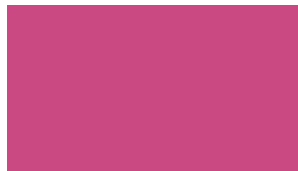


METRO PROFILE 2025

Annual Report for the Fargo-Moorhead Metropolitan Area



PREPARED BY
METROCOG
FM REGIONAL TRANSPORTATION PLANNING ORGANIZATION

Draft: 11/06/2025
One 2nd Street N, Suite 232
Fargo, ND 58102
www.fmmetrocog.org



The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the North Dakota and Minnesota Departments of Transportation, the Federal Highway Administration and the Federal Transit Administration. Additional funding was provided through local contributions from the governments of Fargo, West Fargo, Horace, and Cass County in North Dakota; and Moorhead, Dilworth, and Clay County in Minnesota. The United States government and the states of North Dakota and Minnesota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the states of North Dakota and Minnesota, and the Fargo-Moorhead Metropolitan Council of Governments do not endorse products or manufacturers. Trade or manufacturers' names may appear therein only because they are considered essential to the objective of this document.

Dear Interested Persons, Stakeholders, Jurisdictions, Agencies and Organizations

The Fargo-Moorhead Metropolitan Council of Governments (Metro COG) is pleased to present the 2025 Metropolitan Profile: Annual Report for the Fargo-Moorhead Metropolitan Area. This document is previously known as the Surveillance and Monitoring Report for the Fargo-Moorhead Metropolitan Area. **The data presented within this Profile pertains to the 2024 calendar year (January 1, 2024 through December 31, 2024).**

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, such as the Infrastructure Investment and Jobs Act (IIJA). 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 socioeconomic 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 Aiden Jung or Karissa Pavek by email at jung@fmmetrocog.org/pavek@fmmetrocog.org, or visiting Metro COG's website at www.fmmetrocog.org.

Jenny Mongeau

Chair, Metro COG Policy Board

Ben Griffith, AICP

Executive Director, Metro COG



1503

5

6
7
8
9

100

10
11
12
13

100%

14
15
16
17

100

18
19
20

1000000

22
23
24

100

27
28
29
30-31

100

32
32
33
34

37
38

INTRODUCTION

Who is Metro COG?

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 an 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.

In June of 2023, Metro COG became a designated Transportation Management Area (TMA). A TMA is an urbanized area with a population of greater than 200,000 people that is designated by the US Secretary of Transportation. With the new TMA status, Metro COG will have a stronger role in setting priorities for transportation improvement projects.

What is the Metro Profile?

The Metro Profile is an annual report that provides a snapshot of the Fargo-Moorhead metro area based on data from the previous year. The Metropolitan Profile is separated into six chapters, each of which focus 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 2024 data.

The chapters are grouped into two sections:

Community Profile

Transportation

The Transportation section encompasses topics focused on the:

Roadway System

Freight & Interstate Travel

Bicycle & Pedestrian Network

Local & Regional Transit

System Performance

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.



JURISDICTIONS

NORTH DAKOTA

CASS COUNTY 1,768 SQ. MILES

FARGO 51.59 SQ. MILES

WEST FARGO 16.41 SQ. MILES

HORACE 12.70 SQ. MILES

CASSELTON 2.18 SQ. MILES

HARWOOD 1.31 SQ. MILES

MAPLETON 1.51 SQ. MILES

MINNESOTA

CLAY COUNTY 1,053 SQ. MILES

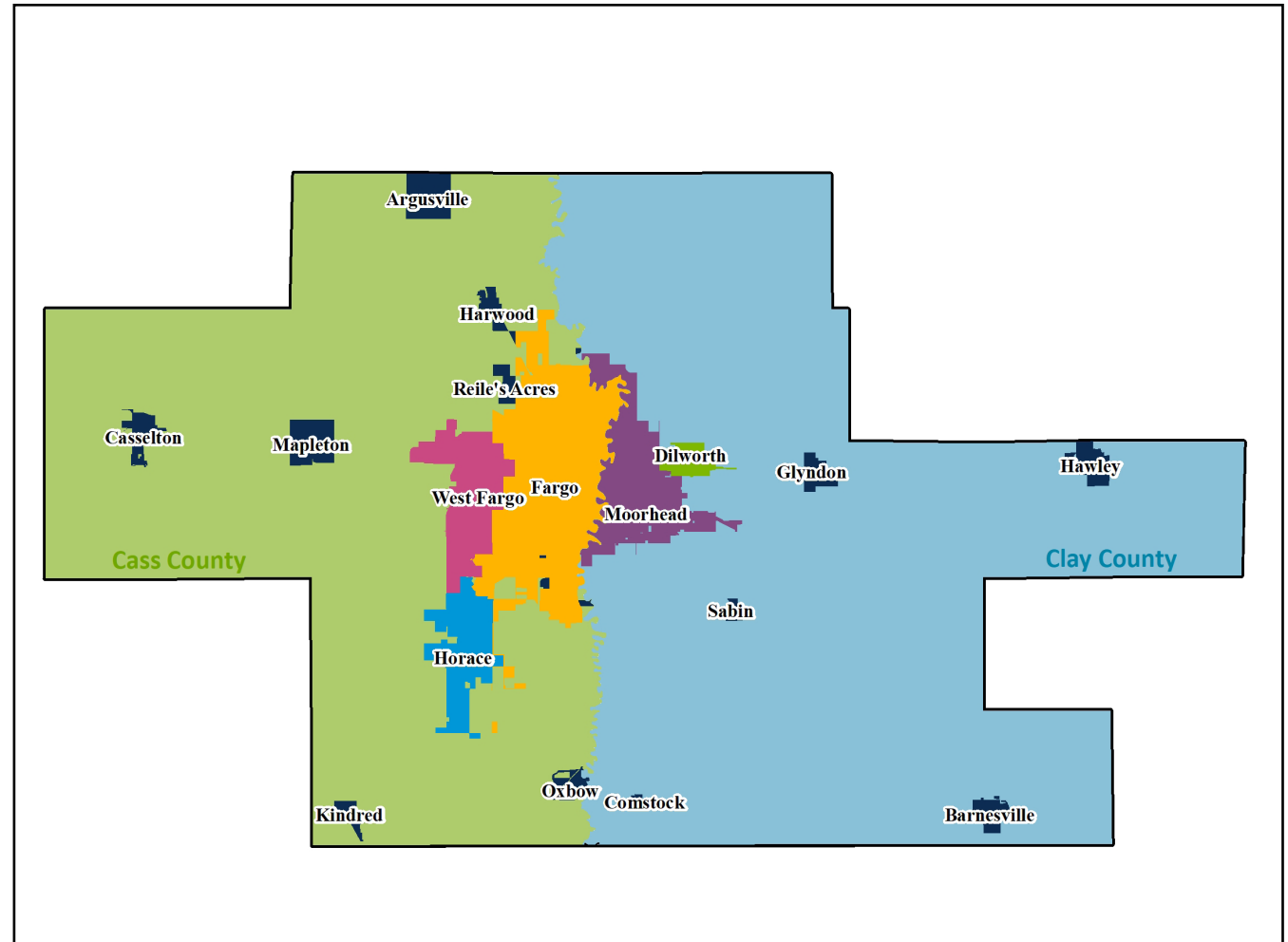
MOORHEAD 22.32 SQ. MILES

DILWORTH 3.46 SQ. MILES

BARNESVILLE 2.00 SQ. MILES

GLYNDON 1.59 SQ. MILES

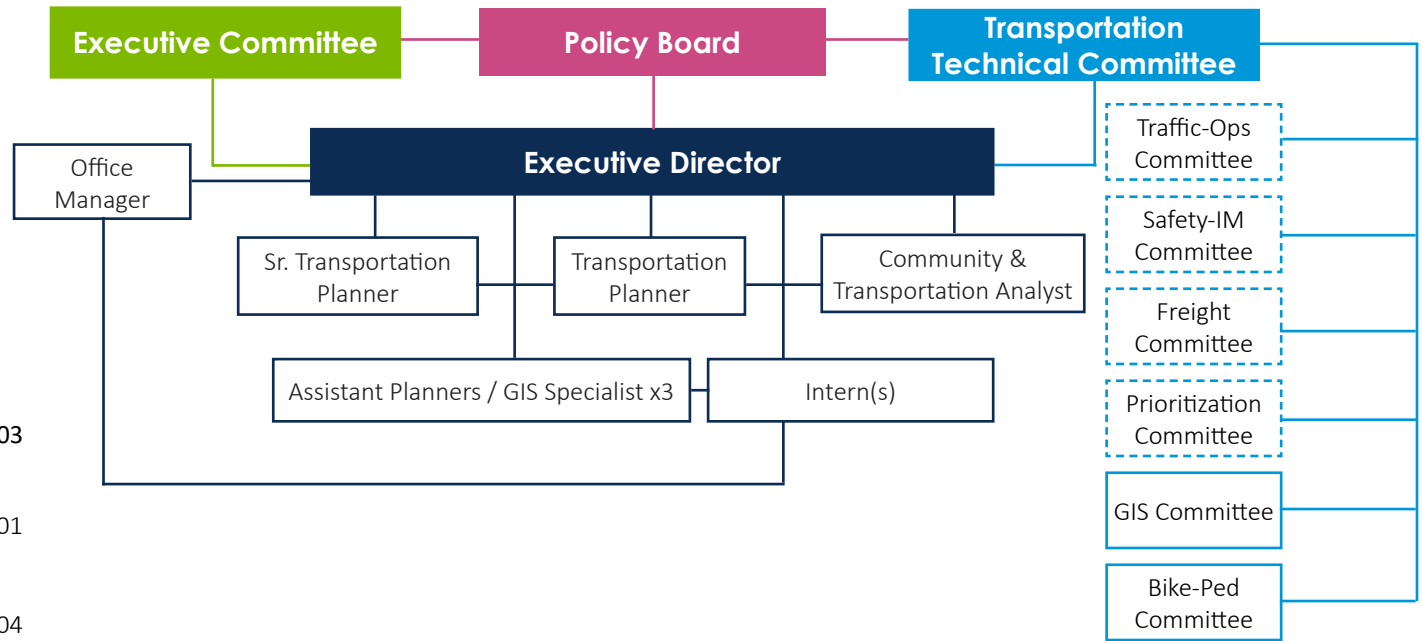
HAWLEY 2.62 SQ. MILES



***2024 INFORMATION WAS USED IN 2025 METRO PROFILE**

NOTE: 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.

STAFF ORGANIZATIONAL CHART



Metro COG
701.532.5100

Executive Director
Ben Griffith 701.532.5103

Office Manager
Angela Brumbaugh 701.532.5101

Senior Transportation Planner
Michael Maddox 701.532.5104

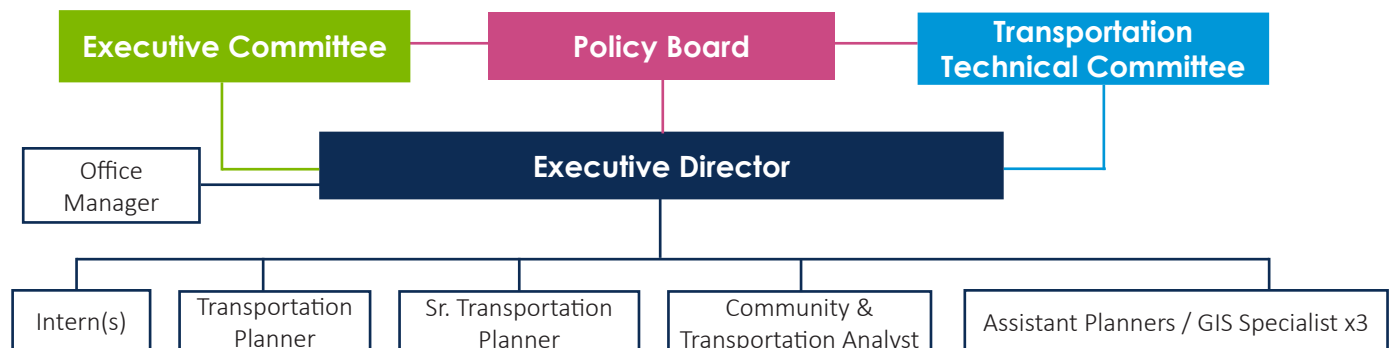
Transportation Planner
Dan Farnsworth 701.532.5106

Community & Transportation Analyst
Adam Altenburg 701.532.5105

Assistant Planner / Transit
Aiden Jung 701.532.5102

GIS Specialist / Assistant Planner
Karissa Pavek 701.532.5110

PROJECT ORGANIZATIONAL CHART



----- Committees that do not meet regularly or those that are called upon as needed.





MISSION & CORE FUNCTIONS

Mission

1. Harmonize the activities of federal, state, and local agencies
 2. Render technical assistance
 3. 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 storm water impacts of surface transportation.
- Enhance travel and tourism.

EXECUTIVE SUMMARY

The Fargo-Moorhead Metropolitan Statistical Area (MSA) continued its positive economic trajectory in 2024. This growth is highlighted by Hector International Airport reporting its highest passenger volume of all time, marking a significant milestone for the region.

Demographic Highlights

The FM Metro experienced faster population growth than the national average in 2024, with Horace seeing a particularly high rate of expansion. The population remains younger and more educated than the national average, largely due to the presence of multiple higher education institutions in the region.

The region is also becoming increasingly diverse, although it still has lower rates of foreign-born residents and fewer individuals speaking a language other than English at home compared to national figures. While diversification is happening, regional demographic shifts are occurring at a slower pace than national trends.

Economics

In 2024, the Fargo-Moorhead Metro area was ranked second in the nation for the lowest unemployment rate, tied with Burlington, Vermont. While median household incomes in the region increased, they still remain below the national average. At the same time, the regional poverty rate rose, bringing it closer to the national level.

Transportation

In 2024, both vehicle miles traveled (VMT) and VMT per capita declined in the Fargo-Moorhead Metro. Average commute times also decreased compared to 2023. The region welcomed several large freight-generating facilities, which contributed to an increase in average daily truck traffic and improved truck travel time reliability. Despite these improvements in ground freight movement, air cargo volumes continued to decline.

Public transportation and air travel also saw notable developments. Amtrak's Empire Builder improved its on-time performance and experienced a significant increase in passenger ridership. Hector International Airport saw growth in both enplanements and total air passengers, making 2024 the busiest year on record for the facility. MATBUS ridership increased across all jurisdictions, although ridership from Concordia College declined.

In 2024, bike and pedestrian activity in the Fargo-Moorhead Metro saw an overall increase compared to previous years. Supporting this trend, Metro COG expanded its data collection capabilities by adding seven new counters throughout the area, enhancing its ability to monitor and analyze non-motorized transportation patterns.

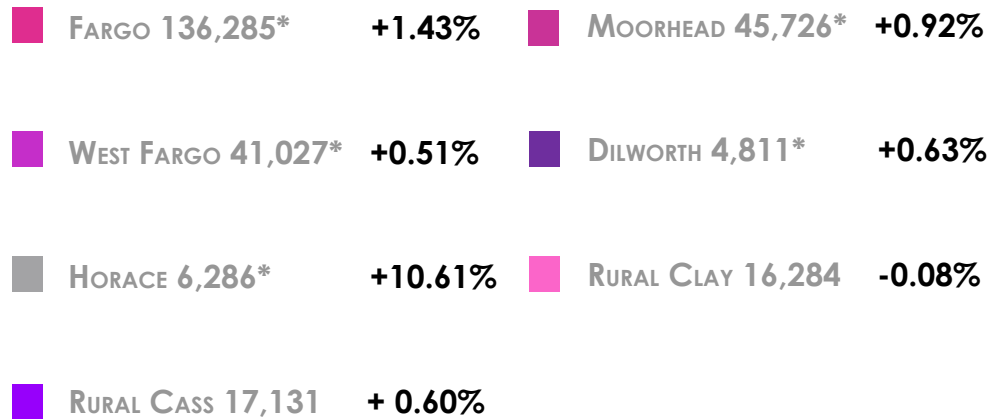


COMMUNITY PROFILE

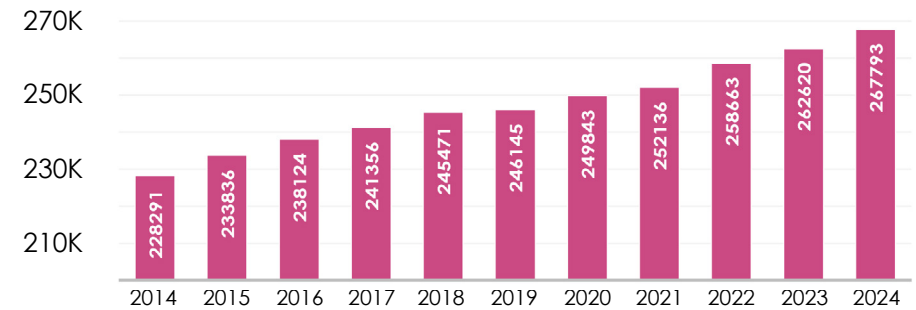
Overview



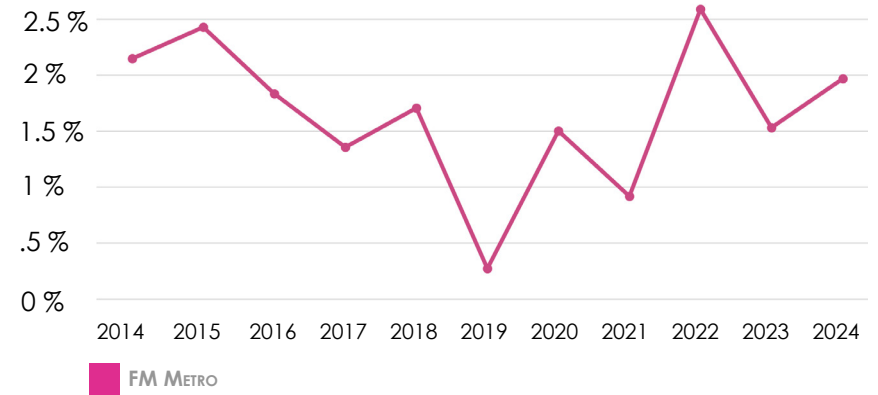
Population & Growth by Jurisdiction



2014 - 2024 FM MSA Annual Population Growth



2014 - 2024 Population Growth by %

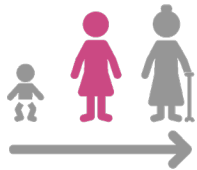


* 2024 American Community Survey (ACS) 1-year estimates

Sources in this section: Census data, American Community Survey (ACS) estimates, Federal Reserve Bank, Home Builders Association of Fargo-Moorhead

COMMUNITY PROFILE

Demographics



Median age

FM MSA

34.2 +3.8%

United States

39.2 yrs



Bachelor's degree or higher

25 Years and Over

FM MSA

50.3% +7.4%

United States

40.9%



Speaks a language other than English at home*

FM MSA

8.3% +1.4%

United States

23.0%



Foreign born

FM MSA

6.8% +0.9%

United States

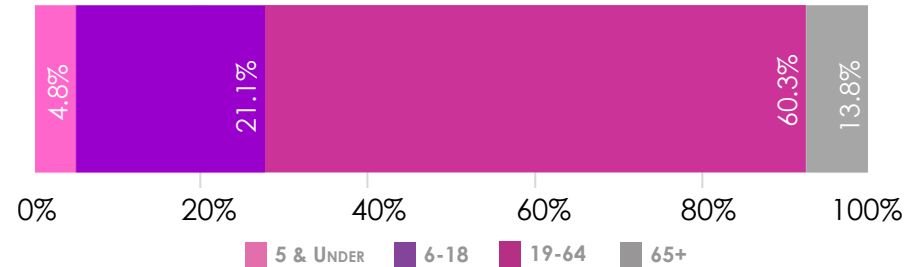
14.8%

Age distribution

United States

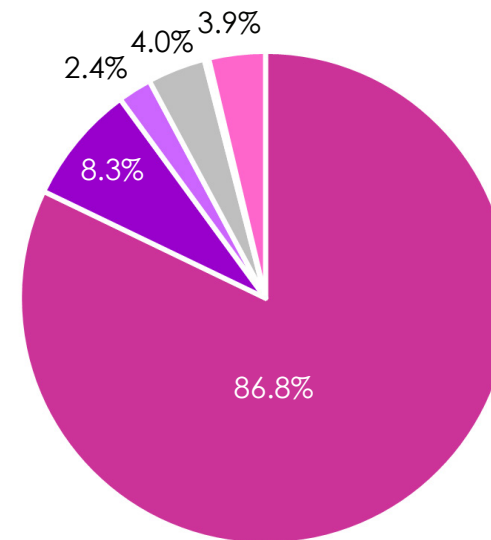


FM MSA

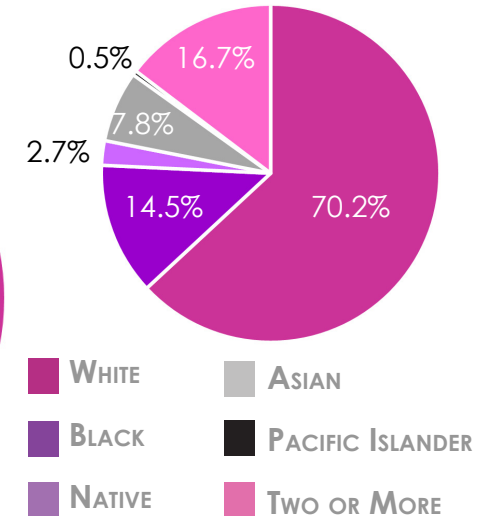


Racial composition*

FM MSA



United States



+ / - Designates change from previous year

* 2024 ACS 1-year estimates

COMMUNITY PROFILE

Employment



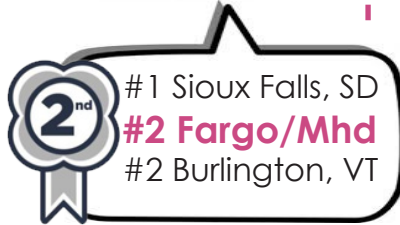
Unemployment rate in 2024

FM MSA

2.20% +0.39%

United States

4.60%



Percent in labor force*

FM MSA

73.7% -1.2%

United States

64.0%



Median household income*

FM MSA

\$76,945 +4.3%

United States

\$81,604



Percent in poverty*

FM MSA

11.8% +0.0%

United States

12.5%



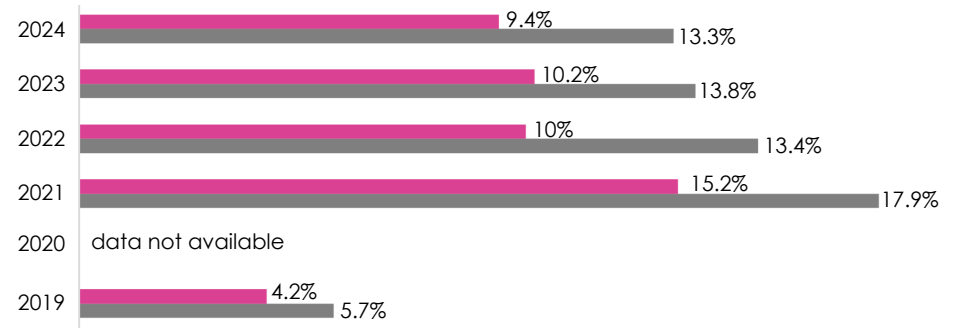
Worked from home

FM MSA

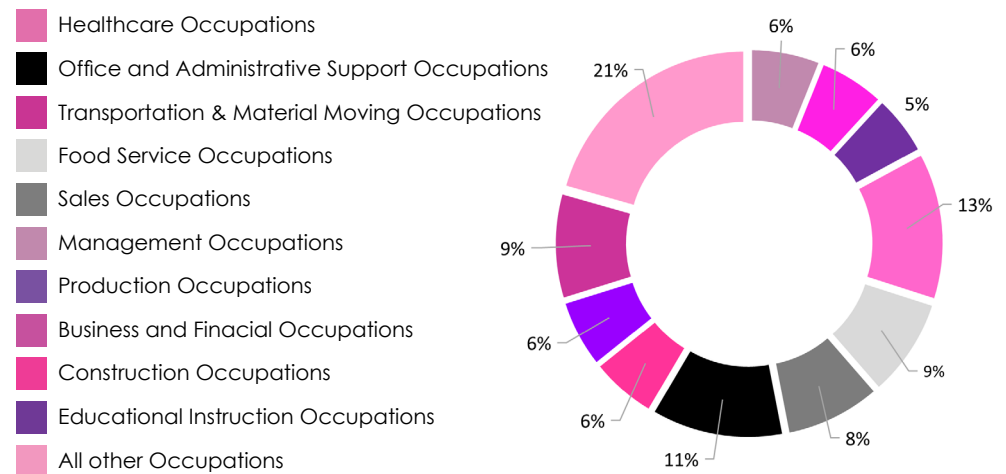
9.4% -0.80%

United States

13.3%



Top 10 occupations ranked by employment



+ / - Designates change from previous year

*2024 American Community Survey (ACS) 1-year estimates

NOTE: For full industry titles and more comprehensive economic profile, see "Community Profile" in Additional Resources.

COMMUNITY PROFILE

Housing



119,974

Housing units metro wide

Average household size

FM MSA
2.19 -.08% | **United States**
2.50

Owner-occupied rate[^]

FM MSA
53.4% -1.6% | **United States**
65.3%



931

Building permits
issued in 2024

925 | **New single-family**
Permits

6 | **New multi-family**
Permits [& 554 units]

+ / - Designates change from previous year

* fred.stlouisfred.org

*2024 American Community Survey (ACS) 1-year estimates

2024 30-Yr Fixed Mortgage*

Average

6.63% -0.18% from 2023

Median Home Price*

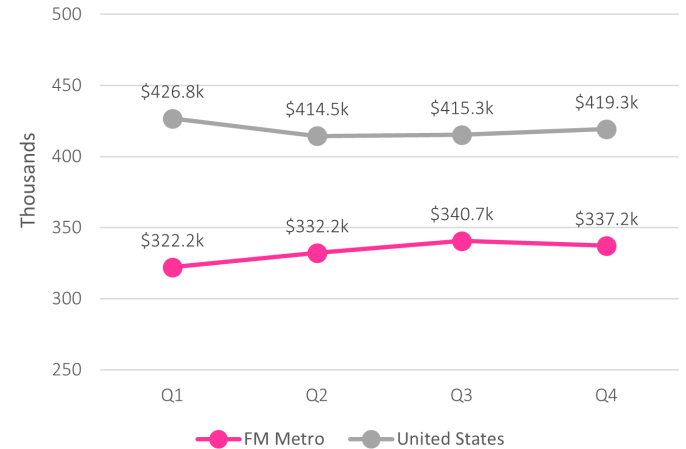
\$333,075

+ \$10,642 from 2023

Average Rent (3 bedroom)*

\$1,203 -\$17 from 2023

2024 Median Household Price*



NOTE: House prices may not be reflective of additional special assessment costs

New single-family Permits

+291 Fargo
+229 West Fargo
+289 Horace
+74 Moorhead
+5 Dilworth
+37 Associate Jurisdictions

New multi-family Permits & Units

+4 [401] Fargo
+0 West Fargo
+0 Horace
+2 [155] Moorhead
+0 Dilworth
+0 Associate Jurisdictions

NOTE: For more in-depth information, see "Permits Plus" in Additional Resources.

ROADWAYS

Overview



Vehicle miles traveled (VMT)*

2.43 billion (-1.8%)

FM Area Auto Travel Time Reliability*

*Some reliability data is not included in this year's Metro Profile due to Metro COG's loss of access to the National Performance Management Research Data Set (NPMRDS), our primary source for this information. We are exploring options to restore or replace this data in future editions.

VMT per capita

FM Metro
9,100

- 351 from 2023

United States**
9,592

Average Daily VMT per capita

FM Metro
24.93

United States
26.28

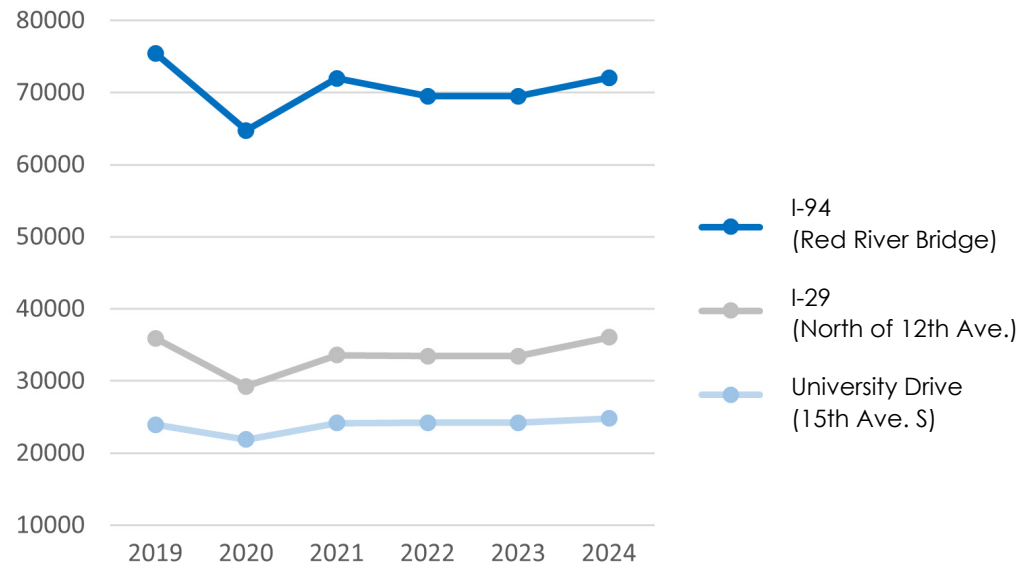
Average commute time in minutes^

FM Metro
17.1

United States
27.2



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



^2024 American Community Survey (ACS) 1-year estimates

*VMT is based on county level data from NDDOT, MNDOT, Urban SDK

** ST Louis FRED

ROADWAYS

Projects



Top 2024 Federal Fiscal Year Funded TIP Projects

11th St. Underpass (8210019)
32nd Ave. Reconstruction (4210002)
Metro Transit Garage Expansion (4240021)
Transit Operating Assistance(4210001)

Number of TIP Projects in 2024

41

Total cost

\$ 196,071,587

Federal funding

\$ 74,146,741

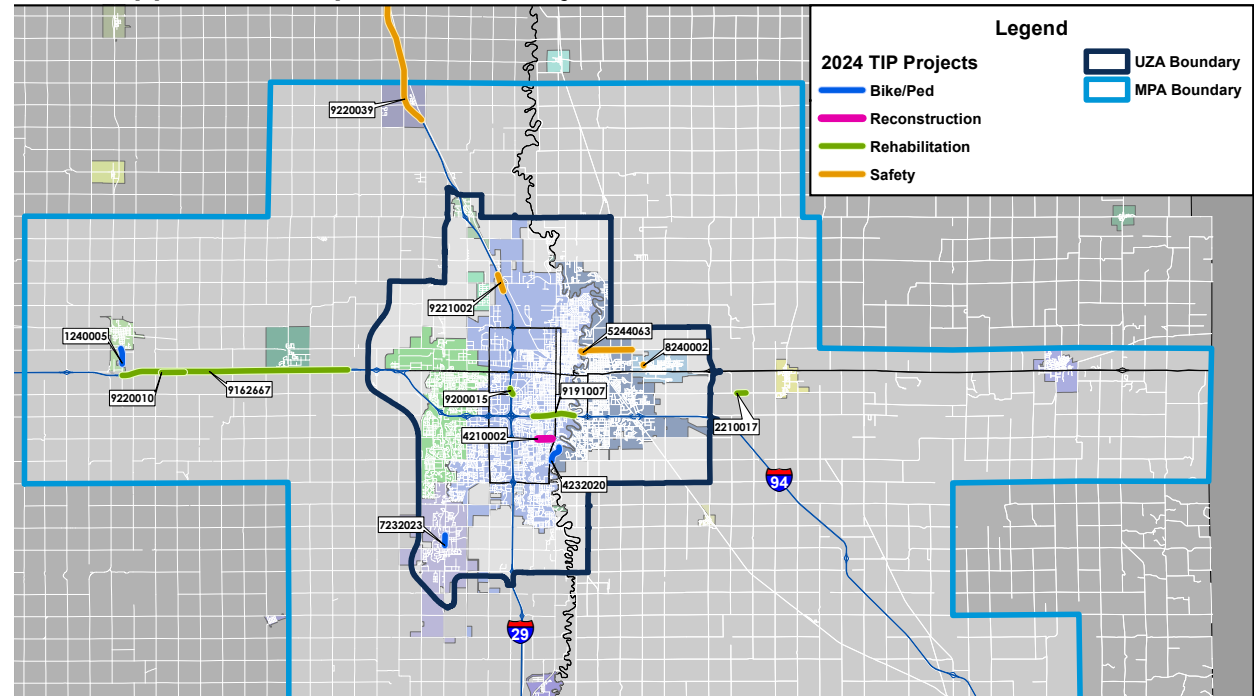
State funding

\$ 94,211,277

Local funding

\$ 27,713,569

2024 Mapped Federally Funded TIP Projects



ROADWAYS

Safety & Pavement Conditions



ND-Side of the FM MPA 2024 safety data

6	Number of fatalities
74	Number of serious injuries
14	Number of non-motorized fatalities and non-motorized serious injuries

MN-Side of the FM MPA 2024 safety data

4	Number of fatalities
8	Number of serious injuries
1	Number of non-motorized fatalities and non-motorized serious injuries

ND-Side of the FM MPA 2023 Pavement Conditions*



76.54%	of Interstate in good condition
0%	of Interstate in poor condition
29.60%	of non-Interstate in good condition
0%	of non-Interstate in poor condition

MN-Side of the FM MPA 2023 Pavement Conditions*

65.31%	of Interstate in good condition
0%	of Interstate in poor condition
49.21%	of non-Interstate in good condition
1.41%	of non-Interstate in poor condition

ND-Side of the FM MPA 2023 Bridge Conditions*



55%	of NHS bridges in good condition
0%	of NHS bridges in poor condition

MN-Side of the FM MPA 2023 Bridge Conditions*

17.39%	of NHS bridges in good condition
13.04%	of NHS bridges in poor condition

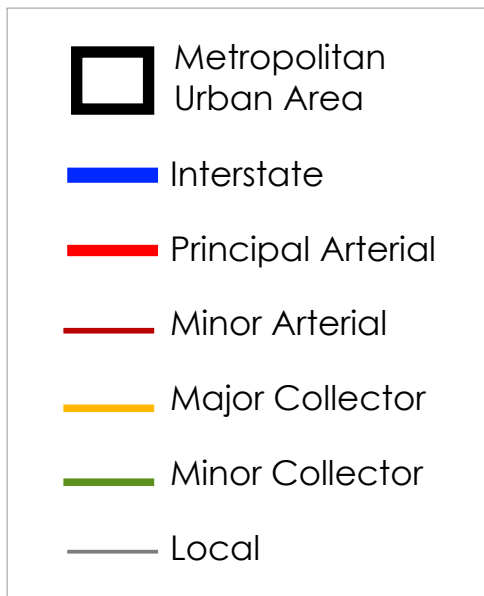
*NOTE: Pavement and bridge conditions reported are based on the NHS system only, and do not represent local roadways.

*NOTE: Pavement and bridge conditions reported in 2025 reflect data collected during the 2023 calendar year.

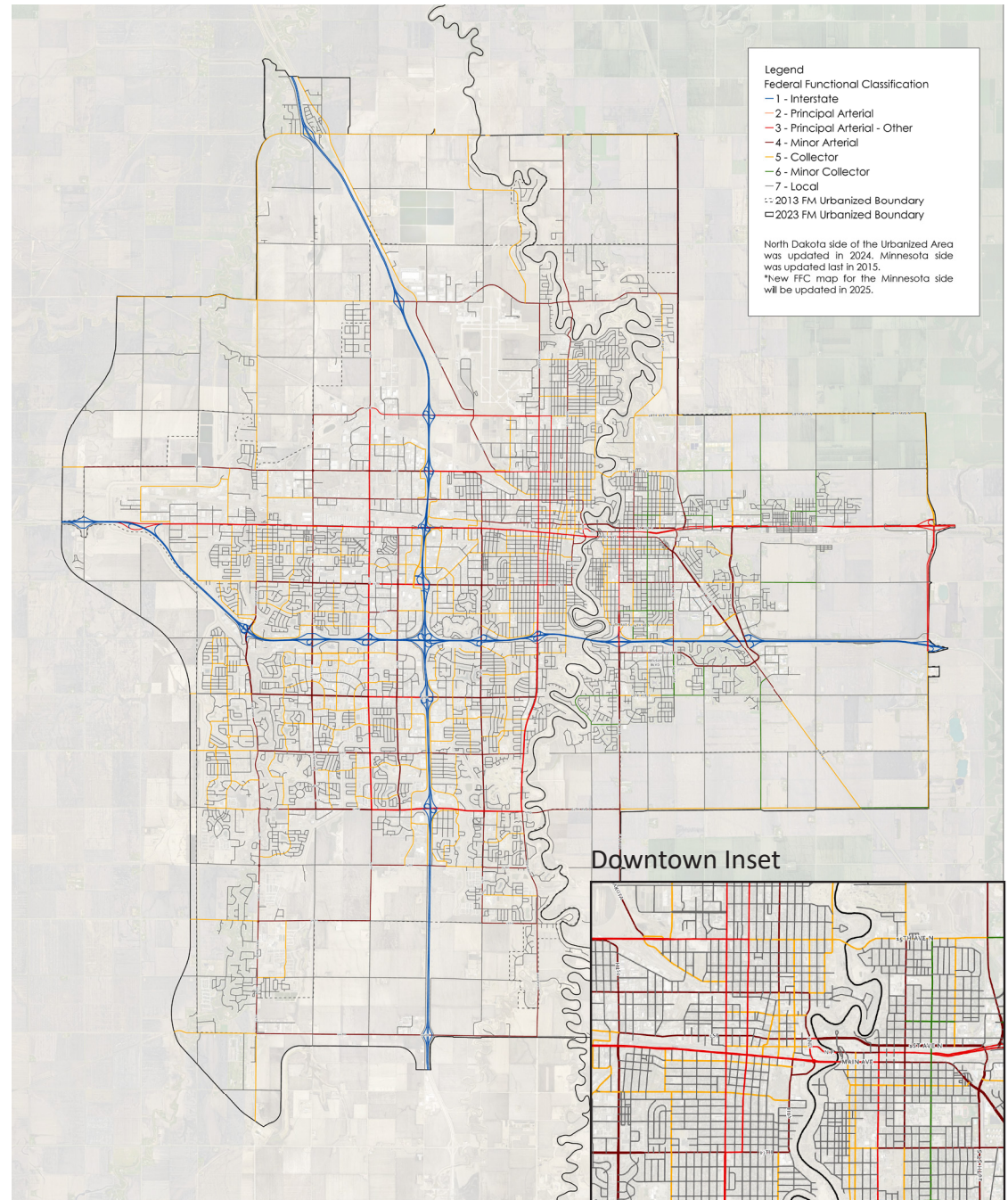
ROADWAYS

Functional Classification

The Federal Functional Classification is assigned to each roadway in the FM urbanized area. The North Dakota side of the UZA was updated in December 2024. The Minnesota side is pending approval from Mndot. It was last updated as a whole in 2015.



For more information regarding functional classification, please see FHWA's [Highway Functional Classification Concepts, Criteria and Procedures 2023 Edition](#).



FREIGHT

Overview

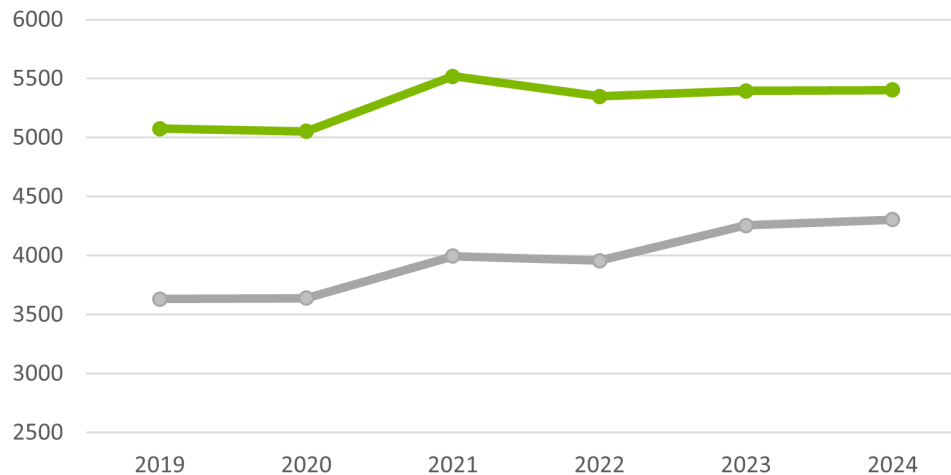


Air cargo total landed weight in 2024 (lbs)
349.3 million

Change from year previous
-14%

In 2024, 5,518 air cargo aircraft landed with a total weight of 349,270,730 pounds. 2024 had a -14% decrease over the previous year. This decline reflects a national downward trend in air cargo, as well as the termination of FedEx's USPS mail contract.

Truck Average Daily Traffic (ADT) on I-94 and I-29



- I-94 / Red River Bridge
- I-29 / North of 12th Ave.



Freight trucks account for **7.4%** off all taffic on Interstate 94*

Freight trucks account for **11.7%** off all taffic on Interstate 29*

New Facilities

Packet Digital (Fargo)

80,000 sq. ft. battery cell plant currently under construction

Border States Industries (Fargo)

350,000 sq. ft. Distribution center in North Fargo

Precision Dental Labs (Fargo)

15,000 sq. ft. headquarters and manufacturing facility

John Deere (Fargo)

84,000 sq. ft. manufacturing facility for electronics

FREIGHT

Travel Time Reliability



Truck Travel Time Reliability Index (TTTR) *

Fargo-Moorhead MPA	Minneapolis-St Paul MPA	Duluth-Superior MPA
1.19	1.81	1.37

TTTR Actual vs Target



FM Area Auto Travel Time Reliability*

*Some reliability data is not included in this year’s Metro Profile due to Metro COG’s loss of access to the National Performance Management Research Data Set (NPMRDS), our primary source for this information. We are exploring options to restore or replace this data in future editions.

Source: NPMRDS*



FREIGHT

Rail and Air



In the spring of 2024, construction on a terminal expansion and parking garage began. The parking garage is planned to be complete August 2025, with the terminal expansion and renovation complete in 2027.

2024 was the **busiest** passenger year on record



Fargo Amtrak Station
Ridership in 2024

19,986

Change from 2023

+13.91%

FAR Air Passengers
in 2024

1,092,836

Change from 2023

+6.0%

Empire Builder
Passengers in 2024

387,953

Change from 2023

+11.2%

FAR Enplanements
(Boarding) in 2024

546,787

Change from 2023

+6.0%

Hector International Airport
broke enplanement records for 12
consecutive months in 2024.

NOTE: For more information, see "Hector International Airport Year-End Statistics" in Additional Resources.

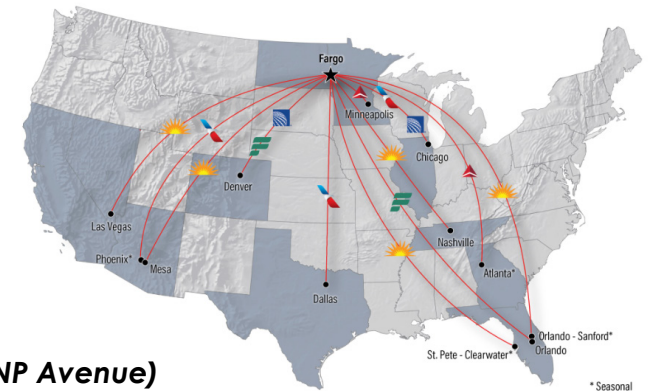
Empire Builder 2024
On-time Performance

55.5%

Change from 2023

+4.50%

Direct Flights from Hector International Airport



Trains per Day, FRA Crossing Inventory Data (December 2024)

8 Thru Freight Trains & **2** Passenger Trains (Empire Builder)
Crossing #070839F, Roberts Street, Fargo

26 Thru Freight Trains
Crossing #070807A, 4th Street N, Fargo (between Main Avenue and NP Avenue)



NOTE: For more information, see "Fargo Amtrak Station" in Additional Resources.
+/- Designates change from previous year

<https://www.fargoairport.com/fly-with-us/airlines/>

Rail and Air Map

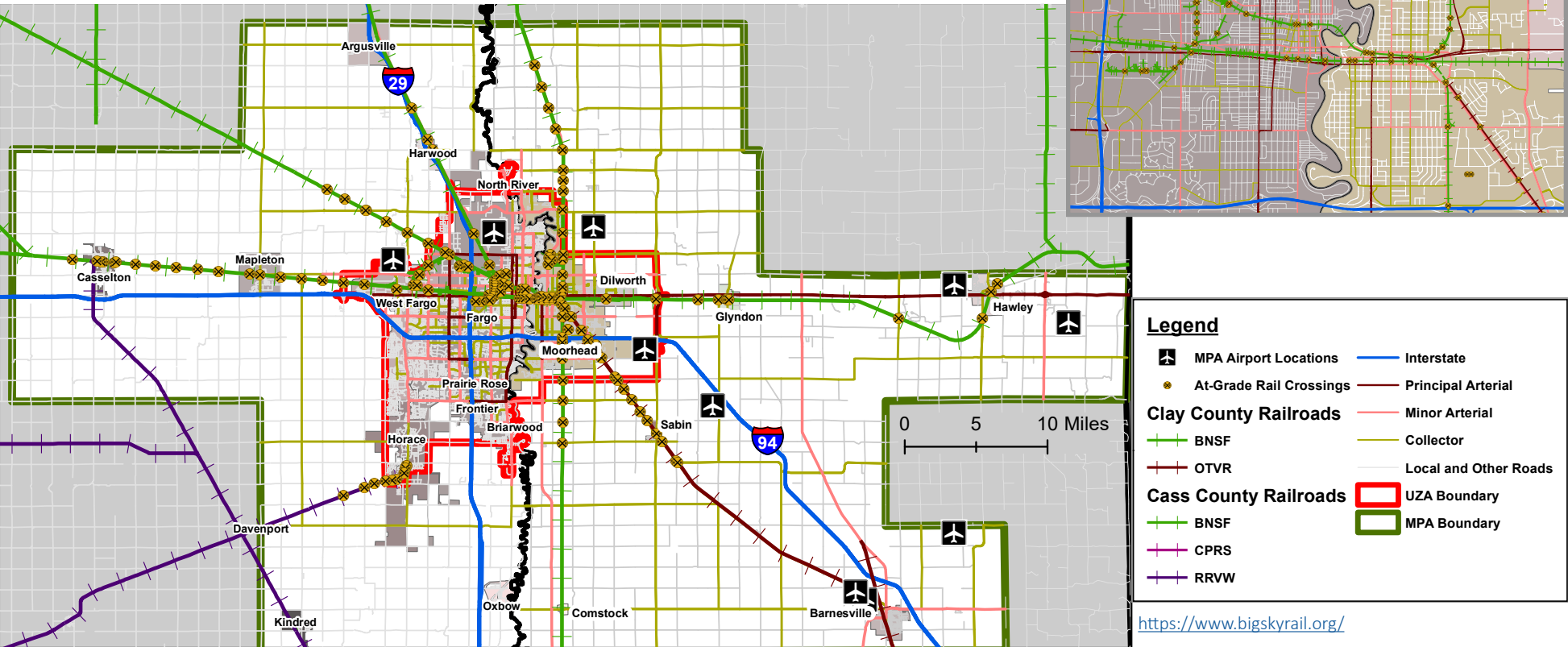
Amtrak Projects & Studies

In 2024 Fargo Amtrak modified it’s station and platform to be ADA compliant.

Big Sky Passenger Rail Authority (BSPRA)

BSPRA continues to lead the expansion and enhancement of passenger rail service throughout the greater northwest region for the development of economic, environmental, social, and comprehensive benefits, now and into the future.

In 2024 the BSPRA was chosen for the Federal Corridor ID and Development Program. To learn more about the BSPRA visit: <https://www.bigskyrail.org/>



BIKE & PEDESTRIAN

In 2024, the Fargo-Moorhead Metro Area saw continued expansion of the Bike & Pedestrian network including Shared Use Paths, and Off-Road Recreation Trails.

During 2024, Metro COG continued work on the Heartland Trail Study

Metro COG's automated counters recorded over **850,000** trips by foot or bike, marking a **4.05%** increase over the previous year.

Area Bikeway Typologies

295 (+8 miles)
Miles of Shared-Use Paths

13
Miles of Signed Roadways

5
Miles of Buffered Bike Lanes

Nearly all 8 miles of new Shared Use Paths built in 2024 were located in the City of Horace

15
Miles of Bike Lanes

12
Miles of Sharrows (shared-lane)

<1
Miles of Separated Bike Lanes

* All Calculations were made using centerline miles from the July 2024 shapefile update

Top 3 Most-Used Corridors

Location	2024 Count	% Change from 2023
Broadway, Downtown Fargo	530,583	+0.40
Lindenwood/Gooseberry Bridge	140,267	+4.80
Milwaukee Trail, Fargo	92,946	+13.20



Safety Overview

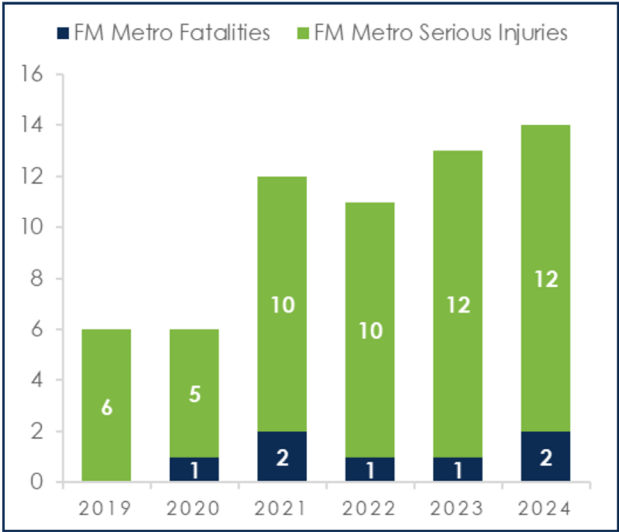
Non-Motorized Incidents

75 Non-Motorized Incidents
59 Possible / Minor Injuries
14 Serious Injuries
2 Fatalities

9/10/24 - Bicycle vs car 40th Ave S / 25th St S
12/23/24 - Pedestrian hit and run 38th St S / 53rd Ave S

52% involved Bicycles
48% involved Pedestrian

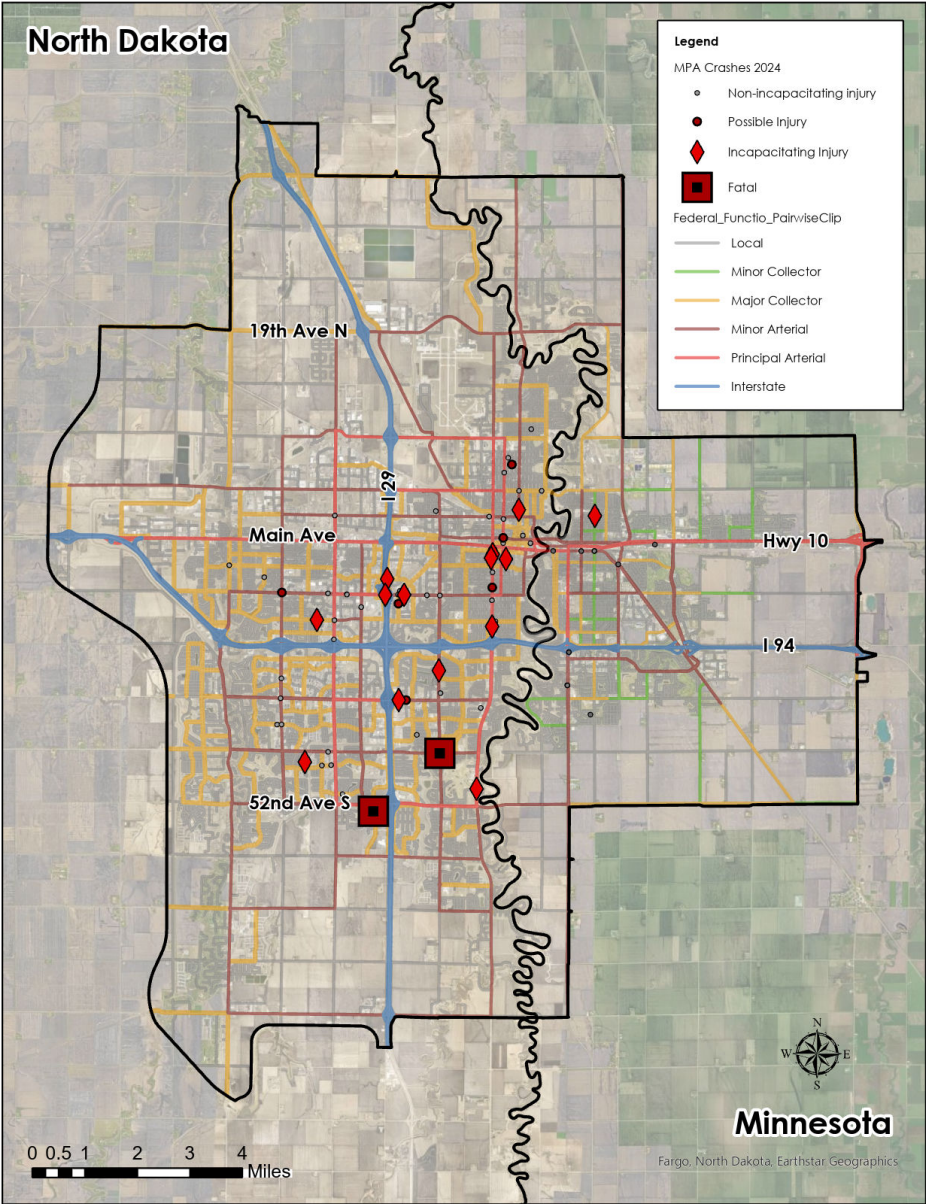
Fatalities & Serious Injury Trends



NOTE: For more information, please see "Performance Measures" in additional resources.

Sources in this section: NDDOT, MnDOT

Non-Motorized Crash Locations

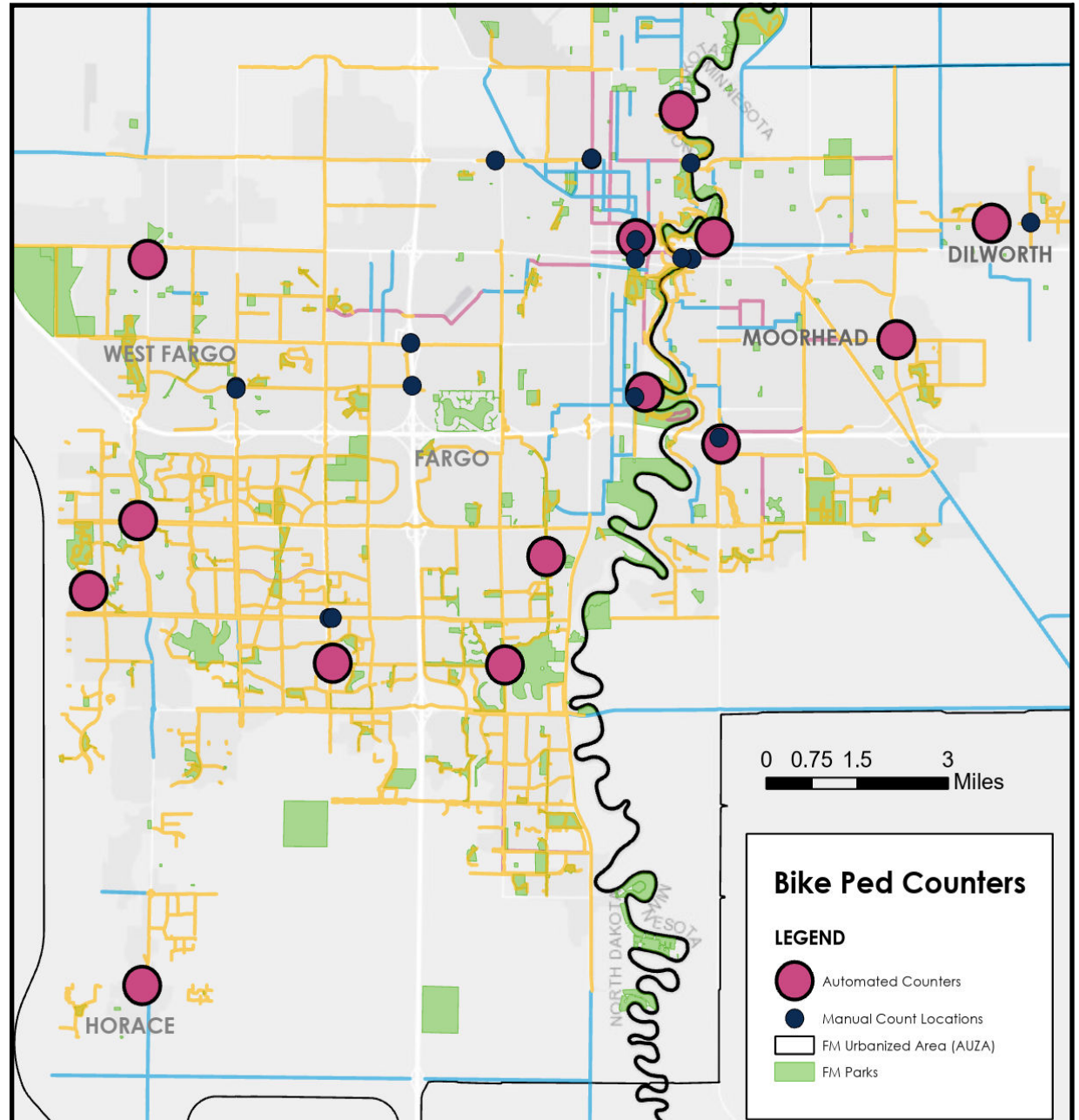


Bike & Pedestrian Counting Program

Metro COG maintains 14 automated bicycle and pedestrian counters strategically located throughout the Metro Area. These devices collect continuous, year-round data on non-motorized travel patterns, providing valuable insight into how people walk and bike throughout the region. This data supports a variety of planning efforts from identifying high use corridors and gaps in the network to evaluating infrastructure improvements.

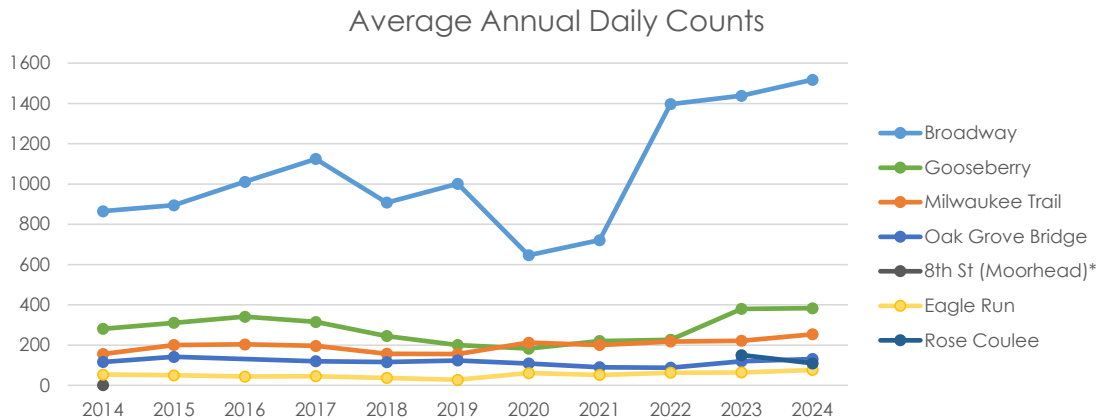
In addition to the automated counters, Metro COG conducts manual counts at 16 locations each year as a part of our ongoing data collection program. These manual counts are essential for capturing bike and pedestrian activity in areas where no permanent counters exist. They also help validate and supplement the automated data, ensuring more accurate counts across the entire system.

NOTE: For more information about the most recent counts, please see "Bike & Ped Count Report" in additional resources.



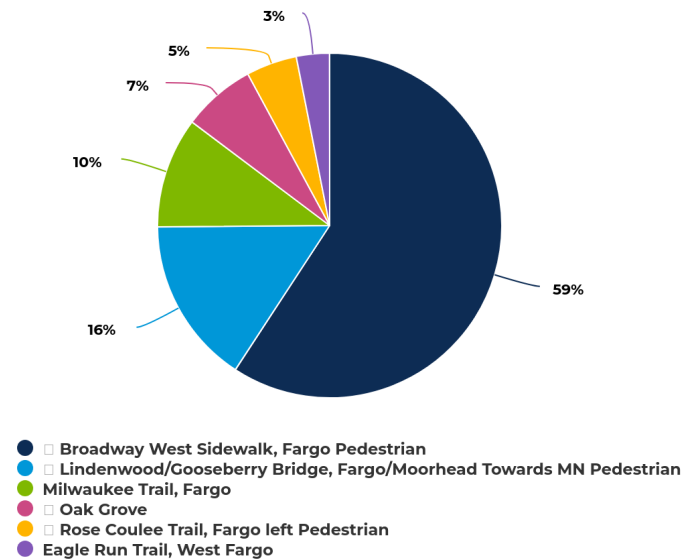
Automated Counters

Pedestrian Counts



New Eco-COUNTERS WERE INSTALLED IN 2021/2022, WHICH IS REFLECTED IN THE UPTICK OF COUNTS.

Distribution of counts

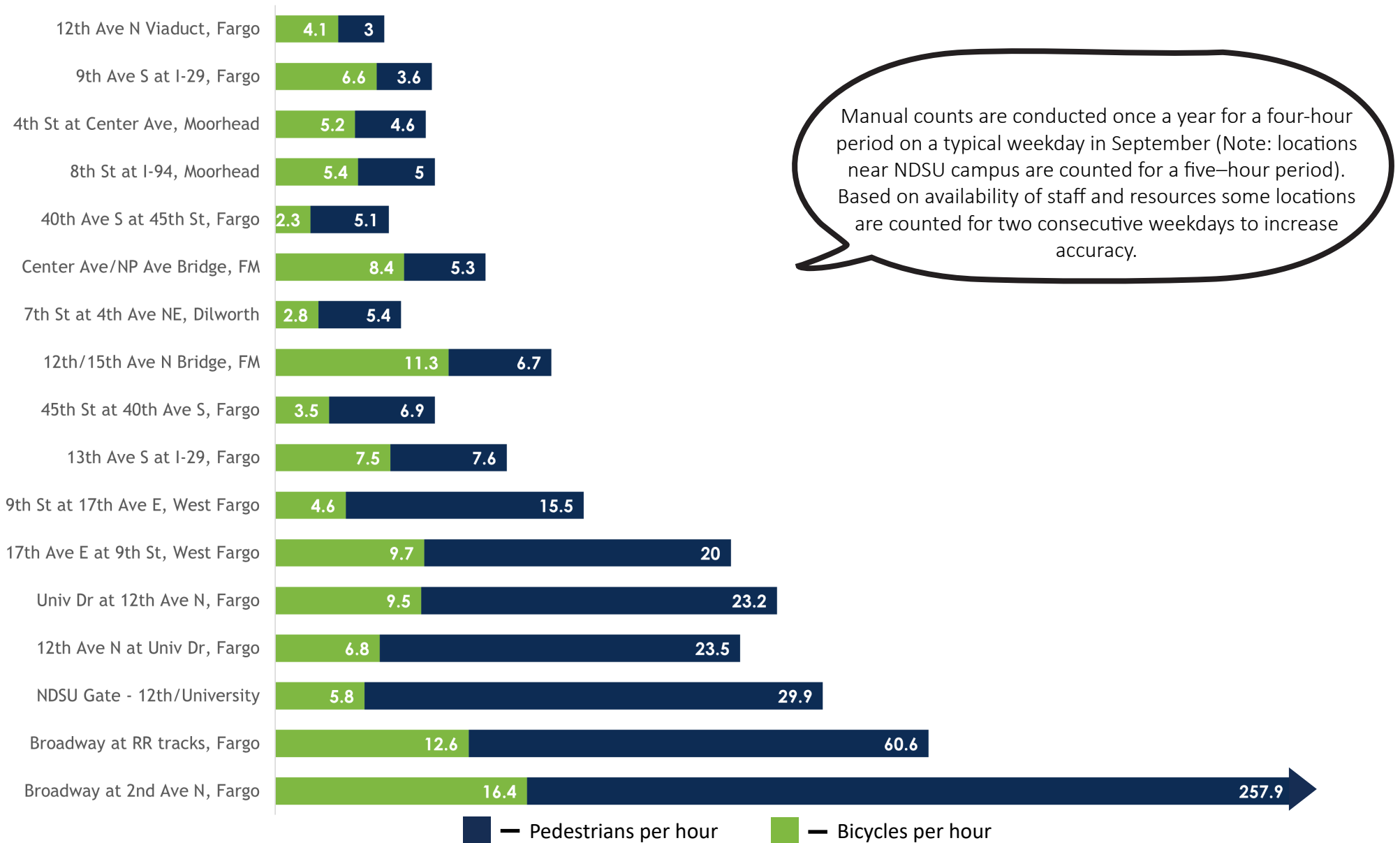


In 2024, Metro COG installed automated bicycle/pedestrian counters at seven new locations in the Fargo-Moorhead area. Since these counters were installed in late 2024, full analysis of the data is not being performed for this year's report. To view the location of these counters, please refer to the full Bike-Ped Count Report. Metro COG is planning to increase the number of counting locations throughout the Metro Area to provide more full picture of the pedestrian and bicycle data.

LOCATION	JURISDICTION	PEAK DAY	PEAK DATE	DAILY PEAK	DAILY AVERAGE	WEEKEND AVERAGE	WEEKDAY AVERAGE
4TH AVE. NE	DILWORTH	SATURDAY	12/28/2024	55	20	28	17
WALL AVE. W	HORACE	SUNDAY	11/17/2024	32	9	12	8
12TH AVE. S	MOORHEAD	FRIDAY	12/12/2024	28	15	9	17
SHEYENNE ST.	WEST FARGO	FRIDAY	12/7/2024	244	109	115	107
32ND AVE. W	WEST FARGO	SUNDAY	11/17/2024	39	12	19	9
ELM ST. N	FARGO	SUNDAY	11/17/2024	138	37	43	35
WOODHAVEN DR. S	FARGO	SATURDAY	12/28/2024	88	29	47	21

Manual Counts

Average Hourly Bike/Pedestrian Counts



TRANSIT

Overview



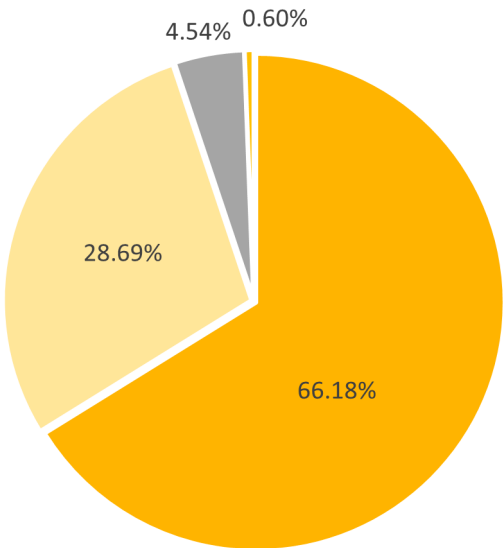
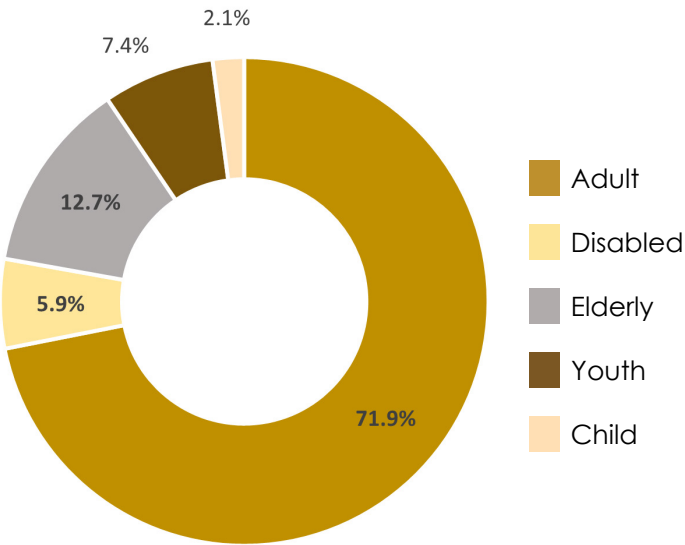
Total MATBUS
passengers in 2024

1,323,645

Change from year
previous

+2.2%

Driver shortages have continued to affect MATBUS operations, however, MATBUS was able to extend previously shortened operating hours to 10:15pm. MATBUS has continued to see an increase in ridership since the Covid 19 pandemic.



Passengers in 2024

Fargo/West Fargo	881,197	+3.13%
Moorhead/Dilworth	382,012	+1.89%
Paratransit	60,436	+5.02%
Metro Senior Ride	7,934	-5.26%

University Ridership

NDSU	321,638	+0.03%
MSUM*	23,423	+29.02%
Concordia*	10,009	-27.95%
M State*	13,747	+4.23%

+ / - Designates change from previous year
Sources in this section: MATBUS

* Due to an issue with the U-Pass system, ridership figures for MSUM, Concordia, and M State may not reflect actual use.

Projects & Maps

Route and Service Changes

- ❑ **January, 2024:**
 - ❑ Expanded temporary suspension of bus service due to driver shortage
 - ❑ Reduced Saturday service to end at 8:15 rather than 10:15
 - ❑ Eliminated Saturday service on Routes 6, 9 and 16
- ❑ **March, 2024:**
 - ❑ Reinstated frequency on Route 15 to 15 minutes during peak ridership times, 10 am to 6 pm and reinstated Saturday service on Routes 6 and 9
- ❑ **June, 2024 - Held public hearing and approved permanent changes to:**
 - ❑ End service Monday-Friday at 10:15pm
 - ❑ End service Saturday 8:15pm
 - ❑ Reduce Route 15 to 30 minute frequency from 6:15 am to 9:45 am.
 - ❑ Eliminate Route 32W and Route 36
 - ❑ Reduce Route 33 to 10 minute service all day, from 10 minute service with 7 minute service during peak ridership times
 - ❑ Reduce Route 13 from 30 minute service to 60 minute service on Saturdays only
- ❑ **June, 2024 - Held public hearing to confirm reinstatement of the following routes:**
 - ❑ Restore 15 minute service on Route 11 and Route 14
 - ❑ Resume Saturday service on Route 16
 - ❑ Restore 15 minute service on Route 2 during the MSUM academic year (from 2:30-6:30 pm Monday-Friday)

For full system map scan the QR code:

Individual maps can also be viewed at:
www.matbus.com/routes



August 2024 edition

Marketing

- ❑ Promoted transit to new riders during Try MATBUS Week
- ❑ LinkFM service during the Street Fair, Scandinavian Festival, Frostival, Celtic Festival, Pangea, and Trollwood Mainstage Musical
- ❑ Offered 'Get Your Can on the Bus' promotion during Earth Week
- ❑ Holiday ridership campaign called 'Season of Giving' providing a free ride with the donation of a non-perishable food item

Studies

- ❑ Completed Transit Reorganizational Study project with KLJ
- ❑ Began 2026 - 2030 Transit Development Plan with Bolton & Menk

Fare Changes

- ❑ Approved increase in Connect card replacement fee from \$5 to \$10 effective January 1, 2024



Inventory

Fixed Route Buses	Paratransit	On-Demand	Valley Senior Service
12 Moorhead - 35' - diesel	21 Cutaway buses	2 Cutaway buses	4 Caravans
30 Fargo - 35' - diesel			
2 Fargo - 35' - diesel-electric hybrid			
6 Fargo - 40' - diesel-electric hybrid			

Public Transportation Agency Safety Plan (PTASP)

2024 Safety Performance Metrics*

Mode of Transit Service	Fatalities (total)	Fatalities (per 100 thousand VRM)	Injuries (total)	Injuries (per 100 thousand VRM)	Safety Events	Safety Events (per 100 thousand VRM)	System Reliability	
							VRM/ Failures	Maintenance within 10% of Scheduled Miles
Fixed Route Bus	0	0	0	0	4	0.31	9,000	90%
On Demand/ADA Paratransit (Senior Ride)	0	0	0	0	0.2	0.06	12,000	90%
Valley Senior Services	0	0	0	0	0	0		

*Based on five year rolling average of National Transit Database reportable safety events

Collisions

Preventable: 27 : +25.9% Unpreventable: 28 : -28.2% Major*: 1 : -66.6%

+ /- Designates change from previous year
Sources in this section: MATBUS

Note: *Collision resulting in serious injury, fatality, or exceeds \$25,000 in damage



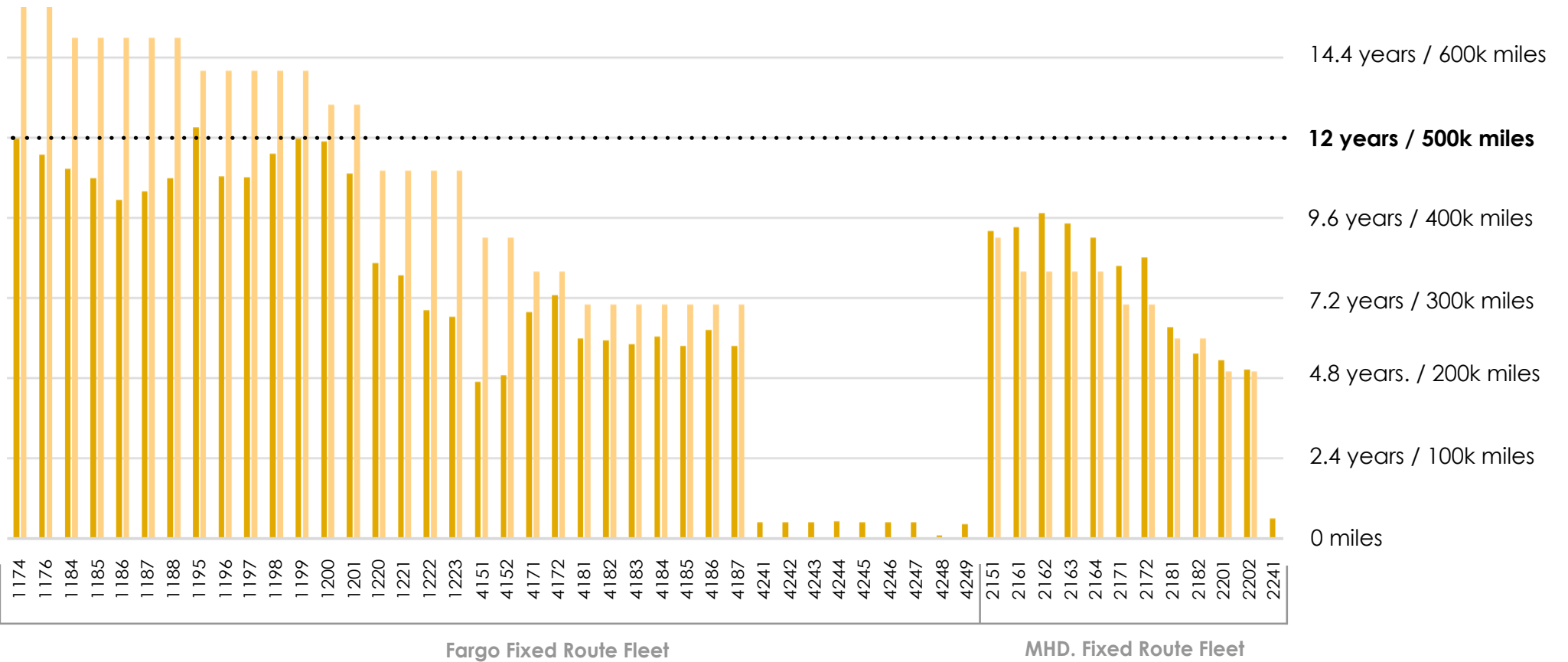
TRANSIT

Vehicle Condition

FLEET BUSES (GREATER THAN 35 FEET)

VEHICLE MILEAGE (THOUSAND) AGE OF VEHICLE (YEARS) FTA REPLACEMENT GUIDELINE

10 Fleet Replacements Ordered in 2022 - All 10 were recieved in 2024



AVERAGE MILEAGE FARGO FLEET **280,294 miles**

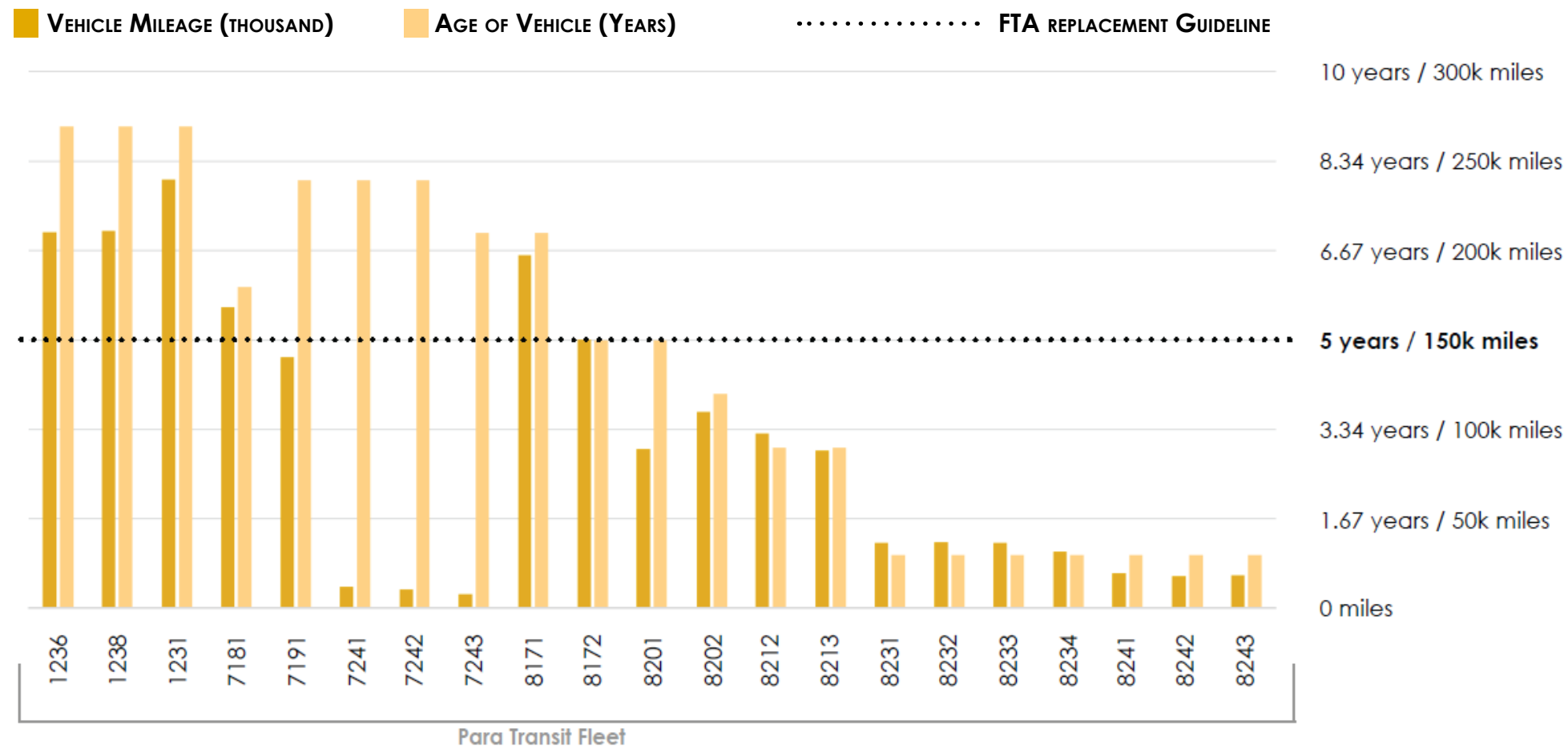
AVERAGE MILEAGE MOORHEAD FLEET **299,369 miles**

14 NEED REPLACEMENT

TRANSIT

Vehicle Condition

PARATRANSIT BUSES (LESS THAN 30 FEET)



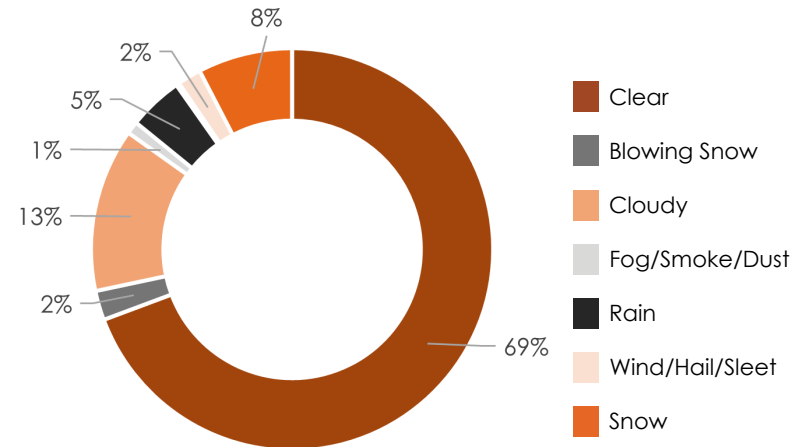
AVERAGE MILEAGE
PARATRANSIT FLEET **111,480 miles**

9 NEED REPLACEMENT

Sources in this section: MATBUS

SYSTEM PERFORMANCE

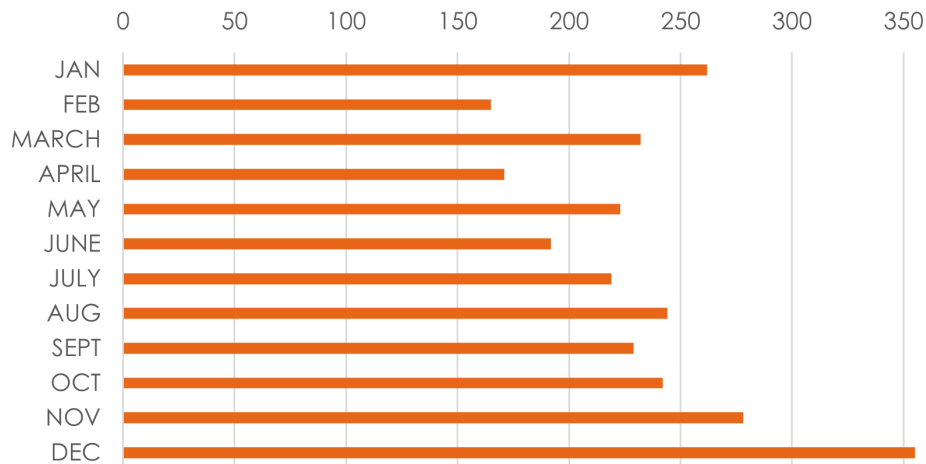
Metro COG tracks how well the transportation system is working across the metro area. This includes looking at traffic flow, travel times, safety, on-time performance, and mode share. By studying these trends each year, we can see what's working well, where problems are forming, and what areas need improvement. This helps us make smarter decisions about future projects and investments that keep people and goods moving safely and efficiently.



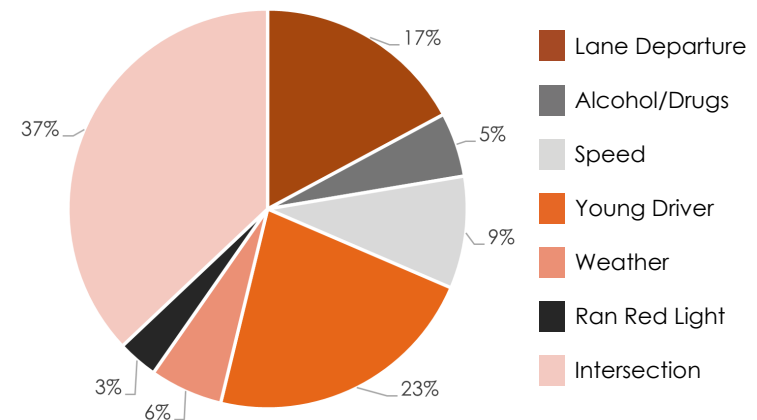
Vehicle Crashes by Weather Type

SAFETY & INCIDENT CHARACTERISTICS

Vehicle Crashes by Month

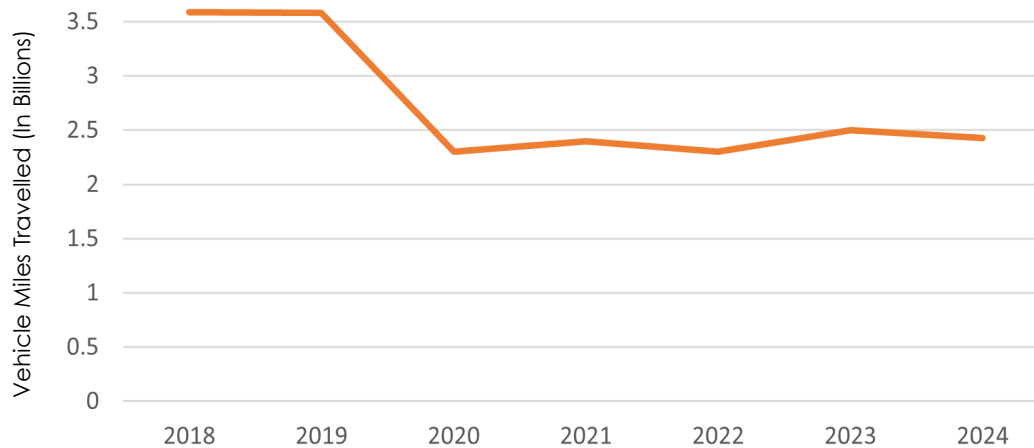


Contributing Factors to Vehicle Crashes

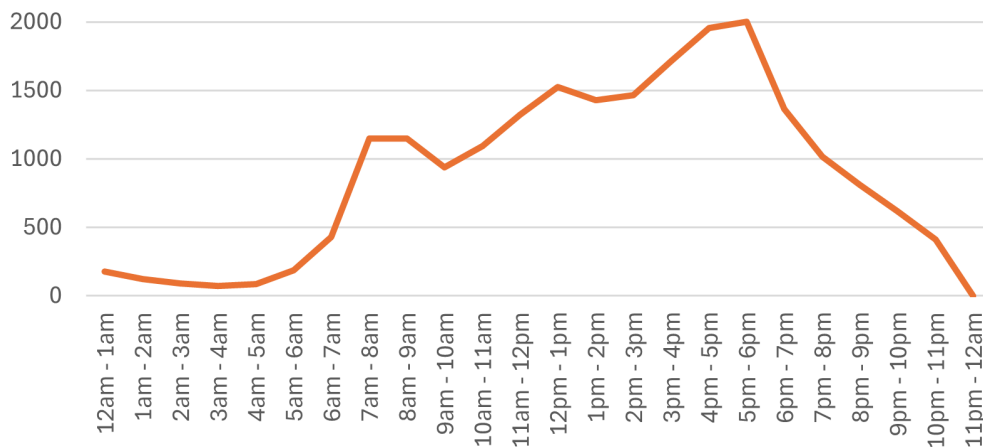


Over the past five years, total vehicle miles traveled (VMT) has remained relatively steady. However, during the same period, population growth has led to a decline in VMT per capita. These fluctuating figures could be attributed to several factors, including changes in driver behavior, fewer young people acquiring driver's licenses, increased reliance on alternative forms of transportation, and potential variations in data collection methods.

VMT trends in our region



Vehicle Hours of Delay by hour (CMP Network)



Sources in this section: NDDOT, MNDOT, Streetlight, Urban SDK

VMT per capita

2024	Change from 2023
9,100	-3.71%
2023	Change from 2022
9,451	+3.24%
2022	Change from 2021
9,154	-5.63%
2021	Change from 2020
9,700	+3.99%
2020	Change from 2019
9,328	-35.88%

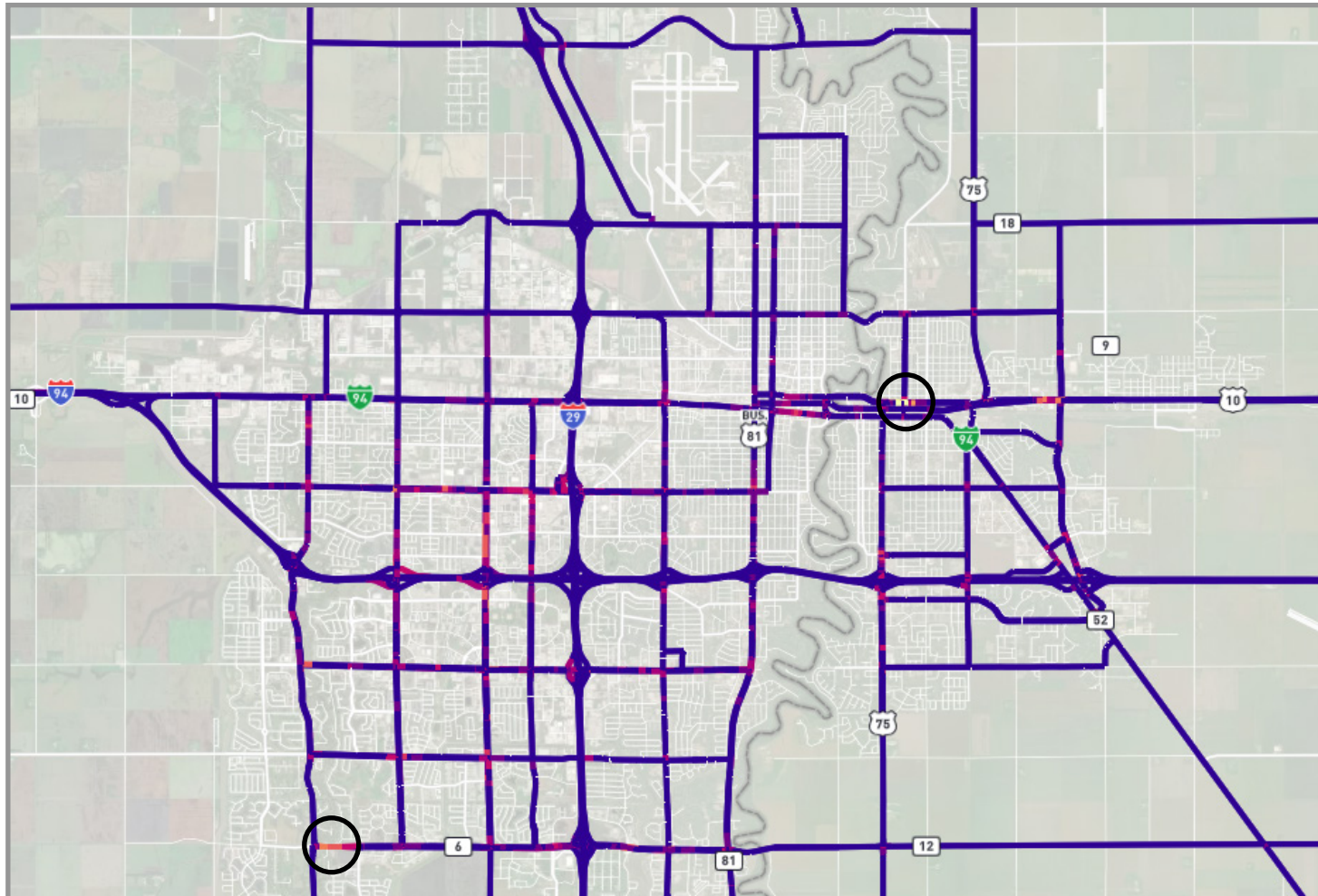
SYSTEM PERFORMANCE

Travel Time Index - Peak Hour Congestion

The Travel Time Index (TTI) compares peak-period travel times to free-flow conditions. A TTI of 1.30 means a trip that takes 10 minutes in free-flow conditions takes 13 minutes during peak periods.

Recurring congestion typically occurs during the PM peak (4:30–5:30 PM), primarily along the region's highest-volume arterial roadways.

PM PEAK



CORRIDORS OF INTEREST

1. U.S. Highway 10/Main Avenue (10th St. to Red River) - Throughout the year, this segment of Main Ave saw on average a TTI of 1.27 during the PM Peak.
2. 45th Street (13th Ave. to I-94) - Throughout the year, this segment of 45th St. saw on average a TTI of 1.34 during the PM Peak.
3. U.S. Highway 10 in Moorhead (30th St. to 34th St.) - Throughout the year, this segment of HWY 10 saw on average a TTI of 1.32 during the PM Peak.

Travel Time Index Scale



1.00-1.10
1.10-1.20
1.20-1.30
1.30-1.40
1.40-1.50
1.50-1.60
1.60-1.70
1.70-1.80
1.80-1.90
1.90-2.00

Sources in this section: Urban SDK

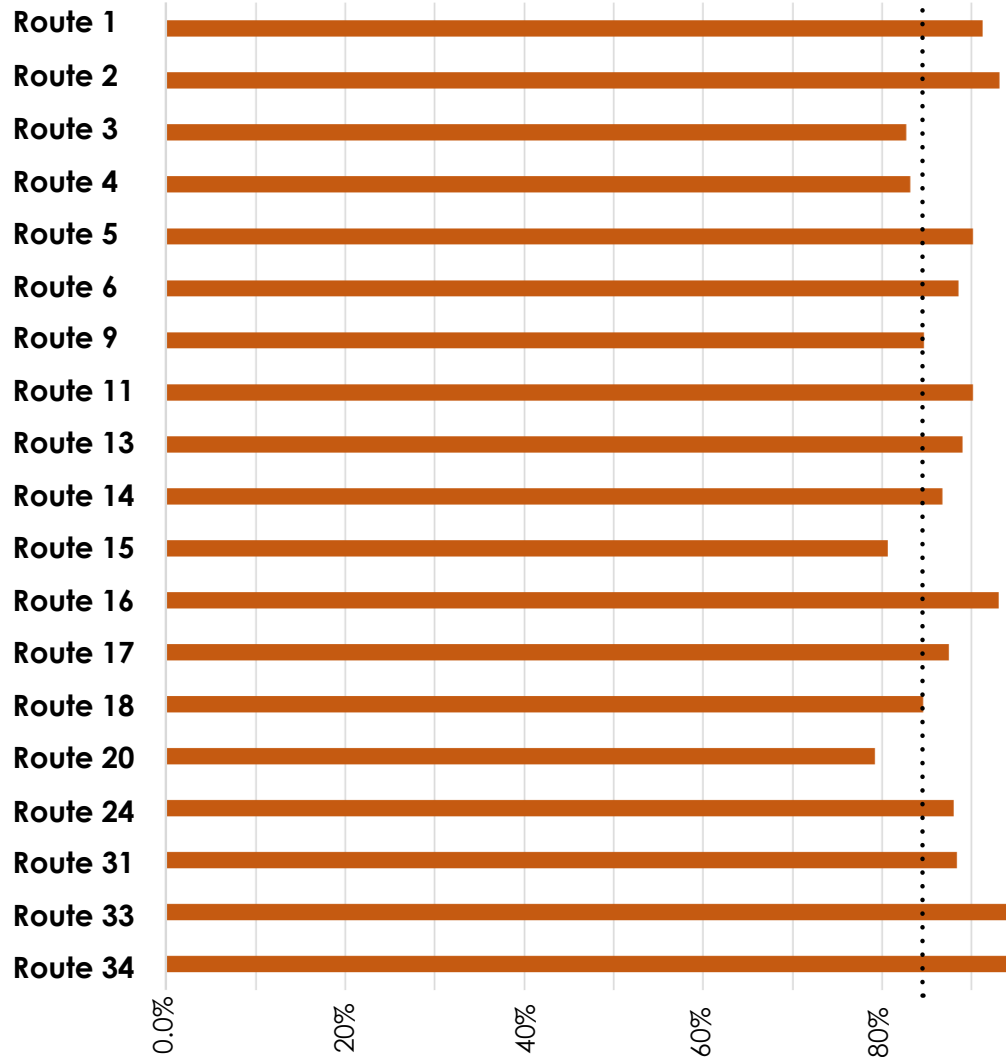
— The two circled areas reflect roadway closures, which are the cause of the high TTI values in these locations - not typical traffic congestion.

SYSTEM PERFORMANCE

Transit On-Time Performance

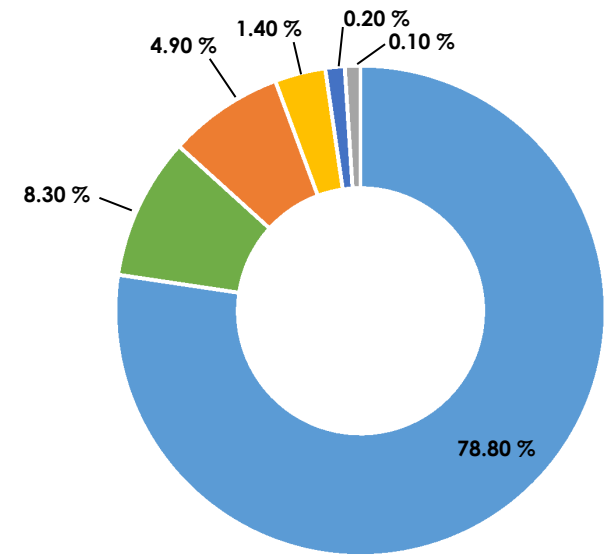
■ ON-TIME PERFORMANCE

..... ON-TIME PERFORMANCE TARGET (85.0%)*



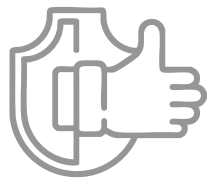
*OTP target is based on 2021-2025 Transit Development Plan targets
Sources: ^2024 American Community Survey (ACS) 1-year estimates

Mode Share of Transportation to Work



- - Drove Alone
- - Worked From Home
- - Carpool
- - Walked
- - Bicycle, motorcycle, other
- - Public Transportation

SYSTEM AVERAGE **87.9%**



SYSTEM PERFORMANCE

Demographic Overview of Residents Living Within ½ Mile of Transit stops

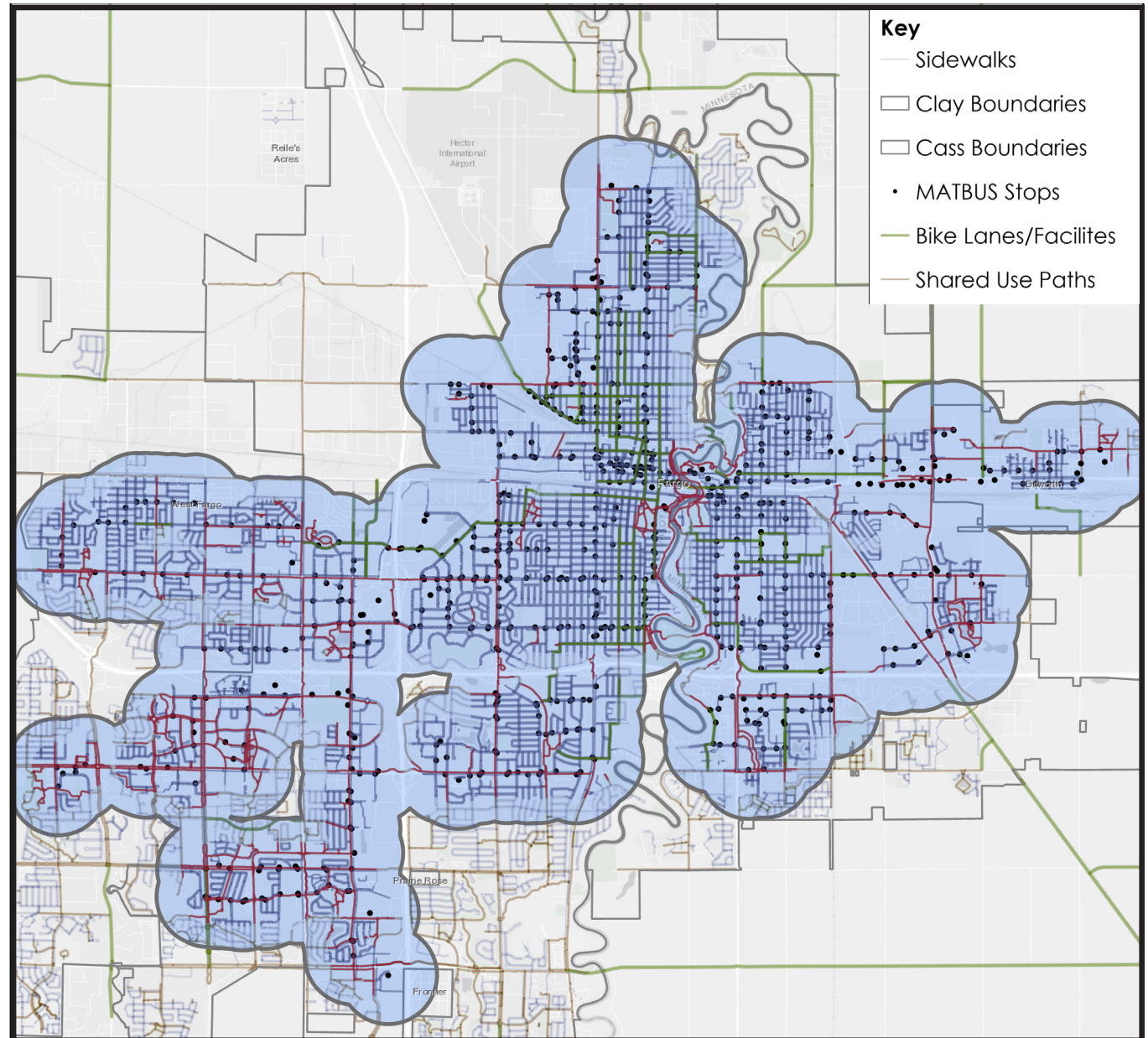
Population : **170,109**
67% of total population

Jobs : **108,704**
70% of all jobs

Car-Free
Households : **8%**

People
living with a
disability : **12%**

65 +
population : **13%**



Sources in this section: Remix, ^2024 American Community Survey (ACS) 1-year estimates

ACRONYMS

ACS	American Community Survey (U.S. Census Bureau)
ADT	Average Daily Traffic
FAR	Hector International Airport, Fargo
FM	Fargo-Moorhead
FTA	Federal Transit Administration
GTC	Ground Transportation Center
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)
MTG	Metro Transit Garage
MTP	Metropolitan Transportation Plan
NDDOT	North Dakota Department of Transportation
NHS	National Highway System
NPMRDS	National Performance Management Research Data Set
TDP	Transit Development Plan
TIP	Transportation Improvement Program
TDM	Travel Demand Model
TMA	Transportation Management Area
TTTR	Truck Travel Time Reliability (only applies to the National Highway System)
VMT	Vehicle Miles Traveled





ADDITIONAL RESOURCES

Community Profile:

<https://fred.stlouisfed.org/series/ATNHPIUS22020Q>

<https://data.bls.gov/oes/#/area/0022020>

[Permits Plus](#)

Freight:

<https://www.fargoairport.com/december-2024-year-end-statistics/>

<https://www.greatamericanstations.com/stations/fargo-nd-far/>

<https://www.safetydata.fra.dot.gov/officeofsafety/publicsite/crossings>

Bike & Ped Count Report <https://www.fmmetrocog.org/resources/planning/bicycle-pedestrian-planning>

Performance Measures <https://www.fmmetrocog.org/resources/performance-measures>

Transportation Improvement Program (TIP) <https://www.fmmetrocog.org/TIP>

Vehicle Miles Travelled <https://fred.stlouisfed.org/series/M12MTVUSM227NFWA#>



METROCOG

WWW.FMMETROCOG.ORG