

DTA TDP and New Service Update



Transit Development Plan Service Recommendations

Phase 1

Implementation of 2-Year Pilot Program



Phase 2

Frequency and Efficiency



Phase 3

High Capacity Options and Regional Connectivity

Service Recommendation Progress

Phase 1

- 4 New Routes Launched
- STRIDE Vehicles purchased and awaiting delivery to add additional 8 hours of service per day



Phase 2

- Remix Transit Planning software purchased



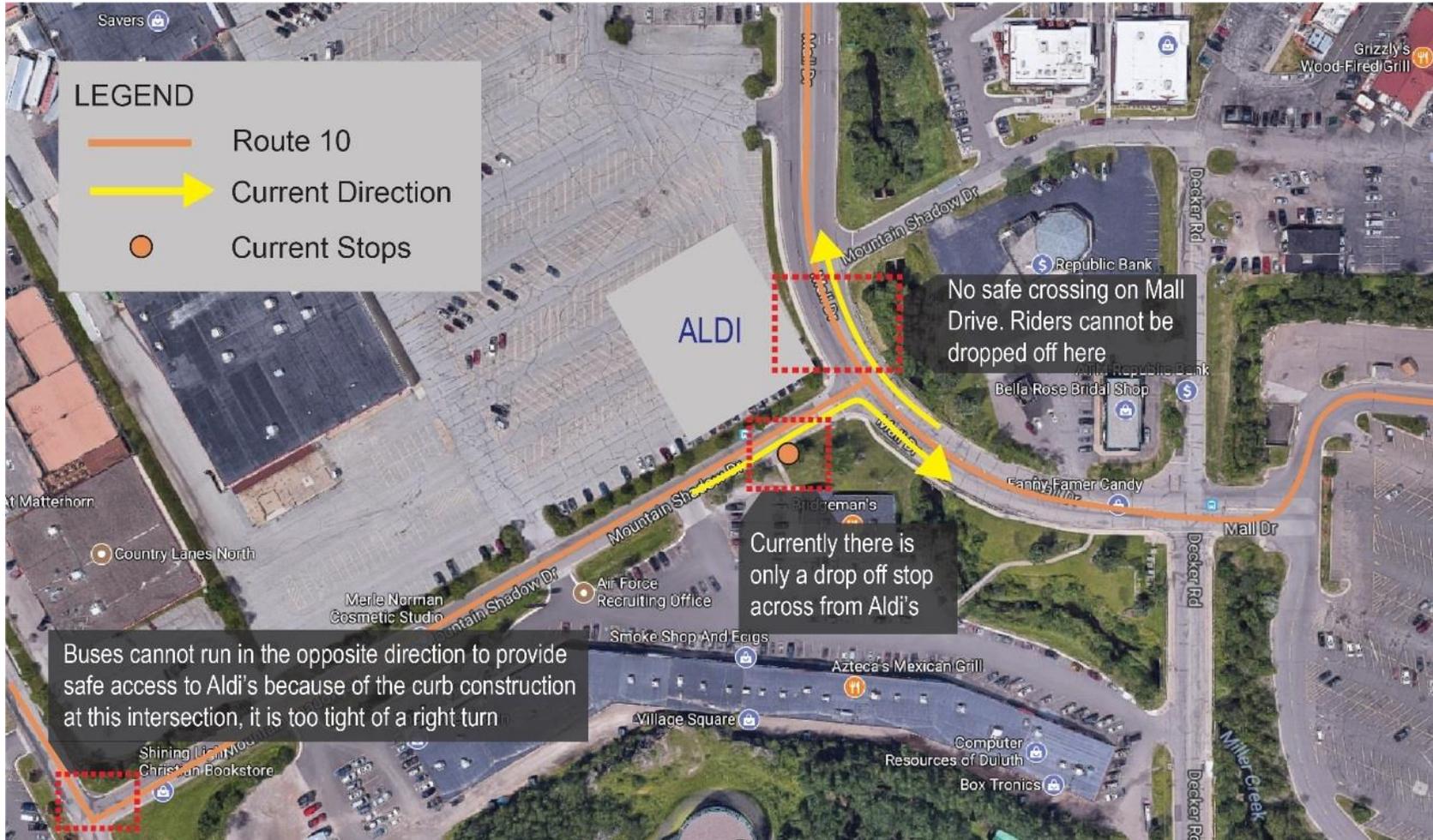
Phase 3

- Bus Rapid Transit Study
- Arrowhead Transit Transfer Agreement

Mall Area Reroute



Mall Area Changes



Capital Development Recommendations



Bus Purchases



Bus Stop Access and Enhancements and Park and Ride Facilities



Technology and Marketing



Real Time Transit Information



Fare Collection System

Capital Development Recommendation Progress



Confirmed replacement of up to 30 regular route vehicles with funding from MnDOT from 2017-2021



Funding allocated for the rehabilitation of the Piedmont Park and Ride in 2019 and the Woodland Park and Ride in 2020



New Service Expansion funds are currently being used to solicit a vendor for the Development of a new website



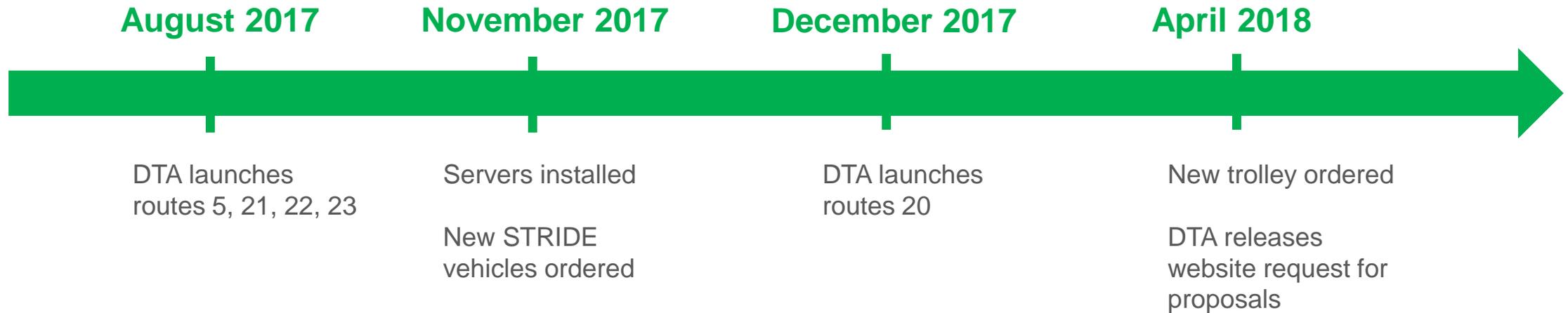
New Service Expansion funds will be used to launch a mobile bus tracking app



DTA was awarded a \$1.8M 5339 Bus and Bus Facilities Grant for the replacement of the current fare infrastructure and technology

New Service Grant Projects

- Fixed Route Expanded Service
- Paratransit Expanded Service
- New Trolley
- New Server Infrastructure
- Website Development
- Mobile Device Application



New Service Performance

Route	Total Hours per day	Total Cost (based on average of \$100/hour)	Total Passengers	Total Cost/Passenger
5	24h 07m	\$325,620	29,291	\$11.11*
20	6h 36m	\$89,100	3,156	\$28.23
21	29h 03m	\$392,175	14,715	\$26.65
22	24h 21m	\$328,725	20,786	\$15.81
23	22h 14m	\$300,105	42,348	\$7.08

Data is taken from December 3, 2017 to April 16, 2018

Average cost per passenger across all service is approximately \$5.02

**Route 5 data includes weekends which is not part of new service funding so cost is lower than reality*



New Service Next Steps

- Continue analyzing number of passengers per route
- Identify sections of routes that are performing better than others (i.e. London Road)
- Consider new routes against all routes for service efficiencies

