

Greater Minnesota Transit Investment Plan

WHAT IS THE GMTIP?

The Greater Minnesota Transit Investment Plan is an investment and strategic plan for transit in Greater Minnesota. As an investment plan, the plan calculates the investments needed to support the state target of meeting 90 percent of transit demand by 2025. As a strategic plan, the plan lays out the policy direction for transit over the next 20 years. The plan’s objective is to improve mobility for the general public with emphasis on seniors, youth, low-income populations, homeless populations, individuals with disabilities, veterans, new Americans and commuters. By preserving current public transportation systems and investing in improvements to service, the Greater Minnesota Transit Investment Plan’s strategies will improve mobility options for all Greater Minnesotans regardless of age, ethnicity, income or disability.

MnDOT updates the GMTIP every five years.

LESSONS FROM PUBLIC ENGAGEMENT

To help set investment priorities to improve Greater Minnesota transit service, MnDOT conducted extensive public outreach to both riders and non-riders. The public outreach methods ranged from stakeholder interviews, paper and online surveys to on-board questionnaires and game-like online prioritization exercises. Themes from community engagement such as improved reliability and expanded hours were used to develop the service plan. Community input also contributed to the investment priorities including improved information and marketing about transit service, coordination of transit services, and development of regional routes.

MEETING THE DEMAND FOR PUBLIC TRANSIT IN GREATER MINNESOTA

The legislature directed MnDOT to calculate the demand for public transit, develop a plan to meet the demand, and identify the cost to implement service. MnDOT used a demand model to estimate total statewide ridership demand. This provided MnDOT with the ridership target of 17 million in 2025, meaning transit ridership must grow by 4.8 million rides by 2025.

Year	100% of Public Transit Demand (million rides)
2014	13.3
2020	16.9
2025	18.9 (90 percent target is 17 million)
2030	20.1

MnDOT also calculated the service levels needed to meet demand, and then developed a service plan that addresses the needs of riders and potential riders such as reliability, evening service and weekend service. The service plan will add over 500,000 new hours of service in Greater Minnesota and will require an additional 246 new buses. MnDOT calculated the ridership potential generated from the service improvements projecting that the service plan will meet the 90 percent target.

STRATEGIC DIRECTION FOR GREATER MINNESOTA TRANSIT

MnDOT created investment goals and strategies that work towards MnDOT's vision of Greater Minnesota transit that provides mobility that maximizes the health of the people, environment and economy of the state. The final set of goals and strategies to guide investments are as follows:

- Enhance transit service to be an attractive and viable transportation option for Greater Minnesota
- Elevate the role of public information and outreach in transit system operations
- Improve coordination of services to meet transportation needs
- Increase transit usage across the transportation network
- Ensure fiscal responsibility as a transit funding agency
- Support MnDOT's vision for an integrated multimodal transportation system

FINANCING GREATER MINNESOTA TRANSIT

Implementing the plan through 2025 will cost a total of \$39.3 million in operating and \$45.0 million in capital costs. Local share will account for \$15.7 million. Current transportation funding in Greater Minnesota includes federal and state funding sources. MnDOT analyzed the current funding forecast from 2016-2025 including the gap between forecasted amounts and needed funding for operating costs. Expenses have been greater than revenue in past years but with planned expansion and inflation, will become very close in 2017-2019. Expenses will exceed revenue from 2020 forward. By 2025, the gap approaches \$40 million per year and is expected to continue growing after 2025. The total gap through 2025 is \$114 million to reach the 90 percent target. Additional revenues will be needed for 2021 and beyond to achieve the long-term goals of this plan.

INVESTMENT SCENARIOS

MnDOT has developed three scenarios based on future funding. Currently, MnDOT Transit is in the expansion phase; however, resources will be needed to sustain growth in the future.

- **Expansion:** Enhance service in existing systems according to the baseline service plan
- **Preservation:** Maintain viability of existing systems that demonstrate fiscal capacity and meet performance standards
- **Contraction:** Do not fund system enhancements, work with local partners to redesign underperforming services, and reduce funding for existing systems.

LET US KNOW WHAT YOU THINK

MnDOT is accepting written comments through October 14, 2016. To view and comment on the full plan, visit www.MinnesotaGO.org.

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