



The 2016 Greater Minnesota Transit Investment Plan (GMTIP) is updated every five years and is an investment and strategic plan. As an investment plan, the plan calculates the investments needed to support 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.

LESSONS FROM PUBLIC OUTREACH

In defining 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. The different community engagement tools produced a wide range of views and priorities. 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

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. Using a demand model, total statewide ridership demand was estimated for target years. This provided MnDOT with the ridership number of 17 million rides as the 90 percent target by 2025, meaning transit ridership must grow by 4.85 million rides (8 percent) by 2025.

Year	100% of Public Transit Demand (million)
2014	13.3
2020	16.9
2025	18.9 (17 million 90 percent)
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 146 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 action 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 over the next several years 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 growing. 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.

NEXT-STEPS

- Start of formal public comment period (Late August) - 45 days for public comment for GMTIP as well as the Statewide Multimodal Transportation Plan and Minnesota State Highway Investment Plan
- Formal response to comments (October 2016)
- Final plan approved by MnDOT's Senior Leadership (November 2016)
- GMTIP sent to Governor's Office for final approval (December 2016)
- Adopted final plan in January, 2017

CONTACTS:

Visit the website at www.mndot.gov/transitinvestment for more information. Contacts: Noel.Shughart@state.mn.us and Sara.Dunlap@state.mn.us

