Fargo-Moorhead Metropolitan
Council of Governments
One 2nd Street N Suite 232
Fargo, North Dakota 58102-4807
Phone: 701.532.5100
Website: www.fmmetrocog.org
Email: metrocog@fmmetrocog.org

22nd Meeting of the MATBUS Coordination Committee

August 19, 2026 | 9:00 – 10:30 am
Location: Metro COG Conference Room/Zoom

[Click here to join the meeting]
Meeting ID: 857 9290 5853
Passcode: 271629

1. Call to Order and Introductions
   a. Approve Order and Contents of the Overall Agenda
   b. Review and Action on Minutes from July 15, 2026
2. Public Comment Opportunity
3. Action Items
   a. Program of Projects – 5339 Suballocated Funds – **Jordan Smith**
4. Informational Items
   a. July Budget to Actuals Review – **Jean Henning and Cole Swingen**
   b. Program of Projects – 5307 and 5339 Direct Funds – **Jordan Smith**
   c. Joint Powers Agreement Update – **Jordan Smith**
   d. Ground Transportation Center Relocation Update – **Cole Swingen**
   e. Safety and Security Update – **Cole Swingen**
5. Other Business

Agenda Item 1b

20th Meeting of the
MATBUS Coordination Committee
July 15, 2026 – 9:00 AM
Metro COG Conference Room/Zoom

Members Present:
Deb White, Moorhead City Council, Chair
Nikki Gullickson, Fargo City Commission
John Strand, Fargo City Commission
Cole Swingen, Assistant Transit Director (proxy)
Sebastian McDougall, Moorhead City Council
Jenica Flanagan, Moorhead Finance Director
Dustin Scott, West Fargo City Administrator
Brit Stevens, NDSU Transportation Manager
Ben Griffith, Metro COG Executive Director

Members Absent:
Susan Thompson, Fargo Finance Director
Mike Rietz, Moorhead Assistant City Manager
Perry Baatz, Dilworth Finance Officer

Others Present:
Andrew Almer, MATBUS
Adam Altenburg, Metro COG
Heidi Benke, MATBUS
Chaun Crowell, MATBUS
Brenda Derrig, City of Fargo
Mel Ell, Great Plains Food Bank
Cindy Girdner, Valley Senior Services
Jean Henning, City of Fargo
Aiden Jung, Metro COG
Wyatt Papenfuss, City of Fargo
Matt Pinotti, MATBUS
Jordan Smith, MATBUS
Megan Zahradka, City of Moorhead
Linghao Zhang, Metro COG

1a. Approve Order and Contents of the Agenda
A motion to approve the agenda was made by Mr. Strand and seconded by Mr. Griffith. The motion was voted on and unanimously approved.

1b. Review and Action on Minutes from June 17, 2026
A motion to approve the minutes for the June 2026 regular meeting was made by Mr. McDougall and seconded by Ms. Flanagan. The motion was voted on and unanimously approved.

2. Public Comment Period
No members of the public addressed the committee.

3a. Resolutions to Suspend Route 2C During Academic Year
Mr. Swingen explained that Route 2C is a supplemental bus route in Moorhead that operates during the academic school year and serves both Concordia and MSUM campuses. The supplemental Route 2C service provides additional service during the academic year, increasing Route 2 frequency from every 30 minutes to every 15 minutes.

Mr. Swingen explained that MATBUS is proposing a service adjustment to improve operational efficiency, achieve a slight cost reduction, and assist operations staff heading into the next academic year. He stated that Route 2C is scheduled to be eliminated beginning in 2027, and that suspending the service early would reduce service by approximately 332 revenue hours and 4,400 revenue miles. Because the reduction represents less than 25 percent of total revenue hours and revenue miles, a public hearing is not required. He noted that MATBUS will provide the service reduction information to MSUM to ensure the university is aware of the change.

A motion to approve the suspension of Route 2C, effective August 24, 2026, was made by Mr. McDougall and seconded by Ms. Flanagan. The motion was voted on and unanimously approved.

4a. June Budget to Actuals Review
Ms. Henning provided the committee with an overview of the June budget-to-actuals review. She noted that expenses are approximately $500,000 under budget, with salaries approximately $150,000 under budget, while health insurance is approximately $350,000 under budget due to the employee selection process. Overtime is approximately $350,000 over budget due to a shortage of approximately 13 drivers; however, seven new drivers are scheduled to start in July. Diesel fuel and gasoline expenses are also contributing to the overall expense underrun.

Ms. Henning stated that MATBUS is working on the suballocation letter from Fargo and Moorhead. A meeting was held the week of July 6 to discuss the Section 5307 revenue and how MATBUS will receive the funds. A letter will be sent to the FTA regarding the funding. MATBUS is also looking at opportunities to pursue grants on behalf of both Fargo and Moorhead, as well as identifying programs and projects to bring forward.

Mr. Swingen discussed the budget-to-actuals. He explained that the budget is divided evenly across the 12 months; however, actual expenses and revenues can vary throughout the year due to factors such as the school year, seasonal employment, paratransit eligibility, and other seasonal variations. Generally, a decrease in activity is seen during the summer months as people utilize other forms of transportation, such as bicycles.

Mr. Swingen stated that a driver training class will begin Monday with four drivers, and three additional drivers are ready to begin the following training class. The committee discussed whether there have been any updates regarding the extent of CDL restrictions affecting immigrants. At this time, MATBUS does not have any drivers who would fall into that category.

Mr. Swingen noted that there will always be a small percentage of employee turnover; however, current turnover is higher than desired. Mr. Pinotti added that some drivers explore other employment opportunities that utilize their CDLs, including seasonal beet harvest work, and may return to MATBUS after the season ends. Staff have noted some trends in driver turnover and employment patterns.

4b. MATBUS Transit Comprehensive Operation Analysis Overview and Estimated Costs
Mr. Smith stated that the committee had previously discussed conducting a Comprehensive Operations Analysis (COA) and asked him to reach out to peer transit agencies that had recently completed similar studies to learn more about the process and how a COA could be structured for MATBUS. The committee was particularly interested in understanding potential service redesign options in light of the future of the GTC and how the transit system could be structured to address those changes. Duluth and St. Cloud have both completed COAs within the past five years.

Mr. Smith explained that a COA could include an analysis of:

- Existing routes
- Population and employment
- Development and evaluation of new service alternatives
- Recommended route alignments
- Transfer locations
- Bus shelters
- Transit services
- Financial considerations

The agencies that completed the studies indicated that the analyses were very beneficial and that they were pleased with the consultants selected. The Duluth study cost approximately $250,000, while the St. Cloud study cost approximately $307,000, not including implementation assistance. If MATBUS decides to pursue a COA, funding sources would need to be identified.

Mr. Strand asked what financial efficiencies were achieved as a result of the studies. Mr. Smith stated that this information was not available to him and that he would need to follow up with the agencies. Mr. Strand also asked whether the study could be completed internally and achieve similar results. Mr. Smith stated that he did not believe staff could obtain the same level of information and analysis internally.

Mr. Smith noted that the Transit Development Plan (TDP) was intended to identify changes that would be budget neutral; however, significant service reductions were ultimately necessary. A COA would be more comprehensive and would evaluate a broader range of service options. He cautioned that, if MATBUS invests the resources necessary to complete a COA, all participating jurisdictions would need to be prepared to support and implement the recommendations. Otherwise, there would be little benefit to investing in a study that is ultimately not acted upon. He stated that the study should be undertaken with a clear purpose and intent to implement recommendations, rather than simply to identify options. Before moving forward, each participating city should be prepared to support the process and its potential outcomes.

Mr. Strand asked for an explanation of potential bus rapid transit/light BRT corridors. Mr. Smith explained that BRT typically has fewer stops, allowing buses to travel more efficiently, and generally operates at higher frequencies. Mr. Strand asked whether the corridors could be evaluated without a consultant. Mr. Smith stated that staff could conduct an internal evaluation and develop recommendations.

Mr. Smith stated he would follow up with Duluth and St. Cloud to obtain additional information regarding the financial analysis and efficiencies identified through their respective COAs. He noted that staff would also investigate potential funding sources that

MATBUS could use to conduct a study. He noted that it would also be helpful to understand the commitments made by Duluth and St. Cloud, including any infrastructure investments associated with implementing their recommendations.

4c. Safety and Security Update
Mr. Swingen provided the committee with an overview of security concerns reported during the month. He noted that the number of security incidents was consistent with the previous month.

4d. Quarterly Ridership Update
Mr. Swingen presented information comparing MATBUS ridership and service levels for January through June 2025 and 2026. He noted that ridership can fluctuate for a variety of reasons, including detours, route changes, and other service adjustments. Minnesota ridership decreased by 0.1 percent, while North Dakota ridership decreased by 11.6 percent compared with the same period in 2025.

Paratransit ridership decreased by 1.1 percent. On-demand service was eliminated at the beginning of 2026. Ridership increased at Concordia and M State, while ridership decreased at MSUM and NDSU.

Minnesota experienced a decrease of approximately 100 revenue hours, while North Dakota experienced a decrease of approximately 2,028 revenue hours compared with the same period in 2025.

5. Other Business
No additional business was brought before the committee.

Chair White adjourned the meeting at 9:54 AM.

Item 3a

Memorandum

To: MATBUS Coordination Committee

From: Jordan Smith – Assistant Transit Director – Fleet and Facilities

Date: August 19, 2026

RE: ***Program of Projects – 5339 Suballocation***

BACKGROUND

NDDOT has made $1,000,000 in Federal Transit Administration (FTA) Section 5339 Bus and Bus Facilities Program funding available to the City of Fargo for FFY 2024. The Section 5339 program provides federal assistance for capital projects that support and improve public transportation vehicles, facilities, and related equipment.

The proposed Program of Projects identifies the following capital investments:

Project	Federal Share	Local Share	Total Project
Rehab/Rebuild – Bus Passenger Shelters	$200,000	$50,000	$250,000
Video Surveillance	$800,000	$200,000	$1,000,000
Total	**$1,000,000**	**$250,000**	**$1,250,000**

The projects are proposed at an 80 percent federal and 20 percent local funding ratio.

PROJECT DESCRIPTIONS

Bus Passenger Shelter Rehabilitation/Rebuilding

The proposed POP includes $250,000 for the rehabilitation and rebuilding of bus passenger shelters throughout the MATBUS system. The project will allow MATBUS to address aging shelter infrastructure and improve passenger amenities at existing transit stops.

Video Surveillance

The proposed POP includes $1,000,000 for video surveillance improvements. This investment will support the continued modernization of MATBUS security and surveillance infrastructure and provide updated equipment to support the safety and security of passengers, employees, and vehicles

FUNDING

The total proposed capital program is $1,250,000, consisting of $1,000,000 in federal Section 5339 funding and $250,000 in required local matching funds. Local matching funds were requested and approved in the 2026 transit capital budget.

The federal funding included in this POP is being suballocated to the City of Fargo through NDDOT and is separate from Section 5339 funding directly apportioned to the Fargo-Moorhead Urbanized Area.

PUBLIC PARTICIPATION AND NEXT STEPS

As required by FTA grant procedures, the proposed Program of Projects will undergo the public participation process. Notice of the proposed POP is scheduled for publication on September 2 and September 9, 2026.

The Fargo City Commission is scheduled to hold a public hearing on September 14, 2026, at 5:00 p.m. to receive public comment regarding the proposed Section 5339 Program of Projects.

Unless amended as a result of the public participation and approval process, the proposed projects will become the final Program of Projects and will be incorporated into the applicable federal grant application.

REQUESTED ACTION

Staff requests that the MATBUS Coordination Committee recommend support of the proposed FFY 2024 Section 5339 Program of Projects and the advancement of the projects through the required public hearing and grant application process.

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Fargo City Commission will hold a public hearing on September 14, 2026 at 5:00 pm in the City Commission chambers for the purpose of considering the City's Section 5339 Federal Transportation Administration grant preliminary program of projects for 2026. Unless amended, the proposed POP and projects contained in this advertisement will become the final POP. People with disabilities who need special accommodations (alternative format, interpreter/signer) should contact Terra Hettwer in the Transit Department at 701-241-8140 or by email: thettwer@matbus.com A Final Program of Projects will be available to the public at the Transit Department, 650 23rd Street N, Fargo, ND 58102.
A. The program is below:

CITY OF FARGO, NORTH DAKOTA
METROPOLITAN AREA TRANSIT
2026 PROGRAM OF PROJECTS AND BUDGETS AMENDED

URBANIZED AREA: Fargo, ND - Moorhead, MN
DESIGNATED RECIPIENT: City of Fargo, North Dakota
APPLICANT: City of Fargo, North Dakota

FFY 2024 SECTION 5339 (Sub-Allocated from NDDOT)	$1,000,000
FFY 2024 SECTION 5339 Bus and Bus Facility Formula - Large Urban	$0
FFY 2024 SECTION 5339 Bus and Bus Facility Formula - State Suballocation	$0
FFY 2025 SECTION 5339 Bus and Bus Facility Formula - Large Urban	$0
TOTAL CARRYOVER FUNDS	$0
TOTAL FEDERAL FUNDS AVAILABLE	$1,000,000
TOTAL FEDERAL FUNDS REQUESTED FOR 2026 PROGRAM OF PROJECTS	$1,000,000

PROGRAM OF PROJECTS DESCRIPTIONS	**LOCAL SHARE**	**FEDERAL SHARE**	**PROJECT TOTALS**
I. CAPITAL PROJECTS (FFY2024 5339 Bus and Bus Facilities Program)			
A. 80%/20% Funding			
1. Rehab/Rebuild -Bus Passenger Shelters	50,000	200,000	250,000
2. Video Surveillance	200,000	800,000	1,000,000
Section 5339 Program of Project Totals	**$250,000**	**$1,000,000**	**$1,250,000**

B. RELOCATION
No persons, families, or businesses will be displaced by this project.

C. ENVIRONMENT
This project will not have a significant environmental impact upon the transit services in the area identified above.

D. COMPREHENSIVE PLANNING
This preliminary program of projects is in conformance with comprehensive land use and transportation planning for the area and is consistent with the locally adopted programming of projects in the annual element of the Transportation Improvement Plan (TIP).

E. ELDERLY AND PERSONS WITH DISABILITIES
This project takes into consideration the special transportation needs of the elderly by providing elderly & paratransit services.

F. CHARTER BUS
The City of Fargo will not provide any charter bus operations without first notifying all private operators in the area who claim to be willing and able to provide such service. If a private operator claims to be willing and able to provide charter services, then the City must review the evidence to determine whether or not the private operator will physically be able to provide the charter service, and if the provider has the required legal authority and necessary safety certifications that are required. If it is found that there is at least one willing and able provider which meets all of the aforementioned legal requirements by law, the City is prohibited from using FTA funded vehicles and equipment for charter service.

G. SCHOOL BUS OPERATIONS
The City of Fargo will not be engaged in school bus operations exclusively for the transportation of students or school personnel.

H. PRIVATE ENTERPRISE
Private enterprise is considered in all potential procurement contracts and subcontracts necessary in the operation of the transit system.

Interested persons or agencies desiring an opportunity to be heard with respect to social, economical, and environmental aspects of the program of projects may be heard at a public hearing.

A copy of the preliminary program of projects, the current Transportation Development Plan, the current Transportation Improvement Plan, and a draft copy of the proposed grant application is available for public inspection at the City Transit Office, 650 23rd Street N, Fargo, North Dakota 58102.

Jordan Smith, Assistant Transit Director
(Publish Date September 2, 2026 and September 9, 2026)

MATBUS-AGENCY REVIEW **Budget to Actuals** **Item 4a**

BUDGET TO ACTUALS- AUGUST 2026

OPERATING

#		Final Period 15			2026-JULY			2026-JULY YTD			
	OPERATING REVENUE:	2025 Budget	2025 Actual	Variance	July Budget	July Actual	Variance	July Budget	July Actual	Variance	2026 Budget
1	FTA Section 5307 & 5310 Funding:	$3,938,256	$4,896,005	$957,749	$264,488	$22,445	-$242,043	$1,851,416	$23,459	-$1,827,957	$3,173,887
2	ND State Aid	$564,991	$816,925	$251,934	$86,859	$0	-$86,859	$608,013	$521,510	-$86,503	$1,042,324
3	Fixed Route Fare Revenue	$925,272	$575,293	-$349,979	$70,706	$73,692	$2,986	$494,942	$544,923	$49,981	$848,490
4	Advertising	$100,000	$84,128	-$15,873	$10,575	$5,450	-$5,125	$74,025	$35,250	-$38,775	$126,915
5	Paratransit Fare Revenue	$206,750	$189,272	-$17,478	$19,633	$24,215	$4,582	$137,431	$144,002	$6,571	$235,605
6	Moorhead Link FM	$0	$301	$301	$0	$0	$0	$0	$0	$0	$0
7	Farebox Vending	$7,098	$5,626	-$1,472	$472	$300	-$172	$3,304	$3,138	-$166	$5,670
8	U Pass Revenue	$175,000	$156,618	-$18,382	$8,850	$0	-$8,850	$61,950	$94,164	$32,214	$106,205
9	Transit Fines	$35,500	$34,283	-$1,217	$0	$0	$0	$0	$0	$0	$0
10	Insurance Proceeds	$20,000	$31,403	$11,403	$2,500	$1,686	-$814	$17,500	$48,167	$30,667	$30,000
11	Pcard Rebates	$15,000	$11,865	-$3,135	$1,250	$0	-$1,250	$8,750	$8,797	$47	$15,000
12	Miscellaneous Revenue	$2,550	$6,671	$4,121	$583	$244	-$339	$4,081	$750	-$3,331	$7,000
13	Fargo Payments from Partners-Fixed Ro	$4,707,906	$4,478,563	-$229,344	$370,943	$308,572	-$62,371	$2,596,601	$1,987,647	-$608,954	$4,451,316
14	Fargo Payments from Partners-Paratran	$860,670	$782,444	-$78,226	$65,927	$59,344	-$6,583	$461,489	$372,558	-$88,931	$791,151
15	Fargo Payments from Partners-Microtra	$40,486	$54,636	$14,150	$6,057	$0	-$6,057	$42,399	$34,889	-$7,510	$72,687
16	**Fargo Local Share**	$3,748,323	$3,748,323	$0	$360,751	$360,751	$0	$2,525,257	$2,525,259	$2	$4,329,016
	Total Revenue	**$15,347,803**	**$15,872,355**	**$524,552**	**$1,269,594**	**$856,700**	**-$412,894**	**$8,887,158**	**$6,344,513**	**-$2,542,645**	**$15,235,266**
	OPERATING EXPENSES:										
1	Administration	$1,870,508	$1,913,817	-$43,309	$177,399	$173,465	$3,934	$1,263,003	$1,244,442	$18,561	$2,275,211
2	Fixed Route	$8,562,047	$8,073,628	$488,419	$562,790	$526,045	$36,745	$4,002,069	$3,689,905	$312,164	$7,184,807
3	Paratransit	$1,834,227	$2,024,064	-$189,837	$159,395	$154,901	$4,494	$1,135,235	$1,061,774	$73,461	$2,047,026
4	Microtransit	$207,380	$265,640	-$58,260	$2,093	$0	$2,093	$14,688	$16,256	-$1,568	$25,388
5	Mobility Management	$147,439	$139,867	$7,572	$11,808	$11,257	$551	$84,252	$81,844	$2,408	$152,743
6	Planning	$95,615	$78,412	$17,202	$6,995	$9,967	-$2,972	$49,657	$71,488	-$21,831	$88,725
7	Building Operating	$211,559	$189,945	$21,614	$19,850	$7,114	$12,736	$138,950	$103,751	$35,199	$238,191
8	Building Preventative Maintenance	$242,391	$236,099	$6,292	$28,107	$27,121	$986	$197,784	$192,432	$5,352	$344,558
9	Vehicle Operating	$85,500	$52,339	$33,161	$4,019	$1,392	$2,627	$28,133	$21,170	$6,963	$48,235
10	Vehicle Preventative Maintenance	$2,996,640	$2,871,623	$125,017	$251,022	$256,670	-$5,648	$1,776,133	$1,627,745	$148,388	$2,843,170
	Total Expenses	**$16,253,305**	**$15,845,435**	**$407,871**	**$1,223,478**	**$1,167,933**	**$55,545**	**$8,689,904**	**$8,110,808**	**$579,096**	**$15,248,054**
	REVENUE-EXPENSES	**-$905,502**	**$26,920**	**$932,423**	**$46,116**	**-$311,233**	**-$357,349**	**$197,254**	**-$1,766,295**	**-$1,963,549**	**-$12,788**
	PURCHASE OF SERVICE-August (July Billing)										
	Fargo	$5,655,254	$5,603,387	$51,867	$360,972	$401,092	-$40,120	$2,526,805.28	$2,562,570	-$35,765	$4,331,666
	Moorhead	$4,362,111	$4,279,545	$82,566	$346,768	$344,994	$1,774	$2,427,376.92	$2,184,627	$242,750	$4,161,218
	West Fargo	$387,787	$340,139	$47,648	$37,619	$38,550	-$931	$263,334.59	$252,690	$10,645	$451,431
	NDSU	$767,858	$695,959	$71,899	$69,986	$0	$69,986	$489,900.83	$349,866	$140,034	$699,858

Foot Notes:

1. Budget to Actuals will experience timing Issues month to month

2. Moorhead grant revenues not reflected above in FTA & State Aid

Notes:

REVENUE

2026 YTD Comments

2026 Federal Operating grant sub-allocation letter in process.

One Month lag in Payments from Partners, expenses under budget

EXPENSES

2026 YTD Comments

Driver wages & overtime

Driver wage budgeted at $26.88, actual wage $28.05/hour,
paratransit drivers wage at $27.89/hour, over budget $30k

Increased overtime $314k over budget expect that to taper off.

Diesel fuel under budget $50k YTD, Gasoline under budget $19,000 YTD

Offset by decreased healthcare costs ($173k).

Budgeted at COF average family healthcare election reduced the budget $400,000

Actuals healthcare election:

48% single coverage
20% family coverage
5% parent/child
27% no insurance

		W/Suballocation
Fargo 5307 Apportionment	**$3,015,275**	**$2,171,706**
Suballocated to Moorhead	**$843,569**	
Moorhead Apportionment	**$870,550**	**$1,714,119**

Grants in process:		
Fargo 5307	**$2,171,706**	**Fargo Operating**
Fargo - Moorhead 5339	**$471,470**	**Road Sup/Micro/Ped Warning**
Fargo- Moorhead Mobility Manager	**$234,876**	**MM Ready for Executiion**
Moorhead 5310	**$170,040**	**Para/Shelters**
Fargo NDDOT Sub-Allocated	**$1,000,000**	**Video Surveillance/Shelters**

Grant Status	Funding	Available to Draw	Status
North Dakota-Operating			
Operating FY25	$4,891,221	$10,499	Planning only
ND State Aid	$1,467,658	$424,638	Will draw 10.2026
Minnesota-Operating			
FY22 & FY23 Operating	$2,226,274	$2,226,274	
FY20 & FY21 Operating	$694,000	$381,661	
CARES Operating	$2,503,844	$1,009,743	
ARP Operating	$992,279	$430,495	Draw in August
FY 2026 MNDOT Fixed	$3,142,265	$1,571,133	MNDOT Quarterly
FY 2026 MNDOT Para	$573,495	$286,748	MNDOT Quarterly
North Dakota Capital			
Sub-Allocated ND FY23 5339	$2,739,100	$2,657,184	4 Buses, Para Expansion
FH18 FHWA STBG & FY22	$1,792,000	$228,467	1 Para Replacement
FY20,FY21 & FY22 5339	$456,672	$243,699	MTG Improvements
NDDOT Contract	$800,000	$16,000	GTC Deck Retainage
NDDOT Contract	$1,113,500	$27,437	Residual funds 2 buses
Minnesota Capital			
FY19 5307 FY22 STBG	$142,294	$8,926	Shelters
FY20 & FY22 5339 Capital	$661,634	$238,292	Capital: MTG Imp., Shelters
FY21 &FY22 5307 Capital	$233,250	$170,078	Vehicles, shelters, fare media
MNDOT Capital	$80,000	$80,000	2 Senior Vans
MNDOT Misc. Projects	$183,600	$183,600	2 Shelters, Collision Avoidance
Large UZA			
Enhanced Mobility-2024	$234,876	$234,876	Grant ready for execution
Enhanced Mobility-2025*	$170,040	$170,040	Moorhead Para & Shelters
Enhanced Mobility-2025	$76,052	$76,052	Not in Grant, lapse 9-2027
FY24-5339 Capital*	$334,470	$334,470	Moorhead, Micro, Ped Warn
FY24-5339 Capital*	$332,487	$332,487	Moorhead, Micro
Fargo- Not in Grant			
FY22 FHWA CR Flexed	$208,000	$208,000	Not in Grant, lapse 9-2027
NDDOT Sub-allocation	$137,000	$137,000	3 road supervisor vehicles
NDDOT Sub-allocation	$1,000,000	$1,000,000	Collision Avoidance
Moorhead-Not in Grant			
FY23 CRP Funds	$67,200	$67,200	Deobligated Walmart Hub

*** Includes Moorhead swap money projects.**

July 2026 Operational Data Budget to Actuals

Ridership

Agency/Service	Budgeted	Actual	Variance
Fargo - Fixed Route	48,882	44,915	-8.1%
Moorhead & Dilworth - Fixed Route	32,831	33,362	1.6%
West Fargo - Fixed Route	912	1,088	19.3%
NDSU - Fixed Route	27,789	-	-100.0%
Fargo - Paratransit	3,774	3,369	-10.7%
Moorhead & Dilworth - Paratransit	902	988	9.6%
West Fargo - Paratransit	866	755	-12.8%
NDSU - Microtransit	533	-	-100.0%

Revenue Hours

Agency/Service	Budgeted	Actual	Variance
Fargo - Fixed Route	4,652.89	4,715.69	1.3%
Moorhead & Dilworth - Fixed Route	2,808.92	2,786.00	-0.8%
West Fargo - Fixed Route	206.11	271.05	31.5%
NDSU - Fixed Route	767.44	-	-100.0%
Fargo - Paratransit	1,576.92	1,424.00	-9.7%
Moorhead & Dilworth - Paratransit	445.83	457.00	2.5%
West Fargo - Paratransit	405.42	382.00	-5.8%
NDSU - Microtransit	62.67	-	-100.0%

Revenue Miles

Agency/Service	Budgeted	Actual	Variance
Fargo - Fixed Route	61,141.31	56,498.81	-7.6%
Moorhead & Dilworth - Fixed Route	39,059.08	37,296.00	-4.5%
West Fargo - Fixed Route	3,386.02	3,202.04	-5.4%
NDSU - Fixed Route	9,129.78	-	-100.0%
Fargo - Paratransit	20,556.67	19,049.00	-7.3%
Moorhead & Dilworth - Paratransit	6,635.50	6,792.00	2.4%
West Fargo - Paratransit	5,667.58	5,130.00	-9.5%
NDSU - Microtransit	755.56	-	-100.0%

Item 4b

Memorandum

To: MATBUS Coordination Committee

From: Jordan Smith – Assistant Transit Director – Fleet and Facilities

Date: August 19, 2026

RE: ***Program of Projects – 5307 and 5339 Direct Funds***

Background
The City of Fargo has prepared a 2026 Program of Projects (POP) identifying the proposed use of Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program and Section 5339 Bus and Bus Facilities Program funding available to City of Fargo.
The POP includes a total of $4,357,295 in federal funding, consisting of:

- **$3,885,825** – FFY 2026 Section 5307 Urbanized Area Formula funding
- **$334,470** – FFY 2024 Section 5339 Bus and Bus Facilities funding directly apportioned to the Fargo-Moorhead Urbanized Area
- **$137,000** – FFY 2024 Section 5339 Bus and Bus Facilities funding suballocated to Fargo by the North Dakota Department of Transportation (NDDOT)

SECTION 5307 OPERATING ASSISTANCE
The full $3,885,825 FFY 2026 Section 5307 apportionment is programmed for operating assistance for Fargo and Moorhead.
Of the total Section 5307 funding, $2,171,706 is programmed for Fargo operating assistance, including the required security and safety expenditures.
The remaining $1,714,119 is programmed for Moorhead operating assistance. These funds will be suballocated to the City of Moorhead for eligible public transportation operating expenses, including the required security and safety expenditures.
Combined, the Section 5307 funding supports approximately $7.77 million in eligible operating expenses for the MATBUS system.

SECTION 5339 CAPITAL PROJECTS
The POP includes $471,470 in Section 5339 federal funding for the following capital projects:

Project	Federal Share	Local Share	Total Project
3 Road Supervisor Vehicles	$80,328	$20,082	$100,410
Supplemental Pedestrian Warning System Funding	$71,142	$12,000	$83,142
2 Microtransit Expansion Vehicles	$320,000	$80,000	$400,000
Total	**$471,470**	**$112,082**	**$583,552**

The $334,470 in directly apportioned Section 5339 funding will be used toward the Pedestrian Warning System and the purchase of two microtransit expansion vehicles. Local match for these Section 5339 projects will be provided by the City of Moorhead.

The $137,000 in Section 5339 funding suballocated by NDDOT will be used toward the purchase of three Road Supervisor vehicles.

BUDGET
All projects funded by the City of Fargo and included in the Program of Projects were incorporated into the City's 2026 budget approval process.

PUBLIC PARTICIPATION
The preliminary Program of Projects was published on August 5 and August 12, 2026. A public hearing was scheduled before the Fargo City Commission on August 17, 2026, at 5:00 p.m.
Unless amended through the public hearing process, the proposed Program of Projects will become the final POP and will be used to advance the applicable Section 5307 and Section 5339 federal funding.

NOTICE OF PUBLIC HEARING

Notice is hereby given that the Fargo City Commission will hold a public hearing on August 17, 2026 at 5:00 pm in the City Commission chambers for the purpose of considering the City's Section 5307 and Section 5339 Federal Transportation Administration grant preliminary program of projects for 2026. Unless amended, the proposed POP and projects contained in this advertisement will become the final POP. People with disabilities who need special accommodations (alternative format, interpreter/signer) should contact Julie Harris in the Transit Department at 701-241-8140 or by email: jharris@matbus.com A Final Program of Projects will be available to the public at the Transit Department, 650 23rd Street N, Fargo, ND 58102.

A. The program is below:

CITY OF FARGO, NORTH DAKOTA
METROPOLITAN AREA TRANSIT
2026 PROGRAM OF PROJECTS AND BUDGETS AMENDED

URBANIZED AREA: Fargo, ND - Moorhead, MN
DESIGNATED RECIPIENT: City of Fargo, North Dakota
APPLICANT: City of Fargo, North Dakota
City of Moorhead, Minnesota

FFY 2026 SECTION 5307 (Full Year Apportionment)	$3,885,825
FFY 2024 SECTION 5339 Bus and Bus Facility Formula - Large Urban	$334,470
FFY 2024 SECTION 5339 Bus and Bus Facility Formula - State Suballocation	$137,000
FFY 2025 SECTION 5339 Bus and Bus Facility Formula - Large Urban	$0
TOTAL CARRYOVER FUNDS	$0
TOTAL FEDERAL FUNDS AVAILABLE	$4,357,295
TOTAL FEDERAL FUNDS REQUESTED FOR 2026 PROGRAM OF PROJECTS	$4,357,295

PROGRAM OF PROJECTS DESCRIPTIONS	LOCAL SHARE	FEDERAL SHARE	PROJECT TOTALS
I. CAPITAL PROJECTS (FFY2024 & FFY2025 5339)			
A. 80%/20% Funding			
1. 3 Road Supervisor Vehicles	20,082	80,328	100,410
2. Supplemental funds Pedestrian Warning System	12,000	71,142	83,142
3. 2 Microtransit Expansion Vehicles	80,000	320,000	400,000
Section 5339 Program of Project Totals- Fargo	**$112,082**	**$471,470**	**$583,552**
II. FFY 2026 Section 5307 (Full Year Apportionment			
Fargo Allocation	$2,171,706	$2,171,706	$4,343,412
Moorhead Sub Allocation	$1,714,119	$1,714,119	$3,428,238
Total 5307 2026 Section 5307 (Full Year Apportionment)	**$3,885,825**	**$3,885,825**	**$7,771,650**
IIA. OPERATING ASSISTANCE - FY26 SECTION 5307- FARGO			
A. Maximum Federal Funding			
1. Eligible net operating expenses of the Fargo Transit System for the period of January 1, 2026 through December 31, 2026 (50% Federal Funding Level)	2,148,360	2,148,360	4,296,720
2. 1% Security	21,717	21,717	43,434
3. .075% Safety	1,629	1,629	3,258
Section 5307 Program of Project Totals- Fargo	**$2,171,706**	**$2,171,706**	**$4,343,412**
IIB. OPERATING ASSISTANCE - FY26 SECTION 5307- MOORHEAD			
A. Maximum Federal Funding			
1. Eligible net operating expenses of the Fargo Transit System for the period of January 1, 2026 through December 31, 2026 (50% Federal Funding Level)	1,695,692	1,695,692	3,391,384
2. 1% Security	17,141	17,141	34,282
3. .075% Safety	1,286	1,286	2,571
Section 5307 Program of Project Totals - Moorhead	**$1,714,119**	**$1,714,119**	**$3,428,238**
Total Section 5307 Program of Project Totals Combined	**$3,885,825**	**$3,885,825**	**$7,771,650**

B. RELOCATION
No persons, families, or businesses will be displaced by this project.

C. ENVIRONMENT
This project will not have a significant environmental impact upon the transit services in the area identified above.

D. COMPREHENSIVE PLANNING
This preliminary program of projects is in conformance with comprehensive land use and transportation planning for the area and is consistent with the locally adopted programming of projects in the annual element of the Transportation Improvement Plan (TIP).

E. ELDERLY AND PERSONS WITH DISABILITIES
This project takes into consideration the special transportation needs of the elderly by providing elderly & paratransit services.

F. CHARTER BUS
The City of Fargo will not provide any charter bus operations without first notifying all private operators in the area who claim to be willing and able to provide such service. If a private operator claims to be willing and able to provide charter services, then the City must review the evidence to determine whether or not the private operator will physically be able to provide the charter service, and if the provider has the required legal authority and necessary safety certifications that are required. If it is found that there is at least one willing and able provider which meets all of the aforementioned legal requirements by law, the City is prohibited from using FTA funded vehicles and equipment for charter service.

G. SCHOOL BUS OPERATIONS
The City of Fargo will not be engaged in school bus operations exclusively for the transportation of students or school personnel.

H. PRIVATE ENTERPRISE
Private enterprise is considered in all potential procurement contracts and subcontracts necessary in the operation of the transit system.

Interested persons or agencies desiring an opportunity to be heard with respect to social, economical, and environmental aspects of the program of projects may be heard at a public hearing.

A copy of the preliminary program of projects, the current Transportation Development Plan, the current Transportation Improvement Plan, and a draft copy of the proposed grant application is available for public inspection at the City Transit Office, 650 23rd Street N, Fargo, North Dakota 58102.

Jordan Smith, Assistant Transit Director
(Publish Date August 5, 2026 and August 12, 2026)

Memorandum

To: MATBUS Coordination Committee

From: Cole Swingen – Assistant Transit Director – Operations

Date: August 19, 2026

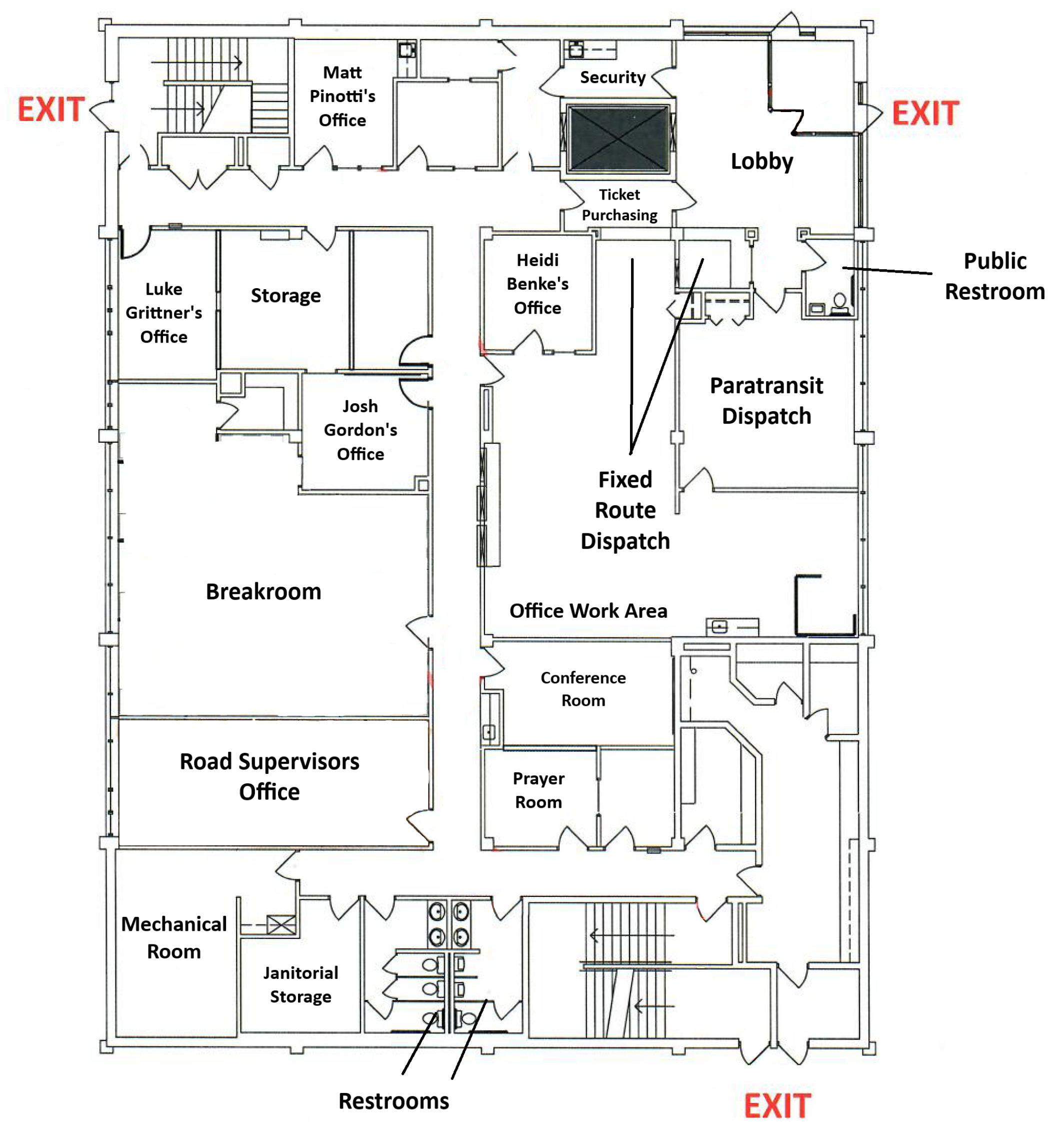
RE: ***GTC Relocation***

City of Fargo Administration gave the direction for all MATBUS services to be vacated from the GTC due to the ongoing structural concerns. The City of Fargo Commission later approved the relocation of the MATBUS transfer hub to the former Fargo Police Station/Downtown Engagement Center building (**222 4th St N, Fargo)**. The first day of operations at this new location was **Monday, August 17**.

A majority of computers, desks, office supplies and service related equipment was moved on Saturday, August 15. Additional items will be brought over to the new location or put into storage over the coming weeks.

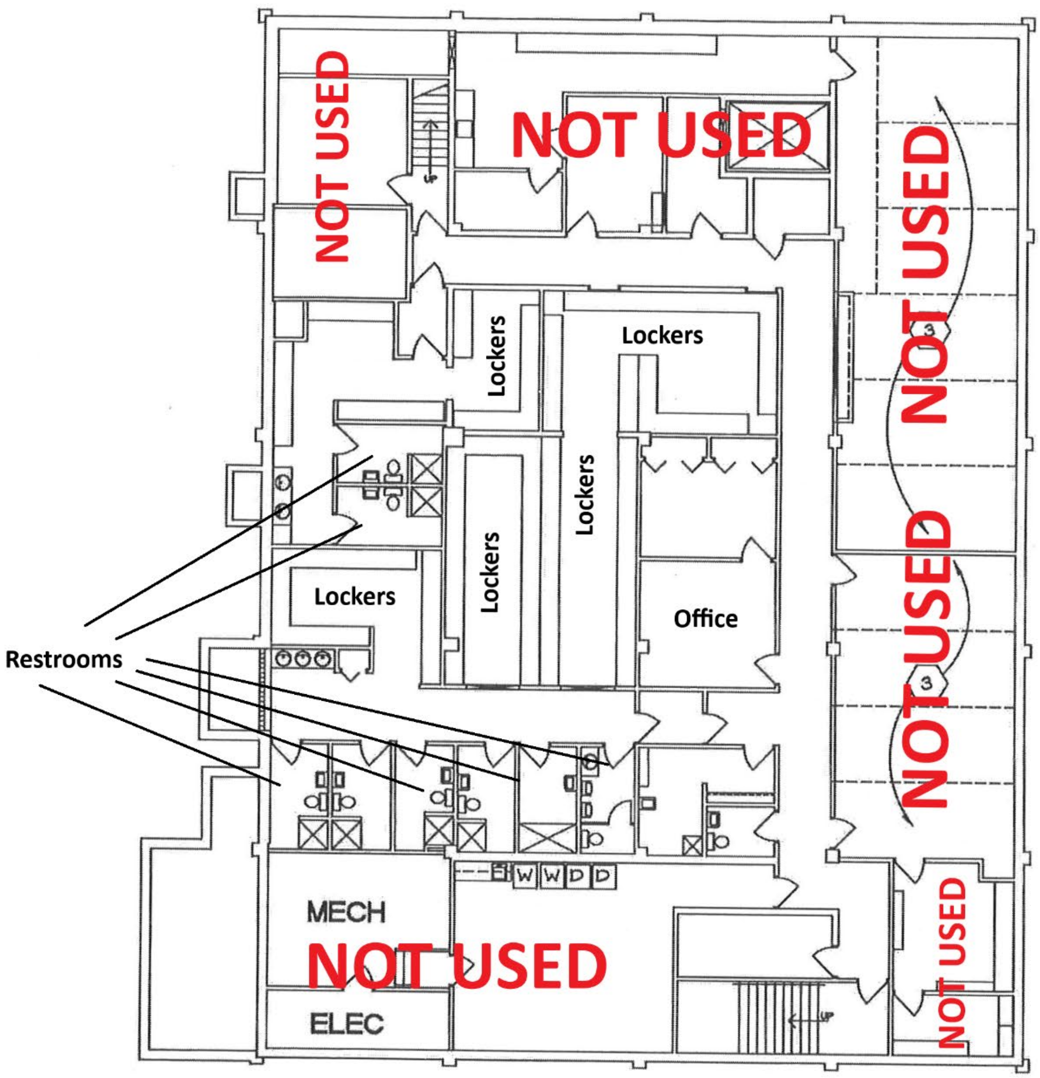
The relocation to the former Downtown Engagement Center will be temporary and will allow staff time to evaluate long-term location options and conduct any studies needed for any route/service changes that this relocation will bring.

Item 4d



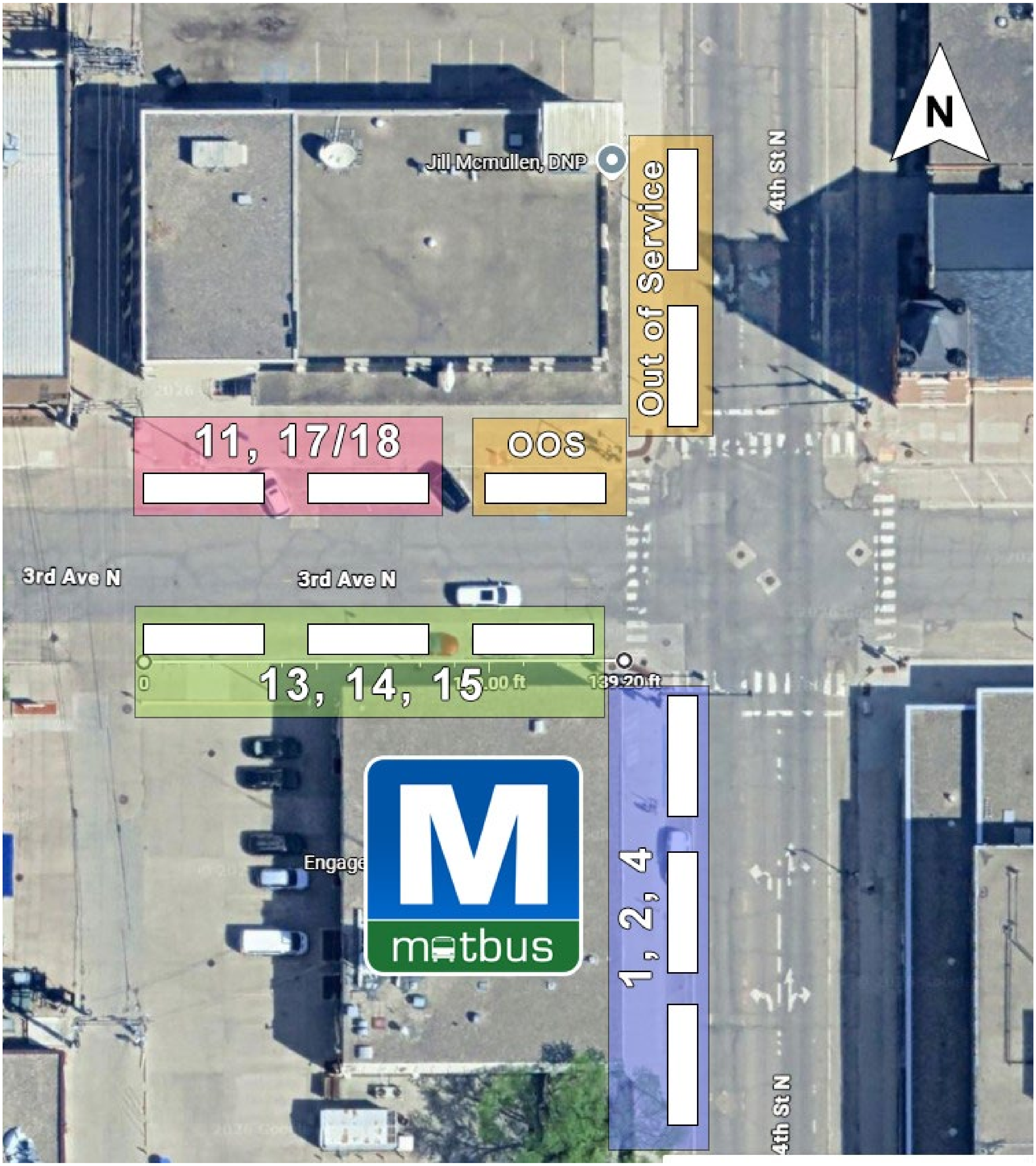
FIRST FLOOR

Item 4d



SECOND FLOOR

Item 4d



N
Jill Mcmullen, DNP
Out of Service
4th St N
11, 17/18
OOS
3rd Ave N
3rd Ave N
0
13, 14, 15
139.20 ft
1, 2, 4
M
matbus
Engage
4th St N

Item 4e

Memorandum

To: MATBUS Coordination Committee

From: Cole Swingen – Assistant Transit Director – Operations

Date: August 19, 2026

RE: ***Safety and Security Update***

Security Incident Highlights

7/7/2026

Signal Security Report: "On July 7th, 2026, at approximately 1955, security Officer [redacted] was on duty at the bus shelter an individual made contact with me who stated that he had a hematoma, constant ringing in his ears, and was hearing voices telling him to hurt someone. Due to the nature of the statements made, I contacted emergency dispatch and requested assistance. While speaking with dispatch, the individual advised that he was going to the restroom and left the immediate area. Mall Security was notified of a possible medical emergency and advised to watch for the individual and his location. I further advised Mall Security that the individual had reported hearing voices telling him to hurt someone. Emergency responders were dispatched to the scene. Law enforcement arrived first, followed by fire and EMS personnel. The individual was subsequently contacted by responding agencies. The individual was transported without further incident."

7/30/2026

Signal Security Report:" A man was just sitting on the bus when the driver asked him to get off because the bus was going out of service when the man told the driver to leave him alone and then he proceeded to get off and then he threatened to slap the driver while getting off the bus when they finally called and the police were called. The police got the man to leave the property and matbus wanted to issue a trespass because he threatened one of the drivers."

Item 4e

Monthly Summary

February 2026

- Public Intoxication – **3** Incidents
- Verbal Altercation – **3** Incidents
- Fargo PD Request – **1** Incident
- Physical Altercation – **1** Incident
- Trespass/Passenger Removal – **2** Incidents

March 2026

- Public Intoxication – **7** Incidents
- Verbal Altercation – **4** Incidents
- Physical Altercation – **2** Incident
- Trespass/Passenger Removal – **2** Incidents
- Injury – **1** Incident

April 2026

- Public Intoxication – **12** Incidents
- Verbal Altercation – **7** Incidents
- Physical Altercation – **5** Incident
- Trespass/Passenger Removal – **4** Incidents
- Theft – **1** Incident
- Vandalism – **1** Incident
- Drug Paraphernalia – **2** Incidents

May 2026

- Public Intoxication – 6 Incidents
- Verbal Altercation – 5 Incidents
- Physical Altercation – 3 Incidents
- Trespass/Passenger Removal – 2 Incidents
- Vandalism – 2 Incidents

June 2026

- Public Intoxication – 3 Incidents
- Verbal Altercation – 6 Incidents
- Physical Altercation – 1 Incident
- Trespass/Passenger Removal – 5 Incidents
- Biohazard – 1 Incident

July 2026

- Public Intoxication – 2 Incidents
- Verbal Altercation – 5 Incidents
- Trespass/Passenger Removal – 6 Incidents
- Theft – 1 Incident