



GRAND FORKS TRANSIT DEVELOPMENT PLAN UPDATE

PUBLIC INFORMATIONAL PACKET NOVEMBER 23, 2016

PUBLIC INPUT – ROUND #2

- Public Open Houses
 - December 7th – 10:00 to 2:00 PM
 - UND Memorial Union – Main Level
 - Metro Transit Center
 - December 8th – 4:30 to 6:30 pm
 - Grand Forks City Hall – Council Chambers

More information available at:

www.theforksmmpo.org/pages/transitdevplan.html

Comments on the TDP will be accepted until December 23rd, 2016.

Comments can be provided by email to teri.kouba@theforksmmpo.com





KEY ISSUES REVIEW

ISSUES FRAMEWORK

Community Support

- 2045 Grand Forks and East Grand Forks Land Use Plan
- High Frequency System Needs (Bus Rapid Transit)
- Greater Investment from MnDOT and East Grand Forks for expanded transit services

System Interface

- Marketing and Information
- Reputation and Image
- Fare Media

System Performance and Operations

- Designated Stops and Layovers
- On-Time Performance
- Transit Signal Priority System Evaluation

System Effectiveness

- Productivity
- Transfer Demand (System Connectivity)
- Greater Minnesota Transit Investment Plan Performance Measures

Balancing System Needs

- New Service Areas
- Frequency of Service
- Route Connectivity
- Sunday Service
- Evening Service

UND Coordination

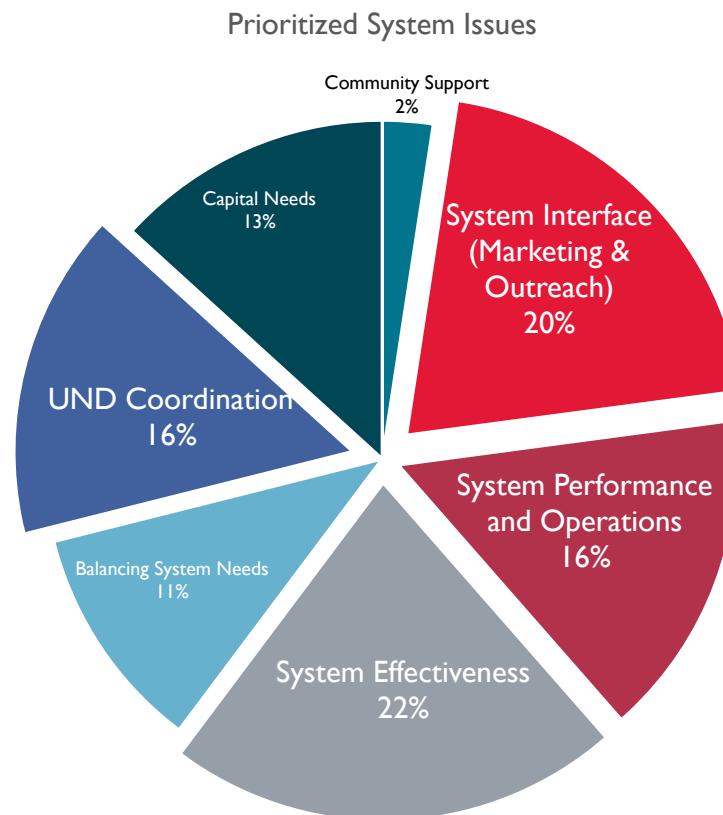
- Perceptions of CAT Service
- Existing University Transit System Alignments
- Operational Analysis

Capital Needs Evaluation

- Vehicle Inventory
- Cities Area Transit Garage
- Bus Stop Amenities

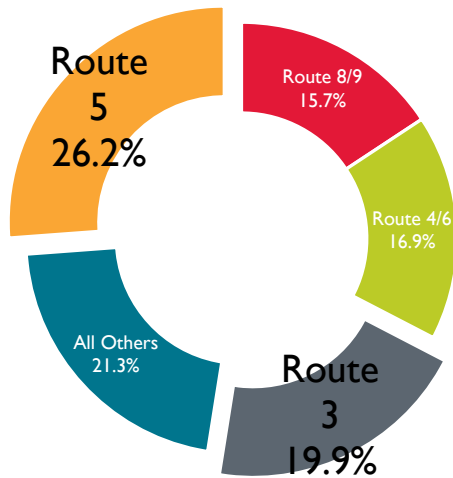
PRIORITIZED SYSTEM ISSUES

- Study Review Committee evaluated and prioritized System Issues.
- Top 4 Prioritized Issues:
 - 1) System Effectiveness
 - 2) Marketing & Outreach
 - 3) Performance & Operations
 - 3) UND Coordination
- Prioritized List Assists with developing future system investments

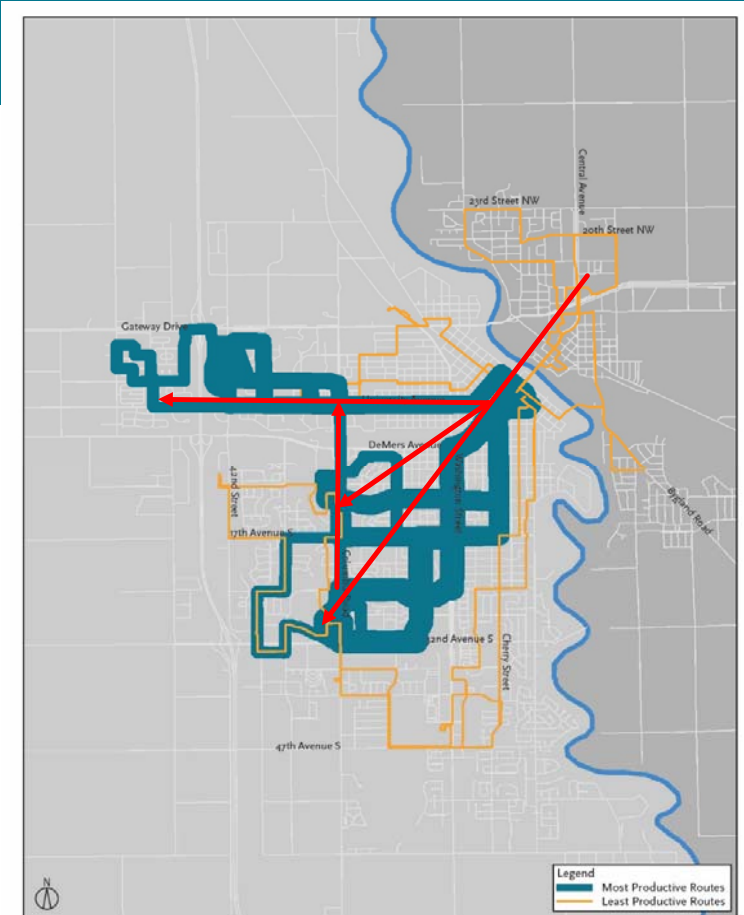


SYSTEM EFFECTIVENESS

- Four routes/route pairs generate nearly 80 percent of CAT ridership
- Route 3 & 5 account for nearly 50% of system ridership
 - Only Routes with 30 minute headways



- Remaining 10 Routes account for other 50% of ridership
 - Balance of system 60 minute headways



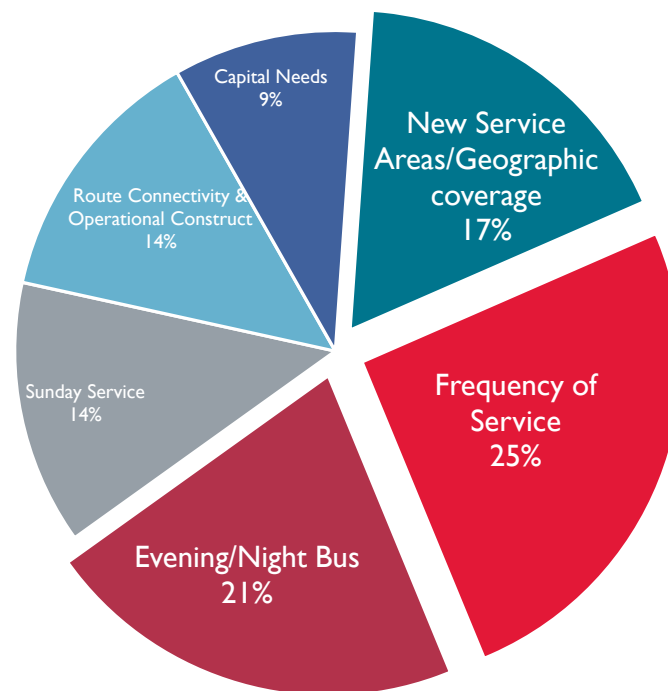
BALANCING SYSTEM NEEDS



- Study Review Committee Established Initial Prioritization of System Investment Needs based on Issues Analysis

- Top three priorities
 - 1) Frequency of Service
 - 2) Evening Service
 - 3) Improve Service Areas/Coverage
- Assist in developing initial system improvements

System Investment Priorities

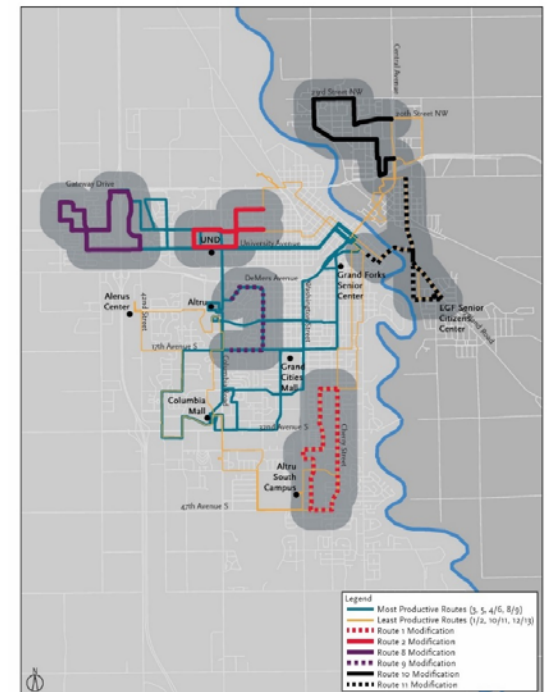




PRELIMINARY ROUTE MODIFICATIONS & NEW ROUTE CONCEPTS

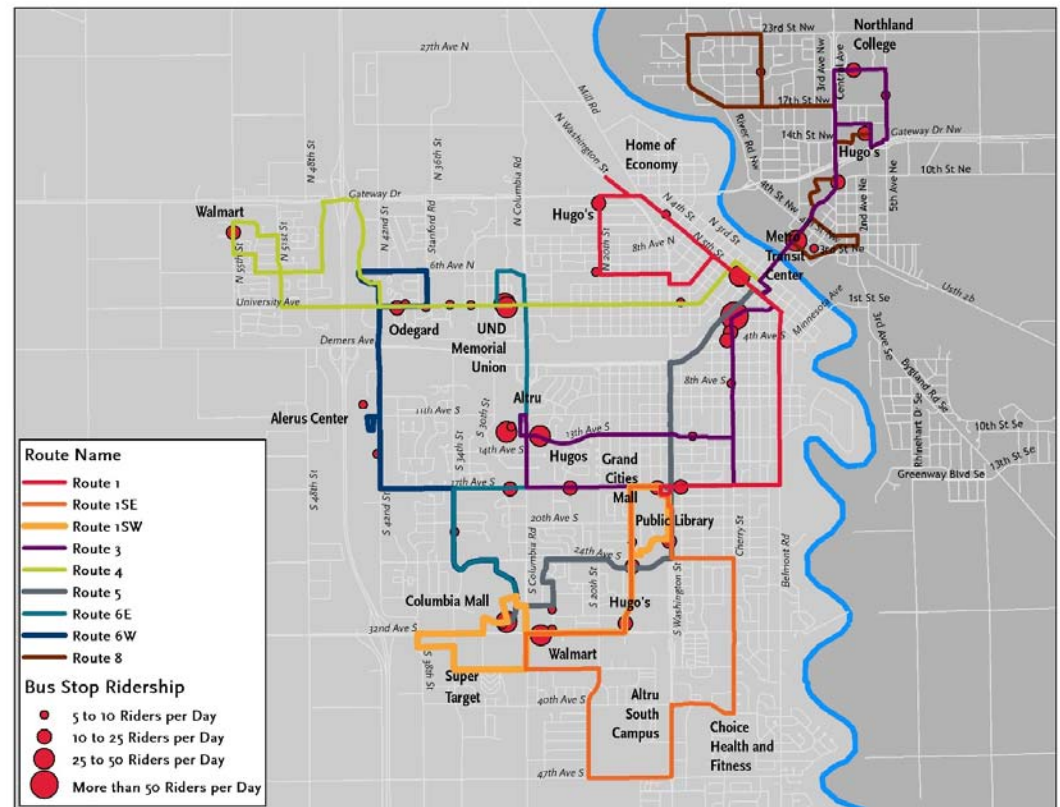
PRELIMINARY ROUTE EVALUATION

- Route 1/2
 - Consolidate southern portion into another route
 - Run through Grand Cities Mall
 - Eliminate UND
 - Shorten to Home of Economy/Hugo's
- Route 3
 - Create "crosstown" connection from East Grand Forks to Altru
- Route 5
 - Streamline to address on time performance
- Route 4/6
 - Make one route
 - Quick connection from downtown to UND
 - Assume portions of 8 (west of UND) by extended to Wal-Mart on Gateway Drive
- Route 8
 - Consolidate west of UND into Route 4/6
 - Develop new route on Columbia Road (UND to Columbia Mall)
- Route 10/11 (East Grand Forks)
 - Connect productive segment into new cross-town route
 - Connecting easily to UND, Altru and Columbia Mall
 - Develop "internal" EGF Circulator
- Route 12/13
 - Complete restructure
 - Reallocate resources
 - E.g. Columbia Mall to UND (via Columbia Road & 42nd Street)
 - Develop New south town route (interline with new Route 1)



PROPOSED ROUTE STRUCTURE – FINANCIAL CONSIDERATIONS

- Proposed Route Structure Scalable to Future Level of Service Needs
 - **Cost Neutral Scenario**
 - Improved Route Structure
 - Reduction to 60 minute headways
 - UND/University Avenue
 - Altru/Route 3
 - **Cost + Scenario**
 - **Recommended for Purposes of 2nd Public Input Phase**
 - Improved Route Structure
 - Maintains 30 Minute Headways to key destinations: Altru, UND, North to South Connection (Route 1)



PROPOSED ROUTE STRUCTURE – OVERVIEW (DAY)

- Route 1: Hugo's/Grand Cities
- Route 1: SE & SW – South town Loops
- Route 3: East Grand Forks – Altru Crosstown
- Route 4: UND – Walmart
- Route 5: Downtown – Columbia Mall
- Route 6W: Columbia Mall/UND (Via Columbia Road)
- Route 6E: Columbia Mall/UND (via 42nd Street)
- Route 8 (EGF Circulator)



FINANCIAL ANALYSIS – DAY SERVICE

COST NEUTRAL

- Cost Neutral Scenario amounts to a reduction in service hours 541 hours
 - Primarily due to system balancing and restructuring
- **Grand Forks** = Reduces service by 900 revenue hours Total new Cost = **\$(85,500)**
- **East Grand Forks** = 359 New Hours of Service
 - New Operational Cost = \$34,105
 - New 35' Bus needed for proposed Route 3
 - Total new capital cost = \$400,000
 - Total for EGF = \$434,105

Fixed Route Alternatives - Day Service			
Existing Condition			
	Total	GF	EGF
Revenue Hours	24,409	21,096	3,313
Peak Vehicles	7	6	1
Proposed Day Route Structure (Cost Neutral)			
	Total	GF	EGF
Revenue Hours	23,868	20,196	3,672
Peak Vehicles	8	6	2
New Investment		GF	EGF
Revenue Hours	-541	-900	359
New Operating Cost (\$95/hr)		(\$85,500)	\$34,105
Vehicles		CAT has adequate fleet capacity for proposed operations.	1
New Capital Cost			\$400,000
Total New Cost (Day)		-\$85,500	\$434,105

FINANCIAL ANALYSIS – DAY SERVICE

COST + (RECOMMENDED)

- New Investment to support recommended service plan adds 2,495 new revenue hours of service (System wide)
- **Grand Forks** = 1,377 New Hours of Service
 - Total new Cost = \$130,815
- **East Grand Forks** = 1,118 New Hours of Service
 - New Operational Cost = \$106,210
 - New 35' Bus needed for proposed Route 3
 - Total new capital cost = \$400,000
 - Total for EGF = \$506,210

Fixed Route Alternatives - Day Service			
Existing Condition			
	Total	GF	EGF
Revenue Hours	24,409	21,096	3,313
Peak Vehicles	7	6	1
Proposed Day Route Structure (Cost +)			
	Total	GF	EGF
Revenue Hours	26,904	22,473	4,431
Peak Vehicles	8	6	2
New Investment		GF	EGF
Revenue Hours	2,495	1,377	1,118
New Operating Cost (\$95/hr)		\$130,815	\$106,210
Vehicles		Assumes CAT has adequate fleet capacity to sustain proposed operations.	1
New Capital Cost			\$400,000
Total New Cost (Day)		\$130,815	\$506,210

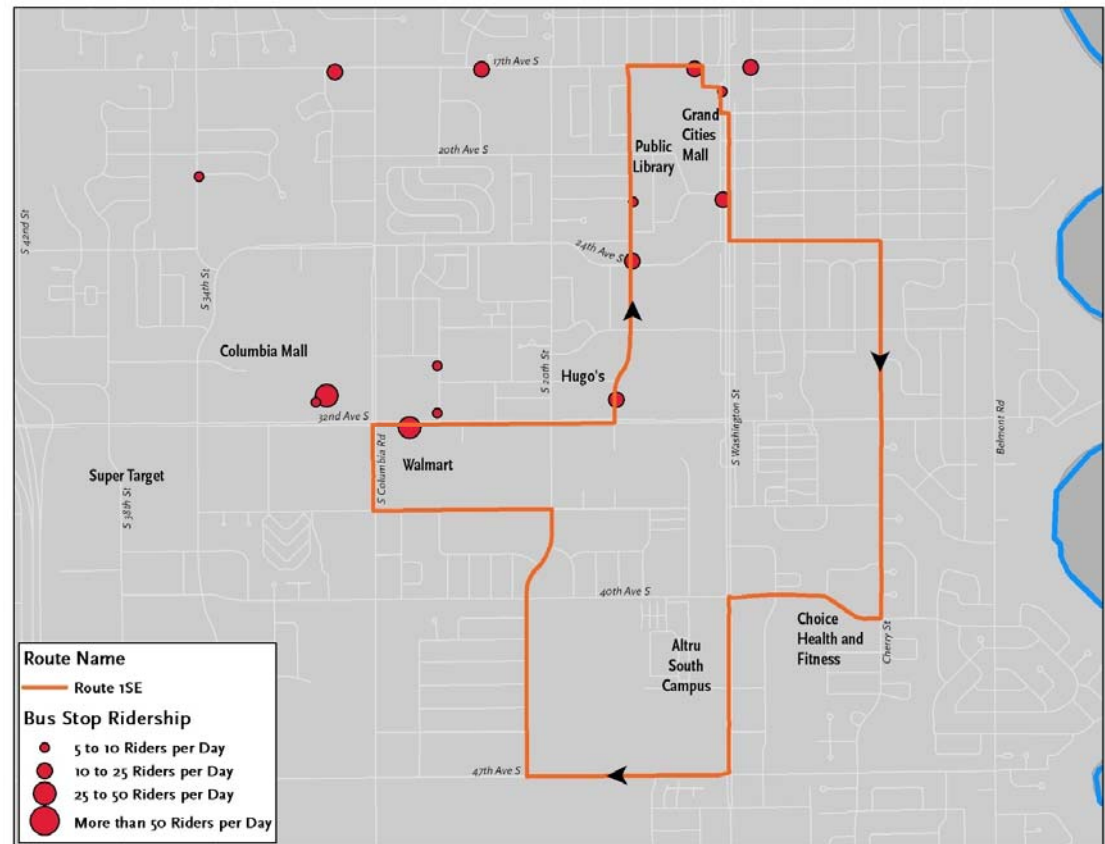
PROPOSED ROUTE 1

- Consolidates portions of existing Route 1/2
- **Cost Neutral** = 30 minute headways
- **Cost +** = 30 minute headways
- Northside to Grand Cities connection to south end
- Connection to 32nd Avenue & Columbia Mall with Interline to ISW & ISE



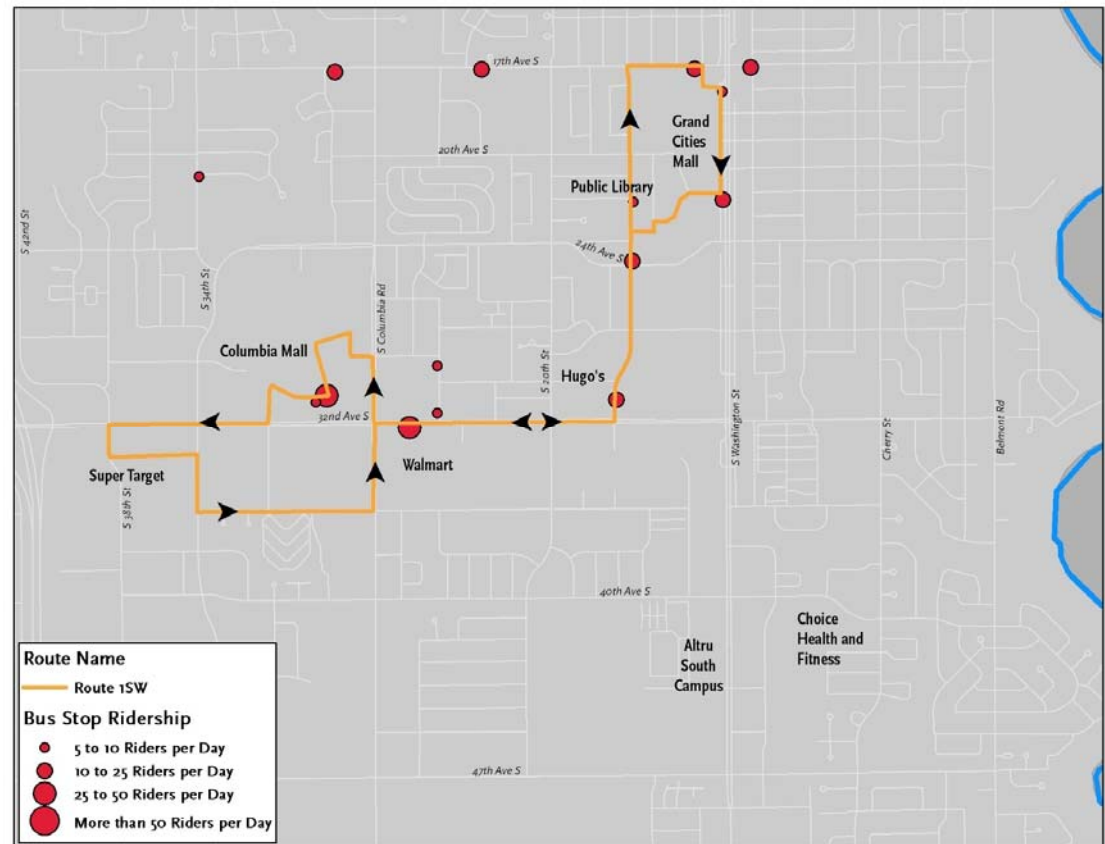
PROPOSED ROUTE 1SE

- Replaces part of Route 1 and 13
- **Cost Neutral** = 60 minute headways
- **Cost +** = 60 minute headways
- Interline with Route 1
- Connections to Altru South, Walmart, Hugo's and Grand Cities



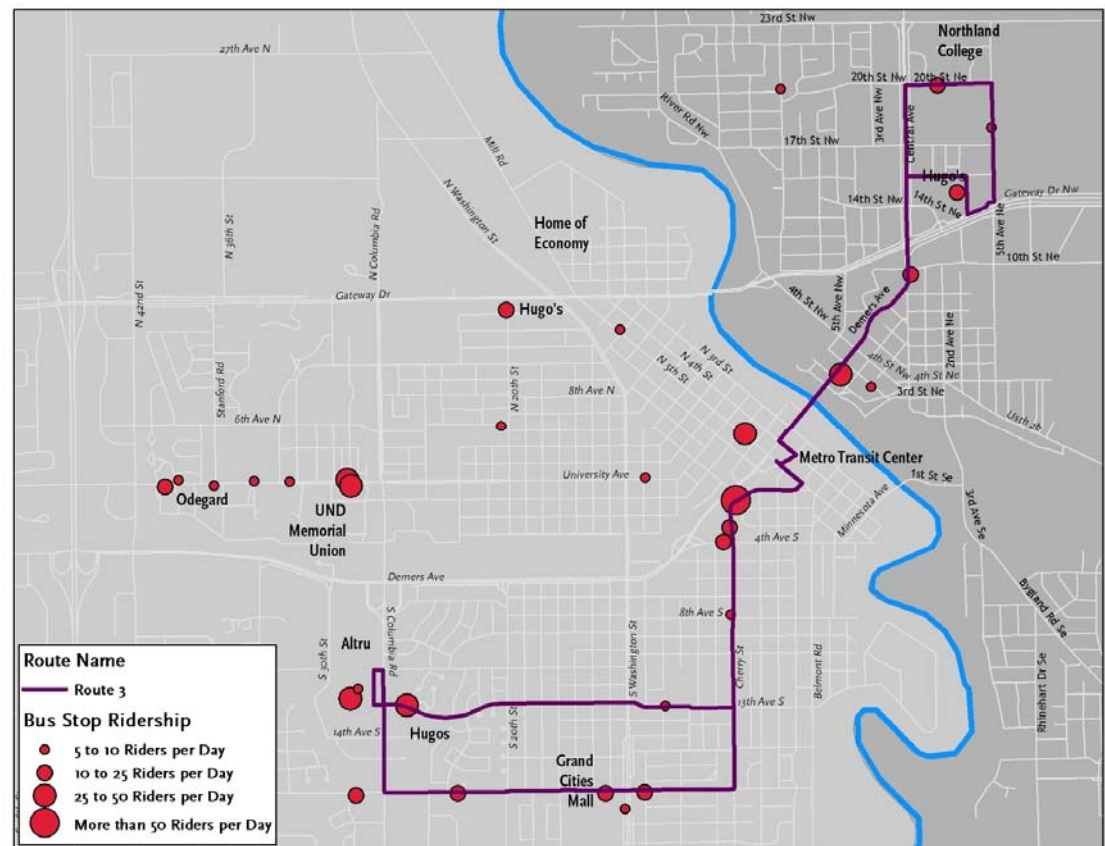
PROPOSED ROUTE 1SW

- Replace part of Route 5 & 8
- Grand Cities connection to Columbia Mall and 32nd Avenue retail corridor
- **Cost Neutral** = 60 minute headways
- **Cost +** = 60 minute headways
- Interline with Route 1



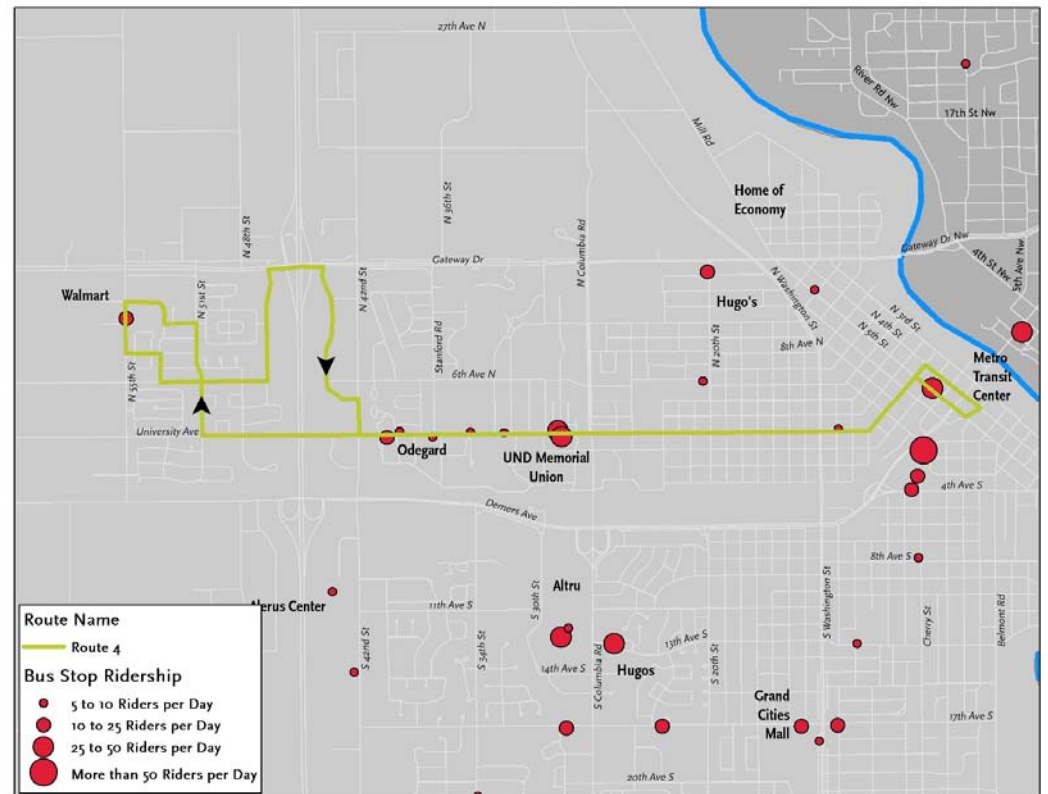
PROPOSED ROUTE 3

- Combines Route 3, and parts of 10 and 11
- EGF to Altru Crosstown connection with Grand Cities Transfer
- **Cost Neutral** = 60 Minute headways
- **Cost +** = 30-minute headways (peak); 60 minute off peak
- Removes need for transfer at MTC for EGF riders
- EGF pays 50% of route



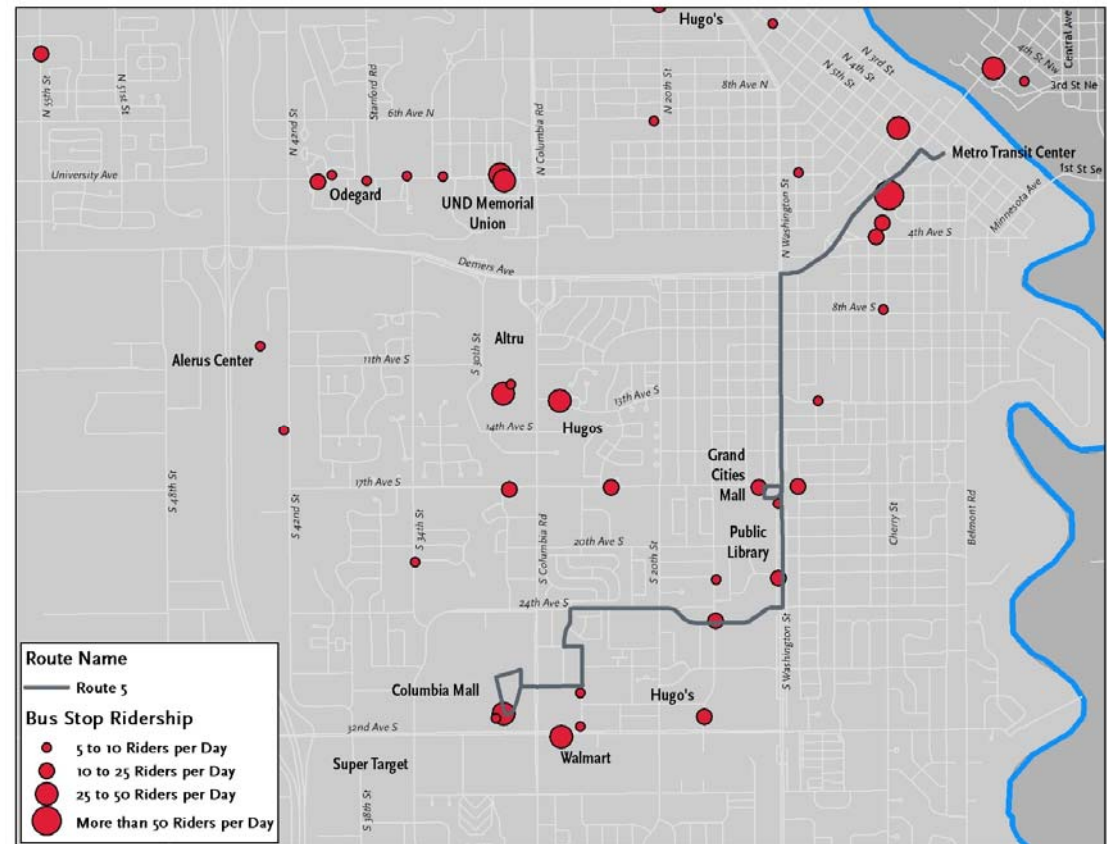
PROPOSED ROUTE 4

- Assumes portions of Route 4/6 & Route 8
- Provides Downtown-UND - Walmart connection along University Avenue
- **Cost Neutral** = 60 Minute headways
- **Cost +** = 30-minute headways (peak); 60 minute off peak
- New Walmart stop



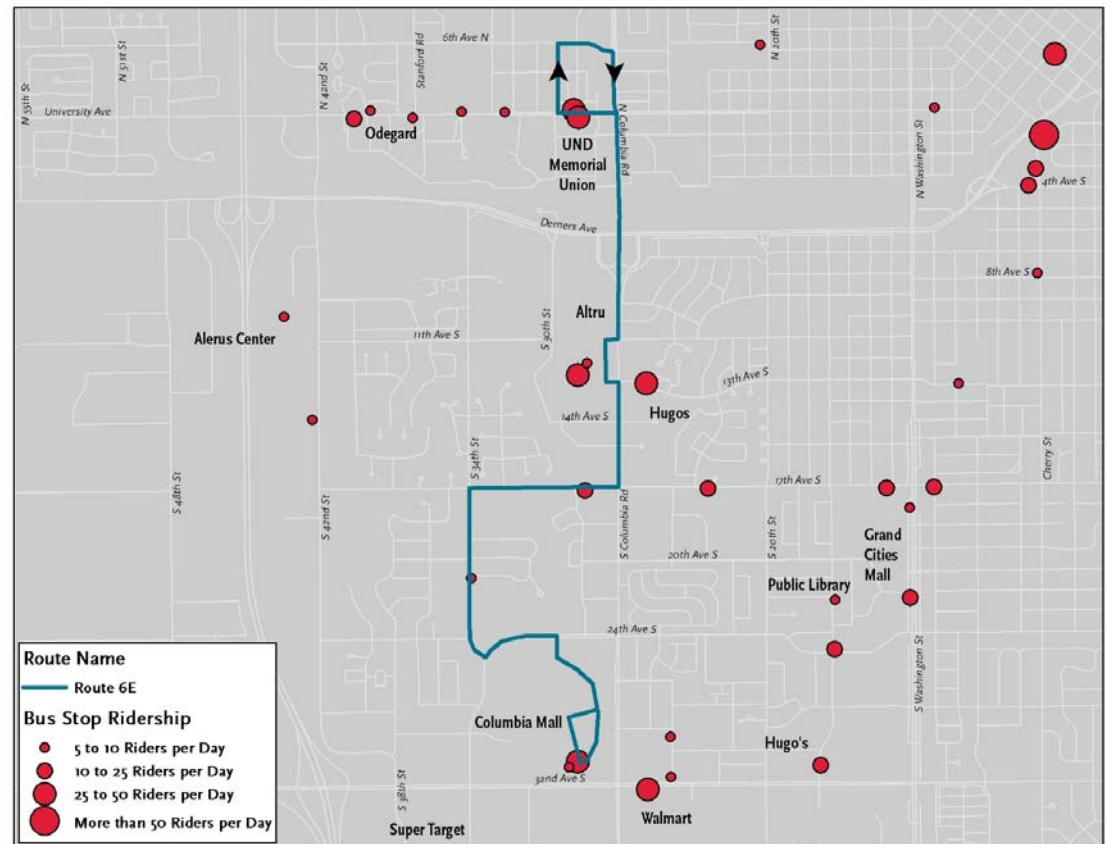
PROPOSED ROUTE 5

- Streamlined Existing Route 5 - Downtown to Columbia Mall
- **Cost Neutral** = 30 minute headways
- **Cost +** = 30 minute headways
- Transfer to Route 1SE/SW at Grand Cities & 6E/6W at Columbia Mall



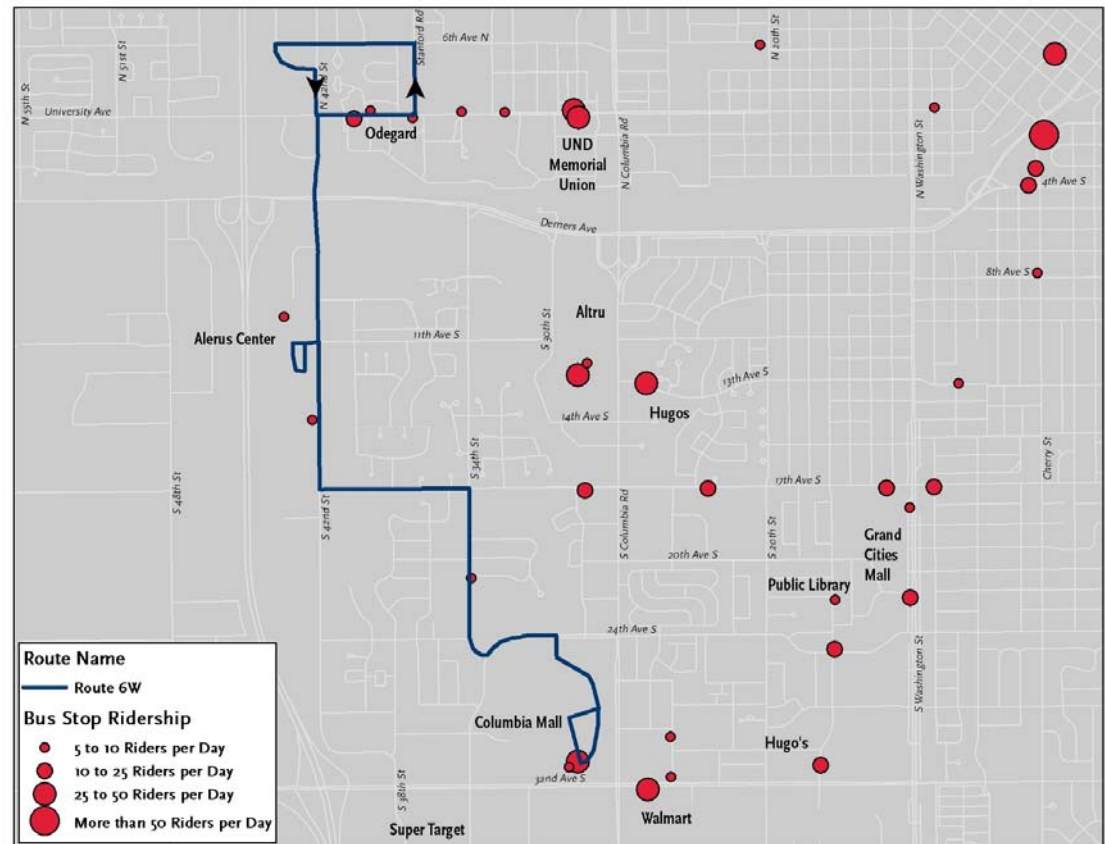
PROPOSED ROUTE 6E

- Assumes portions of Route 8/9
- UND – Altru - Columbia Mall
- **Cost Neutral** = 60 minute headways
- **Cost +** = 60 minute headways
- Interline with 6W



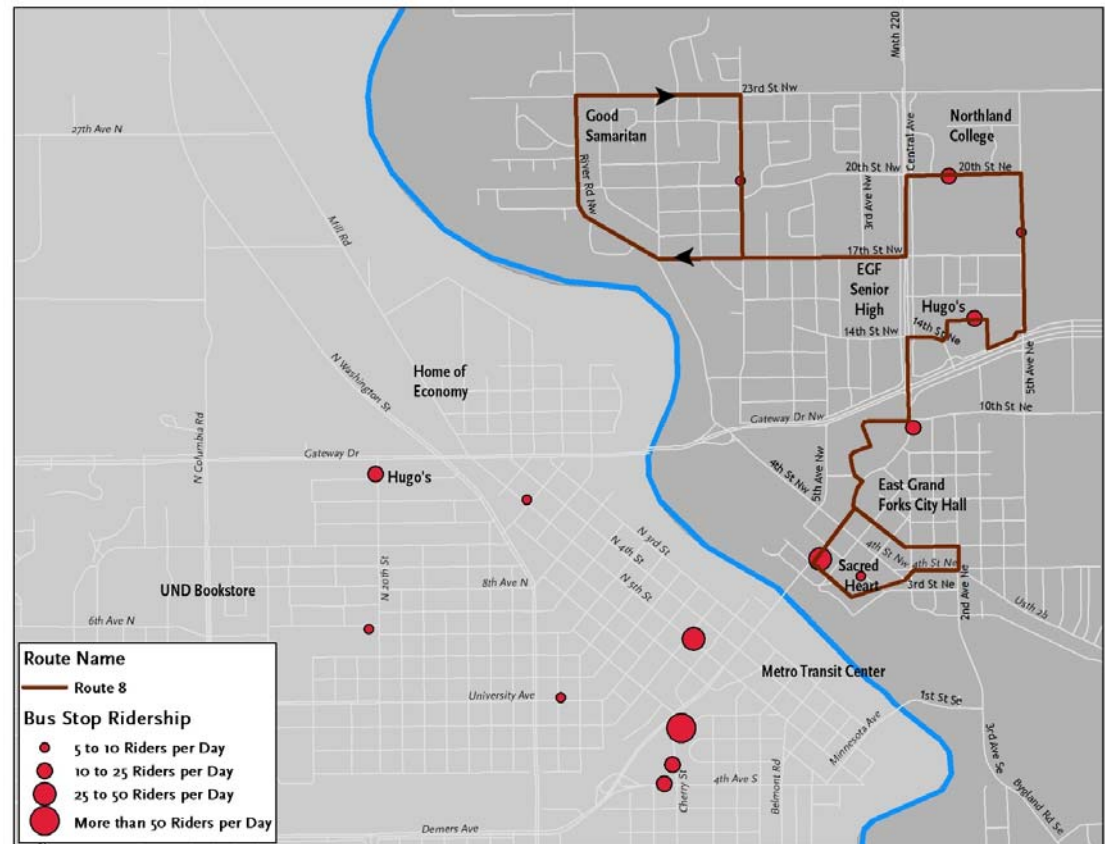
PROPOSED ROUTE 6W

- Assumes portion of Route 12
- Columbia Mall – Alerus - UND
- Adds new north-south connection to UND via 42nd
- **Cost Neutral** = 60 minute headways
- **Cost +** = 60 minute headways
- Interline with Route 6E



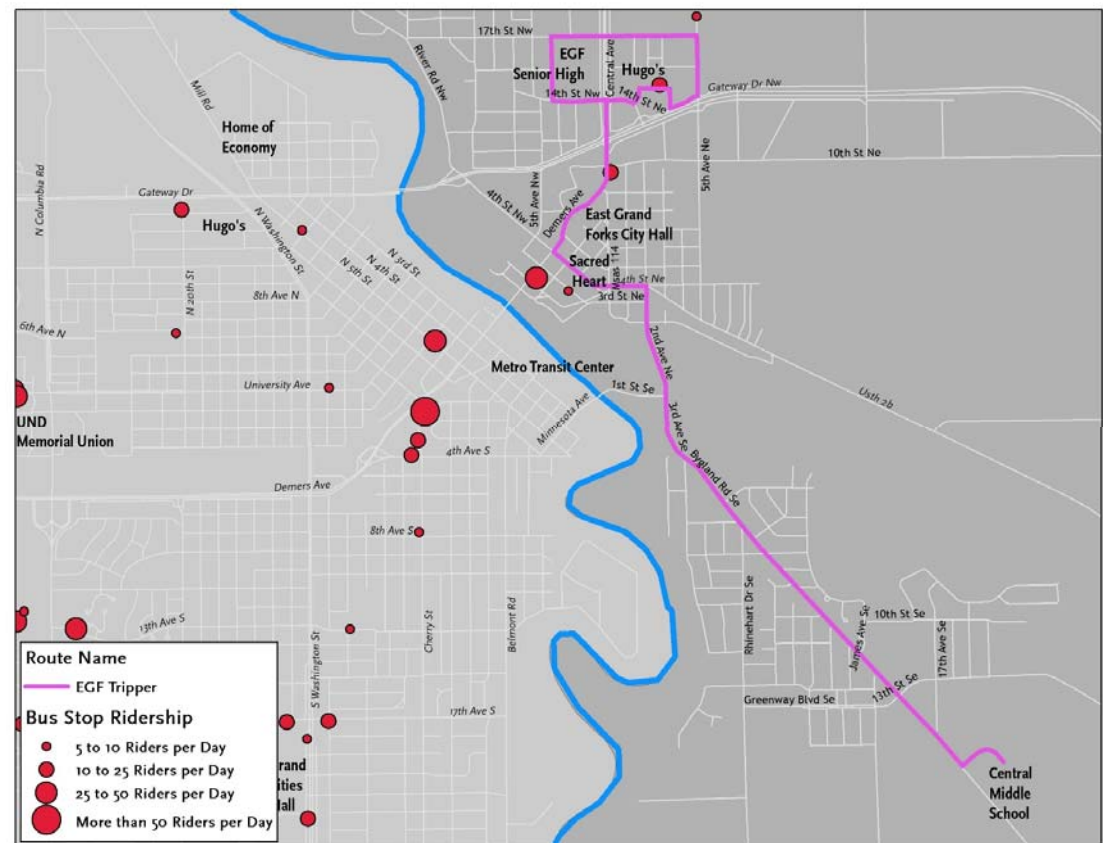
PROPOSED ROUTE 8

- Assumes portions of Route 10/11
- EGF Circulator Route
- System Transfer with Route 3 at Hugo's
- **Cost Neutral** = 60 minute headways
- **Cost +** = 60 minute headways



EAST GRAND FORKS TRIPPER

- Potential “Tripper Service”
- 30 minute headway
- Connect key destinations such as schools and other community destinations
- Not currently included in preliminary financial analysis



PROPOSED NIGHT ROUTES

- Improve evening mobility &
- Mirror day routes for system conformity
 - **Route 1/1SW:** Hugo's/Grand Cities and South Town West
 - **Route 3:** East Grand Forks – Altru Crosstown
 - **Route 6W:** Columbia Mall/UND
 - **Route 6E:** Columbia Mall/UND
- EGF assumes cost for one 60 minute route (likely Route 3)



PROPOSED NIGHT ROUTES

COST NEUTRAL VS. COST +

■ Cost Neutral

- Route 1/ISW – 2 Runs (120 minute headways)
- Route 3 – 4 Runs (60 minute headways)
- Route 6W – 2 Runs (120 minute headways)
- Route 6E – 2 Runs (120 minute headways)

■ Cost +

- Route 1/ISW – 4 Runs (60 minute headways)
- Route 3 – 4 Runs (60 minute headways)
- Route 6W – 4 Runs (60 minute headways)
- Route 6E – 4 Runs (60 minute headways)



FINANCIAL ANALYSIS – NIGHT SERVICE

COST NEUTRAL

- New Investment to support recommended service plan adds 1,220 new revenue hours of service

- **Grand Forks** = 0 New Revenue Hours
 - Improved Evening Route Structure
 - Total new Cost = \$0

- **East Grand Forks** = 1,220 New Hours of Service
 - Total new cost = \$115,900

Fixed Route Alternatives - Evening Service			
Existing Condition			
	Total	GF	EGF
Revenue Hours	1,220	1,220	0
Peak Vehicles	1	1	0
Proposed Evening Route Structure (Cost Neutral)			
	Total	GF	EGF
Revenue Hours	2,440	1,220	1,220
Peak Vehicles	3	2	1
New Investment		GF	EGF
Revenue Hours	1,220	0	1,220
New Operating Cost (\$95/hr)		\$0	\$115,900
Vehicles		Assumes CAT has adequate fleet capacity to sustain proposed evening operations.	
Cost			
Total New Cost (Evening)		\$0	\$115,900

FINANCIAL ANALYSIS – NIGHT SERVICE

COST +

- New Investment to support recommended service plan adds 2,440 new revenue hours of service

- **Grand Forks** = 1,220 New Hours of Service
 - Improved Evening Route Structure
 - Total new Cost = \$115,900

- **East Grand Forks** = 1,220 New Hours of Service
 - Total new cost = \$115,900

Fixed Route Alternatives - Evening Service			
Existing Condition			
	Total	GF	EGF
Revenue Hours	1,220	1,220	0
Peak Vehicles	1	1	0
Proposed Evening Route Structure (Cost +)			
	Total	GF	EGF
Revenue Hours	3,660	2,440	1,220
Peak Vehicles	3	2	1
New Investment		GF	EGF
Revenue Hours	2,440	1,220	1,220
New Operating Cost (\$95/hr)		\$115,900	\$115,900
Vehicles		Assumes CAT has adequate fleet capacity to sustain proposed evening operations.	
Cost			
Total New Cost (Evening)		\$115,900	\$115,900

FINANCIAL ANALYSIS – FULL SYSTEM

COST NEUTRAL

- Total new system investment = 679 new revenue hours
- **Grand Forks** = Reduction of 900 Service Hours
 - Total new Cost = \$(85,500)
- **East Grand Forks** = 1,579 New Hours of Service
- Total New Cost = \$150,005
 - Total new capital cost = \$400,000
 - Total for EGF = 550,005

Fixed Route Alternatives - Summary			
Existing Condition			
	Total	GF	EGF
Revenue Hours	25,629	22,316	3,313
Peak Vehicles	8	7	1
Proposed Day & Night Route Structure (Cost Neutral)			
	Total	GF	EGF
Revenue Hours	26,308	21,416	4,892
Peak Vehicles	8	6	2
New Investment		GF	EGF
Revenue Hours	679	-900	1,579
New Operating Cost (\$95/hr)		(\$85,500)	\$150,005
Vehicles		Assumes CAT has adequate fleet capacity to sustain proposed operations.	1 (day route)
New Capital Cost			\$400,000
Total New Cost (Day & Night)		-\$85,500	\$550,005

FINANCIAL ANALYSIS – FULL SYSTEM COST +

- Total new system investment equals 4,935 new revenue hours
- **Grand Forks** = 2,597 New Hours of Service
 - Total new Cost = \$246,715
- **East Grand Forks** = 2,338 New Hours of Service
 - New Operational Cost = \$222,100
 - New 35' Bus needed for proposed Route 3
 - Total new capital cost = \$400,000
 - Total for EGF = 622,210

Fixed Route Alternatives -Summary			
Existing Condition			
	Total	GF	EGF
Revenue Hours	25,629	22,316	3,313
Peak Vehicles	8	7	1
Proposed Day & Night Route Structure (Cost +)			
	Total	GF	EGF
Revenue Hours	30,564	24,913	5,651
Peak Vehicles	8	6	2
New Investment		GF	EGF
Revenue Hours	4,935	2,597	2,338
New Operating Cost (\$95/hr)		\$246,715	\$222,110
Vehicles		Assumes CAT has adequate fleet capacity to sustain proposed operations.	1 (day route)
New Capital Cost			\$400,000
Total New Cost (Day & Night)		\$246,715	\$622,110

CAPITAL NEEDS

Vehicle Inventory

- Need to purchase one additional large coach for new Route 3
 - Included in East Grand Forks Cost Neutral and Cost + Assumptions
- Balance of Vehicles needs are programmed through current five year planning horizon

- Cities Area Transit Garage
 - Facility needs near \$8.0 Million

- Bus Stops & Shelters
 - Need to realign shelters with higher ridership stops with new route structure (**cost analysis pending**)
 - More formalized transfers sites with new route structure (e.g. Grand Cities, etc.)

FINANCIAL ANALYSIS

OPPORTUNITIES TO EXPAND AND ENHANCE

- MnDOT likely to provide **East Grand Forks** enhanced service at 85% match
 - Enhanced Day Service = New Local = \$6,000
 - New Night Service = New Local = \$18,000
- MnDOT to allow **East Grand Forks** the capacity to purchase needed transit capital to account for potential new service levels & frequency
 - New Large Coach = New Local = \$60,000
 - Potential non-Federal local match partnership with Grand Forks
- **Grand Forks** needs to identify nearly \$260,000 in revenue to advance potential system expansion and enhancement
 - 50% funded through FTA
 - Potential expanded “U Pass” Program with UND to assist with unlimited ride program and potentially sharing in “improved” service through campus.
 - Reopen discussions with private student housing providers for cost sharing.
 - Target a 10% reduction/streamline in Demand Response costs to focus on Fixed Route system.