

2011 Minnesota Public Transit Conference



Your Destination...Our Priority



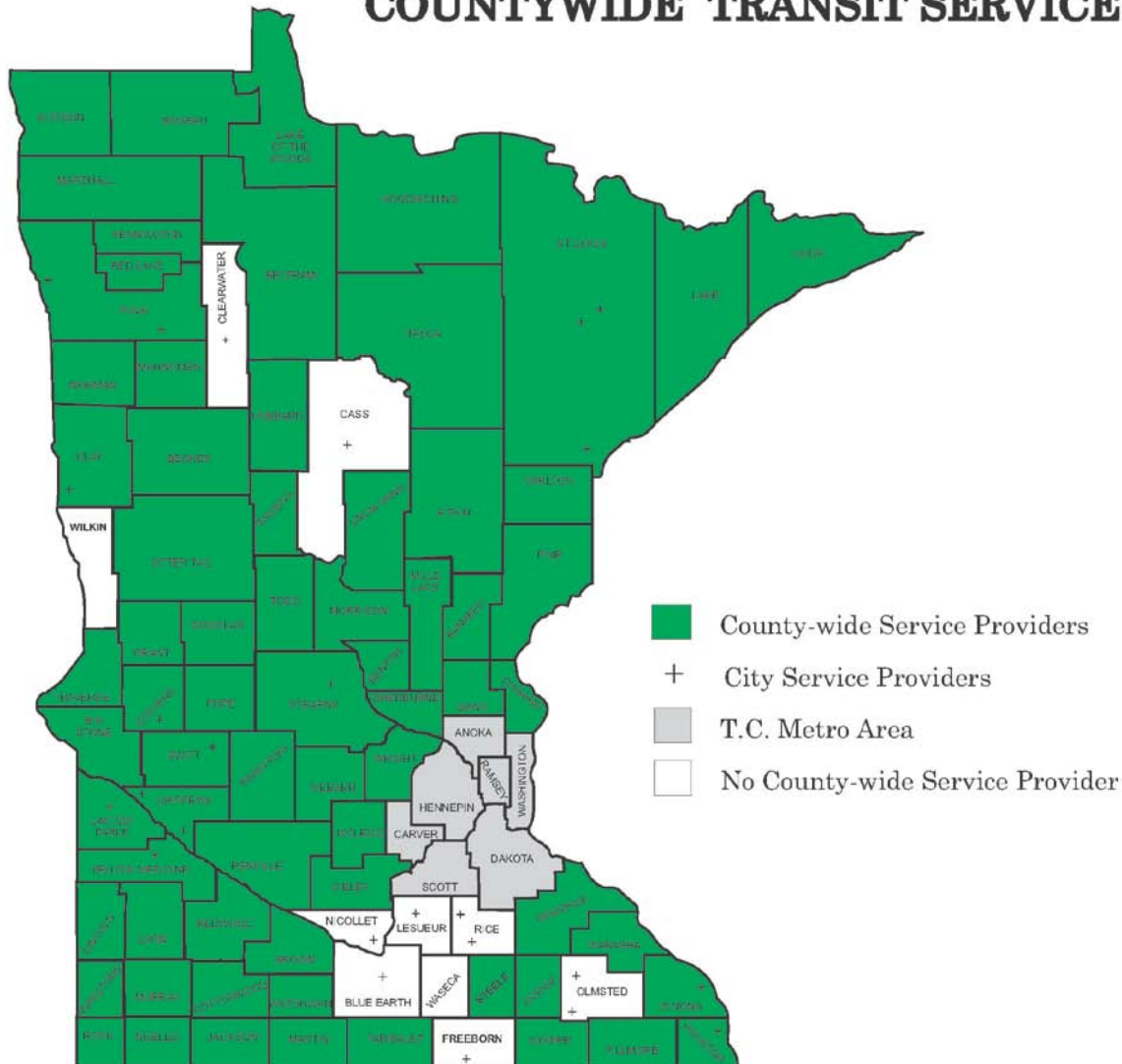
Topics

- Current service summary
- Current financial situation
- Funding outlook
- Check in on Greater MN Transit Investment Plan
- Current activities



Greater Minnesota Transit Service

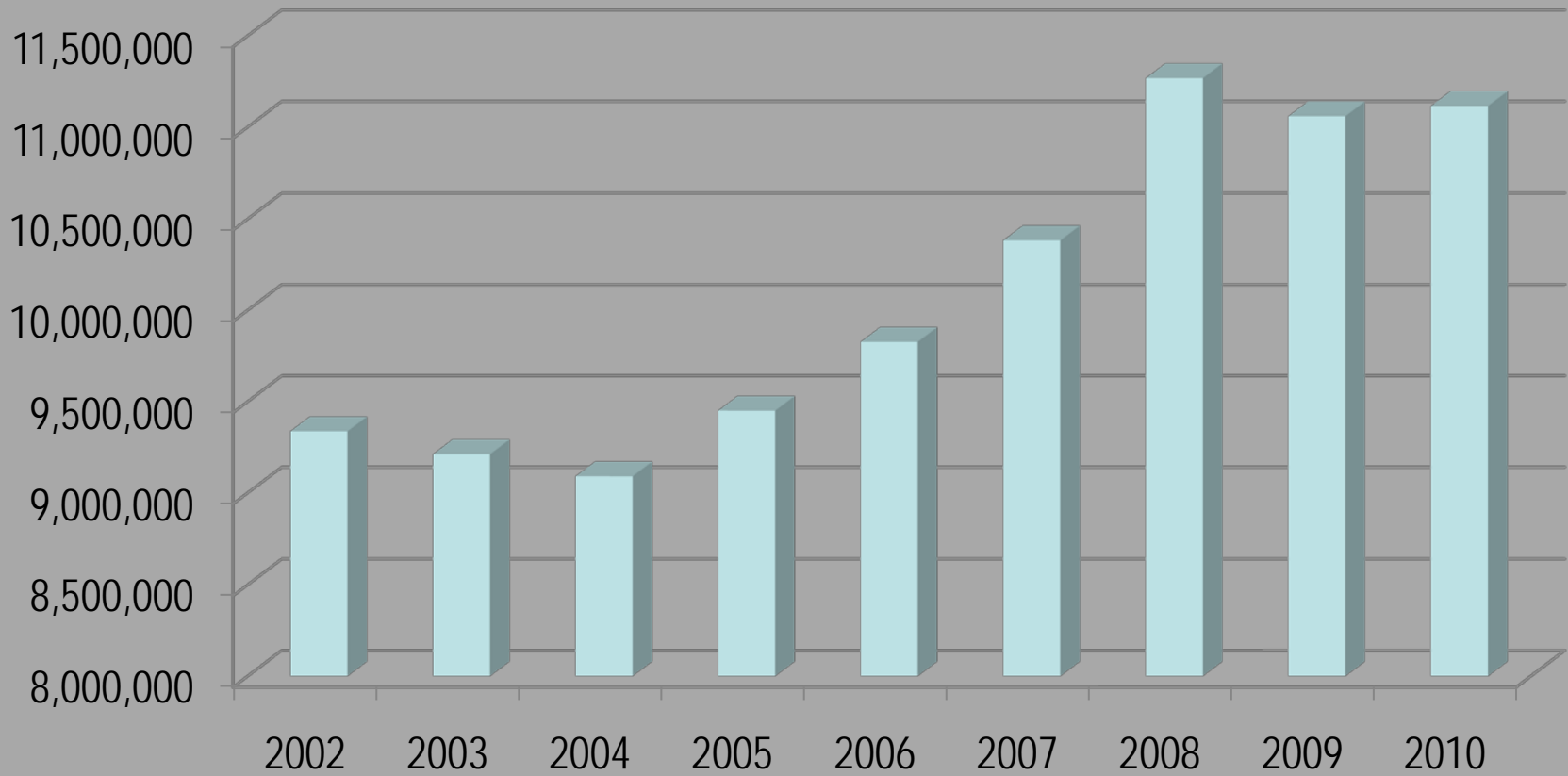
GREATER MINNESOTA COUNTYWIDE TRANSIT SERVICE



- 70 counties with countywide service
- 8 counties with municipal service only
- 2 counties with no public transit service

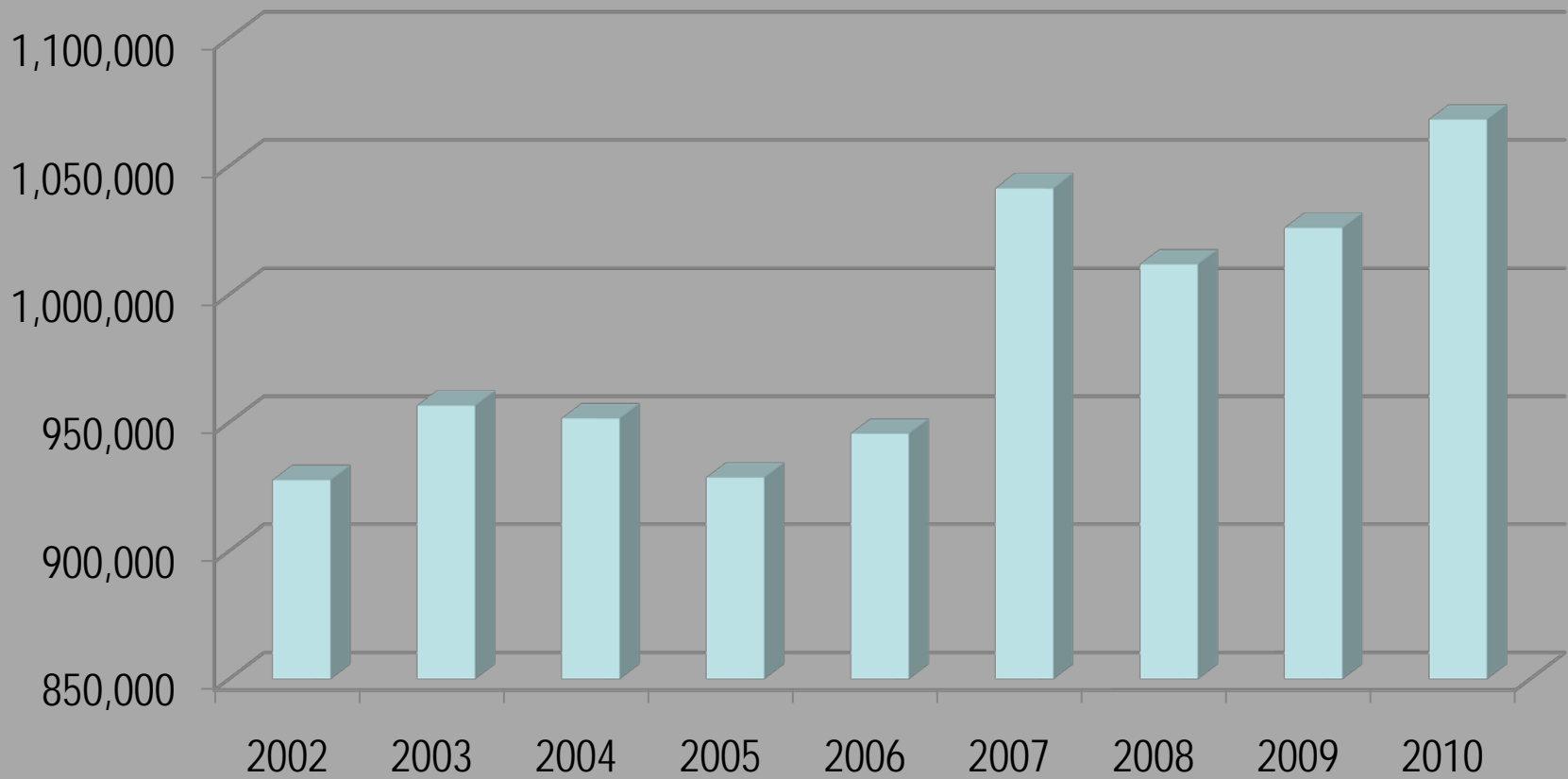
Greater MN Ridership

Ridership



Greater MN Service Hours

Service Hours



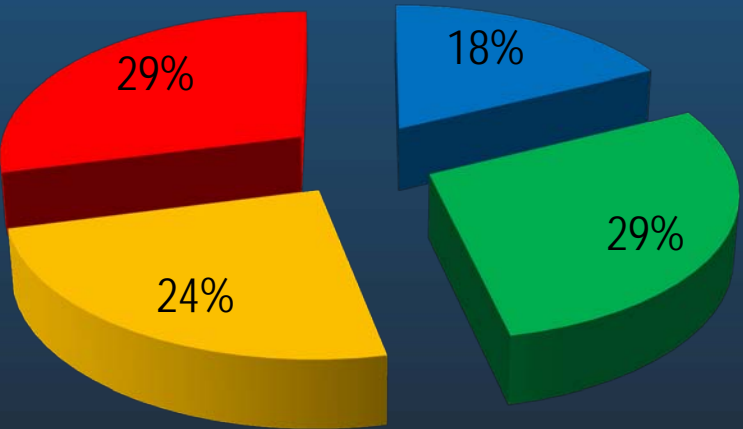
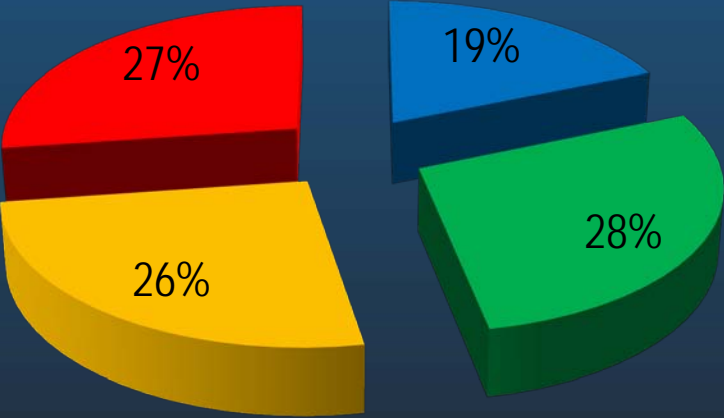
Operations Funding Sources

2009

Federal State GF State MVST Local

2010

Federal State GF State MVST Local



Funding Background

- MVST revenues in FY 2011 were far below forecast
 - Feb 2010 MVST forecast for FY 2011 was basis for 2011 Greater Minnesota Transit contracts
 - Feb 2010 total MVST forecast was \$25.5 million
 - \$20.5 million MVST + \$5.0 million MVLST
 - Feb 2011 MVST forecast was \$19.6 million (\$0 MVLST)
 - Actual FY 2011 MVST revenues were \$20.2 million
- There was a shortfall of over \$5 million to cover



Funding Background (cont)

- Greater MN Transit incurred additional expenses during calendar year 2011
 - Bonding could not be used for facilities owned by non-profit organizations: \$1.4 million
 - Emergency capital replacement/repair: \$0.5 million
 - Transit options demonstration project: \$0.3 million
- An additional \$2.2 million was spent to cover these



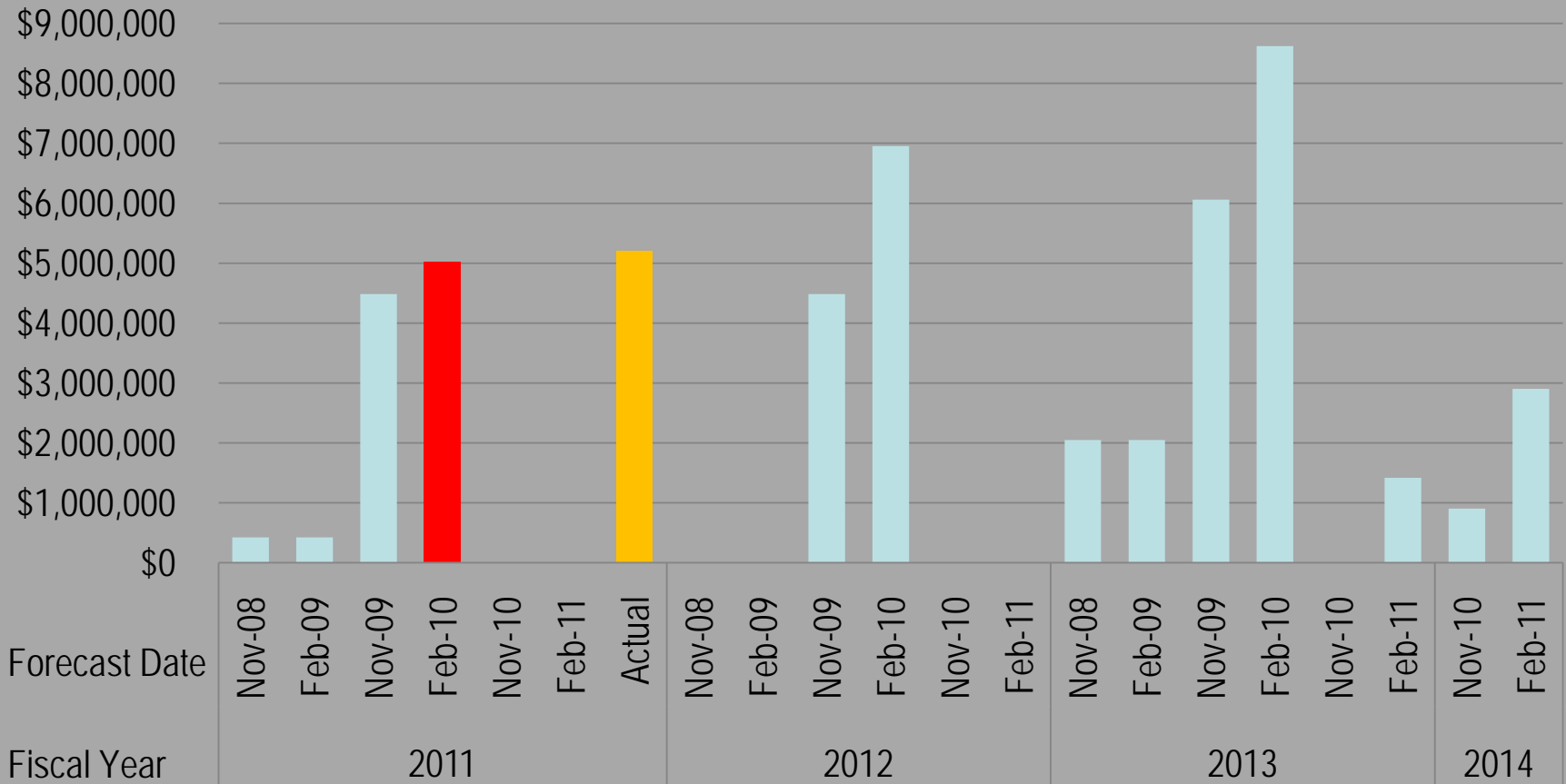
Funding Background (cont)

- Net result
 - Over \$7 million in Greater MN Transit unprogrammed (contingency) funds and prior carryover balance was used to cover lower MVST revenues and additional costs
 - The carryover balance at the end of FY 2011 was \$0.8 million
- Then the actual MVLST revenues came in



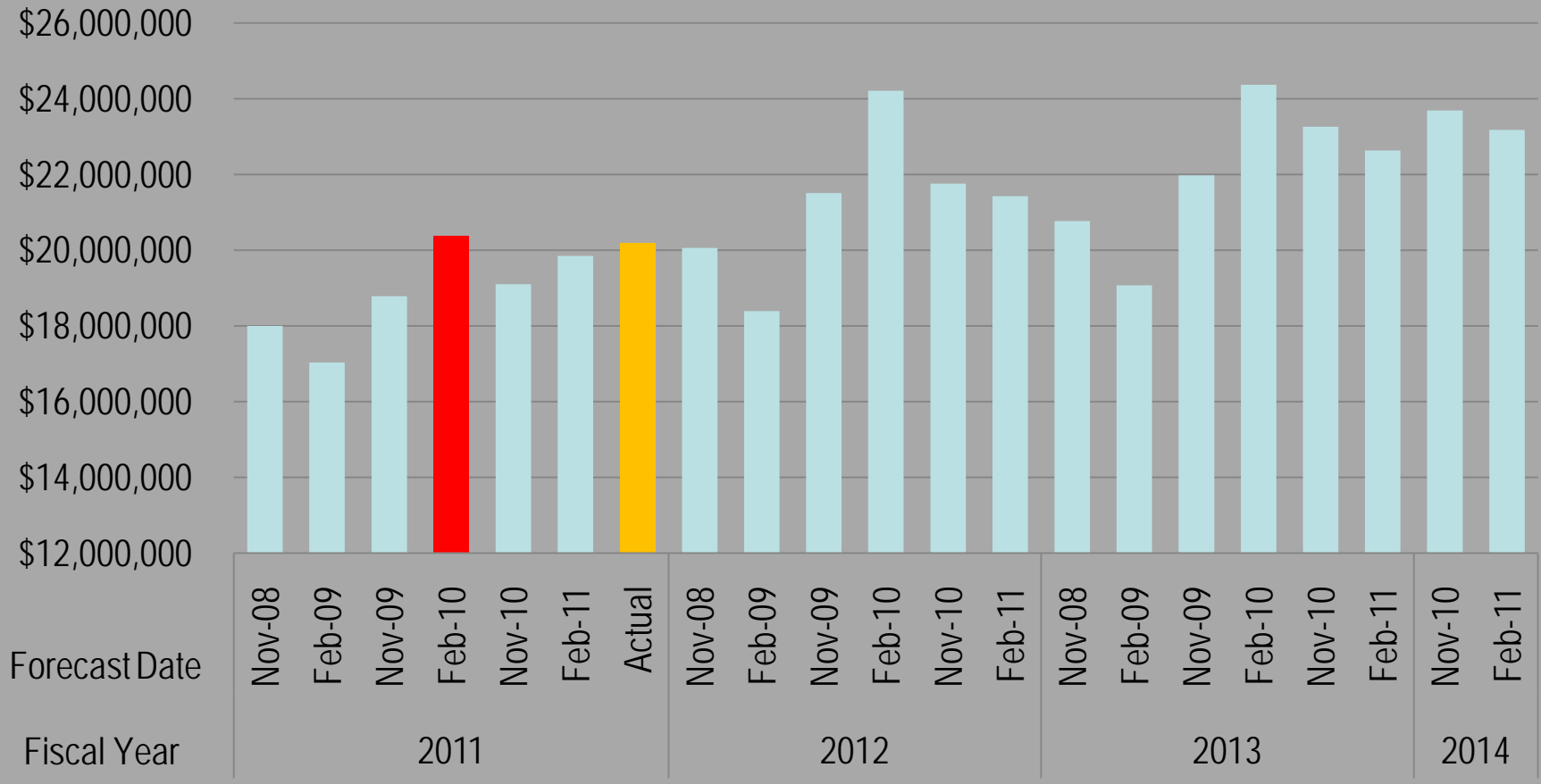
Motor Vehicle Leased Sales Tax

MVLST Forecasts



Motor Vehicle Sales Tax

MVST Forecasts



New Requirement

- MVST is a dedicated state fund
- Dedicated fund accounts must not dip below \$0
- The Greater MN Transit (MVST) account has gone into negative numbers for years
 - Statute 174.24 Subd 5 b 1 requires MnDOT to pay 50% of the contracted amount of MVST in the 7th month of the grant contract
- MMB will require the Greater MN Transit MVST account stay positive effective July 1, 2013



Assumptions for Future Budgets

- Carryover balance of \$6.0 million at start of FY 2012
- Using Feb 2011 forecasts for MVST
- Assuming MVLST revenue is \$0 – too unpredictable
- General Fund appropriation remains at \$15.0 m/year
- Federal funds remain same for 2012 then drop 10%
- Current statutory schedule of payments is met
- MVST account cannot go negative after July 1, 2013
- Greater MN segment of Northstar is funded
- About \$1.3 million/year is held for contingency



CY 2012-14 Contract Budgets

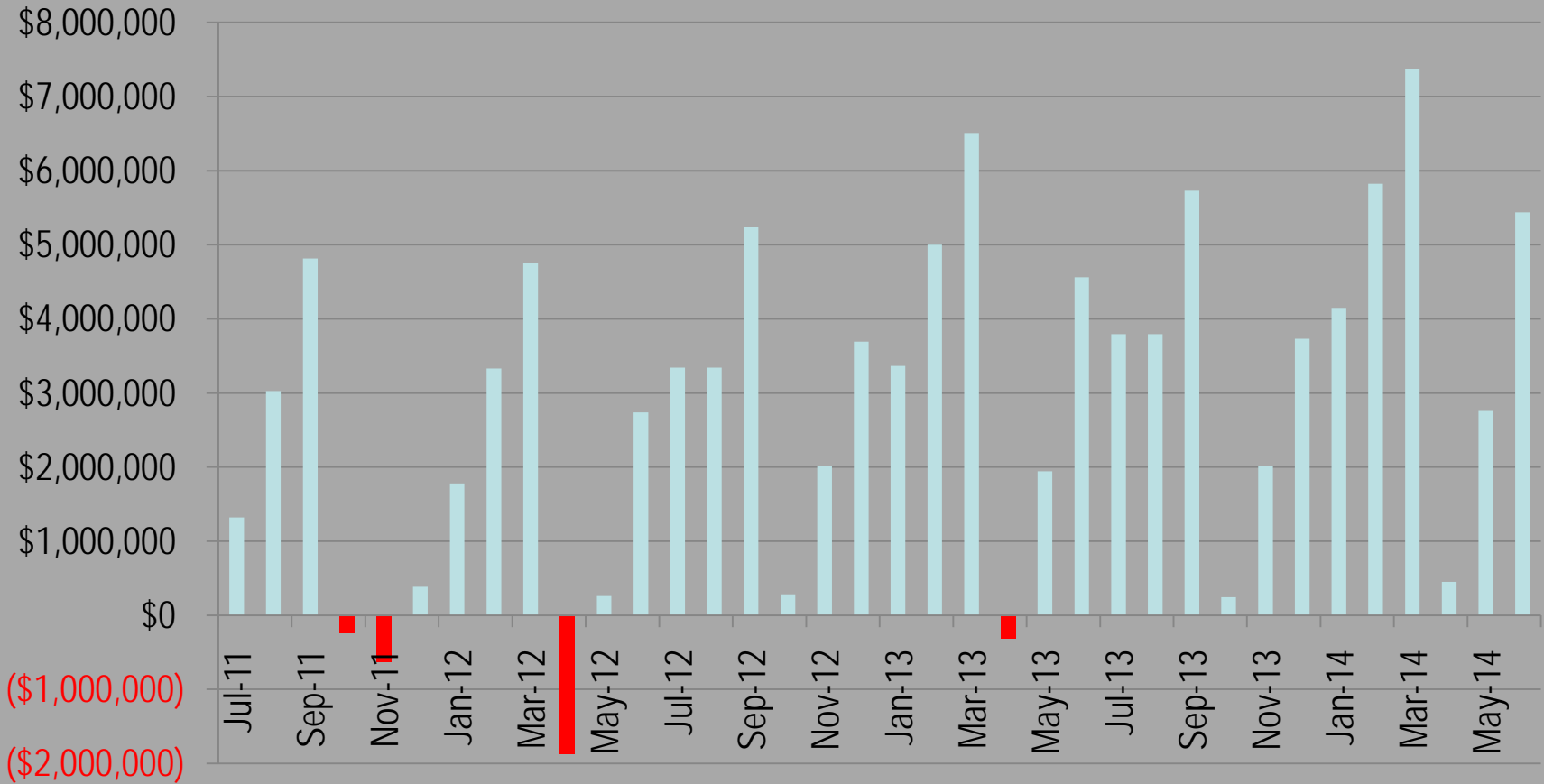
- CY 2012 total grant contracts (Federal, GF, MVST) at same total level as 2011
- CY 2013 can be a 1% increase over 2012
- CY 2014 can be a 2% increase over 2012

- Any MVLST revenues or unused contingency will be programmed in succeeding years



MVST Cash In/Cash Out

Cash In / Cash Out MVST Position



Conference Committee's Biennium Comparison

- 2011 Transportation Conference Committee:

2010-11 Biennium			2012-13 Biennium	
2010 GF	\$17.25		2012 GF	\$12.56
2010 MVST	\$20.86		2012 MVST	\$21.43
2010 MVLST	\$0.00		2012 MVLST	\$0.00
2011 GF	\$11.62		2013 GF	\$12.56
2011 MVST	\$19.62		2013 MVST	\$22.63
2011 MVLST	\$0.00		2013 MVLST	\$1.42
Total	\$69.35		Total	\$70.60



Current Biennium Comparison

- 2011 Special Session results and final 2011 MVST and MVLST receipts:

2010-11 Biennium		2012-13 Biennium	
2010 GF	\$17.25	2012 GF	\$15.02
2010 MVST	\$20.86	2012 MVST	\$21.43
2010 MVLST	\$0.00	2012 MVLST	\$0.00
2011 GF	\$11.62	2013 GF	\$15.02
2011 MVST	\$20.19	2013 MVST	\$22.63
2011 MVLST	\$5.21	2013 MVLST	\$1.42
Total	\$75.12	Total	\$75.52



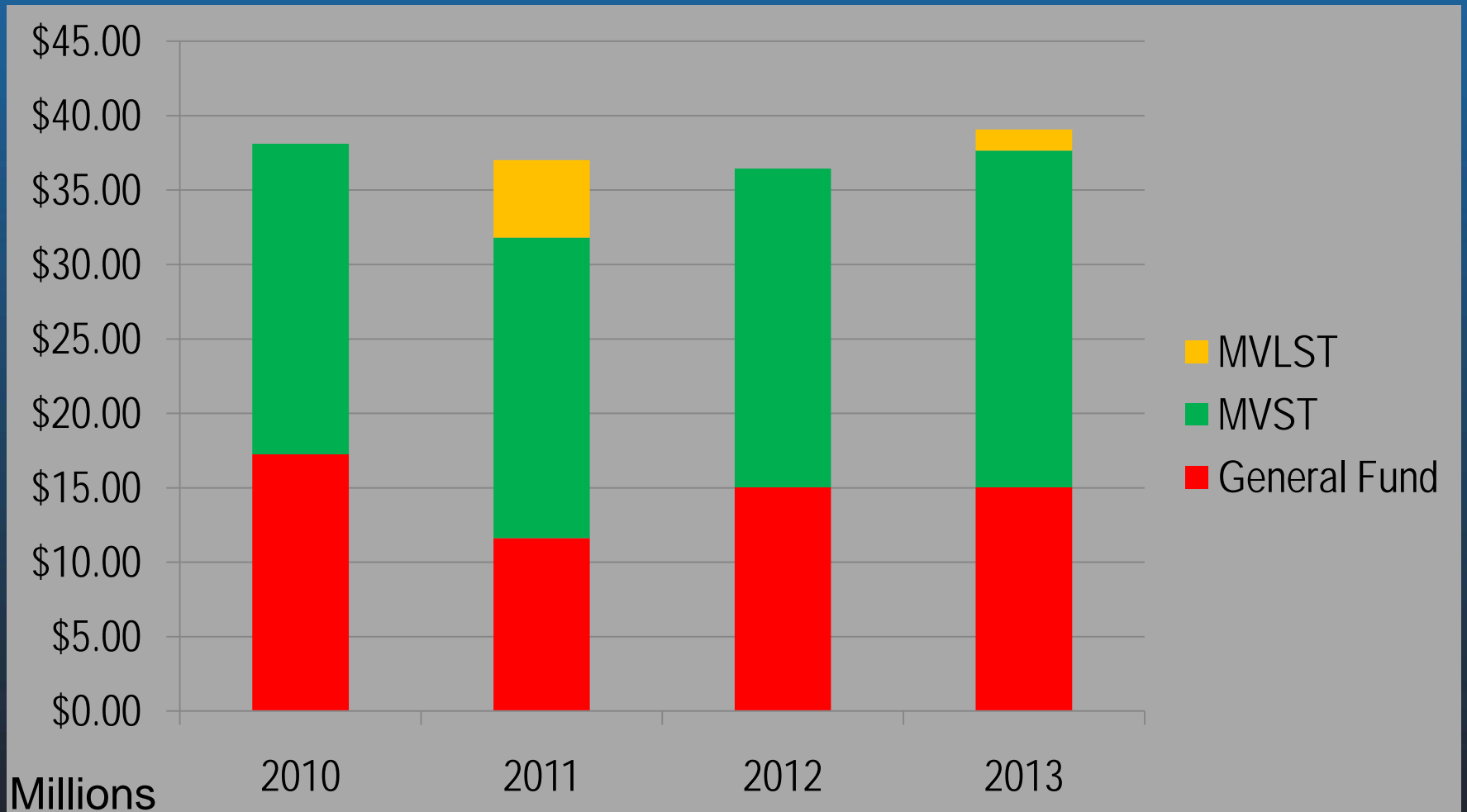
Bienniums—Year by Year

- 2011 Special Session results and final 2011 MVST and MVLST receipts:

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2011 GF	\$11.62	2013 GF	\$15.02
2011 MVST	\$20.19	2013 MVST	\$22.63
2011 MVLST	\$5.21	2013 MVLST	\$1.42
Total	\$75.12	Total	\$75.52



Bienniums—Year by Year



2011 Transit Investment Plan

Future State and Federal Funding

Expansion

Enhance service in existing systems

Establish service in locations without any existing public transit

Preservation

Maintain viability of existing systems that demonstrate fiscal capacity and meet performance standards

Contraction

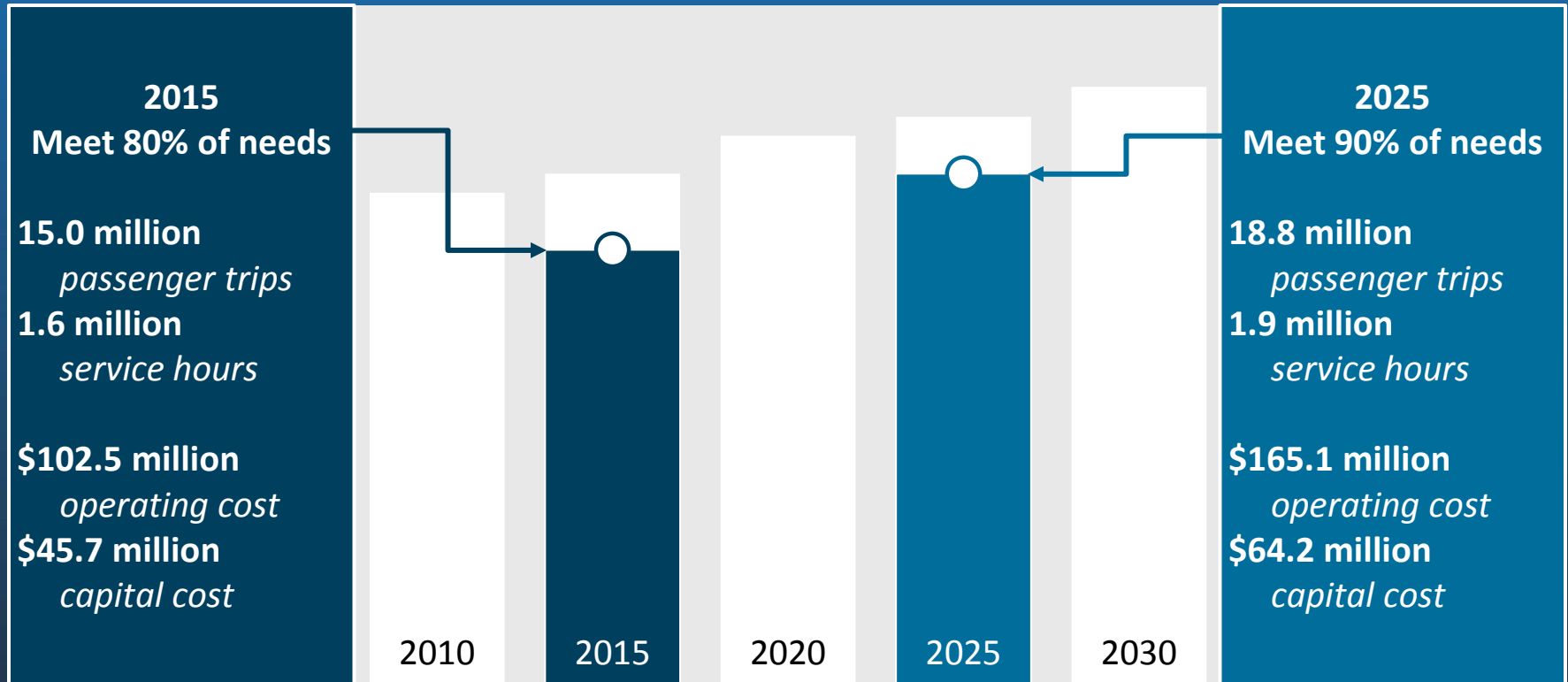
Do not fund system enhancements

Work with local partners to redesign underperforming services

Reduce funding for existing systems



Statutory Investment Plan Goals



- 2011
 - 1.07 million service hours, \$62 million operating cost

Current Activities

- Minnesota Council on Transportation Access
- Transit Report
- Local Coordination Plans



Thank you

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