690,844.52</b>	<b>\$ 470,373.05</b>	<b>\$ 627,171.03</b>	<b>\$ 72,687.30</b>
<b>TOTAL AGENCY SHARE FOR TRANSIT</b>			<b>\$ 4,331,666.19</b>		<b>\$ 451,430.72</b>		<b>\$ 4,161,217.58</b>		<b>\$ 699,858.33</b>

# City of Fargo Transit

## Annual Revenue Sources – Grants and Local Funds

CITY OF FARGO TRANSIT FUNDING							
Fiscal Year	FEDERAL 5307 *	FEDERAL CARES **	FEDERAL ARPA **	FEDERAL 5339 & 5310 ***	LOCAL FUNDS ****	NORTH DAKOTA STATE AID *****	NORTH DAKOTA STATE AID *****
	OPERATING (formula federal funds)	ONE-TIME AWARD	ONE-TIME AWARD	CAPITAL PASS THROUGH	PROVIDED BY CITY	(Jul 1 - Jun 30)	ADDITIONAL BIENNIUM PARATRANSIT (Jul 1 - Jun 30)
(Oct 1 - Sept 30)	(Oct 1 - Sept 30)	(Oct 1 - Sept 30)	(Oct 1 - Sept 30)	(Oct 1 - Sept 30)	(Oct 1 - Sept 30)	(Jul 1 - Jun 30)	(Jul 1 - Jun 30)
<b>2020</b>	\$ 2,807,164	\$ 7,936,636		\$ 1,817,436	\$ 399,481	\$ 499,892	
<b>2021</b>	\$ 2,602,232		\$ 3,130,087	\$ 777,072	\$ 2,503,733	\$ 386,865	
<b>2022</b>	\$ 3,490,398			\$ 65,664	\$ 2,237,171	\$ 475,272	
<b>2023</b>	\$ 3,572,115			\$ 2,112,649	\$ 2,656,417	\$ 395,161	
<b>2024</b>	\$ 2,965,773			\$ 2,419,100	\$ 5,089,497	\$ 548,535	
<b>2025</b>	\$ 2,924,597			\$ 1,578,579	\$ 5,473,838	\$ 618,384	\$ 849,274
<p>* 5307 <b>FEDERAL</b> operating funds received directly by City</p> <p>** CARES &amp; ARPA one-time 100% funding (no match required) <b>FEDERAL</b> allocations to City and could be used as operating or capital</p> <p>*** 5339 &amp; 5310 are <b>FEDERAL</b> pass through funds (pass through State as capital grants)</p> <p>**** <b>LOCAL</b> funds provided by the City as either operating or capital</p> <p>***** STATE AID funds are the only funds provided by the <b>State of ND</b> to Urban Transit</p> <p>***** STATE AID funds awarded for current biennium for Paratransit through SB2254</p> <p><b>NOTE:</b> In 2024, with change in UZA to large urban, federal 5310 &amp; 5339 capital funds now come directly to the City of Fargo but State funds also made available</p> <p>Amounts are approved grant amounts.</p>							

# Transit 2026-2027 Fleet and Capital Needs

Request Description	Replacement* (R), Expansion (E), New (N)	Funding Source (cash, grants, loans, rates, sales tax) LIST ALL	If grants or loans, identify the provider & expected terms	Total Project Budget (total cost)	2026 Total Expected COF Cash Obligation	TOTAL 2026 Project Expense	COF 2026 Cash Obligation (i.e, not covered by grants, or loans)	TOTAL 2027 Project Expense	COF 2027 Cash Obligation (i.e, not covered by grants, or loans)
Update Bus Surveillance System - Includes replacing current surveillance system with updated cloud based system and replacing the driver monitoring surveillance system that is currently provided by our driver contractor.	R	Grant	FTA 5339	1,500,000.00	300,000.00	1,500,000	300,000		
Concrete and Bus Shelter Replacement	R	Grant	FTA 5339	250,000.00	50,000.00	250,000	50,000		
Misc Support Equipment	R	Grant	FTA 5339	150,000.00	30,000.00	150,000	30,000		
Expansion <30ft Bus for Paratransit	E	Grant	FTA 5339	250,000.00	50,000.00			250,000	50,000
Bus Equipment for Expansion	E	Grant	FTA 5339	15,000.00	3,000.00			15,000	3,000
4 Replacement >30ft Bus for Fixed Route (1220-1223)	R	Grant	FTA 5339	2,700,000.00	540,000.00			2,700,000	540,000
Bus Equipment for Replacements	R	Grant	FTA 5339	60,000.00	12,000.00			60,000	12,000
Misc Support Equipment	R	Grant	FTA 5339	150,000.00	30,000.00			150,000	30,000
4 Replacement <30ft Bus (8201,8211-8213)	R	Grant	FTA 5339	1,000,000.00	200,000.00			1,000,000	200,000
Bus Equipment for Replacements	R	Grant	FTA 5339	45,000.00	9,000.00			45,000	9,000
Concrete and Bus Shelter Replacement - 6	R	Grant	FTA 5339	200,000.00	40,000.00			200,000	40,000
Misc Support Equipment	R	Grant	FTA 5339	110,000.00	22,000.00			110,000	22,000
2 Replacement >30ft Bus for Fixed Route (4151-4152)	R	Grant	FTA 5339	1,450,000.00	290,000.00			1,450,000	290,000
Bus Equipment for Replacements	R	Grant	FTA 5339	30,000.00	6,000.00			30,000	6,000
Future Facility Needs; 2018 facility study recommendations & recent developments	R	Grant	FTA 5339					20,000,000.00	4,000,000.00

# City of Fargo Transit (MATBUS) Operational Challenges



- The local share contribution to the transit system remains a priority commitment, however, the support at recent levels has been challenging and even while working diligently to maintain expenses in a fiscally responsible manner, there were recent discussions of route adjustments in addition to cash fare increases. The public who support and utilize transit for employment and overall universal access expressed strong concerns about any reductions in service at open houses/informational sessions and public hearings.
- The current federal funding transportation bill will expire next year, leaving an uncertain and unpredictable funding future.
- Capital investments continue to be critical yet the local match for available federal funds is another challenge. The capital investment in the system's infrastructure is necessary and leveraging funds is crucial.
- The North Dakota State Aid formula is based on elderly and disabled rides while there is no funding general fixed route ridership; Fargo & West Fargo make up approximately 40% of the State's elderly and disabled rides and approximately 50% of all general fixed route rides in the State.
- The change to the metro area designation introduced more extensive program oversight and management required to administer the added programs and reporting.

# City of Fargo Transit (MATBUS)

## Questions/Comments?

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**THANK YOU**