METROPOLITAN PROFILE 2020

ANNUAL REPORT FOR THE FARGO-MOORHEAD METROPOLITAN AREA

PREPARED BY

METROCOG

FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

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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 2020 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 2019 calendar year (January 1, 2019 through December 31, 2019).

Metro COG began producing the Metropolitan Transportation Surveillance and Monitoring Report in 1981. Over time, this document 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 profile is structured to document and monitor the following:

(a) Changes to the transportation system;
(b) Demographic and socio-economic conditions;
(c) Changes in land use patterns and/or development patterns;
(d) Accuracy of projections/assumptions made within the Metropolitan Transportation Plan (MTP); 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, MTP, and regional Travel Demand Model (TDM).

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

Any questions or comments on the content of this document should be directed to Metro COG. Supporting plans, studies, and other transportation data for the Fargo-Moorhead Metropolitan Area is available by contacting Metro COG (701.532.5100), by email at metrocog@fmmetrocog.org, or visiting Metro COG's website at www.fmmetrocog.org.

Dave Fenelon
Chair, Metro COG Policy Board

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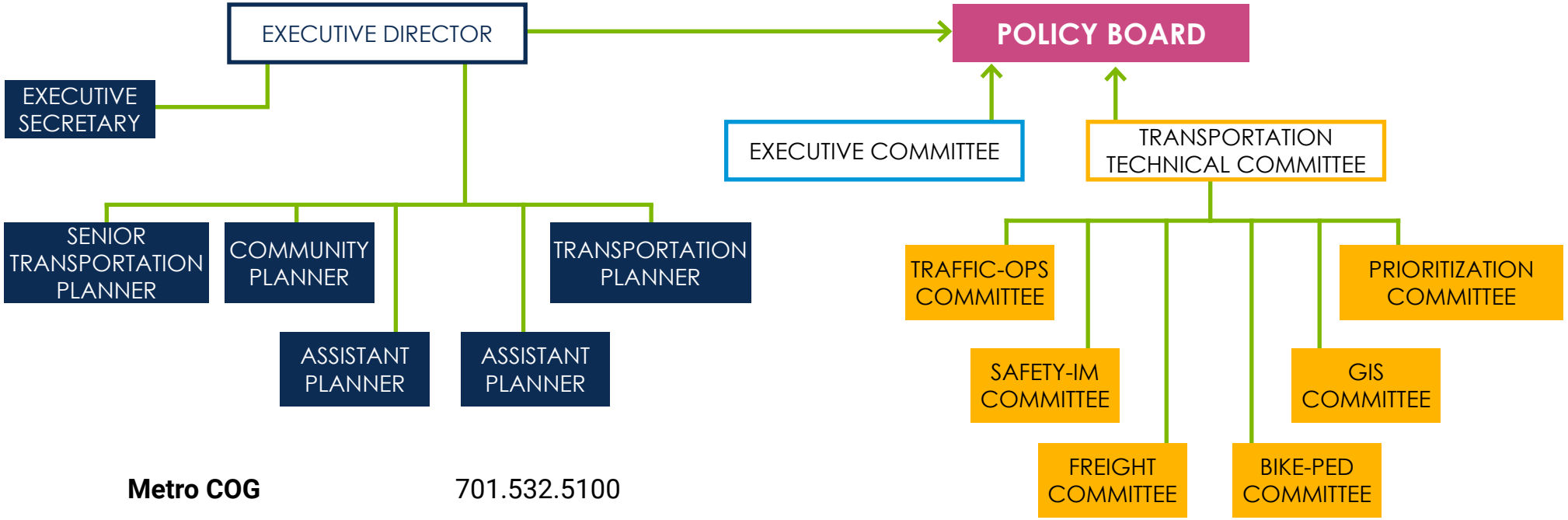
Executive Director, Metro COG

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	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
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 two states, two 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

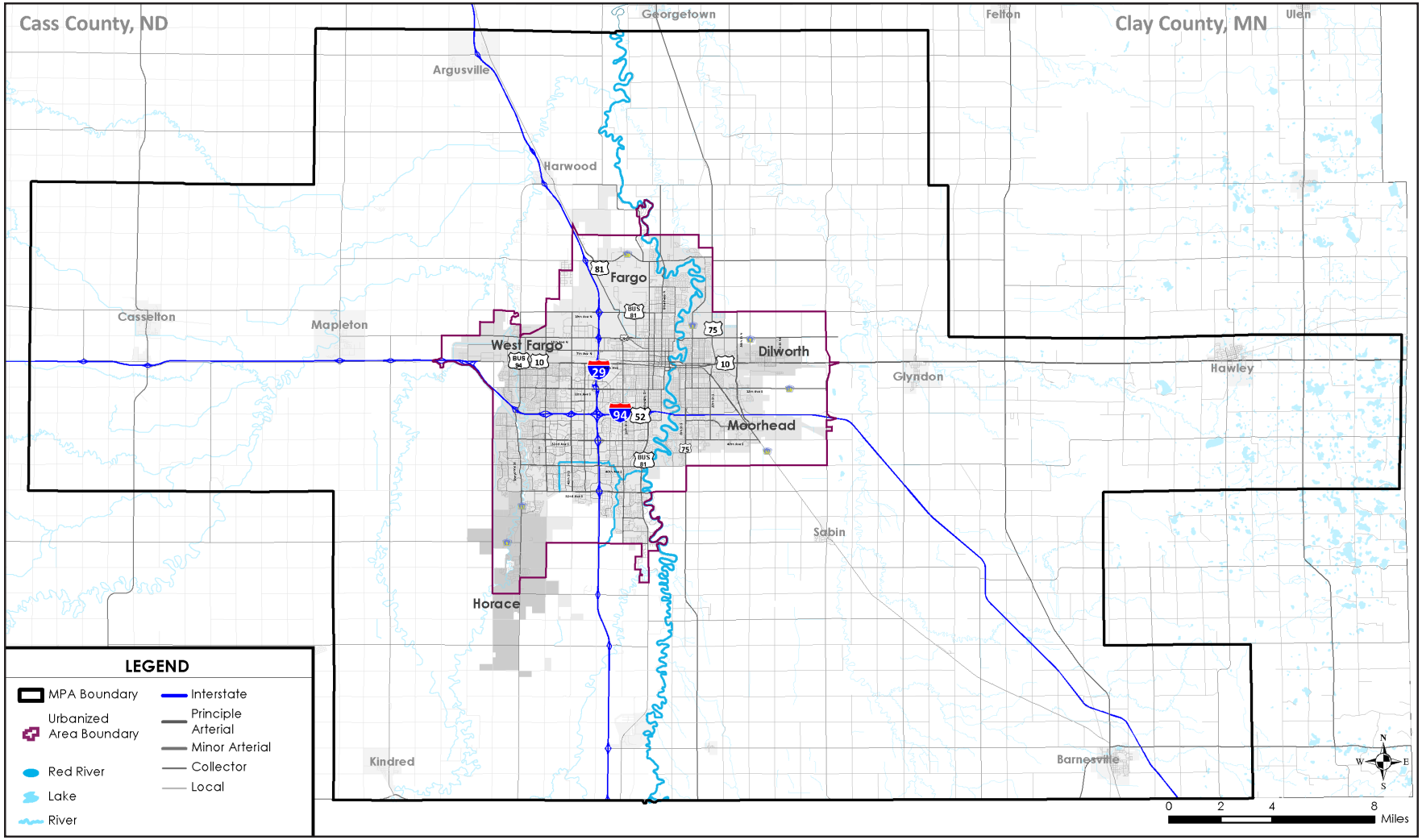
c) Cities within the MPA.

Metro COG serves a bi-state area. This area is unique that it covers 14 townships in Cass County, ND, and 16 townships in Clay County, MN.

Within that area there are seven 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 North Dakota include: Casselton, Harwood, and Mapleton; and in Minnesota: Barnesville, Glyndon, and Hawley.



Jurisdictions that have populations under 700 and/or have chosen not to participate in Metro COG are considered non-member jurisdictions. These include in North Dakota: Argusville, Briarwood, Frontier, Kindred, North River, Oxbow, Prairie Rose, and Reile's Acres.; and in Minnesota: Comstock and Sabin.

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

RECENT PROJECTS

RAIL

AVIATION

TRUCK

TRAVEL TIME RELIABILITY

PIPELINES

Bicycle & Pedestrian

SAFETY TARGETS

NETWORK

PLANS

ACCESSIBILITY | CONNECTIVITY

BIKE & PED COUNTS

Transit

2019 EQUIPMENT, FACILITIES & RIDERSHIP

ROUTE & SERVICE CHANGES

FARES, MARKETING & STUDIES

The 2020 Metropolitan 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 2019 data (or the most recent data available). The chapters are grouped into two categories:

- Community Profile
- Transportation

The Transportation category encompasses topics focused on the:

- Roadway System
- Freight & Interstate Travel
- Bicycle & Pedestrian Network
- Local & Regional Transit

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.

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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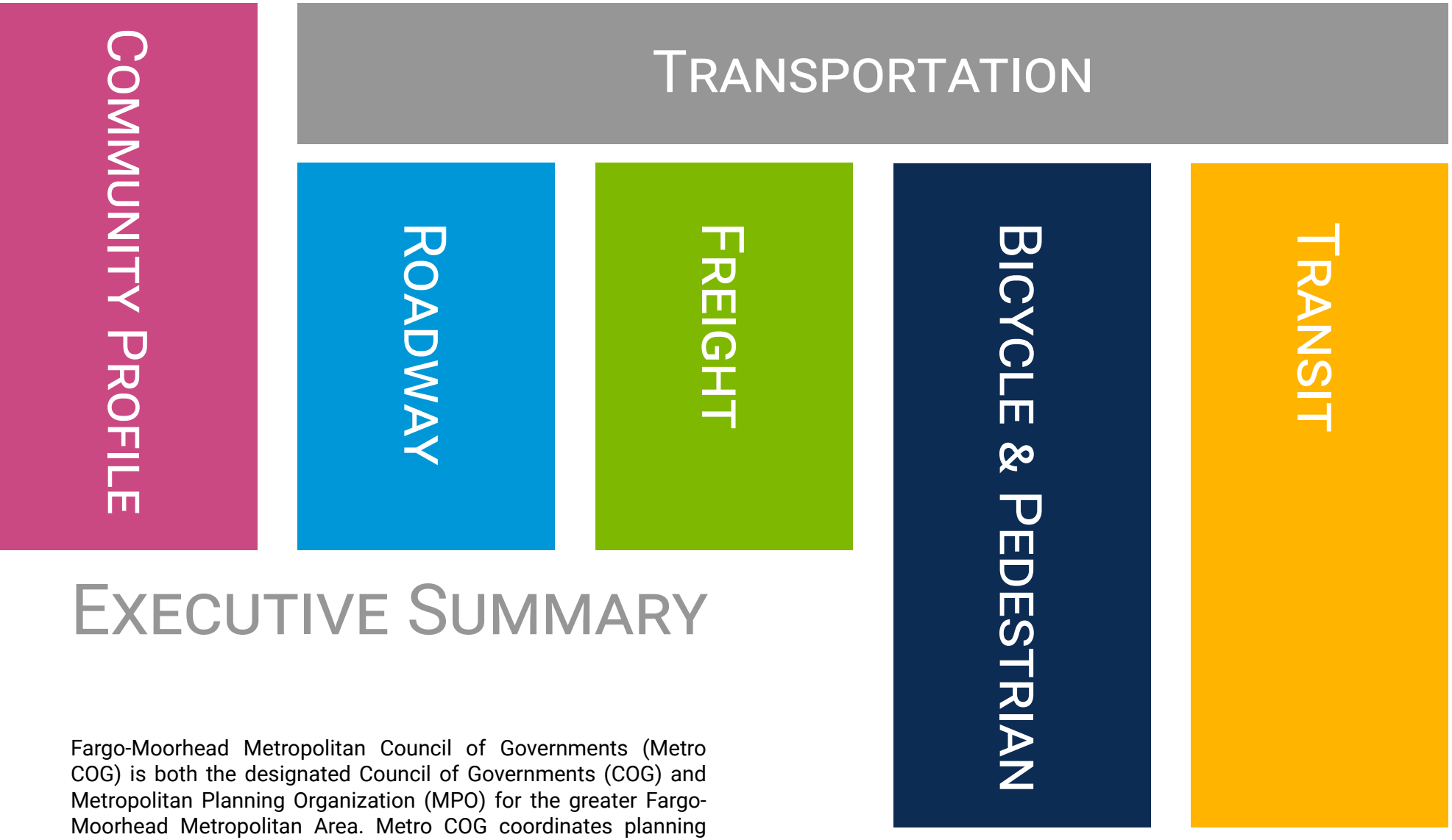


Executive Summary

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 seven member jurisdictions and six 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 2020 Metro Profile, information and data from the 2019 calendar year (or data from the year most recently available) has been compiled and analyzed. The following are some highlights.

In 2019, the population of the Metropolitan Statistical Area (MSA) grew by 0.27 percent, which is less than the 1.6 percent growth seen in 2018. The number of residents increased from 245,471 in 2018 to 246,145 in 2019.

The demand for housing remained steady, with an MSA occupancy rate of 92.4 percent and 887 new single family housing units permitted throughout the area. However, the demand for multifamily developments continued to drop, from 37 permitted in 2018 to only 8 in 2019.

Total traffic crash related fatalities increased slightly in the MPA from 10 in 2018 to 11 in 2019. Nine of the fatal crashes occurred in Cass County, and two fatal crashes occurred in Clay County.

Overall, the bicycle and pedestrian network remained relatively unchanged. Users continued to utilize the Fargo-Moorhead Bike Map app for mobile devices. The app allows for frequent updates to the mapped system, keeping information readily up-to-date compared to previously printed maps.

The transit network experienced few changes in 2019. Route 15, which travels between the downtown GTC and the West Acres Mall and 13th Avenue commercial corridor, continues to be the most heavily utilized route, totaling over 321,702 rides in 2019. Routes 32 and 33, both of which carry sizeable numbers of NDSU students, area also routes which account for a high proportion of the total transit ridership in the area. However, total fixed route ridership was down by 9.2 percent in Fargo and 7.7 percent in Moorhead compared with 2018 totals. Paratransit ridership increased in 2019 by 1.3 percent after being relatively stable from 2016 to 2018.

Senior ride and rural transit services continue to provide an important link to those in the community. Total ridership on senior and rural transit systems decreased slightly in 2019, due to drops in ridership for Cass County Rural Transit and services in Fargo and West Fargo.

TapRide, the on-demand service offered on the NDSU campus during the academic year, saw its services expanded to the Fargo Industrial Park in 2019. LinkFM, the free circulator connecting the downtowns of Fargo and Moorhead, ended daily operations at the end of 2019 and now only operates during designated community-sponsored events.

Overall in 2019, the Fargo-Moorhead Metropolitan Planning Area continues to see slow and 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 relatively stable in the MPA from 2018 to 2019.

Community Profile

2019 MSA Population: 246,145

Total Estimated Population of Cass and Clay counties

0.27%

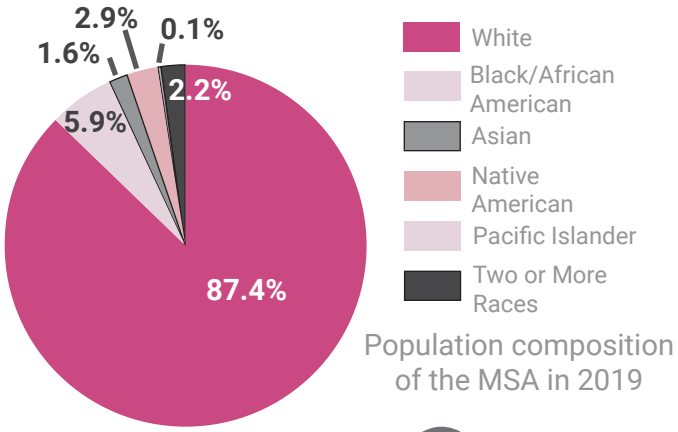
population growth from 2018 to 2019

213,360 2019 Total Estimated Population of Member Jurisdictions

- 124,662 Fargo
- 44,167 Moorhead
- 37,058 West Fargo
- 4,529 Dilworth
- 2,944 Horace

32.3 2018 Median Age in MSA

- 35.1 North Dakota
- 37.9 Minnesota
- 37.9 Nationally



Population composition of the MSA in 2019

2018 median household income

$62,193

Employment | Jobs

There were approximately 145,00 total nonfarm jobs estimated in the MSA in 2019, including 125,800 private sector jobs. This is an increase of approximately 6,000 jobs over the past five years.

Unemployment rate of 2.3%

In 2019, the MSA had an average seasonally adjusted **unemployment rate of 2.3 percent**. This is less than the 2.6 percent rate in 2018 and the lowest unemployment rate since 1999.

*Information retrieved from the American Census Survey on Census.gov for 2019 and 2018 for the Fargo-Moorhead Metropolitan Statistical Area. 2019 data was not available for median household income or median age

POPULATION
EMPLOYMENT
HOUSING
LAND AREA

Housing

In 2018, the average household size in the MSA was **2.29 people**, a decrease from 2.32 people in 2017. There were approximately **100,207 households** in 2019, which is up from an estimated 98,125 households in 2018. A total of **112,592 housing units** were available in the MSA in 2019. Of those housing units, **92.5 percent were considered occupied.**

average household size

In 2019, there was a ratio of **1.69** single family dwelling units for every one multi-family dwelling unit. Within the MSA, the **annual apartment vacancy rate was 8.4 percent** in 2019, down from a high of 9.4 percent in 2018.

1.69
Single-family
Dwelling Units

1
Multi-family
Dwelling Units

Occupancy rate of 92.5%

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

Apartment vacancy rate of 8.4%

*Information retrieved from the American Census Survey on Census.gov for 2019 and 2018 for the Fargo-Moorhead Metropolitan Statistical Area.
2019 data was not available for all figures, thus some data is only available in 2018 figures.

Building Permits

Within the Metropolitan Planning Area **1,139** total new residential building unit permits were issued in 2019.

- Single-family Residential - **887 units**
  - 312 units Fargo
  - 312 units West Fargo
  - 71 units Horace
  - 125 units Moorhead
  - 19 units Dilworth
  - 48 units Associate Jurisdictions
- Multi-family Residential - **571 units**
  - 172 units Fargo
  - 318 units West Fargo
  - 0 units Horace
  - 81 units Moorhead
  - 0 units Dilworth
  - 0 units Associate Jurisdictions

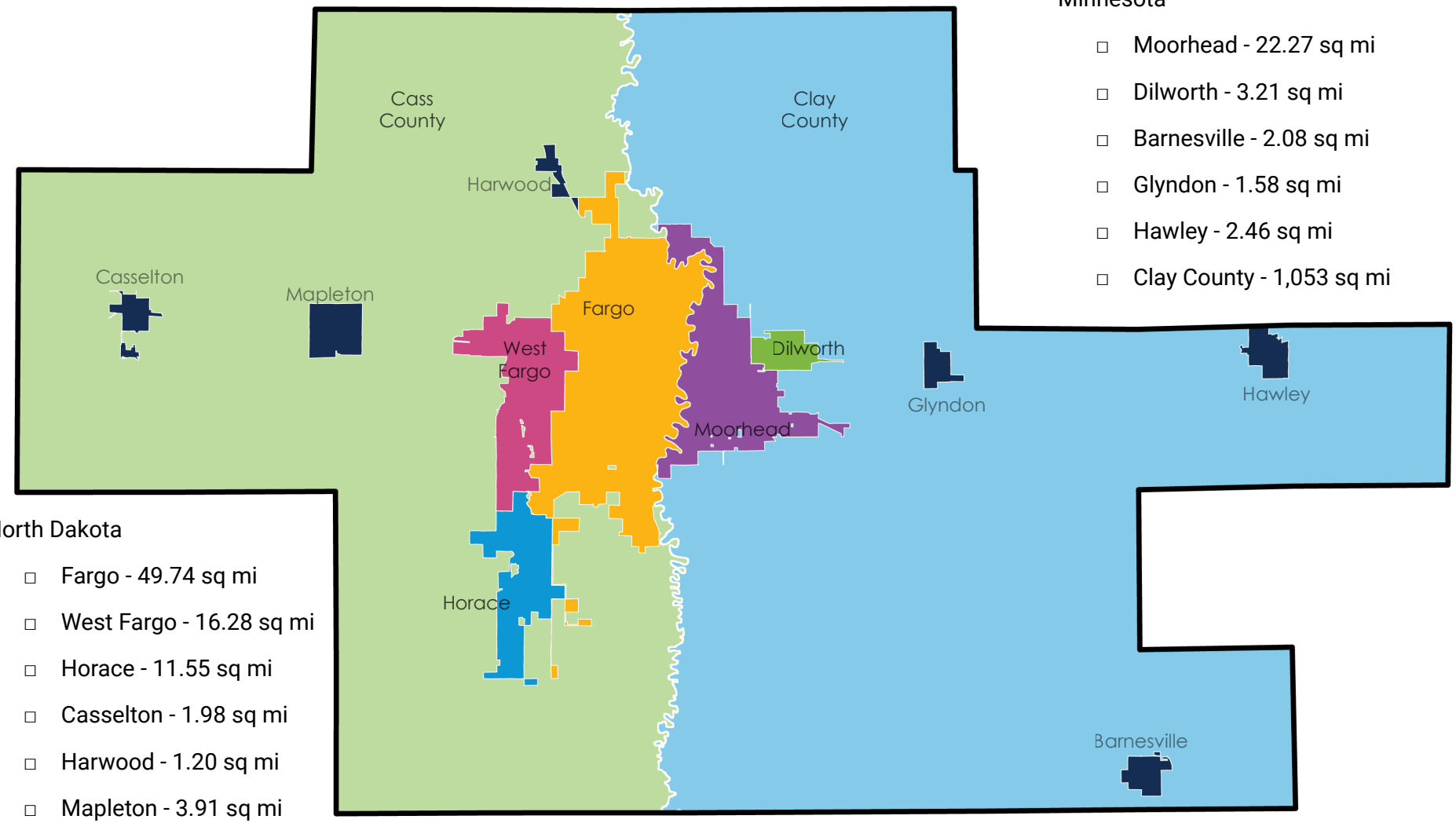
This was **77 fewer** single-family residential unit permits and **667 fewer** multi-family residential unit permits issued in 2019 than in 2018.

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.

*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.

2019 Jurisdiction Map - Members/Associate Members



Minnesota

- Moorhead - 22.27 sq mi
- Dilworth - 3.21 sq mi
- Barnesville - 2.08 sq mi
- Glyndon - 1.58 sq mi
- Hawley - 2.46 sq mi
- Clay County - 1,053 sq mi

North Dakota

- Fargo - 49.74 sq mi
- West Fargo - 16.28 sq mi
- Horace - 11.55 sq mi
- Casselton - 1.98 sq mi
- Harwood - 1.20 sq mi
- Mapleton - 3.91 sq mi
- Cass County - 1,768 sq mi

*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.

SAFETY
ECONOMIC VITALITY
TRENDS IN VMT
SYSTEM MANAGEMENT & OPERATIONS
SYSTEM PRESERVATION
SYSTEM RELIABILITY
TRAFFIC COUNTS
INTELLIGENT TRANSPORTATION SYSTEM (ITS)
FEDERAL FUNCTIONAL CLASSIFICATION

Performance Measures

Safety Measures

MAP-21 (and the FAST Act) require MPOs to adopt system safety targets for each state that they operate in or to set their own targets for the entire MPA. Safety 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.

Beginning in 2018, Metro COG has annually reviewed and adopted each state's respective PM1 targets for each state's portion of the MPA. With that, Metro COG adopted two sets of PM1 targets.

Met 2019 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 2019 PM1 Safety Target numbers that are representative of the crashes that occurred on the Minnesota side of the MPA.

2019 MN portion of MPA Safety Target Numbers

2 Fatal motorized crashes in 2019

0.165 Rate of motorized fatalities per 100 million VMT in 2019

9 Serious Injury motorized crashes in 2019

0.889 Rate of motorized serious injuries per 100 million VMT in 2019

0 Fatal or Serious Injury non-motorized crashes in 2019

618 Total motorized crashes in 2019

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 2019 PM1 Safety Target numbers that are representative of the crashes that occurred on the North Dakota side of our MPA.

2019 ND portion of MPA Safety Target Numbers

6 Fatal motorized crashes in 2019

0.238 Rate of motorized fatalities per 100 million VMT in 2019

39.4 Serious Injury motorized crashes in 2019

1.623 Rate of motorized serious injuries per 100 million VMT in 2019

5 Fatal or Serious Injury non-motorized crashes in 2019

3,748 Total motorized crashes in 2019

Met 2019 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 2016-2017 and 2017-2018. 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.

Economic Vitality

1 Project was started that used planning and NEPA in the same document/process in 2019

- 52nd Avenue South improvement project - Fargo

1 Project started construction in 2019 that was previously studied by Metro COG

- Sheyenne Street improvement project from 32nd Avenue West to 40th Avenue West - West Fargo

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 estimate are annualized and refer to the total number of miles traveled by all vehicles on an annual basis.

In 2019, there were
3,581,123,741 VMT
in the MPA.

This is down 0.3 percent from 2018.

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 2019, there were 14,548.84 V/C in the MPA. This equates to a 0.6 percent decrease in VMT per person since 2018.

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 percent. 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 section.

Travel Time and Commuting Data

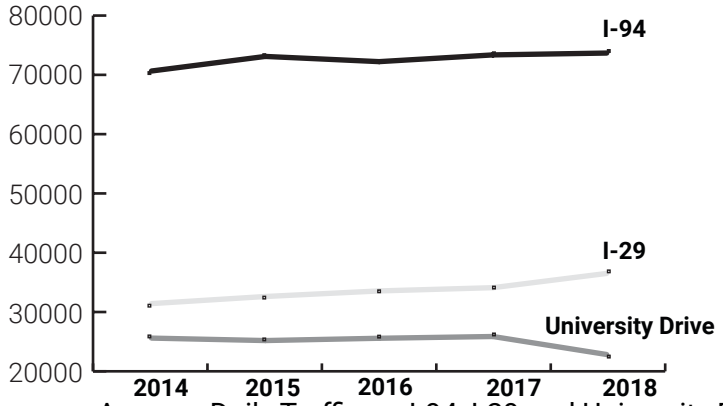
Travel time to employment in the metropolitan area showed a slight decrease since 2015, from 17.1 minutes to 16.9 minutes. Compared with state and national mean travel times, Fargo-Moorhead metro area commute times remain less than North Dakota, Minnesota, and U.S. estimates.

Average Daily Traffic

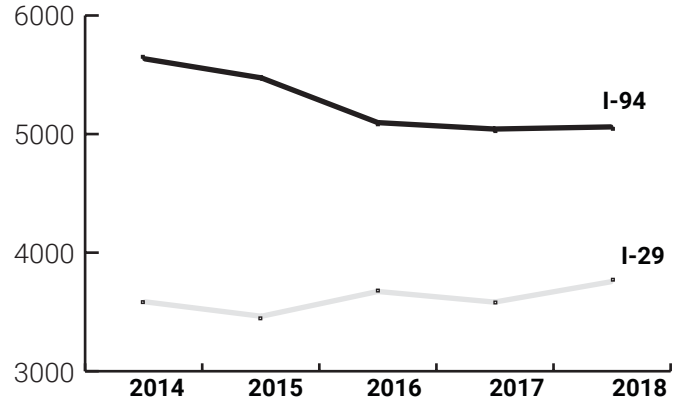
NDDOT routinely collects ADT and vehicle class count data across the state. Traffic data in the eastern region of the state (including Fargo/West Fargo) is collected every two years. Information on these counts can be found on NDDOT's traffic count webpage at www.dot.nd.gov/business/maps-portal.htm.

MnDOT also routinely collects traffic data across the state of Minnesota. Trunk highways are counted every two years while local system roads are counted every four years. Results of these counts can be found on MnDOT's traffic forecasting and analysis webpage at www.dot.state.mn.us/traffic/data/.

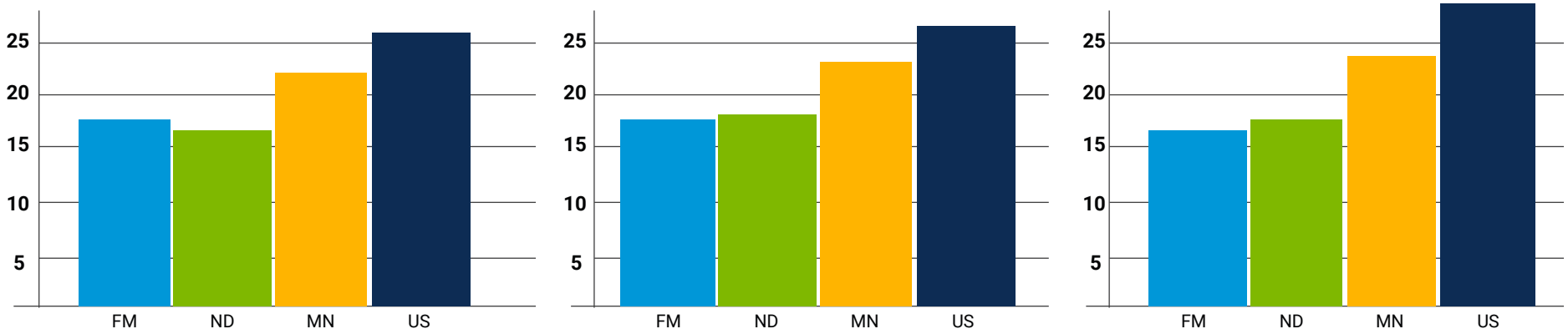
Automatic traffic recorder (ATR) stations are traffic volume detection systems that are permanently installed on selected interstate, state, county highways, and urban roadways and provide continuous access to data. These ATR stations are equipped with loop detectors that allow the station to collect traffic volume data and, in certain circumstances, vehicle classification data. NDDOT and MnDOT both currently operate ATR stations in the metro area.



Average Daily Traffic on I-94, I-29 and University Drive



Truck ADT on I-94 and I-29



Fargo-Moorhead metropolitan mean travel time compared with North Dakota, Minnesota, and the United States (in minutes)

System Preservation

MAP 21 (and the The FAST Act) require 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. Later that year, 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 that time, Metro COG will 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 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

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 following are the 2018 and 2019 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

Interstate Pavement in ND

73.13% in good condition

0.16% in poor condition

Non-Interstate NHS Pavement in ND

13.57% in good condition

2.72% in poor condition

*Not all Non-Interstate NHS pavement data was available

Did not meet all ND Pavement Condition Targets

NHS Bridges Classified in ND

56.25% of NHS Bridges are in Good Condition

1.56% of NHS Bridges are in Poor Condition

Met 2018 ND PM2 - Bridge Condition Targets

Minnesota - 2019

Interstate Pavement in MN

74.24% in good condition

0.00% in poor condition

Non-Interstate NHS Pavement in MN

66.92% in good condition

0.44% in poor condition

Met 2019 MN PM2 - Pavement Condition Targets

NHS Bridges Classified in MN

11.7% of NHS Bridges are in Good Condition

5.8% of NHS Bridges are in Poor Condition

Did not meet all MN Bridge Condition Targets

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

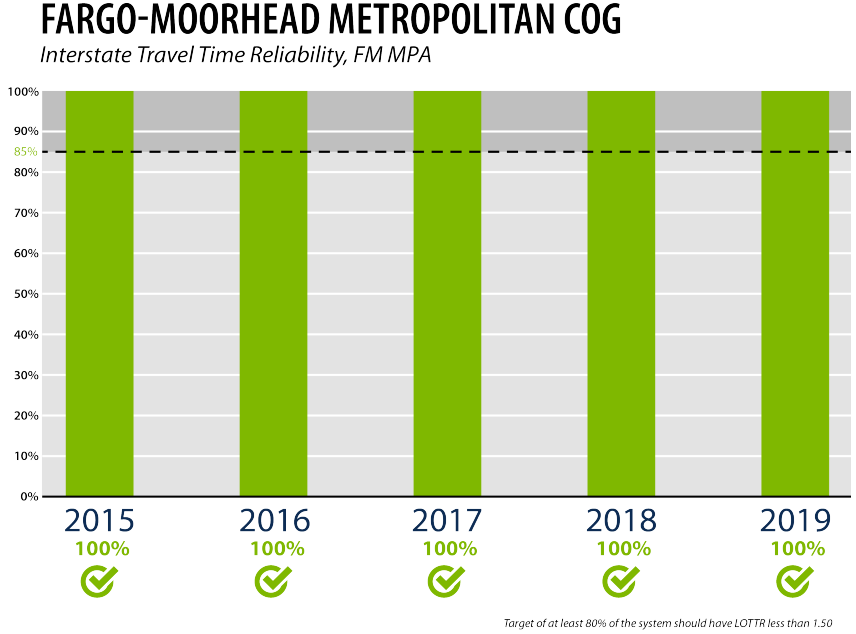
System Reliability

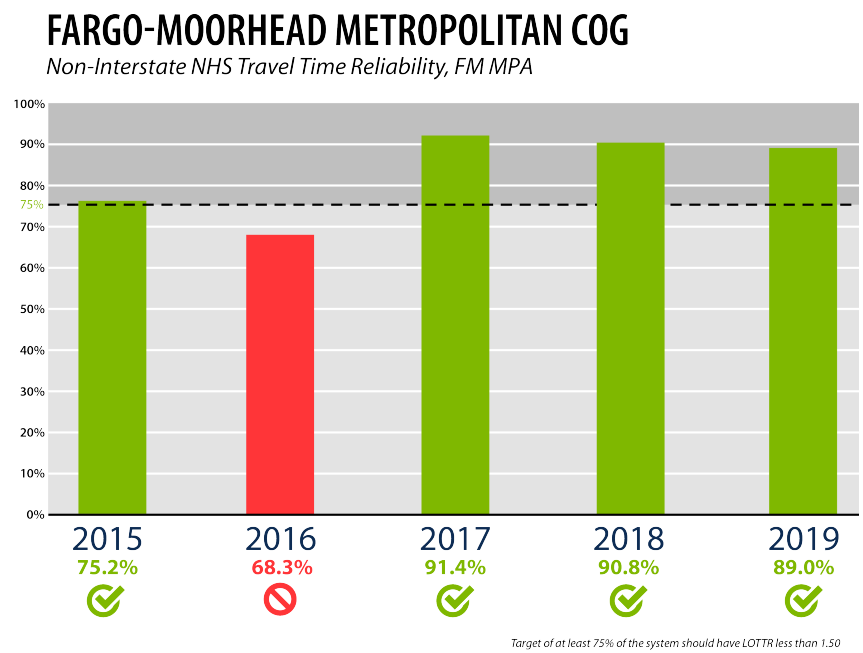
Travel Time Reliability

MAP-21 (and the FAST Act) require 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 reliability 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

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 2019, all set performance measure targets for system reliability were met in the MPA.

The Truck Travel Time Reliability target of the PM3 are discussed in the Freight section of the 2020 Metro Profile.

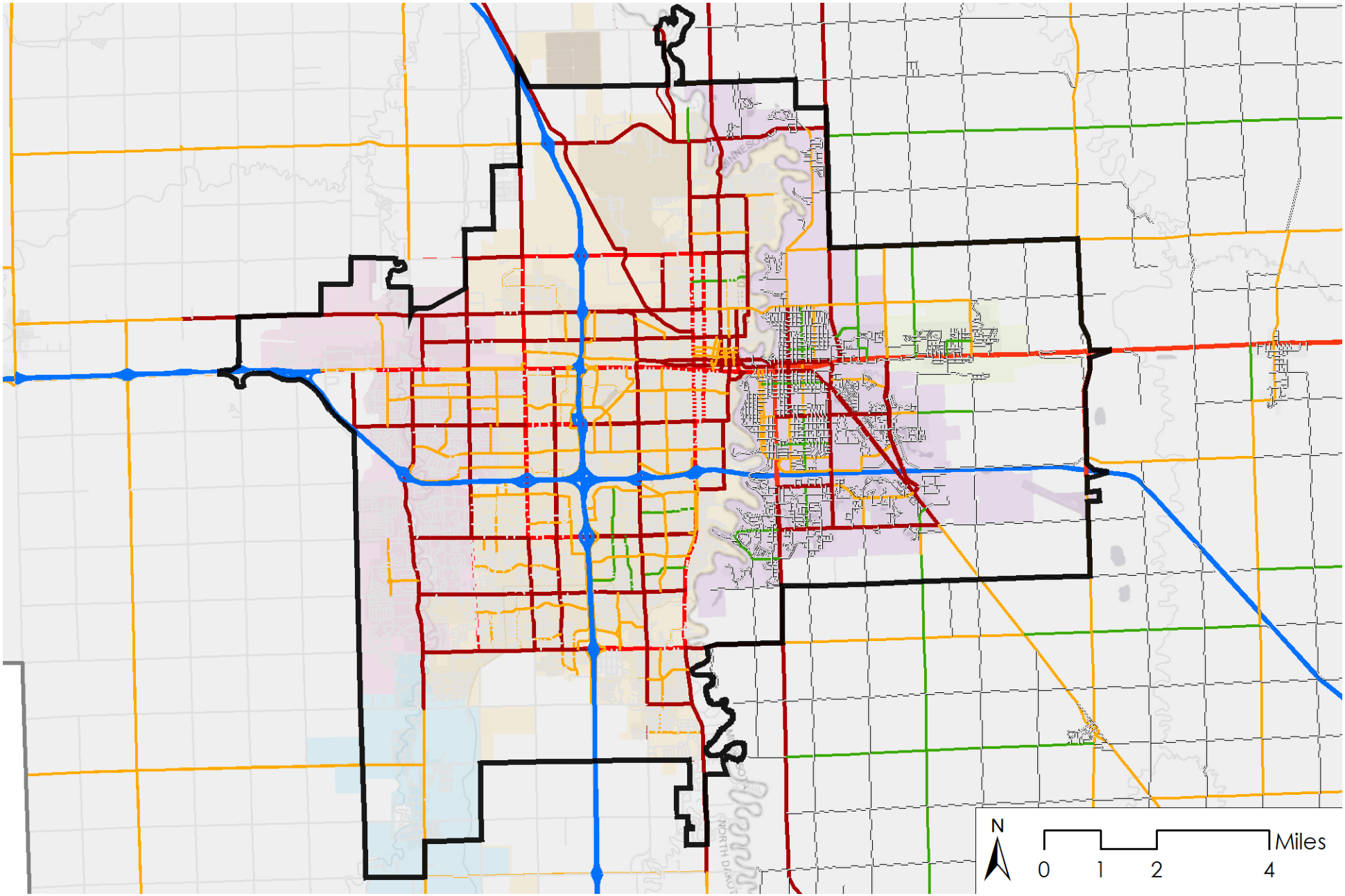
Met 2019 PM3 Targets

ITS

Metro COG maintains an Intelligent Transportation System (ITS) plan for the MSA and works in cooperation with the Advanced 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.

2019 Federal Functional Classification



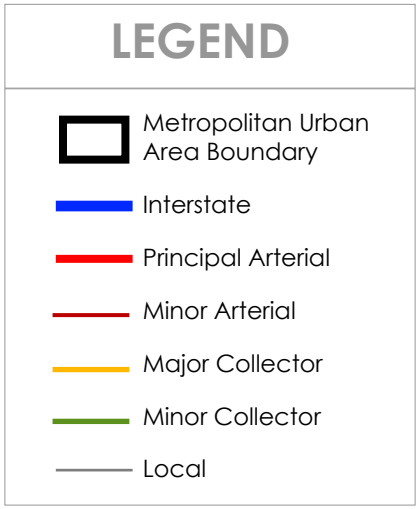
Federal Functional Classification

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.

In 2015, Metro COG worked with MnDOT and FHWA to complete a comprehensive update to the FFC network in Clay County. Metro COG is currently working with NDDOT and local jurisdictions to update the portion of the FFC network in Cass County.

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.

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

*Data for the Federal Functional Classification map was received from MnDOT, NDDOT, and Cass County.

Recent 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 uses the rails to move people throughout the country on the Empire Builder. In 2019, Amtrak had 18,556 boardings/arrivings in Fargo, which is down 0.75 percent from 2018.

The total Amtrak ridership for North Dakota was 101,119, which is down 2.38 percent from 2018.

Amtrak Empire Builder

EASTBOUND DEPARTURE	WESTBOUND DEPARTURE
2:18 am	3:24 am

Fargo, ND Station

RECENT PROJECTS
RAIL
AVIATION
TRUCK
TRAVEL TIME RELIABILITY
PIPELINES

Air

Fargo-Moorhead MPA is home to five 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 passenger activity at Hector International Airport experienced an overall increase of 10.2 percent from 2018 to 2019. In 2019, there was an average of 20 air carrier landings and departures everyday, with an average total daily passenger count of 2,574.

There was a significant increase in the amount of air cargo landed by weight, increasing by nearly 44 percent compared to 2018.

Air Cargo

(42.0% increase)

Commercial Airlines

7,389 landings/departures
(5.1% increase from 2018)

939,720 total passengers
(10.2% increase from 2018)

471,333 total enplanements (boarding)
(11.6% increase from 2018)

468,387 total deplanements (deboarding)
(11.2% increase from 2018)

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.

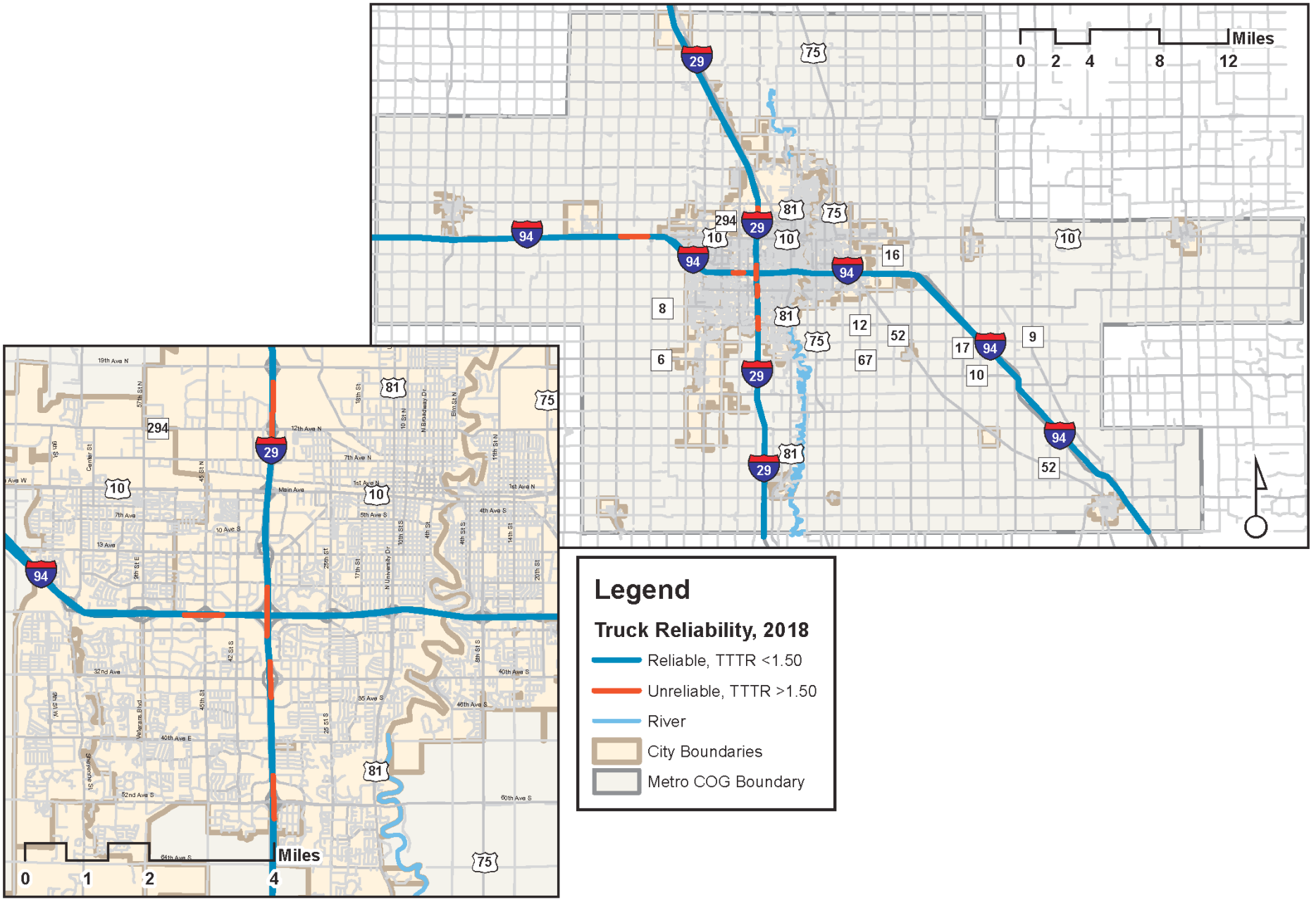
- I-29 northbound of Exit 66 for 12th Avenue N in Fargo
- I-29 southbound of Exit 66 for 12th Avenue N in Fargo
- I-29 southbound at the I-94 interchange in Fargo
- I-29 northbound surrounding Exit 62 for 32nd Avenue S in Fargo
- I-29 northbound surrounding Exit 60 for 52nd Avenue S in Fargo
- I-94 eastbound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

These segments should continue to 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 MTP.

Performance Measures

System Management & Operations

Truck Travel Time Reliability

MAP-21 (and the FAST Act) require 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 2019.

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

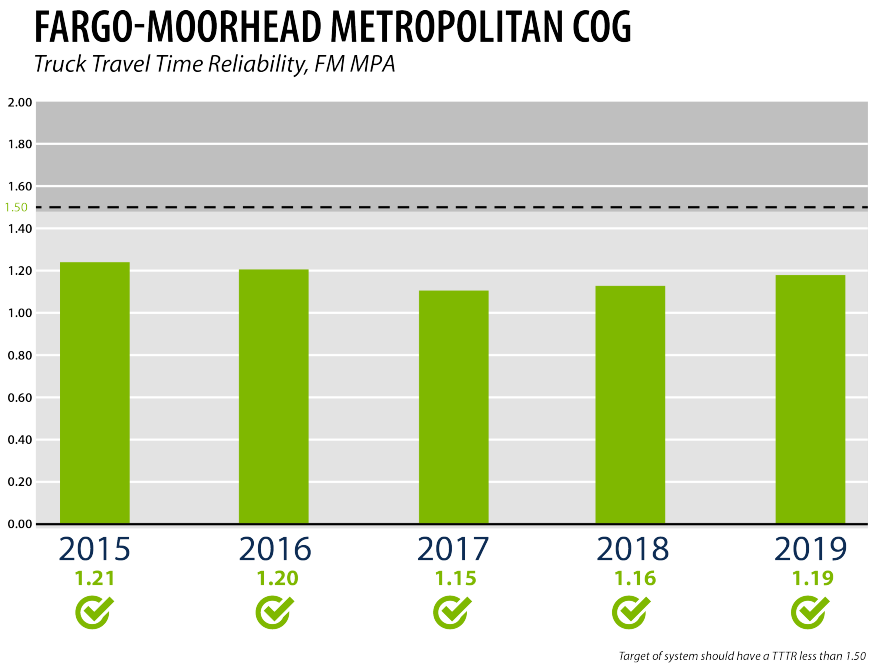
- Morning peak (6-10 a.m.) Monday through Friday
- Midday (10 a.m.-4 p.m.) Monday through Friday
- Afternoon peak (4-8 p.m.) Monday through Friday
- Weekends (6 a.m.-8 p.m.)
- Overnight for all days (8 p.m.-6 a.m.)

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 2019, the **TTTR for the entire MPA was 1.19.**

The chart below show the TTTR for each year from 2015 through 2019 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 2019, 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 MTP. 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.

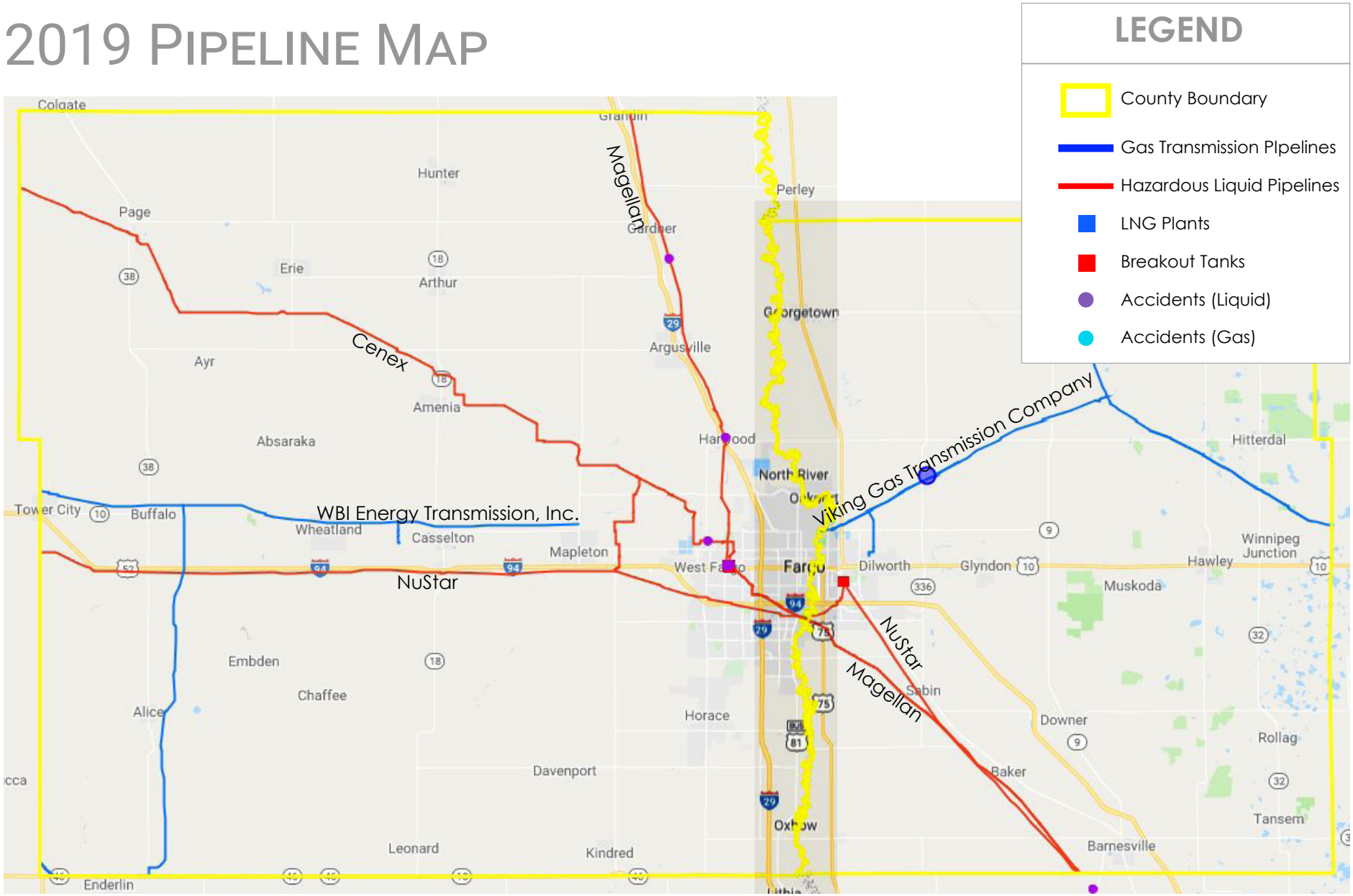
Throughout the FM MPA there are:

- 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 2019, there were two pipeline incidents and one inquiry/complaint investigation in Clay County. Additionally, there was one pipeline facility inspection completed in Clay County.

2019 Pipeline Map



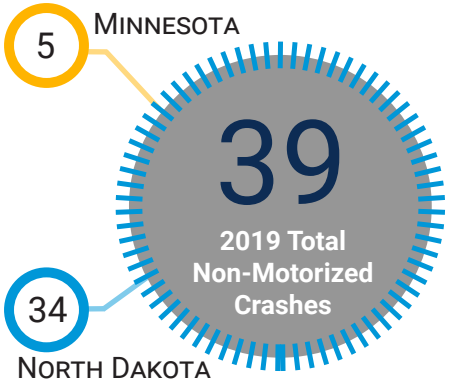
*Data used in the Pipeline section was retrieved from the 2017 Metro Profile, the ND Pipeline Authority, and the National Pipeline Mapping System. Pipeline safety data was received from the Minnesota Office of Pipeline Safety 2019 Annual Report.

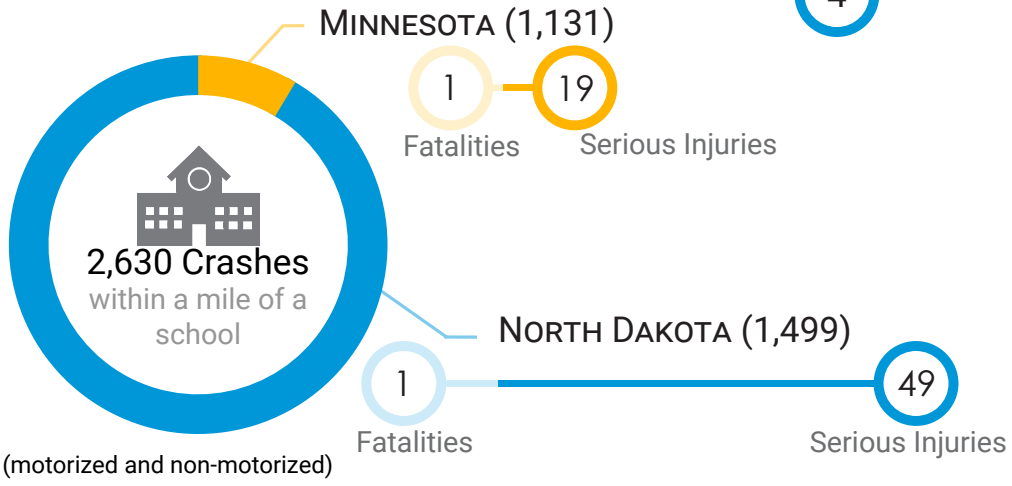
SAFETY TARGETS
NETWORK
RECENT PLANS
ACCESSIBILITY | CONNECTIVITY
BIKE & PED COUNTS

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.

0 Fatal Non-Motorized Crash in 2019 in the MPA





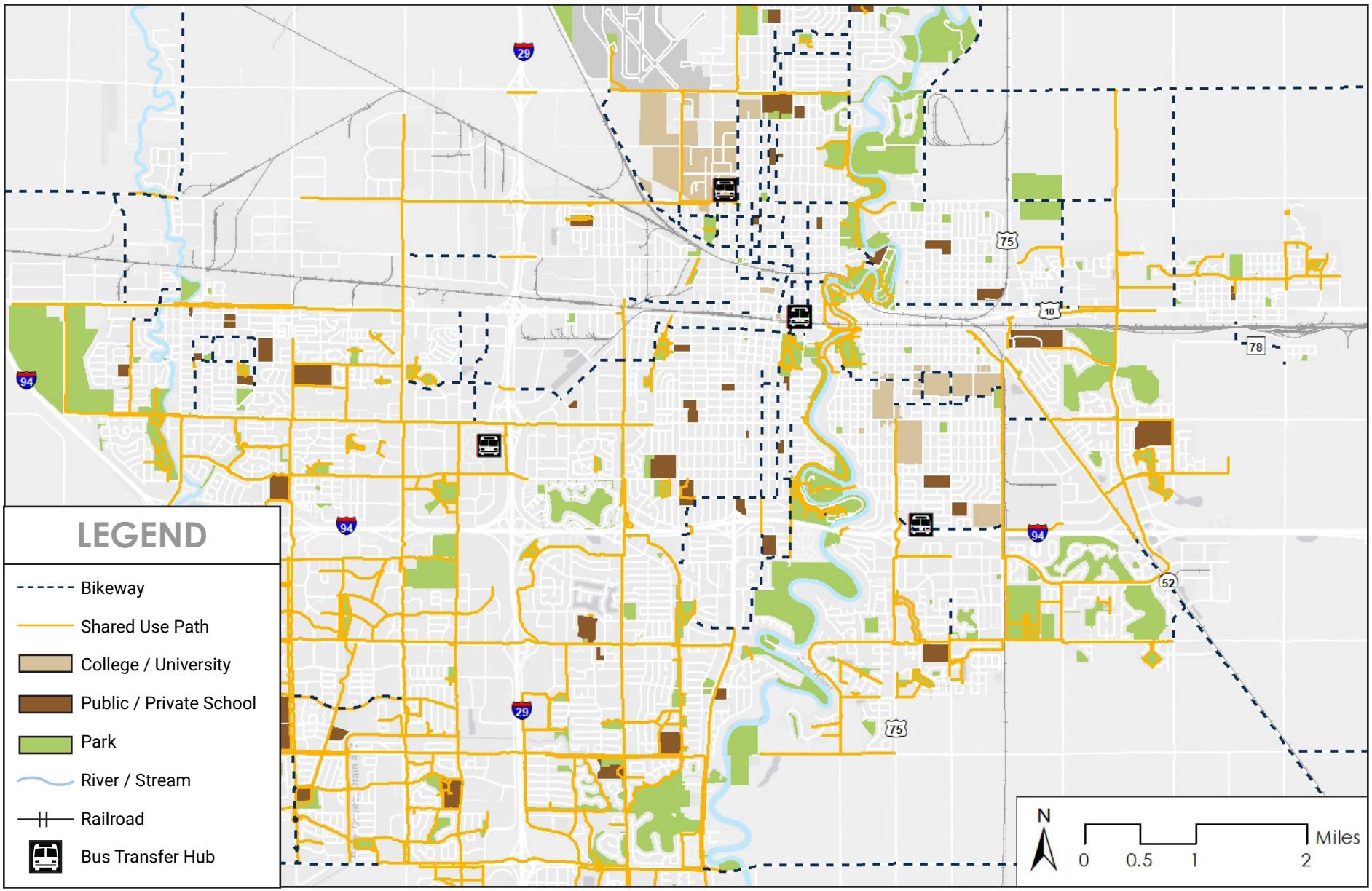
(motorized and non-motorized)

In 2018, Metro COG initiated the development of a mobile application for smartphones, tablets, and Internet browsers. The app and Bike Map continue to be 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 2019 Bicycle and Pedestrian Count Report.

2019 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.

Recent Plans

Fargo-Moorhead Metro Bikeways Gap Analysis

Upon completion of the 2016 Fargo-Moorhead Metro Bicycle & Pedestrian Plan, 119 potential projects were identified to improve connectivity for bicyclists within the area. Of the gaps identified in the 2016 Bicycle & Pedestrian Plan, the jurisdictions of West Fargo, Fargo, Moorhead, and Clay County identified a total of 16 gaps to be thoroughly analyzed as part of a bikeways gap analysis. The identification of the gaps analyzed as part of this study were based on results of the 2016 Bicycle & Pedestrian Plan, local needs, public feedback, and a general understanding that implementation is most likely feasible to eliminate the gap in some way.

The objectives of this project were to:

- Develop planning-level alternatives for closing the gaps, including graphics (sketches and renderings), information about impact to adjacent properties (i.e. will easements or right-of-way be needed, and if so, how much), the extent to which standards can be met, comparison of alternatives, and planning level cost estimates. Once analyzed, the participating local jurisdictions will use the information provided by this study to pursue efforts to fund and implement the gaps.
- Prioritize projects, based on information provided by the alternatives analysis and public input.
- Prepare a report and graphics that provide information and recommendations for resolution of gaps in the bikeway network.

For more information, please review the Bikeways Gap Analysis:

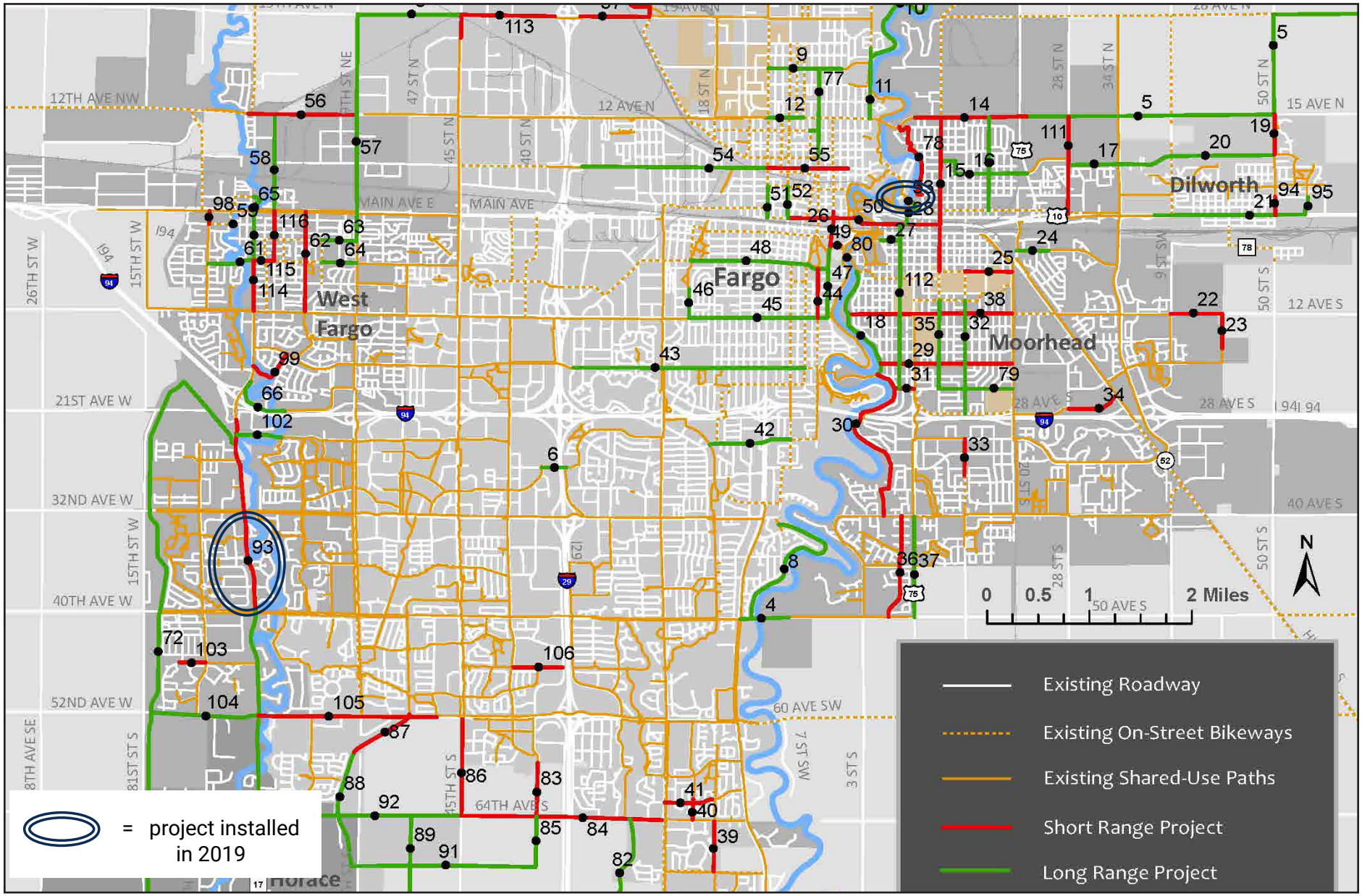
http://www.fmmetrocog.org/projects-rfps/completed-projects/FM-bike-gap

Accessibility | Connectivity

3 Projects installed from Bike/Ped Plan in 2019

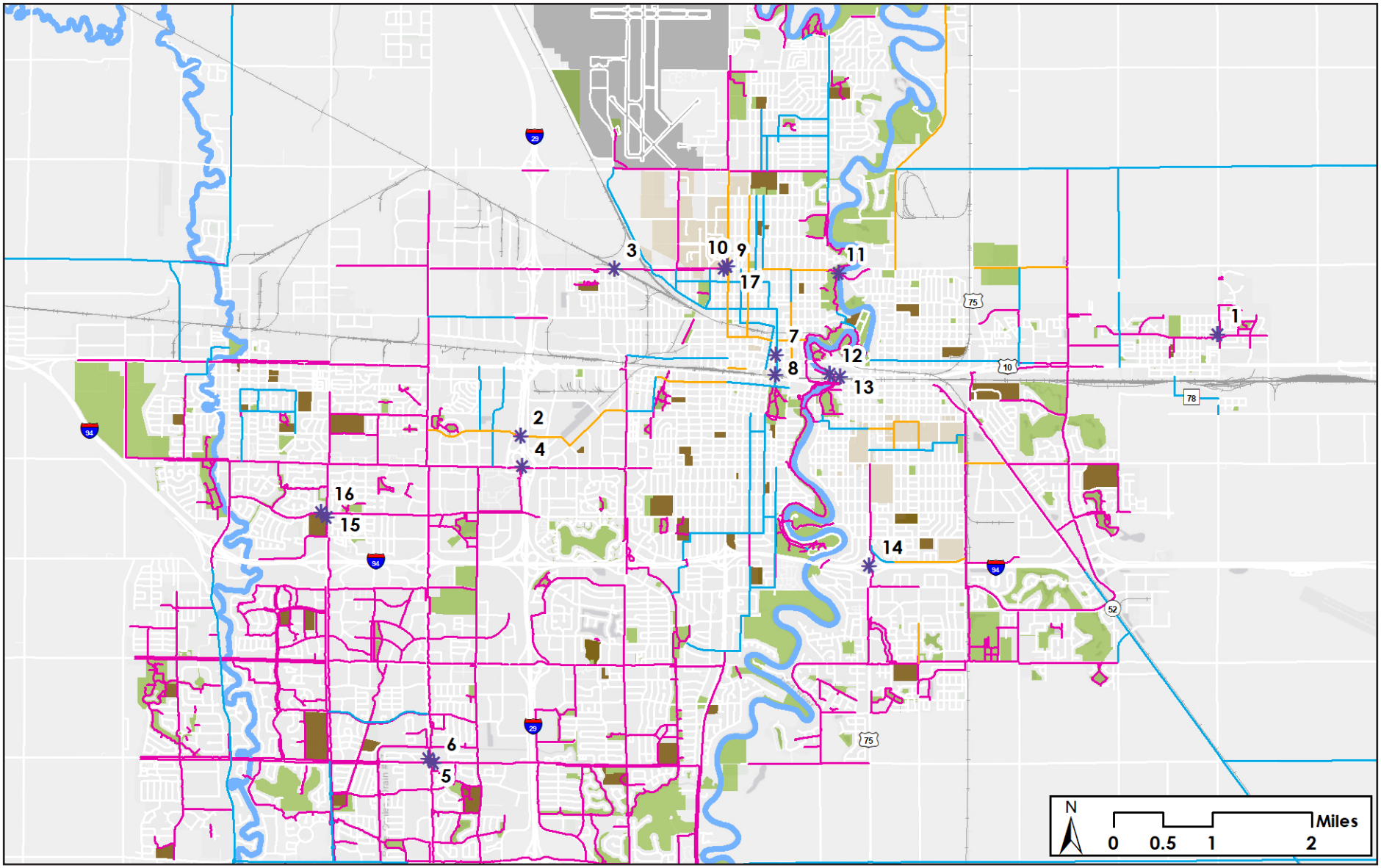
- 53 - City of Moorhead and City of Fargo continued construction of a new automated lift bridge at Oak Grove/ Memorial Park Bike
- 93 - City of West Fargo constructed a shared use path on Sheyenne Street from 32nd Avenue West to 40th Avenue West
- 96 - City of Glyndon constructed a shared use path on Parke Avenue from US 10 to 12th Avenue South (Not shown)

2016 Bicyle and Pedestrian Plan - Improvements Map



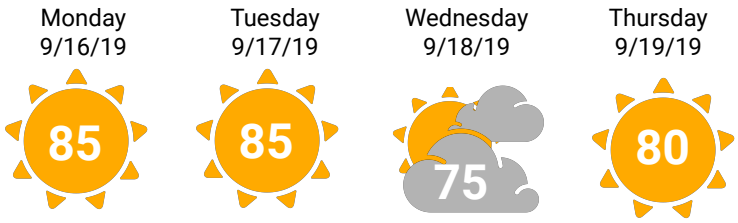
*2016 Bicycle and Pedestrian Plan - Improvements Map found in the 2016 Bicycle and Pedestrian Plan as developed and updated by Metro COG.

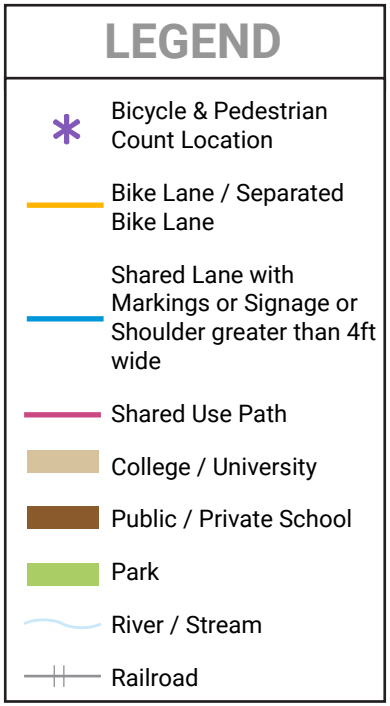
2019 Bicycle & Pedestrian Count Map



Bicycle & Pedestrian Counts

In 2019, Metro COG staff conducted bicycle and pedestrian counts between Monday, September 16th and Thursday, September 19th. The weather on each day was as indicated below:





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 previous page.

Depending on resources available annually, some locations are counted on one day, while other locations are counted on two consecutive days. Locations 5, 6, 8, 12, 13, and 14 were all manually counted on one day. 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 University, the timeframe of the counts was adjusted to 1:00pm to 6:00pm for two consecutive days at locations 9, 10 and 17.

A total of seven automated bicycle/pedestrian counters are installed at various locations in the Fargo-Moorhead Area. These counters count passer-byers seven days a week, 24 hours a day, 365 days a year. The seven 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 2019, that counter was off-line until construction was finished.

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.

2019 EQUIPMENT

FLEET INVENTORY

12 - 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

2019 EQUIPMENT PURCHASES

2 35' diesel fixed route replacement vehicle for Moorhead

3 Replacement Senior Ride Vans for Moorhead/Dilworth service

1 Replacement Paratransit Bus for Moorhead

1 New transfer van for Fargo

1 Expansion TapRide Ford Transit

1 Fork lift (joint purchase)

1 Mobile lift (joint purchase)

Awarded upgrade to Genfare Collection System. New features include:

- Mobile ticketing
- Best fare
- New customized app
- Wireless download of data
- Paratransit set up with current farebox system and added mobile ticketing

2019 FACILITY

PURCHASES, REPLACEMENTS & IMPROVEMENTS

GROUND TRANSPORTATION CENTER (GTC)

- Designed and bid remodeling project, including Jefferson Lines area, administration offices, relocation of dispatcher office and restrooms to improve safety

SHELTERS

- Purchased 10 replacement shelters for Fargo (new design)
- Installed shelter at the Metro Transit Garage
- Installed two new shelters on 10th Street North in Fargo through NDDOT project

2019 EQUIPMENT, FACILITIES & RIDERSHIP

ROUTE & SERVICE CHANGES

FARES, MARKETING & STUDIES

2019 Ridership

Fixed Routes

1,308,403 Fargo and West Fargo riders, down 9.2 percent from 2018

481,049 Moorhead & Dilworth riders, down 8.4 percent from 2018

1,789,452 Total fixed route riders, down 8.8 percent from 2018

MAT Paratransit Routes

53,350 Paratransit riders, up 1.3 percent from 2018

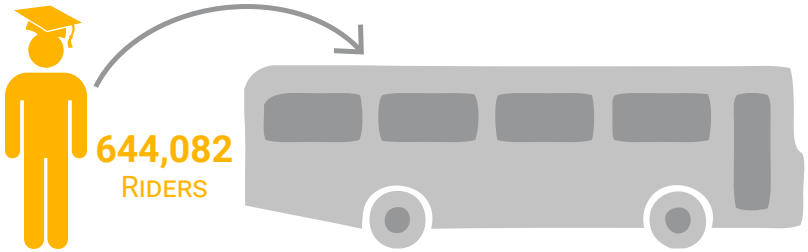
Senior Ride & Rural Transit Routes

44,635 Valley Senior Service riders, down 5.2 percent from 2018

969 Cass County Rural Transit riders, up 4.3 percent from 2018

7,410 Transit Alternatives riders, down 3.1 percent from 2018

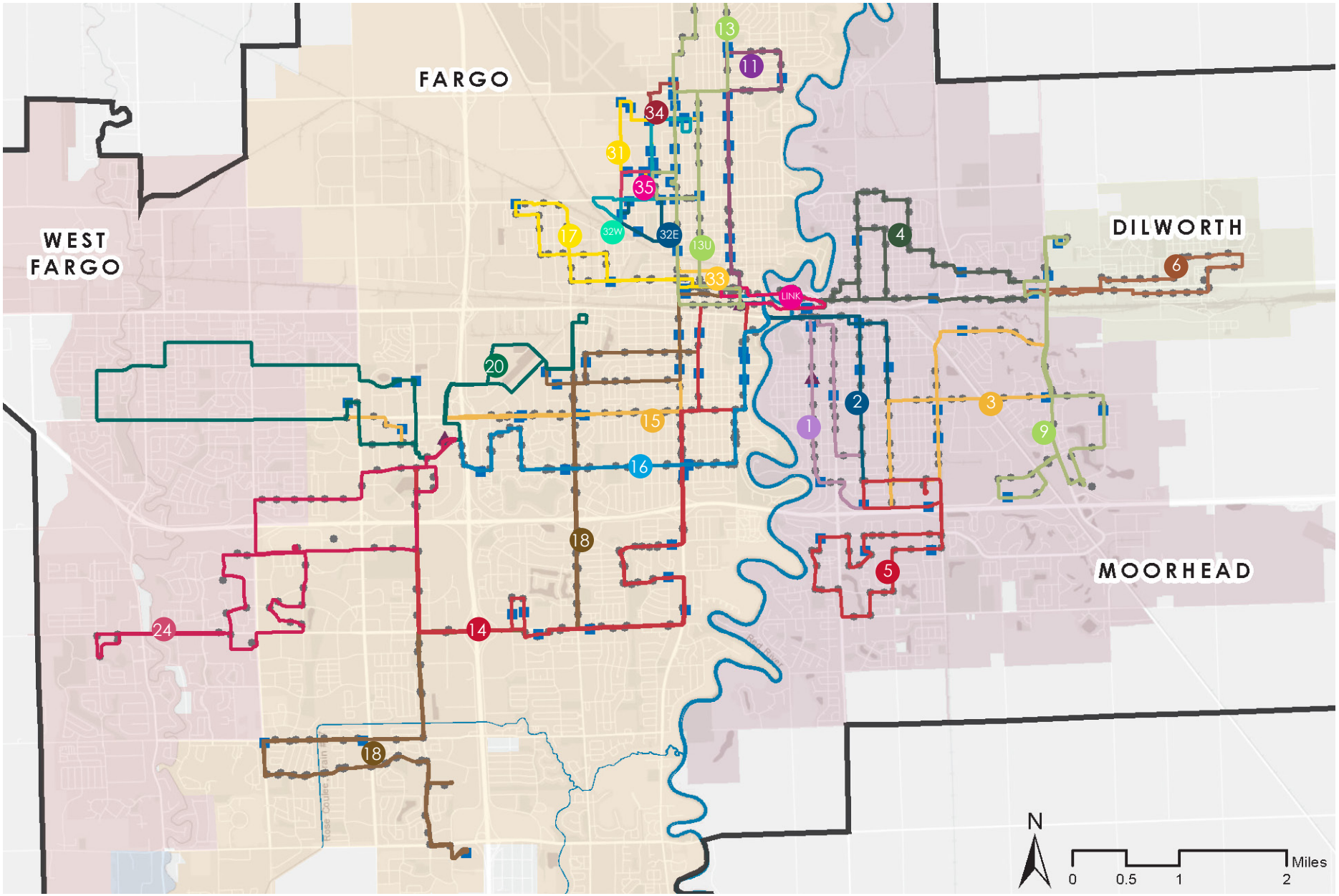
U-Pass

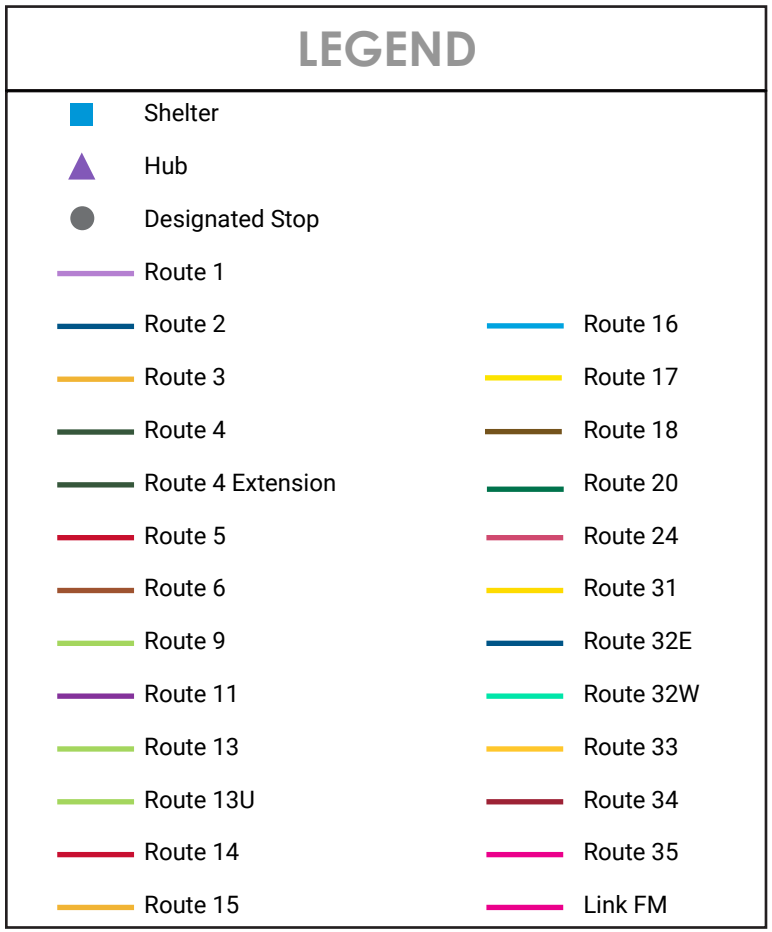


During the 2018-2019 Academic Year

*Data provided by MATBUS.

2019 MATBUS Route Map





Route and Service Changes

- Route 4: Approved change to avoid Highway 10 frontage road and 34th Street left-hand turn
- LinkFM: Approved modification effective January 2020 to cover certain downtown events
- Fargo Industrial Park TapRide: Started pilot program in August 2019
- Senior Ride: Approved service hours change to 7:30 am to 4:30pm, Monday through Friday

2019 Fares

- Implemented new MATPASS with Rider ID

2019 Marketing

- Won the APTA Grand Award for television commercial "Abandoned Cars"
- Redesigned wrap for LinkFM due to retiring of previous vehicle
- Updated the FM Ridesource brochure

2019 Studies

- Completed analysis of Moorhead New Service Expansion Two-Year Pilot Program
- Continued work on Transit Authority Study through Metro COG with SRF and AECOM

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

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