

# JARC/New Freedom

Grant Request Status

Study Scope of Work

# JARC/New Freedom

<b>Project</b>	<b>\$ Requested</b>	<b>\$ Awarded</b>
Expand Fixed Route	\$85,817	<b>\$85,817</b>
Earlier Saturday Service	\$28,942	<b>\$28,942</b>
Sunday Service	\$18,874	<b>\$0</b>

# FY2007 Appropriation

- Congress increased funds for 2007
  - ND will get 5% more
  - Unsure how funds are split between programs

# 2007 ND Legislature

- Bill will increase state revenue to CAT
  - Senate passed an increase that would double the revenue from \$135,000 to \$270,000
  - House action is scheduled

# Implementation of Award

- Saturday Service
  - Service will start at 6:30 am, instead of 10:00 am
  - Run “regular” routes 1-9
  - Need to schedule drivers & dispatch
  - Need to print info & maps

# Expand Fixed Route

- 2004 TDP Alternative (Currently Approved Concept Plan): 8/9 Split
  - Not previously pursued due to lack of funds
  - Would add an additional bus on Route 8/9 for 30 minute headway
  - Would cover South 42nd St & Alerus Center
  - Routes would meet at the Altru Medical Complex for transfers

# Expand Fixed Route

- **Human Service Coordination Plan for Public Transportation**
  - Expansion of Services
  - Lack of public transit to the Grand Forks Industrial Park, East Grand Forks American Crystal plant and the rapidly expanding southern end of Grand Forks residential area.
  - Over 2,000 jobs are located in the industrial areas not accessed, including areas with higher-paying jobs and businesses with expanding payrolls.

# Expand Fixed Route

- MPO Work Program
  - Transit Rt 8/9 Split Study: 2007
  - Purpose: To provide a recommendation on how CAT can provide service to the S. 42nd Street and Industrial Park areas.
  - Currently, fixed route 8/9 serves near this area. In order for the new area to be served, one option is to split 8/9 into two separate routes.
  - Other options will be examined such as peak hour service only, demand response service, or any combination of these.

# Grant Request

- **Challenge:**
  - Service area is increasing to west and south sides of city
- **Opportunity:**
  - New route will serve the Industrial Park & S 42nd St
  - The expansion of service to the Industrial Park will provide access to higher paying employment for low-income persons and better serve the current workers including those with disabilities.
  - Expanded bus service will enhance affordable transportation, greater workforce availability in the Industrial Park, and economic development for the city.
  - The South 42nd Street corridor is home to a growing senior & handicap-accessible residential area in need of public transport.
  - Expansion of service will decrease a reliance on paratransit trips to and from the corridor.
  - This corridor is also home to a rising hotel & event complex in need of bus service for employees and customers.

# Study Scope of Work

- Identify Need/Purpose of Study

(February 12 - March 16)

- Seek input from to establish project scope and service priorities
  - stake holders
  - public officials
  - MPO planning staff
- Public Participation: This study will follow the MPO's Public Participation Plan.
  - provide a proactive public involvement process
  - provide complete information
  - provide timely public notice
  - provide full public access at key decision points.

# Study Scope of Work

- Identify Need/Purpose of Study

(February 12 - March 16)

- Preliminary draft of need & purpose:

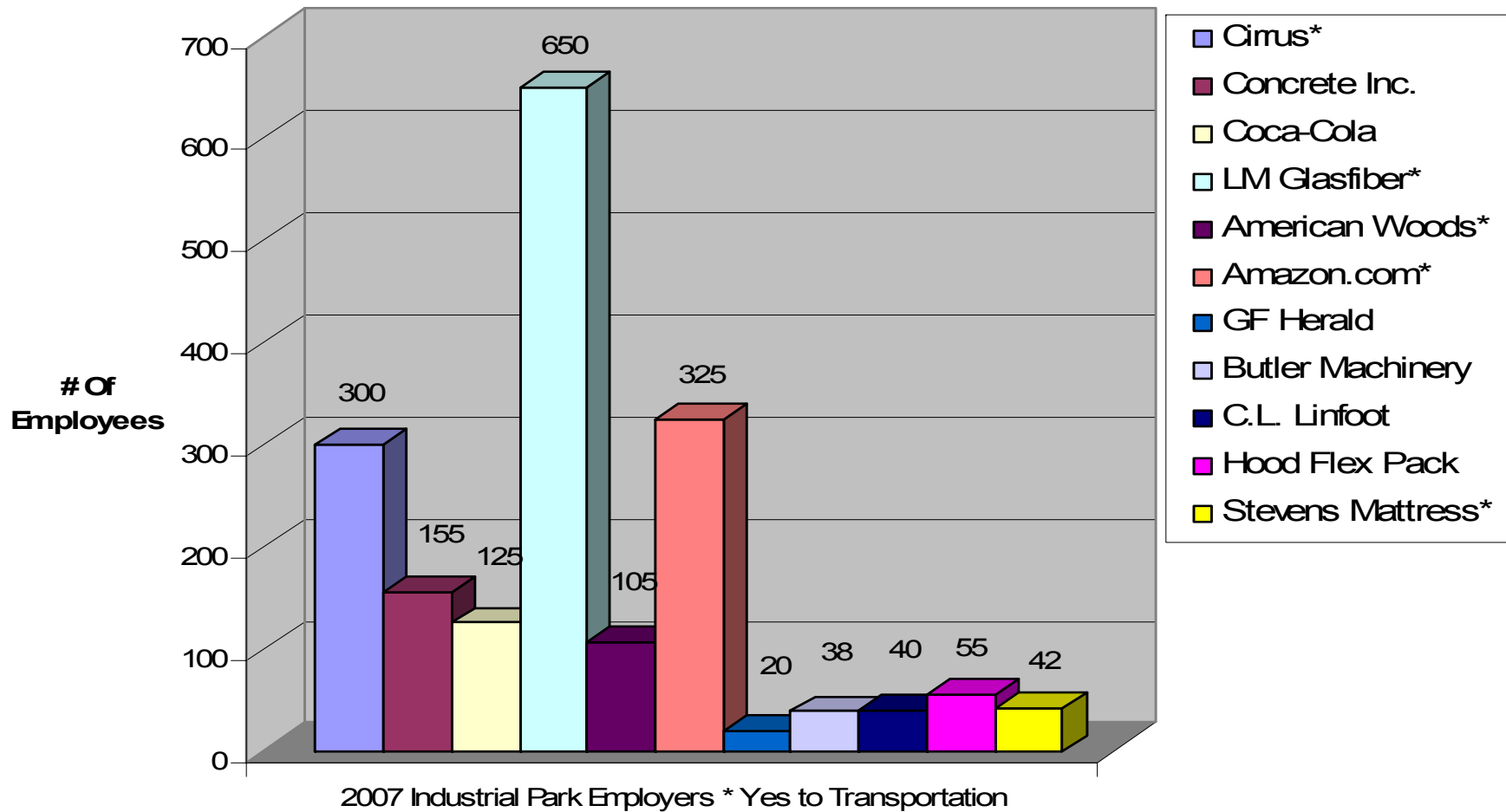
- NEED:

- Economic development in the Industrial Park and the 42nd Street Corridor has created an interest in improved transit service. Over two thousand jobs have been created in this area, with more on the way. Further, a destination entertainment complex has been built along South 42nd Street. Not only is this complex a destination for the new employees, the complex will attract scores of users to the facilities.

- PURPOSE:

- To study the 8/9 fixed route in Grand Forks, in order to address the efficiency and effectiveness of the route; address future demand and expansion possibilities along the 42nd Street South & Industrial Park Corridors; address the relationship of fiscal demands of the transportation system and available financial resources.

# Industrial Park Employment



# Study Scope of Work

- Identify Challenges & Opportunities

(February 26 - March 16)

- Route 8/9 only serves Columbia Mall once every hour
- Route 8/9 only serves Altru Hospital once every hour
- Starting point is not consistent with the other routes' starting point, with arbitrary, inconsistent, and ineffective transfer points to other routes.
- Lowest numbers in all categories for routes 1-9; does not meet performance standards
- Funding available for service to 42nd St. S./Industrial Park area
- Route 8/9 has steadily increasing ridership, lowest % of transfers for daytime routes, only bus to directly connect UND to Altru, Columbia Mall, and affordable student housing on south end and west of I-29.
- Route 8/9 connects (via transfers) to all Routes except #1

# Study Scope of Work

- Identify Current & Future Conditions  
(March 5 - March 30)
  - Map all existing Routes, then focus on 8/9
  - Analyze TDP recommendations
  - Examine performance measures versus actual Route performance
  - Identify key locations for transfers and ridership generation
  - Map areas of growth versus coverage
  - Map present population & employment densities, compare to 2000 data
  - Map present and 2010 land uses or zoning
  - Seek input from stakeholders

# Study Scope of Work

- Re-examine Goals and Objectives

(March 5 - April 6)

- Preliminary Goals:

- Goal #1 - Provide Mobility, Accessibility, and Comfort to the Users of the Transit System
- Goal #2 - Finance the Transportation System
- Goal #3 - Involve the Public Throughout the Study Process
- Goal #4 - Provide an Efficient Transportation System

# Study Scope of Work

- List Possible Alternatives

(March 12 - April 13)

- Re-route 8/9 to include 42nd St. S./Industrial Park
- Implement a Vanpool or Park and Ride option
- Non-peak service only (9 am – 3 pm)
- Peak service (6-9am, 3-6pm on weekdays)
- All day service (route deviation)
- Contracted shuttle service
- Separate 8 & 9 into two circulating routes

# Study Scope of Work

- Evaluate Alternatives

(March 12 - April 20)

- Cost-benefit analysis of each alternative
- Physical examination of each alternative to find optimal possibility
- Find optimal solution based upon goals and objectives

# Study Scope of Work

- Study Recommendations

(April 2 – May 11)

- Seek input from all stake holders, including the public, users, providers, TAC, MPO, and Cities.
- Re-evaluate all alternatives based upon input.

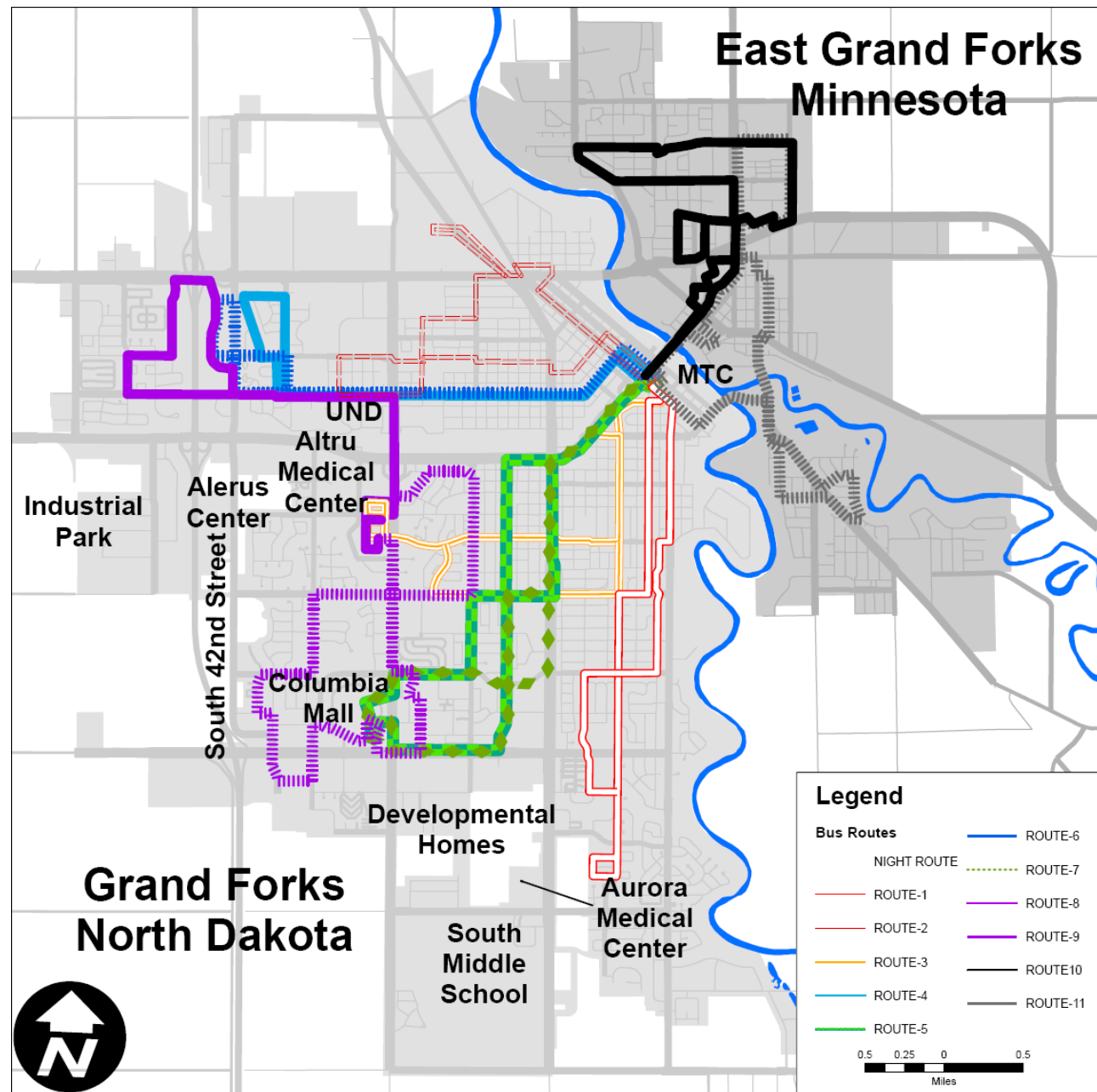
# Study Scope of Work

- Submit Final Report  
(May 7 - May 25)
  - Seek approval by governing bodies
  - Revise as needed
- Implement June 1st

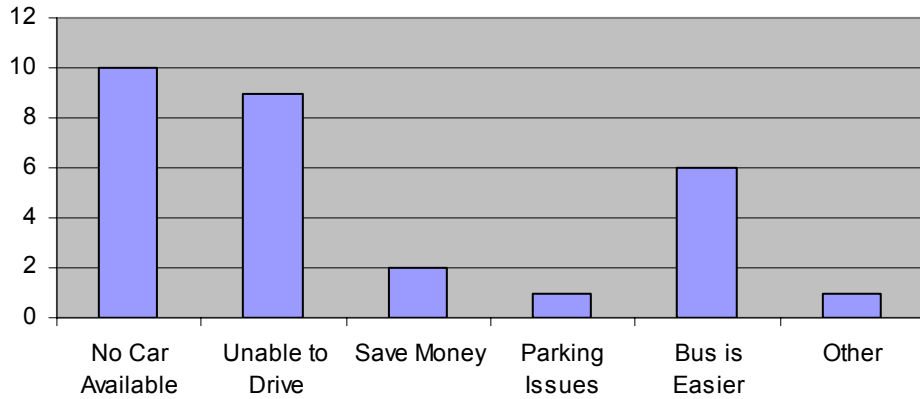
# Guidance on Requested Study Modification

- Consider possible outcome of adding one additional bus to system
- Consider other growing areas of Grand Forks seeking fixed route service
- Consider users relying on existing coverage area of Routes 8/9

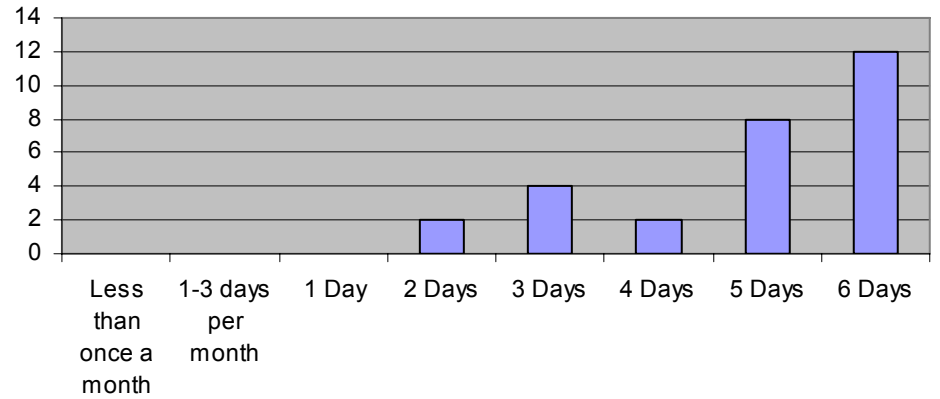
# 2006 Route Map



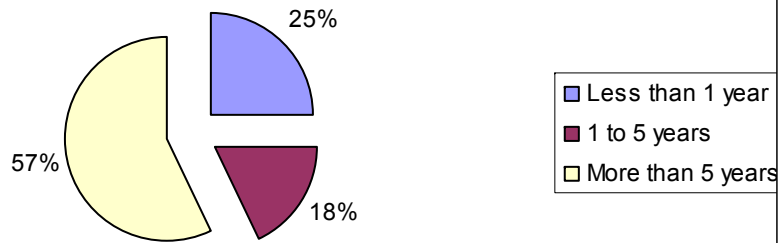
**Reasons Riding Routes 8/9**



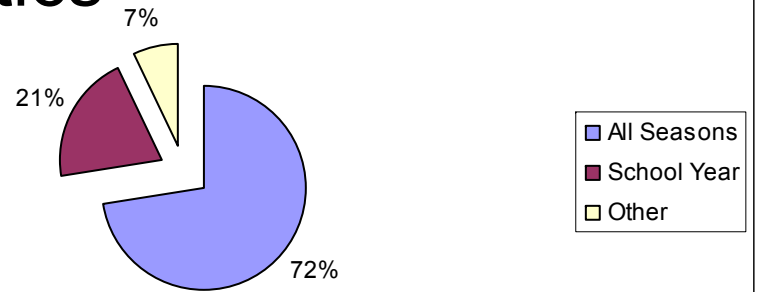
**Days Riding Routes 8/9**



**Years Riding Routes 8/9**

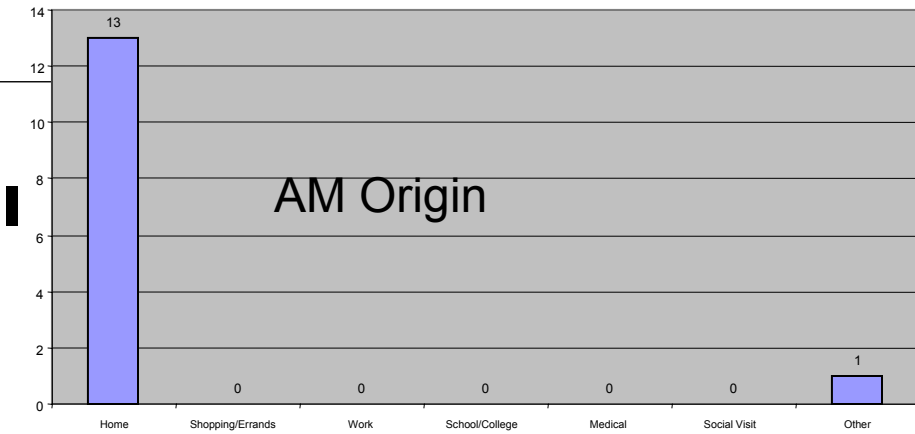


**Seasons Riding Routes 8/9**

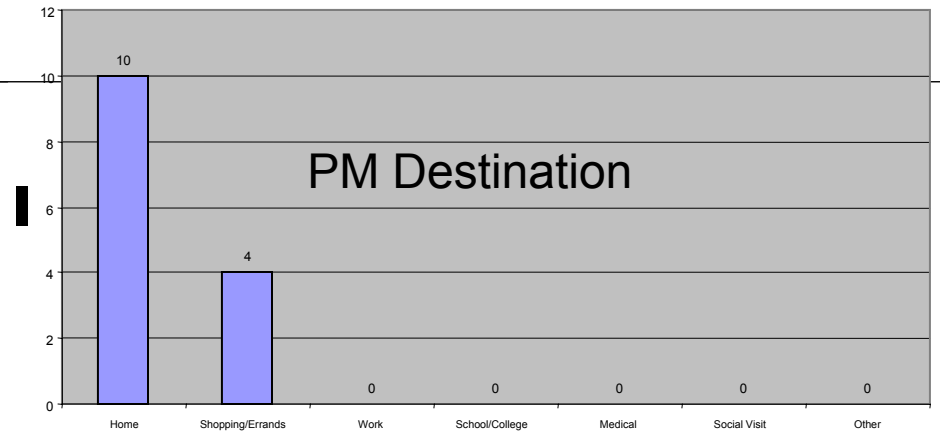


# Route 8/9 Statistics

**AM Origin**



**PM Destination**



# Study Modification

- Leave 8/9 to just TDP Route tweak recommendations
- Consider adding new Routes 12/13 pair
  - Connecting Industrial Park to Columbia Mall to South Middle School to Aurora Medical to Great Plains Court.

# City of Grand Forks Public Transportation Budget 2007-2010 Summary

	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY2010</b>
<b>Total Expenses</b>	<b>2,021,969</b>	<b>2,132,360</b>	<b>2,278,580</b>	<b>2,359,825</b>
<b>Total Revenues</b>	<b>2,262,165</b>	<b>2,307,284</b>	<b>2,393,934</b>	<b>2,484,440</b>
<b>Difference</b>	240,196	174,924	115,354	124,615

Note: Assumes a local match portion of capital projects as per the CIP, 5% increase in anticipated Federal revenue and State revenue, 1% increase on city bus revenue, and a 5% Increase on local mill.

# Detailed City of Grand Forks Public Transportation Budget 2007-2010

<b>Expenses</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY2010</b>
City Bus	1,486,510	1,560,836	1,638,877	1,720,821
New Route	228,000	234,840	241,885	249,142
DAR/SR	271,259	276,684	282,218	287,862
Capital	36,200	60,000	115,600	102,000
<b>Total</b>	<b>2,021,969</b>	<b>2,132,360</b>	<b>2,278,580</b>	<b>2,359,825</b>

<b>Revenues</b>	<b>FY 2007</b>	<b>FY 2008</b>	<b>FY 2009</b>	<b>FY2010</b>
City Bus	356,836	360,404	364,088	367,649
DAR/SR	8,896	8,985	9,075	9,166
Jefferson	39,000	39,000	39,000	39,000
Federal	768,666	807,099	847,454	889,827
JARC/NF	114,000	76,380	76,380	76,380
State	269,620	275,012	280,512	286,122
Local Mill	705,147	740,404	777,425	816,296

<b>Total</b>	<b>2,262,165</b>	<b>2,307,284</b>	<b>2,393,934</b>	<b>2,484,440</b>
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