Greater Minnesota Transit

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Greater Minnesota Transit

- 7 Small Urban Systems (pop 50,000+)
- 28 Rural Systems
  - Small Communities (6 towns, 5 providers)
  - Single County (6)
  - Multi County (17)
- 3 Partners who Provide Intercity Bus Service
  - Jefferson Lines Routes
  - Land to Air Express Bus Service
  - Greyhound Bus
- Search for service on new MnDOT web app
  - [https://www.arcgis.com/apps/Minimalist/index.html?appid=2e3d00cf13924ce290386f195c0892e1](https://www.arcgis.com/apps/Minimalist/index.html?appid=2e3d00cf13924ce290386f195c0892e1)
Investment Categories

Toward a more transparent and predictable investment process

• Operations
• Vehicle Replacement
• Facilities and Large Capital
• New Service
• Marketing/Technology
Establishing And Defining Investment Categories

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<thead>
<tr>
<th></th>
<th>Operations</th>
<th>Vehicle Replacement</th>
<th>Facilities/Large Cap</th>
<th>New Services*</th>
<th>RTCC</th>
<th>Marketing and Technology</th>
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<tbody>
<tr>
<td>2020</td>
<td>82%</td>
<td>7%</td>
<td>4%</td>
<td>3%</td>
<td>0.4%</td>
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<tr>
<td>2021</td>
<td>83%</td>
<td>8%</td>
<td>4%</td>
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2022 Operating Contracts

• One-year contracts for 2022 with an option to extend
• 2% Increase in overall funding from 2021 to 2022
• Rural Systems (5311) will have a 0% Local Share requirements and may transfer all revenue (Fare Box and Other) to Transit Reserve Accounts
• No change in local share for Small Urban Systems (5307)
Transit System Plans for Rural Providers

Greater MN Transit System 5-year Plans – 5311 Systems

- **Fall 2019** – 30 systems completed 5-year plans with funding priorities through 2025
- **Early 2021** – Reviewed to determine COVID19 impacts and update priorities
- **Early 2022** – Annual review will occur and include technology assessments for each system
Based on 5-Year Plan reviews, there are 8 Systems who have listed a total of 18 smaller, accessible vehicles as a need.

OTAT is assessing options for moving this forward.
• **Long Range** Transit Strategic and Investment Plan creates a vision for statewide transit and identifies investments needs for the next 20 years

• Sets goals and objectives for the strategic planning and operation of statewide transit systems and shapes transit policy for Greater Minnesota

• Coordination with RDC/RDOs, MPOs, RTCCs, TCCs, Tribal Nations, MPTA, local communities, Transit Advisory Committees, and transit systems statewide

• Scope of work planning underway, RFP in early 2022, completion in late 2024
• MnDOT’s Clean Transportation Pilot Funding Program provides up to $2 million annually in grants ranging from $25,000 to $500,000 to pilot, test, and increase adoption of clean transportation technologies, especially where cost is a barrier to implementation

• **Arrowhead Transit** and the **City of Morris** were awarded grants for the purchase of a Battery Electric Bus and supporting infrastructure

• MNDOT OTAT will continue to support adoption of clean technologies through both state and federal programs
FTA’s Accelerating Innovative Mobility (AIM) Initiative

- Partnering with seven public transit systems and area shared mobility providers to launch a Mobility-as-a-Service platform
- Covering 13 counties in Southern Minnesota in and around Rochester and Mankato
- Negotiating with the technology vendor on this project who will provide a trip planning application, e-ticketing, GTFS data feeds based on an open API architecture
- Launching in 2022
• Launched a month webinar series in November 2020
  • Mobility technology
  • Microtransit
  • Mobility hubs
• Starting up again this fall
Shared Mobility Collaboration

- Member of the Twin Cities Shared Mobility Collaborative
  - Supporting shared mobility innovation
  - Building a network of industry leaders
  - Sharing knowledge
- Expanding its reach to Greater Minnesota and work statewide in 2022
The technology plan includes:

- Interviews with transit industry experts
- Setting goals
- Developing recommendations for priorities and training
- Implementing technology assessments
- Developing growth plans
Rochester automated shuttle pilot

- Project selected through the MnDOT CAV Challenge RFP process.
- Operation of two (2) EasyMile EZ10’s:
  - low speed, 12 passenger, level 4 automated shuttles (no steering wheel or pedals).
- Onboard ambassador has ability to take over operation from the shuttle if needed.
- Project proposes an urban route in downtown Rochester.
- Open to the public with a minimum of 12 months of operation.
Shuttle Route

6TH STREET SE, 3RD AVENUE SW, W CENTER STREET, AND S BROADWAY

SUMMER/FALL 2021 LAUNCH
COVID Research Project

• Partnering with a research team at the University of Minnesota to investigate strategies that can be implemented to accelerate return ridership
• Completing a statewide resident survey and summary report this year
• FTA funding a second phase in 2022
• Testing different contactless payment systems to see how they may improve safety and rider satisfaction
The Impact of COVID

- Reduction in Local Share, Farebox and System Revenue
- Reduction in Motor Vehicle Sales Tax Receipts
- Addition of Federal emergency relief funds committed to operations
Federal Emergency Relief: CARES/CRSSAA/ARPA

Rural Transit (5311)

• CARES Act: $54M ($42M to Rural Transit)
• CRRSAA: $14M
• American Rescue Plan: $11M

Small Urban Transit (5307) were direct recipients for these programs.

• CARES Act: $27M
• CRRSAA: $6M
• American Rescue Plan: $23M
Delivered 312,900 meals

- Trailblazer Transit
  - Sibley, McLeod and Wright counties
  - 115,000 meals delivered
- SMART Transit
  - Freeborn, Mower, Steele, and Waseca counties
  - 56,000 meals delivered
The Impact of COVID

- Free rides
- Mobile vaccine units

Partnership with Department of Public Health and Metro Transit
Thank You