

# TRANSITIONING TO A MULTI-YEAR PROGRAM FOR GREATER MINNESOTA TRANSIT

Transit Advisory Committee #3

March 26, 2019

- ▶ Improve the transparency of investment decisions
- ▶ Establish greater multi-year funding certainty for transit providers
- ▶ Allow for a more collaborative decision making process. Include transit service providers in the establishment of funding priorities based on discussion of trade-offs over a multi-year period
- ▶ Better align investments with Five Year Investment Plans (5311) and Transit Development Plans (5307)

## IMPROVE OUR PROCESS

Transit 20 Year  
Investment  
plan

Annual  
Solicitation  
for Projects



Highway

20 Year  
Investment  
Plan

CHIP

10 Year  
Program of  
Projects-  
Illustrative

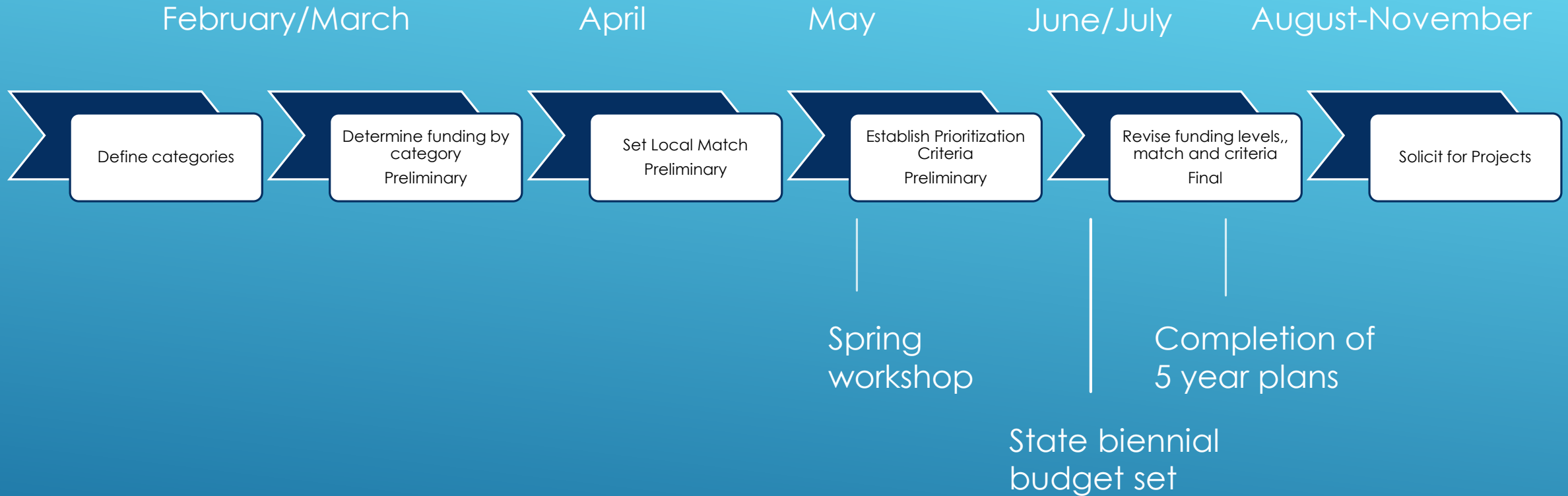
STIP

4 Year Program  
of Projects-  
Committed



- ▶ Investments more transparent to legislature
  - ▶ Articulate impact of funding cuts in real terms.
  - ▶ Demonstrate benefits of additional funding.
- ▶ Allow for greater certainty for transit providers to plan
- ▶ Allow for more transparent revisions to annual programs as available funding increases/decreases

## BENEFITS OF A MULTI YEAR PROGRAM



# STEPS TO DEVELOPING A 2020-2023 PROGRAM

- ▶ Operations
- ▶ Asset Management
  - ▶ Vehicles
  - ▶ Facilities
- ▶ Service Expansion
- ▶ Transit System Innovations and Improvements

## ESTABLISHING AND DEFINING INVESTMENT CATEGORIES

- ▶ Establish a four year baseline operations budget for each Transit Agency
- ▶ Hold harmless by making this the “first draw” of eligible funds.
- ▶ Allow for increases through “Enhancement” and “New Service” solicitations.
- ▶ Baseline Operations: \$ 374.54M (State and Federal)

## HOLDING OPERATIONS BUDGETS HARMLESS

Projected State and Federal Funds Available: \$ **476.90M** (excluding 5307)

State Fiscal Year	Available Grantable State Funds		Available Grantable Federal Funds			
	Transit General Fund	GMTA Fund (Transit MVST)	Section 5311 - Rural Transit Assistance	Section 5339 - Capital Bus and Bus Facilities	Flexible FHWA STP	Direct Approp. to Small Urbans - Section 5307
20	\$16,633,000	\$72,000,000	\$14,819,000	\$2,438,000	\$8,000,000	\$8,839,000
21	\$16,521,000	\$76,000,000	\$14,819,000	\$2,438,000	\$8,000,000	\$8,839,000
22	\$16,408,000	\$79,000,000	\$14,819,000	\$2,438,000	\$8,000,000	\$8,839,000
23	\$16,308,000	\$83,000,000	\$14,819,000	\$2,438,000	\$8,000,000	\$8,839,000
	\$65,870,000	\$310,000,000	\$59,276,000	\$9,752,000	\$32,000,000	\$35,356,000

# STATE AND FEDERAL FUNDING: 2020-2023



	Operations		Vehicles		Facilities		New Services		Enhancements	
2020	\$	TBD	\$	TBD	\$	TBD	\$	TBD	\$	TBD
2021	\$	TBD	\$	TBD	\$	TBD	\$	TBD	\$	TBD
2022	\$	TBD	\$	TBD	\$	TBD	\$	TBD	\$	TBD
2023	\$	TBD	\$	TBD	\$	TBD	\$	TBD	\$	TBD

WHAT IT WOULD LOOK LIKE

- ▶ Operations
- ▶ Vehicles
- ▶ Facilities
- ▶ Transit System Innovations and Enhancements
- ▶ New Services