



Office of Transit and Active Transportation

Victoria Nill and Mark Nelson

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Office of Transit and Active Transportation

Mission: Provide our partners and communities with leadership, tools, and resources that support access to high-quality biking, walking, and transit options that enable people to live independently, engaged, and connected.

Vision: Connecting Minnesota one ride, stride, and pedal at a time



RIDE

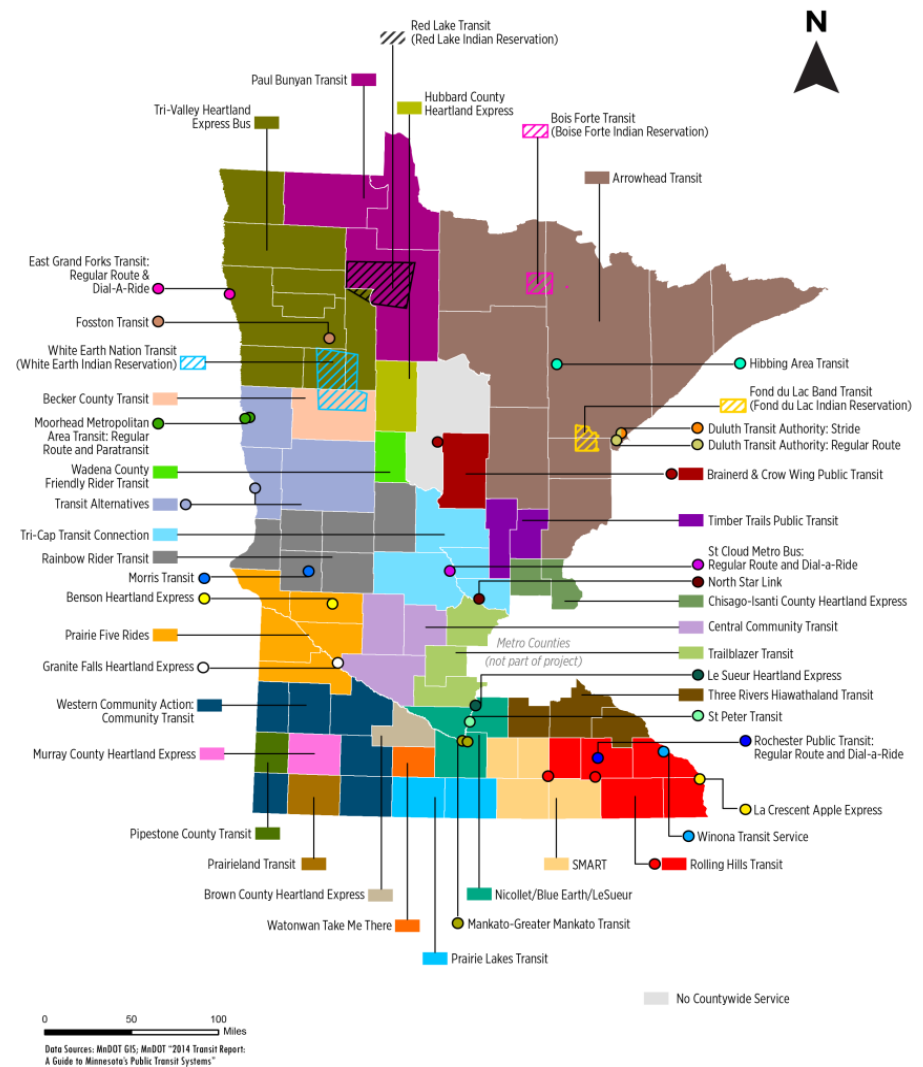


STRIDE



PEDAL

Greater Minnesota Public Transit



- 25 County & Multi-county
- 5 Small Urbans
 - (2,500 - 49,999 population)
- 7 Urbanized
 - (50,000 – 200,000 population)
- 6 Tribal systems

0 50 100 Miles
 Data Sources: MnDOT GIS, MnDOT "2014 Transit Report: A Guide to Minnesota's Public Transit Systems"

MnDOT's Strategic Direction for Greater MN Transit

MnDOT's investment goals and strategies:

Goal 1: Transit service is an attractive and viable transportation option for Greater MN

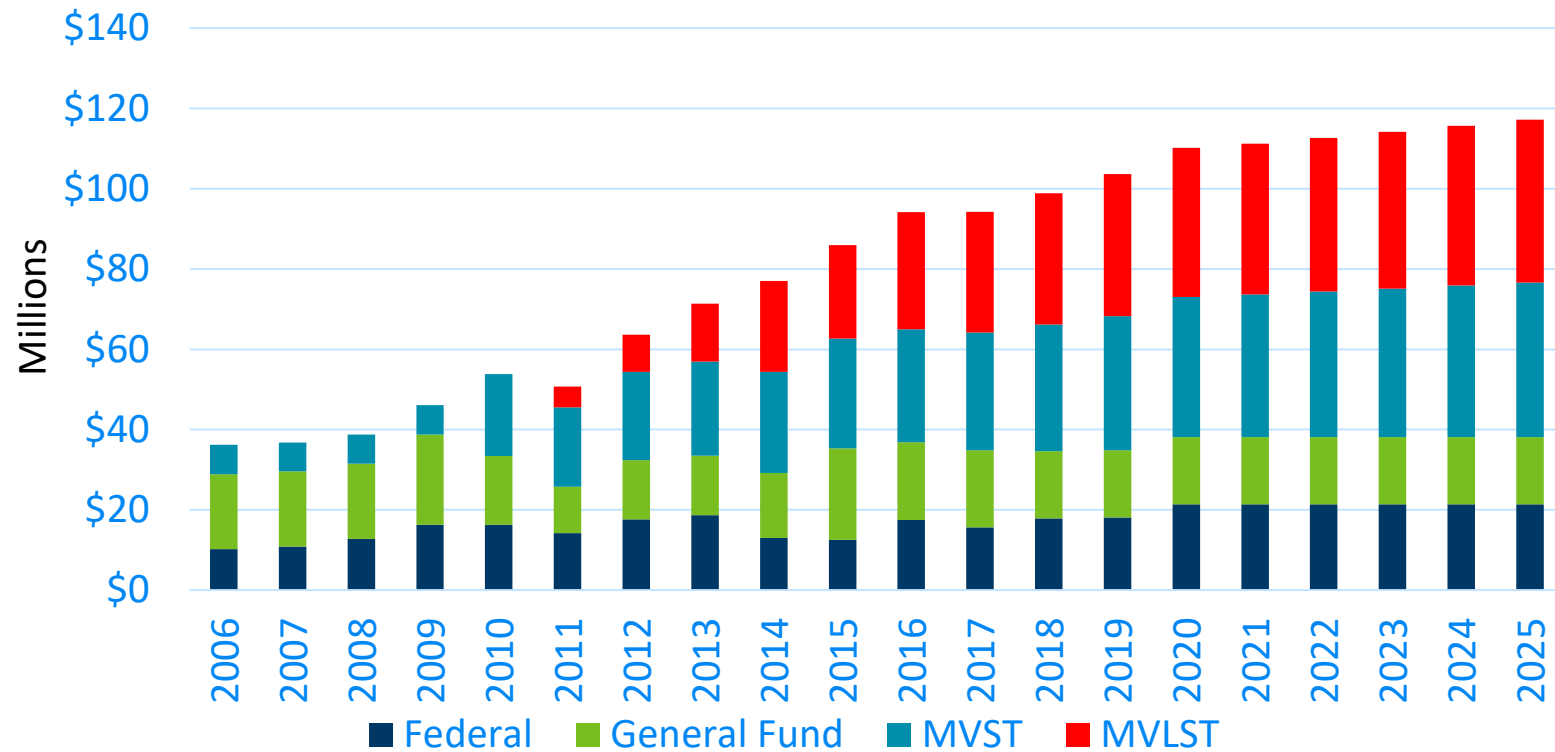
Goal 2: Improve coordination of services to meet transportation needs

Goal 3: Increase transit usage across the transportation network

Goal 4: Ensure fiscal responsibility as a transit funding agency

Goal 5: Support MnDOT's vision for an integrated multimodal transportation system

Greater MN Public Transit Funding



Transportation Funds Forecast February 2020

Transit Assistance Fund

- Minn. Stat. 297B.09 - Allocation of motor vehicle sales tax revenue
- Minn. Stat. 297A.815 - Allocation of motor vehicle lease sales tax revenue

Motor Vehicle Sales Tax (MVST): There is a 6.5 percent tax on the sale of new and used motor vehicles. Revenue from a tax on the sale of a new or used motor vehicle must be allocated for the following transportation purposes:

- Not more than 60 percent must be deposited in the HUTD Fund
- Not less than 40 percent must be deposited in a fund dedicated solely to public transit

Current statute: 60 percent of this revenue is deposited in the HUTD Fund and 40 percent is deposited in the TAF.

Other Revenue:

MVLST: MVLST is a 6.5 percent tax on leased motor vehicles. According to Minn. Stat 297A.815, the MVLST revenue is allocated according to the following percentages, beginning in FY 2018: 38 percent to CSAH, 38 percent to the TAF (Greater Minnesota Transit account), 13 percent to the Minnesota State Transportation Fund (for local bridges) and 11 percent to the HUTD.

5 Year Transit Plan Update

- 5 Year Transit Plans completed in the summer of 2019
- COVID 19 and CARES Act in 2020
- Statewide Strategic Plan to begin end of 2020
- 5 Year Transit Plans to be update with guidance and direction from Strategic Plan and new 'normal'

GMT Programing

	Operations	Vehicles	Facilities/ Large Cap	New Services	RTCC	Marketing & Technology
2020	\$ 92M	\$ 8M	\$ 5M	\$ 3.5M	\$.50M	\$ 3M
2021	\$ 95M	\$ 9M	\$ 5M	\$ 3.5M	\$.50M	\$ 2M
2022	\$ 99M	\$ 9M	\$ 6M	\$ 3.5M	\$.50M	\$ 2M
2023	\$ 102M	\$ 9M	\$ 6M	\$ 3.5M	\$.50M	\$ 2M

Competitive Federal Grant Awards

- **AIM Grant - \$628,000** in funding for a regional platform to enable multi-modal trip planning and payment for residents in a 13-county area in southern Minnesota. The project will integrate transportation services across rural, small urban and large urban communities and inform strategies for increasing transit ridership and improving service quality, especially in rural areas.
- **5339 Discretionary Capitol Grant - \$4,412,890** in funding to purchase new buses for rural transit agencies throughout the state. The new buses, which will replace aging vehicles that have exceeded their useful life, will improve service reliability and feature new technology that improves safety for passengers.

COVID 19 Positive Transportation

- COVID 19 CAREs funding of \$750,000 for COVID 19 Positive Client Transportation for Greater Minnesota program
- Awarded to Semcac, Inc. Rushford, MN
- Grant contract for early October execution
- Coordination of 20-30 Special Transportation Service (STS) providers to cover the 80 Greater Minnesota counties
- Provides needed medical transportation services to individuals that are COVID 19 positive or symptomatic

RTAP Training Program

- Hosted 48 in-person workshops, 9 online courses, and 9 webinars
- Trained drivers, dispatchers, managers and more with over 710 online courses completed, from 24 transit agencies
- Recorded 597 attendees (figure contains people who attended multiple events) at in-person trainings, from 54 transit agencies
- Awarded over \$5,000 in scholarships to 33+ recipients to attend professional development events (online-only since March 2020)
- Created a strategic plan and annual report with input from the RTAP advisory committee
- Launched the website mnrtap.us

New Initiatives Generated by 5 Year Plans

Greater Minnesota Transit Technology Plan (8/2020-4/2021)

- The purpose of this project is to work with rural, Tribal, and small urban transit providers throughout Greater Minnesota to develop a Greater Minnesota Public Transit Technology Plan that identifies current technologies, gaps and solutions at the system level.
 - Assess and evaluate current system-level transit technology;
 - Build an understanding of options for system-level technology investments;
 - Identify technology goals and objectives;
 - Chart a path for technology growth

New Initiatives Generated by 5 Year Plans

Rural Transit Marketing Pilot (1/2020-12/2020)

- Participants include; Brown County Heartland Express, Minnesota River Valley Transit, Prairie Lakes, Prairieland Transit, TRUE Transit, UCAP, Wantonwan Transit
- Provides opportunity to develop an individualized marketing plan that includes setting goals and objectives, identifying target markets and selecting marketing strategies.
- Currently in the implementation phase, which includes media buys, graphic design and printing, rebranding, social media marketing, photography, website updates and community outreach opportunitiescommunities.

Thank you

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