



Fargo-Moorhead Metropolitan
Council of Governments

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11th Meeting of the MATBUS Coordination Committee

September 17, 2025 | 9:00 – 10:30 am
Location: Metro COG Conference Room/Zoom

[Click here to join the meeting](#)

Meeting ID: 890 6859 5689

Passcode: 669108

1. Call to Order and Introductions
 - a. Approve Order and Contents of the Overall Agenda
 - b. Review and Action on Minutes from September 10, 2025
2. Public Comment Opportunity
3. Action Items
 - a. MATBUS Proposed 2026 Budget – **Julie Bommelman**
 - b. Proposed Route and Service Change Approval – **Julie Bommelman**
4. Other Business

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A PLANNING ORGANIZATION SERVING
FARGO, WEST FARGO, HORACE, CASS COUNTY, NORTH DAKOTA AND MOORHEAD, DILWORTH, CLAY COUNTY, MINNESOTA

Agenda Item 1b

**10th Meeting of the
MATBUS Coordination Committee
Special Call Meeting
September 10, 2025 – 9:00 AM
Metro COG Conference Room/Zoom**

Members Present:

Deb White, Moorhead City Council, Chair
Denise Kolpack, Fargo City Commission
John Strand, Fargo City Commission
Julie Bommelman, Fargo Transit Director
Susan Thompson, Fargo Finance Director
Sebastian McDougall, Moorhead City Council
Jenica Flanagan, Moorhead Finance Director
Mike Rietz, Moorhead Assistant City Manager
Dustin Scott, West Fargo City Administrator
Peyton Mastera, Dilworth City Administrator
Brit Stevens, NDSU Transportation Manager
Ben Griffith, Metro COG Executive Director

Others Present:

Fowzia Adde, Immigrant Development Center
Adam Altenburg, Metro COG
Heide Benke, MATBUS
Christopher Cohen, Citizen
Shaun Crowell, MATBUS
Brenda Derrig, City of Fargo
Luke Grittner, MATBUS
Tarren Haak, MATBUS
Ingrid Harbo, The Forum of Fargo-Moorhead
Jean Henning, MATBUS
Aiden Jung, Metro COG
Ian McLean, City of Fargo
Wyatt Papenfuss, City of Fargo
Matt Pinotti, Transdev
Jordan Smith, MATBUS
Cole Swingen, MATBUS
Megan Zahradka, City of Moorhead

1a. Approve Order and Contents of the Overall Agenda

A motion to approve the order and contents of the agenda was made by Mr. McDougall and seconded by Ms. Kolpack. The motion was voted on and unanimously approved.

1b. Review and Action on Minutes from August 20, 2025

A motion to approve the minutes for August 2025 was made by Mr. Strand and seconded by Mr. Griffith. The motion was voted on and unanimously approved.

2. Public Comment Period

Chair White informed the committee that time would be allotted for public comments. She noted that members of the community wishing to speak would be allotted three minutes.

Christopher Cohen addressed the proposed changes to the MATBUS transit system. He expressed concern that key information about the changes had not been adequately communicated to the public. Mr. Cohen noted that although he had received some email responses from the City of Fargo, most did not fully address his questions. He emphasized the importance of transparency, particularly in regard to the proposed budget cuts, and stated that the cuts will be painful and intolerable to riders.

3a. Proposed Route and Service Change Public Comment Review

Ms. Bommelman presented an informational item going over the Proposed Route and service change public comments. She gave a brief overview of the proposed changes before addressing the comments:

- **Route 13:** The proposed change would reduce the frequency of Route 13. Route 13 would only depart the Ground Transportation Center at :15 after the hour. Currently Route 13 departs at :15 and :45 after the hour from 6:15 AM to 5:45 PM Monday through Friday.
- **Route 14:** The proposed change would reduce the frequency of Route 14. Route 14 would only depart the Ground Transportation Center at :45 after the hour. Currently Route 14 departs at :15 and :45 after the hour from 6:15 AM to 5:45 PM.
- **Route 15:** The proposed change would increase Route 15 from a 60-minute route to a 90-minute route to improve on-time performance. A pilot program of this change was introduced in May of 2025 to determine the effectiveness of this change.
- **Route 16:** The proposed change would eliminate Route 16 (Transit staff discussed this proposed change with the Fargo Housing Authority; with Route 14 servicing 4th Street going past the old High Rise, there were no concerns about serving the new public housing at the same location.)
- **Route 18:** The proposed change would reduce Route 18 from a 90-minute route to a 60-minute route. Route 18 would end at the Essentia Health clinic on 32nd Avenue S, and would no longer service any areas south of 32nd Avenue S. The northern portion of the route would also be adjusted to service the Cass County Jail and surrounding areas.
- **Route 20:** The proposed change would reduce Route 20 from a 60-minute route to a 30-minute route. Route 20 would only travel as far east as 42nd Street S. This would eliminate service to the Cass County Jail and surrounding areas.
- **West Acres Transit Hub:** The proposed change is to no longer utilize the West Acres Transit Hub as a transfer point for MATBUS routes. Instead, transfers would be made at the Walmart bus shelter, located at the intersection of 47th Street S and 11th Avenue S. This change would affect Route 14, Route 15, Route 20, and Route 24 (as well as Route 16 if it is not eliminated).
- **Industrial Park On-Demand Service:** The proposed change would eliminate the Industrial Park On-Demand Service.
- **Paratransit Service:** The proposed change would eliminate Sunday Paratransit services. Currently, MAT Paratransit operates from 7:00 AM to 5:00 PM on Sundays.

Ms. Bommelman provided an overview of the ranked public comments received regarding proposed transit route changes prior to the Fargo City Commission meeting on September 2. The highest number of comments were related to West Acres, followed by Route 18, Route 16, Route 14 frequency, the proposed elimination of Sunday paratransit service, and changes to Route 15. She clarified that the September 2 meeting was informational only, with no action taken at that time. While the original intent was to request action on the proposed changes at the September 15 Fargo City Commission meeting, that request was postponed to September 29.

Chair White noted that, while there are currently talks to cut MATBUS service, Metro COG and MATBUS are going through the process of updating the Transit Development Plan. She noted that this plan looks for efficiencies, follows best practices, and has had multiple public engagement efforts. She noted that it seems contradictory to spend money on this plan while not reflecting the realities of the system. She asked if she could be provided with the amount already spent on the plan.

Ms. Bommelman responded that she could provide context on the Transit Development Plan. She gave a brief overview of the plan's contents, noting that most of the recommendations are focused on improving or expanding transit service in the region. However, she explained that, due to current budgetary constraints, service reductions may be necessary in the immediate future. Chair White emphasized the importance of analyzing how the proposed service cuts might impact federal and state funding before proceeding.

Ms. Thompson inquired whether the consultants involved in the TDP were informed of the existing budget constraints. Ms. Bommelman confirmed that they were but added that, as a project contracted through Metro COG, the consultants were already too far along in the study to revise the scope of work or include a separate scenario that accounted for the budget limitations.

Mr. Strand requested clarification on his role as a committee member, specifically asking about contractual agreements and Memoranda of Agreement. Chair White responded that a Joint Powers Agreement was signed less than a year ago, and that a cost allocation formula was also agreed upon at that time. Ms. Bommelman added that the Joint Powers Agreement was included in the meeting packet for the September 2 Fargo City Commission meeting.

Chair White reiterated the importance of analyzing the impact of proposed service cuts on federal and state funding. She emphasized that the cuts would shift more of the financial burden onto Moorhead and Dilworth and raised concerns about the potential perception from the Minnesota State Legislature if Moorhead were to contribute more than Fargo despite being a much smaller city. She stressed the need to evaluate how these changes affect state-level funding on the Minnesota side.

Ms. Kolpack voiced strong concerns about relocating the West Acres hub to the Walmart location and expressed reservations about many of the proposed service cuts. She asked where the directive for these cuts originated and how communication about them had broken down. Ms. Bommelman stated that MATBUS had met with West Acres management, who expressed a desire to keep the MATBUS hub at its current location. She explained that the directive for service reductions came from the City of Fargo's administration during internal discussions about the need for further transit budget cuts. She noted that the City of Fargo had proposed a \$3.5 million transit allocation - representing a \$2.1 million reduction from the previous year. Ms. Derrig from the City of

Fargo confirmed that administration had identified the \$3.5 million target early in the budgeting process. She also mentioned that, considering the additional \$400,000 in funding from the State of North Dakota, discussions had occurred about demonstrating appreciation by showing a decreased reliance on state funding.

Chair White again emphasized that the budget issues stem from the City of Fargo, not MATBUS, and reiterated that the committee received little communication about the cuts - only a directive to reduce funding. Ms. Kolpack responded that the City had been discussing the cuts for over a year and questioned why that had not been clearly communicated to the committee. Ms. Thompson responded that she had informed the committee of potential cuts but acknowledged that conversations should have begun much earlier.

Mr. Rietz added that the proposed reductions amount to nearly a 33 percent cut and questioned how the \$3.5 million figure was determined, describing it as arbitrary. Chair White again reiterated that the cuts were imposed rather than discussed with the committee.

Ms. Bommelman concluded that it may be best to proceed to the next agenda item, which involved a review of specific service cut scenarios developed by MATBUS.

3b. MATBUS Route and Service Changes/2026 Budget Workshop

Ms. Bommelman began by giving an overview of the original 2026 budget that was due in March or April. She then gave an overview of three alternative scenarios that further reduced the budget. A description of some of the proposed budgets include:

1. 2026 Original Budget – No Adjustments

- Total System Expenses: \$15,979,075
- Notes:
 - No service or staff changes
 - Drivers' payroll and health insurance increases not yet included

2. 2026 Budget – No Route 16, No Sunday Para, No Industrial Tap Ride, Reduced Frequency on Route 13

- Total System Expenses: \$15,195,477
- Changes:
 - West Acres remains as transfer hub
 - Route 13 frequency reduced
 - Route 15 realigned to serve CashWise on 13th Ave
 - No staff reduction
 - Removed:
 - Sunday Paratransit (0.5 driver)
 - Industrial Tap Ride (1.5 drivers)
 - Route 13 frequency (2 drivers)
 - Drivers in-house: 75
 - Health insurance increase included

3. 2026 Budget – No Route 16, No Sunday Para, No Industrial Tap Ride, Reduced Frequency on Route 13 & 14

- Total System Expenses: \$14,963,522
- Changes:
 - West Acres remains as transfer hub

- Route 13 & 14 frequency reduced
- Route 14 inbound realigned to use 4th Street
- Route 15 realigned to serve CashWise
- No staff reduction
- Removed same services as above
- Drivers in-house: 73
- Health insurance increase included

4. 2026 Budget – No Route 16, No Sunday Para, No Industrial Tap Ride, Reduced Frequency on Route 13 & 14, No West Acres Hub, Includes Staff Reductions

- Total System Expenses: \$14,525,847
- Changes:
 - Eliminates West Acres as a transfer hub
 - Same route adjustments as in Scenario 3
 - Reduces 3 support staff positions
 - Drivers in-house: 73
 - Health insurance increase included

Following Ms. Bommelman's overview of the proposed budget changes, Mr. Strand requested that the committee take a closer look at the Joint Powers Agreement to assess compliance and determine appropriate next steps. He suggested consulting the City Attorney's Office if necessary. Mr. McLean responded that he would follow up with Mr. Strand on that matter.

Chair White added that the issue may not be one of compliance, but rather a question of how the partnership should function. Ms. Kolpack suggested that the agreement may need to be reviewed, particularly regarding communication between parties. She also highlighted the significant differences in state-level transit funding between North Dakota and Minnesota, stating that she and Ms. Bommelman had attempted to secure additional funding from the North Dakota Legislature during the last session. Chair White acknowledged the funding differences, commenting that North Dakota prioritizes low taxes, whereas Minnesota's higher taxes support services like transit through income tax contributions. Ms. Kolpack responded that the current cost allocation formula may be flawed, particularly if Fargo's service reductions lead to an increased financial burden on Moorhead.

Ms. Zahradka provided a brief explanation of the cost allocation formula, noting that overhead costs are divided by revenue miles. Therefore, when Fargo reduces its service, Moorhead's share of overhead increases. Mr. Swingen demonstrated how the formula functioned in real time, confirming this effect.

Mr. Strand asked whether the service cuts were related to reduced federal funding after the region was reclassified as a large urban transit area. Chair White clarified that any reduction in federal funding was offset by additional funding from the State of North Dakota. She reiterated that the proposed cuts are solely the result of the City of Fargo's current financial crisis.

Fowzia Adde, Executive Director of the Immigrant Development Center, arrived after the public comment period. Chair White asked the committee if they would allow her to speak, and the committee unanimously agreed. Ms. Adde voiced her concerns about the proposed cuts, explaining that many new immigrants in the region depend on public transit for work, medical appointments, and grocery shopping.

Chair White asked the committee to use the remaining time to discuss next steps in preparation for the committee meeting on September 17, where action will be taken on the proposed budget scenarios. Mr. Rietz stated that he found none of the current scenarios satisfactory. Mr. Smith responded that the scenarios were created in response to feedback received during the public hearing, with the most unpopular cuts being the first to be reinstated. Chair White requested that staff provide a summary of 2025 expenses at the next meeting to better inform the committee's decisions. The committee briefly discussed the potential consequences of not reaching a consensus, with Mr. Strand urging staff to make every effort to find additional funding.

Mr. Rietz commented that Scenario 1 could be viable if the City of Fargo could contribute an additional \$500,000. He suggested revisiting the scenario before the next meeting. Ms. Derrig noted that she and Ms. Thompson were exploring ways to reach a \$3.9 million contribution from the City of Fargo and would continue working to close the gap to \$4.1 million if Scenario 1 is preferred by the committee. She added that this scenario could serve as a foundation for longer-term funding discussions, acknowledging that while immediate cuts may be necessary, the region can still work toward the recommendations outlined in the Transit Development Plan.

Ms. Kolpack stated that, at present, the only scenario she could support was Scenario 1.

Chair White requested a current timeline of key events. Ms. Bommelman explained that a consensus must be reached at the next MCC meeting on September 17, as the final City of Fargo budget will be presented at the Fargo City Commission meeting on September 29.

3. Other Business

Chair White reminded the committee that the next MATBUS Coordination Committee meeting would be held on Wednesday, September 17 at 9:00 AM.

Chair White adjourned the meeting at 10:19 AM.



Memorandum

To: MATBUS Coordination Committee

From: Julie Bommelman, Transit Director

Date: September 17, 2025

RE: *MATBUS Proposed 2026 Budget*

On September 10th, MATBUS staff were given the directive to provide the MATBUS Coordination Committee with budget options that provide the highest level of service to citizens as possible, while also addressing the City of Fargo's current budget shortfall and ensuring that other MATBUS partners are not adversely affected.

The following requests were made for Committee members to better understand the impact of the 2026 MATBUS budget:

- What does the 2025 budget look like for comparison?**

Total Shared Revenue	745,672.05	139,853.54	477.64	505,052.90	68,913.57	17,295.59	33,637.88	1,394.57	7
Required Local Share by Entity			Fargo 5,655,253.56		Moorhead 686,148.62		West Fargo 466,466.55		NDSU 561,85
Federal and State Revenues included Above	1,805,994.40	1,130,397.46	3,530.96	3,228,200.41	664,389.91	121,396.77	345,916.00	266,380.06	50
			8,591,645.42		4,578,738.95		933,779.32		830,740

Total MATBUS System expenses: \$16,450,805 – Local Revenues \$1,512,370 = \$14,938,435

- How will Fargo service/route/budget reductions affect federal funding?**

- As an estimation, staff divided projected 2026 federal revenue by projected 2026 ridership to determine a subsidy per passenger:

Subsidy Calculation	
2026 - 5307 Allocation Estimate	\$ 3,054,746.00
2026 Ridership Estimate	1,261,200
Subsidy Per Rider	\$ 2.42

- Multiplying this subsidy by the estimated loss in ridership due to the proposed changes produced a decrease in federal 5307 (operating) revenue of \$165,172.26 if all proposed changes are adopted and a decrease of \$111,758.02 if either of the proposed budget options later in this document are adopted.

Item 3a

All Proposed Changes	5307 Revenue Decrease	
	Subsidy Per Rider	\$ 2.42
	Total Ridership Decrease	68,253
	5307 Decrease	\$ 165,172.26
Budget Option 1/ Option 2	5307 Revenue Decrease	
	Subsidy Per Rider	\$ 2.42
	Total Ridership Decrease	46,181
	5307 Decrease	\$ 111,758.02

- **What impact will these reductions have on MnDOT funding in the future?**
 - With MNDOTs formula-based funding approach, the highest weighted factor in the formula is Cost Effectiveness (Operating Expense/Unlinked Passenger Trips) and they are also evaluating Service Effectiveness (Unlinked Passenger Trips/Vehicle Revenue Hours). Any changes in ridership, service level or budget will affect the formula. Staff are not sure to what degree it would affect state funding, but it will affect it.
- **Is the current cost allocation method the best way to distribute Transit expenses and revenues?**
 - A future meeting can be held to allow the Committee to review the current cost allocation formula and make suggestions for improvements. This is likely a larger conversation that won't be able to be completed before the 2026 budget is due.

2026 Budget Without Service Reductions:

Local Revenue Total	1,399,767.00	688,418.58	171,107.01	571.39	444,419.15	41,070.91	12,698.32	39,387.28	1,983.63	110.73
Agency Total				Fargo 5,507,883.15	Moorhead 4,471,579.38		West Fargo 547,812.23		NDSU 858,854.92	
		632,221.05	291,376.17	923,597.22			24,510.96	66,882.82		
		2,793,622.30	15,933.53	2,809,555.82	28,381.94	4,504.80	129,859.07	4,096.42	189,624.33	474.90
		7,154,633.22	1,842,330.06	9,241,036.20		4,504,466.12		773,161.50		1,048,954.15

Total MATBUS System expenses: \$15,979,075 – Local Revenues \$1,399,767 = \$14,579,308

Budget Option Previously Proposed on 9/10:

	Fargo 4,137,476.61			Moorhead 4,254,699.30		West Fargo 452,527.02		NDSU 759,678.12	
State Revenues	385,143.76	522,348.01	907,491.77		14,931.87	119,900.36			
Federal Revenues	2,750,598.77	17,956.74	2,768,555.51	31,985.84	5,076.82	163,525.40	4,616.58	199,591.85	535.20
	5,974,350.98	1,821,216.17				313,392.14	437,492.51	844,848.99	
			7,813,523.89		4,291,761.95		755,501.23		959,805.16

- Local Contributions:
 - Fargo - **\$4,137,476.61**
 - Moorhead/Dilworth - **\$4,254,699.30**
 - West Fargo - **\$452,527.02**
 - North Dakota State University - **\$759,678.12**
- Route/Service Change Assumptions:

Item 3a

- Route 13 frequency reduction is approved
- Route 16 elimination is approved
- Industrial Park On-Demand elimination is approved
- Paratransit Sunday service elimination is approved
- Route 14 maintains existing frequency
- Route 14 realigned to travel north to the GTC on 4th St S instead of 10th St S
- West Acres continues to be used as a transfer hub
- Route 18 and Route 20 are not adjusted
- Route 15 realigned to serve Cash Wise on 13th Ave
- Other Assumptions:
 - No reduction in staff
 - Diesel fuel adjusted for service levels
 - 2% reduction in ridership across all Fargo, Moorhead, Dilworth and West Fargo routes due to route/service reductions and cash fare rate increase
 - Marketing budget reduced to \$50,000
 - Drivers in-house (75 drivers)
 - Payroll in and accounted for, health insurance increase included
 - Total MATBUS system expenses - \$15,195,477

With these constraints and input in mind, MATBUS staff present the following 2026 budget option for the Committee's consideration:

2026 Proposed Budget Option:

	Fargo 3,981,524.14			Moorhead 4,157,501.85	West Fargo 445,701.28	NDSU 740,979.36
State Revenues	385,143.76	522,348.01	907,491.77		14,931.87	119,900.36
Federal Revenues	2,754,524.34	17,956.74	2,772,481.08	31,985.84	159,586.09	4,616.58
	5,832,698.47	1,810,841.78			305,513.54	827,845.55
		7,661,496.99		4,194,564.50	744,736.19	941,460.85

- Local Contributions:
 - Fargo - **\$3,981,524.14**
 - Moorhead/Dilworth - **\$4,157,501.85**
 - West Fargo - **\$445,701.28**
 - North Dakota State University - **\$740,979.36**
- Route/Service Change Assumptions:
 - Route 13 frequency reduction is approved
 - Route 16 elimination is approved
 - Industrial Park On-Demand elimination is approved
 - Paratransit Sunday service elimination is approved
 - Route 14 maintains existing frequency
 - Route 14 realigned to travel north to the GTC on 4th St S instead of 10th St S
 - West Acres continues to be used as a transfer hub

Item 3a

- Route 18 and Route 20 are not adjusted
- Route 15 realigned to serve Cash Wise on 13th Ave
- Other Assumptions:
 - One support staff position will be suspended for 2026 (FTE is still retained)
 - Potential hold of vacant positions as we evaluate the full impact of in-house driver transition (FTE is still retained)
 - Diesel fuel adjusted for service levels
 - 2% reduction in ridership across all Fargo, Moorhead, Dilworth and West Fargo routes due to route/service reductions and cash fare rate increase
 - Marketing budget reduced to \$50,000
 - Drivers in-house (75 drivers)
 - Payroll in and accounted for, health insurance increase included
 - Total MATBUS system expenses - \$14,916,802 – Local Revenues \$1,374,885 = \$13,541,917

Requested action: Approve the proposed MATBUS budget and allow staff to bring the Committee's recommendation to the September 29th City of Fargo Commission meeting.

#1 2025 Budget

Total Shared Revenue	745,672.05	138,853.54	477.64	505,052.90	68,913.57	17,285.59	33,637.88	1,394.57	72.38
Required Local Share by Entity			Fargo 5,655,251.56	Moorhead 686,148.62		West Fargo 466,466.55		NDSU 561,857.41	
Federal and State Revenues Included Above	1,895,994.40	1,130,397.46	1,530.95	3,328,700.41	664,389.01	121,396.77	345,916.09	266,380.06	502.81
			8,591,645.42	4,578,738.95		933,779.32		830,740.31	

Total MATBUS System expenses: \$16,450,805 - Local Revenues \$1,512,370 = \$14,938,435

#2 2026 Original Budget, No Adjustments

Local Revenue Total	1,399,767.00	686,418.58	171,107.01	571.39	444,410.13	41,070.91	12,698.32	39,387.26	1,983.63	110.73
Agency Total			Fargo 5,507,883.15		Moorhead 4,471,579.38		West Fargo 547,812.23		NDSU 858,854.92	
		632,221.05	291,376.17	923,597.22		24,510.96	66,882.82			
		2,793,622.30	15,933.53	2,809,555.82	28,381.94	4,504.80	129,859.07	4,096.42	189,624.33	476.90
		7,154,633.22	1,842,330.06	9,241,036.20		4,504.80	773,161.50		1,048,954.15	

Payroll numbers with increased health costs

Total MATBUS System expenses: \$15,979,075 - Local Revenues \$1,399,767 = \$14,579,308

#3 2026 Budget with No Route 16, No Sunday Para, No Industrial Tap Ride, Reduced Frequency on Route 13

			Fargo 4,137,476.61		Moorhead 4,254,699.30		West Fargo 452,527.02		NDSU 759,678.12	
State Revenues	385,143.76	522,348.01	907,491.77			14,931.87	119,900.36			
Federal Revenues	2,750,598.77	17,956.74	2,768,555.51	31,985.84	5,076.82	163,525.40	4,616.58	199,591.85	535.20	
	5,974,350.98	1,821,216.17				313,392.14	437,492.51	844,848.99		
			7,813,523.89		4,291,761.95		755,501.23		959,805.16	

West Acres Remains as Transfer Hub

Reduced Frequency on Route 13

Maintains frequency on Route 14

Route 15 realigned to serve CashWise on 13th Avenue

No reduction in staff

2% reduction in ridership across partners due to rate increase

Diesel Fuel adjusted for service levels

Marketing already reduced to \$50,000

Gasoline adjusted for service levels

Removed Sunday Paratransit, (.5 driver)

Removed Industrial Park Tap Ride (1.5 driver)

Removed frequency on Route 13, (2 drivers)

Drivers in-house (75 drivers)

Payroll in and accounted for, health insurance increase included

Total MATBUS System expenses: \$15,195,477 - Local Revenues \$1,374,885 = \$13,820,592

#4 2026 Budget with No Route 16, No Sunday Para, No Industrial Tap Ride, Reduced Frequency on Route 13 with Potential Positions Suspension (retain FTE's)

	655,954.13	164,571.78	-	459,953.01	39,576.16	13,658.65	37,924.53	2,906.02	340.71
			Fargo 3,981,524.14		Moorhead 4,157,501.85		West Fargo 445,701.28		NDSU 740,979.36
State Revenues	385,143.76	522,348.01	907,491.77			14,931.87	119,900.36		
Federal Revenues	2,754,524.34	17,956.74	2,772,481.08	31,985.84	5,076.82	159,586.09	4,616.58	199,605.58	875.91
	5,832,698.47	1,810,841.78				305,513.54	434,606.07	827,845.55	
			7,661,496.99		4,194,564.50		744,736.19		941,460.85

West Acres Remains as Transfer Hub

Reduced Frequency on Route 13

Maintains frequency on Route 14

Route 15 realigned to serve CashWise on 13th Avenue

One support staff position will be suspended for 2026 (FTE is still retained)

Potential hold of vacant positions as we evaluate the full impact of in-house driver transition (FTE is still retained)

2% reduction in ridership across partners due to rate increase

Diesel Fuel adjusted for service levels

Marketing already reduced to \$50,000

Gasoline adjusted for service levels

Removed Sunday Paratransit, (.5 driver)

Removed Industrial Park Tap Ride (1.5 driver)

Removed frequency on Route 13, (2 drivers)

Drivers in-house (75 drivers)

Payroll in and accounted for, health insurance increase included

Total MATBUS System expenses: \$14,916,802 - Local Revenues \$1,374,885 = \$13,541,917



Memorandum

To: MATBUS Coordination Committee

From: Julie Bommelman, Transit Director

Date: September 17, 2025

RE: *Proposed Route and Service Change Approval*

The City of Fargo Transit Department is proposing route changes due to the ongoing rise in operational costs and the stagnation of revenue streams that support the City's transit services. Transit Department staff have done extensive research to ensure the proposed changes affect the smallest number of riders possible.

In Total **83** Comments were received regarding the proposed changes, of which **69** were written and **14** were received during the public comment period at the September 2nd City of Fargo Commission meeting. Many of these comments speak toward more than one of the proposed changes.

Of these comments:

- **36** Included the **West Acres Transit Hub Elimination**
- **17** Included the **Route 18 Service Change**
- **15** Included the **Route 16 Elimination**
- **12** Included **General Statements on the Negative Impacts of the Proposed Changes**
- **11** Included the **Route 14 Frequency Reduction**
- **6** Included the **Sunday Paratransit Service Elimination**
- **4** Included the **Route 15 Service Change**
- **3** Included the **Route 13 Frequency Reduction**
- **1** Included the **Industrial Park On-Demand Elimination**
- **1** Included a **General Statement Supporting the Proposed Changes**

The City of Fargo Commission will be voting on each proposed change at the September 29th City of Fargo Commission meeting, prior to approving the City of Fargo budget. Detailed descriptions and maps of the proposed changes are as follows:

- **Route 13:** The proposed change would reduce the frequency of Route 13. Route 13 would only depart the Ground Transportation Center at :15 after the hour. Currently Route 13 departs at :15 and :45 after the hour from 6:15am to 5:45pm Monday through Friday.

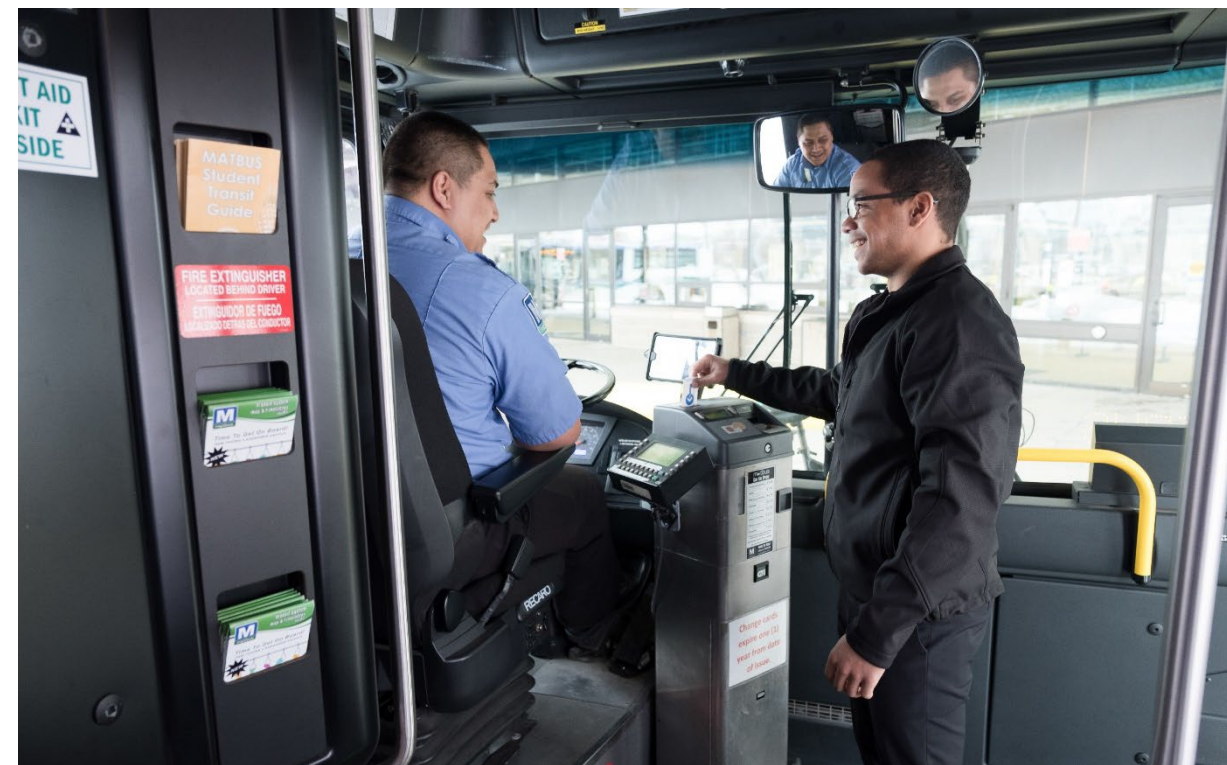
Item 3b

- **Route 14:** The proposed change would reduce the frequency of Route 14. Route 14 would only depart the Ground Transportation Center at :45 after the hour. Currently Route 14 departs at :15 and :45 after the hour from 6:15am to 5:45pm.
- **Route 15:** The proposed change would increase Route 15 from a 60-minute route to a 90-minute route to improve on-time performance. A pilot program of this change was introduced in May of 2025 to determine the effectiveness of this change.
- **Route 16:** The proposed change would eliminate Route 16 (Transit staff discussed this proposed change with the Fargo Housing Authority; with Route 14 servicing 4th Street going past the old High Rise, there were no concerns about serving the new public housing at the same location.)
- **Route 18:** The proposed change would reduce Route 18 from a 90-minute route to a 60-minute route. Route 18 would end at the Essentia Health clinic on 32nd Ave S, and would no longer service any areas south of 32nd Ave S. The northern portion of the route would also be adjusted to service the Cass County Jail and surrounding areas.
- **Route 20:** The proposed change would reduce Route 20 from a 60-minute route to a 30-minute route. Route 20 would only travel as far east as 42nd St S. This would eliminate service to the Cass County Jail and surrounding areas.
- **West Acres Transit Hub:** The proposed change is to no longer utilize the West Acres Transit Hub as a transfer point for MATBUS routes. Instead, transfers would be made at the Walmart bus shelter, located at the intersection of 47th St S and 11th Ave S. This change would affect Route 14, Route 15, Route 20 and Route 24 (as well as Route 16 if it is not eliminated).
- **Industrial Park On-Demand Service:** The proposed change would eliminate the Industrial Park On-Demand Service.
- **Paratransit Service:** The proposed change would eliminate Sunday Paratransit services. Currently, MAT Paratransit operates from 7:00am to 5:00pm on Sundays.

Requested action: Approve or reject each proposed change and allow MATBUS staff to bring the Committee's recommendations to the September 29th City of Fargo Commission meeting.



MATBUS Route and Service Change Public Comments



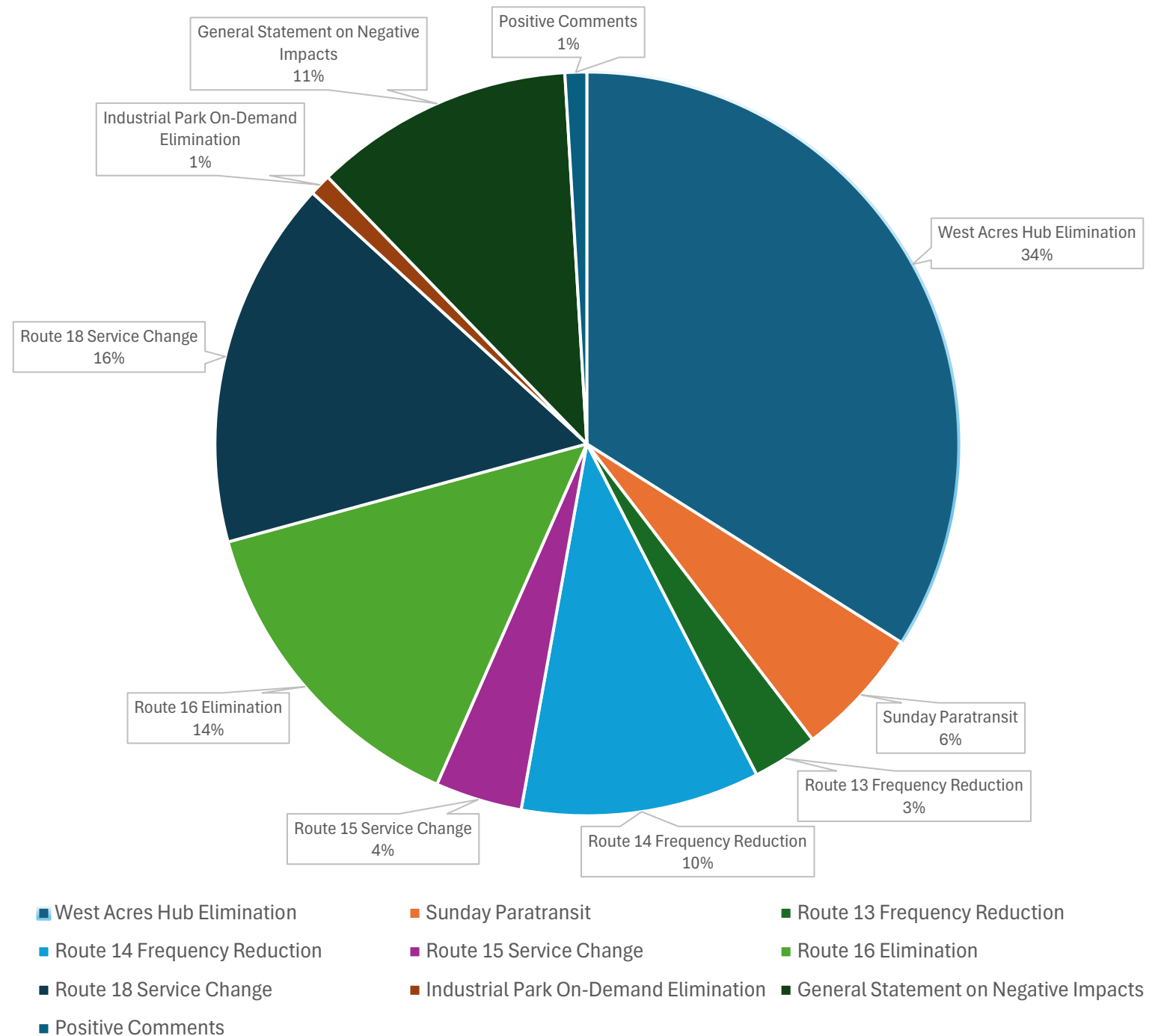
Comment Overview

In Total **83** Comments were received regarding the proposed changes, of which **69** were written and **14** were received during the public comment period at the September 2nd City of Fargo Commission meeting. Many of these comments speak toward more than one of the proposed changes.

Of these comments:

- **36** Included the **West Acres Transit Hub Elimination**
- **17** Included the **Route 18 Service Change**
- **15** Included the **Route 16 Elimination**
- **12** Included **General Statements on the Negative Impacts of the Proposed Changes**
- **11** Included the **Route 14 Frequency Reduction**
- **6** Included the **Sunday Paratransit Service Elimination**
- **4** Included the **Route 15 Service Change**
- **3** Included the **Route 13 Frequency Reduction**
- **1** Included the **Industrial Park On-Demand Elimination**
- **1** Included a **General Statement Supporting the Proposed Changes**

Comment Overview



Route 13



The proposed change would reduce the frequency of Route 13 from once every half hour to once every hour.

Route 13



28 service hours/day (15 Saturday)
16 Service hours/day (15 Saturday)



30-minute frequency until 6:15pm
60-minute frequency until close
60 minute frequency M-Sat. 39% fewer trips M-F

**Route 13 frequency reduced
from every 30 minutes to every
60 minutes M-Sat.**

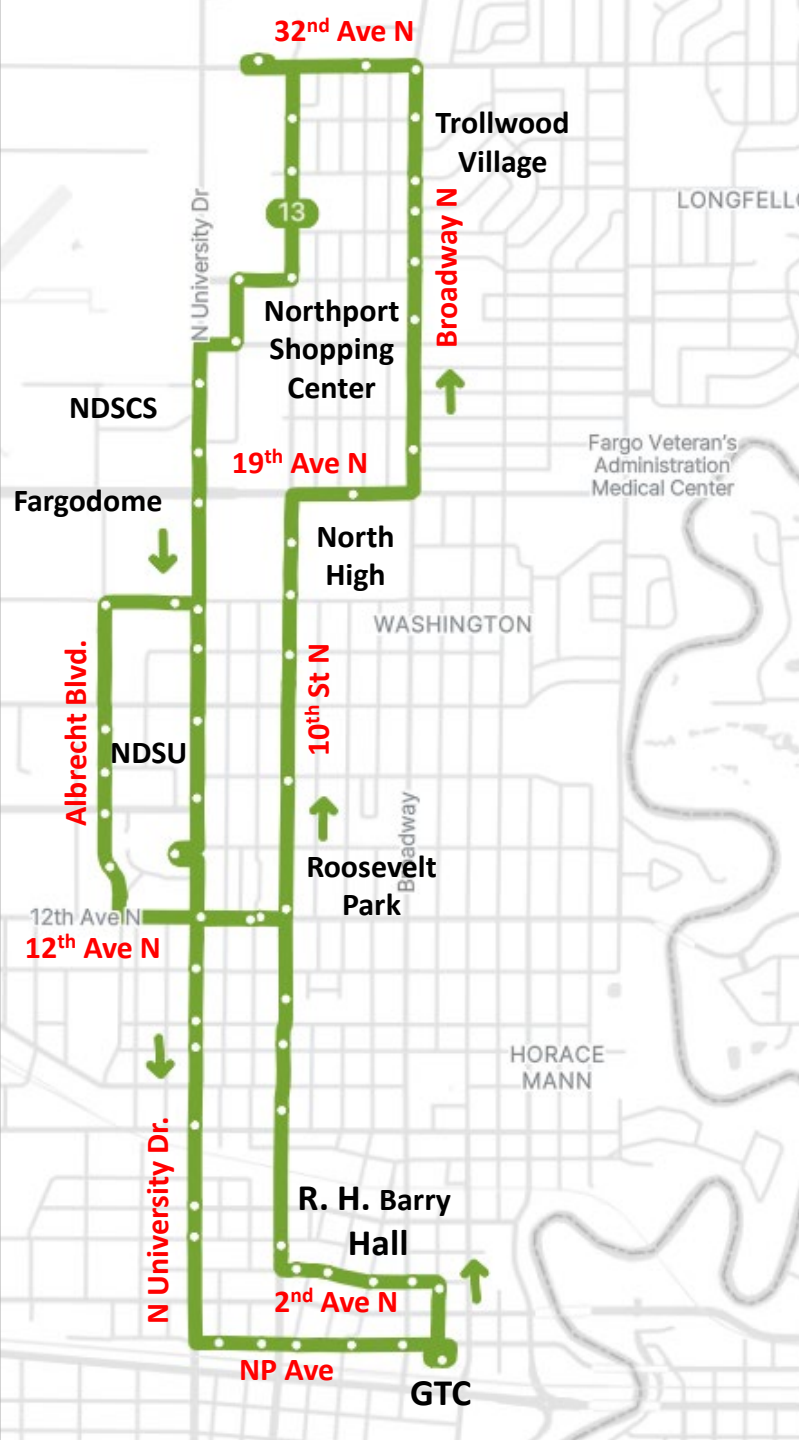
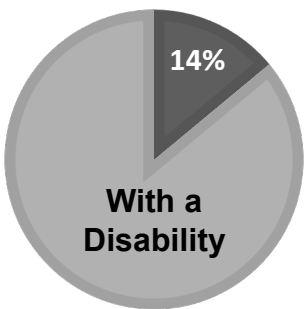
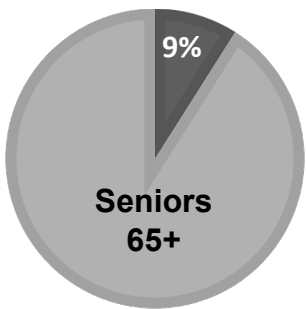
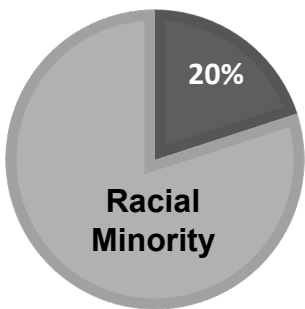
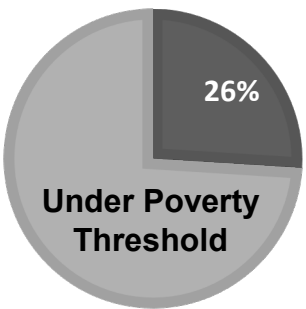


83,534
Revenue Miles
Per Year
50,955

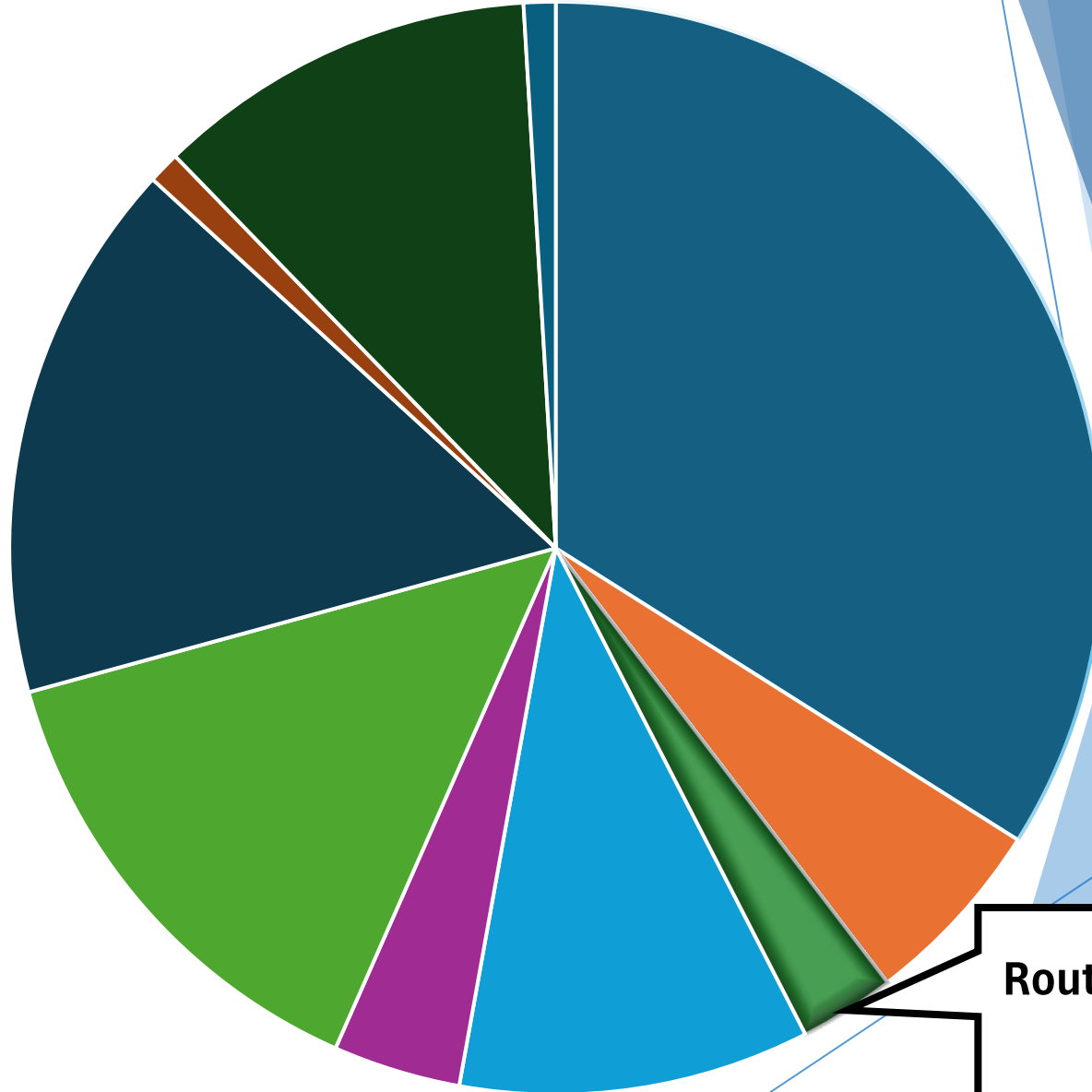
Population: 17,500
Jobs: 17,000



112,900
Ridership
Per Year



Route 13 Comments



**Route 13 Frequency
Reduction
3%**

Route 14

The proposed change would reduce the frequency of Route 14 from once every half hour to once every hour.



Route 14

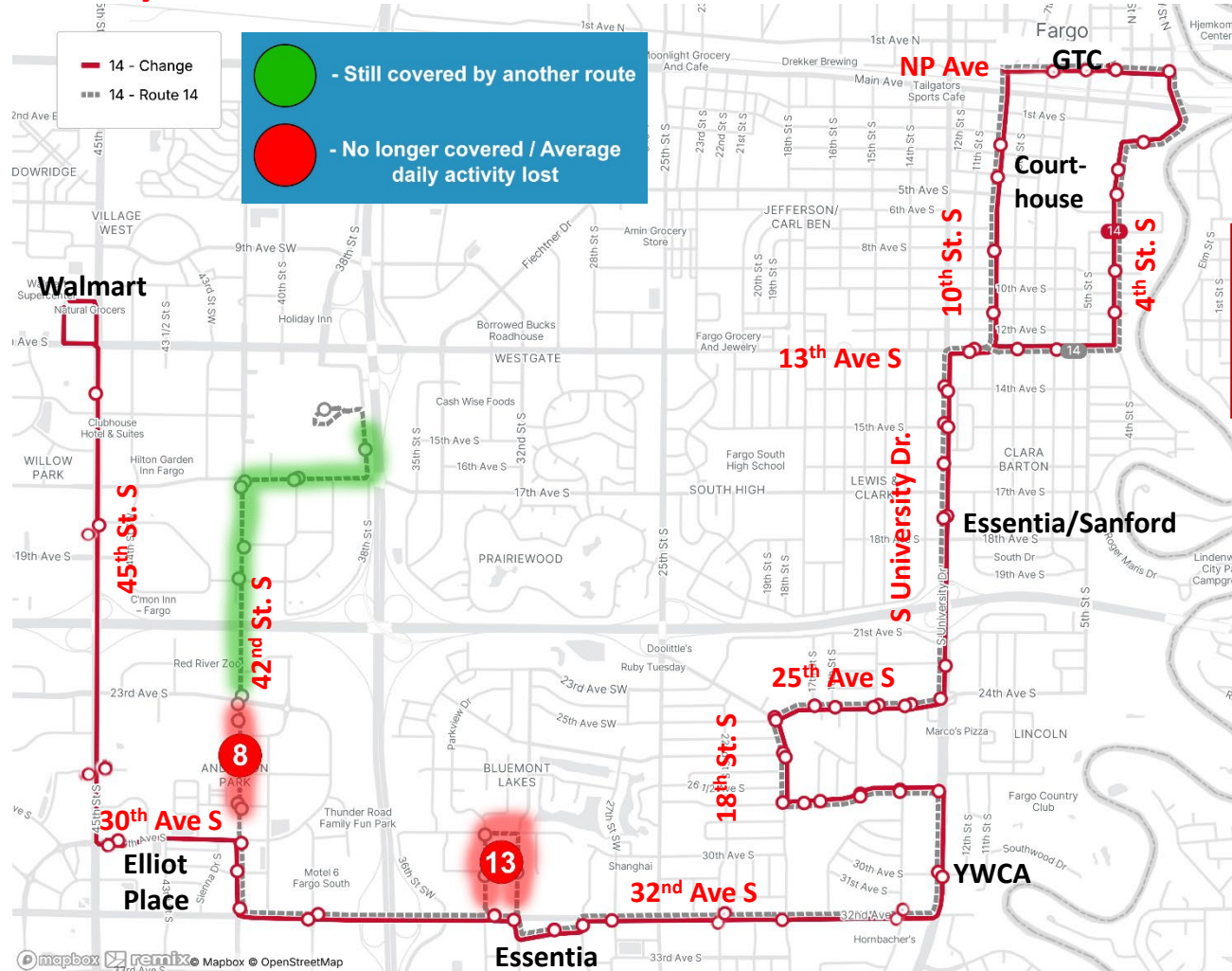


43 service hours/day (41 Saturday)
24 Service Hours per Day (22.5 Sat.)



30-minute frequency until 6:15pm
 60-minute frequency until close
60 minute frequency M-Sat. 45% fewer trips

Route 14 frequency reduce from every 30 minute to every 60 minutes M-Sat.



191,121
 Revenue Miles
 Per Year
105,116

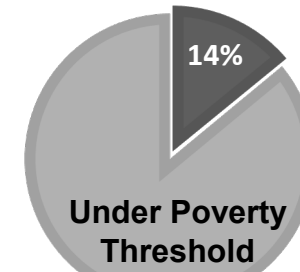
Population: 20,300
20,500
Jobs: 18,900
19,300



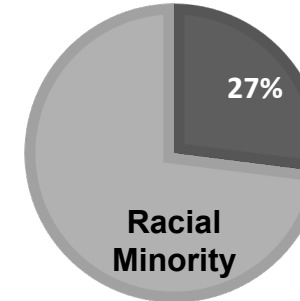
98,600
 Ridership
 Per Year



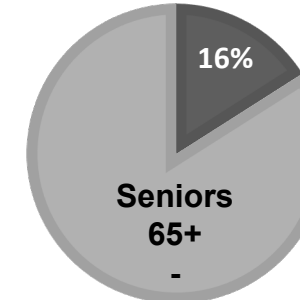
Changes to this route
 will affect Route 11



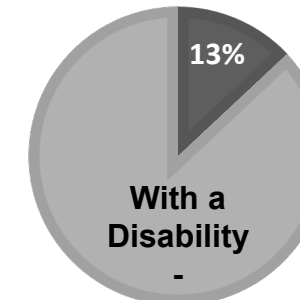
15%



28%

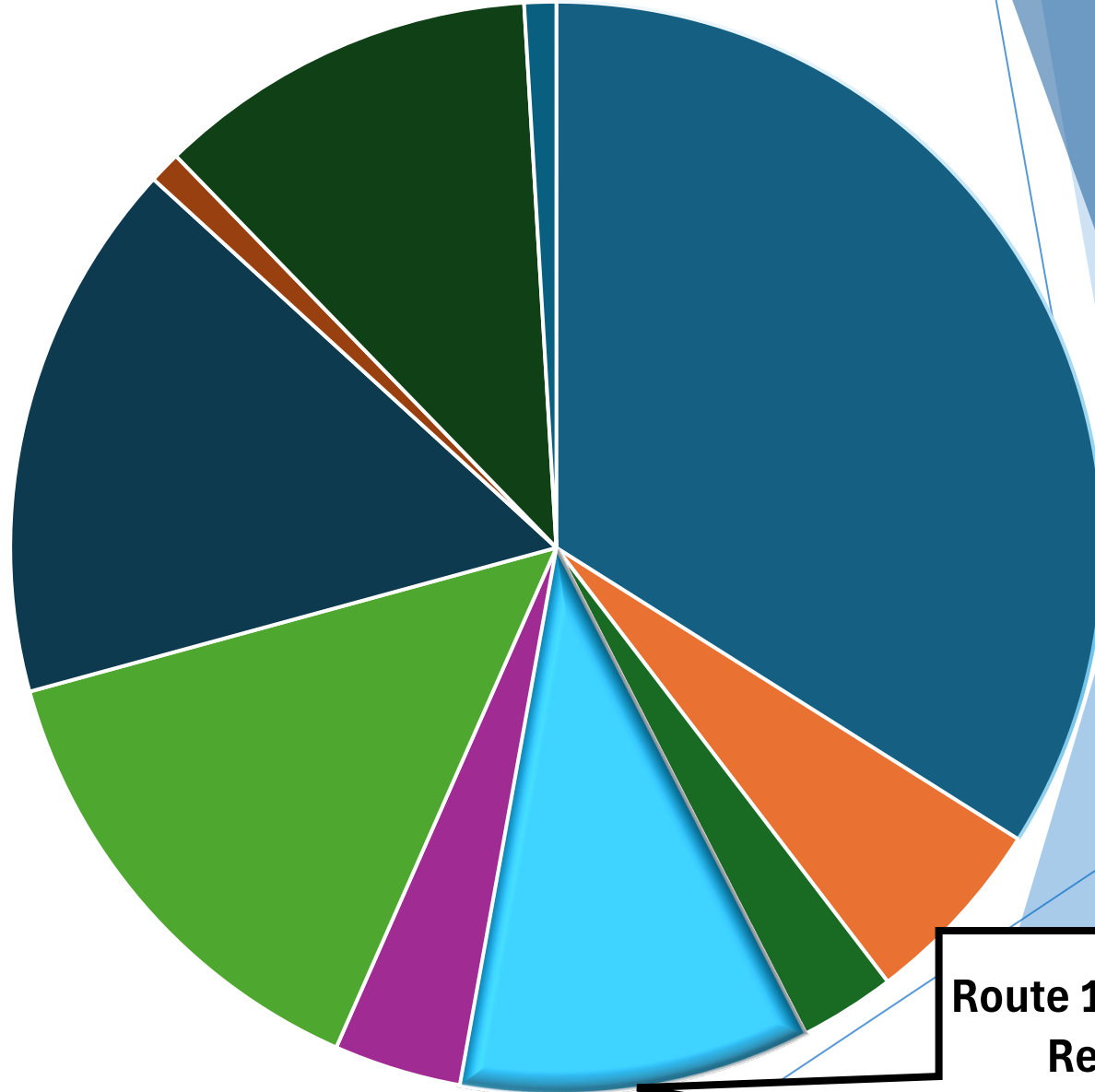


13%



Island Park
 Hornbacher's
 Plaza Senior Apartments
 Family Fare
 Essentia
 Anne Carlson
 West Acres
 YMCA
 Preference Employment
 Sanford
 YWCA
 Boys & Girls Club
 Courthouse
 People Ready

Route 14 Comments



**Route 14 Frequency
Reduction
10%**

Route 15



The proposed change would increase Route 15 from a 60-minute route to a 90-minute route to improve on-time performance. A pilot program of the change was introduced in May of 2025 to determine the effectiveness of this change, which has been successful. There is no cost impact to implement this proposed change.

Route 15



48 service hours/day (35.5 Saturday)
48 service hours/day (45 Saturday)



30-minute frequency all day
30/60-minute frequency Saturday
30 minute frequency M-Sat.

- Route 15 frequency increased from 30/60 minutes to 30 minutes on Saturday.
- Route 15 will no longer serve the West Acres hub.

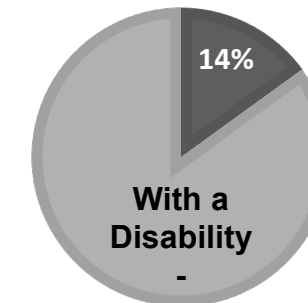
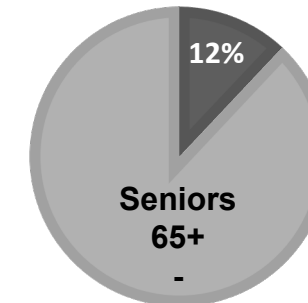
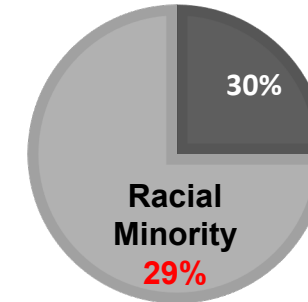
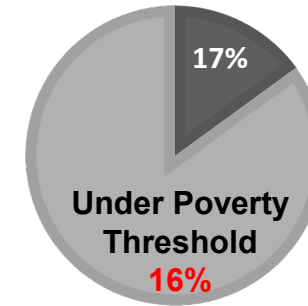
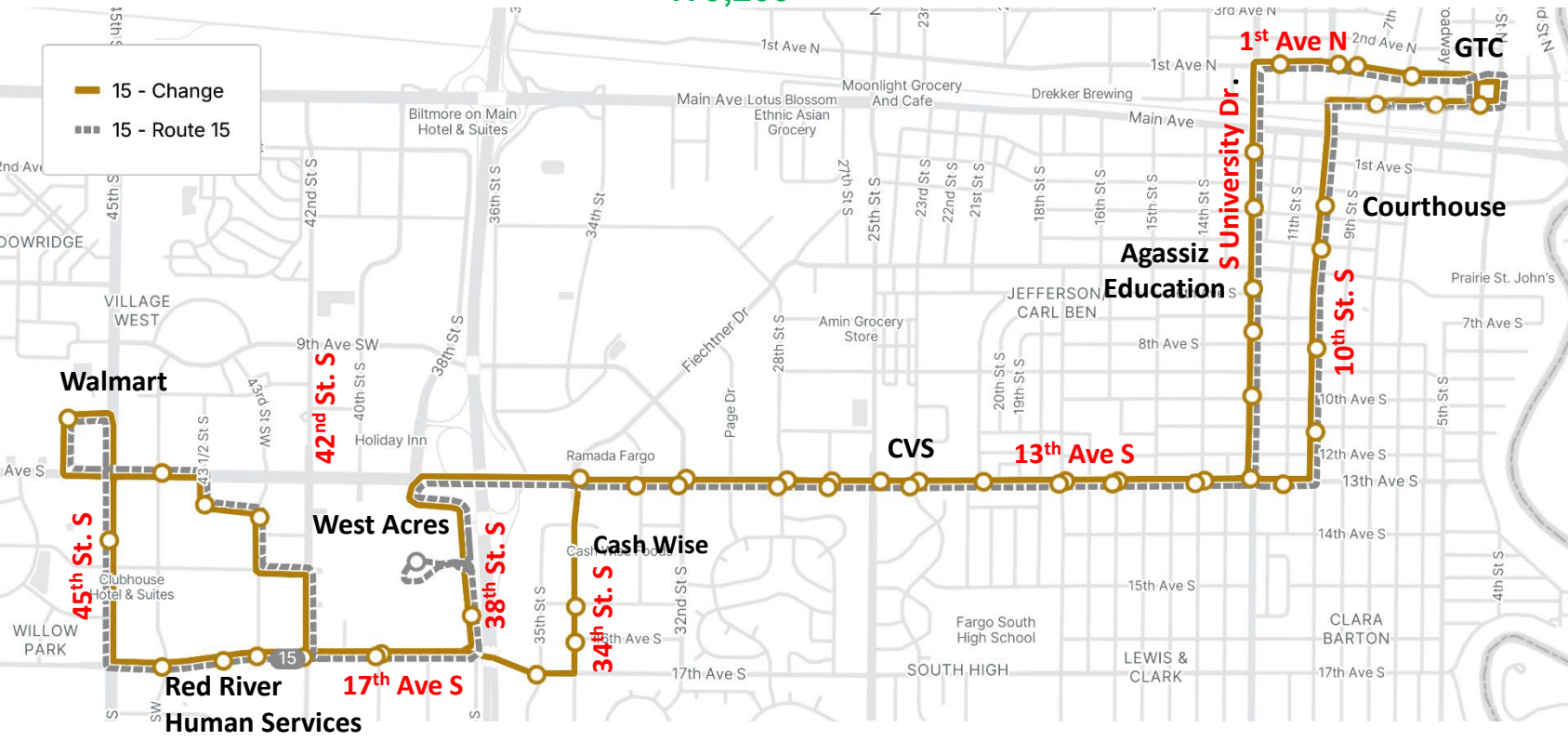


173,140
Revenue Miles
Per Year
179,200

Population: 14,300
15,800
Jobs: 22,500
22,600



240,400
Ridership
Per Year



Fraser
Emergency
Shelter

Agassiz
Education

Carl Ben
Eielson

CVS

West Acres

Target

Walmart

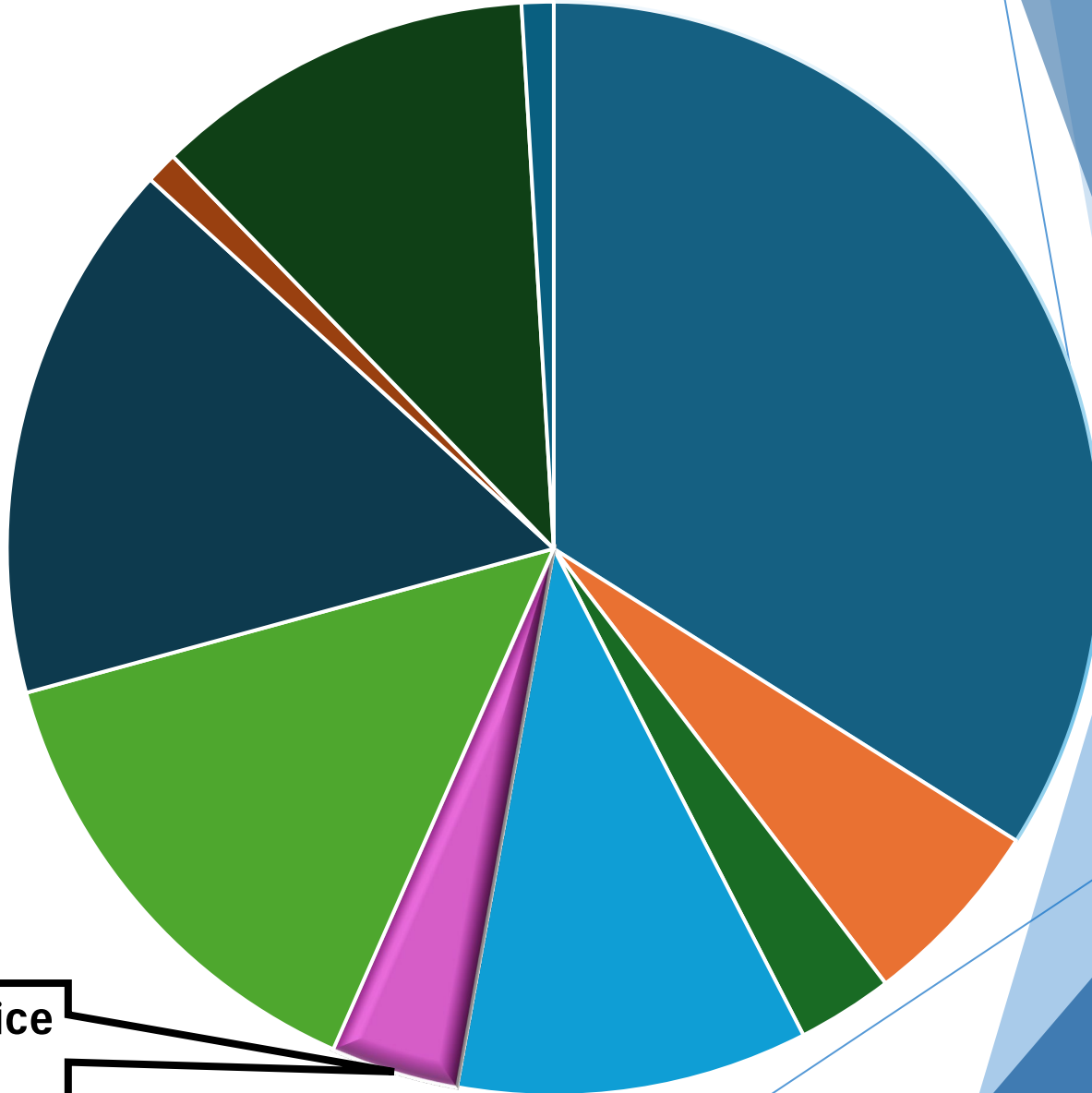
Cash Wise

ND Job
Service

Courthouse

People
Ready

Route 15 Comments



**Route 15 Service
Change**
4%

Route 16

The proposed change would eliminate Route 16. Route 14 and Route 15 currently cover a majority of the areas serviced by this route.



Route 16



13.5 service hours/day (12.5 Saturday)
0 Service hours M-Sat.



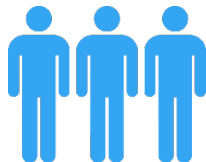
30-minute frequency all day
0 Frequency

Route 16 Cancelled due to low ridership. Western portion of route 16 will be covered by changes to Route 15.

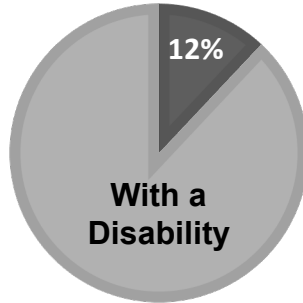
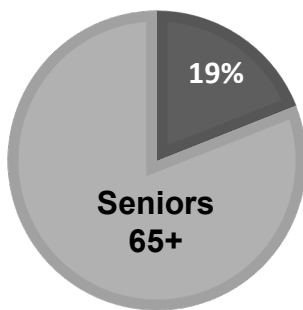
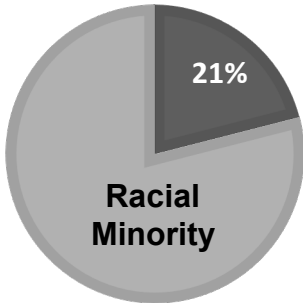
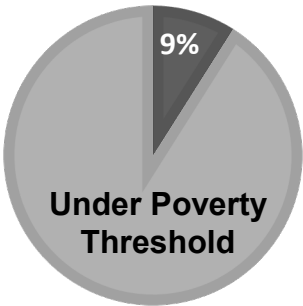
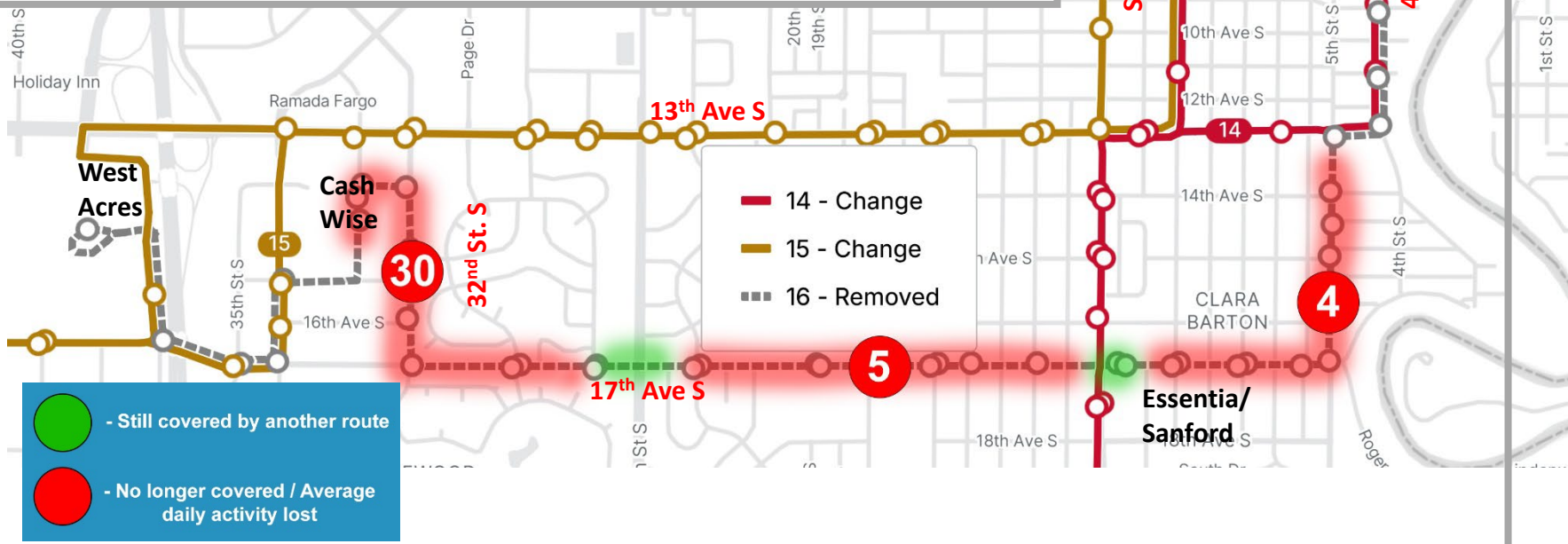


47,812
Revenue Miles
Per Year
0

Population: 10,700
Jobs: 11,900

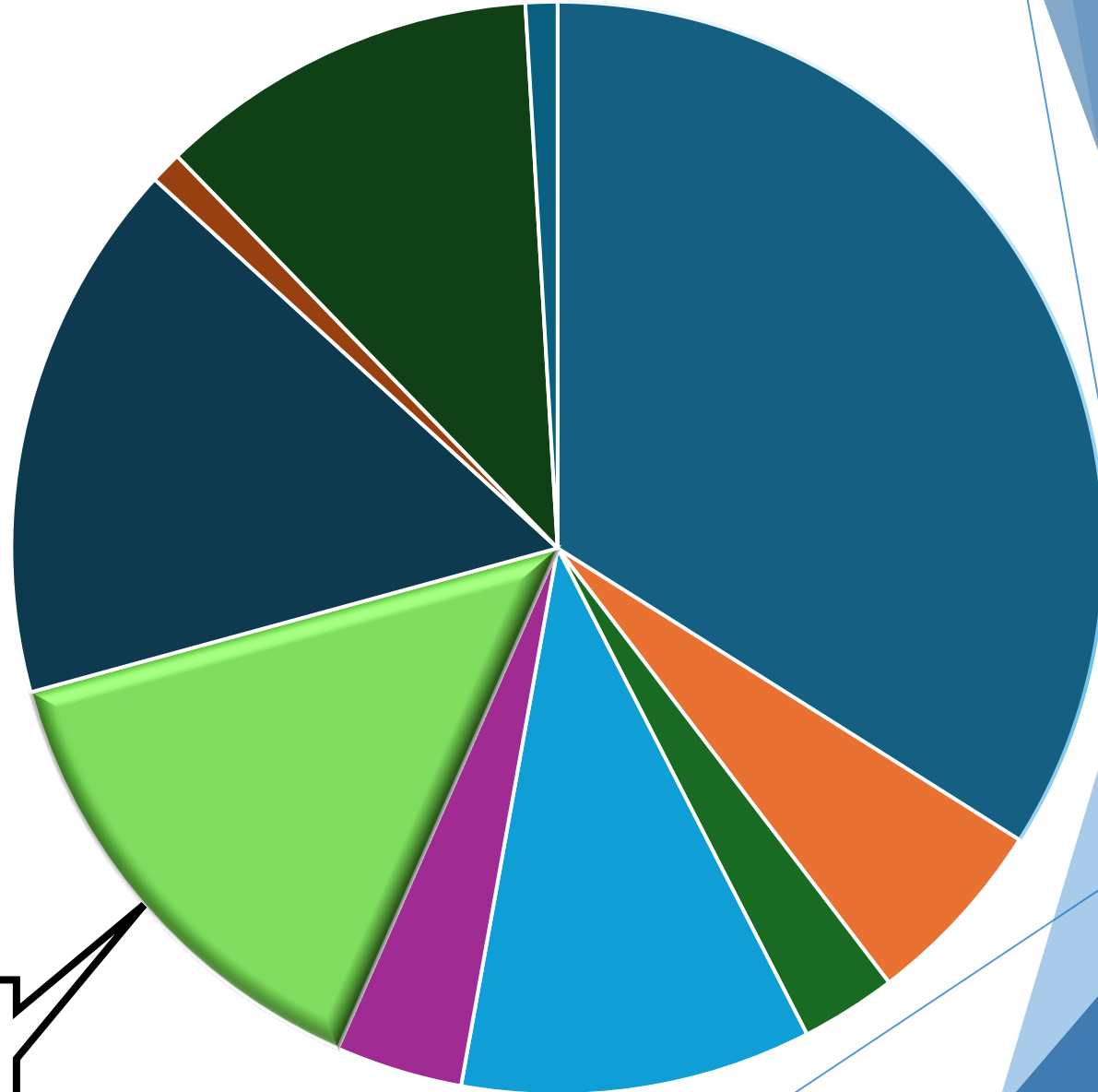


22,600
Ridership
Per Year
0



- Island Park
- Vocational Training Center
- Lindenwood Park
- Essentia
- Fargo South
- Cash Wise
- West Acres
- Labor Masters
- ND Job Service
- Lewis & Clark Elementary
- Prairie St John's
- Fargo Public Library

Route 16 Comments



**Route 16
Elimination
14%**

Route 18



The proposed change would reduce Route 18 from a 90-minute route to a 60-minute route. Route 18 would end at the Essentia Health clinic on 32nd Ave S and would no longer service any areas south of 32nd Ave S. The northern portion of the route would also be adjusted to service the Cass County Jail and surrounding areas (this area is currently served by Route 20). There are minimal cost impacts to the suggested changes, however, the change is tied to the adjustments to Route 20, where there are cost impacts.

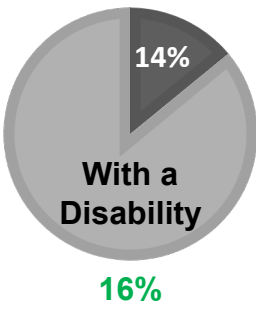
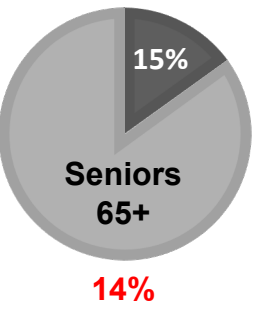
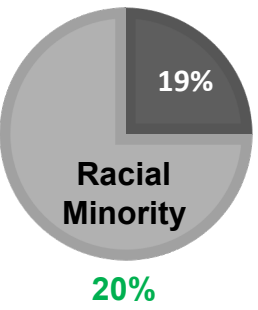
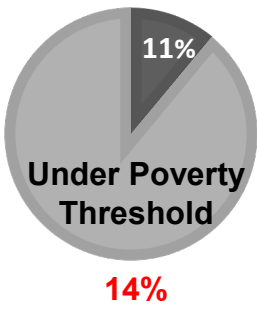
Route 18

- 23.5 service hours/day (22.5 Sat.)
16 service hours/day (15 Sat.)
- 60-minute frequency all day
60-minute frequency. More, shorter trips

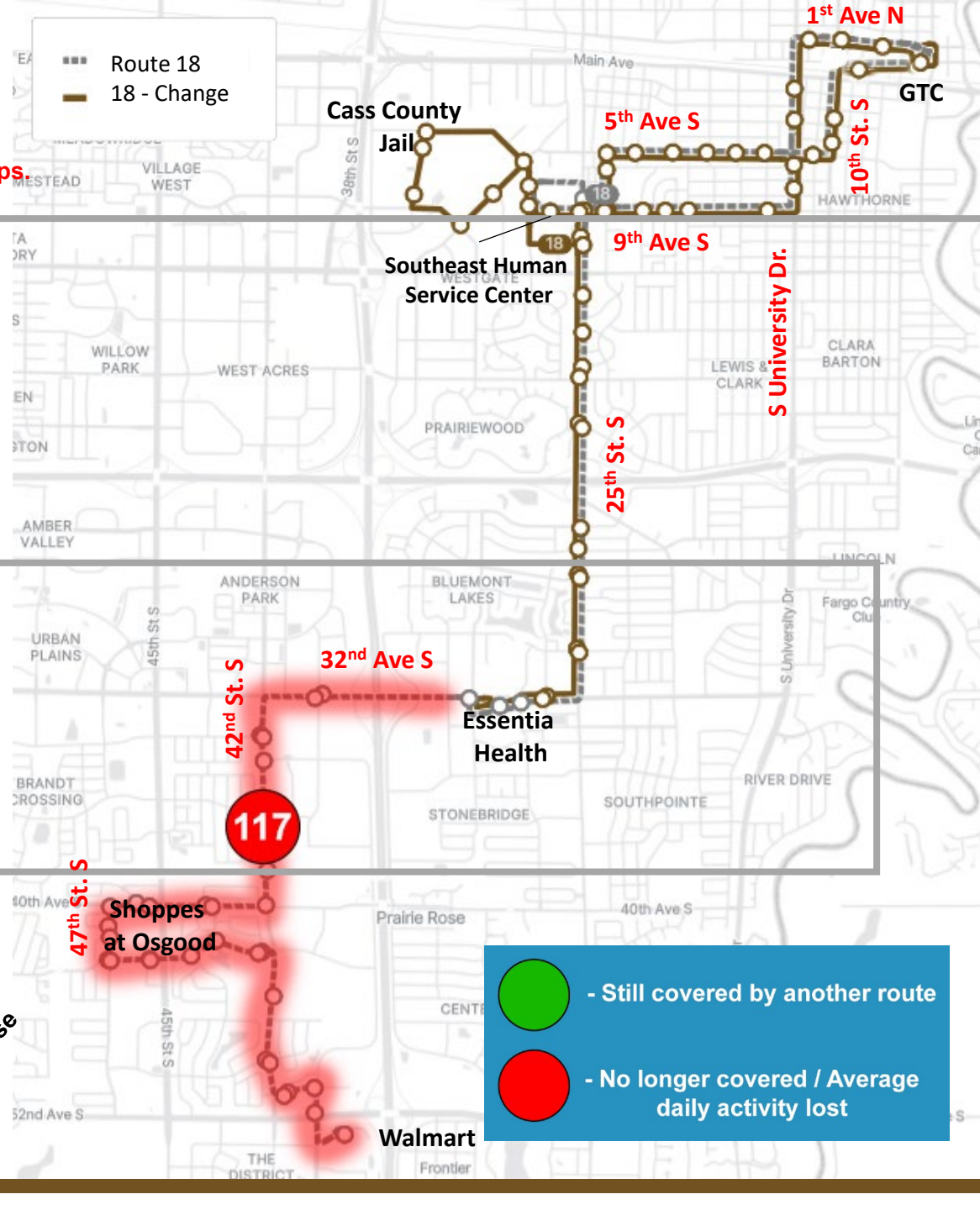
Route 18 trip length reduced from 90 minutes to 60 requiring 2 fewer buses and drivers daily. Route 18 will serve Cass County Jail.



Changes to this route
will affect Route 17



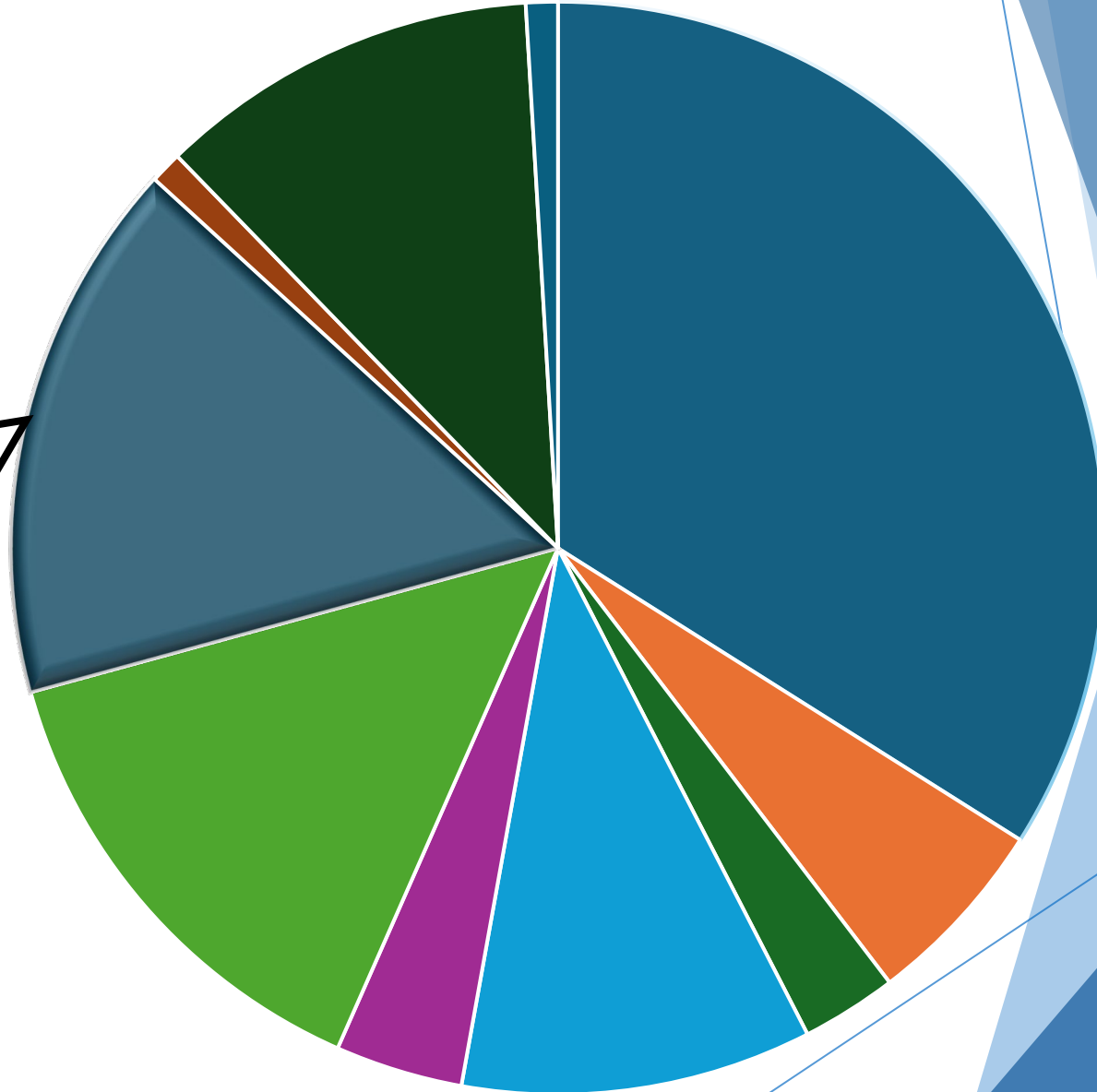
- Federal Courthouse
- Fraser
- Agassiz Education
- Countryside Estates
- Spherion
- Islamic Society
- Freedom Resource Center
- Southeast Human Services
- Kennedy Elementary**
- Walmart**
- County Courthouse



Route 18 Comments



**Route 18 Service
Change
16%**



Route 20



The proposed change would reduce Route 20 from a 60-minute route to a 30-minute route. Route 20 would only travel as far east as 42nd St S. This would eliminate service to the Cass County Jail and surrounding areas (this area would instead be served by Route 18 as outlined previously). These proposed changes are closely tied to adjustments to Route .

Route 20



15.6 service hours/day (14.6 Saturday)



60-minute frequency all day M-Sat.

30 Minute frequency M-Sat.

- Route 20 will be reduced from a 1 hour loop to a 30 minute loop with increased frequency.
- Route 20 will hub out of Walmart on 13th Ave S.

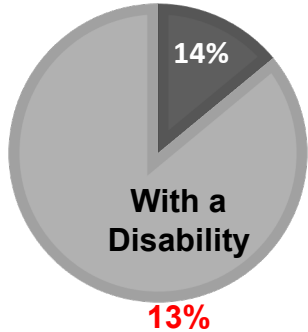
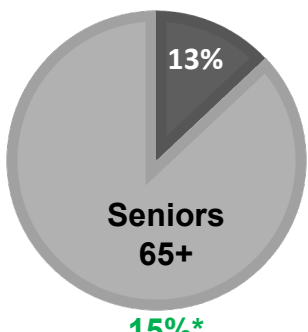
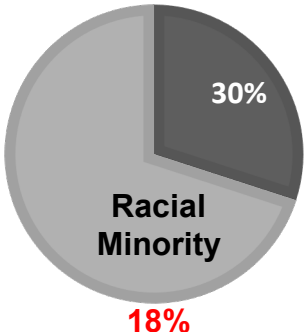
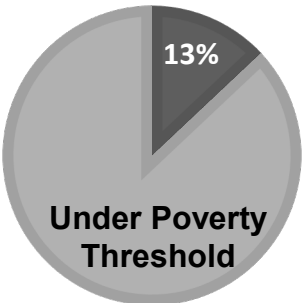
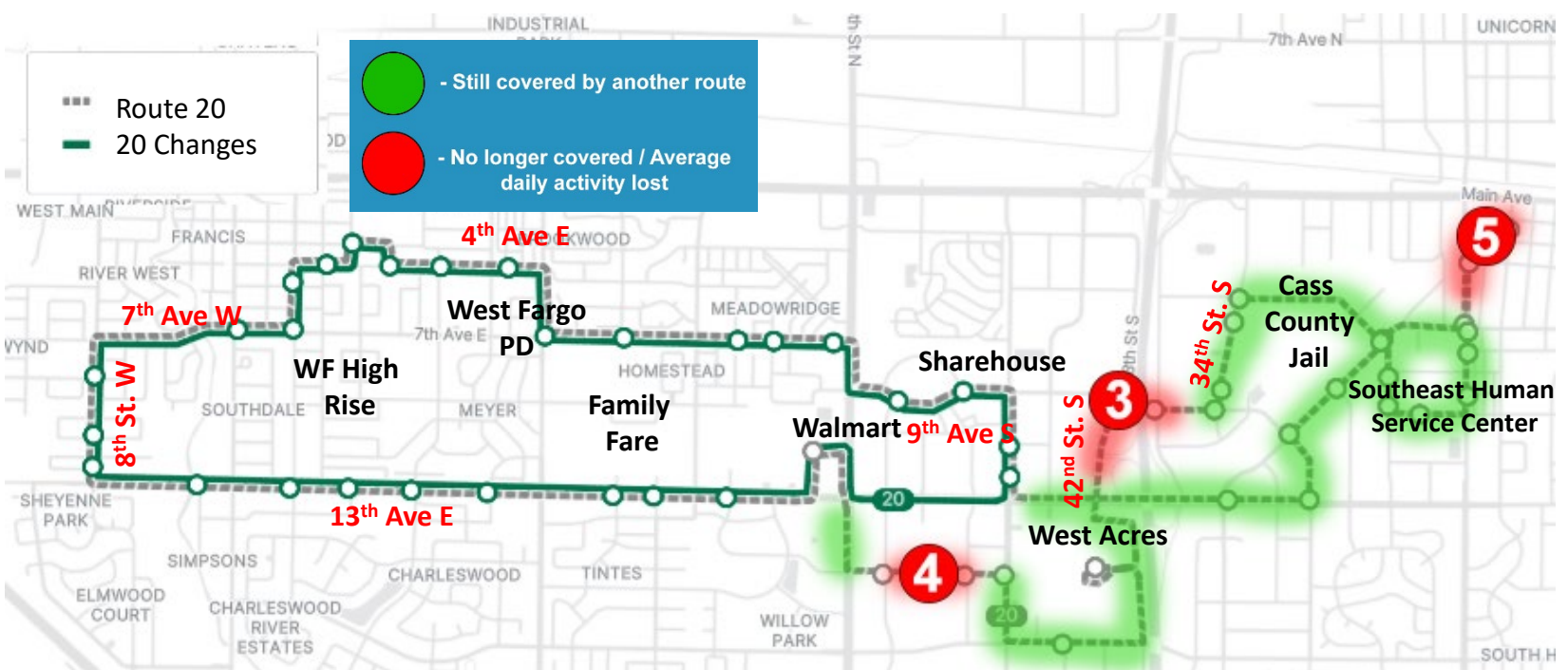


70,590
Revenue Miles
Per Year
64,236

Population: 18,700
13,800
Jobs: 21,100
9,400



30,300
Ridership
Per Year



- Centre
- County Jail
- Countryside Estates
- Jeremiah Program
- CHI Friendship
- ShareHouse
- WF High School
- Lodoen Community Center
- South Elementary
- WF High Rise
- Westside Elementary
- Sanford Clinic

Route 20 Comments



No comments were received regarding Route 20.

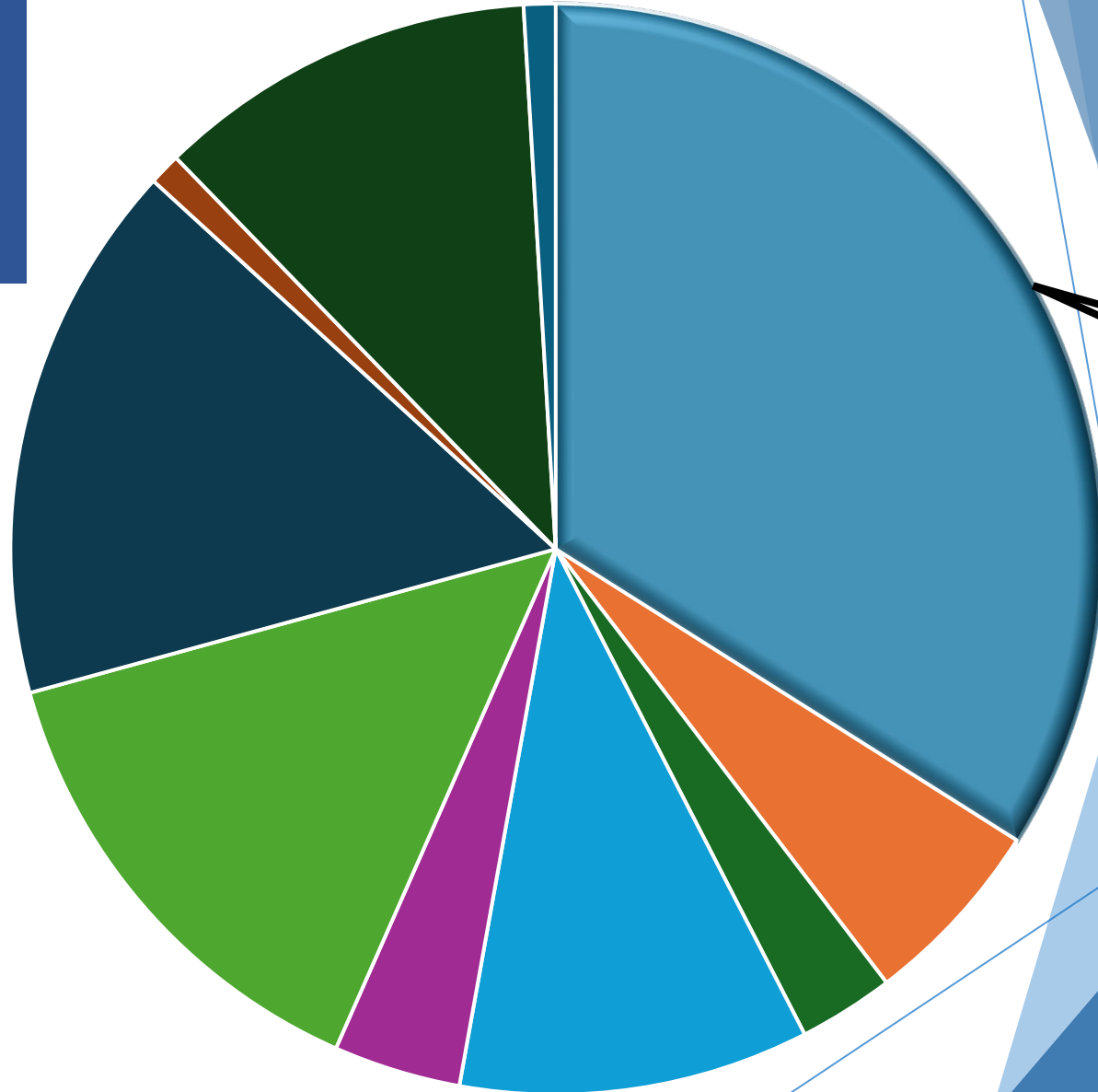
West Acres & Industrial Park Service



West Acres Transit Hub: The proposed change is to no longer utilize the West Acres Transit Hub as a transfer point for MATBUS routes, instead, transfers would be made at the Walmart bus shelter, located at the intersection of 47th St S and 11th Ave S. This change would affect Routes 14, 15, 20 and 24 (as well as Route 16 if it is not eliminated). The cost for a year to lease and provide security services is approximately \$175,000; a portion of the existing costs could potentially be necessary at the proposed location (Walmart), resulting in a lower cost savings.

Industrial Park On-Demand (TapRide) Service: The proposed change would eliminate the Industrial Park On-Demand Service. The number of trips per day on this service is approximately 10-12 riders. Please note the nature of the businesses in the Industrial Park is shift work, Transit may be able to bring someone to work or pick them up after work, but likely not both.

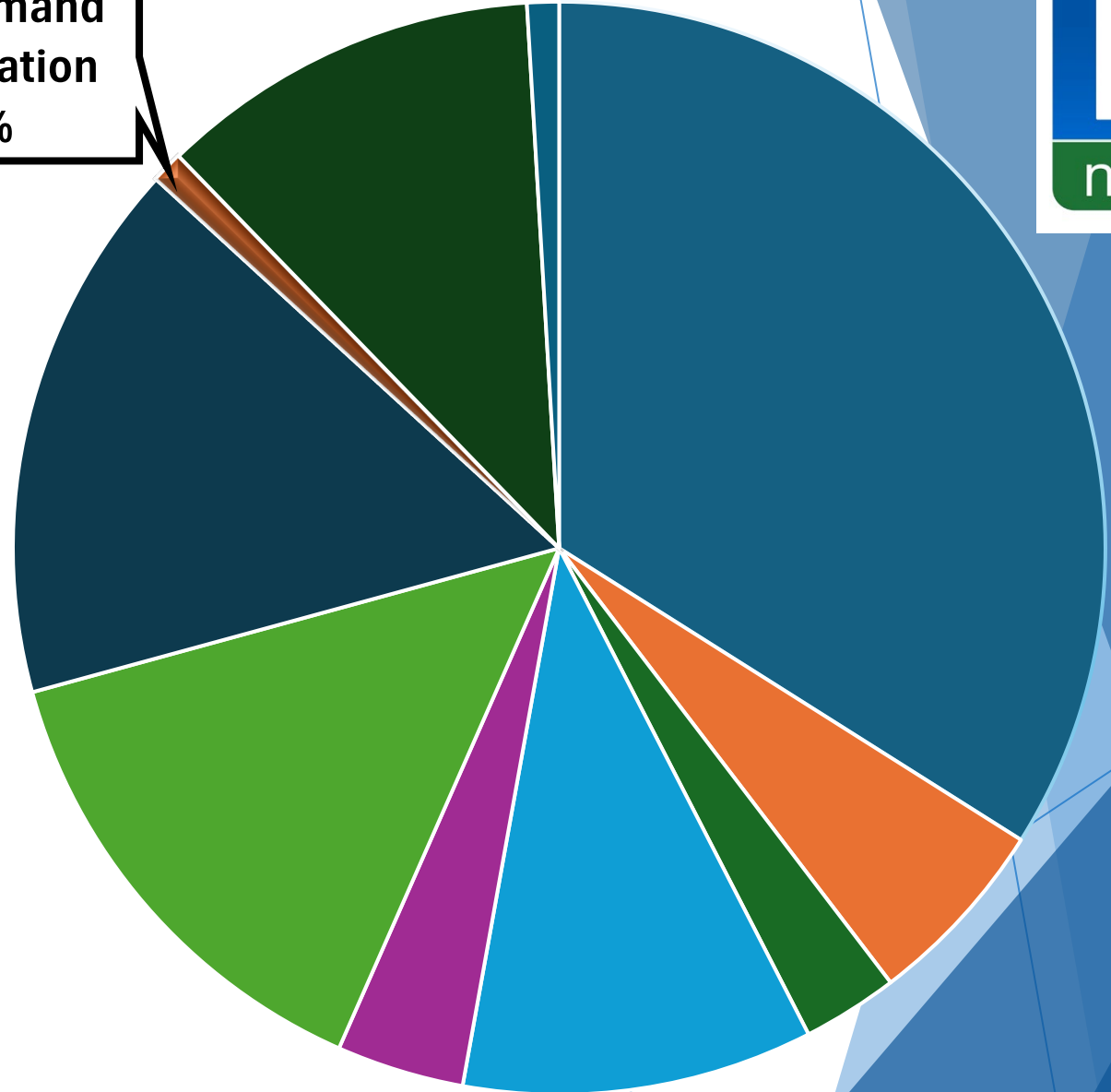
West Acres Comments



**West Acres Hub
Elimination
34%**

Industrial Park Comments

Industrial Park
On-Demand
Elimination
1%

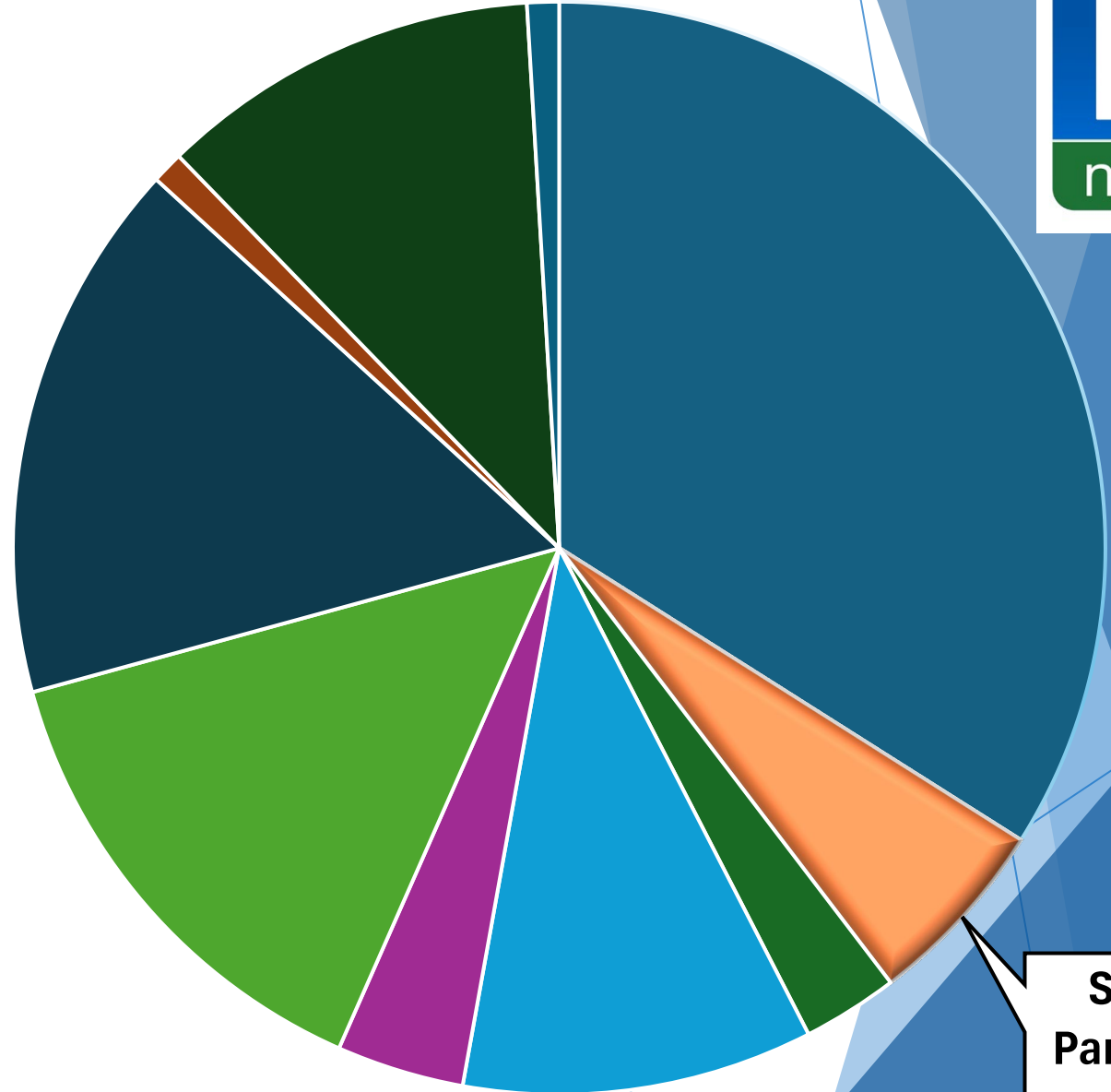


Paratransit Sunday Service



Complimentary Paratransit Service: The proposed change would eliminate Sunday Paratransit services. Currently, MAT Paratransit operates from 7:00am to 5:00pm on Sundays and transports 10-12 riders per Sunday. Complementary paratransit services are federally required during the same hours fixed route service operates. Fixed Route service does not operate on Sundays; therefore, this service is offered above and beyond what is required of the City/Department.

Sunday Paratransit Comments



**Sunday
Paratransit
6%**