

2007 MPO Transit Study



GF Public Service & Safety Committee

April 3, 2007

- Transit Study Update
 - Fiscal Update
 - Stakeholder Input from Industrial Park
 - Bus Route Analysis

Transit Financial FAQs

- How long can we sustain the new service without going into a deficit?
- Is that money we will have annually?
- Have we been informed of amount of federal funds for 2007?
- Is the state legislature considering doubling our state funds?

Detailed City of Grand Forks Public Transportation Budget 2007-2010

Expenses	FY2007	FY 2008	FY 2009	FY2010
City Bus	1,564,497	1,658,335	1,724,858	1,811,101
DAR	320,416	306,968	310,500	315,500
SR	45,000	60,000	65,000	70,000
Capital	205,000	330,000	680,000	600,000
Total	2,134,913	2,355,303	2,780,358	2,796,601

Revenues	FY2007	FY 2008	FY 2009	FY2010
City Bus	302,482	359,942	366,883	373,793
DAR/SR	11,414	7,144	7,216	7,288
Federal Oper.	746,704	755,000	776,871	792,408
Federal Cap.	168,800	270,000	564,400	498,000
State	180,000	134,000	134,000	134,000
JARC/NF	85,000	60,000	60,000	60,000
Jefferson Bus	40,000	40,000	40,000	40,000
Cash Carry	257,500	640,082	640,082	640,082
Local Mill	699,222	755,458	793,230	832,892

Total	2,491,122	3,021,626	3,382,682	3,378,463
Difference	356,209	666,323	602,324	581,862

Note: Assumes a local match portion of capital projects as per the CIP, 1% increase on city bus revenue, and a 5% increase on local mill (actual is greater). Cash Carry is for future bus purchases & other anticipated expenses.

Transit Financial FAQs

Questions Asked

- How long we can sustain the new service without going into a deficit?
- Is that money we will have annually?
- Have we been informed of amount of federal funds for 2007?
- Is the state legislature considering doubling our state funds?

Question Answers

- The previous table shows fiscal sustainability.
- Yes, the previous table shows our annual allocations and their forecasted amounts.
- Yes, but not fully utilizing known Federal 07 funds/keeping some for capital.
- No, the ND House defeated an increased transit funding bill.

Summary: We Can Sustain New Service

Stakeholder Input: Industrial Park

- Met with several Industrial Park employers on March 23, received input & ideas.
- Industrial Park employers very interested in bus service.
- Employers have many workers who don't drive or don't have license to drive (15%).
- Tax incentives for employers that subsidize employee transit use.

Industrial Park: Shift Break Up

- Four major companies have shifts that begin at 6:00am (Concrete, American Woods, Amazon, LM Glasfiber)
- Five companies have shifts that begin from 7-7:30am (Cirrus, LM, Butler, C.L. Linfoot, Hood Flexible Packaging)
- **Need to start service 1 hour earlier**
- **Few Shift Changes between 9am and 2pm**

(Twelve companies surveyed; Rest of surveys still out)

Bus Route Analysis

Earlier Service

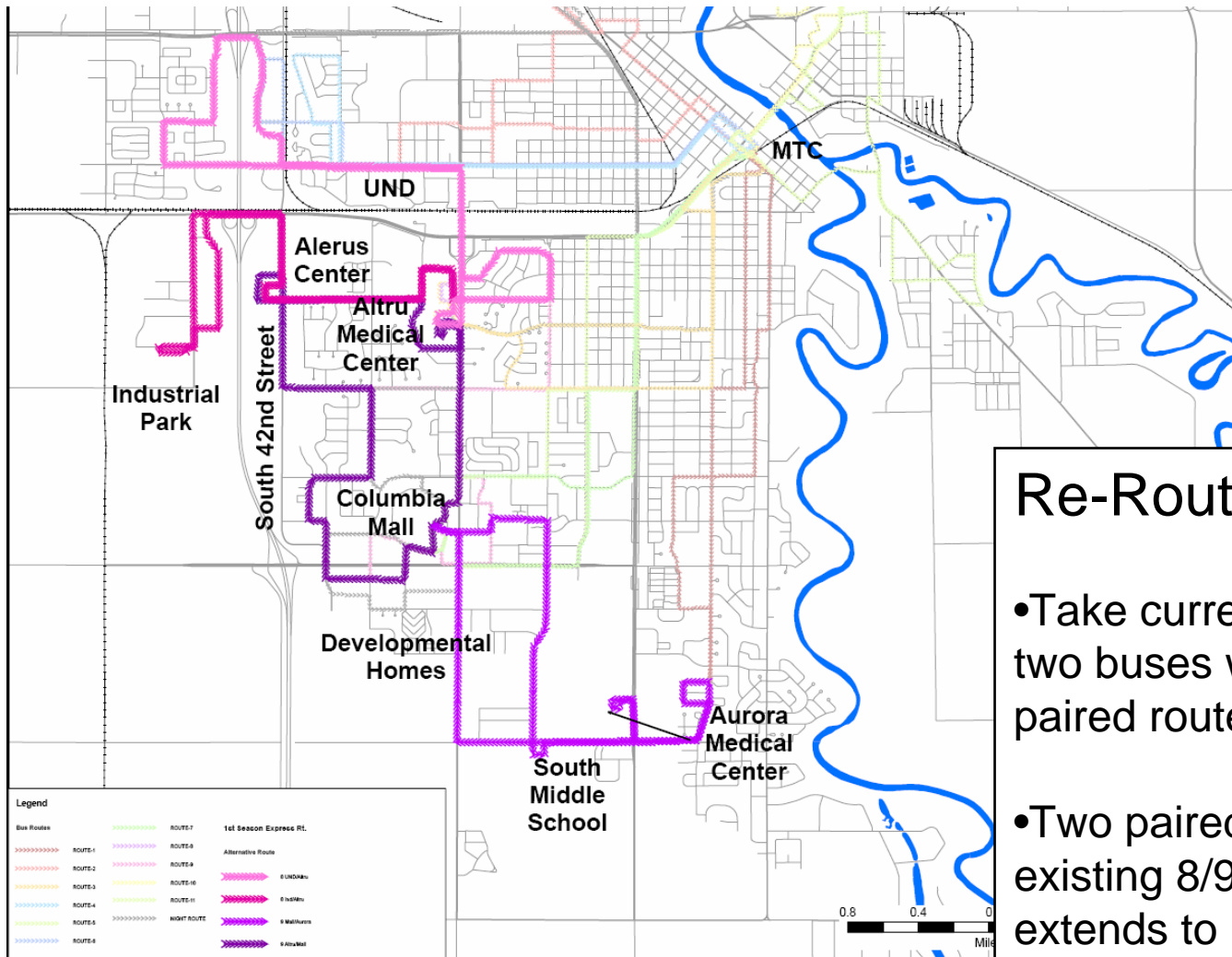
- Work starts earlier at Industrial Park than current system can serve
- Start all service earlier
- Run “night” route service in A.M.
 - Need to modify route to serve Industrial Park
- Combinations of existing and new services

Bus Route Analysis

- Examining Route Data
 - Demographics
 - Housing and employment densities
 - Location of major shopping & employment
 - Current route structure & schedules
 - Alternative routes & schedule matching
 - Additional transit options
- All route changes should serve Industrial Park, Alerus Center Complex, & Aurora Medical Complex

Transit Alternative Analysis

How to Use One Additional Bus

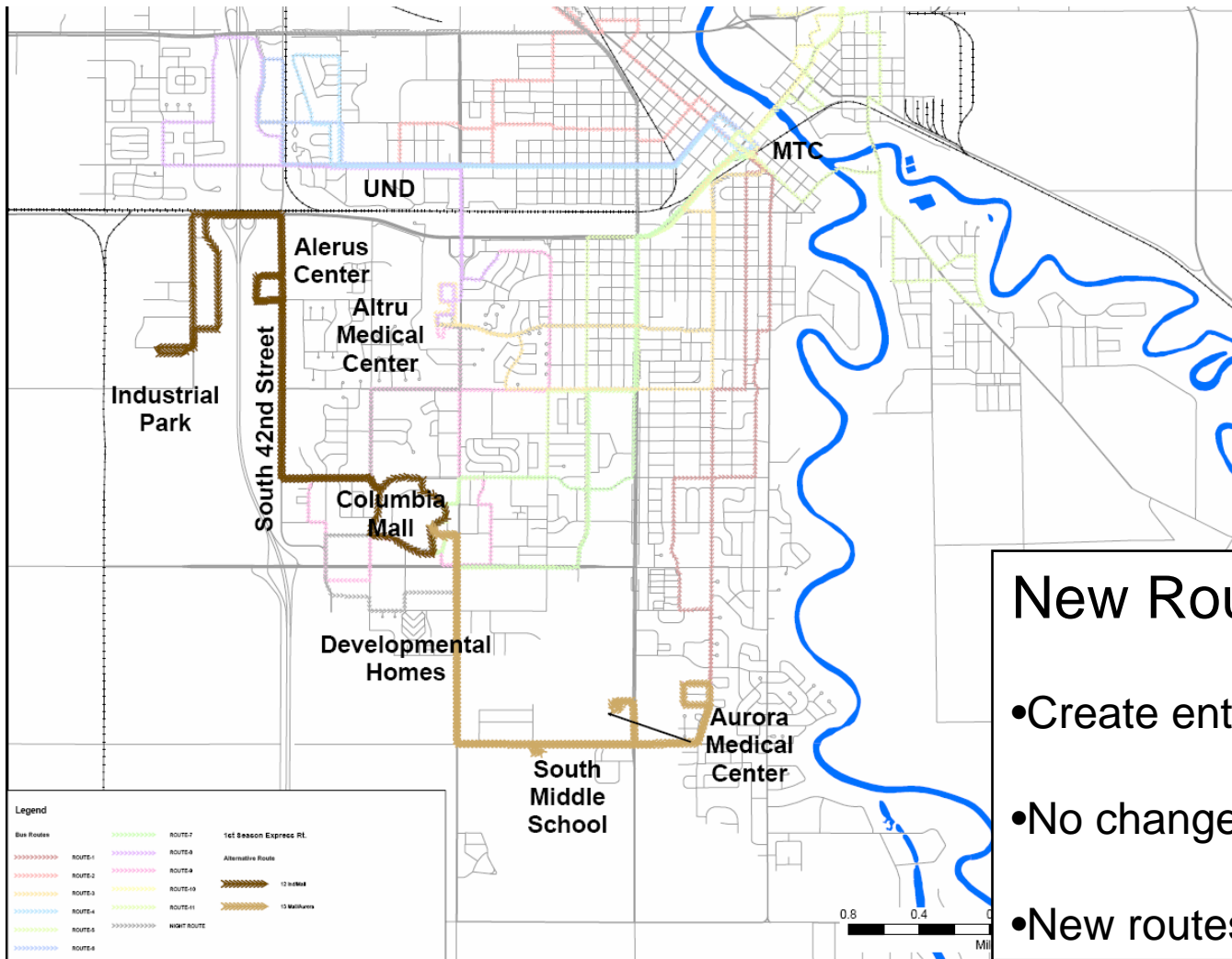


Re-Route 8/9

- Take current 8/9 route and run two buses with each running two paired routes.
- Two paired routes utilize existing 8/9 as backbone but extends to more area.

Transit Alternative Analysis

How to Use One Additional Bus

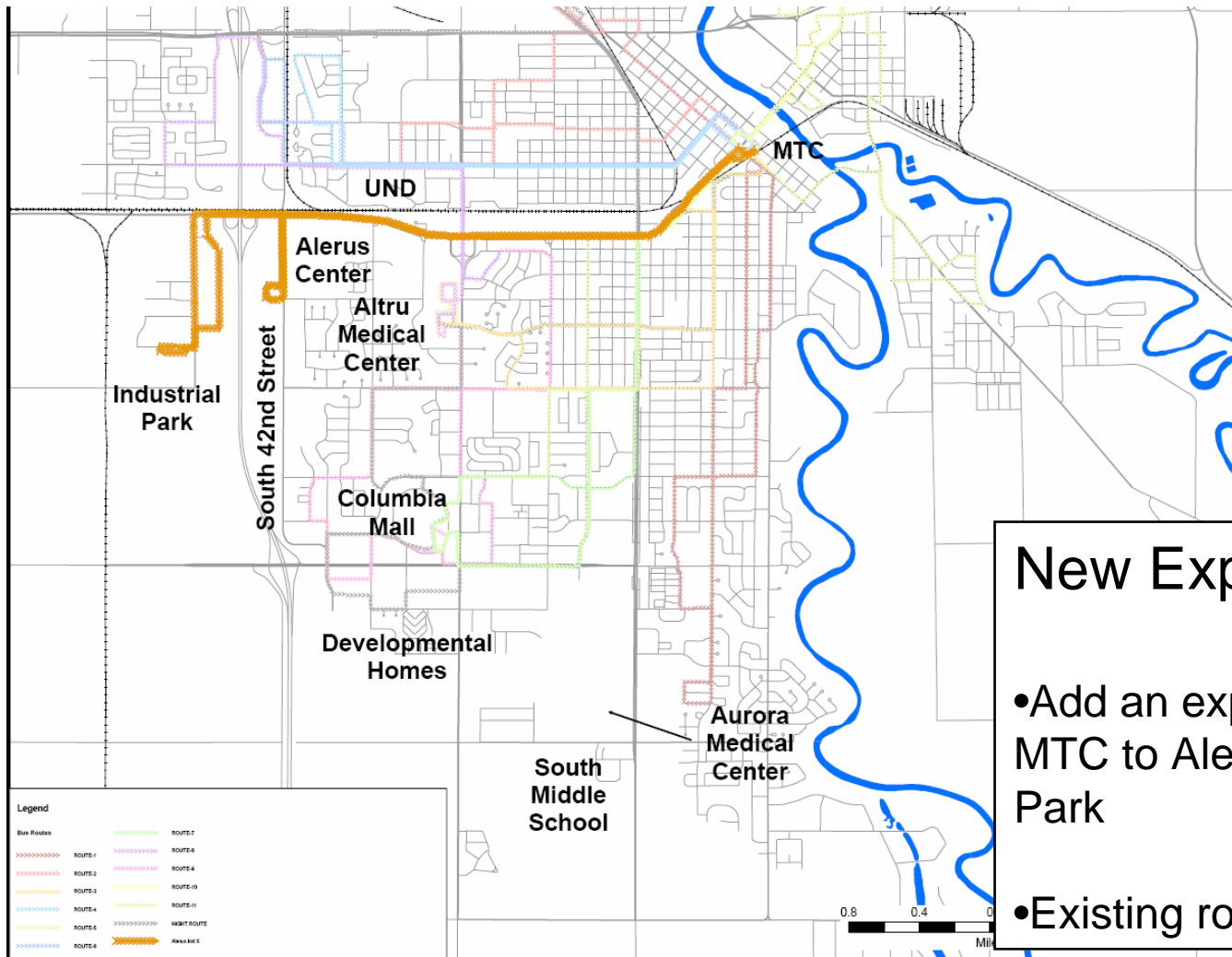


New Route 12/13

- Create entirely new route pair
- No changes to existing routes
- New routes cover new areas

Transit Alternative Analysis

How to Use One Additional Bus

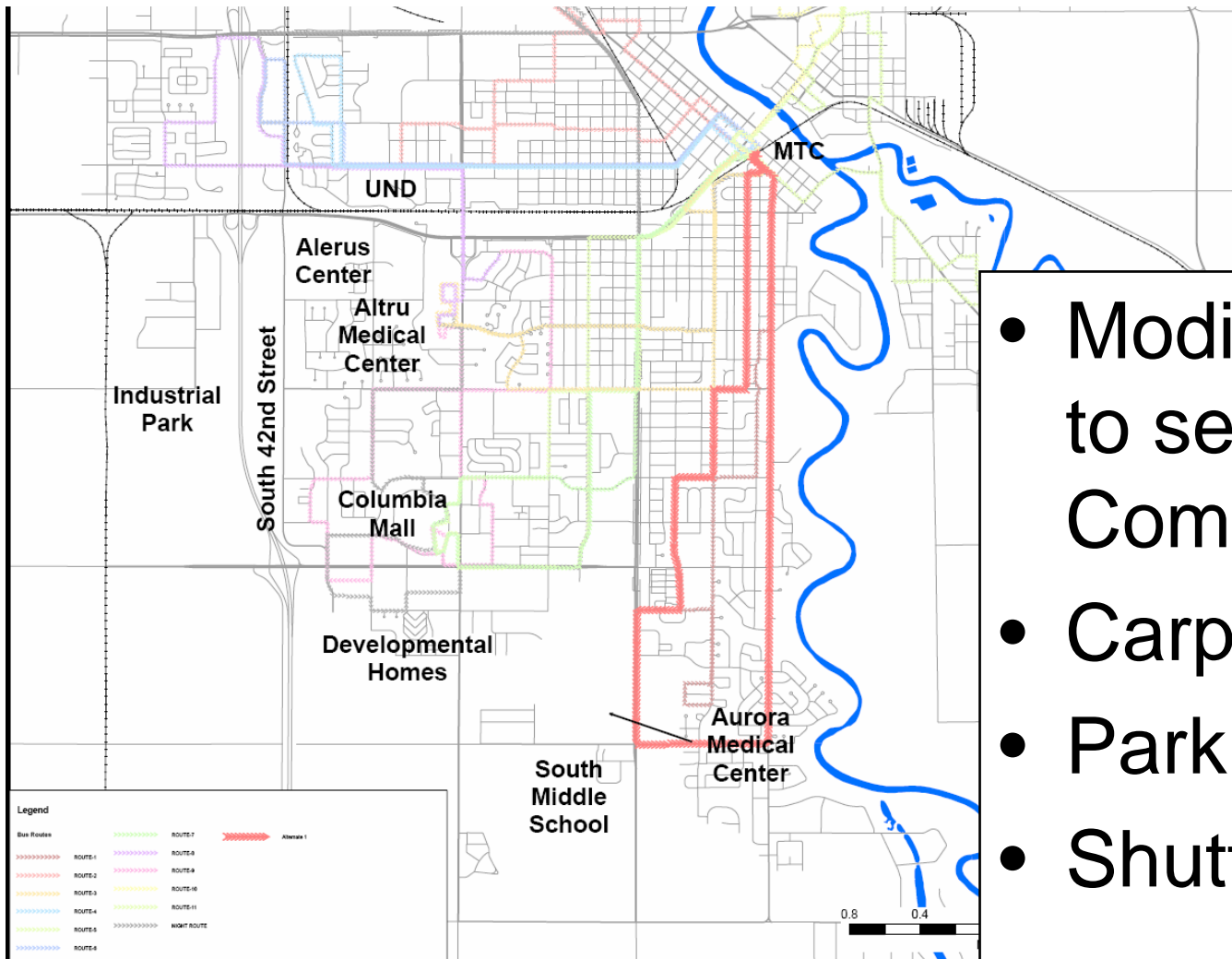


New Express Bus Route

- Add an express route from MTC to Alerus and Industrial Park
- Existing routes are not changed

Transit Alternative Analysis

Other Alternatives Examined



- Modify Route #1 to serve Aurora Complex
- Carpool/Vanpool
- Park & Ride
- Shuttle Service