



2025-2045 Greater Minnesota Transit/Mobility Investment Plan (TMIP)

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Purpose and Goals of Minnesota Public Transit

174.21 PUBLIC TRANSIT ASSISTANCE AND TRANSPORTATION MANAGEMENT; PURPOSE.

- It is the purpose of sections [174.21](#) to [174.27](#) to:
- (1) provide access to transit for persons who have no alternative mode of transit available;
- (2) increase the efficiency and productivity of public transit systems;
- (3) alleviate problems of automobile congestion and energy consumption and promote desirable land use where such activities are cost-effective;
- (4) maintain a state commitment to public transportation; and
- (5) meet the needs of individual transit systems to the extent they are consistent with the other objectives stated above.

Transit Planning Federal and State Requirements

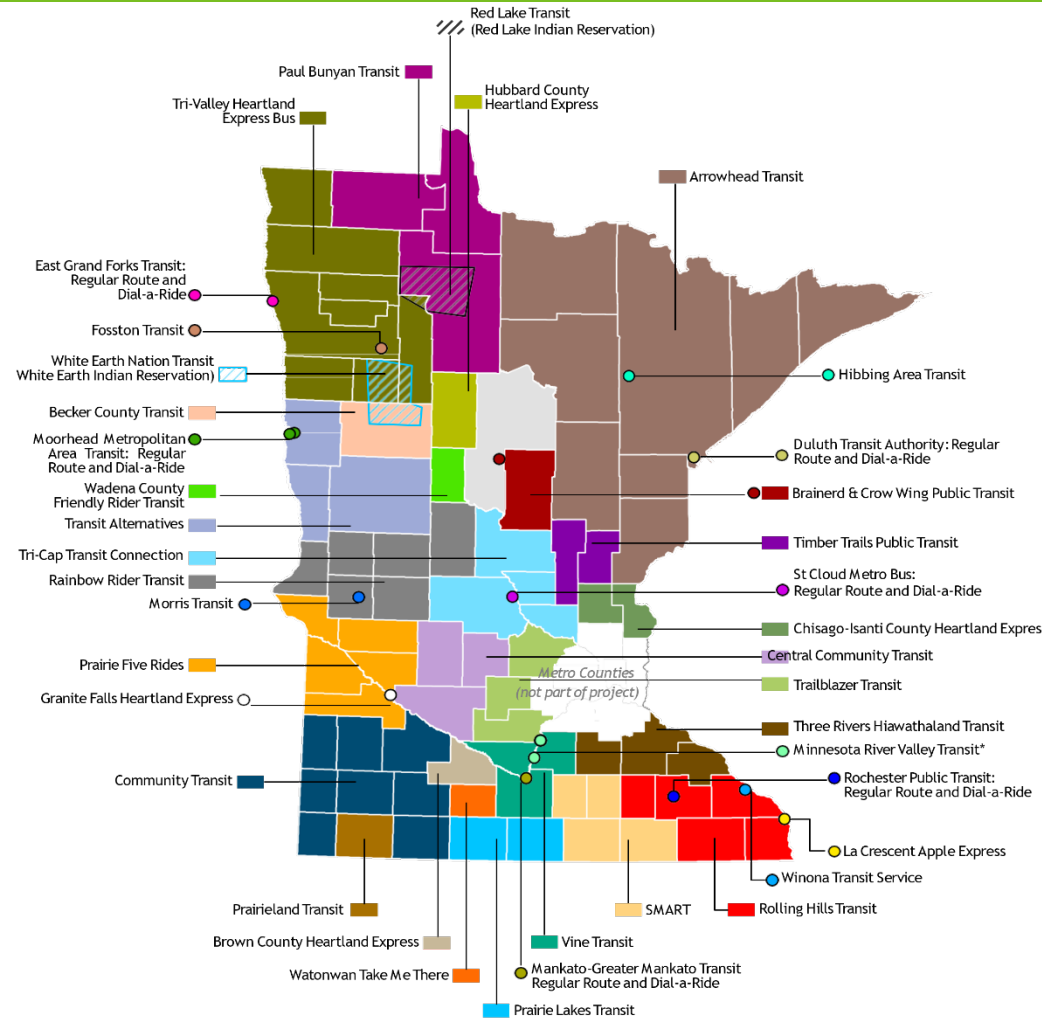
- **Federal Transit Administration (FTA)**
 - Designated recipient for state public transit system funding
 - Oversight of small urban, rural and intercity programs, compliance, reporting (NTD)
- **State of Minnesota**
 - **M.S. 174.21-174.27 – grants MnDOT Public Transit Authority Oversight**
 - **Reports Required to Legislature:**
 - ***Greater MN Transit Investment Plan*** (Level of Unmet Needs, Program Funding Requirements, Program Funding Levels, etc.) – Updates every 5 years
 - ***Annual Transit Report*** (Systems, Services Provided, Metrics) –Updates every year
 - **Olmstead Act** – Annual Span of Service by community level size (SOS) – 280 communities

Greater Minnesota Public Transit Funding

- Section 5307 Systems (7)
 - “Small urban” transit systems with census populations between 2,500 and 49,999
 - Duluth, St. Cloud, Mankato, Rochester, Grand Forks/East Grand Forks, Fargo/Moorhead, LaCrosse/LaCrescent
 - Fargo/Moorhead to be considered an Urban Transit System as of Fall 2022 due to 2020 census results
- Section 5311 Systems (28)
 - Rural transit systems with census populations 2,500 or less
 - In 2018, Minnesota had a total of 30 rural transit systems
 - Due to system mergers pre-pandemic, now 28 individual rural systems

In addition, OTAT oversees other federal funding programs and grants, including Sections 5310, 5339 (bus and facility capital), special program funding, etc.

Greater Minnesota Public Transit Systems

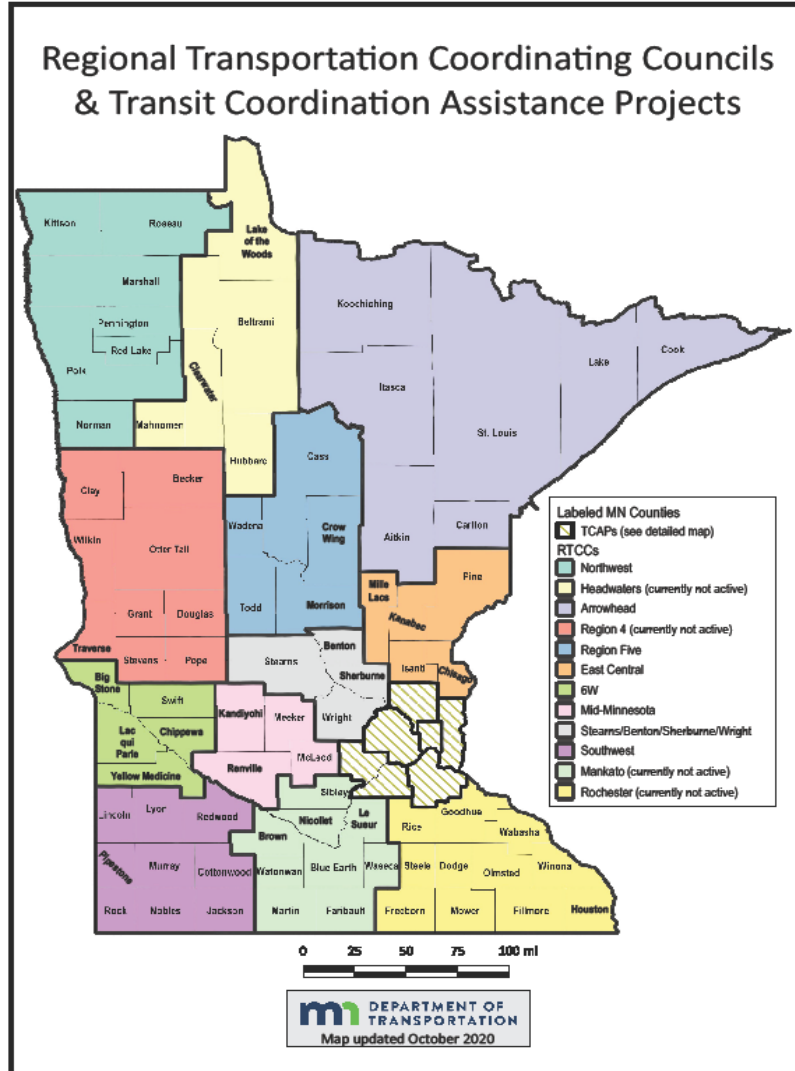


Greater Minnesota Public Transit Overview

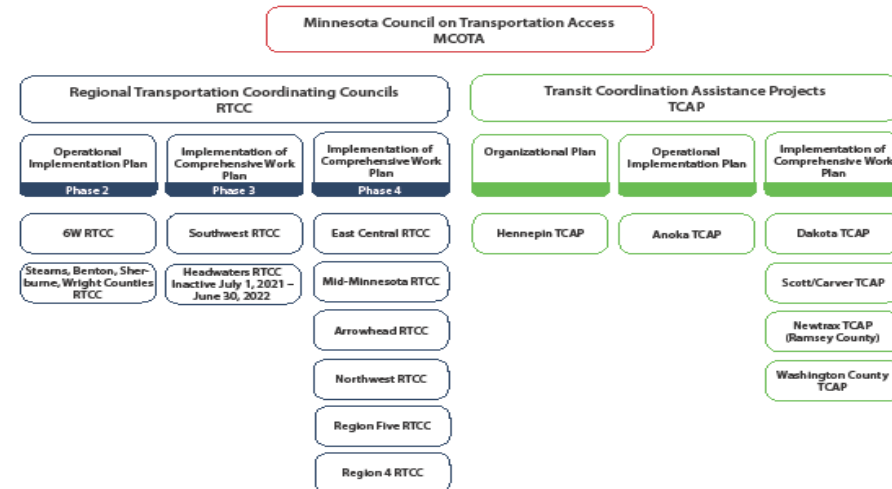
Other Greater Minnesota transit partners include:

- **Tribal Nations** – Five (5) currently apply through MnDOT for 5311 operating funds
- **Regional Transit Coordinating Councils (RTCCs)** – Eight (8) currently, hoping to expand to 12 statewide to achieve coordination of service regionally for seniors and disabled
 - ***Transit Coordinating Assistance Programs (TCAPs) – Six (6) in metro area, including Anoka County, Dakota County, Hennepin County, Ramsey County, Scott/Carver Counties and Washington County*
- **Department of Human Services Providers (DHS) – Special Transportation Services (STS)**
 - Variety of programs requiring specialized transportation across Greater Minnesota using Section 5310 funding from MnDOT
- **Intercity Bus Providers (3)**
 - Jefferson Lines, Land to Air Express and Greyhound in 2022

Minnesota Regional Transportation Coordinating Councils (RTCCs)



Regional Transportation Coordinating Councils and Transit Coordination Assistance Projects
Phase Status as of July 1, 2021



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Greater MN Transit Investment Plan Requirements

- **Subd. 1a. Greater Minnesota transit investment plan.**
- (a) The commissioner shall develop a greater Minnesota transit investment plan that contains a goal of meeting at least 80 percent of total transit service needs in greater Minnesota by July 1, 2015, and meeting **at least 90 percent of total transit service needs in greater Minnesota by July 1, 2025.**
- (b) The plan must include, but is not limited to, the following:
 - (1) an analysis of ridership and total transit service needs throughout greater Minnesota;
 - (2) a calculation of the level and type of service required to meet total transit service needs, for the transit system classifications as provided under subdivision 3b, paragraph (c), of urbanized area, small urban area, rural area, and elderly and disabled service;
 - (3) an analysis of costs and revenue options;
 - (4) a plan to reduce total transit service needs as specified in this subdivision; and
 - (5) identification of the operating and capital costs necessary to meet 100 percent of the greater Minnesota transit targeted and projected bus service hours, as identified in the greater Minnesota transit plan, for 2010, 2015, 2020, 2025, and **2030.**
- (c) The plan must specifically address **special transportation service ridership and needs.** The plan must also provide that recipients of operating assistance under this section provide fixed route public transit service without charge for disabled veterans in accordance with subdivision 7.

Olmstead Plan Baseline Span of Service

Service Population	Peer Group	Weekday	Saturday	Sunday
Cities over 50,000	Urban	20	12	9
Cities 49,999 – 7,000	Small Urban	12	9	9
Cities 6,999 – 2,500	Small Urban	9	9	NA
County Seat Town/Small Communities < 2500*	Rural	8 (3 days per week)	NA	NA



Minnesota Transit By the Numbers

MINNESOTA 2020 PUBLIC TRANSIT OPERATING EXPENDITURES (INCLUDES METRO)

GREATER MINNESOTA CATEGORY	EXPENDITURES
Urbanized	\$38,735,482
Elderly and Disabled	\$7,084,812
Small Urban	\$1,697,699
Rural	\$50,368,953
Intercity Bus	\$6,600,302
GM Funded Service	\$17,857,809
Other Transit Service	\$934,105
Total	\$123,279,161

GREATER MINNESOTA 2020 PUBLIC TRANSIT BY THE NUMBERS

CATEGORY	TRIPS	SERVICE HOURS	MILES
Small Urban (Section 5307)	4,148,774	444,636.78	5,825,330
Rural (Section 5311)	2,183,972	720,123.24	9,502,217.35
Total	6,332,746	1,164,760.02	15,327,547.35

OTAT Service Funding Requirements: Budget Targets

	Operations	Vehicles	Facilities/ Large Cap	New Services*	RTCC	Marketing and Technology
2020	\$ 92.07M	\$ 8.00M	\$ 5.00M	\$ 3.50M	\$.50M	\$ 3.00M
2021	\$ 95.14M	\$ 9.00M	\$ 5.00M	\$ 3.50M	\$.50M	\$ 2.00M
2022	\$ 99.03M	\$ 9.00M	\$ 6.00M	\$ 3.50M	\$.50M	\$ 2.00M
2023	\$ 102.32M	\$ 9.00M	\$ 6.00M	\$ 3.50M	\$.50M	\$ 2.00M

**One time capital plus change to operational base*

Greater Minnesota Transit Plans

Greater Minnesota Transit Investment Plan (GMTIP) – Statutory Requirement (M.S. 174.24)

- Previous Versions - 2017, 2011

MnDOT Transit Policy Plans

- 2009, 2001

Other Related Plans:

- Local Human Services Transportation Plans (FTA 5310)
- 2021 Public Transit Technology Plan
- 2021 Statewide Pedestrian Plan
- 2020 Safe Routes to School Plan
- 2016 Statewide Bicycle Plan

Greater Minnesota Transit/Mobility Investment Plan (TMIP)

- *Upon official Notice to Proceed (NTP): Project begins – July 2022*
- August 2022: Public launch
- **Fall – Winter 2022: First round of public and stakeholder engagement**
- **Summer 2023/Fall 2023: Second round of public and stakeholder engagement**
- **Spring 2024/Summer 2024: Third round of public and stakeholder engagement**
- Fall/Winter 2024: Draft plan released
- Summer 2025 (estimated): Final plan adopted

TMIP Advisory Groups

- ***Project Management Team (PMT):*** 3-5 Members-OTAT/Consultant Team
- ***Project Technical Advisory Committee (TAC):*** Up to 30 Members
 - Transit agencies, Tribal Nations, Regional Transportation Coordinating Councils (RTCCs), Metropolitan Council
 - Minnesota Public Transit Association (MPTA)
 - Other MnDOT staff, including District Planners, Communications/CAPE, OTSM, Civil Rights, Environmental Stewardship, Sustainability, Metro District Transit, Public Health
- ***Project Policy Advisory Committee (PAC):*** Up to 30 Members
 - State Agencies, DHS, Disability Community, Bicycle and Mobility Groups, Counties/Cities/Townships, MDH

TMIP Public Engagement and Communications

- ***Comprehensive Statewide Public Participation Plan (PPP) (Task 2)***
 - Public Engagement Periods (3)
 - **Phase 1:** Identifying Service Gaps and Needs
 - **Phase 2:** Engaging the Public on How We Move Toward 2045, Strategies, Policies
 - **Phase 3:** Soliciting Feedback on Draft Plan and Levels of Investment
- ***Project Communications Plan (Task 2)***
 - Plain language, alternative formats and languages
 - Wide variety of stakeholder engagement tools necessary (in-person, groups, online)
 - Website and other targeted method for sharing plan information

Project Public Engagement Targets

Engagement and Feedback from many groups/users, including representation from:

- County Commissioners/Elected Officials
- Area Agencies on Aging
- Workforce Development/Employers/Businesses
- Transportation Providers
- Transportation Users/Non-users
- School Districts/Community Colleges/Universities
- Human Services Non-Profit Organizations
- Tribal Governments
- Veteran Service Organizations
- Managed Care Providers
- Centers for Independent Living
- Consumers / Business Community
- Local Public Health Agencies
- Disability Centers/Community
- Centers for Independent Living

Public Engagement Methods

Desired Project Engagement Methods and Tools:

- Project website, social media, transit system information/engagement
- MnDOT Communications Office – Let's Talk Transportation, GOMobile!, Personalized trip planning, mapping preferred routes/options
- Focus groups
- Targeted community events
- Small group meetings and presentations
- Alternative language project information and surveys
- Partner agency information dissemination and direct feedback
- Businesses, Chambers of Commerce, Libraries, Jobseekers
- Civic Organizations
- Senior/disability groups
- Health organizations, local clinics
- And many more

TMIP Scope of Work- Existing Needs, Strategic Development

- ***Plan Coordination and Consistency (Tasks 3, 4)***
- ***Plan Context Review/Summary (Task 5)***
- ***Identification of Statewide and Regional “Flows” (Tasks 6, 7)***
- ***Emerging Trends/Technologies: Mobility-As-A-Service (MaaS), Shared Mobility, Electric/Alternative Fuel Vehicles, Connected/Autonomous, Intermodal Connections (Task 8)***
- ***Funding Identification and Projections, Review Unfunded Needs 2025+ (Task 9)***

TMIP Scope of Work- Fiscal Projections, Priorities for Future Investments

- ***Investment Category Identification (Task 10)***
- ***Scenario Development/Risk Assessments/Local Share Impacts (Tasks 11, 12)***
- ***Investment Prioritization - Short, Mid, Long-Term Needs (Task 13)***
- ***Workplan Development (Task 14)***
- ***Environmental Justice/Equity Review (Task 15)***
- ***Plan Preparation -Draft and Final Plan Development (Tasks 16, 17)***
- ***Consultant Technical Support for Plan Dissemination (Task 18)***

Questions/Comments

Thank You!