

Proposed Baseline for Review

Transportation Goal Three provides that by April 30, 2017, a baseline be established that relates to access to expanded transit coverage in 90% of the public transportation service areas in Minnesota. Data was sought from MnDOT and the Met Council to attempt to set a baseline that would cover both Greater Minnesota and the metropolitan area.

MnDOT data was available for inclusion in the August 2017 Quarterly Report, however the Met Council data was not. After consulting with the Olmstead Implementation Office (OIO) Met Council staff determined that the existing measurable goal does not adequately apply to transportation issues in the metropolitan area. The Met Council will be proposing a new goal related to transportation in the metropolitan area in the Olmstead Plan amendment process.

The proposed baseline below uses MnDOT data to establish a baseline for access to transportation in Greater Minnesota. This proposal is being presented to the Subcabinet for review at the November 27, 2017 meeting. If approved, the baseline will be incorporated into the November 2017 Quarterly Report.

TRANSPORTATION GOAL THREE: By December 31, 2025, expand transit coverage so that 90% of the public transportation service areas in Minnesota will meet minimum service guidelines for access.

Transit access is measured against industry recognized standards for the minimal level of transit availability needed by population size. Availability is tracked as span of service, which is the number of hours during the day when transit service is available in a particular area. The measure is based on industry recognized standards and is incorporated into both the Metropolitan Council Transportation Policy Plan and the MnDOT "Greater Minnesota Transit Investment Plan."¹

Baseline: A baseline for access will be established by April 30, 2017.

RESULTS:

The 2017 goal to establish a baseline was **met**. [PENDING APPROVAL]

PROPOSED BASELINE:

In December 2016, public transportation in Greater Minnesota was meeting minimum service guidelines for access 47% on weekdays, 12% on Saturdays and 3% on Sundays.

Public transportation meeting minimum service guidelines for access	
Weekday	47%
Saturday	12%
Sunday	3%

ADDITIONAL INFORMATION

Minimum service guidelines for Greater Minnesota are established based on service population (see table below). In Greater Minnesota the larger communities are attaining the weekday span of service. Smaller communities (less than 7,500) are not yet meeting the weekday level of access in all instances. Very few transit systems in Greater Minnesota operate Saturday or Sunday Service. This is mainly due to limited demand for service.

¹ Greater Minnesota Transit Investment Plan is available at www.dot.state.mn.us/transitinvestment.

[AGENDA 6a2]

Minimum Service Guidelines for Greater Minnesota²

Service Population	Number of Hours in Day that Service is Available		
	Weekday	Saturday	Sunday
Cities over 50,000	20	12	9
Cities 49,999 – 7,000	12	9	9
Cities 6,999 – 2,500	9	9	N/A
County Seat Town	8 (3 days per week)*	N/A	N/A

*As systems performance standards warrant

COMMENT ON PERFORMANCE:

Each year in January the transit systems will be analyzed for the level of service they have implemented. Transit systems do include unmet needs in their applications, but the actual service implemented can vary based on a host of factors including; lack of drivers and limited local funding share. The performance should increase as the span of service is established as the priority service expansion for transit systems to consider.

TIMELINESS OF DATA:

In order for this data to be reliable and valid, it is reported two months after the end of the reporting period.

² Source: MnDOT Greater Minnesota Transit Investment Plan, 2017