

# 2026-2030 Transit Development Plan

Public Input Meeting #3

August 27, 2025



# Introductions



**Aaron Bartling**  
Project Manager



**Blue Weber**  
Engagement Lead



## Project Team

- Adam Altenburg (Metro COG)
- Aiden Jung (Metro COG)
- Julie Bommelman (MATBUS)
- Jordan Smith (MATBUS)
- Cole Swingen (MATBUS)
- Luke Grittner (MATBUS)
- Taaren Haak (MATBUS)
- Lori Van Beek (MATBUS)
- Paul Lutey (Nelson\Nygaard)



# Meeting Logistics



Meeting will be recorded and uploaded to the project webpage



All questions and comments can be submitted in the meeting's chat box

# Final Plan Review



## Plan Components

- Existing Conditions Analysis
- Future System Needs Identification
- Service Recommendations
- Community Feedback
- Coordinated Transportation Plan

**Public comment period closes September 10th**



# Purpose

Build on the goals, objectives, and transit system recommendations established in the 2021-2025 Transit Development Plan.

Identify transit service needs, prioritize improvements, and determine the resources required for implementing service adjustments.

Update the Coordinated Human Services Transportation Plan



# Planning Process



# Engagement



## Study Review Committee

1

Issues, Opportunities, & Public Engagement Approach  
(September 2024)

2

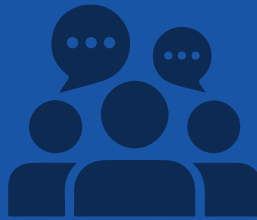
Service Alternatives  
(January 2025)

3

Implementation Strategies  
(May 2025)

4

Draft Plan Review  
(August 2025)



## Public Input Opportunities

1

Issues & Opportunities  
(October 2024)

2

Service Alternatives  
(March 2025)

3

Draft Plan Review  
(August 2025)



## Focus Groups

Local Jurisdiction Planners  
Human Services  
Community Based Organizations  
Businesses  
Emergency Preparedness  
Educational Institutions

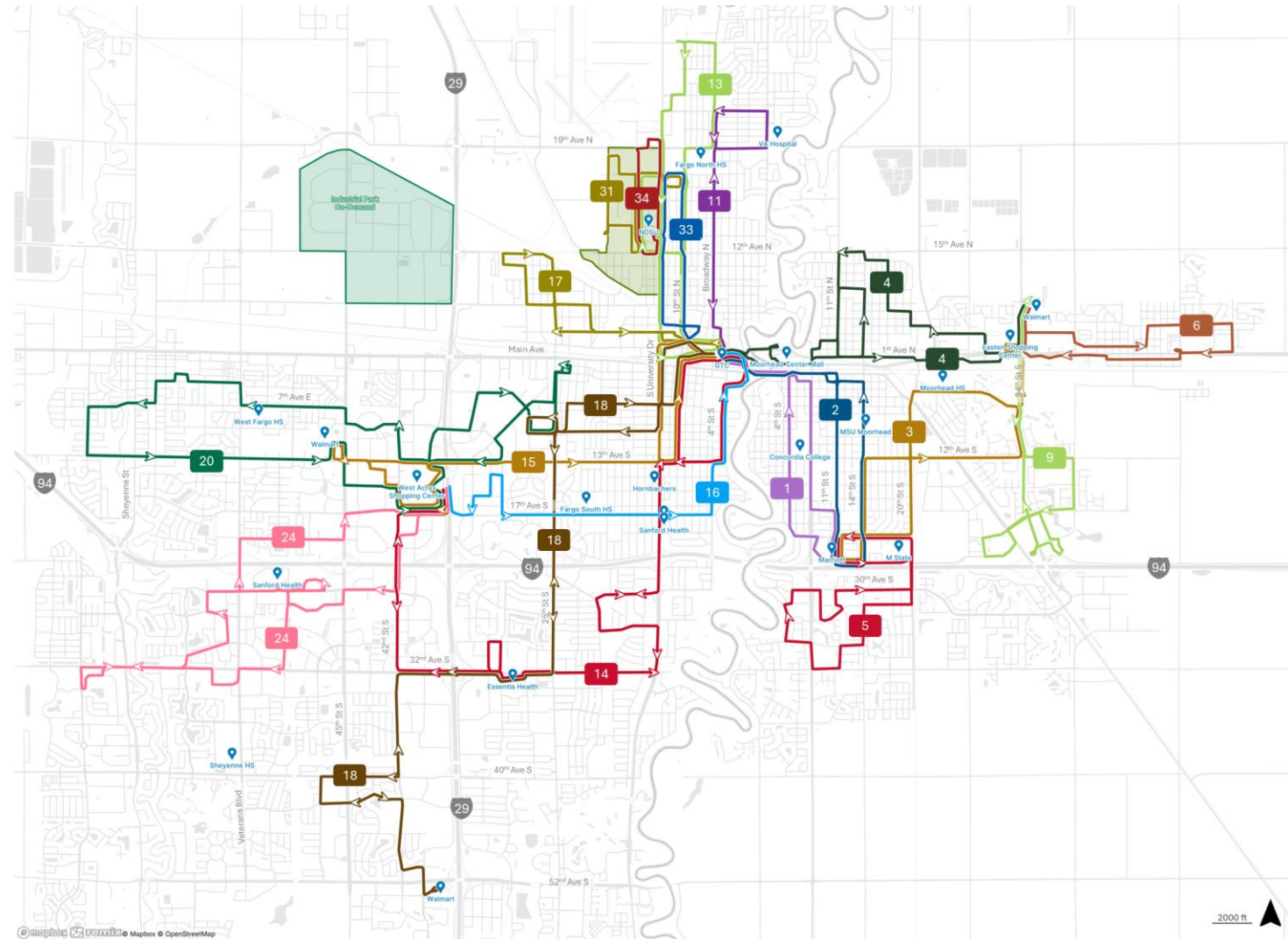


# Existing Transit Service

- 19 Fixed Routes
- Two MATBUS On-Demand Zones
- MAT Paratransit

## Top 5 Ridership Locations

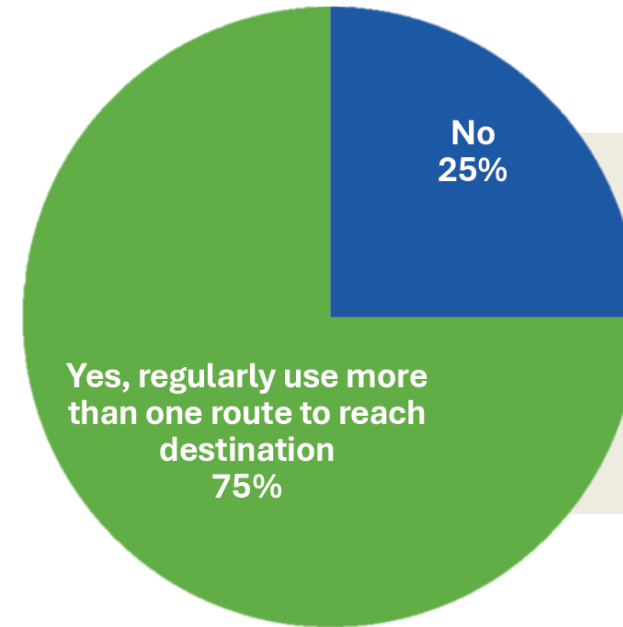
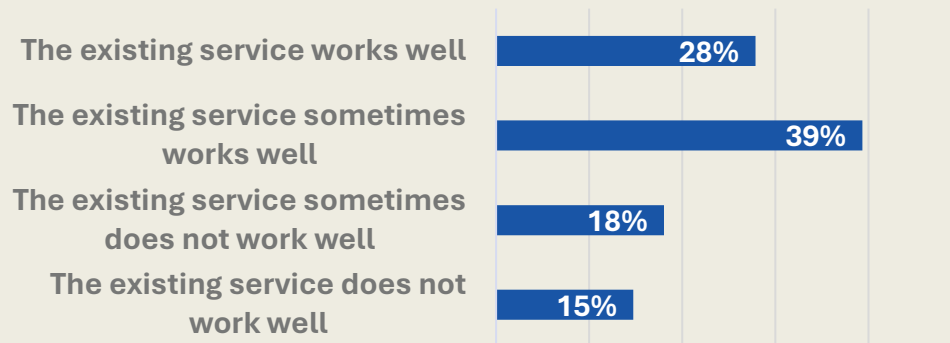
1. Ground Transportation Center
2. West Acres Mall
3. NDSU Campus
4. 13th Avenue Walmart
5. Marriot Transfer Hub



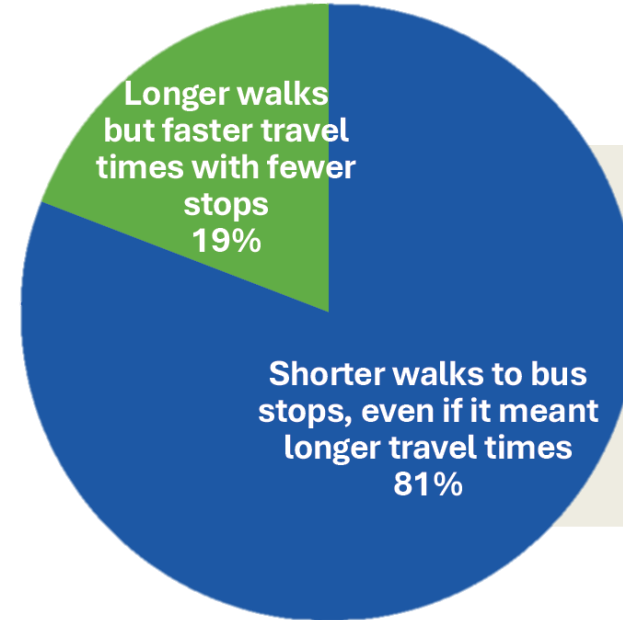


# What have we heard?

## How well does the existing MATBUS service work for you?



Do you transfer to complete your trip?



Service Access Priorities

# Preferred Service Plan



## Simple & Direct

Routes should connect destinations as directly as possible and are easy to understand, especially for new riders.



## Bi-Directional

Routes should operate in both directions on the same street whenever possible to reduce the complexity of the service.



## Fewer Transfers

Service should be focused on offering a “single-seat” ride when possible, to reduce the chance that a connection will be missed.



## Maintain Access

Direct and bidirectional service should be balanced with coverage to ensure access to destinations, especially where required by road patterns and land use.



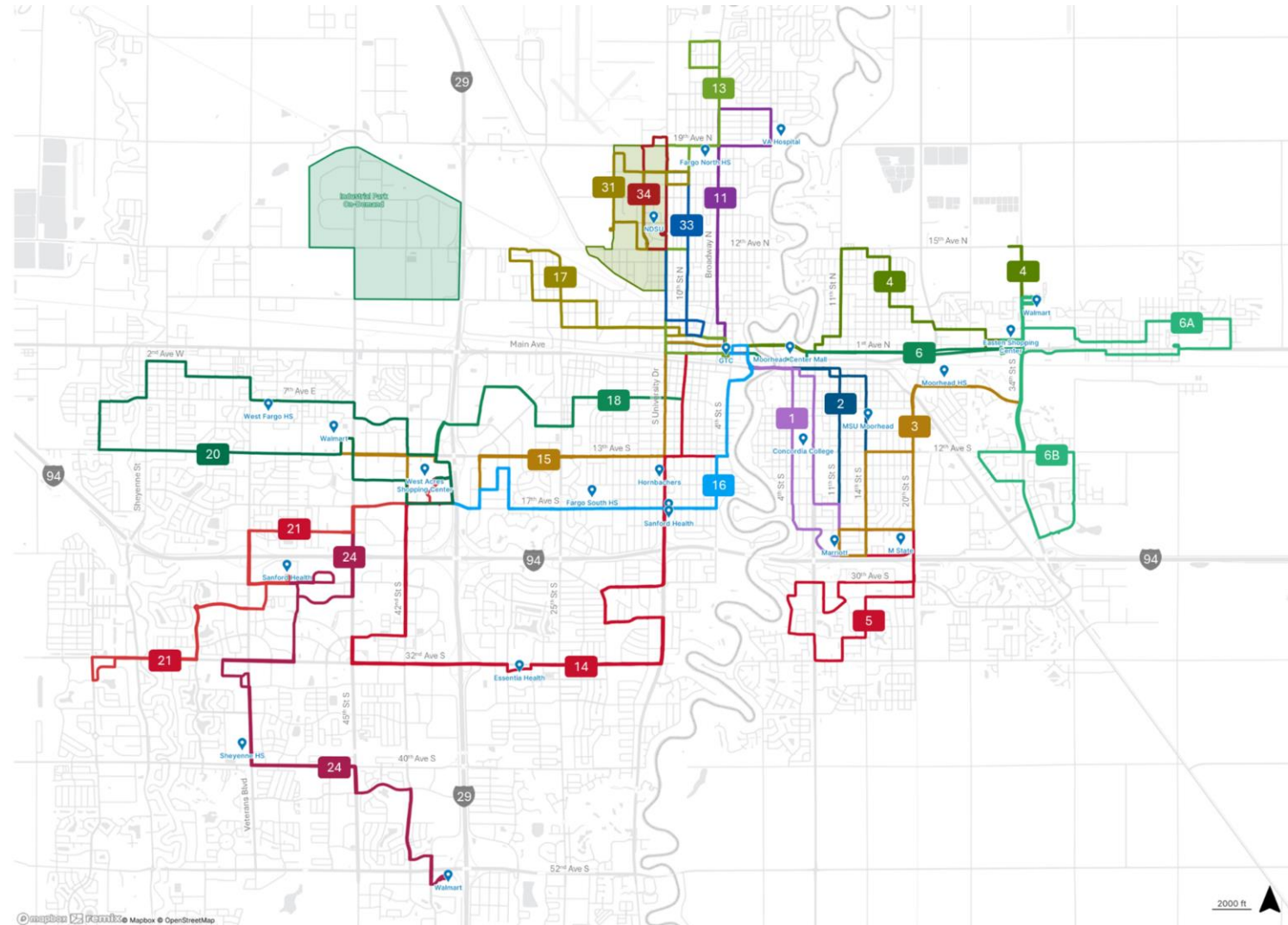
## Scalable

Service should be designed to be enhanced or reduced without losing the integrity of the network.



## Reliable

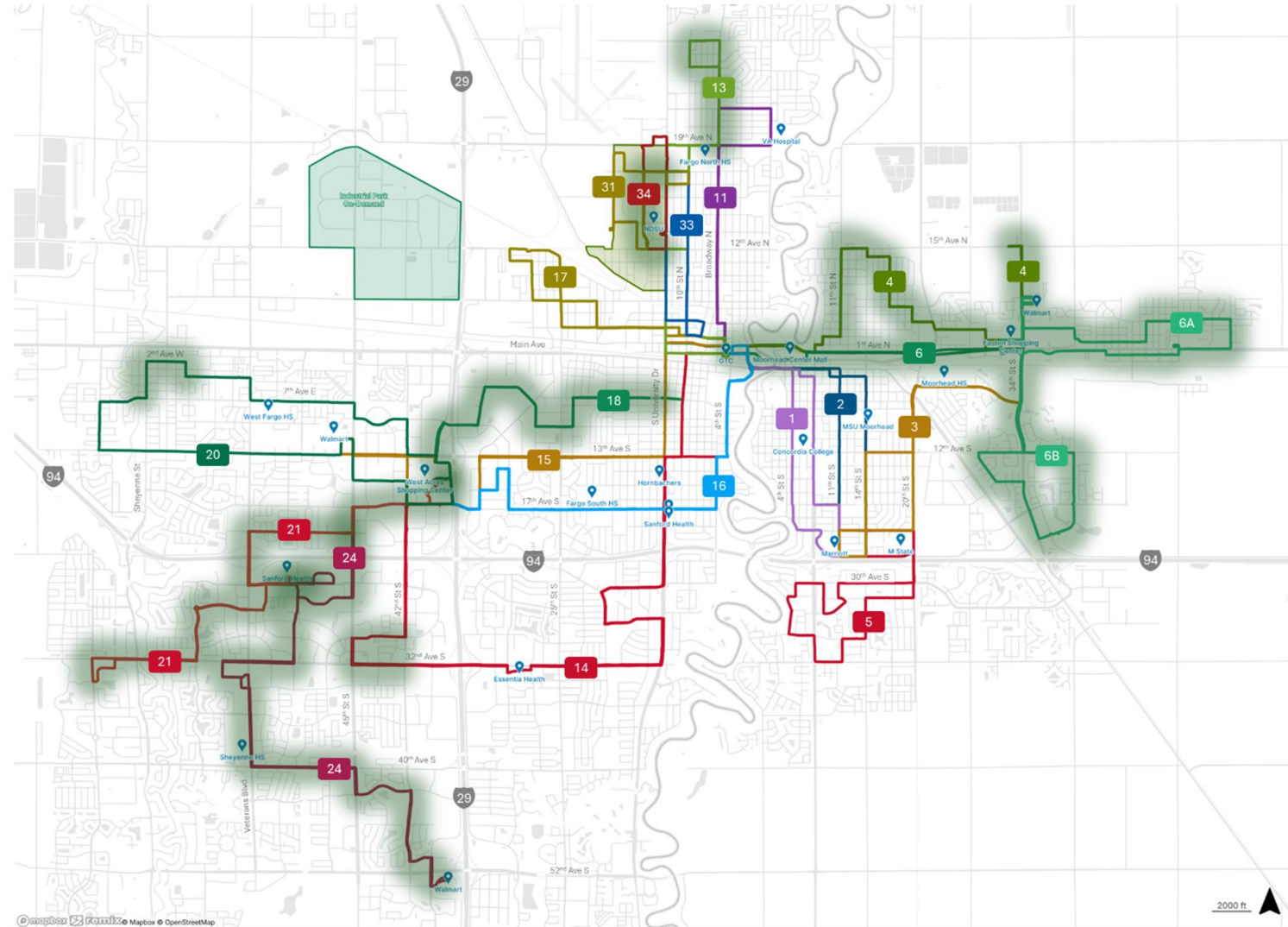
Routes should be designed to ensure they operate on time and connections can reliably be made.



# Preferred Service Plan

## Key Route Changes:

- **Route 3** (south and southeast Moorhead)
- **Routes 4, 6, and 9** (central Moorhead, southeast Moorhead, and Dilworth)
- **Route 13** (NDSU campus and North Fargo)
- **Routes 18, 20, 21** (new route), and **24** (central Fargo, West Fargo, and southwest Fargo)

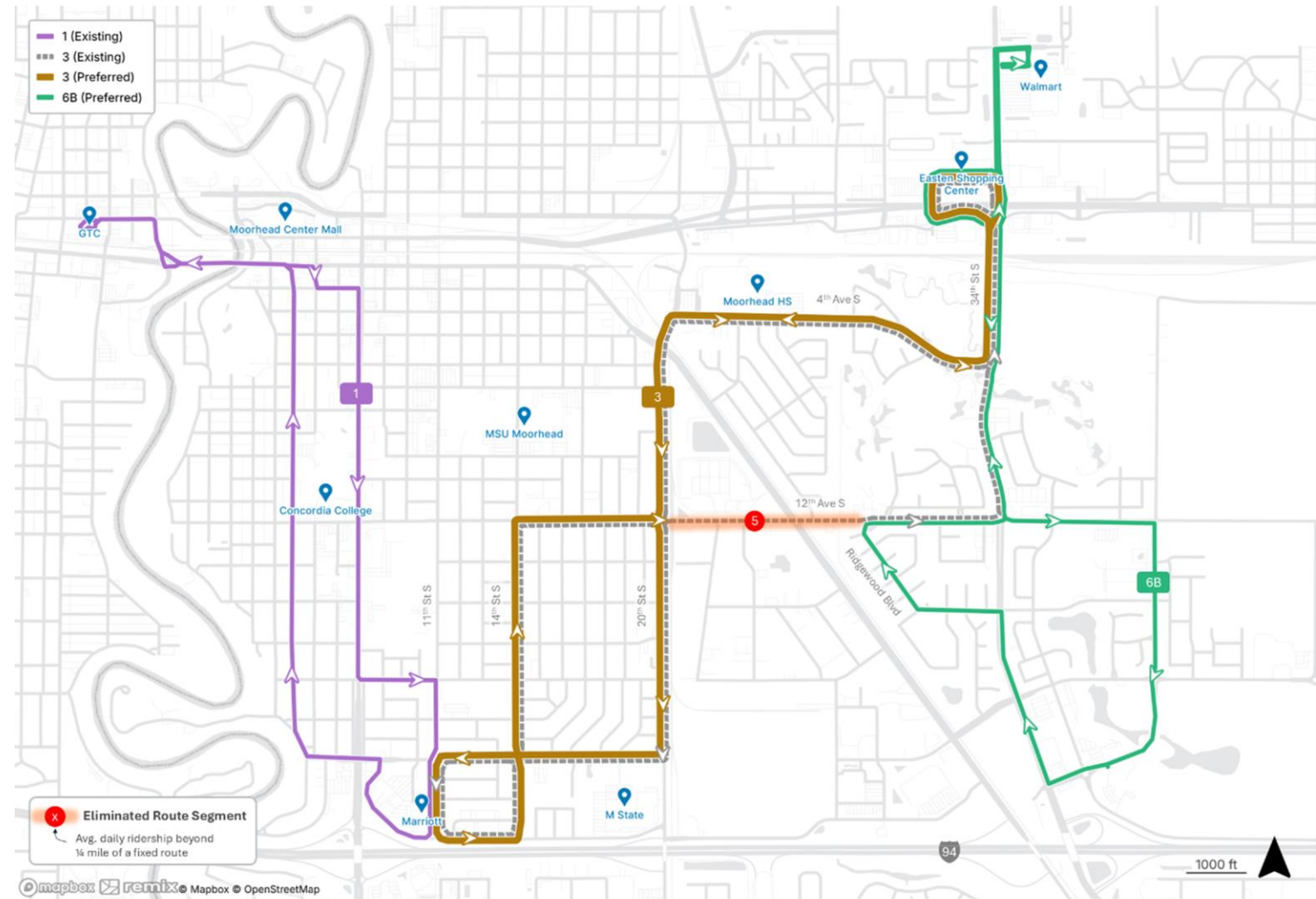




# City of Moorhead

## Route 3

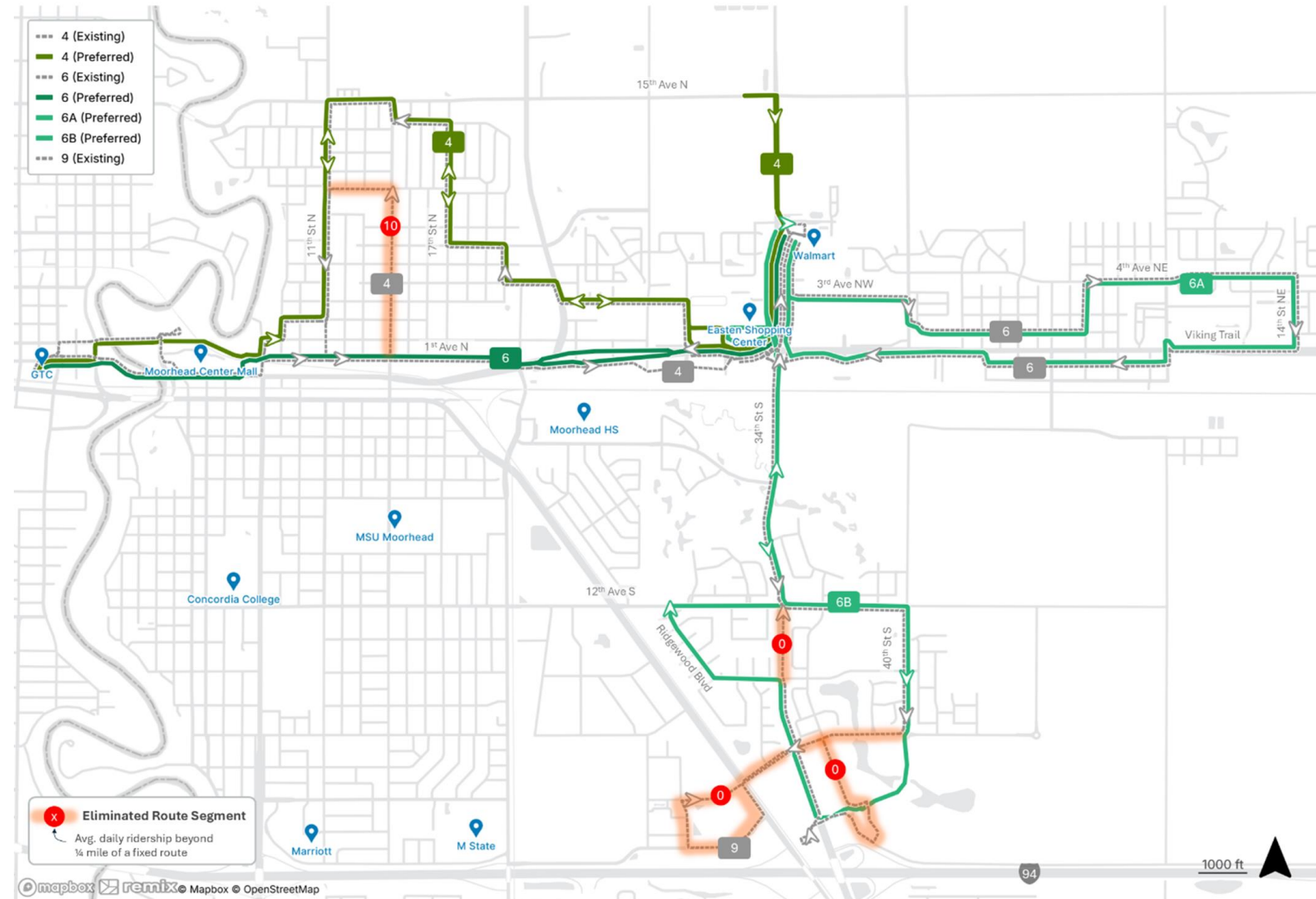
- New bi-directional service on 4th Avenue S to 3rd Street S
- Improved service to Moorhead High School and improve on-time performance by avoiding two rail crossings on 12th Avenue S
- Will continue to interline with Route 1



# Cities of Moorhead & Dilworth

## Routes 4, 6, & 9

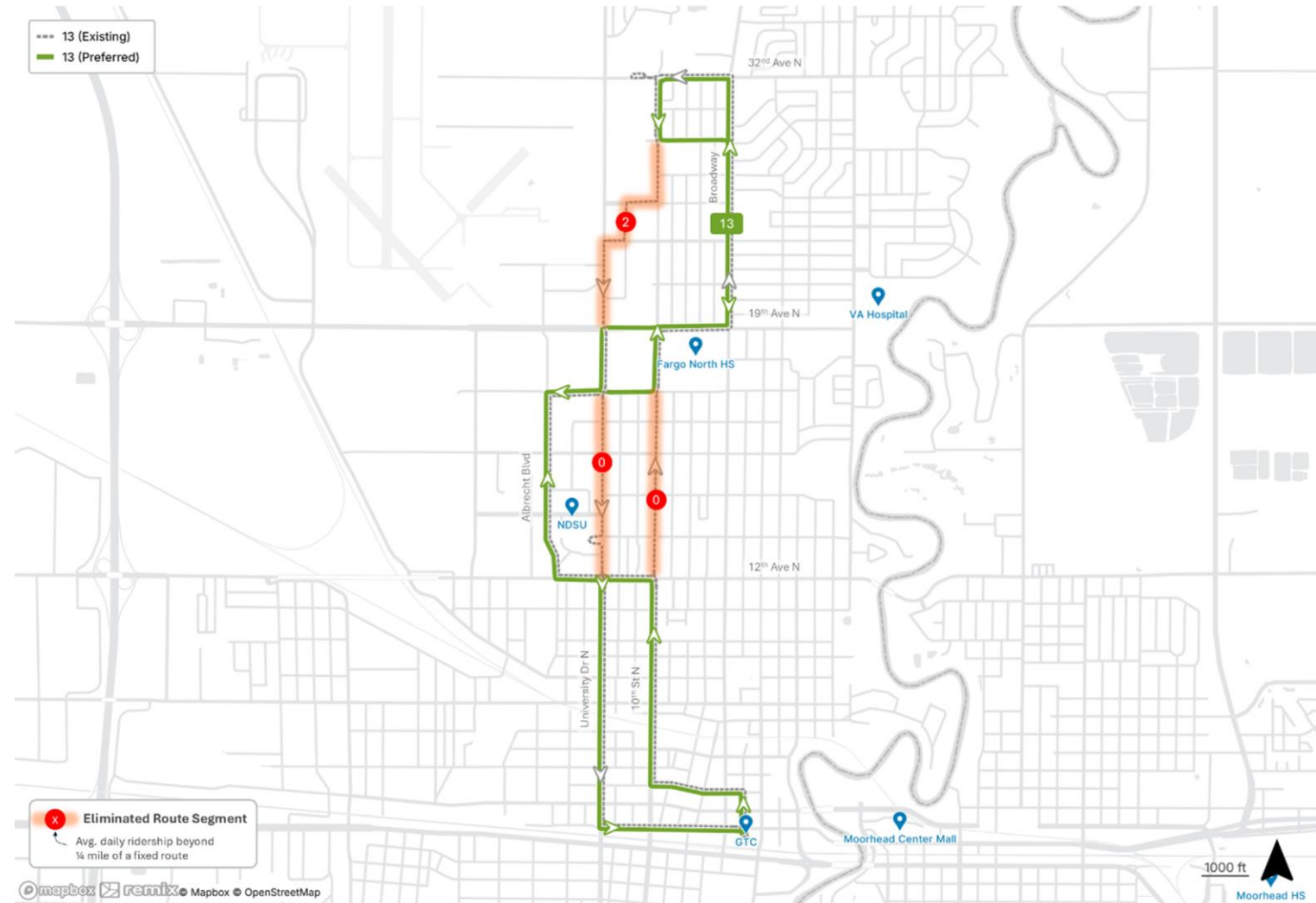
- **Route 4** extended and made bi-directional to serve key Clay County services and north Moorhead neighborhoods
- **Route 6** will be a new bi-directional route replacing parts of Route 4, running every 30 minutes between GTC and Dilworth Walmart, interlined with 6A and 6B
- **Route 6A** (existing Route 6) will have direct connection to GTC
- **Route 6B** (existing Route 9) will drop low ridership areas, cover portions of Route 3 and interline for direct connection to GTC



# City of Fargo

## Route 13

- Alignment modifications to add more bi-directional service on Broadway and through NDSU's campus





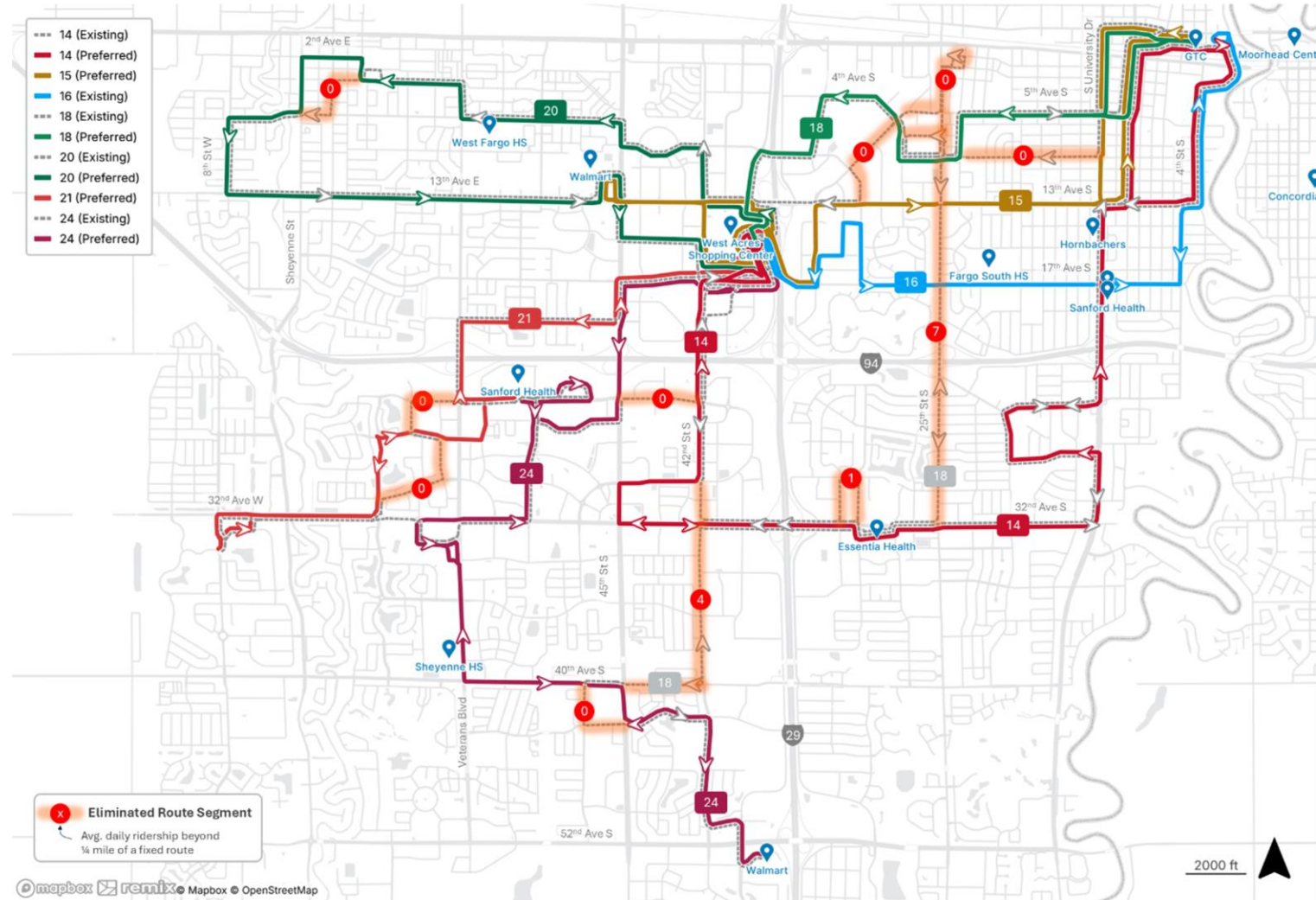
## Route 14

- 
- Map of Fargo, ND, showing the proposed preferred bus route 14. The map includes a legend for existing and preferred routes, a scale bar, and a north arrow. Key locations marked include Walmart, West Acres Shopping Center, Fargo South HS, Hornbachers, Essentia Health Sanford Health, Moorhead Center Mall, and Concordia College. The route is shown as a red line with arrows indicating direction. A dashed line indicates an eliminated route segment.

# Cities of Fargo & West Fargo

## Routes 18, 20, 21, & 24

- **Route 18** modified to run bi-directionally from GTC to West Acres, interlined with **Route 20**
- **Route 20** eastern segment covered by new **Route 18**
- **Route 24** revised to run bi-directionally from West Acres to south Walmart, replacing portions of existing **Route 18**
- **Route 21** is a new bi-directional route covering portions of **Route 24** and providing connection to The Lights



# Regional Impacts

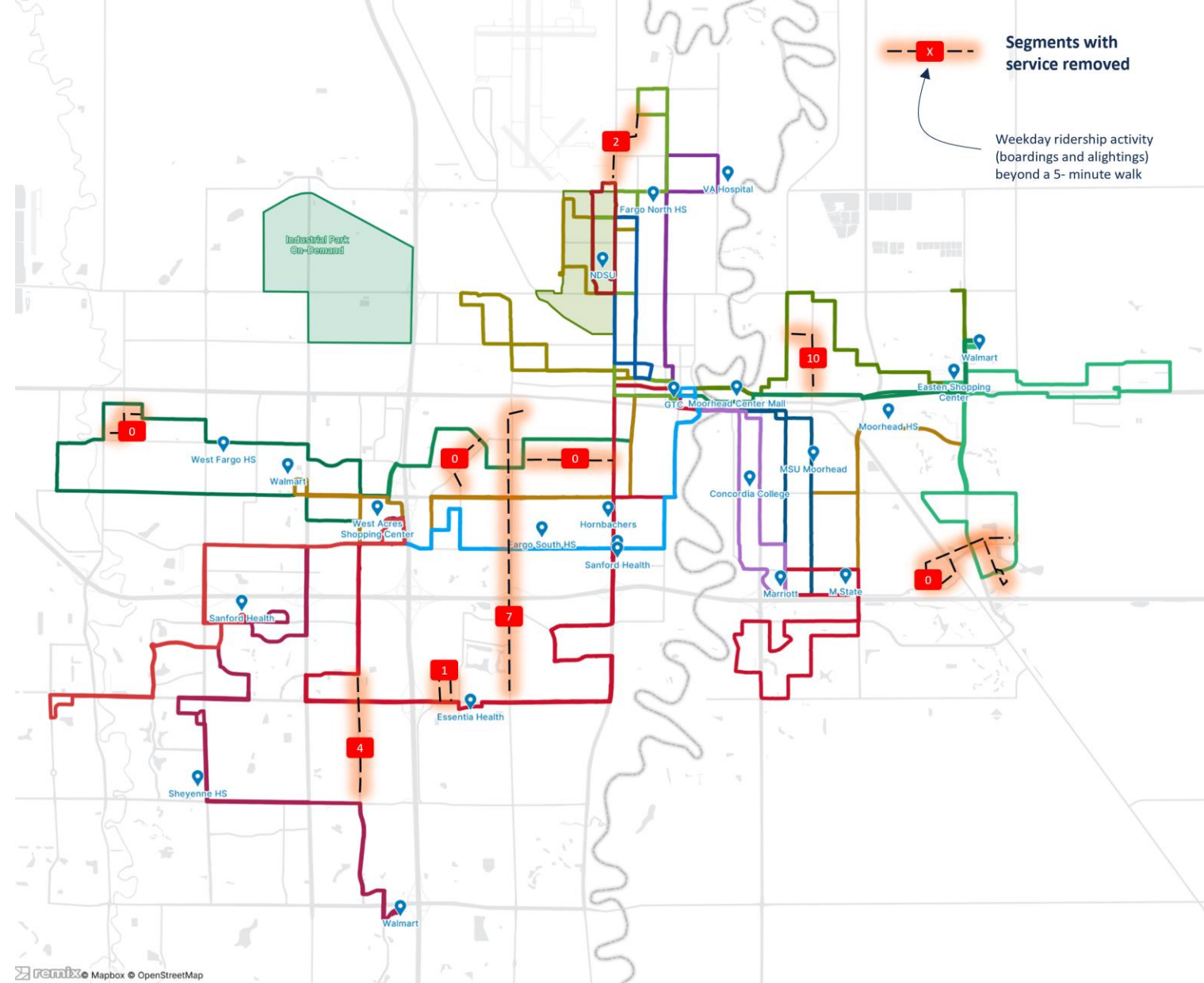


MAINTAIN ACCESS

99.6% of existing customers will continue to be served

2% increase in the number of residents served

5% increase in the number of jobs served



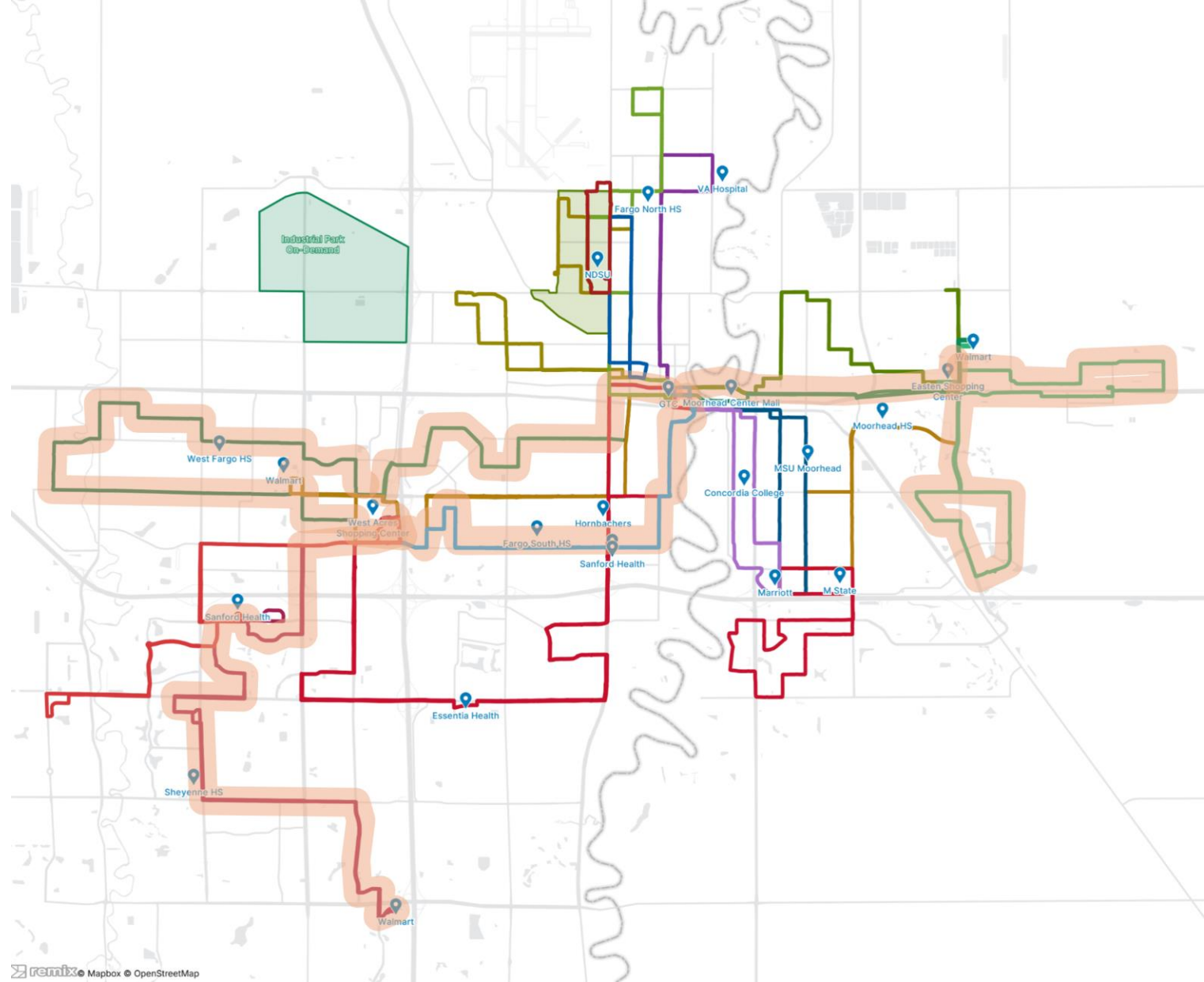


# Regional Impacts

Fewer two- and three-seat rides through new interline pairs

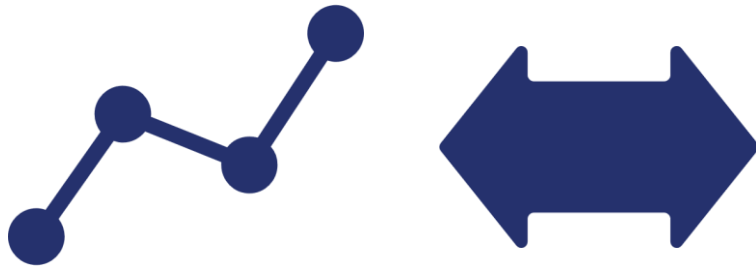


FEWER TRANSFERS AND RELIABLE

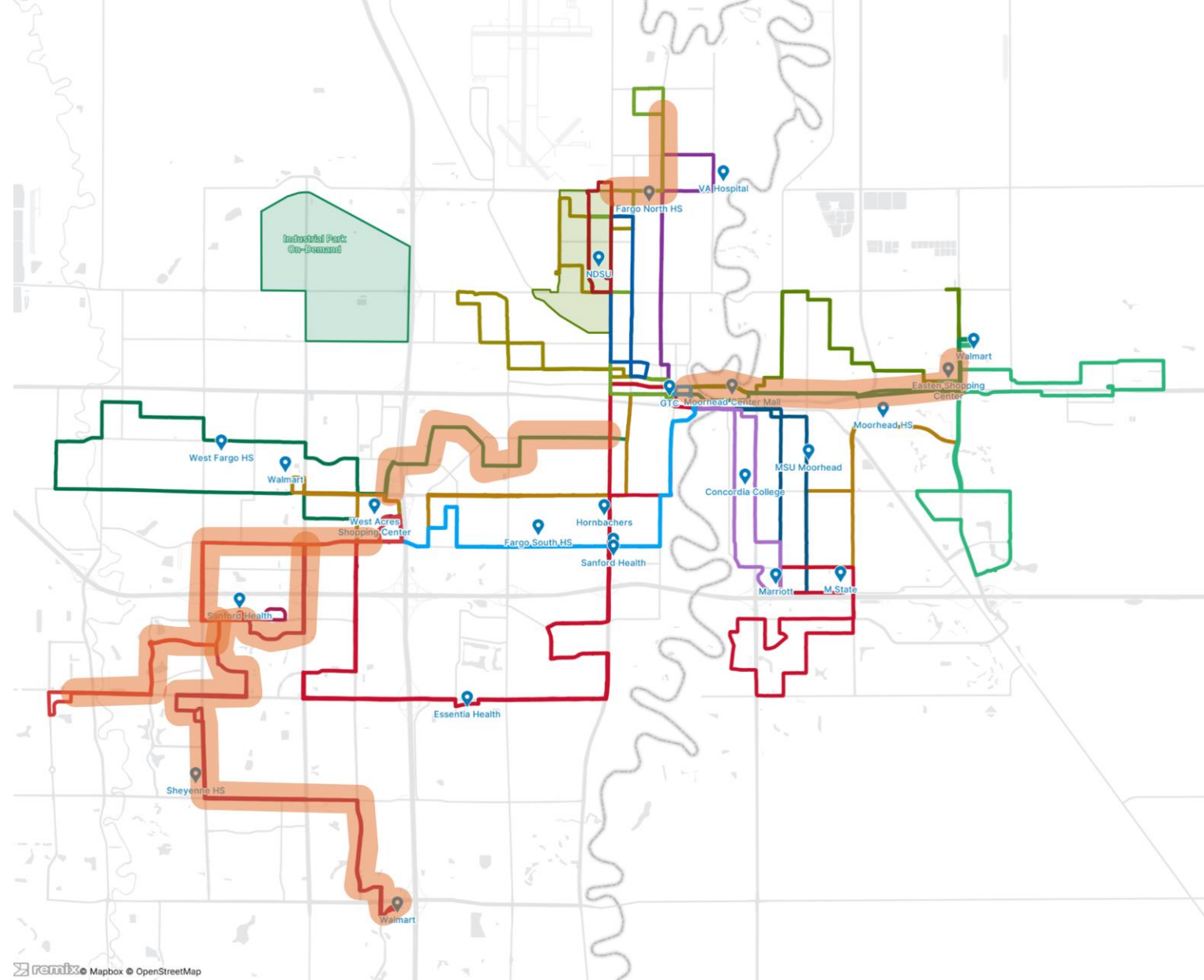


# Regional Impacts

Provides more direct and bi-directional routing in areas with indirect routing



SIMPLE & DIRECT / BI-DIRECTIONAL



# The Future of Transit in Fargo-Moorhead

The financial outlook for public transportation in the Fargo-Moorhead area is becoming increasingly uncertain due to budget constraints facing the City of Fargo. These limitations may result in reduced MATBUS transit services. In response, MATBUS staff are collaborating with city officials to create a scaled-back service plan guided by the principles outlined in this TDP.

## GUIDING PRINCIPLES

Evaluate  
Underperforming  
Routes

Adjust Service  
Frequencies

Reallocate  
Resources to  
Better Serve High-  
Need Areas



# Coordinated Plan

- Coordinated Public Transit Human Services Transportation Plan (aka, the Coordinated Plan)
- Plans are required to be developed locally and should include:
  1. An **inventory of available transportation services**
  2. An evaluation of transportation **needs and gaps** for the target populations
  3. Identification of **strategies** for addressing those needs
  4. **Input from seniors, people with disabilities, transportation providers, and other stakeholders**
- Purpose is to improve the **efficiency and effectiveness** of an area's transportation system



# Coordinated Plan Goals

Given the identified needs, the Coordinated Plan lists the following updated goals for 2025-2029.

1

## Service availability and accessibility

Public transit and supplemental transportation services should be available throughout the week, have a span of service that meets user needs, and be accessible to major destinations.

2

## Education, Marketing, and Awareness

Accurate information should continue to be available to enhance awareness of current available services and how these services can be accessed.

3

## Financial Sustainability and Fiscal Responsibility.

Funding should be directed to promote coordination and to ensure regional partners continue to participate in coordination activities.

4

## Promote Regional Coordination

Continue working with regional transportation providers to promote collaboration, outreach, and service coordination.

5

## Use of New Technologies

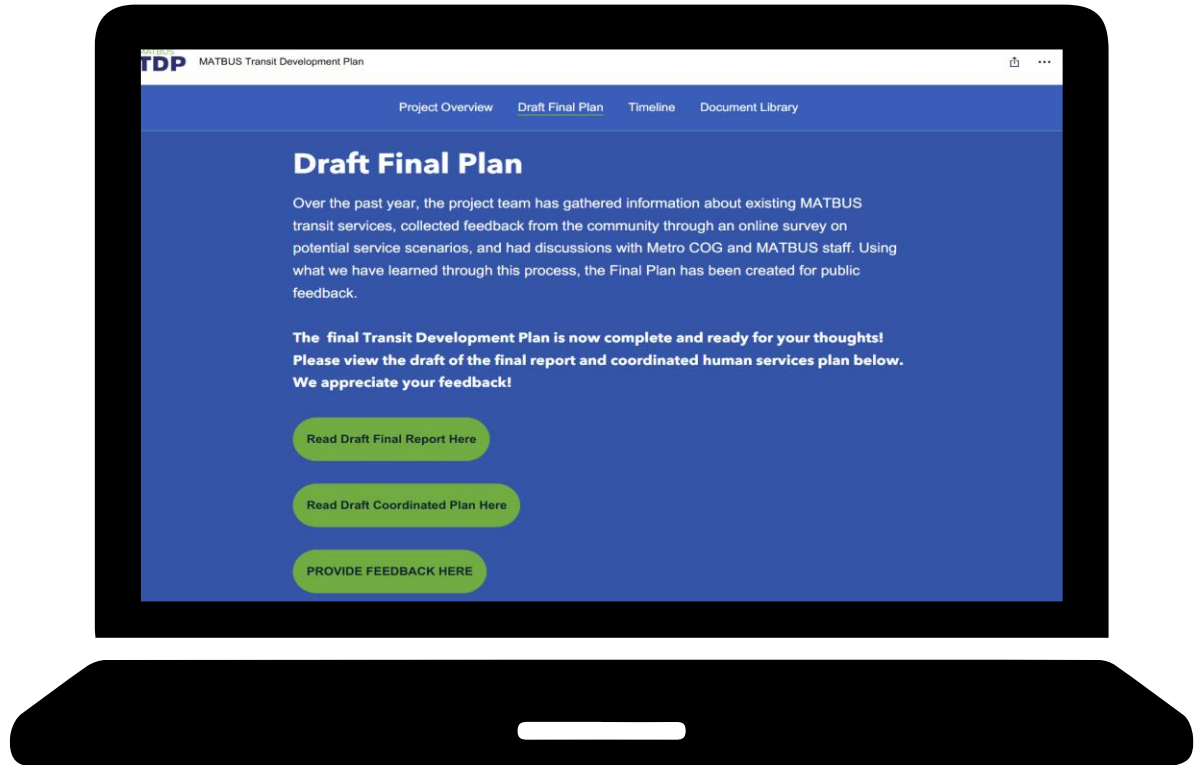
The region should continue promoting new technologies to improve service delivery and coordination.

# Share your thoughts!

- Visit the project website to view the draft report and the preferred service plan in an interactive map
- **Public Comment Period closes on September 10th**



[bit.ly/MATBUS2030](https://bit.ly/MATBUS2030)





# Next Steps





# Questions?

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