



FAST Act MnDOT Transit

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We all have a stake in **A**  **B**



MnDOT Transit Programs

- ▶ Far smaller impact than MAP-21
- ▶ Key differences:
 - Slightly higher funding
 - Discretionary program for Bus and Bus Facilities



Funding Comparison

Transit Program	MAP-21	FAST Act
	FFY 2015 Funding	FFY 2016 Funding
Federal Transit Funding Passing Through MnDOT		
Section 5311: Rural Transit	\$15,403,957	\$15,637,443
Planning (MPOs)	\$1,537,464	\$1,559,411
Planning (State)	\$291,877	\$295,961
Rural Transit Assistance Program (Training)	\$239,061	\$244,630
Section 5310: Seniors and Disabled (Large Urban)	\$1,883,023	\$1,936,203
Section 5310: Seniors and Disabled (Small Urban)	\$601,583	\$615,573
Section 5310: Seniors and Disabled (Rural)	\$1,171,953	\$1,215,679
Section 5339: Bus and Bus Facilities (Small Urban)	\$689,622	\$635,929
Section 5339: Bus and Bus Facilities (Rural)	\$1,250,000	\$1,750,000
Total Federal Transit Funds through MnDOT	\$23,068,540	\$23,890,829
Federal Transit Funding to Greater Minnesota Not Passing Through MnDOT		
Section 5307: Small Urban in Greater Minnesota	\$8,453,236	\$8,667,839
Section 5311(c): Tribal Transit	\$1,834,992	\$2,313,787
Total Federal Transit Funds to Greater MN not thru MnDOT	\$10,288,228	\$10,981,626



Unfinished MAP-21 Business

- ▶ Transit Asset Management
 - FTA issued NPRM 9/30/2015
 - State DOTs responsible for a statewide transit asset management plan covering all transit providers with fewer than 100 buses
- ▶ Transit Safety Management Program
 - FTA issued NPRM 8/14/2015
 - Use a safety management system to involve all transit employees





Thank you—Questions?

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