

North Dakota Legislative Interim Economic Impact Committee

GRAND FORKS AREA TRANSIT/PEDESTRIAN/RAIL INFRASTRUCTURE

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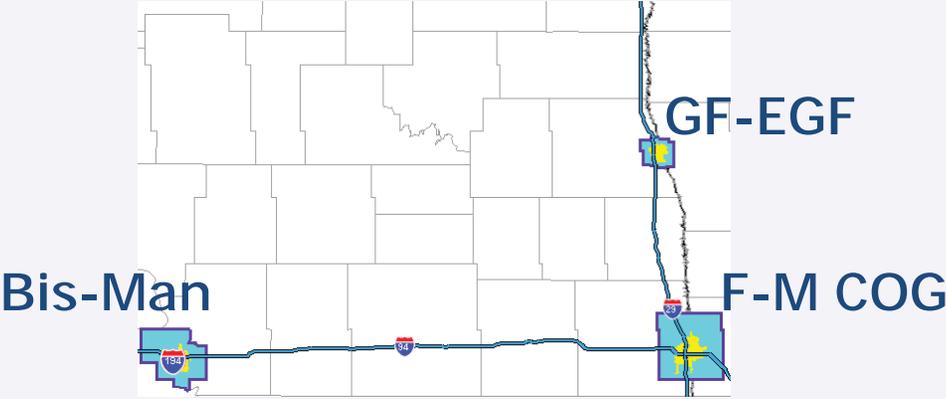
Grand Forks - East Grand Forks
Metropolitan Planning Organization



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GRAND FORKS PUBLIC TRANSPORTATION, BIKE, AND PEDESTRIAN INFRASTRUCTURE

Metropolitan Transportation Planning in North Dakota



SOURCE: FHWA/FTA Transportation Planning Capacity Building Program; Fargo-Moorhead Metropolitan Council of Government, Bismarck-Mandan MPO; Grand-East Grand Forks MPO

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Basic MPO Requirements

- **Congressional Mandate – A Funded Mandate**
 - 23 CFR 450.306(d) – The metropolitan planning process shall be ***carried out in coordination*** with the statewide transportation planning process as required by **23 USC 135** and **49 USC 5304**.
- **State Mandate – No State Funds**
 - NDCC 24-01-04.1 Metropolitan planning organizations ***shall develop, in cooperation with the state*** and public transit operators, ***transportation*** plans and programs ***for metropolitan areas*** which.....

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Transit

- 1904 - Transit began
 - Grand Forks Transit Company
 - A “streetcar” connecting UND to downtown Grand Forks.
 - Served primarily the University
- 1908 - Effort began to serve the “rest of the town” with transit service
 - 1913 - First year of “full operation” with 5 lines covering the City
- 1934 - Transition to all bus
- 1976 - City took over
- 1982 - East Grand Forks joined



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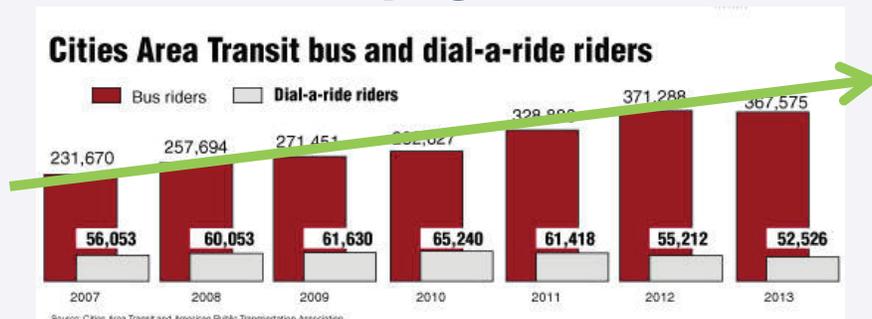
Transit Services

- Fixed Route – buses followed a set route and passengers go to the route to get on the bus
 - 12 hours of service M-Sat – no service on Sunday
 - 1 routes covers the City during 4 Evening hours M-Sat
 - 6 routes in Grand Forks and 1 route in East Grand Forks
 - Cost fixed independent of ridership

- Demand Response – passengers call to have bus go to their door to get them on the bus
 - 16 hours of service M-Sat – no Service on Sunday
 - Cost dependent on ridership – the more ride, the more its costs
 - Senior Rider - Elderly
 - **Dial A Ride – Disabled** – operates under strict federal requirements of how the service is provided.
 - Federally required paratransit service – DAR has to be provided

- UND operates a *Campus Shuttle* servicing the main campus core

Empty Bus



50% increase in ridership between 2006 and 2013

- Bis-Man just experienced for the first time more ridership on its fixed route system than its demand response
- FM Metro Bus ridership hit a 30 year high
- Rural systems ridership high



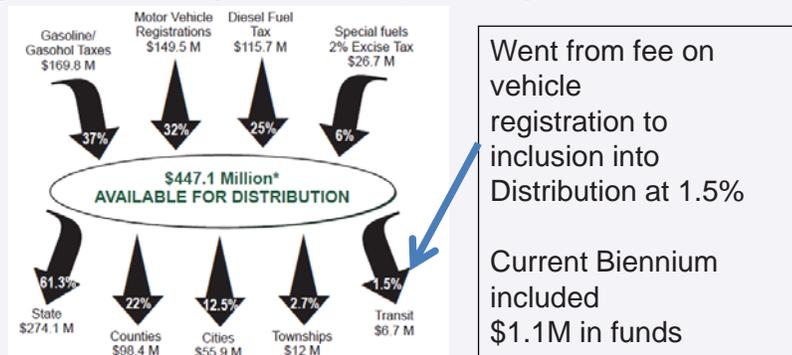
Transit Coordination/VTCLI

- Statewide effort to improve coordination
- Work together to provide more options and better service for transit users
- Pilot project in Grand Forks
 - Veterans Transportation & Community Living Initiative grant funding to upgrade CAT's call center and equip rural transit providers with computer-assisted scheduling and dispatch software
 - Will involve marketing campaign to inform veterans, active military personnel, and the general public of available public transit options to medical appointments, employment, job training, and more

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State Operating Assistance

- CAT \$2M split 45% federal / 46% city / 9% state
- MAP-21 Federal Funding Flat – growing coverage area need yet no federal funding increase to assist in meeting that need
- Increase in Gas Tax Distribution Formula significantly aided by increasing state funding share in **operating** costs.



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Federal Capital Program

Pre-MAP-21

- Many Capital Programs
 - Statewide Applications
 - ~\$2.5M annual success by Delegation
 - National Competitive Grants
 - Statewide not successful
 - Individual Transit Operator success
 - ARRA allowed major vehicle replacement

Post MAP-21

- 57% Capital Funding Cut Nationally
- 1 Capital Program
 - \$500,000 Annually to 3 Urban Operators
 - \$1.25M Annually for Statewide
 - Can be for either Urban and/or Rural

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MAP-21 Transit Capital Consequence

- MAP-21 provides \$3M over next two years for Transit Capital
- Capital Needs being Unmet equals \$21M next 2 years
 - Urban Capital Funding needs \$17M
 - Rural needs \$4.1M
- Fargo is “flexing” some of its federal highway dollars toward purchasing replacement buses.

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Bike/Walking Funding

Pre-MAP-21

- ~\$6.3M available
- Transportation Enhancement Program
 - 80/20 funding split
 - Mainly funding multi-use trails throughout ND
- Safe Routes to School Program
 - 100% federal funded
 - Mainly funded sidewalks to schools throughout ND
- Recreational Trails Program
 - Motorized and non-motorized projects

MAP-21

- ~\$2.5M available
- Combined programs meaning more competition among project with fewer funds available
 - All 80/20 funding split
- NDDOT no longer direct recipient
 - NDDOT use to enhance projects with these funds
- Recreational Trails held harmless to funding
 - Same amount as before
- Funding loss hardest impact on local bike/walk infrastructure

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Bike/Walking Funding

- Pre-MAP-21
 - TE Urban Requests were triple amount available to be awarded until the last two years when it was less than double
 - TE Rural fluctuated year-to-year
 - SR2S Request were double amount available until the last two years of program – then triple
 - 100% federally funded
- MAP-21
 - TAP requests 2.5 time the amount available

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