METROPOLITAN PROFILE 2019

ANNUAL REPORT FOR THE FARGO-MOORHEAD METROPOLITAN AREA

PREPARED BY

METROCOG

FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

ADOPTED: XXXXXX XX, 2019

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Dear Interested Persons, Stakeholders, Jurisdictions, Agencies and Organizations --

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is pleased to present the 2018 Metropolitan Profile (Metro Profile), a document previously known as the Surveillance and Monitoring Report for the Fargo-Moorhead Metropolitan Area. The data presented within this Profile pertains to the 2018 calendar year (January 1, 2018 through December 31, 2018).

As background, Metro COG has produced the Metropolitan Transportation Surveillance and Monitoring Report since 1981. Over time, it has taken various forms in order to ensure compliance and compatibility with relevant surface transportation authorization. Under Fixing America's Surface Transportation Act (FAST Act), the Metro Profile has become an essential performance management tracking tool.

The Metro Profile is structured to document and monitor the following:

(a) Changes, improvements, and projects affecting the transportation system;

(b) Demographic and socio-economic conditions affecting the region;

(c) Land use and development patterns;

(d) The accuracy of projections made within Metro 2040 – Mobility for the Future, Metro COG's Long Range Transportation Plan (LRTP); and

(e) Implementation of the Transportation Improvement Program (TIP).

The Metro COG Policy Board believes this data to be critical to both accurately represent the state of the transportation network and to maintain and to implement elements of the Metropolitan Transportation Planning Program, such as the TIP, LRTP, and regional Travel Demand Model (TDM).

For convenience, the Profile is separated into two sections:

Section 1: Community Profile

Section 2: Transportation Network

- Roadway
- Freight [Truck, Rail, Air, Pipeline]
- Bicycle & Pedestrian
- Transit

It is Metro COG's goal to continue to enhance the ease and accuracy of collecting and reporting metropolitan transportation data, as well as improve accessibility to this information for all interested persons.

Any questions or comments on the content of this document should be directed to Metro COG. Additionally, supporting plans, studies, and other transportation data for the Fargo-Moorhead Metropolitan Planning Area are available by contacting Metro COG via:

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Sincerely,

Jenny Mongeau
Chair, Metro COG Policy Board

Cindy Gray
Executive Director, Metro COG

ACRONYMS

AADT Average Annual Daily Traffic

ACS American Community Survey (U.S. Census Bureau)

ADA Americans with Disabilities Act of 1990

ADT Average Daily Traffic

ATAC Advanced Traffic Analysis Center

ATR Automatic Traffic Recorder

CFR Code of Federal Regulations

CSAH Minnesota County State Aid Highway

DNR Department of Natural Resources

FHWA Federal Highway Administration

FTA Federal Transit Administration

FAUA Federal Aid Urbanized Area or UZA

HSS U.S. Dept. of Health and Human Services

HUD U.S. Dept. of Housing & Urban Development

ITS Intelligent Transportation System

LRTP Long-Range Transportation Plan

MATBUS Metro Area Transit of Fargo-Moorhead

Metro COG Fargo-Moorhead Metropolitan Council of Governments

MnDOT Minnesota Department of Transportation

MPA Metropolitan Planning Area

MPO Metropolitan Planning Organization

MSA Metropolitan Statistical Area (includes all of Cass County and Clay County)

MSUM Minnesota State University – Moorhead

NAICS North American Industry Classification System

NDDOT North Dakota Department of Transportation

NDSU North Dakota State University

PPP Public Participation Plan

TAZ Traffic Analysis Zone

TDM Travel Demand Model

TDP Transit Development Plan

TH Minnesota Trunk Highway

TIP Transportation Improvement Program

UPWP Unified Planning Work Program

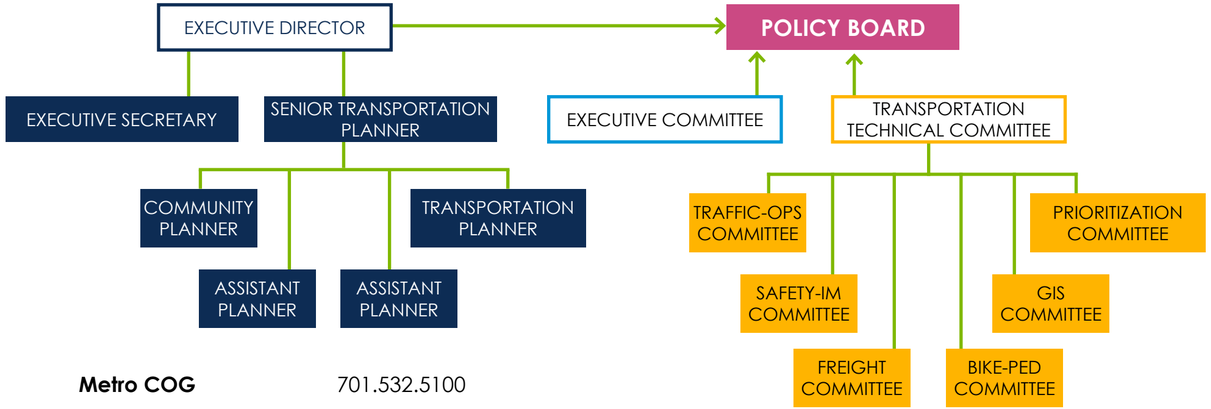
USC United States Code

UZA Urbanized Area or FAUA

VMT Vehicle Miles Traveled

VSS Valley Senior Services

Organizational Chart



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Introduction

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is both the designated Council of Governments (COG) and Metropolitan Planning Organization (MPO) for the greater Fargo-Moorhead Metropolitan Area. An MPO is a transportation policy-making organization comprised of representatives from local government and transportation authorities. The Federal Surface Transportation Assistance Act of 1973 requires the formation of a MPO for any urbanized area with a population greater than 50,000. MPOs ensure that existing and future expenditures for transportation projects and programs are based on a comprehensive, cooperative, and continuing planning process, known as the "3-C" process.

The core of an MPO is the urbanized area, which is initially identified and defined by the U.S. Census Bureau as part of the Decennial Census update. This boundary is adjusted by local officials and approved by the overseeing Department of Transportation. The result of which is the official Adjusted Urban Area Boundary (known as the UZA). In Metro COG's case, the overseeing DOT is North Dakota Department of Transportation (NDDOT). The UZA boundary is used to determine the type of transportation funding programs potential projects may be eligible to receive. In 2012, Metro COG worked closely with local jurisdictions, NDDOT, and the Minnesota Department of Transportation (MnDOT) to establish an Adjusted UZA for the Fargo-Moorhead area. This Adjusted UZA was subsequently approved by the Metro COG Policy Board, FHWA, and both the Minnesota and North Dakota Departments of Transportation in 2013.

In addition to the UZA, the MPO boundary includes any contiguous areas which may become urbanized within a twenty-year forecast period. Collectively, this area is known as the Metropolitan Planning Area (MPA). Metro COG's MPA boundary was most recently expanded in 2013 and is currently comprised of approximately 1,073 square miles (687,000 acres), across 2 states, 2 counties, 14 cities, and 30 townships. The MPA boundary is effectively Metro COG's "study area" or area of influence respective to the metropolitan planning program. These areas are significant not only as potential future population centers, but also due to their proximity to existing and future transportation assets of regional significance.

The map on the next page provides an overview of these boundaries for the Fargo-Moorhead area, specifically depicting:

a) The Metropolitan Planning Area Boundary;

b) The Adjusted Urbanized Area boundary; and

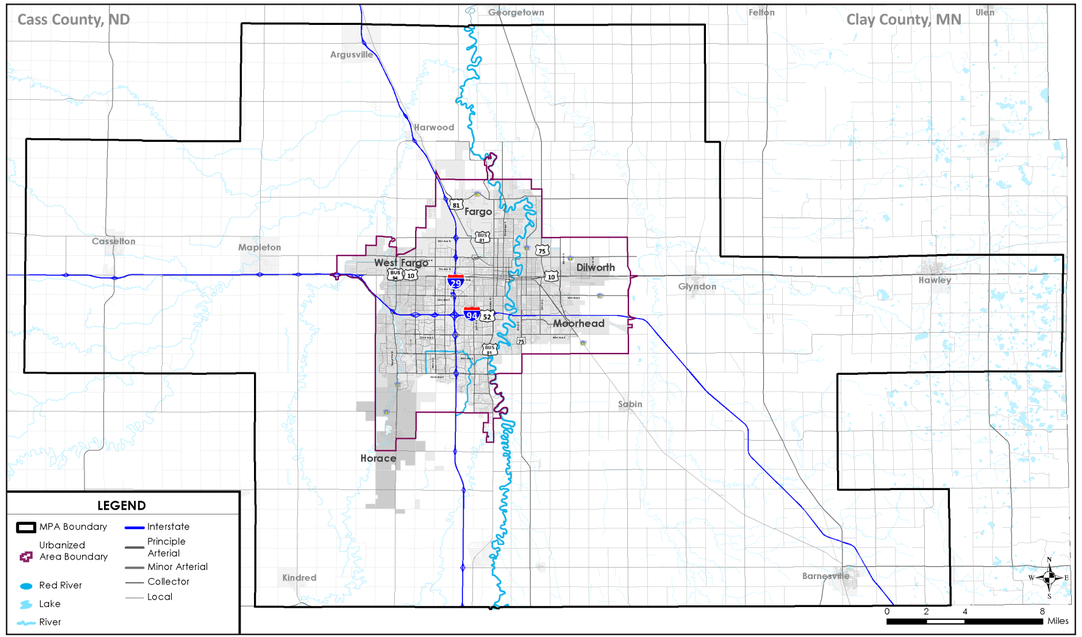
c) Cities within the MPA.

Metro COG serves a bi-state area. This area is unique that it covers14 townships in Cass County, ND, and 16 townships in Clay County, MN.

Within that area there are seven (7) member jurisdictions, which pay dues and have voting rights on the policy board and transportation technical committee. The following are the member jurisdictions:

- Cass County, ND
- Clay County, MN
- City of Fargo, ND
- City of Moorhead, MN
- City of West Fargo, ND
- City of Dilworth, MN
- City of Horace, ND

Additionally, there are Associate Jurisdictions located within the MPA. These towns have populations over 700, do not pay dues, and do not have voting rights on the policy board and transportation technical committee. These include in Minnesota: Barnesville, Glyndon, and Hawley; and in North Dakota include: Casselton, Harwood, and Mapleton.



Additionally, there is a third designation of jurisdiction, which are non-member jurisdictions. These jurisdictions have populations under 700 and/or have chosen not to participate in Metro COG. These include in Minnesota: Comstock and Sabin; and in North Dakota: Argusville, Briarwood, Frontier, Kindred, North River, Oxbow, Prairie Rose, and Reiles Acres.

The (14) Townships within the MPA in North Dakota include: Barnes, Berlin, Casselton, Durbin, Everest, Harmony, Harwood, Mapleton, Normanna, Pleasant, Raymond, Reed, Stanley, Warren.

The (16) Townships within the MPA in Minnesota include: Alliance, Barnesville, Eglon, Elkton, Elmwood, Glyndon, Hawley, Holy Cross, Humboldt, Kragnes, Kurtz, Moland, Moorhead, Morken, Oakport, Riverton.

Community Profile

POPULATION

EMPLOYMENT

HOUSING

LAND AREA

Transportation

Roadway

SAFETY

ECONOMIC VITALITY

TRENDS IN VMT

SYSTEM MANAGEMENT & OPERATIONS

SYSTEM PRESERVATION

SYSTEM RELIABILITY

TRAFFIC COUNTS

INTELLIGENT TRANSPORTATION SYSTEM (ITS)

FEDERAL FUNCTIONAL CLASSIFICATION

Freight

PROJECTS

RAIL

AVIATION

TRUCK

TRAVEL TIME RELIABILITY

PIPELINES

Bicycle & Pedestrian

SAFETY TARGETS

NETWORK

PLANS

ENVIRONMENTAL CONSERVATION

ACCESSIBILITY | CONNECTIVITY

BIKE & PED COUNTS

Transit

2018 EQUIPMENT, FACILITIES, RIDERSHIP & ON TIME PERFORMANCE

ROUTE CHANGES

PROJECTS

FARES, ROUTES & SERVICE CHANGES

PROJECTS & STUDIES

The 2019 Metropolitan Profile (Profile) is separated into five chapters, each of which focuses on trends affecting the development patterns and transportation network of the Fargo-Moorhead MPA. Together the chapters provide a comprehensive snapshot of the conditions and trends affecting the metro area based on 2018 data. The chapters are grouped into two categories:

- Community Profile
- Transportation

The Transportation category encompasses topics focused on the:

- Roadway network
- Freight network
- Bicycle & Pedestrian network
- Transit network

Within each of these chapters are metrics that Metro COG tracks from year to year. These metrics are used to track progress towards goals set in the Metropolitan Transportation Plan (MTP). The goals in the MTP are developed with Metro COG's vision, mission, and core functions in mind.

Metro COG's vision statement and mission were adopted by Metro COG in 2012. The core functions of Metro COG are identified in the United States Code of Federal Regulations (CFR) 23 § 450 Subpart C - Metropolitan Transportation Planning and Programming*. There are 10 core functions that Metro COG is mandated, as an MPO, to study and plan around for the MPA.

*More information on the US CFR can be found at: https://www.law.cornell.edu/cfr/text/23/part-490/subpart-C

Vision Statement

Provide quality, proactive regional planning services for a changing society.

Mission

- Harmonize the activities of federal, state, and local agencies,
- Render technical assistance
- Encourage public participation in the development of the area

Core Functions

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the safety of the transportation system for motorized and non-motorized users.
- Increase the security of the transportation system for motorized and non-motorized users.
- Increase accessibility and mobility for people and freight.
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
- Promote efficient system management and operation.
- Emphasize the preservation of the existing transportation system.
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
- Enhance travel and tourism.

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COMMUNITY PROFILE

TRANSPORTATION

ROADWAY

FREIGHT

BICYCLE & PEDESTRIAN

TRANSIT

EXECUTIVE SUMMARY

Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is both the designated Council of Governments (COG) and Metropolitan Planning Organization (MPO) for the greater Fargo-Moorhead Metropolitan Area. Metro COG coordinates planning efforts across state lines for the 7 member jurisdictions and 6 associate jurisdictions within the Metropolitan Planning Area (MPA).

Each year Metro COG produces the Metropolitan Profile (Metro Profile), which serves as a fact book summarizing major trends and data within the Metropolitan Planning Area (MPA) for that year. The Metro Profile is separated into five chapters, each of which focuses on trends affecting the development patterns and mutli-modal transportation network of the Fargo-Moorhead Metropolitan Area.

In the 2019 Metro Profile, information and data from the 2018 calendar year has been compiled and analyzed. The following are some highlights.

In 2018, the population grew by 1.6% in the Metropolitan Statistical Area (MSA), which encompasses all of Cass County, ND and Clay County, MN. This meant that the area saw the population increase to 245,471. The demand for housing remained strong with an MSA occupancy rate of 93.2%, while 2,192 residential housing units were permited in the MPA. Although, there was an increase in the apartment annual vacancy rate from 9.1% in 2017 to 9.4% in 2018, which means that less people were living in apartments in 2018 than in 2017.

Total traffic crash related fatalities were up from 8 in the MPA in 2017 to 10 in 2018. Five (5) of the fatal crashes occurred in Fargo or West Fargo, while three (3) occurred in the rural portion of the MPA in North Dakota, and two (2) fatal crashes occurred in Moorhead or Dilworth, Minnesota.

In 2018, Metro COG adopted performance measure targets for the MPA for Performance Measure 1 (PM1) - Safety, Performance Measure 2 (PM2) - Bridge and Pavement Condition, and Performance Measure 3 (PM3) - System Reliability. Based on 2018 data, the MPA has met or is exceeding all performance measure targets set in 2018 for PM1, PM2, and PM3.

At the beginning of 2018, Metro COG completed the Fargo-Moorhead Alternate Route and Traffic Incident Management (TIM) Guidebook Project. The primary goal of the TIM Guidebook is to assist officials and emergency responders in streamlining response times to emergency situations where the diversion of traffic to alternate routes is required. This was a major step towards setting the MPA up for better emergency response coordination in the region.

Overall, the bicycle and pedestrian network remained unchanged. At the end of December 2018, development of a new Fargo-Moorhead Bike Map app for mobile devices was kicked off and continued into 2019. This new app will allow more frequent updates to the mapped system, keeping information more readily up to date than the previously printed maps.

The transit network experienced a few changes in 2018. Routes 21 and 22 were combined into Route 20. Overall fixed route ridership increased for Moorhead and Fargo, but on-time performance was down for these routes. Whereas, NDSU fixed routes saw a decrease in ridership, but there was an increase in on-time performance. Metro COG, in coordination with MATBUS, needs to further compare the factors involved in the increase in ridership and decrease in on-time performance versus decrease in ridership and increase in on-time performance. The information, gleaned from further review, may help increase system-wide on-time performance and ridership.

Overall in 2018, the Fargo-Moorhead Metropolitan Planning Area has seen steady growth. Across the multi-modal transportation network, there were improvements that helped the agency meet our performance measure targets for the metropolitan planning area. Even with construction projects throughout the network, roadway and freight networks saw stable reliability indexes. Transit and bicycle/pedestrian networks have stayed stable in the MPA from from 2017 to 2018.

2018 MSA POPULATION...245,471

WHICH IS THE TOTAL POPULATION OF CASS COUNTY, ND AND CLAY COUNTY, MN

population growth from 2017 to 2018

212,042 2018 Total Population of Member Jurisdictions

- 4,436 Dilworth
- 43,349 Moorhead
- 124,844 Fargo
- 2,847 Horace
- 36,566 West Fargo

male female

32.4 2017 Median Age in MSA

- 35.6 Dilworth
- 29.7 Moorhead
- 30.3 Fargo
- 37.2 Horace
- 34.3 West Fargo
- 32.2 Cass County, ND
- 32.6 Clay County, MN

2017 median household income

EMPLOYMENT | JOBS

The Fargo-Moorhead Metropolitan Statistical Area (MSA) had 192,117 people over the age of 16 in 2017. Once a person turns 16, they are considered eligible to work and count towards the workforce. Of those eligible in 2017, approximately 76.5% participated in the workforce.

Unemployment rate of 2.6%

In 2017, the MSA had an **unemployment rate of 2.6%**. This employment rate matches the 2015 employment rate, equaling the lowest unemployment rate in the last decade.

*INFORMATION RETRIEVED FROM THE AMERICAN CENSUS SURVEY ON CENSUS.GOV FOR 2018 AND 2017 FOR THE FARGO-MOORHEAD METROPOLITAN STATISTICAL AREA. 2018 DATA WAS NOT AVAILABLE FOR UPDATED EMPLOYMENT INFORMATION NOR WERE ALL POPULATION DATA BREAKDOWNS AVAILABLE.

HOUSING

In 2017, the Fargo-Moorhead MSA's average household size was **2.32 people**. In 2017 there were **96,492 households** counted, which is up from 93,875 households in 2016. As of 2017 a total of **103,482 housing units** are available in the MSA. Of those housing units, **93.2% are occupied.**

average household size

Jurisdictions try to keep the occupancy rate between 91-97% for a stable market.

Of the occupied housing units, **56.2% were owner-occupied** and 43.8% were renter-occupied.

Occupancy rate of 93.2%

In 2017, there was a ratio of **1.433** Single-Family Dwelling Units for every 1 Multi-family Dwelling Unit. Within the MSA there was an **apartment annual vacancy rate of 9.4%** in 2018. This is up 0.3% from 2017.

1.433 Single-family Dwelling Units

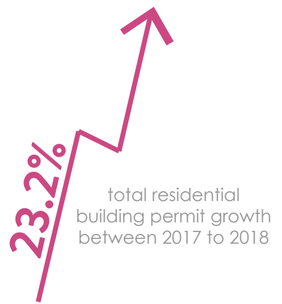
1 Multi-family Dwelling Units

Vacancy rate of 9.4%

*INFORMATION RETRIEVED FROM THE AMERICAN CENSUS SURVEY ON CENSUS.GOV FOR 2018 AND 2017 FOR THE FARGO-MOORHEAD METROPOLITAN STATISTICAL AREA. 2018 DATA WAS NOT AVAILABLE FOR ALL FIGURES, THUS SOME DATA IS ONLY AVAILABLE IN 2017 FIGURES.

Building Permits

Within the Metropolitan Planning Area **2,192** total new residential building unit permits were issued in 2018.



- Single-family Residential - **954 units**
  - 313 units Fargo
  - 385 units West Fargo
  - 50 units Horace
  - 135 units Moorhead
  - 15 units Dilworth
  - 56 units Associate Jurisdictions
- Multi-family Residential - **1,238 units**
  - 914 units Fargo
  - 139 units West Fargo
  - 0 units Horace
  - 185 units Moorhead
  - 0 units Dilworth
  - 0 units Associate Jurisdictions

This was **219 more** single-family residential unit permits and **194 more** multi-family residential unit permits issued in 2018 than in 2017.

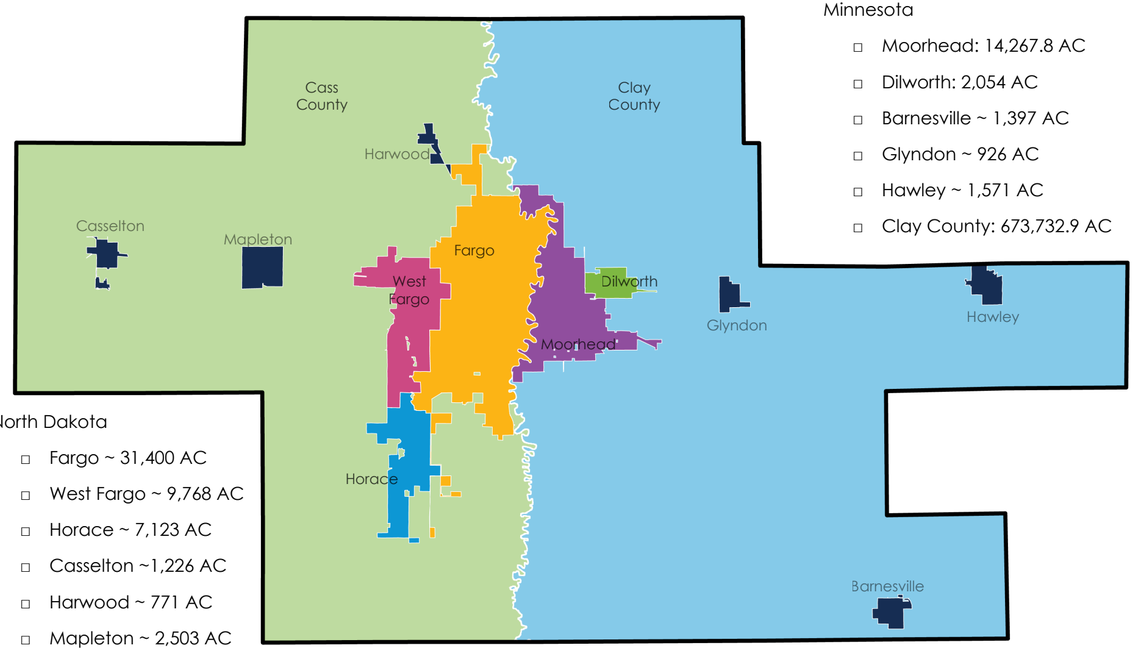
Land Area

On the adjacent page is a map of the MPA boundary with the jurisdictions that are located within it. Along side the map are the jurisdictions' incorporated acreage.

In 2018, no new annexations occurred, nor were there any new extraterritorial agreements in or amongst the jurisdictions.

*Building permit data received from each jurisdiction and the home builders association. Apartment vacancy rate calculated by Appraisal; Services Inc. Single family refers to one unit per building. Multi-family refers to two or more units per building.

2018 Jurisdiction Map



Minnesota

- Moorhead: 14,267.8 AC
- Dilworth: 2,054 AC
- Barnesville ~ 1,397 AC
- Glyndon ~ 926 AC
- Hawley ~ 1,571 AC
- Clay County: 673,732.9 AC

North Dakota

- Fargo ~ 31,400 AC
- West Fargo ~ 9,768 AC
- Horace ~ 7,123 AC
- Casselton ~1,226 AC
- Harwood ~ 771 AC
- Mapleton ~ 2,503 AC
- Cass County ~ 1,131,520 AC

*Jurisdiction acreage was calculated from the GIS information provided by each jurisdiction. Associate Jurisdictions are depicted in navy, while the Member Jurisdictions are color coded by pink, purple, greens, bright blues, or yellow.

Performance Measures

Safety Measures

MAP-21 requires MPOs to adopt system safety targets for each state that they operate in or to set their own targets for the entire MPA. Saftey targets are considered Performance Measure 1 (PM1).

In 2017, MnDOT and NDDOT set their respective statewide system reliability targets for FY2018 based on 2013 through 2017 data. Metro COG examined the data and determined if the targets proposed by the respective states were applicable and/or aligned with the regional planning goals.

Metro COG decided to adopt and support each state's respective PM1 targets for each state's portion of the MPA. This means that Metro COG adopted two sets of PM1 targets.

Met 2018 MN Safety Targets

The PM1 targets that were adopted for the Minnesota portion of the MPA were:

- 372.2 Fatalities (throughout MN, not just the FM MPA)
- 0.622 Fatalities per 100 million vehicle miles traveled (VMT)
- 1,711 Serious Injuries (throughout MN, not just the FM MPA)
- 2.854 Serious Injuries per 100 million VMT
- 267.5 Non-motorized fatalities & Non-motorized serious injuries (throughout MN, not just the FM MPA)

Below are the 2018 PM1 Safety Target numbers that are representative of the crashes that occurred on the Minnesota side of the MPA.

2018 MN portion of MPA Safety Target Numbers

2 Fatal motorized crashes in 2018

0.174 Rate of motorized fatalities per 100 million VMT in 2018

4 Serious Injury motorized crashes in 2018

0.348 Rate of motorized serious injuries per 100 million VMT in 2018

0 Fatal or Serious Injury non-motorized crashes in 2018

507 Total motorized crashes in 2018

The PM1 targets that were adopted for the North Dakota portion of the MPA were:

- 127.3 Fatalities (throughout ND, not just the FM MPA)
- 1.271 Fatalities per 100 million vehicle miles traveled (VMT)
- 486.2 Serious Injuries (throughout ND, not just the FM MPA)
- 4.848 Serious Injuries per 100 million VMT
- 34.6 Non-motorized fatalities & Non-motorized serious injuries (throughout ND, not just the FM MPA)

Below are the 2018 PM1 Safety Target numbers that are representative of the crashes that occurred on the North Dakota side of our MPA.

2018 ND portion of MPA Safety Target Numbers

8 Fatal motorized crashes in 2018

0.327 Rate of motorized fatalities per 100 million VMT in 2018

38 Serious Injury motorized crashes in 2018

1.555 Rate of motorized serious injuries per 100 million VMT in 2018

5 Fatal or Serious Injury non-motorized crashes in 2018

3,931 Total motorized crashes in 2018

Met 2018 ND Safety Targets

*Safety statistics were calculated using the crash data from MnDOT and NDDOT respectively. VMT data was calculated using the MnDOT Year-End Report in Minnesota and in North Dakota, a 3% growth rate was applied for 2015-2016 and 2016-2017. The travel demand model, which uses data collected in 2015 and is produced by ATAC for Metro COG, was used to calculate the vehicle/capacity ratio, average mph, and total motor vehicle trips, hence the 2015 reference.

Economic Vitality

0 Projects were completed that use Planning and NEPA in the same document/process in 2018

3 Projects were started construction in 2018 that were previously studied by Metro COG

- Sheyenne Street improvements - West Fargo
- Sheyenne Street Interchange - West Fargo
- 20th/21st/Main Avenue Underpass - Moorhead

Trends in VMT

Vehicle Miles Travelled (VMT) is often used to measure the relative traffic demand on the transportation network, as well as assist with the calibration of the Traffic Demand Model (TDM). For the purposes of the Metro Profile, VMT is annualized and refers to the total number of miles traveled by all vehicles on an annual basis.

In the MPA in 2018 there were
3,591,899,440 VMT.
This is up 1.3% from 2017.

VMT per capita (V/C) is the number of vehicle miles traveled per person. This is a statistical tool that is used to determine the amount and length of trips people are taking. It also can be used to determine which modes of transportation people are using. In the MPA in 2018 there were 14,632.68 V/C. This equates to a 0.2% increase in VMT per person since 2017.

System Management & Operations

A good measure of roadway capacity is the percentage of VMT on the modeled network with vehicle/capacity ratio. Near capacity levels are considered 0.85-0.95, so as a measurement Metro COG uses the percentage to gauge the roadway network's capacity levels. These percentages are calculated using the Traffic Demand Model (TDM).

Since Metro COG updates the TDM every 5 years, the last traffic numbers are from 2015. Thus, in 2015, the VMT on the modeled network with vehicle/capacity ratio greater than 0.9 was 2.15%. What this means is that the roadway network is under capacity.

Another indicator that the transportation network is under capacity is that the average travel speed for the TDM network in 2015 was 49.6 mph. This is considered good because the majority of the Interstate has a speed limit of 55 mph in the urbanized area, whereas the rest of the functionally classified network has speed limits ranging from 25 mph to 45 mph in the urban system. The rural roadway system has speed limits ranging from 25 mph to 75 mph.

Further, the roadway network can be examined by the level of travel time reliability (LOTTR). Federal Highway Administration (FHWA) uses this measurement as in Performance Measure 3 (PM3). This information is elaborated on in the System Reliability | Accessiblity section.

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System Preservation

MAP-21 requires MPOs to adopt system preservation targets for each state that they operate in or to set their own targets for the entire MPA. This is considered Performance Measure 2 (PM2).

In 2018, MnDOT and NDDOT set their respective statewide PM2 targets for 2018-2021 based on 2017 data. October 18, 2018, Metro COG adopted PM2 targets that aligned with the statewide PM2 targets because state DOTs maintain the NHS system.

In order to adopt targets, Metro COG examined the 2013-2017 data for each state's portion of the MPA and determined if the targets proposed by the respective states were applicable and/or aligned with the regional planning goals. In 2021, Metro COG will have the opportunity to revise PM2 targets. Until 2021, Metro COG must track the conditions of the NHS pavement and bridge conditions annually.

Pavement is evaluated using International Roughness Index (IRI), rutting or faulting, and cracking. These metrics are categorized into Good, Fair, and Poor based on measurements taken along each 1/10 mile segment. Once each metric has a Good, Fair, or Poor rating and the type of pavement on the roadway segment is identified, then each segment can be given an overall ranking of Good, Fair, or Poor.

The overall ranking is determined by the following:

- All 3 metrics have a Good rating, then the overall rating of the roadway segment is Good.
- 2-3 metrics have a Poor rating, then the overall rating of the roadway segment is Poor.
- All other combinations of metric ratings make the overall rating of the roadway segment Fair.

With each roadway segment classified as Good, Fair, or Poor condition, the total Good condition roadway mileage on the Interstate and Non-Interstate NHS is calculated. Subsequently, the Poor classified roadway segment mileage is totalled.

The total Interstate mileage within the MPA and the total Non-Interstate National Highway System (NHS) mileage is also calculated. For example, the Minnesota portion of the MPA there 26.75 miles of Interstate mileage, and 32.49 miles of Non-Interstate NHS mileage, not including bridges.

Then the following formulas are used to determine the percentages:

Interstate Pavement in Good Condition = [Interstate mileage classified as Good] / [total Interstate mileage in MPA or portion of MPA being examined]

Interstate Pavement in Poor Condition = [Interstate mileage classified as Poor] / [total Interstate mileage in MPA or portion of MPA being examined]

Non-Interstate NHS Pavement in Good Condition = [Non-Interstate NHS mileage classified as Good] / [total Non-Interstate NHS mileage in MPA or portion of MPA being examined]

Non-Interstate NHS Pavement in Poor Condition = [Non-Interstate NHS mileage classified as Poor] / [total Non-Interstate NHS mileage in MPA or portion of MPA being examined]

Bridges are evaluated using the National Bridge Inventory (NBI), which provides a numerical rating of 0 to 9.

Good	7-9
Fair	5-6
Poor	0-4

The higher the percentage of pavement or bridges in good/ excellent condition the better. The lower the percentage of pavement or bridges in poor condition the better.

The PM2 targets that were adopted for the Minnesota portion of the MPA were:

- 55% of Interstate Pavement is in Good Condition
- 2% of Interstate Pavement is in Poor Condition
- 50% of Non-Interstate NHS Pavement is in Good Condition
- 4% of Non-Interstate NHS Pavement is in Poor Condition
- 50% of NHS Bridges are in Good Condition
- 4% of NHS Bridges are in Poor Condition

The PM2 targets that were adopted for the North Dakota portion of the MPA were:

- 75.6% of Interstate Pavement is in Good Condition
- 3% of Interstate Pavement is in Poor Condition
- 58.3% of Non-Interstate NHS Pavement is in Good Condition
- 3% of Non-Interstate NHS Pavement is in Poor Condition
- 60% of NHS Bridges are in Good Condition
- 4% of NHS Bridges are in Poor Condition

Adjacent are the 2018 system preservation numbers that are used to determine if Metro COG is working towards achieving the PM2 targets that were set in 2018. The data has been grouped by North Dakota's portion of the MPA and Minnesota's portion of the MPA.

North Dakota - 2018

Pavement and Bridge data not available

Minnesota - 2018

Interstate Pavement in MN

74.39% in good condition

0.00% in poor condition

Non-Interstate NHS Pavement in MN

64.73% in good condition

0.62% in poor condition

NHS Bridges Classified in MN

*Bridge data not available

Met 2018 MN PM2 - Pavement Condition Targets

*System preservation data was calculated by using the National Performance Management Research Data Set (NPMRDS) and location jurisdictional data.

System Reliability

Travel Time Reliability

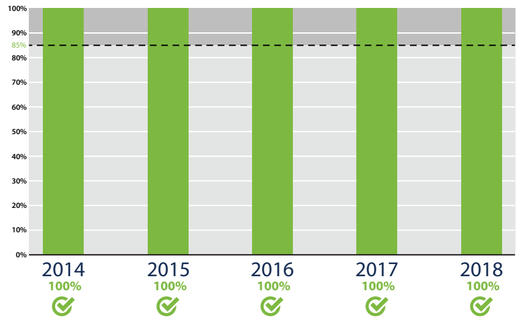
MAP-21 requires MPOs to adopt system reliability targets for each state that they operate in or to set their own targets for the entire MPA. System Reliability targets are considered Performance Measure 3 (PM3).

In 2018, MnDOT and NDDOT set their respective statewide system reliability targets for 2018-2021 based on 2013 through 2017 data. Metro COG examined the data and determined if the targets proposed by the respective states were applicable and/or aligned with the regional planning goals.

Metro COG decided to adopt the Minnesota statewide PM3 targets for the entire MPA. This means that Metro COG adopted the same PM3 targets for the Minnesota portion and the North Dakota portion of the MPA. The purpose of this was to create consistent system-wide reliabilty targets.

FARGO-MOORHEAD METROPOLITAN COG

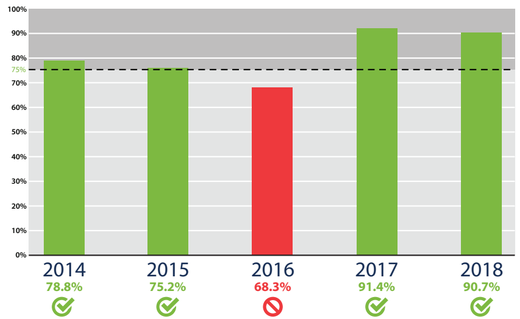
Interstate Travel Time Reliability, FM MPA



Target of at least 80% of the system should have LOTTR less than 1.50

FARGO-MOORHEAD METROPOLITAN COG

Non-Interstate NHS Travel Time Reliability, FM MPA



Target of at least 75% of the system should have LOTTR less than 1.50

The PM3 targets that were adopted were:

- 80% of Person Miles Traveled on the Interstate are reliable
- 75% of Person Miles Traveled on the Non-Interstate NHS are reliable
- 1.5 is the Truck Travel Time Reliability Index

In the tables above and adjacent are the Travel Time Reliability for Interstate and Non-Interstate NHS for each state. The dotted line notes the goals Metro COG set for the MPA for that target and the bars represent the Travel Time Reliability in the MPA. If the bar is green it meets or exceeds the target. If the bar is red, it does not meet the target. In 2018, all set performance measure targets for system reliability were met in the MPA. Although, it is important to note that between 2016 and 2017 the reliability of the data dramatically improved as there was a switch in data providers at a national level. This could be the reason why the Non-Interstate NHS Travel Time Reliability was not met in 2016.

The Truck Travel Time Reliability target of the PM3 are discussed in the Freight section of the 2019 Metro Profile.

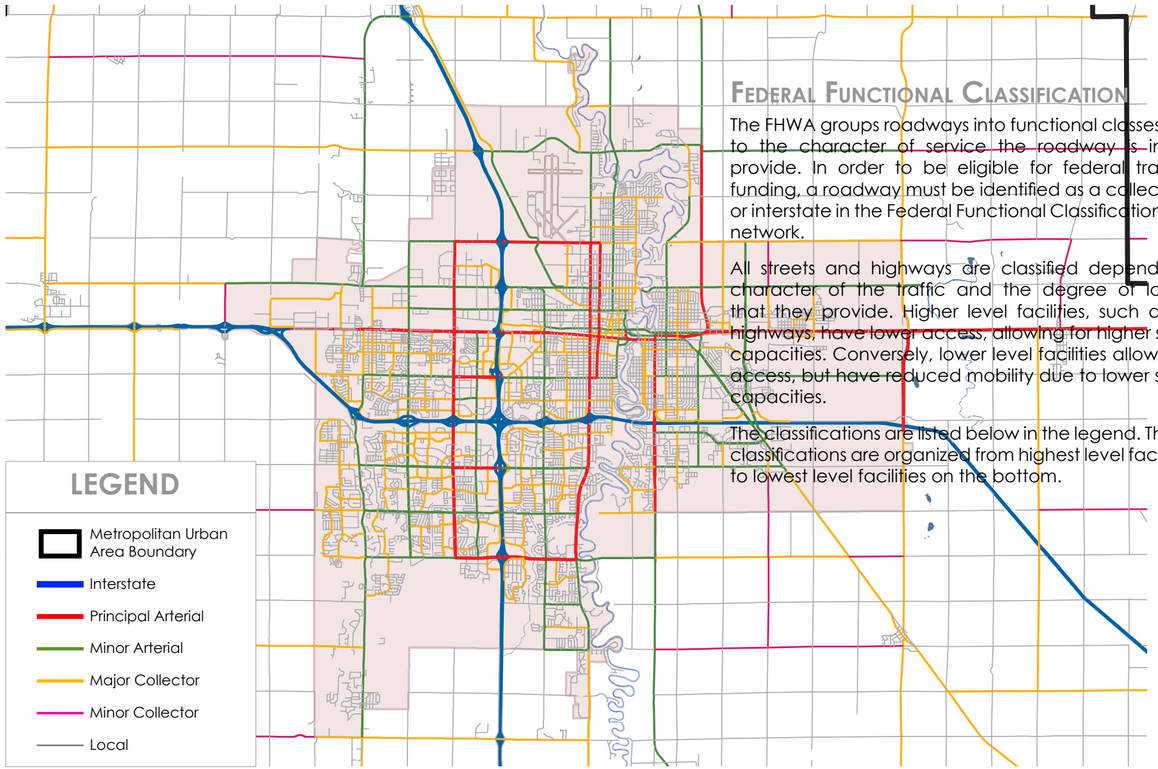
Met 2018 PM3 Targets

ITS

Metro COG maintains an Intelligent Transportation System (ITS) plan for the MSA and works in cooperation with the Advance Traffic Analysis Center (ATAC) on the maintenance of the Regional ITS Architecture. The ITS Deployment Strategy and Regional ITS Architecture were both updated and adopted by Metro COG in December 2014. The primary recommendations of the ITS Deployment Strategy and Regional Architecture focus on interoperability and regionalization of existing and future ITS deployments and place a high priority on the centralization and integration of signal systems within the MSA.

*Travel Time Reliability was calculated using the National Performance Management Research Data Set (NPMRDS) and location jurisdictional data.

2018 Federal Functional Classification



Federal Functional Classification

The FHWA groups roadways into functional classes according to the character of service the roadway is intended to provide. In order to be eligible for federal transportation funding, a roadway must be identified as a collector, arterial, or interstate in the Federal Functional Classification (FFC) road network.

All streets and highways are classified depending on the character of the traffic and the degree of land access that they provide. Higher level facilities, such as interstate highways, have lower access, allowing for higher speeds and capacities. Conversely, lower level facilities allow for greater access, but have reduced mobility due to lower speeds and capacities.

The classifications are listed below in the legend. The roadway classifications are organized from highest level facilities on top to lowest level facilities on the bottom.

Fargo-Moorhead Metropolitan Roadway Network

Roadways meeting certain categories under the functional classification system have access to federal transportation funds, which can be utilized for studies, network improvements, and construction. Local facilities, residential streets, and rural minor collectors (pursuant to CFR 470.103) are not eligible for federal transportation funding assistance.

In 2015, Metro COG worked with MnDOT and the FHWA to update the Federal Functional Classification network for Clay County, Minnesota. This update introduced new recommended roadway types on to the local system, which were first outlined in a document published by the FHWA in 2013.

Cass County Federal Functional Classification has not been updated since 2007. It is currently being updated due to the significant roadway network changes over the last decade. This major undertaking will be completed in 2019.

The map on the previous page illustrates the current adopted Federal Functional Classification of the Metropolitan Urban Area and some of the surrounding MPA area.

Freight

Projects

In 2018, Metro COG completed the Fargo-Moorhead Alternate Route and Traffic Incident Management (TIM) Guidebook Project. The primary goal of the TIM Guidebook is to assist officials and emergency responders in streamlining response times to emergency situations where the diversion of traffic to alternate routes is required.

The Guidebook allows responders to confidently divert traffic along pre-approved routes that will be devoid of obstacles or impediments to large volumes and types of traffic, including trucks.

The Guidebook is an electronic resource and is a series of interactive maps that help to quickly identify alternate routes to be used based on the incident or event location. It also provides a list of responders in the region, contact data, actions to be taken and traveler information to be provided to motorists.

For more information please review the TIM Guidebook at:

http://fmmetrocog.org/resources/planning/traffic-incident-management

Rail

The Metropolitan area is and continues to be a hub for the rail network. This form of transportation has a great impact on the daily operation of the transportation network due to the many railroad crossings throughout the MPA.

BNSF Railway owns the tracks throughout the MPA and is the primary railroad operator throughout the region. Although, Otter Tail Valley Railroad (OTVR) has trackage rights to haul chemicals, coal, and grain from the Dilworth Yard to Barnesville and Fergus Falls, to the southeast. Red River Valley & Western (RRVW) owns and operates 577 miles of track in North Dakota and Minnesota transporting grain, sugar, corn syrup, fertilizer, coal, gravel, feed, lumber, and steel to over 60 customers in the region.

Amtrak

Empire Builder

Eastbound Departure	Westbound Departure
2:18 am	3:24 am

Fargo, ND Station

Amtrak uses the rails to move people throughout the country on the Empire Builder. In 2018, Amtrak had 18,695 boardings/alightings in Fargo, which is down 7.6% from 2017. In 2018, Amtrak's average trip length was 614 miles and the average fare was $97.00.

In 2018, the average delay for a departing train was 1 hour and 23 minutes late. The average delay for an arriving train was 41-minutes.

Air

Fargo-Moorhead MPA is home to five (5) airports. Smaller airports serve a majority of private air traffic for the region. This increases fluidity of non-commercial air traffic in the area.

Hector International Airport provides the only commercial service to the area. It is also the primary hub for air-based freight and mail activity for the region.

The annual air traffic operations at Hector International Airport experienced an overall decrease of 5.8% from 2017 to 2018. In 2018, there were just over 220 landings and departures everyday, but with an increase in overall passengers, these numbers indicate that on average flights to/from Fargo were fuller in 2018 than in 2017.

Air Cargo

4,605 landings
(19.0% increase)

(11.0% increase)

Commercial Airlines

7,027 landings/departures
(0.7% decrease from 2017)

843,582 total passengers
(7.1% increase from 2017)

422,190 total enplanements (boarding)
(7.5% increase from 2017)

421,392 total deplanements (deboarding)
(6.7% increase from 2017)

Charter Airlines

5,925 total passengers
(11.6% decrease from 2017)

Truck

Freight Truck service depends on reliable travel times in order to provide adequate service to their clientele. In the MPA in 2018, seven roadway segments were identified as unreliable.

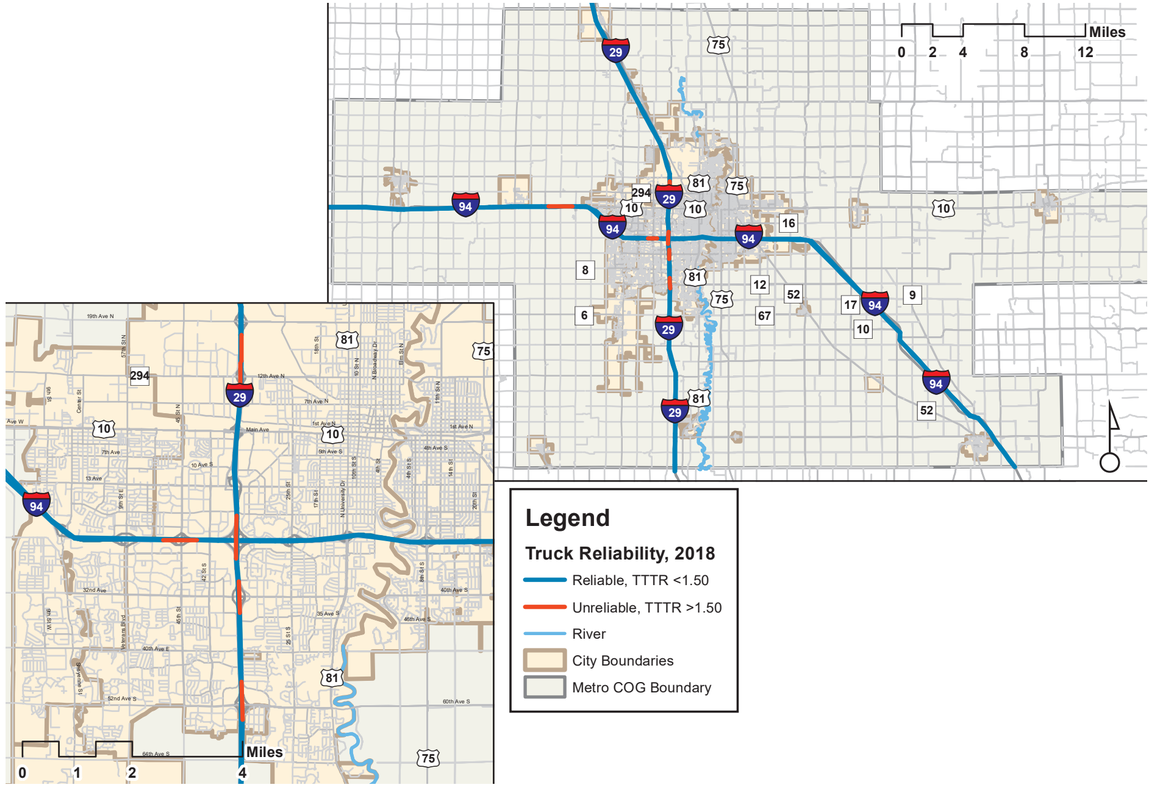
- I-29 northbound of Exit 66 for 12th Avenue N in Fargo
- I-29 southbound of Exit 66 for 12th Avenue N in Fargo
- I-29 southbound at the I-94 interchange in Fargo
- I-29 northbound surrounding Exit 62 for 32nd Avenue S in Fargo
- I-29 northbound surrounding Exit 60 for 52nd Avenue S in Fargo
- I-94 eastbound surrounding Exit 348 for 45th Street S in Fargo
- I-94 westbound between 38th Street NW and 165th Avenue SE (at the weigh station)

Each of these segments should be watched to see if these are consistently unreliable from year to year. If a pattern emerges, these segments may need to be studied further.

The following section will review the methodology as to how Truck Travel Time Reliability (TTTR) is determined and measured.

*Data used in the Rail section was retrieved from Amtrak.com, BNSF.com, gwrr.com,. and rrvw.net. Air data was collected from the year end statistics page on fargoairport.com. Truck data was collected from NPMRDS and local jurisdictions and analyzed by Metro COG with the help of HDR in coordination with the MTP development.

2018 Truck Travel Time Reliability



* Map developed by Metro COG in development of the LRTP.

Performance Measures

System Management & Operations

Truck Travel Time Reliability

MAP-21 requires MPOs to adopt system reliability targets for each state that they operate in or to set their own targets for the entire MPA. Truck Travel Time Reliability (TTTR) is used to assess the reliability of the Interstate and is considered part of Performance Measure 3 (PM3).

In 2018, MnDOT and NDDOT set their respective statewide system reliability targets for 2018-2021 based on 2013 through 2017 data. Metro COG examined the data and determined if the targets proposed by the respective states were applicable and/or aligned with the regional planning goals.

Metro COG decided to adopt the Minnesota statewide PM3 targets for the entire MPA. The purpose of this was to create consistent system-wide reliabilty targets.

The PM3 targets that were adopted were:

- 80% of Person Miles Traveled on the Interstate are reliable
- 75% of Person Miles Traveled on the Non-Interstate NHS are reliable
- 1.5 is the Truck Travel Time Reliability Index

On the previous page is the Truck Travel Time Reliability (TTTR) Map, which shows which roadways are above or below the TTTR Index of 1.5 (reliable or unreliable) in 2018.

In order to calculate the TTTR Index, the TTTR data is reporting based on five time periods:

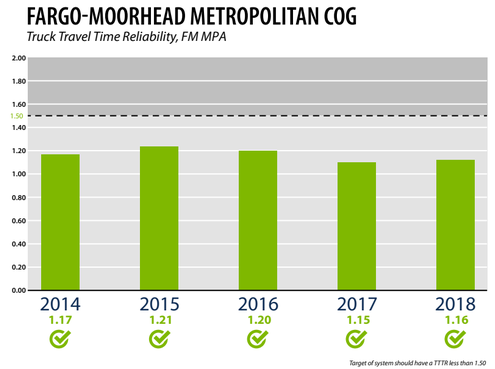
- Morning peak (6-10 a.m.) Monday through Friday
- Midday (10 a.m.-4 p.m.) Monday through Friday
- Afternoon peak (4-8 p.m.) Monday through Friday
- Weekends (6 a.m.-8 p.m.)
- Overnight for all days (8 p.m.-6 a.m.)

The TTTR ratio is then generated by dividing the 95th percentile time by the normal time (50th percentile) for each roadway segment. The TTTR Index is generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

In 2018, the **TTTR for the entire MPA was 1.16.**

The chart below show the TTTR for each year from 2014 through 2018 for the MPA. The dashed line on the chart indicates the MPA TTTR target set for 2018-2021. Since the MPA is below the target numbers, as indicated in the chart by the green bars, the MPA is meeting and exceeding the targets set by Metro COG.

In 2018, all set performance measure targets for system reliability were met in the MPA.



* Truck Travel Time Reliability data was collected from the NPMRDS data and formulated into tables by HDR for Metro COG in development of performance measure targets for the LRTP. The Person Miles Traveled Reliability targets of the PM3 are discussed in the Roadway section of the 2019 Metro Profile

Pipelines

Oil and gas production in western North Dakota has encouraged the expansion of pipeline development throughout the region and the nation. Pipelines move petroleum products from production areas to refineries without the need to utilize surface transportation freight networks.

In Cass County, ND and Clay County, MN there are two major types of pipelines: gas transmission pipelines and hazardous liquid pipelines.

The gas transmission pipelines move natural gas through high pressure pipelines that range in 0.5 inches in diameter to 48 inches in diameter. These pipes are typically made of carbon steel, but some are made of advanced plastic. Along the pipelines are compressor stations usually placed every 40 to 100 miles along the pipeline. These stations re-compress the natural gas as it passes through the station and continues along the pipeline. Additionally, there are metering stations and valves along the pipelines to measure, restrict, or allow natural gas to move through the pipeline. These help manage and allow maintenance to occur along the pipeline.

ONEOK Partners, L.P. owns Viking Gas Transmission Company, which operates a gas transmission pipeline (indicated by the blue line in the Minnesota portion of the map on the next page). One of the delivery locations is in Moorhead, MN.

Williston Basin Interstate (WBI) Energy Transmission, Inc. operates the other gas transmission pipeline located in the MPA (indicated by the blue line in the North Dakota portion of the map on the next page).

Hazardous liquid pipelines move petroleum products (crude oil, bitumen, gasoline, diesel, jet fuel, butane, condensate, and other fuels) from drilling areas to refineries and markets. Within these pipelines there are four categories: crude oil lines, refined product lines, highly volatile liquids (HVL) lines, and carbon dioxide (CO_2) lines.

Magellan Midstream Partners operates a refined products pipeline and terminal out of Fargo, ND. They provide at the Fargo, ND terminal off Main Avenue (indicated by the blue square on the adjacent map) 91 Octane, 83 Octane, Ethanol, ULSD #2 Fuel Oil 15ppm Sulfer, ULSD #1 Fuel Oil 15ppm Sulfer, ULSD Premium Diesel 15ppm Sulfur, and Methyl Ester (Bio).

Cenex Pipeline, LLC is operated by CHS and uses the same terminal Magellan does out of Fargo, ND.

NuStar operates a terminal off Main Avenue in Moorhead, MN (indicated by the red square on the map on the next page). Here NuStar supplies gasoline, fuel oils, jet fuel, ethanol, and biodiesel. This terminal has 16 tanks with a capacity of 514,000 barrels.

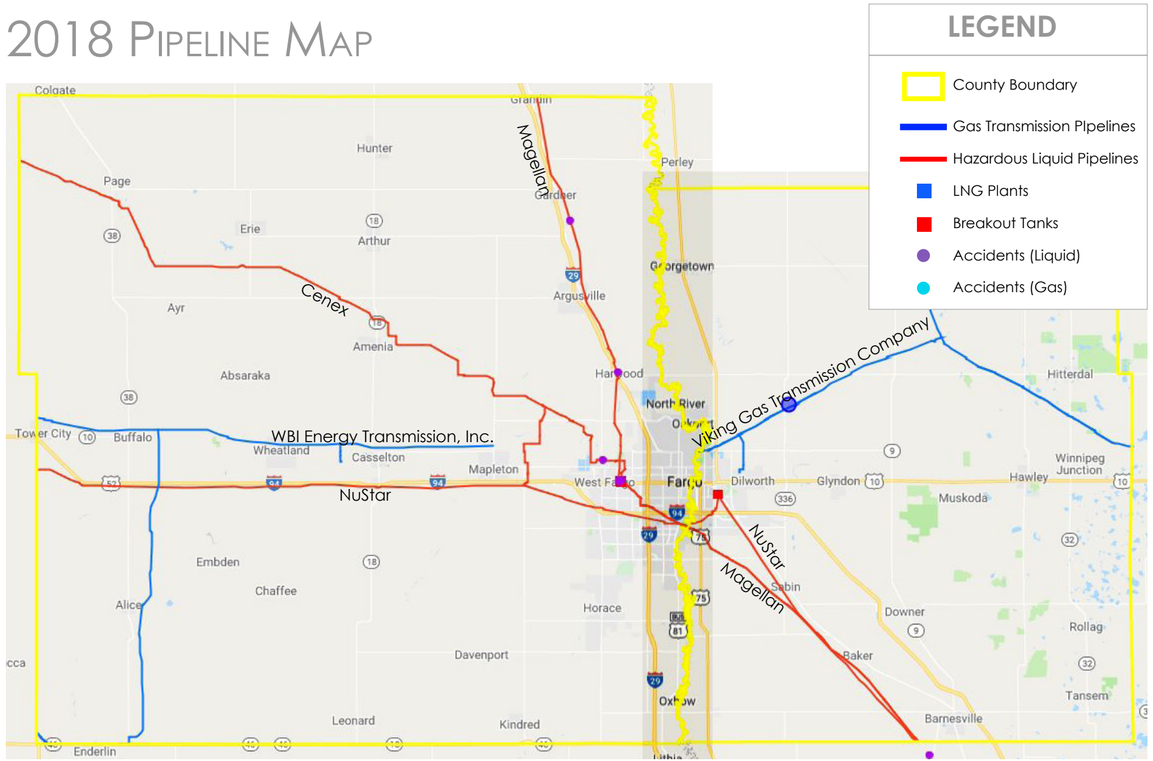
Throughout the FM MPA there are:

- 3 Petroleum Product Terminals
- 1 Petroleum Power Plant
- 1 Ethanol Production Plant
- 1 Coal Power Plant
- 1 Wind Power Plant

Each of these locations are major freight centers, which bring commerce to the area and increased traffic along roadways and railways.

In 2018, there was 1 complaint or pipeline incident investigated in Clay County, MN. Addtionally, 2 construction inspections and 1 pipeline facility inspection were completed in Clay County, MN in 2018.

2018 Pipeline Map



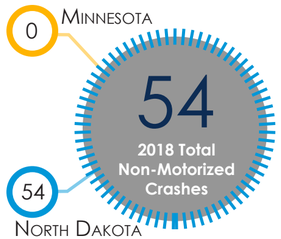
*Data used in the Pipeline section was retrieved from the 2017 Metro Profile, the ND Pipeline Authority, and the National Pipeline Mapping System. Pipeline safety data was received from the Minnesota Office of Pipeline Safety 2018 Annual Report.

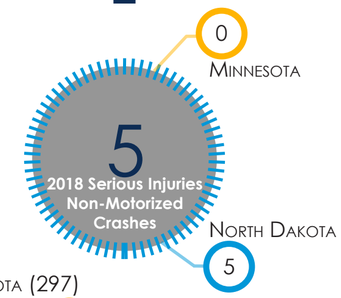
PERFORMANCE MEASURES

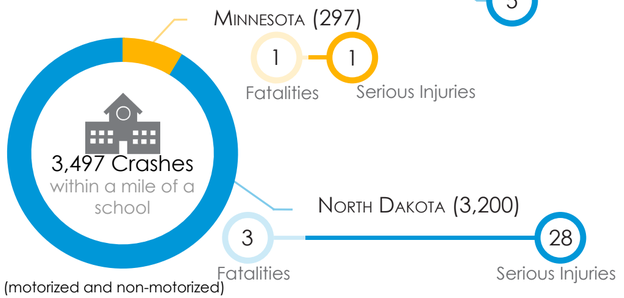
MPA SAFETY TARGETS

All the safety performance measures reported on this page are based on the MPA area. Each target is separated out by which state's portion of the MPA the crashes were located in.

1 Fatal Non-Motorized Crash in 2018 in the MPA







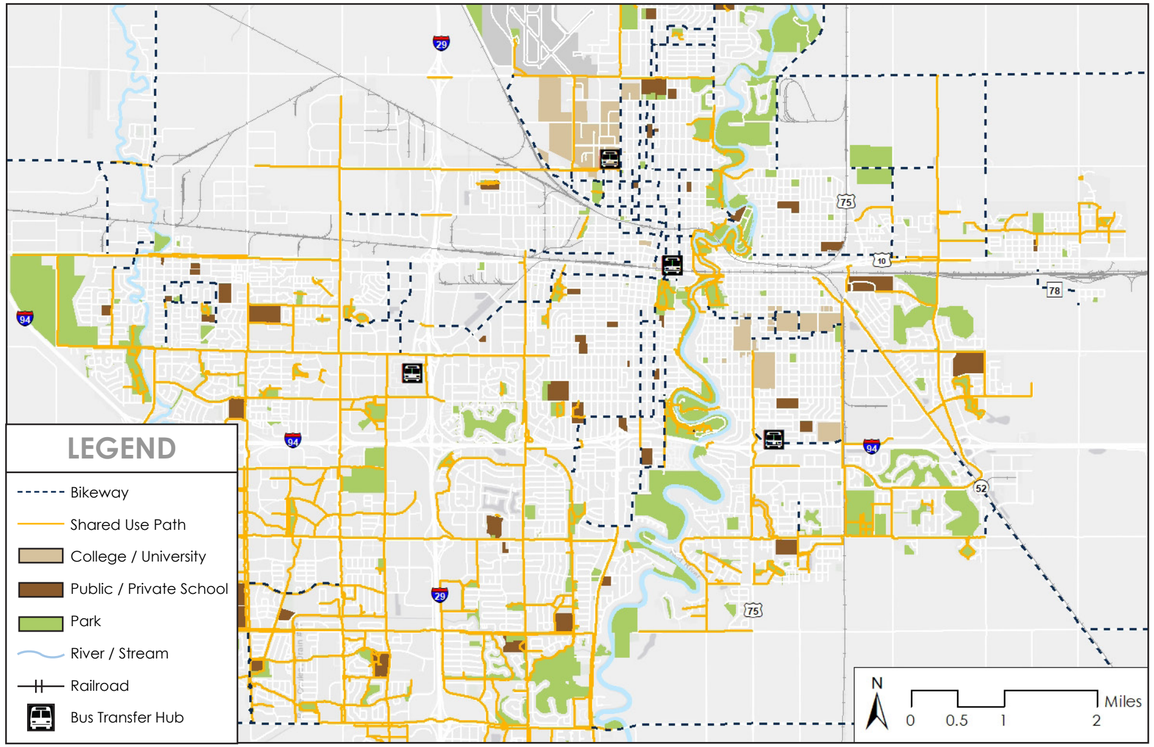
(motorized and non-motorized)

Fargo - Moorhead Bike Map is now mobile! In 2018, Metro COG initiated the development of a mobile application for smartphones, tablets, and Internet browsers. The app and Bike Map is downloadable and viewable at:

http://fmmetrocog.org/fmbikemap

*Safety statistics were calculated using the crash data from MnDOT and NDDOT respectively. System preservation, economic vitality, accessibility | connectivity, and environmental conservation data was provided by each jurisdiction. If a jurisdiction didn't provide data, it was noted. Bicycle counts were conducted by Metro COG and additional information can be found online at fmmetrocog.org in the 2018 Bicycle and Pedestrian Count Report.

2017 BICYLE AND PEDESTRIAN MAP



*Bikeway and Shared Use Path map developed and updated by Metro COG with input from the jurisdictions and Metropolitan Bicycle and Pedestrian Committee.

Performance Measures

Plans

In 2018, Metro COG worked with the City of Moorhead to complete the Moorhead Americans with Disabilities Act (ADA) Transition Plan for Public Right of Way. This large effort was led by the consultant firm SRF with input from Moorhead Public Works and Moorhead Transit.

The Moorhead ADA Transition Plan is the summary of a three-phase approach to evaluating accessibility of the community's infrastructure and achieving compliance with the Americans with Disabilities Act. This plan includes documentation of the following:

- The purpose and need of the document, and a summary of applicable federal law related to accessibility
- Documentation of the City of Moorhead's policies and procedures related to accessibility of public rights-of-way
- Project field review guide
- Inventory of curb ramps and other facilities and their condition
- Public outreach efforts
- Required elements of an ADA Transition Plan – public comments, grievance procedure, appointment of ADA Coordinator, monitoring of the ADA Transition Plan, etc.

Through this effort, the City of Moorhead determined that 20 percent of inventoried facilities (not including sidewalks) are compliant with ADA standards. The City of Moorhead set a policy goal of achieving compliance through scheduled updates over the next 30 years.

For more information please review the ADA Transition Plan at:

http://www.fmmetrocog.org/projects-rfps/Moorhead-ADA-Transition-Plan

Environmental Conservation

Clay County

- **0** Projects with an environmental improvement component

Moorhead

- **7** Projects with an environmental improvement component (Urban Woods and Prairie Sites)

Dilworth

- **0** Projects with an environmental improvement component

Cass County

- **0** Projects with an environmental improvement component

Fargo and West Fargo

- 2018 Environmental Conservation data not available

Horace

- **0** Projects with an environmental improvement component

Performance Measures

Accessibility | Connectivity

Clay County

- **0.0** Miles of trails/sidewalk completed in 2018
- **0** Bicycle/pedestrian projects were installed within a mile of a school
- **0** Recreational/Trail improvements/expansions occurred in 2018
- **0** Miles of on-street bike facilities added
- **0** Complete Street Projects
- **%** Intersections that are ADA compliant is unknown

Moorhead

- **0.0** Miles of trails/sidewalk completed in 2018; Downtown, Homestead, and 15th Avenue Trails were started in 2018, but not completed
- **3** Bicycle/pedestrian projects were installed within a mile of a school (Robert Asp, Ellen Hopkins, and Horizon MIddle)
- **3** Recreational/Trail improvements/expansions started construction in 2018
- **0** Miles of on-street bike facilities added
- **0** Complete Street Projects
- **18%** Intersections are fully ADA compliant

Dilworth

- **2.97** Miles of trails/sidewalk completed in 2018
- **2** Bicycle/pedestrian projects were installed within a mile of a school
- **1** Recreational/Trail improvements/expansions occurred in 2018
- **0** Miles of on-street bike facilities added
- **0** Complete Street Projects
- **%** Intersections that are ADA compliant is unknown

Cass County

- **.166** Miles of Bicycle & Pedestrian path constructed in front of Central Cass School in Casselton in 2018
- **1** Bicycle/pedestrian projects were installed within a mile of a school (Central Cass School)
- **0** Recreational/Trail improvements/expansions occurred in 2018
- **0** Miles of on-street bike facilities were added
- **0** Complete Street Projects
- **%** Intersections that are ADA compliant is unknown

Fargo, West Fargo, Horace

- 2018 Accessibility | Connectivity data not available

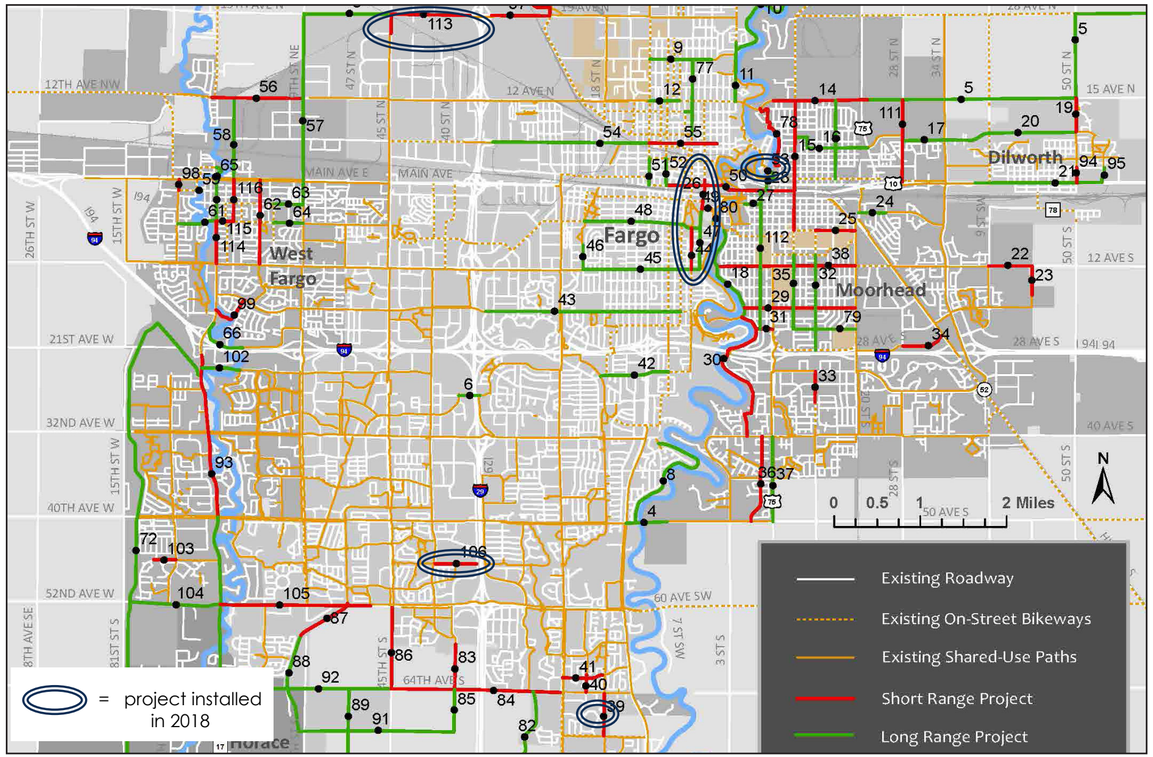
Performance Measures

Accessibility | Connectivity

8 Projects installed from Bike/Ped Plan in 2018

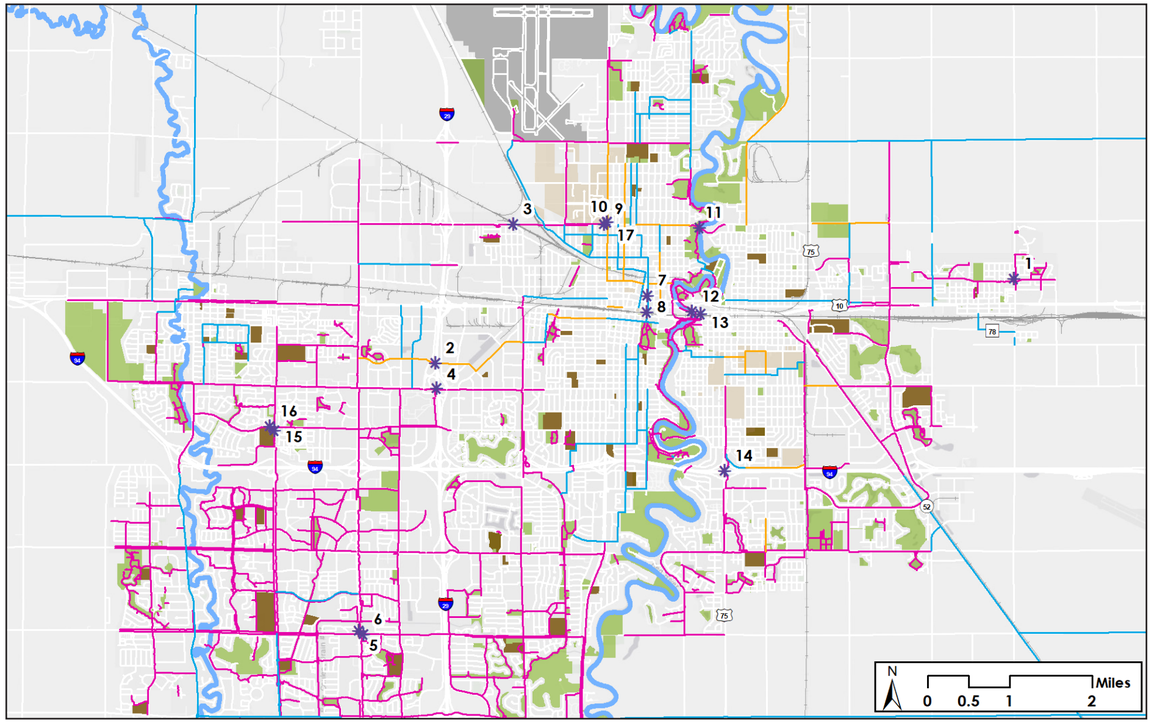
- 53 - City of Moorhead and City of Fargo jointly started construction of a new automated lift bridge at Oak Grove/Memorial Park Bike / Ped Bridge
- 26 - City of Fargo installed bike lanes on 4th Street S between Main Avenue and 2nd Street S
- 39 - City of Fargo constructed a shared use path from 64th Avenue S to 70th Avenue S
- 44 - City of Fargo constructed a shared use path on 5th Street S from Island Park to 7th Avenue S
- 47 - City of Fargo constructed bike lanes on 4th Street S from 2nd Street S to 6th Avenue S
- 49 - City of Fargo constructed a shared use path on 2nd Street S from Island Park to Dike East Park
- 106 - City of Fargo constructed a shared use path from 42nd Street to 38th Street
- 113 - City of Fargo constructed a shared use path on 19th Avenue N from 45th Street N to I-29 and along 45th Street N from 19th Avenue N to 16th Avenue N

2016 Bicyle and Pedestrian Plan - Improvements Map



*2016 Bicycle and Pedestrian Plan - Improvements Map found in the 2016 Bicycle and Pedestrian Plan as developed and updated by Metro COG. Projects were identified as being implemented in 2017 per jurisdictional feedback.

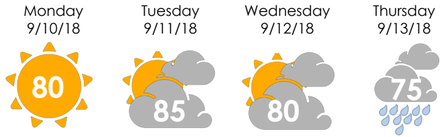
2018 Bicycle & Pedestrian Count Map



Performance Measures

Bicycle & Pedestrian Counts

In 2018, Metro COG staff conducted bicycle and pedestrian counts between Monday, September 10th and Thursday, September 13th. The weather on each day was as indicated below.



LEGEND

- Bicycle & Pedestrian Count Location
- Bike Lane / Separated Bike Lane
- Shared Lane with Markings or Signage or Shoulder greater than 4ft wide
- Shared Use Path
- College / University
- Public / Private School
- Park
- River / Stream
- Railroad

In order to conduct as many counts within the same timeframe, Metro COG staff with the assistance of volunteers and traffic cameras manually counted bicycle and pedestrian traffic at each location. The locations of each count can be seen on the Bicycle and Pedestrian Count Map on page 28.

Depending on resources available, some locations were counted only on one day, while other locations were counted on two consecutive days.

Locations 5, 6, 8, 12, 13, and 14 were manually counted on Wednesday, September 12th only. Locations 3 and 4 were counted only one day during the week using cameras, while 1, 2, 7, 9, 10, 15, 16 and 17 were counted on two consecutive days using cameras throughout the week. All locations, with the exception of 9, 10 and 17, were counted between the hours of 3:00pm and 7:00pm.

In order to more accurately count the bicycle and pedestrian movements adjacent to North Dakota State Unviersity, the timeframe of the counts was adjusted to 1:00pm to 6:00pm for two consecutive days at locations 9, 10 and 17.

Due to construction, site 11 was not counted.

A total of five automated bicycle/pedestrian counters are installed at various locations in the Fargo-Moorhead Area. These counters count passer-byers 7 days a week, 24 hours a day, 365 days a year. The five counters are located in: downtown Fargo, West Fargo, south Fargo, and at two of the pedestrian bridges spanning the Red River. Due to replacement of the Oak Grove/Memorial Park pedestrian bridge in 2018, that counter has been off-line until construction is finished in 2019.

Further information about bicycle and pedestrian counts and detailed counts can be found on Metro COG's website at:

www.fmmetrocog.org/resources/planning/bicycle-pedestrian-planning

*Bikeway and Pedestrian Count map developed and used by Metro COG to conduct bicycle and pedestrian counts from yera to year with consistent locations.

Performance Measures

2018 Equipment

Fleet Inventory

10 - 35' Buses owned by Moorhead

2 - 30' Buses owned by Moorhead

25 - 35' Buses owned by Fargo, of which 2 are diesel-electric hybrid buses

6 - 40' Buses owned by Fargo, of which all are diesel-electric hybrid buses

7 - 35' Bus removed from service

7 - 35' Buses authorized for purchase, put in service in Sept. 2018

Paratransit Inventory

4 - Cutaway Buses owned by Moorhead

11 - Cutaway Buses owned by Fargo

Valley Senior Service Inventory

4 - Dodge Caravans owned by Moorhead

2018 Purchases

2 New fixed route buses received in Moorhead, ordered in 2017

7 New fixed route buses received in Fargo, ordered in 2017

1 Replacement van for Metro Senior Ride delivered, purchased in 2017

4 Replacement Paratransit buses delivered, purchased in 2017

2 Replacement transfer/pool vehicles

1 Bobcat Toolcat acquired from the City of Moorhead

1 New shop/parts pickup outfitted with a plow to assist in snow removal

1 New walk-behind floor scrubber for the shop

2018 Facility

Purchases, Replacements & Improvements

Metro Transit Garage (MTG)

- Fall restraint system installed

Ground Transportation Center (GTC)

- Increased security with additional badge readers to limit access to authorized personnel only
- Replaced fence around the deck perimeter
- Installed striping for driver reference
- Painted a backup line along the fence and a guideline in the exit driveway

2018 Ridership

Fixed Routes

972,630 Fargo riders, up 4.50% from 2017

521,423 Moorhead & Dilworth riders, up 15.4% from 2017

466,387 NDSU route riders, down 4.93% from 2017

MAT Paratransit Routes

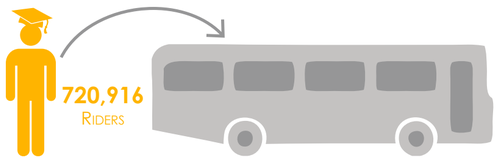
9,593 Moorhead & Dilworth riders, down 10.12% from 2017

43,072 Fargo & West Fargo riders, up 2.95% from 2017

Senior Ride & Rural Transit Routes

10,454 Moorhead & Dilworth riders, down 4.15% from 2017

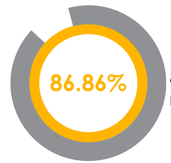
U-Pass



During the 2017-2018 Academic Year

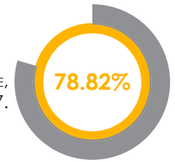
2018 On Time Performance

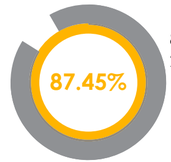
Fixed Routes



86.86% of the time Moorhead Routes are on time, down 0.37% from 2017.

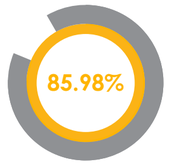
78.82% of the time Fargo Routes are on time, down 0.24% from 2017.





87.45% of the time NDSU Routes are on time, up 2.29% from 2017.

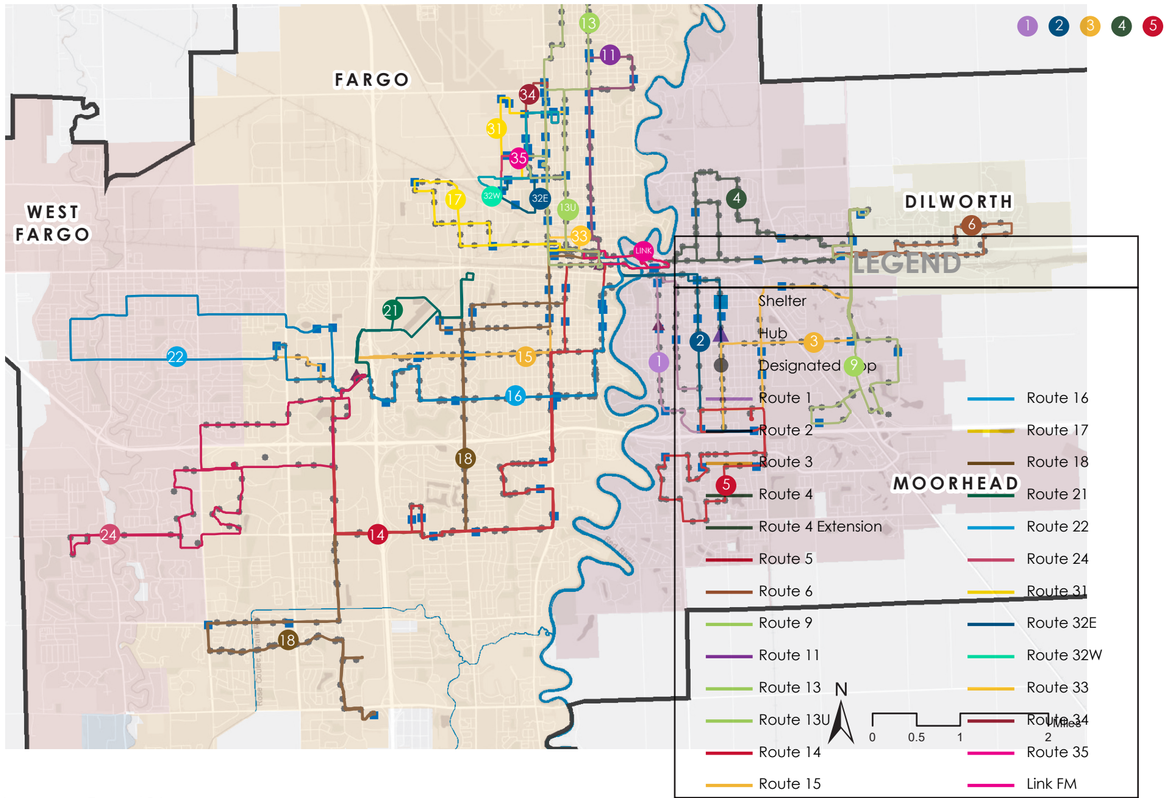
MAT Paratransit Routes



85.98% of the time MAT Paratransit Routes are on time, up 3.06% from 2017.

*Data provided by MATBUS.

2018 MATBUS Route Map



Route Changes

Effective 8/1/2018

- Rt. 13: Leaving the GTC and going to the NDSU Transit Hub, will now provide service along 17th Avenue N
- Rt.14: Leaving the GTC, will service the Fargo High Rise along 2nd Street S
- Rt. 18: Microsoft will only be serviced once by Rt. 18, while it is headed southbound, prior to stopping at Walmart on 52nd Avenue S.
- Rt. 21 & 22 have been combined into Rt. 20
- Rt. 24: Now services the Ronald McDonald House on Agassiz Crossing, prior to making its first stop at Sanford Medical Center
- Many routes have had small timetable changes

Effective 10/1/2018

- Designated Bus Stops on the full MATBUS system

Effective 01/02/2019

- Rt. 6: Approved service hours change to add two trips in the evening
- Rt. 9: Approved service hours change to remove two trips - one in the morning and one in the evening (ridership down due to closing of Sam's Club)

*Data provided by MATBUS. Metro COG developed the map.

2018 Projects

- Installed a new shelter at Bright Sky on 34th Street and 3rd Avenue North, Moorhead
- Installed a new shelter at Cash Wise at Easten Mall, Moorhead
- Installed a new shelter at Hornbacher's Azool on 40th Avenue and 9th Street South, Moorhead
- Fargo purchased 10 shelters to be deployed in Summer 2019
- Purchased replacement trash receptacles for all Fargo shelters and hubs

2018 Fares, Route & Service Changes

- Implemented new 90-day youth pass at $26 discount price; replaces 30-day Youth Pass and Summer Youth Pass (effective 1/1/18)
- Bike & Bus multi pass was introduced.
- Increased the MAT Paratransit Agency Rate from $25 to $38 effective 1/1/19
- Fargo implemented TapRide program on NDSU campus from 8 PM to 11:15 PM during academic year under 6-month pilot program effective 1/8/18 and suspension of Route 35 effective 1/15/18
- Rt. 3 : Began a long-term detour due to 20th/21st Street Grade Separation Project, bypassing the Municipal Pool
- Rt. 4: Began a long-term detour due to 20th/21st Street Grade Separation Project, bypassing the Target shelter

2018 Studies

- Completed ADA Transition Plan for sidewalks, curbcuts, transit facilities through Metro COG & Moorhead Public Works with SRF
- Purchased Remix Route Planning Software
- Completed Transit Hub & Facility Analysis through Metro COG with KLJ

*Data provided by MATBUS.

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