



Greater Minnesota Transit

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Prior experience: MnDOT's Metro District Transit Section Director; Design Manager on Metro Transit's METRO Green Line Extension; and worked in the private sector in the Planning and Urban Design field.

Who is in the room?

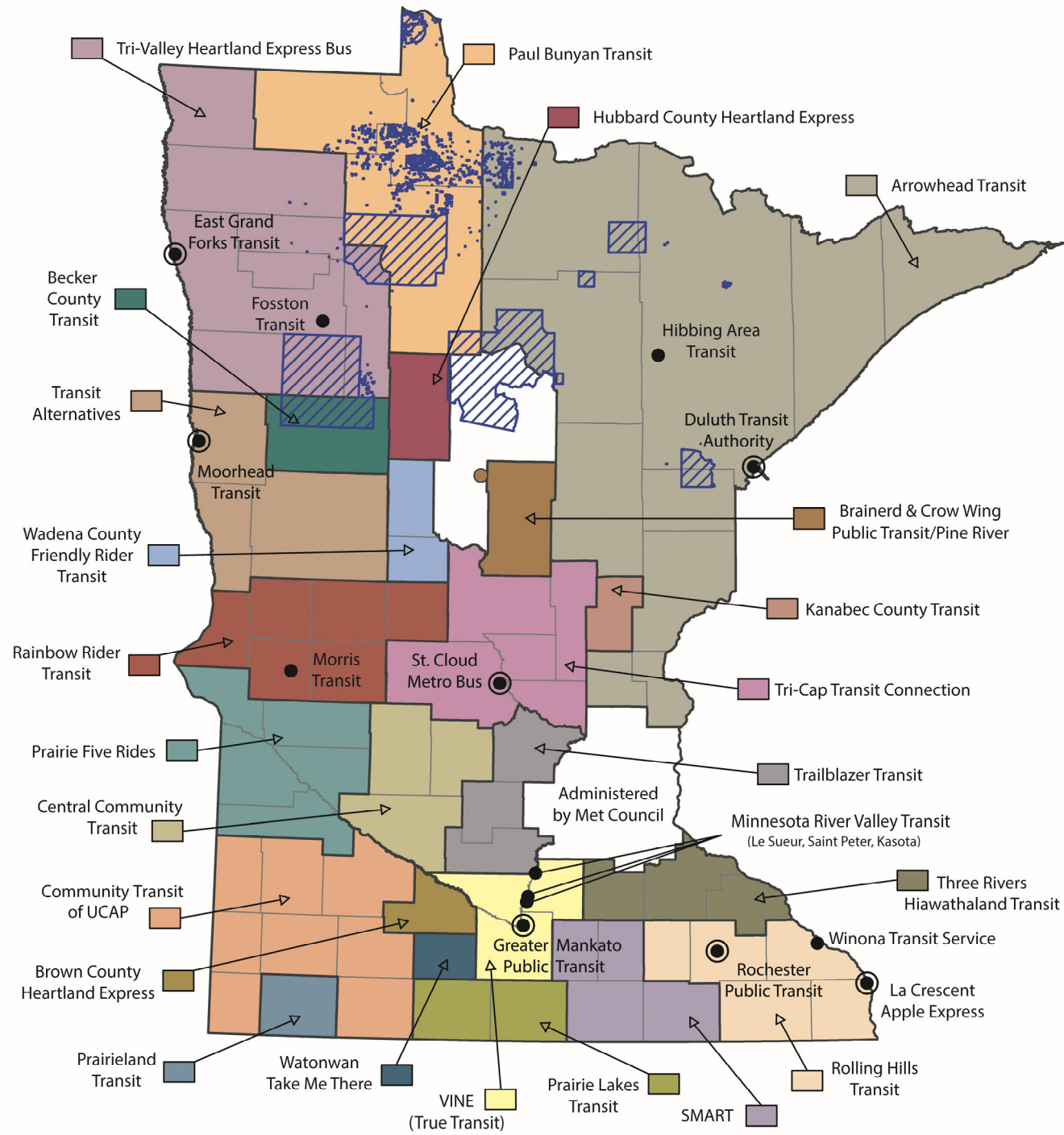
- Do you work for a transit system?
- Do you work for a vendor or consultant serving transit systems?
- Do you work for a state DOT or FTA?
- Do you work with MPTA or WIPTA?
- Other?

Today's Discussion

- Current Trends: Ridership and Operations
- Federal and State Funding
- Recognizing Successes
- Challenges
- Looking Forward

Greater Minnesota Public Transit Map

Systems Administered by the Minnesota Department of Transportation
Current as of December 2022



Legend

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



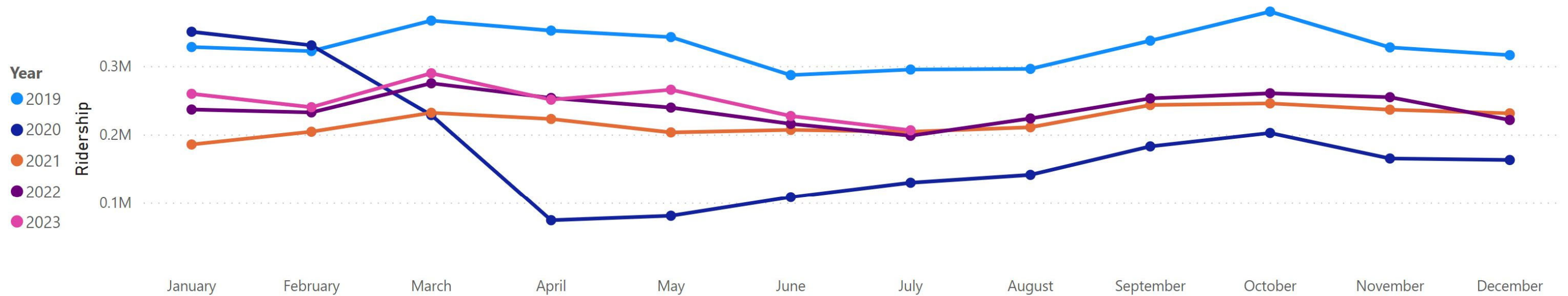
Greater MN Transit

- 7 Small Urban Systems (pop 50,000+)
- 28 Rural Systems
 - Small Communities (6 towns, 5 providers)
 - Single County (6)
 - Multi County (17)
- 6 Tribal Transit Programs (direct Federal recipients)
- 2 Partners who Provide Intercity Bus Service
 - Jefferson Lines Routes
 - Land to Air Express Bus Service

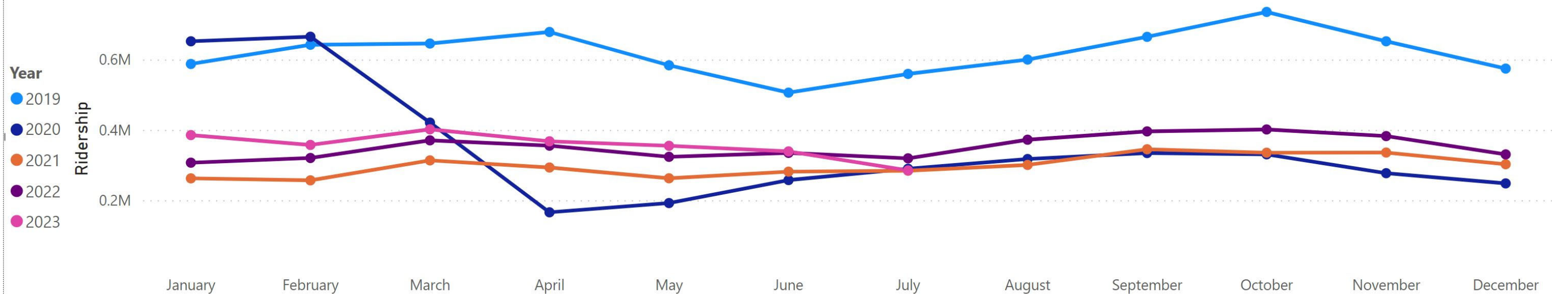
Current Trends

Monthly Ridership Trend by Year-Rural & Small Urban

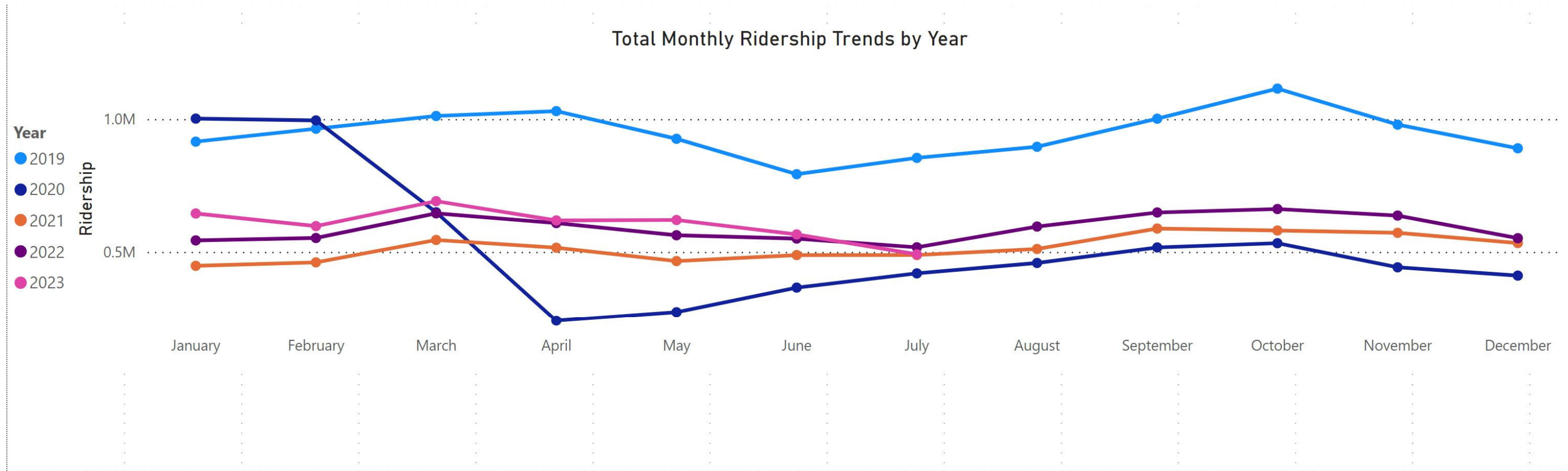
Rural Transit Monthly Ridership Trends by Year



Small Urban Transit Monthly Ridership Trends by Year



Monthly Ridership Trend by Year-Statewide

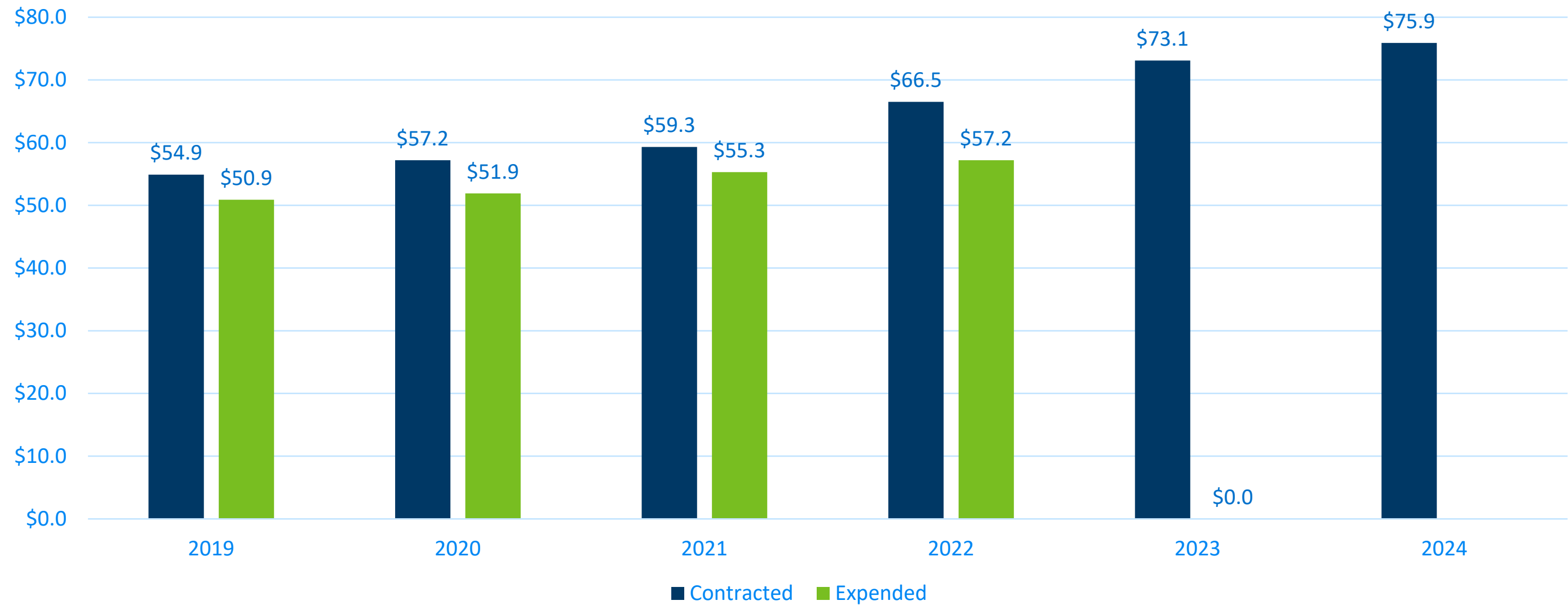


2024 Operating Grants

- One-year contracts for CY 2024
- 3% increase in overall funding from 2023 to 2024
- Rural and Small Urban Systems will have a 5% Local Share requirement in 2024 and 2025

Rural Operating

Rural Operating



Small Urban ADA Operating

Small Urban ADA

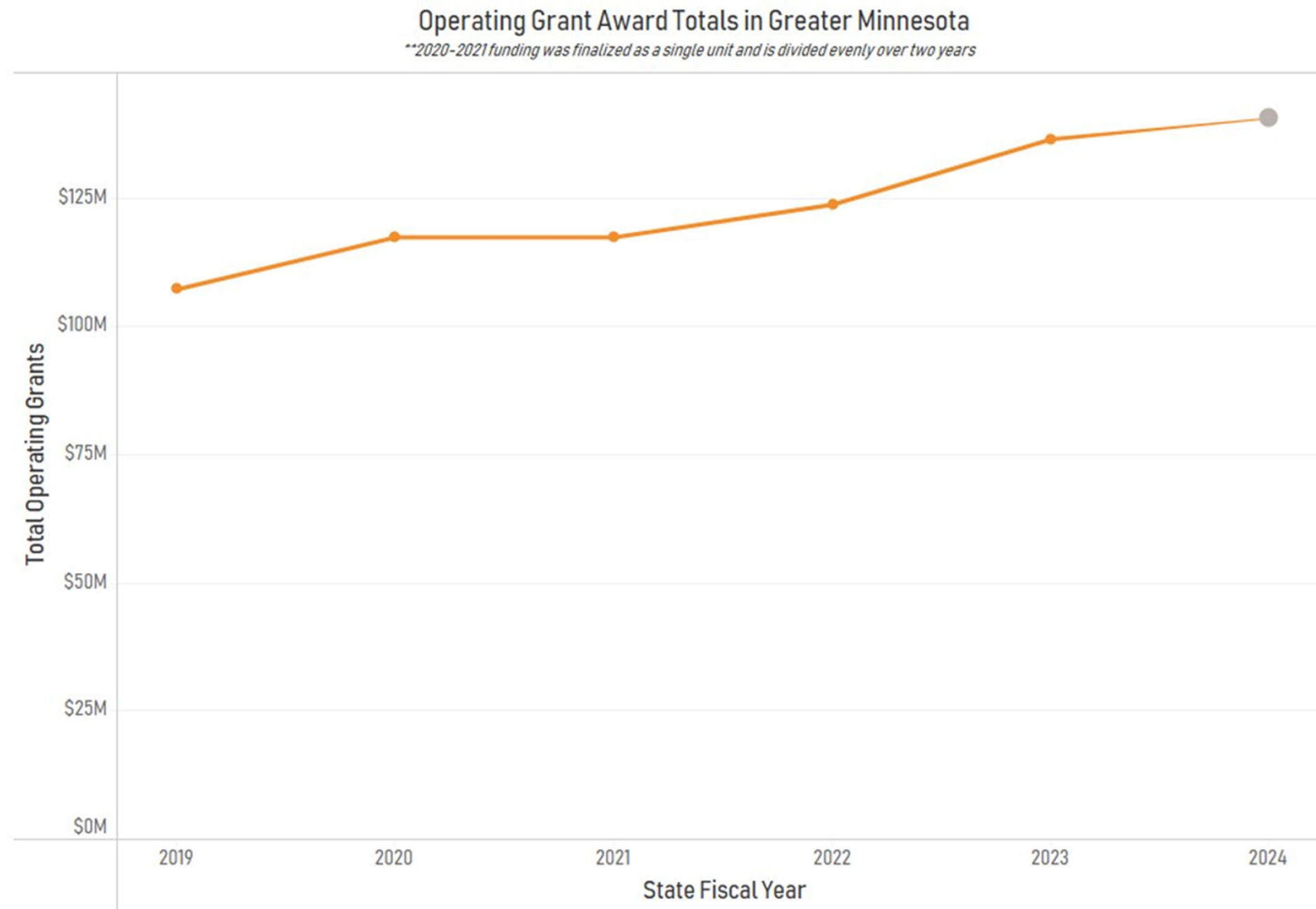


Small Urban Fixed-Route Operating

Small Urban Operating

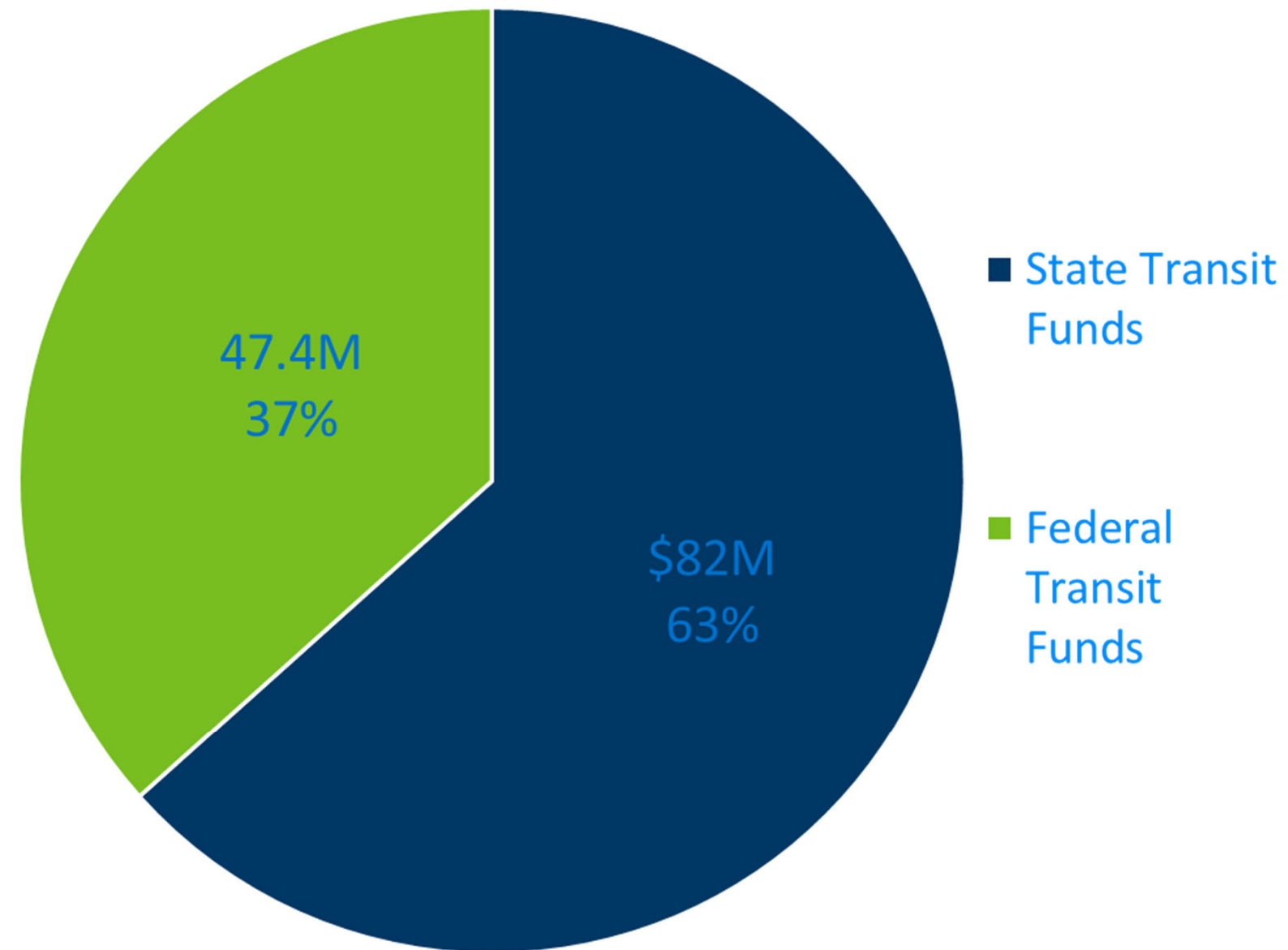


Operating Grant Award Totals in Greater MN



Federal & State Funding

Sources of MnDOT Managed Funds (2022)



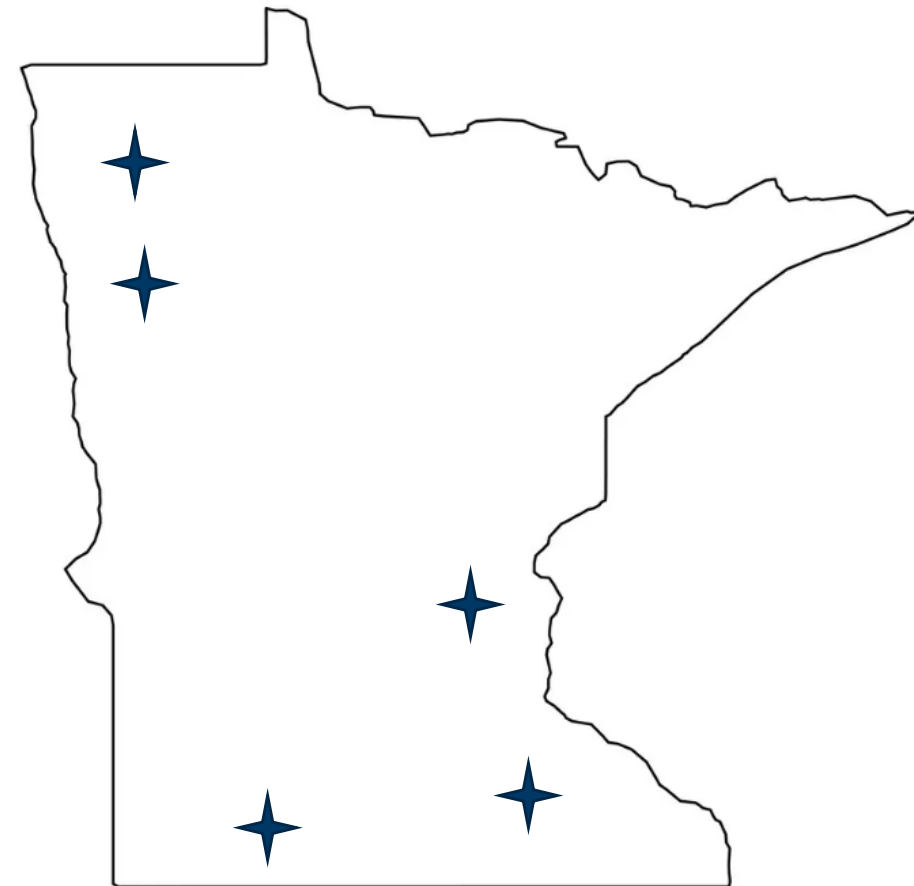
State Funding

	Feb-22 Forecast	Nov-22 Forecast	Feb-23 Forecast	Jun-23 Forecast	Actual
2021					\$69.2M
2022					\$65.3M
2023	\$73M	\$64M			\$60.3M
2024	\$73M	\$63M	\$59M	\$79M	
2025	\$72M	\$63M	\$60M	\$80M	
2026	\$72M	\$64M	\$61M	\$82M	
2027		\$66M	\$63M	\$85M	

Recognizing Successes

Low and No Emissions Grant Awards - \$25 million

- **The City of Rochester** - \$7.4 million to build a park-and-ride lot to allow residents and visitors to park outside downtown and take Rochester Public Transit routes to jobs and opportunities.
- **Metro Transit** - \$17.5 million to buy battery-electric buses, chargers and bus equipment to replace aging diesel buses, as well as fund workforce development.
- **The Minnesota Department of Transportation**, on behalf of Tri-Valley Opportunity Council, Inc. (Heartland Express) and Southwest Minnesota Opportunity Council (Prairieland Transit) - \$1.5 million to buy propane-fueled buses and supporting fueling equipment.
- **White Earth Public Transit** - \$723,171 to buy low-emission buses with electronic farebox systems to replace older vehicles.



Challenges

Challenges: What is MnDOT hearing?

- **High costs** and their impact on the budget, particularly maintenance of **aging fleet and volatile fuel costs**
- **Vehicle** ordering **delays** and **price increases**
- **Vehicle and driver shortages** (and training) that impact service routes and capacity to meet transportation equity needs in communities
- Marketing, particularly **finding new riders**
- Reorganization of staff within transit systems due to **planned/unplanned management turnover**
- **Evolving technology** – desire vs. ability to fund, train, and implement
- **Long-term Local Share**
- **Communication** between **MnDOT** and our **transit partners**

Small Bus Delay and Cost Increases

Class/Status	Ordered (2020-2021 combined for Section 5310, 5311 and 5307)	Canceled (by the agency)	Pending Negotiation (Status Unknown)	Pending Inspection	Inspection Completed - Pending Delivery	Delivered	Amendment completed - in manufacturing - expected to be delivered between now and the 2nd quarter of 2024.
Class 300	7	0	7				
Class 400	198	3	0	9	3	20	163
Class 500	13	2	0	0	0	11	0
Total	218	5	7	9	3	31	163

The Delay & Status:

- Status of Class 300 buses is "unknown" as of right now. The manufacturers will start working on the Class 300s after Class 400s are manufactured and delivered.
- All the price increase amendment requests by the Vendors have been completed for Class 400 & Class 500 buses.
- All Class 500 buses (11 of them) have been delivered already.
- 20 Class 400 buses have been delivered so far. 9 buses will be inspected in the next couple of weeks and 3 have been inspected, which will be delivered soon.
- The remaining 163 Class 400 buses are under manufacturing and is expected to be delivered by the 2nd quarter of 2024.

Looking Forward

One Minnesota Plan – Priority Areas

- Equity and Inclusion
- Minnesota's Environment
- Fiscal Accountability, Customer Experience and Measurable Results
- Children and Families
- Thriving Communities, Housing and Workforce
- Healthy Minnesotans

Statewide Multimodal Transportation Plan

- Use an equity lens to facilitate decisions and build tools to measure transportation equity in capital improvements.
- Increase the availability and accessibility of safe and affordable transportation options, including more lower emission transportation options.
- Work with transportation partners to identify and advance statewide strategies for reducing per capita VMTs 20% by 2050.
- Develop a carbon reduction strategy.
- Improve transparency of MnDOT decision and efforts.

MnDOT's definition of transportation equity:

Transportation equity means the benefits and burdens of transportation systems, services and spending are fair and just, which historically has not been the case. Transportation equity requires ensuring underserved communities, especially Black, Indigenous and People of Color, share in the power of decision making.

Our Goals

Goal 1: Use an Equity Lens

Example activities: A Greater Minnesota Transit Plan that uses an equity lens to facilitate decisions and measure equity in our investments; and Development of a formula that considers equity for how funding is distributed.

Goal 2: Reduce Carbon

Example activities: Expand our ability to successfully compete for Federal Discretionary Grants, to bring more resources to low emission transit vehicles; and the Moving Greater Minnesota Forward Program.

Goal 3: Strengthen Partnerships

Example activities: Working on a Continuous Improvement Project to better processes that impact our partners (such as Reporting, Procurement, and Solicitations); Development of a program to procure vans (starting with 5310s).

Greater MN Transit Plan

- **The Greater Minnesota Transit Plan** will be a policy-driven plan with innovative recommendations intended to set forth a practical vision of how to maintain and improve transit in Greater Minnesota.
- Set goals and objectives for the strategic planning and operation of statewide transit systems and shape transit policy for Greater Minnesota.
- The plan will serve as the guiding document for a series of deliverables, with subsequent recommendations driving additional documents.
- 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 2024, policy plan completion in spring 2025.

Other Initiatives: Comprehensive Reviews

What are they?

A periodic and comprehensive review of compliance and performance practices, conducted in partnership with a third-party consultant with expertise in FTA and MnDOT requirements.

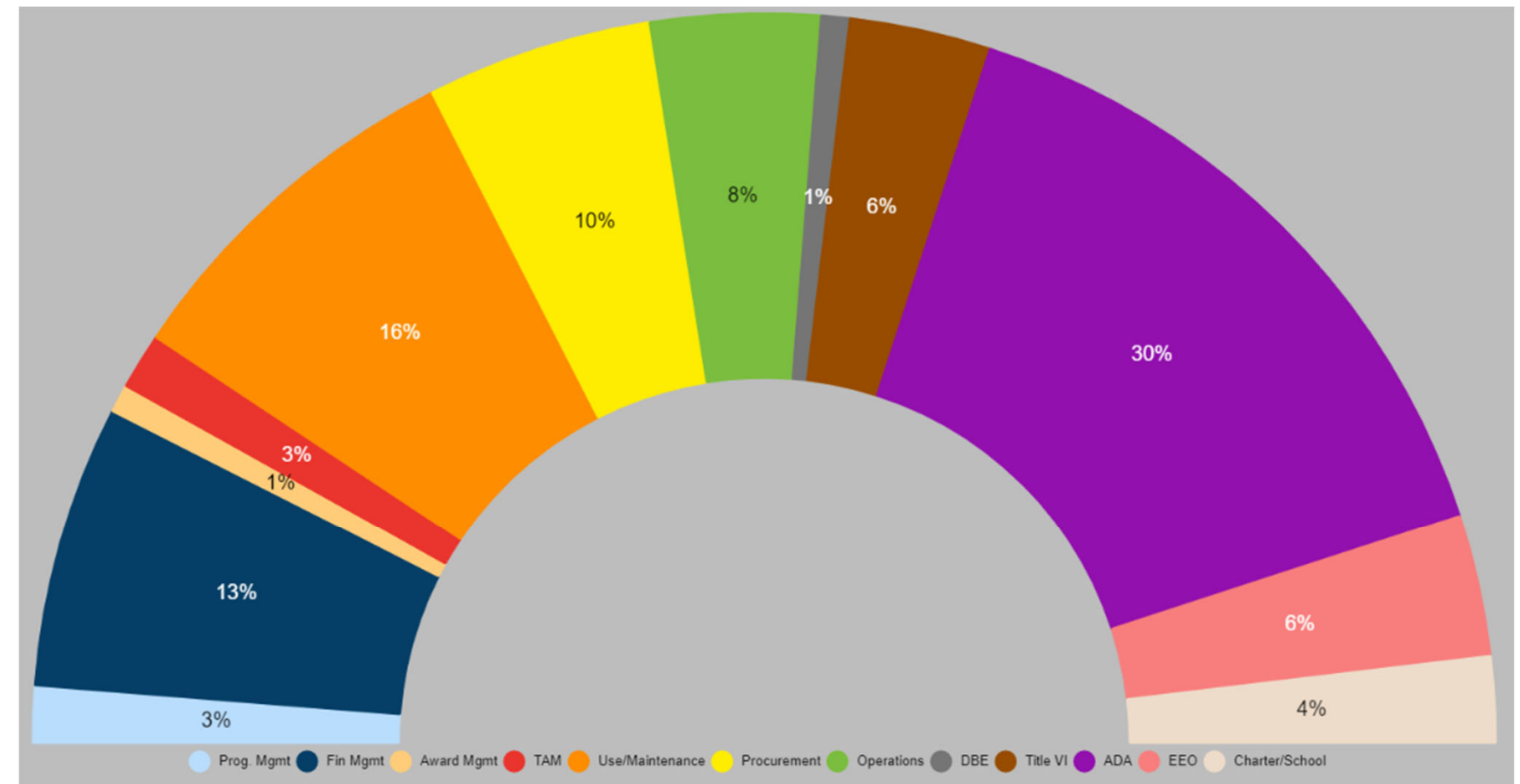
Other Initiatives: Comprehensive Reviews

What are the goals?

- Identify policies, practices, and procedures that are inconsistent with **Federal or state laws or regulations**
- Identify policies, practices, and procedures that are identified as “**best practices**”
- **Provide technical assistance** to the subrecipient in each finding area so that a corrective action and timeline schedule can be developed
- **Identify statewide trends** and provide training and technical resources that will mitigate in the future
- Ensure equitable and consistent treatment of each subrecipient subject to review

Other Initiatives: Comprehensive Reviews

- Completed 3 in 2022
- Working on 6 in 2023
- Planning on 4 in 2024



Trends in review findings:

American Disability Act (ADA); Facility and Vehicle Use Maintenance; Financial Management

Other Initiatives: Statewide Planning Support Contract

- General Contract secured a team of local and national consulting experts.
- Task Orders allow responsiveness to demand, with 28 tasks underway:

Service Planning Analysis services for 9 agencies

Public Engagement / Marketing services for 3 agencies

System Administration Support services for 2 agencies

Technology / IT Planning and Procurement services for 9 agencies

Facilities Pre-Application services for 2 agencies 3 projects

Alternative Fuel Application support for 2 agencies

General Procurement support in development based on 11 requests

For more information and new requests go to: www.dot.state.mn.us/Transit/Transit-Consulting.html

Questions/Discussion

- Challenges: What challenges have your communities or regions been facing related to transit?
- Opportunities: Where do you see opportunities in your communities or regions related to transit?
- Other questions?

Thank You!