

EXPLORING SHARED MOBILITY PUBLIC-PRIVATE PARTNERSHIPS

RESILIENT COMMUNITIES PROJECT

About the Partner

The Minnesota Department of Transportation (MnDOT) oversees transportation in the state of Minnesota. MnDOT's Office of Transit and Active Transportation (OTAT) works with the 35 Greater Minnesota public transit agencies and their communities and develops active transportation (walk, biking, etc) planning and programming. Within OTAT, the Greater Minnesota Shared Mobility Program works to promote the growth of innovative shared mobility options and identify opportunities to connect transportation need with shared mobility services in Greater Minnesota communities.



Project Description

The State of Minnesota has identified transportation as the leading contributor of greenhouse gas (GHG) emissions in the state, and MnDOT has set a goal of reducing CO2 emissions by 30% by 2025. Single occupancy vehicle (SOV) trips are a driving factor in increases in GHG levels. Providing high quality public transportation, active transportation, and shared mobility options to Minnesota residents will be critical to offer an attractive, competitive alternative to SOV trips and to meet GHG reduction goals.

Shared mobility services offer an opportunity to provide better overall mobility and quality of life for all Minnesotans, especially those who do not have access to a private automobile due to income, age, and/or disability.

As these services grow, cities and transit agencies need to understand how to approach partnerships with shared mobility providers to achieve the best results for their communities.

Minnesota cities currently working with micromobility providers attempt to share knowledge and coordinate, but this is not a long-term solution. Without a more formal guide, individual communities are highly dependent on the institutional knowledge of staff. Furthermore in all but the largest cities, staff overseeing shared mobility often do not have a background in these types of agreements and are tasked with working on them as part of many other responsibilities.

The Public-Private Partnership Subcommittee of the Twin Cities Share Mobility Collaborative views creating a public-private partnerships (P3) guide to increase public sector knowledge of these types of agreements to be an important part of increasing shared mobility options for Minnesotans.

Key Issues, Questions, and Ideas to Explore

1. What are some of the public sector best practices for working with a private shared mobility provider (i.e. partnership models, performance requirements, request for proposal (RFP) processes, data sharing, etc.)?
2. What are the predominant business models for shared mobility companies and what do they generally wish to see in public sector partnerships to meet their goals?
3. What are the important issues that need to be considered in the range of relationships between the public sector and private shared mobility providers, ranging from solely permitting and regulating to fully developed P3s with public funding?
4. How do communities negotiate to get desired public policy outcomes, such as equity and safety?
5. How does this process differ across different types of communities, such as rural, small urban, metro suburban, and large cities?

How Student Work Will Be Used to Build Community Resilience

- To improve quality of life by strengthening mobility, especially for Minnesotans who do not have access to a private automobile due to income, age, and/or disability, and to provide viable, green transportation

Potential Community Partners or Stakeholders Existing Plans & Reports

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| <ul style="list-style-type: none">• Cities of Golden Valley, Richfield, Robbinsdale, Rochester, and Willmar• The Twin Cities Shared Mobility Collaborative: Public-Private Partnership Subcommittee and Steering Committee | <ul style="list-style-type: none">• Shared Use Mobility Center resources• Twin Cities Shared Mobility Collaborative resources• UC Davis Institute of Transportation Studies• Transportation Research Board publications |
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UofM RCP Contact

Sarah Tschida, Coordinator
University of Minnesota
tschi066@umn.edu, 612.625.6550

Project Lead

Elliott McFadden
Greater Minnesota Shared Mobility Program Coordinator
Minnesota Department of Transportation
elliott.mcfadden@state.mn.us, 651.366.4166



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