



Greater Minnesota Transit

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Today's Discussion

Current Trends: Ridership and Operations

Federal and State Funding

Recognizing Successes

Addressing Challenges

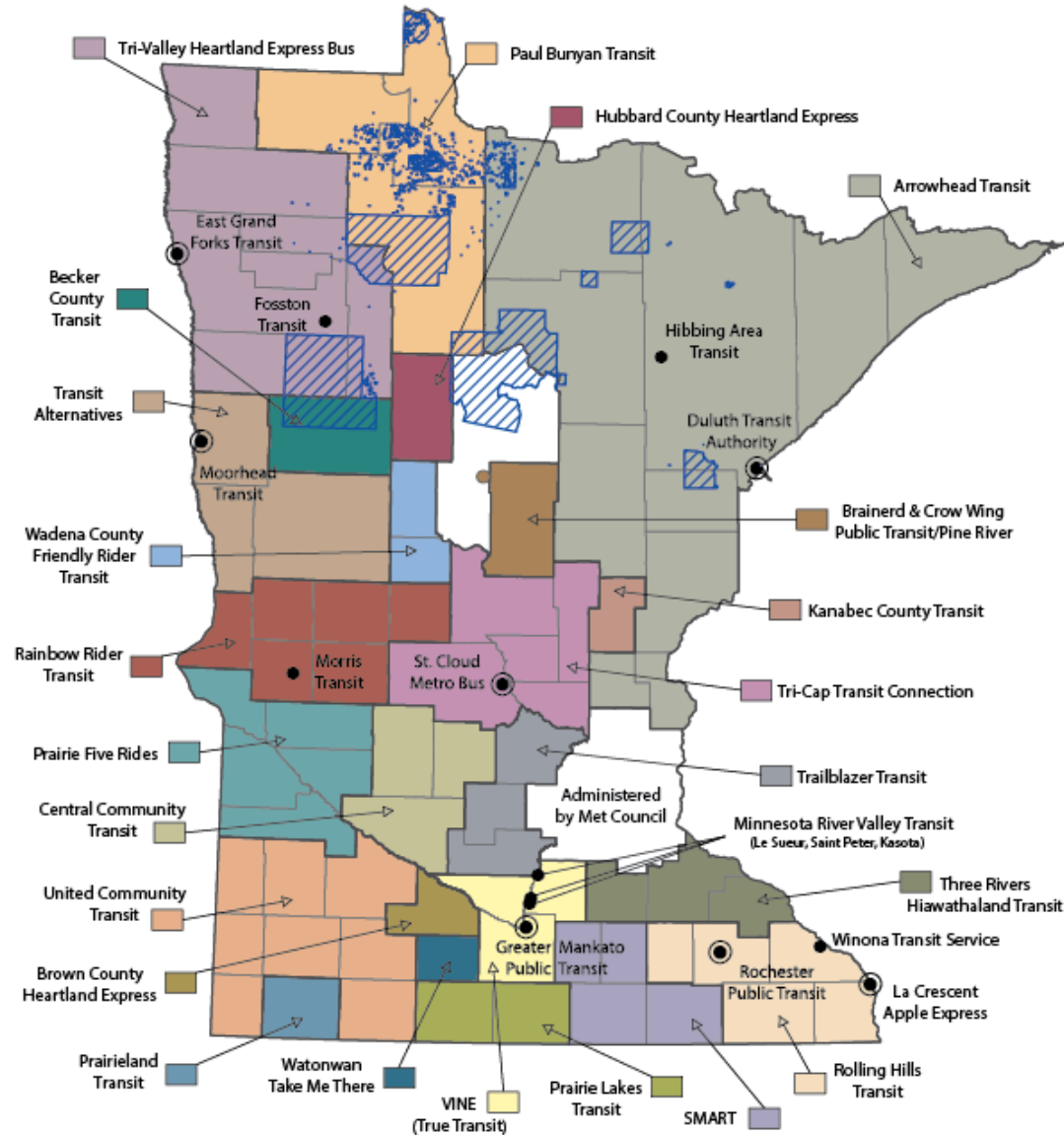
Looking Forward

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)
- 5 Tribal Transit Programs (direct Federal recipients)
- 2 Partners who Provide Intercity Bus Service
 - Jefferson Lines Routes
 - Land to Air Express Bus Service

Greater Minnesota Public Transit Map

Systems Administered by the Minnesota Department of Transportation
Current as of February 2021



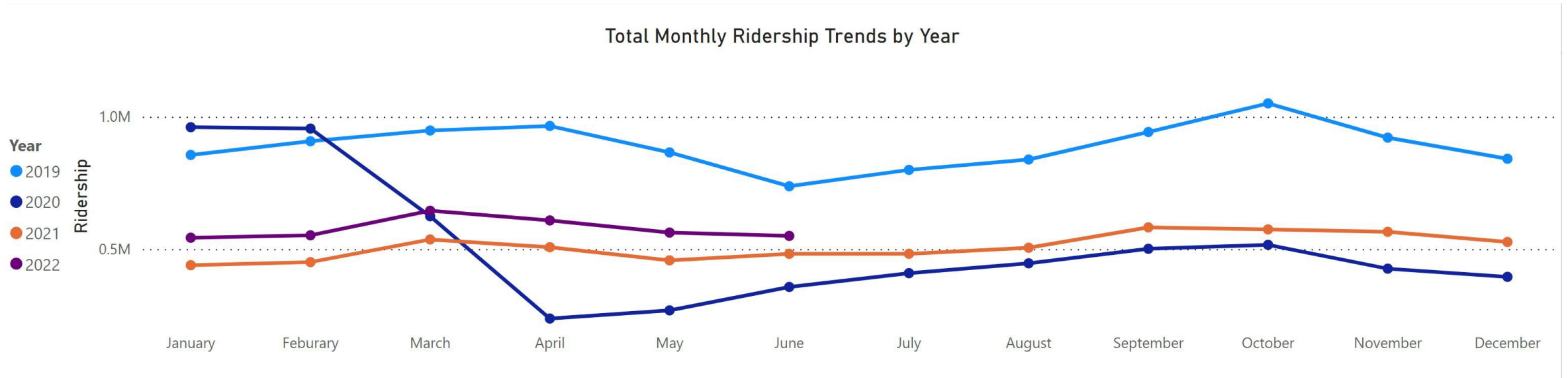
Legend

- Small Urban Systems
- Rural Small City Systems
- Rural County Systems
- ▨ Tribal Boundaries

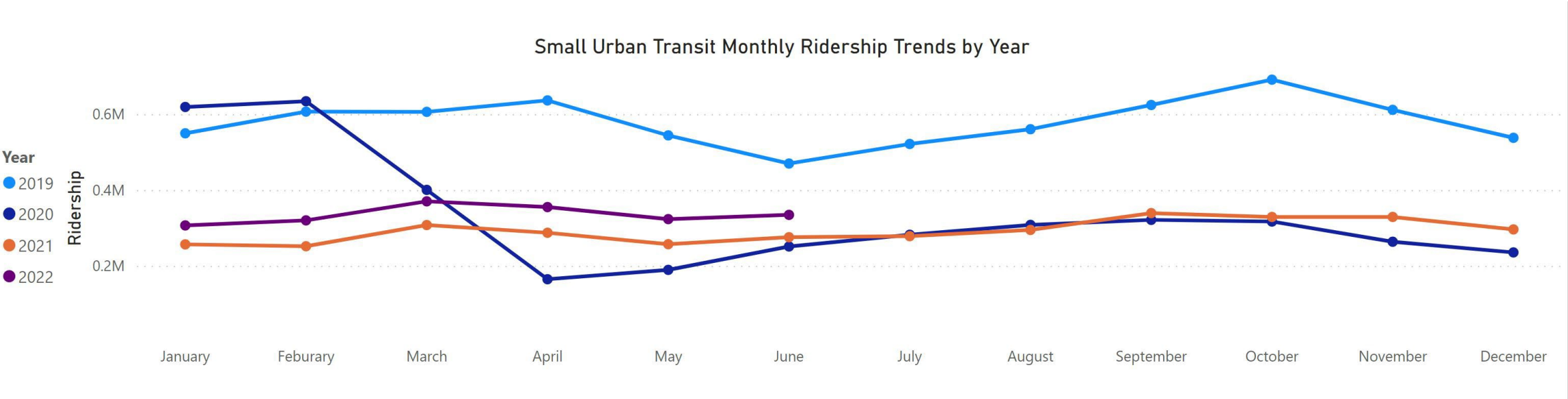


Current Trends

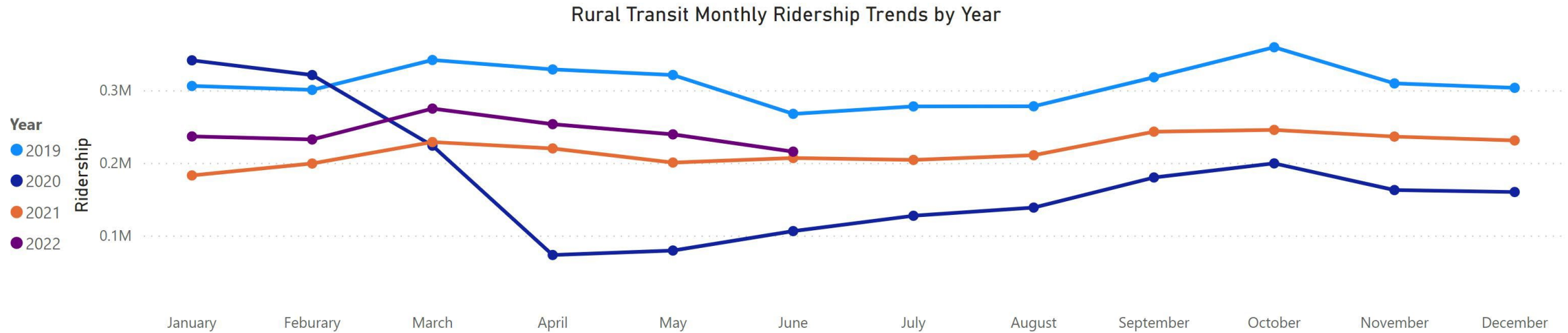
Monthly Ridership Trend by Year-Statewide



Monthly Ridership Trend by Year-Small Urban



Monthly Ridership Trend by Year-Rural

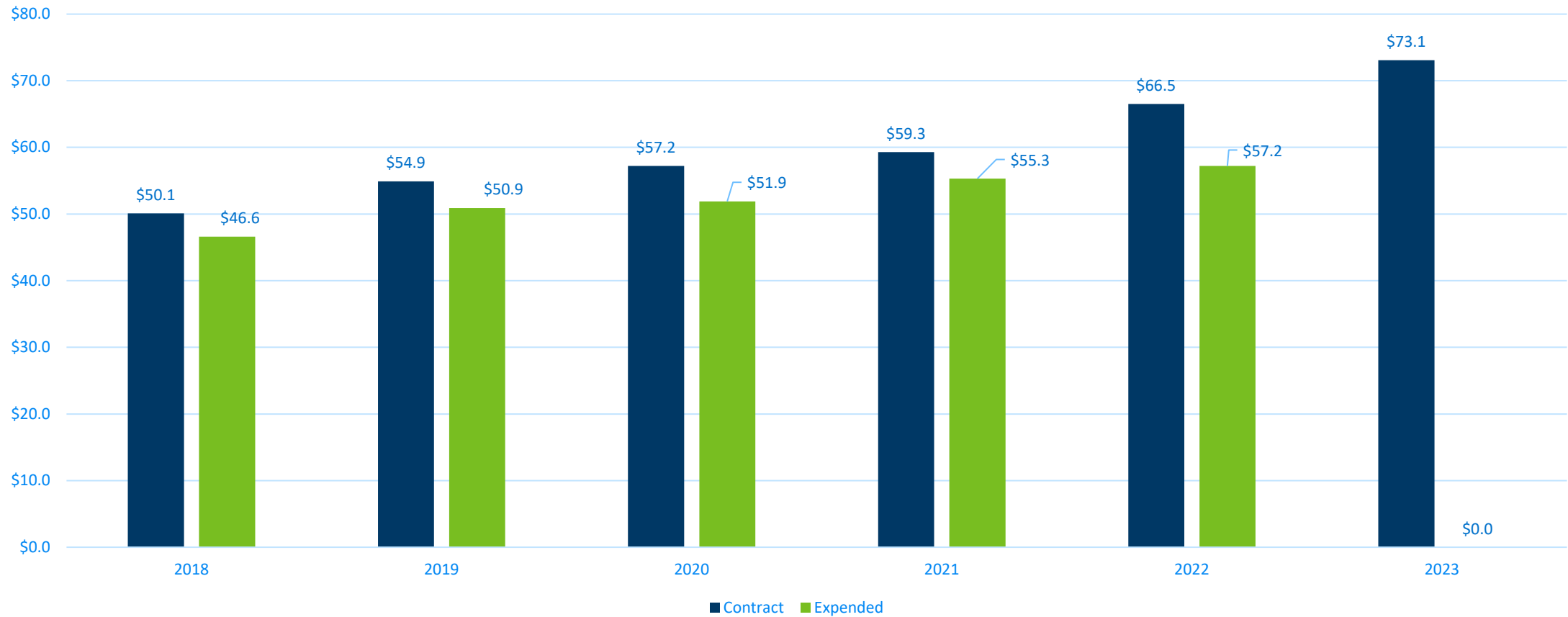


2023 Operating Contracts

- One-year contracts for 2023
- 10% Increase in overall funding from 2022 to 2023
- Rural Systems (5311) will have a 5% Local Share requirement
- No change in local share for Small Urban Systems (5307)

Rural Operating

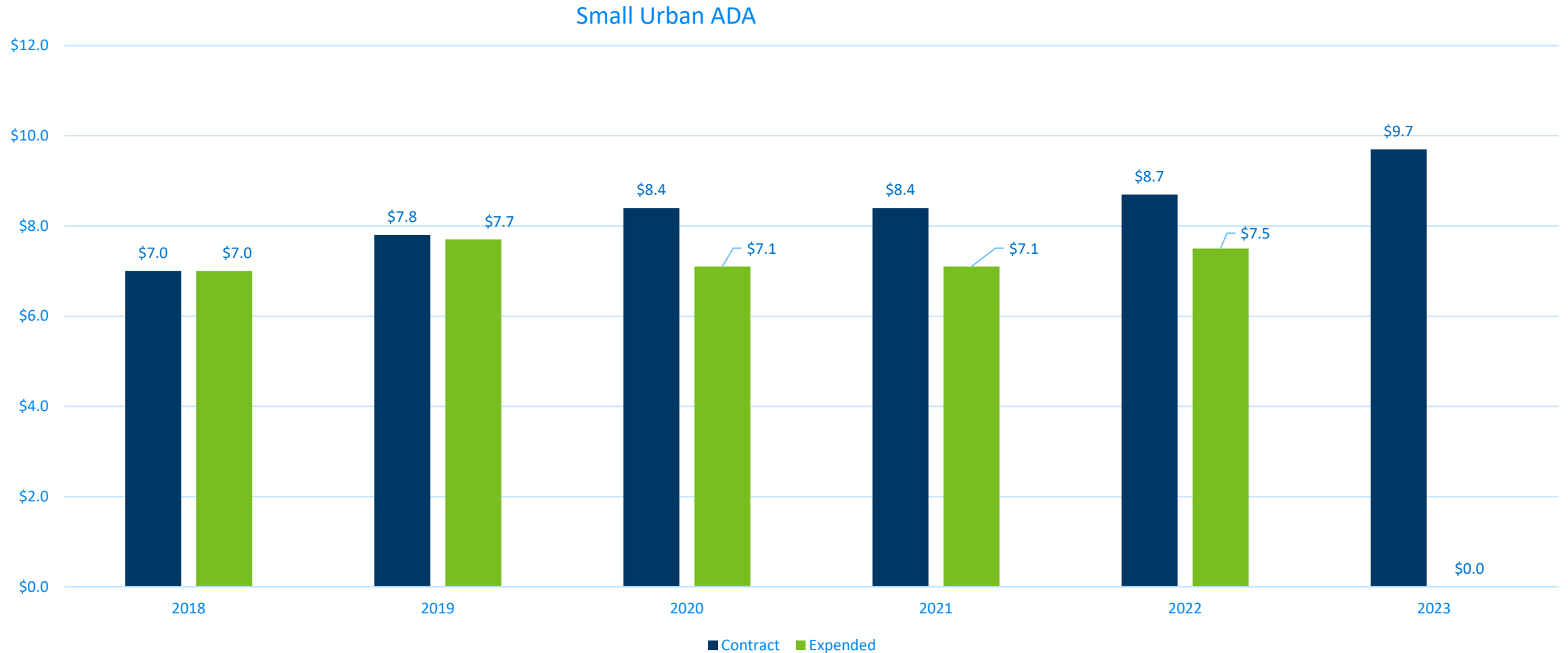
Rural Operating



Small Urban Operating



Small Urban ADA



Federal and State Funding

BIL Greater Minnesota Transit Formula Funds

There are three Federal formula programs that support investment in operating and capital for Greater Minnesota Transit:

- Urbanized Area Formula Grants - 5307
- Rural Transit & Intercity Bus - Section 5311
- Bus and Bus Facilities - Section 5339

The IIJA will result in significant increases for each of these programs over the next 5 years:

| | | | | |
|------|----|-----|---|--------------------|
| 2022 | -- | 30% | ↑ | (2021 as baseline) |
| 2023 | -- | 2% | ↑ | |
| 2024 | -- | 3% | ↑ | |
| 2025 | -- | 2% | ↑ | |
| 2026 | -- | 3% | ↑ | |

BIL Greater Minnesota Transit Formula Funds

| Greater Minnesota Transit | FY2021 | FY2022 | % Increase |
|----------------------------------|---------------|---------------|-------------------|
| Rural Transit (5311) | \$ 18,218,666 | \$ 22,315,043 | 22% |
| Small Urban (5307) | \$ 9,623,559 | \$ 14,684,445 | 52% |
| Bus and Bus Facilities (5339) | \$ 4,281,655 | \$ 4,752,273 | 11% |

BIL Greater Minnesota Transit Formula Funds

| Minnesota Small Urban | FY2021 | FY2022 |
|------------------------------|---------------|---------------|
| Duluth | \$ 2,259,813 | \$ 3,476,057 |
| Moorhead | \$ 820,577 | \$ 1,101,678 |
| Grand Forks | \$ 187,219 | \$ 265,807 |
| La Crosse | \$ 114,142 | \$ 166,378 |
| Mankato | \$ 970,996 | \$ 1,790,194 |
| Rochester | \$ 2,572,441 | \$ 3,861,160 |
| St. Cloud | \$ 2,698,371 | \$ 4,023,171 |

State Funding Challenges

| | Jan-20 Forecast | Mar-21 Forecast | Mar-22 Forecast | Actual |
|------|--------------------|--------------------|--------------------|--------|
| 2020 | \$73M | | | |
| 2021 | \$77M | | | |
| 2022 | \$80M | \$75M | | 65.3M |
| 2023 | \$83M | \$76M | \$73M | |
| 2024 | | \$78M | \$73M | |
| 2025 | | \$80M | \$72M | |
| 2026 | | | \$72M | |

Recognizing Successes

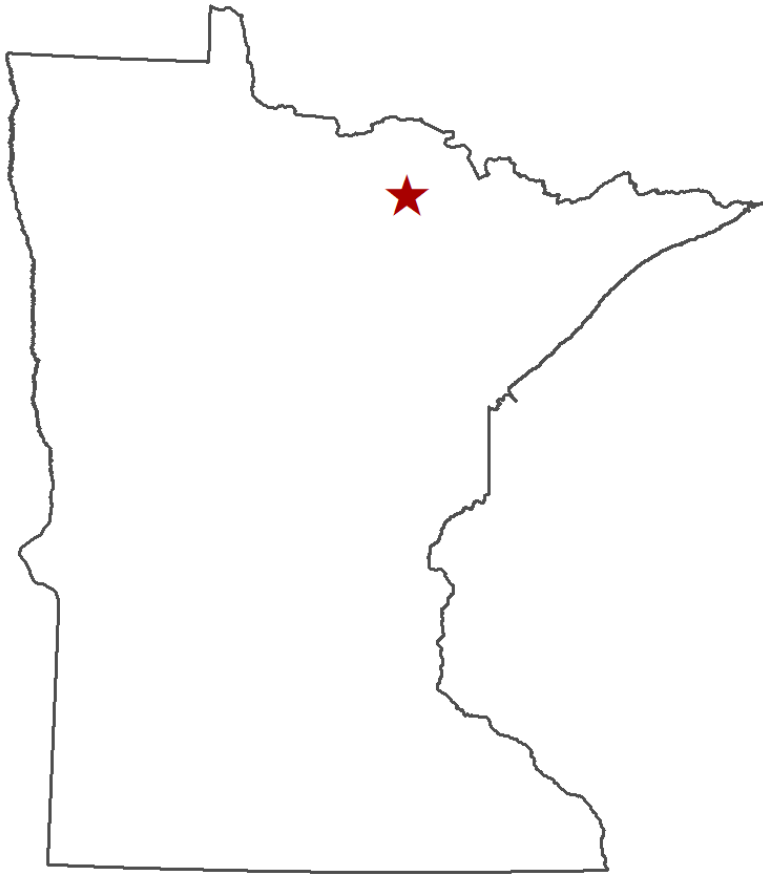
Bois Forte (Big Woods) Transit- RAISE Grant Award



Awarded through the U.S. Department of Transportation's 2022 Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program. The grant will be used to construct a transit facility to house, maintain, and clean vehicles for Big Woods Transit.

Award: \$9.5M

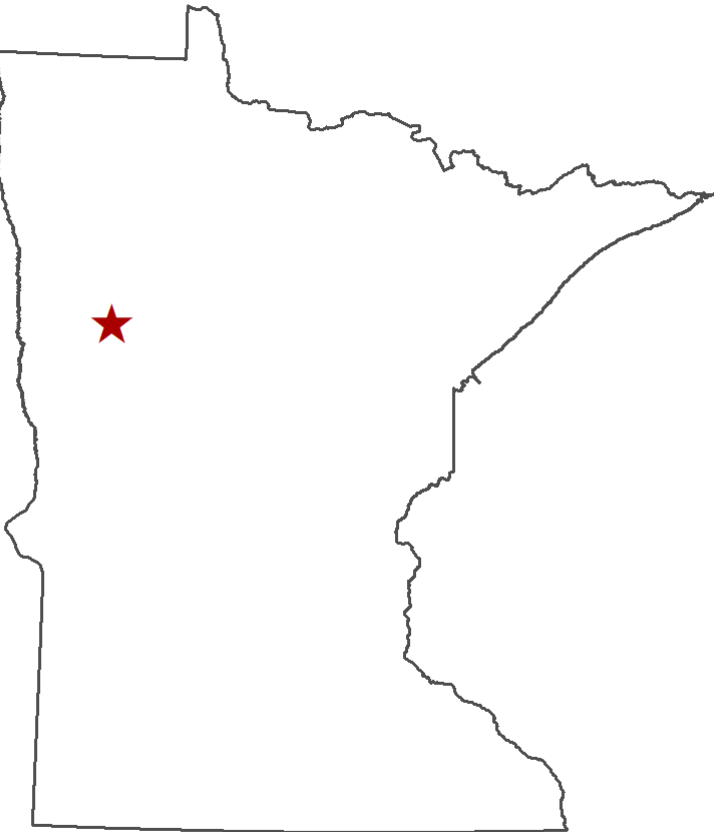
Bois Forte (Big Woods) Transit- Low or No Emission Grant Award



The Bois Forte Band of Chippewa will receive funding to buy propane-fueled buses to replace diesel buses.

Award: \$739,500

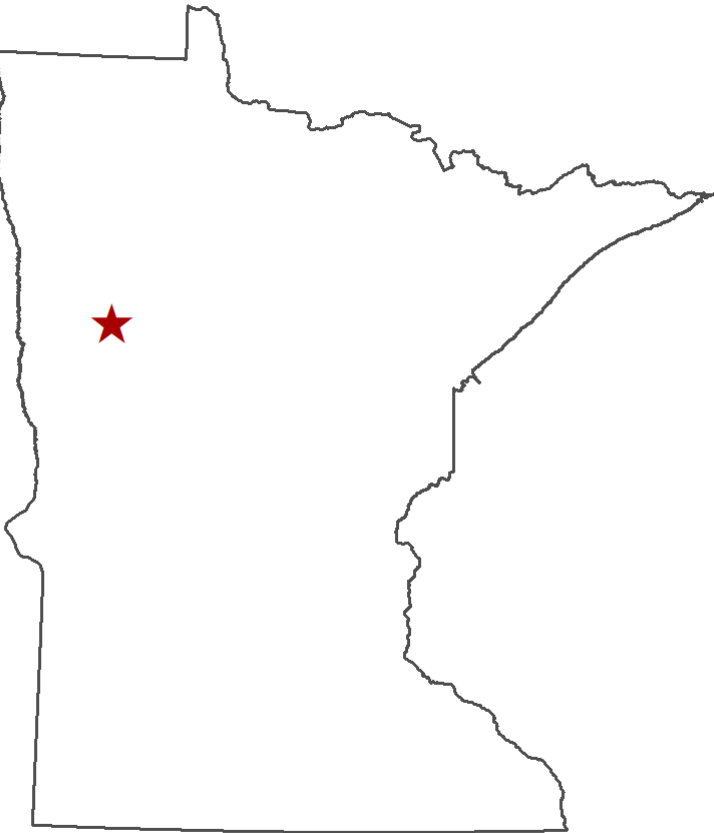
White Earth Transit 5339 Grant Award



White Earth was awarded 5339 Bus and Bus Facilities grant to construct Transit Center to include office and dispatch center, bus storage, maintenance, and wash bay to located in Waubun Minnesota.

Award: \$3.6M

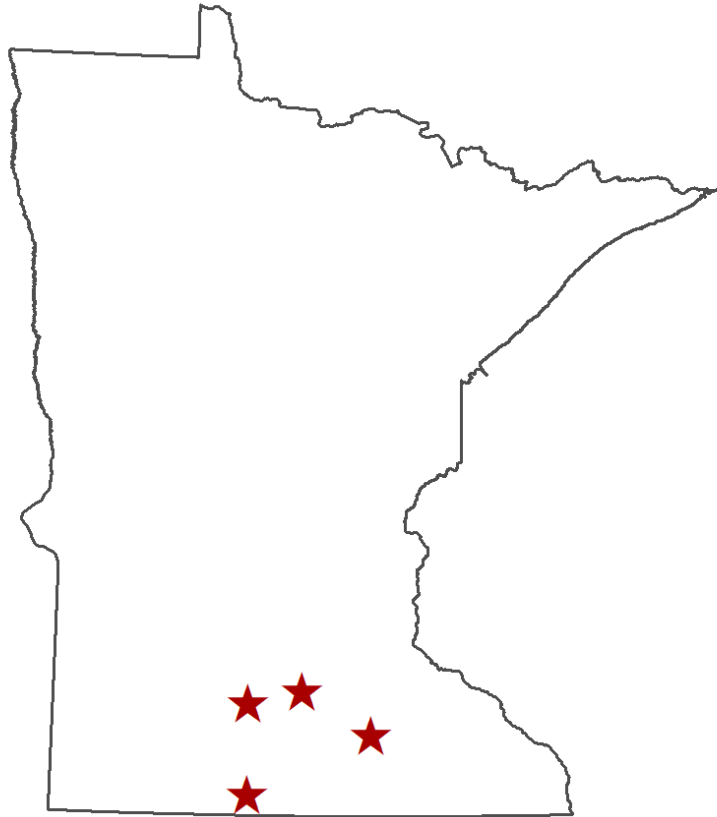
White Earth Transit CTAA Rural Transit System of the Year!



White Earth Transit received the CTAA system of the year for their efforts to support their community during the COVID 19 Pandemic.

- Provided service to the communities on the reservation to include our tribal members and elderly as well as off the reservation in Cass lake, and the twin cities
-
- Provided food, medical supplies, native medicine, cleaning supplies.
- Worked with emergency services to help with transportation to get covid testing sites in place.
- Set up mobile food banks as well as provided transportation from 2 stationary food banks.

MnDOT -Low or No Emission Grant Award



MnDOT was awarded funding for 6 battery electric buses, four electric vehicle charging stations and associated electrical upgrades for four rural transit systems in southern Minnesota.

- Heartland Express operated by Brown County Human Services -service in New Ulm
- Southern Minnesota Area Rural Transit (SMART) -service in Owatonna
- Prairie Lakes Transit operated by Faribault-Martin County Transit Board -service in Fairmont
- Minnesota River Valley Transit (MRVT) -service in St. Peter and Le Sueur

Award: \$3.4M

Addressing Challenges

Small Bus Delay and Cost Increases

The Delay:

- Number of Buses Ordered Through State Contract in 2021: **218**
- Delivered so far in 2022: **11**
- Scheduled for Delivery in 2023: **47**
- Expected Delivery in 2024 and Beyond: **160**

The Cost Increases:

Vendors have approached the State to renegotiate prices for vehicles ordered in 2021 but now scheduled for delivery in 2023.

Listening Sessions Held

| | |
|------------|--|
| 09/15/2022 | Small Urban Transit Partners, East Grand Forks |
| 09/29/2022 | West Central Transit Partners, Lowry |
| 10/03/2022 | Northeast Transit Partners, Baxter |
| 10/04/2022 | Southeast Transit Partners, Mankato |
| 10/11/2022 | Northwest Transit Partners, Bemidji |
| 10/13/2022 | Southwest Transit Partners, Lucan |

What we heard

- Transit managers are overburdened with administrative and regulatory work, which keeps them from building relationships and communicating the value of transit in their communities
- Transit managers are responding to redundant, multiple, and/or concurrent requests from multiple people unfamiliar to them, making it challenging to prioritize.
- OTAT staff are inconsistent in how we communicate with transit partners and need to internally agree on topics, tasks, and/or timelines before connecting with transit partners.
- Transit partners are frustrated with talk from OTAT and want to know and see what action staff are taking to address challenges and provide increased flexibility.

Looking Forward

Statewide Planning Support Contract

- Broad range of local and national consulting expertise will be under contract to assist our local partners
- Tasks may include but are not limited to:
 - Planning service analysis
 - Facility Planning
 - Technology procurement support
 - Public engagement.
- November TAC will be the first opportunity to tell us what you want help with
- We anticipate this to be a multi-year contract with many opportunities to arrange assistance

Greater MN Transit Policy/Investment Plan

- **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 2023, completion in late 2025



Thank You