We all have a stake in A to B

# 2017 Transit Report: A Guide to Minnesota's Public Transit Systems

February 2018

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# 2017 Transit Report: A Guide to Minnesota's Public Transit Systems

*February 2018*

Prepared by the Minnesota Department of Transportation

with assistance from the Metropolitan Council

in compliance with Minnesota Statutes, Section 174.247

Minnesota Department of Transportation

Office of Transit

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This report is available online at *www.mndot.gov/transit/reports/transitreports/2017/*

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# LEGISLATIVE REQUEST

This report is issued to comply with Minnesota Statutes, Section 174.24. The cost of preparing this report is $12,000. The following table details where specific items requested in legislation are found in the report.

| Legislative specifications | Report section | Page |
|---|---|---|
| By February 15 annually, the commissioner shall submit a report to the legislature on transit services outside the metropolitan area. The Metropolitan Council and any public transit system receiving assistance under section 174.24 shall provide assistance in creating the report, as requested by the commissioner. The report must include, at a minimum, the following: | | |
| (1) a descriptive overview of public transit in Minnesota; | State of the Industry | 8 |
| (2) a descriptive summary of funding sources and assistance programs; | State of the Industry | 9 |
| (3) a summary of each public transit system receiving assistance under section 174.24; | Transit Fact Sheets | 25 |
| (4) financial data that identifies for each public transit system and for each transit system classification under section 174.24, subdivision 3b: | | |
| (i) the operating and capital costs; | Financial Statistics | 101 |
| (ii) each of the funding sources used to provide financial assistance; and | Financial Statistics | 101 |
| (iii) for federal funds, the amount from each specific federal program under which funding is provided; | State of the Industry<br>Financial Statistics | 9<br>101 |
| (5)a summary of the differences in program implementation requirements and aid recipient eligibility between federal aid and state sources of funds; | State of the Industry | 9 |
| (6) in each odd-numbered year, an analysis of public transit system needs and operating expenditures on an annual basis, which must include a methodology for identifying monetary needs, and calculations of: | | |
| (i) the total monetary needs for all public transit systems, for the year of the report and the ensuing five years; | State of the Industry | 23 |
| (ii) the total expenditures from local sources for each transit system classification; | Financial Statistics | 101 |
| (iii) the comprehensive transit assistance percentage for each transit system classification, which equals the expenditures identified under clause (7), item (ii), for a transit system classification, divided by the amounts identified under subitem (A), plus the sum of state sources of funds plus federal funds provided to all transit systems in that classification; and | Financial Statistics | 101 |
| (iv) the amount of surplus or insufficient funds available for paying capital and operating costs to fully implement the greater Minnesota transit investment plan under section 174.24, subdivision 1a. | State of the Industry | 23 |

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# State of the Industry

# ABOUT GREATER MINNESOTA TRANSIT

In 2016, Minnesota had 40 public transit systems who offered scheduled transportation service in 87 counties. Minnesota's public transit systems provide transportation options to driving alone and allow all residents to participate fully in the state's communities and economy.

Minnesota has two statutory goals directly related to transit (Minn. Stat., Sec. 174.01):

- Provide transit services to all counties in the state to meet the needs of transit users
- Promote and increase the use of high-occupancy vehicles and low-emission vehicles

Transit services are funded through a partnership that includes local, state and federal participation. In Minnesota, state and federal funding for public transit is administered by the Metropolitan Council and the Minnesota Department of Transportation. In the seven-county Twin Cities metropolitan area, the Transportation Division of the Metropolitan Council plans, coordinates and administers transit services. MnDOT's Office of Transit administers financial assistance to public transit systems in Greater Minnesota, including all 79 counties outside the metropolitan area.

The Metropolitan Council's statutory transit goals are defined in Minn. Stat., Sec. 473.371:

- Provide, to the greatest feasible extent, a basic level of mobility for all people in the metropolitan area
- Arrange, to the greatest feasible extent, for the provision of a comprehensive set of transit and paratransit services to meet the needs of all people in the metropolitan area
- Cooperate with private and public transit providers to assure the most efficient and coordinated use of existing and planned transit resources
- Maintain public mobility in the event of emergencies or energy shortages

The statutory purpose of MnDOT's Public Transit Participation Program is in *Minn. Stat., Sec. 174.21*:

- Provide access to transit for persons who have no alternative mode of transit available
- Increase the efficiency and productivity of public transit systems
- Alleviate problems of automobile congestion and energy consumption and provide desirable land use where such activities are cost-effective

Minnesota Statutes Section 174.247 governs the Transit Report

- Maintain a state commitment to public transportation
- Meet the needs of individual transit systems to the extent they are consistent with the other objectives stated above

# PURPOSE OF THE TRANSIT REPORT

The Transit Report is published annually to give residents and elected officials an overview of public transit services in Minnesota. The report includes fact sheets that describe each state-supported public transit system in Minnesota and aggregated information about calendar year 2016 expenditures, funding sources, ridership, and revenue hours. Additional chapters of note include:

- "State of the Industry" outlines federal and state funding mechanisms, local initiatives and oversight of transit service in Minnesota.
- "Federal and State Funding for Transit" outlines current transit funding allocations
- "Major Accomplishments" provides a detailed look at notable transit system activities in 2016
- "Preparing for the Future" describes factors affecting future transit provision in Minnesota, including projections of future transit needs and related funding requirements

This report also complies with Minn. Stat., Sec. 174.247 that requires MnDOT annually analyze, compile and publish financial information for state-supported transit systems. The chart on page 3 itemizes specific statutory guidelines for the report and indicates which sections meet these requirements.

# FEDERAL AND STATE FUNDING FOR TRANSIT

This section outlines how federal and state funding is distributed among Minnesota's public transit systems. Minn. Stat., Sec. 174.247 requires "a summary of the differences in program implementation requirements and aid recipient eligibility between federal aid and state sources of funds." Federal and state funding levels directly impact the size of local transit system budgets.

## Federal Funding Programs for Public Transit

Urbanized areas, defined by the U.S. Census Bureau as places with populations greater than 50,000, are eligible to receive Federal Transit Administration, Section 5307 Urbanized Area Formula Program grant funds. Each of Minnesota's eight eligible metropolitan areas receives these funds. The Section 5307 program allows areas with populations greater than 50,000, but

less than 200,000, to spend funds on transit capital, planning and operations. Mankato's population surpassed 50,000 at the 2010 census and the city began receiving these funds in federal fiscal year 2013. Fargo-Moorhead, Grand Forks-East Grand Forks, La Crosse-La Crescent, Rochester, Duluth and St. Cloud also receive these funds. For areas with populations greater than 200,000, federal assistance is available for capital and planning funds only. The seven-county Twin Cities metropolitan area is in this funding category.

Metropolitan areas receive all Section 5307 grant funds directly from the FTA. As direct recipients of federal funds, metropolitan areas are individually responsible to the FTA for compliance with federal laws and regulations.

Rural and small urban areas, defined by the U.S. Census Bureau as places with populations less than 50,000, are eligible for Section 5311 Rural Area Formula Program grant funds that can be used for transit capital and operating assistance. Eligible recipients include states and registered tribes. In 2016, 35 sub-recipients received Section 5311 funds administered by MnDOT. Eligible sub-recipients include local government authorities, non-profit organizations, or operators of public transportation or intercity bus service. This program supports transit systems in both Greater Minnesota and in rural parts of the seven-county Twin Cities metropolitan area.

As the direct federal recipient of all Section 5311 funds, MnDOT solicits applications for funding, selects sub-recipients, and enters into grant contracts with participating public transit operators. MnDOT is responsible for monitoring federal regulatory compliance by all Section 5311 sub-recipients.

The federal transportation law, Fixing America's Surface Transportation Act and Moving Ahead for Progress in the 21st Century, created a new capital formula program: Section 5339 Bus and Bus Facilities Program. The Metropolitan Council receives Section 5339 formula funds for the Twin Cities metropolitan area and MnDOT receives and distributes the funds for Greater Minnesota.

## Federal Programs Support Local Transit Operating and Capital Projects

Federal programs constitute the majority of federal transit formula funding in Minnesota and provide operating and capital funds through grants to large urban, small urban and rural areas. In total, federal fiscal year 2016 funding through Sections 5307, 5311 and 5339 programs provided about $116 million toward public transportation assistance in Minnesota. Other federal programs focus on specialized services, such as Section 5310 formula grants for the enhanced mobility of seniors and individuals with disabilities.

Table 1 depicts FTA funding for Minnesota transit systems by program type for federal fiscal year 2017.

2016 Minnesota Public Transit Systems: 35

Greater Minnesota: 46

Twin Cities Metro: 5

Commuter Rail Routes: 1

Light Rail Routes: 2

Table 1: FFY 2017 Federal Funding for Minnesota Transit

| PROGRAM | DESCRIPTION | 2017 TOTAL | % OF GRAND TOTAL |
|---|---|---|---|
| 5303 | Metropolitan Transportation Planning Program: Planning activities and technical assistance for public transit services | $1,591,209 | 1.09% |
| 5304 | Statewide Transportation Planning Program: Planning activities, technical studies and cooperative research for public transit services | $301,998 | 0.21% |
| 5307 | Urbanized Area Formula Program: Operating and capital assistance for public transportation in urban areas (including Duluth, East Grand Forks, La Crescent, Mankato, Moorhead, Rochester, St. Cloud and metropolitan Twin Cities.) | $63,248,281 | 43.23% |
| 5309 | New Starts: Capital funding for fixed guideway transportation investments | $10,000,000 | 6.83% |
| 5310 | Elderly Individuals and Individuals with Disabilities Program: Capital and operating assistance grants for organizations that serve elderly and/or persons with disabilities | $3,846,676 | 2.63% |
| 5311 | Non-urbanized Area Formula Program: Capital and operating funding for small urban and rural areas; includes intercity bus transportation | $15,863,833 | 10.84% |
| 5311(b)(3) | Rural Transit Assistance Program: Research, training and technical assistance for transit operators in non-urbanized areas | $249,893 | 0.17% |
| 5311(c) | Public Transportation on Indian Reservations: Capital and operating funding for tribes | $2,044,800 | 1.40% |
| 5337 | State of Good Repair Program: Funding to upgrade rail transit systems and high-intensity motor bus systems that use high-occupancy vehicle lanes, includes bus rapid transit | $15,313,475 | 10.47% |
| 5339 | Bus and Bus Facilities Program: Funding to assist in procurement or construction of vehicles and facilities | $7,068,088 | 4.83% |
| FHWA Flexible Funds | Congestion Mitigation and Air Quality: Funding for transit capital projects | $23,765,609 | 16.2% |
| | Surface Transportation Program: Funding for transit capital projects in Minnesota | $3,014,400 | 2.06% |
| Grand total | | $146,308,262 | 100.00% |

## State Programs Support Public Transit

The amount of service that Minnesota transit systems can provide is closely tied to the amount of funding provided by the state. In 2016, state funding covered approximately 65 percent of transit system operating costs. State funding for transit is determined by the Minnesota Legislature, which appropriates transit funding from the general fund on a biennial basis and sets the percentage of motor vehicle sales tax revenue dedicated to public transit. Metro area and Greater Minnesota transit both receive regular MVST revenues with the seven-county Twin Cities metro area receiving 36 percent of statewide collections and Greater Minnesota receiving 4 percent. The remaining 60 percent of statewide collections are deposited in the highway user tax distribution fund.

Additionally, Greater Minnesota receives a portion of MVST revenues from leased vehicles, which are split among the state general fund and county state-aid highways.

The Metropolitan Council administers the metro portion of these funds to provide transit service in the seven-county Twin Cities metropolitan area. MnDOT administers the Greater Minnesota portion of these funds to provide public transit services outside the seven-county Twin Cities metropolitan area.

MnDOT disburses funds for Greater Minnesota transit through the Public Transit Participation Program. Greater Minnesota public transit providers apply annually for funding that may be used for operating, capital and planning activities. Eligibility is determined by Minn. Stat., Sec. 174.24, which states, “Any legislatively established public transit commission or authority, any county or statutory or home rule charter city providing financial assistance to or operating public transit, any private operator of public transit, or any combination thereof is eligible to receive financial assistance through the Public Transit Participation Program.”

State law requires local participation in funding public transit services in Greater Minnesota. A statutory fixed-share funding formula sets a local share of operating costs by system classification as follows:

- Elderly and disabled: 15%
- Rural (population less than 2,500): 15%
- Small urban (population 2,500 - 50,000): 20%
- Urbanized (population more than 50,000): 20%

State and federal funding for public transit covers the remaining 80 or 85 percent of operating costs awarded through the Public Transit Participation Program.

## State Public Transit Assistance

Table 2 lists state transit funding in the 2016-2017 biennium. Values for 2017 motor vehicle sales tax (regular and leased) are Minnesota Management and Budget's estimates from November 2016. The totals are approximately 7.6 percent higher, on average, than the 2014-2015 biennium, when yearly statewide totals were $403,061,000 and $400,927,000, respectively.

Table 2: State Transit Funding for 2016-2017

| SOURCE | 2016 | 2017 | TOTAL |
|---|---|---|---|
| Public transit assistance (general fund) | $19,745,000 | $19,745,000 | $39,490,000 |
| Greater MN transit account (MVST) | $28,567,000 | $29,790,000 | $58,357,000 |
| Greater MN transit account (leased MVST revenues ) | $29,171,000 | $30,050,000 | $59,221,000 |
| *Greater Minnesota total* | *$77,483,000* | *$79,585,000* | *$157,068,000* |
| Public transit assistance (general fund) | $81,626,000 | $101,126,000 | $182,752,000 |
| Metro Area transit account (MVST) | $257,099,000 | $268,100,000 | $525,199,000 |
| *Twin Cities Metro Area total* | *$338,725,000* | *$369,226,000* | *$707,951,000* |
| Statewide total | $416,208,000 | $448,811,000 | $865,019,000 |

Table 3 lists general fund base levels and Minnesota Management and Budget's November 2016 forecast for state transit funding in the 2018-2019 biennium. If forecasts are accurate, that would provide another 8.6 percent increase over the previous biennium.

Table 3: State Transit Funding for 2018-2019

| SOURCE | 2018 | 2019 | TOTAL |
|---|---|---|---|
| Public transit assistance (general fund) | $17,245,000 | $17,245,000 | $34,490,000 |
| Greater MN transit account (MVST) | $31,960,000 | $33,800,000 | $65,760,000 |
| Greater MN transit account (leased MVST revenues ) | $32,750,000 | $35,400,000 | $68,150,000 |
| *Greater Minnesota total* | *$81,955,000* | *$86,445,000* | *$168,400,000* |
| Public transit assistance (general fund) | $89,820,000 | $89,820,000 | $179,640,000 |
| Metro Area transit account (MVST) | $287,620,000 | $304,160,000 | $591,780,000 |
| *Twin Cities Metro Area total* | *$377,440,000* | *$393,980,000* | *$771,420,000* |
| Statewide total | $459,395,000 | $480,425,000 | $939,820,000 |

## 2016 Major Accomplishments

### TRUE TRANSIT AND MRVT

In 2015, MnDOT conducted a study in LeSueur, Nicollet and Blue Earth counties that described the need for transit service. The area did not have county-wide transit services. Through the process the three counties agreed to work with VINE Faith in Action, an existing non-profit providing some service for two of the counties. VINE Faith in Action acted as the grantee, fiscal agent and governing power for the new TRUE (Town-Rural-Urban-Express) transit system established in 2016. Working with the community, transit directors ordered buses, created schedules, implemented a fare structure, produced rider guides with policies for bus passengers and planned routes. TRUE transit also hired an operations supervisor and bus drivers and will work on partnerships with two other transit organizations to purchase a dispatch software program.

Prior to 2016 the cities of LeSueur and St. Peter each operated a transit system that provided transit to residents only within the city borders. During the study process, the cities of LeSueur and St. Peter agreed to merge into one system governed by a joint powers board. The new system, Minnesota River Valley Transit, is now providing similar service to both cities, including an intercity route from LeSueur to Mankato several times per week for employment and education trips while providing access to larger medical and commercial centers in Mankato.

TRUE transit also partnered with Minnesota River Valley Transit to apply for and receive a Commuter Challenge Grant for $30,000 to create marketing tools for new programs. The system is using the funds to produce television and radio commercials, social media advertising, brochures, billboards and branding for each program.

## REGIONAL TRANSPORTATION COORDINATING COUNCILS

The Minnesota departments of Transportation and Human Services, in collaboration with other state agencies through the Minnesota Council on Transportation Access, are working with local governments and organizations to create Regional Transportation Coordinating Councils as appropriate throughout Greater Minnesota. Increased coordination between transportation providers, service agents and the private sector helps fill transportation gaps, streamline access to transportation and provide people with more options of where and when to travel. The RTCCs will be responsible for coordinating transportation services through a network of existing public, private and non-profit transportation providers. RTCCs will consist of stakeholders interested in improving mobility for people with limited transportation options including older adults, individuals with disabilities, individuals with low incomes, and/or military veterans.

MnDOT's Office of Transit is providing financial and technical support for the creation of the Greater Minnesota network of RTCCs. The RTCCs will be consistent in their development of increased cooperation but unique in operations to meet the needs and characteristics of each region.

## ST. CLOUD METRO BUS

In 2016, St. Cloud Metro Bus rebuilt its website to make using the bus system easier. The project earned a Silver W3 Award in 2017. The W3 Award honors creative excellence on the web. Entries are judged on creativity, usability, navigation, functionality, visual design and ease-of-use. The new site features several enhancements, including:

- A responsive design to provide a more consistent user experience. The site resizes to fit the dimensions of the phone, tablet or desktop computer screen.
- A new trip-planning tool to take the hassle out of reading a bus schedule. Users just type in their starting point, destination and time they wish to travel. The trip planner provides route options.
- The trip planner tool allows customers to check the departures for a particular stop, view timetables and see other routes they can transfer to nearby.
- New short, how-to-ride videos available in three languages: English, Spanish and Somali. The videos help users learn how to plan a trip, use the farebox, board the bus with wheelchairs or strollers, how to use the bicycle rack and more.

### Free bus passes to assist job seekers with transportation.

In 2016, Metro Bus received a grant from the Morgan Family Foundation to help low-income individuals in financial crises get to job-related activities until they could afford a bus pass. Metro Bus helped over 700 individuals through this program by distributing 437 31-day passes, 200 ride cards and 1,250 tokens. People from many varied backgrounds (men, women, youth, veterans, seniors) received the service. Without this resource, individuals may have been restricted in their employment search or unable to seek employment.

## DULUTH TRANSIT AUTHORITY

The Duluth Transit Authority finished the construction phase for the multimodal facility located in downtown Duluth. The new facility allows for safe and secure transfers between Duluth Transit Authority routes and the other transit providers, pedestrians, bicyclists and future rail passengers. The project design began in 2012, with construction beginning in 2014 and completion in early 2016. The off-street location and design improves the effectiveness of current and future transportation demand and provides connections to the overall transportation system. The facility cost approximately $30 million derived from several sources, including the Duluth Transit Authority; the City of Duluth; federal, state and local grants; and a private partner. The grand opening for the Duluth Transportation Center was held on Feb. 4, 2016.

The Duluth Transit Authority also engaged in a signal prioritization project in downtown Duluth that is tied to the multimodal facility. The sequencing of traffic signals allows buses to exit the multimodal facility and move through the downtown area on a smooth and timely schedule.

The Duluth Transit Authority was awarded a Lo-No Grant to purchase six quick-charge electric buses and two charging stations. This grant also included project planning and initiation, infrastructure procurement, design and build, public relations, data collection, analysis and reporting. The project planning started in 2015, and was amended in 2016 to change from the limited range, quick-charge batteries to an extended range battery and one additional bus. After extensive research and modeling for cold weather operations, additional changes included the design and installation of auxiliary heaters. The cold weather research and battery changes resulted in a delay in the delivery date to the first quarter of 2018.

## TRANSIT FOR OUR FUTURE INITIATIVE: MERGER OF WESTERN COMMUNITY ACTION

As an example of the Transit for Our Future Initiative, Western Community Action (Marshall) and Heartland Community Action (Willmar) merged on Oct. 1, 2016. The new agency is United Community Action Program. Community Transit of Western Community Action was the transit provider for eight

southwestern counties in Minnesota. Heartland Community Action did not have transit as one of their programs: in Heartland's area Central Community Transit and Trailblazer Transit provide transit services. Community Transit will continue to provide transit service for Lincoln, Lyon, Redwood, Murray, Cottonwood, Pipestone, Rock and Jackson counties through a grant contract with MnDOT as they have done for the past years. The merger is primarily an administrative and organizational benefit; service improvements will increase ridership in the coming years.

## METROPOLITAN COUNCIL HIGHLIGHTS

### Arterial BRT (Bus Rapid Transit)

Metro Transit began construction on a new kind of bus service for the Twin Cities' busiest urban streets in 2015. Arterial bus rapid transit is a package of enhancements that adds up to a faster trip and an improved customer experience. Improvements include specialized BRT vehicles, all-door boarding, pre-paid tickets, traffic signal priority and other measures that reduce transit delay. Dedicated BRT stations also feature real-time signage, heated shelters, security features and increased maintenance and snow removal. Metro Transit's first arterial BRT project, the A Line, completed construction and began service on June 11, 2016. The A Line runs from Rosedale Transit Center along Snelling Avenue, Ford Parkway and 46th Street in the cities of Roseville, Falcon Heights, St. Paul and Minneapolis. The A Line provides a key connection between the METRO Green Line in St. Paul and the METRO Blue Line in Minneapolis. The 46th Street Station is the end of the A Line route. The project closely coordinated its construction with separate roadway projects led by MnDOT, Hennepin County and Ramsey County. Coordinating these projects resulted in smoother roads, shorter construction durations and reduced total cost. A total of 20 arterial BRT stations were constructed with 12 A Line buses added for revenue service. The A Line is the first of 12 rapid bus lines that will improve service in the region's busiest urban corridors. Engineering is currently underway for the C Line, with service on Penn Avenue between Brooklyn Center and downtown Minneapolis. The C Line is on target to open in 2019, pending full funding. When fully implemented, the rapid bus network will include more than 400 stations and cover 100 miles, providing an estimated 160,000 weekday rides, or about a third of all daily rides.

### Small Start – I-35W South BRT (METRO Orange Line)

The METRO Orange Line, led by Metro Transit, began FTA Small Starts project development activities in 2015. The Orange Line is a $151 million bus rapid transit corridor connecting Burnsville, Bloomington, Richfield and Minneapolis. The project began engineering activities in late 2015 in preparation for 2017 construction and late 2019 opening. A major component of the project is an online median station at I-35W and Lake Street, advanced in partnership with a MnDOT project on the corridor.

Metro Transit also plans a future extension of the 17-mile corridor into southern Burnsville and Lakeville.

## New Start – METRO Green Line Extension (Southwest LRT)

The METRO Green Line extension (Southwest LRT) project includes approximately 14.5 miles of new double track as an extension of the existing METRO Green Line (Central Corridor LRT) from downtown Minneapolis through the communities of St. Louis Park, Hopkins, Minnetonka and Eden Prairie, passing in close proximity to Edina. The proposed alignment includes 16 new stations (including Eden Prairie Town Center Station that is deferred for construction at a later date), approximately 2,500 additional park-and-ride spaces, passenger drop-off accommodations, bicycle and pedestrian access, and new or restructured local bus routes connecting stations to nearby residential, commercial and educational destinations. It will provide a one-seat ride on the existing METRO Green Line to the University of Minnesota, State Capitol and downtown St. Paul, and will connect with the region's system of transitways, including the METRO Blue Line, the METRO Red Line, Northstar Commuter Rail and the METRO Blue Line extension. The METRO Green Line extension is scheduled to open for service in 2023. Weekday ridership is estimated at 33,300 by 2040.

## New Start - METRO Blue Line Extension (Bottineau LRT)

The METRO Blue Line extension is a 13-mile corridor extending northwest from downtown Minneapolis to serve Golden Valley, Robbinsdale, Crystal and Brooklyn Park, as an extension of the existing METRO Blue Line (Hiawatha Corridor LRT). The line will connect activity centers including the Target North campus, North Hennepin Community College, downtown Robbinsdale, Golden Valley, Courage Kenny Rehabilitation Institute and downtown Minneapolis. It will provide a one-seat ride on the existing METRO Blue Line to the VA Medical Center, Mall of America and Minneapolis - St. Paul International Airport, and will connect Minneapolis and the northwest communities with the region's system of transitways, including the METRO Green Line, the METRO Red Line, Northstar Commuter Rail and the METRO Green Line extension. The METRO Blue Line extension open date is to be determined. Weekday ridership is estimated at 28,400 by 2040.

## Metro Mobility Restructuring

Metro Mobility service was restructured in 2015. The provision of service within the seven-county metropolitan area remained largely unchanged for more than 20 years. The service zones were adjusted from five contractors to three, which created zones that were generally the same size while honoring current travel patterns and allowing for future growth. The restructuring addressed three key concerns: compliance, cost and customer service. First, the new service zone structure addresses federal compliance concerns in the areas of transfers and oversight. Second, the competitive procurement for all contracts reduced

the cost of service. Finally, the restructuring improved customer service by eliminating transfers, reducing confusion in areas with duplicative service providers and ensuring that safety net programs were available to all Metro Mobility customers.

## Better Bus Stops

In late 2014, Metro Transit received a $3.26 million Ladders of Opportunity grant from the Federal Transit Administration to invest in bus stop and customer waiting shelter improvements that enhance access to employment and educational opportunities. These grant funds combined with other resources to fund the Better Bus Stops program. Metro Transit's goal is to add up to 150 shelters, improve an additional 75 existing shelters with light or heat, and engage with communities around decisions and policies related to bus stop improvements. To advance the equity outcome from Thrive MSP 2040, the region's development guide, the Better Bus Stops program focuses on neighborhoods in areas of concentrated poverty where more than half of the residents are people of color. Resources are focused in north Minneapolis; south Minneapolis; St. Paul's East Side; the St. Paul neighborhoods of Frogtown, North End, Union Park, West Side and Summit-University; and portions of Brooklyn Center, Brooklyn Park and Richfield. Major accomplishments in 2015 and additional progress anticipated by the end of 2016 include 75 new shelters and 40 existing shelters improved with lighting and in some cases heaters. In a partnership with the region's Community Engagement Team, in 2016 Better Bus Stops contracted with 11 community-based organizations to engage the people and communities who are traditionally under-represented in transit decision-making processes, and are most affected by these decisions. Metro Transit staff are conducting outreach and engagement across the region through an online survey, outreach at busy bus stops and transit centers, and participation in community meetings and events.

## Bus service frequency and span improvement

By reinvesting in existing bus service resources and technology improvements, Metro Transit improved service and reliability for customers. Metro Transit's "*Frequent Transit Network*" is designed to ensure transit service to customers every 15 minutes throughout weekdays and Saturdays. This includes BRT, LRT and regular route bus service. Service additions in 2016 included Routes 2 and 11 serving Minneapolis. Significant frequency improvements were also made to Route 62 in St. Paul, and a new frequent limited stop bus route is planned to serve East St. Paul and Maplewood in 2017. Late night and early morning service was enhanced, nighttime service on Routes 10 and 18, and improved weekend service on many routes, including 30, 721 and 724. Transit signal priority enhancements to improve speed and reliability have been made to Route 10 (Central Avenue), and more are planned for Route 5 in 2017.

# Preparing for the Future

## TRANSPORTATION FUNDING DURING RECENT LEGISLATIVE SESSIONS

Governor Mark Dayton advocated for increased transportation funding during the 2017 Minnesota legislative session. This included support for a half-cent sales tax in the metro area that would raise $2.8 billion over 10 years to build and operate an expanded, integrated regional transit system. This funding proposal was intended to increase metropolitan area bus services by 30 percent, and fund construction and operations for up to 20 new bus and rail transitways resulting in a 70 to 80 percent increase in transit ridership. In Greater Minnesota, Governor Dayton proposed increasing public transit base funding by $10 million per year to fulfill the legislative target of meeting 90 percent of the need for transit by 2025.

The 2017 legislative session ended without a sales tax for transit in the metro area. However, an agreement was reached to preserve and maintain current service despite a substantial deficit heading into the session. This was achieved through a one-time $70M appropriation. A significant deficit for metro area transit looms in the 2020/2021 biennium due to MVST forecast downturns and structural funding issues not addressed in the 2017 session.

## MNDOT PROJECTS OPERATING AND CAPITAL FUNDING REQUIREMENTS TO MEET FUTURE TRANSIT NEED

In 2010, MnDOT completed the first Greater Minnesota Transit Investment Plan to estimate the need for transit services in Greater Minnesota and project the cost of providing additional public transit services to meet present and future need. MnDOT's model used population size and transit trip rates to calculate transit need and translated this figure into service hours required to provide additional trips. MnDOT updated these figures annually to reflect current service hours and as new population projections are made available.

In 2017, MnDOT completed the second Greater Minnesota Transit Investment Plan. The plan included refining the model to estimate needs for transit services. The new model used the following demographic data: population over 60 years of age, limited mobility population aged 18 to 64 and residents of households with no vehicles. It also incorporates binary variables for counties having a metropolitan area with population over 50,000, a college campus and the combination of those two factors.

Table 4 depicts projected operating and capital costs of providing service hours to meet 100 percent of projected need during the next five years based on the refined model. Capital costs are a combination of replacement costs to

maintain the current fleet size and the cost of additional vehicles to fully close the gap between current levels of service and new service required to meet 100 percent of estimated needs. Operating costs are based on the hours of service required to meet new levels of service to provide for the expanding population.

Table 4: Cost (in millions) to Meet 100% of Projected Transit Need, 2017-2022

| CATEGORY | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 |
|---|---|---|---|---|---|---|
| Operating cost | $105.0 | $115.3 | $123.2 | $131.6 | $138.2 | $145.8 |
| Capital cost: vehicle replacement | $13.4 | $16.1 | $17.3 | $17.9 | $19.1 | $19.9 |
| Capital cost: additional vehicles | $18.6 | $5.3 | $5.5 | $5.6 | $3.8 | $3.9 |
| Facilities | $3.8 | $3.9 | $4.0 | $4.1 | $4.2 | $4.3 |
| TOTAL | $140.8 | $140.6 | $150.0 | $159.2 | $165.3 | $173.9 |

The capital cost for additional vehicles in 2017 is unusually high because a large capital investment would be necessary to acquire enough buses to jump from currently meeting 87 percent of need to meeting 100 percent of need.

Between 2017 and 2030, MnDOT projects that transit need will grow from 15.1 million to 20.1 million passenger trips per year. To serve these trips, Greater Minnesota public transit systems would need to provide 1.53 million hours of service in 2017 and increase to 2.03 million hours of service in 2030. Table 5 illustrates these figures and the total funds required to provide this additional transit service.

Table 5: Projected Transit Need and Cost (in millions) to Meet 100% of Need, 2017-2030

| CATEGORY | 2017 | 2020 | 2025 | 2030 |
|---|---|---|---|---|
| Total passenger demand (millions of trips) | 15.1 | 16.9 | 18.9 | 20.1 |
| Millions of service hours to meet demand | 1.53 | 1.71 | 1.91 | 2.03 |
| Annual operating cost | $105.0 | $131.6 | $170.9 | $211.3 |
| Average annual capital cost | $35.8 | $26.6 | $29.6 | $34.6 |
| TOTAL | $140.7 | $158.2 | $200.5 | $246.0 |

The average annual capital cost for 2017 is somewhat high because a large capital investment would be necessary to acquire enough buses to jump from currently meeting 89% of need to meeting 100% of need. The average annual capital cost listed in the 2020 column is for the 3-year period from 2018-2020.

Without funding increases, Greater Minnesota public transit systems will not be able to sustain or expand the number of service hours currently provided.

The Minnesota Legislature asked MnDOT to identify the cost of meeting 80 percent of transit need by 2015 and 90 percent of transit need by 2025. Based on the refined model, transit service achieved the goal of meeting 80 percent of need by 2015. However, the need for increased transit service has been evident when developing the transportation components of the State of Minnesota's Olmstead Plan and Coming Home: Minnesota's Plan to Prevent and End Homelessness. The legislative target of meeting 90 percent of transit need by 2025 has been incorporated into both plans. Table 6 depicts the gap between projected revenues for transit and the funds needed to meet the 2025 target.

The motor vehicle lease sales tax cannot be spent until the fiscal year after it is collected. Therefore, even though Table 6 shows a federal and state funding gap of $5.2 million by 2025, it is about $50 million, because the $44.7 million in motor vehicle lease sales tax revenue that is estimated to be distributed to the Greater Minnesota transit account in FY 2025 cannot be spent until FY 2026.

Table 6: Cost (in millions) to meet legislative targets: 2025

| PROJECTIONS | NEEDED TO MEET 2025 TARGETS |
|---|---|
| Costs to meet legislative targets | $236.7 (capital), $1,130.6 (operating) |
| Federal STP Revenues | $61.0 |
| Federal 5307 Urban Revenues | $83.3 |
| Federal 5311 Rural Revenues | $112.2 |
| Federal 5339 Bus and Bus Facilities | $21.9 |
| State General Fund Revenues | $136.0 |
| State MVST Revenues | $316.2 |
| State MVLST Revenues | $356.8 |
| Local Share | $273.4 |
| Period gap between costs and projected revenues | $6.5 |
| Period gap paid by local share | $1.29 |
| Period federal and state funding gap | $5.2 |
| Average annual Federal and State funding gap | $0.58 |

Federal Surface Transportation Program and Section 5339 Bus and Bus Facilities Program funds can only be used for capital. Federal Section 5307 Urban Formula Program funds are split equally between capital and operations. Federal Section 5311 Non-Urbanized Area Formula funds and all state funding sources can be used on capital or operations.

The local share for capital expenditures is 20 percent. The local share for operating expenditures is statutorily set at a minimum of 15 percent for rural and paratransit service and 20 percent for urban service. In 2016, the local share averaged 21 percent. For estimating purposes here, it is assumed at 20 percent for operating.

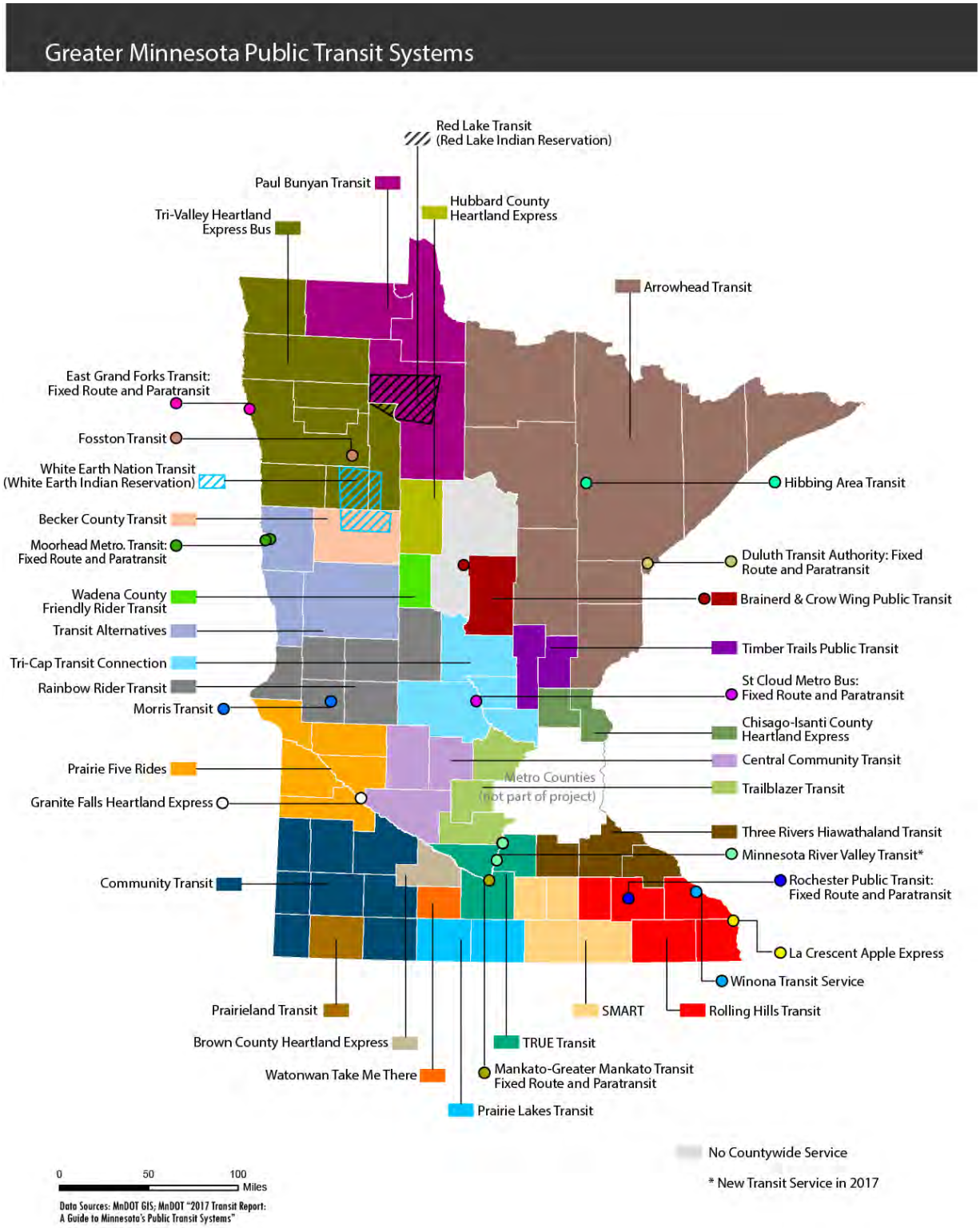
If future funding increases, MnDOT's highest priority for Greater Minnesota public transit service expansion is to establish service in locations without any existing public transit. Assuming all eligible locations are served by public transit, MnDOT's top priorities for service expansion include:

- Expand span of service hours to cover more days of the week and hours of the day
- Increase frequency of urban routes
- Expand coverage to under-served and unserved communities
- Invest in regional connections and cross-county service where there is a high level of travel between population and employment centers

## Conclusion

As we look to the future, public transportation is increasingly important to help the people of Minnesota access economic and social opportunity in their communities. The State of Minnesota's commitments in the court-ordered Olmstead Plan magnify this importance. As population growth, an aging demographic and environmental considerations create even greater demands on public transit, MnDOT strives to make access to quality public transit systems available to citizens statewide. To assure that Minnesota is at the forefront of future transit strategies and financing, MnDOT will work proactively toward its mission to provide the highest quality, dependable multimodal transportation system.

# 2017 Transit System Fact Pages



# ARROWHEAD TRANSIT

| INFO | ARROWHEAD TRANSIT |
|---|---|
| Contact | Jack Larson |
| Title | Transit Director |
| Street | 702 3rd Avenue South |
| City State Zip | Virginia, MN 55792 |
| Telephone | 218-735-6801 |
| E-mail | jack.larson@aeoa.org |
| Website | www.arrowheadtransit.com |

## 2016 Highlights

- Increased fares by 5% across all eight counties in January 2017 and have still seen a slight increase in ridership over the last year
- Intensely training and cross training dispatchers resulted in an average of less than one minute to pick up a call
- Care and concern of our drivers is our most important highlight

## System Snapshot

| INFO | ARROWHEAD TRANSIT |
|---|---|
| Legal Name | Arrowhead Economic Opportunity Agency |
| Governance | Community Action Program |
| Area Served | Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine, and St. Louis Counties |
| Leg. District | 03A, 03B, 05A, 05B, 06A, 06B, 07A, 07B, 10B, 11A, 11B |
| Cong. District | 8 |

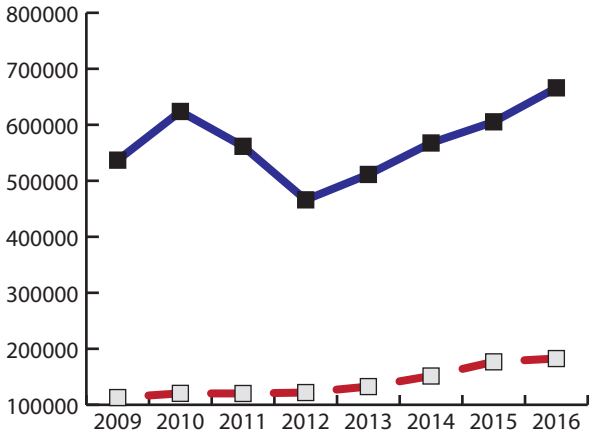
## System Characteristics

| INFO | ARROWHEAD TRANSIT |
|---|---|
| Vehicle Fleet | 29 Class 400, 74 Class 500 |
| Service Type | Demand Response, Dial-a-Ride & Route Guarantee |
| Funding Class | Rural |
| Base Fare | $1.75 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00 am - 8:00 pm |
| Saturday | 9:00 am - 5:00 pm |
| Sunday | 8:00 am - 2:00 pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

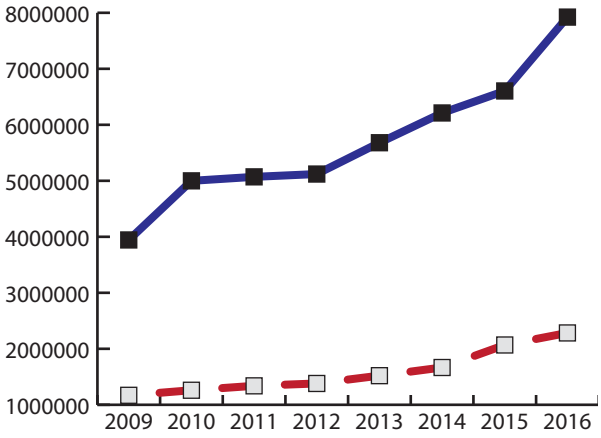
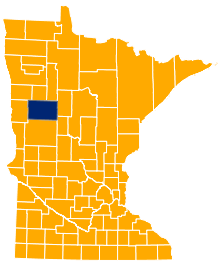



Chart Legend: System data — Peer group average

# BECKER COUNTY TRANSIT



| INFO | BECKER COUNTY TRANSIT |
|---|---|
| Contact | Jack Ingstad |
| Title | County Administrator |
| Street | 1320 Rossman Ave |
| City State Zip | Detroit Lakes, MN 56501 |
| Telephone | 218-847-1674 |
| E-mail | jwingst@co.becker.mn.us |
| Website | http://www.co.becker.mn.us/dept/transit/ |

## 2016 Highlights

- Shared Transit Director position created in coordination with Wadena County
- Began proccess of merging dispatch services with Wadena County

## System Snapshot

| INFO | BECKER COUNTY TRANSIT |
|---|---|
| Legal Name | Becker County Transit |
| Governance | County Board |
| Area Served | Becker County |
| Leg. District | 02B, 04B |
| Cong. District | 7 |

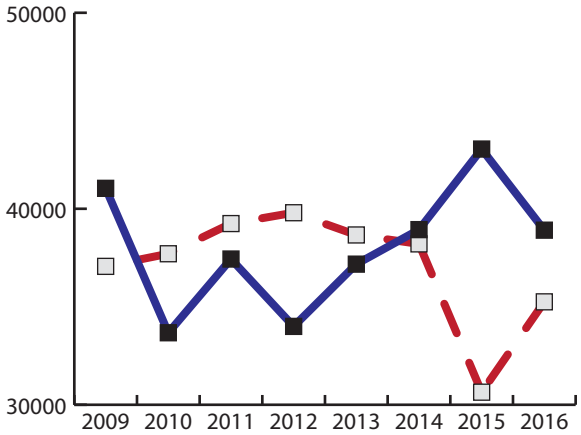
## System Characteristics

| INFO | BECKER COUNTY TRANSIT |
|---|---|
| Vehicle Fleet | 5 Class 400 |
| Service Type | Demand Response |
| Funding Class | 5311 |
| Base Fare | $1.50 - $4.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 7:00am - 6:00pm |
| Saturday | 10:00am to 2:00pm |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

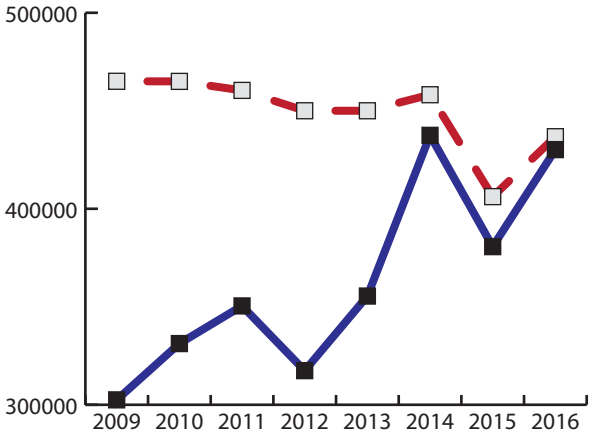
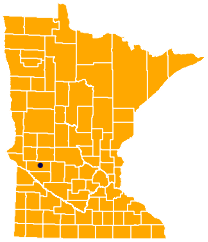



Chart Legend: System data — Peer group average

# BENSON HEARTLAND EXPRESS



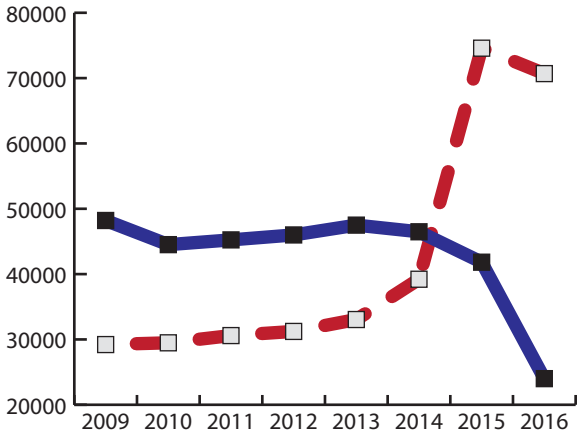
| INFO | BENSON HEARTLAND EXPRESS |
|---|---|
| Contact | Ted Nelson |
| Title | Program Manager |
| Street | PO Box 19 |
| City State Zip | Montevideo, MN 56265 |
| Telephone | 320-269-6578 |
| E-mail | ted.nelson@prairiefive.org |
| Website | www.prairiefive.com/transportation.html |

## 2016 Highlights

- City of Benson merger with Prairie Five in August 2016
- Note: the ridership and operating expenditures graphs below display the last year of operation

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

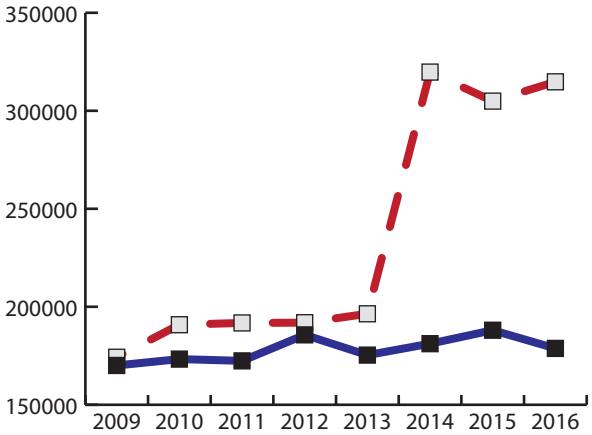
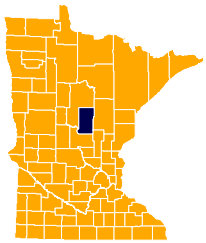



Chart Legend: System data — Peer group average

# BRAINERD & CROW WING PUBLIC TRANSIT



| INFO | BRAINERD & CROW WING TRANSIT |
|---|---|
| Contact | Andy Stone |
| Title | Transit Coordinator |
| Street | 501 Laurel Street |
| City State Zip | Brainerd, MN 56401 |
| Telephone | 218-454-3413 |
| E-mail | astone@ci.brainerd.mn.us |
| Website | ci.brainerd.mn.us/195/transit |

## 2016 Highlights

- Leveraged technology to aid scheduling and dispatching which, combined with automatic vehicle location, has transformed the transit experience
- Service denials have been nearly eliminated
- No-shows down 56%, schedule time down 50%
- 2% ridership increase with a significant decrease in customer complaints

## System Snapshot

| INFO | BRAINERD & CROW WING TRANSIT |
|---|---|
| Legal Name | City of Brainerd |
| Governance | City Government |
| Area Served | Hwy 210/371 corridor, large Crow Wing cities |
| Leg. District | 10A |
| Cong. District | 8 |

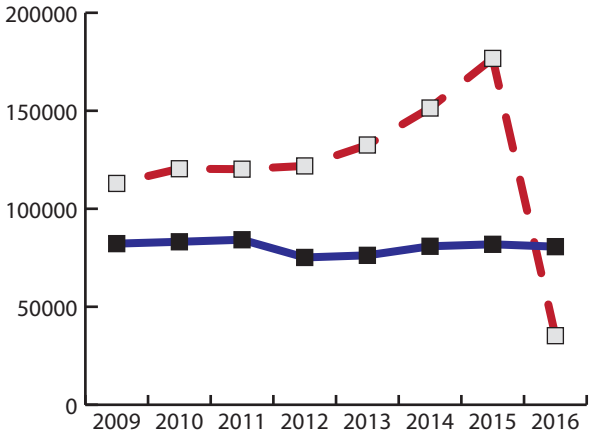
## System Characteristics

| INFO | BRAINERD & CROW WING TRANSIT |
|---|---|
| Vehicle Fleet | 9 class 400, 1 class 500 |
| Service Type | Demand Response |
| Funding Class | 5311 |
| Base Fare | Brainerd: $1, Baxter: $2, County: $3.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00 am - 6:00 pm (Brainerd/Baxter)<br>7:00 am - 4:30 pm (Rest of service area) |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

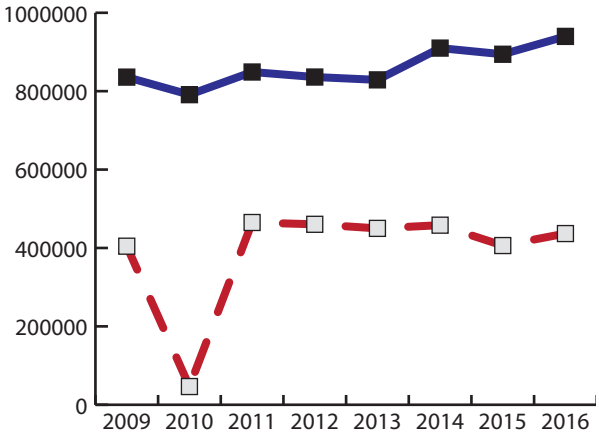
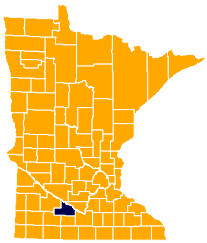



Chart Legend: System data — Peer group average

# BROWN COUNTY HEARTLAND EXPRESS



| INFO | BROWN CTY HEARTLAND EXPRESS |
|---|---|
| Contact | Patrick LaCourse |
| Title | Transit Manager |
| Street | 1117 Center St, PO Box 788 |
| City State Zip | New Ulm, MN 56073 |
| Telephone | 507-359-6508 |
| E-mail | patrick.lacourse@co.brown.mn.us |
| Website | co.brown.mn.us |

## 2016 Highlights

- Successful cross-training of drivers to cover as substitute dispatchers was an asset to our operation in 2016
- Participated in all aspects of the GMTIP and became involved with the MnDOT Statewide Coordination Council
- All Heartland Express staff continued to provide exceptional service to the residents of Brown County and consistently handled an ever increasing number of non-ambulatory passengers monthly

## System Snapshot

| INFO | BROWN CTY HEARTLAND EXPRESS |
|---|---|
| Legal Name | Brown County Human Services |
| Governance | County |
| Area Served | Brown County Area |
| Leg. District | 16B |
| Cong. District | 1 |

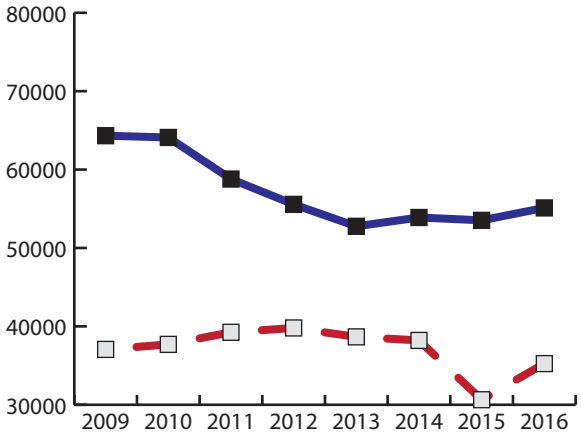
## System Characteristics

| INFO | BROWN CTY HEARTLAND EXPRESS |
|---|---|
| Vehicle Fleet | 5 Class 400 |
| Service Type | Route deviation, dial-a-ride, volunteer driver |
| Funding Class | Rural |
| Base Fare | $1.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 7:15 am - 5:00 pm |
| Saturday | No Service |
| Sunday | 8:00 am - 12:00 pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

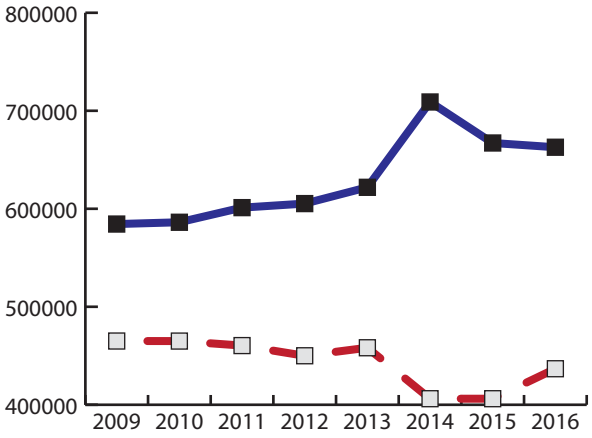



Chart Legend: System data — Peer group average

# CENTRAL COMMUNITY TRANSIT

| INFO | CENTRAL COMMUNITY TRANSIT |
|---|---|
| Contact | Tiffany Collins |
| Title | Transit Director |
| Street | 1320 22nd Street SW P.O. Box 186 |
| City State Zip | Willmar, MN 56201 |
| Telephone | 320-214-7433 |
| E-mail | tcollins@cctbus.org |
| Website | www.cctbus.org |

## 2016 Highlights

- CCT merged with Meeker Public Transit in August of 2016 creating a 3-county public transportation system
- Increased ridership by 15% over the previous year

## System Snapshot

| INFO | CENTRAL COMMUNITY TRANSIT |
|---|---|
| Legal Name | Central Community Transit Joint Powers Board |
| Governance | Joint Powers Board |
| Area Served | Kandiyohi, Renville, and Meeker Counties |
| Leg. District | 17B, 17A, 16B, 18A,18 |
| Cong. District | 7 |

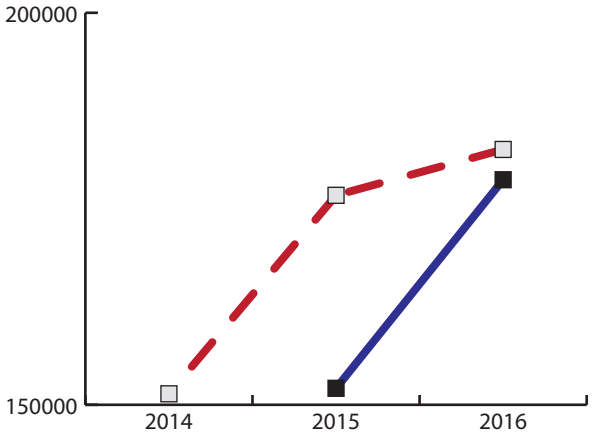
## System Characteristics

| INFO | CENTRAL COMMUNITY TRANSIT |
|---|---|
| Vehicle Fleet | 26 -400 series, 3-500 series buses, 1-5310 vehicle |
| Service Type | Dial a ride, and deviated routes |
| Funding Class | 5311 |
| Base Fare | $2.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:30am - 5:30pm (9:30pm Willmar) |
| Saturday | 8:30am - 4:30pm |
| Sunday | 8:30am - 4:30pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

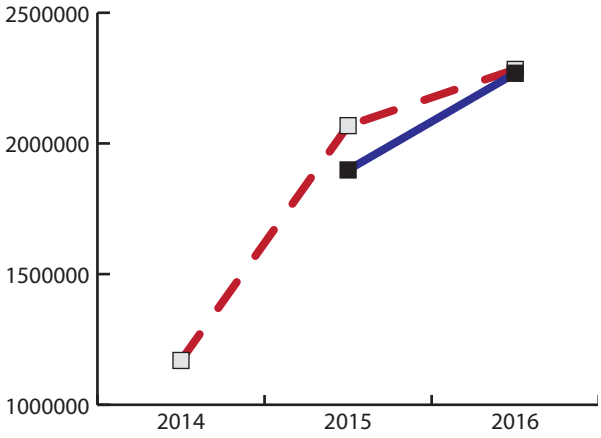
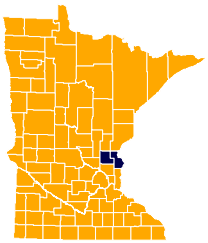



Chart Legend: System data — Peer group average

# CHISAGO-ISANTI COUNTY HEARTLAND EXPRESS



| INFO | CHISAGO-ISANTI CTY EXPRESS |
|---|---|
| Contact | Craig Rempp |
| Title | Transit Director |
| Street | 245 2nd Ave. SE |
| City State Zip | Cambridge, MN, 55008 |
| Telephone | 763-689-8130 |
| E-mail | craig.rempp@co.isanti.mn.us |
| Website | http://www.co.isanti.mn.us/isanti/departments/transit |

## 2016 Highlights

- Opened second facility for dispatch and bus storage
- Added Account Clerk position
- Added 2 Arboc low floor buses to fleet

## System Snapshot

| INFO | CHISAGO-ISANTI CTY EXPRESS |
|---|---|
| Legal Name | Isanti County (Chisago-Isanti County Heartland Express) |
| Governance | Joint Powers |
| Area Served | Chisago and Isanti Counties |
| Leg. District | 31, 32, 31A, 32A, 39A, 39B |
| Cong. District | 8 |

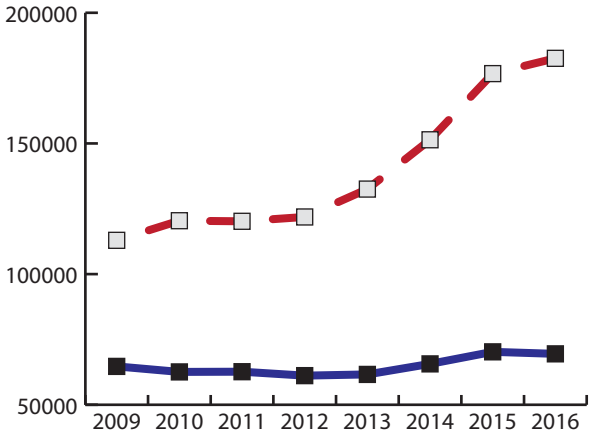
## System Characteristics

| INFO | CHISAGO-ISANTI CTY EXPRESS |
|---|---|
| Vehicle Fleet | 15 Class 400 |
| Service Type | Dial-a-Ride |
| Funding Class | 5311 |
| Base Fare | $2.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00am - 6:00pm |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

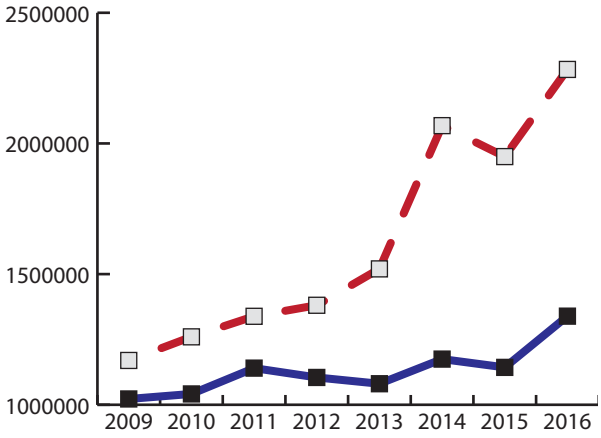
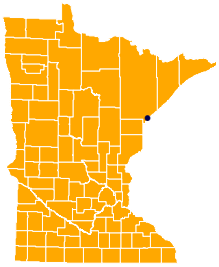



Chart Legend: System data — Peer group average

# DULUTH TRANSIT AUTHORITY: FIXED ROUTE



| INFO | DULUTH TRANSIT AUTHORITY |
|---|---|
| Contact | Rod Fournier |
| Title | General Manager |
| Street | 2402 W Michigan St |
| City State Zip | Duluth, MN 55806-1928 |
| Telephone | 218-623-4306 |
| E-mail | rfournier@duluthtransit.com |
| Website | www.duluthtransit.com |

## 2016 Highlights

- Opened the NEW Duluth Transportation Center (DTC)
- Created "Discover Duluth Transportation" event at the DTC
- Implemented DTA Grocery Express through a partnership with Fair Food Access

## System Snapshot

| INFO | DULUTH TRANSIT AUTHORITY |
|---|---|
| Legal Name | Duluth Transit Authority (DTA) |
| Governance | City |
| Area Served | Duluth, Hermantown, Proctor & Superior, WI |
| Leg. District | 06B, 07A and 07B |
| Cong. District | 8 |

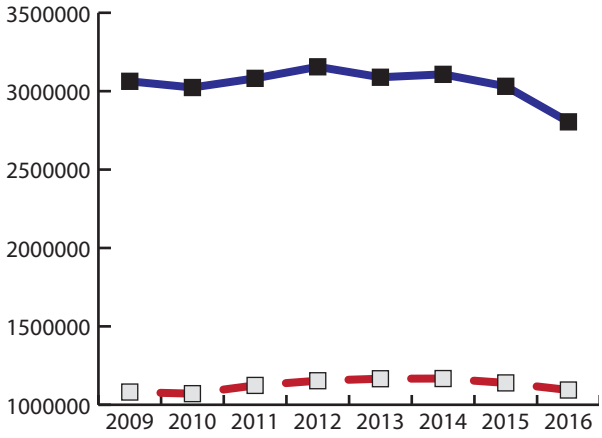
## System Characteristics

| INFO | DULUTH TRANSIT AUTHORITY |
|---|---|
| Vehicle Fleet | 66 Class 700 |
| Service Type | Fixed Route |
| Funding Class | Urban |
| Base Fare | Peak fare: $1.50; Off-peak fare $.75 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 4:30am to 12:30am |
| Saturday | 6:02am to 8:04pm |
| Sunday | 7:37am to 7:39pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

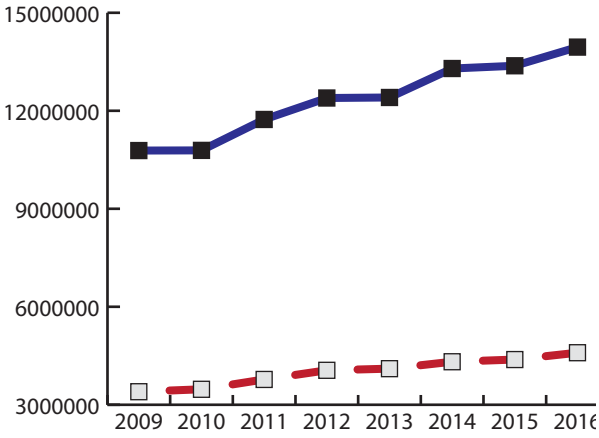
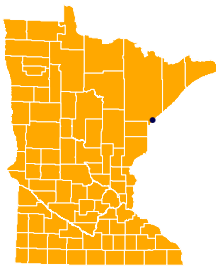



Chart Legend: System data — Peer group average

# DULUTH TRANSIT AUTHORITY: STRIDE



| INFO | DULUTH TRANSIT AUTHORITY |
|---|---|
| Contact | Dennis E. Jensen |
| Title | General Manager |
| Street | 2402 W Michigan St |
| City State Zip | Duluth, MN 55806-1928 |
| Telephone | 218-623-4306 |
| E-mail | djensen@duluthtransit.com |
| Website | www.duluthtransit.com |

## 2016 Highlights

- Transported 13,405 wheelchairs
- Completed a total of 26,956 trips

## System Snapshot

| INFO | DULUTH TRANSIT AUTHORITY |
|---|---|
| Legal Name | Duluth Transit Authority (DTA) |
| Governance | City |
| Area Served | Duluth, Hermantown, Proctor & Superior, WI |
| Leg. District | 06B, 07A, and 07B |
| Cong. District | 8 |

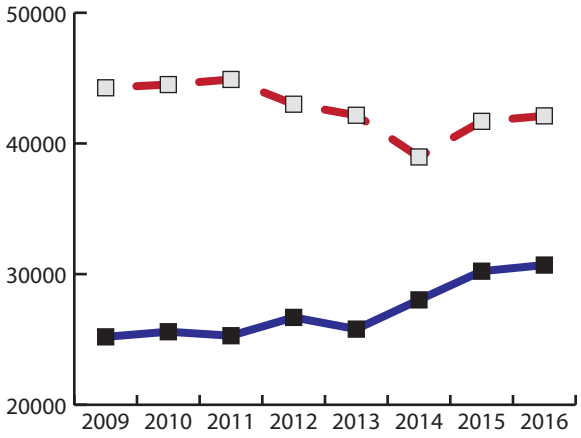
## System Characteristics

| INFO | DULUTH TRANSIT AUTHORITY |
|---|---|
| Vehicle Fleet | 9 Class 400 |
| Service Type | Dial-a-ride |
| Funding Class | Urban/Complementary Paratransit |
| Base Fare | Peak fare: $3.00; Off-peak fare $1.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 4:30am to 12:30am |
| Saturday | 6:02am to 8:04pm |
| Sunday | 7:37am to 7:39pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

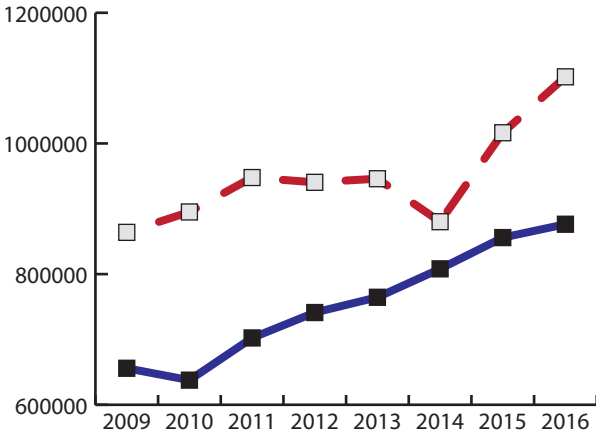
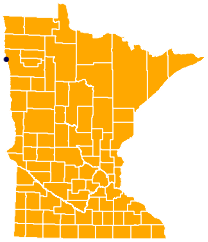



Chart Legend: System data — Peer group average

# EAST GRAND FORKS TRANSIT: FIXED ROUTE



| INFO | EAST GRAND FORKS REGULAR |
|---|---|
| Contact | Nancy Ellis |
| Title | Transit Manager |
| Street | 600 Demers Avenue |
| City State Zip | East Grand Forks, MN 56721 |
| Telephone | 218-773-0124 |
| E-mail | nellis@egf.mn |
| Website | www.grandforksgov.com/bus |

## 2016 Highlights

- Preparing a new Transit Development Plan for future route improvements, including more frequent service to Grand Forks and night service
- Purchased a new Class 400 bus for East Grand Forks routes

## System Snapshot

| INFO | EAST GRAND FORKS REGULAR |
|---|---|
| Legal Name | City of East Grand Forks Transit |
| Governance | City |
| Area Served | City limits of East Grand Forks MN |
| Leg. District | 01B |
| Cong. District | 7 |

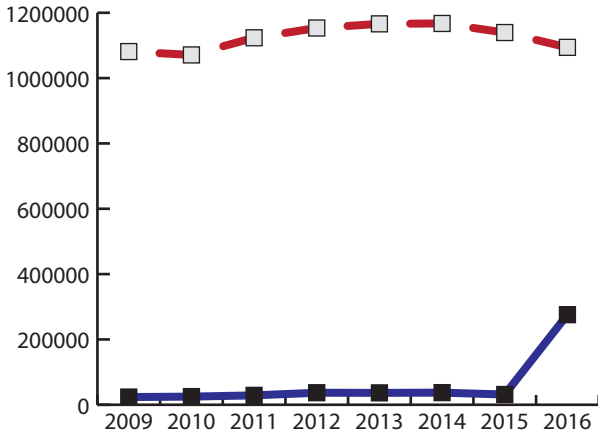
## System Characteristics

| INFO | EAST GRAND FORKS REGULAR |
|---|---|
| Vehicle Fleet | 1 class 400 vehicle |
| Service Type | Fixed Route |
| Funding Class | 5307 Urban |
| Base Fare | $1.50 per ride |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:30am to 6:00pm |
| Saturday | 8:00am to 6:00pm |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

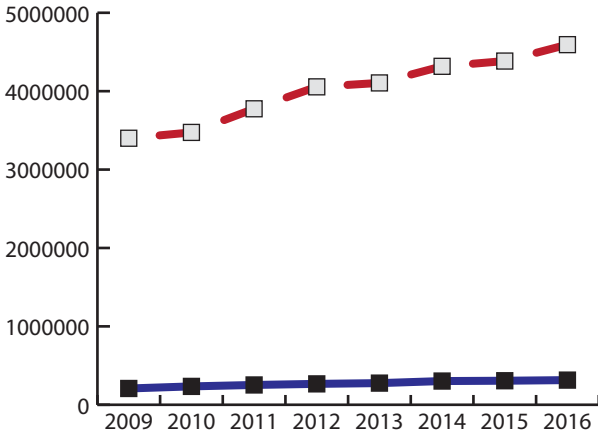
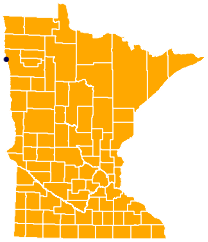



Chart Legend: System data — Peer group average

# EAST GRAND FORKS TRANSIT: DIAL-A-RIDE



| INFO | EAST GRAND FORKS DIAL-A-RIDE |
|---|---|
| Contact | Nancy Ellis |
| Title | Transit Manager |
| Street | 600 Demers Avenue |
| City State Zip | East Grand Forks, MN 56721 |
| Telephone | 218-773-0124 |
| E-mail | nellis@egf.mn |
| Website | www.grandforksgov.com/bus |

## 2016 Highlights

- Continued efficient origin to destination service with our contracted provider, MV Transport
- Maintain a successful partnership with the City of Grand Forks

## System Snapshot

| INFO | EAST GRAND FORKS DIAL-A-RIDE |
|---|---|
| Legal Name | City of East Grand Forks Transit |
| Governance | City |
| Area Served | City limits of East Grand Forks MN |
| Leg. District | 01B |
| Cong. District | 7 |

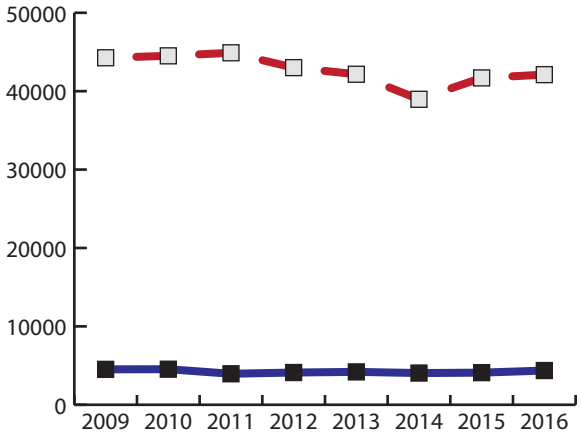
## System Characteristics

| INFO | EAST GRAND FORKS DIAL-A-RIDE |
|---|---|
| Vehicle Fleet | 1 class 400 vehicle |
| Service Type | Complementary Paratransit |
| Funding Class | 5307 Urban |
| Base Fare | $3.00 per ride |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00am to 10:00pm |
| Saturday | 8:00am to 10:00pm |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

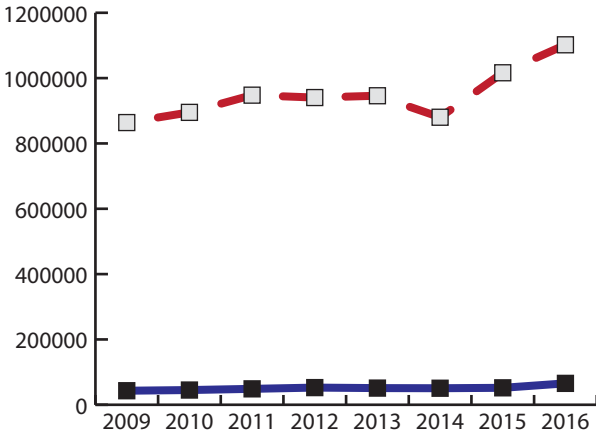
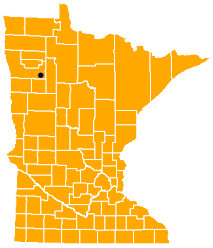



Chart Legend: System data — Peer group average

# FOSSTON TRANSIT



| INFO | FOSSTON TRANSIT |
|---|---|
| Contact | Cassie Heide |
| Title | Assistant City Administrator |
| Street | 220 East First St. |
| City State Zip | Fosston, MN 56542 |
| Telephone | 218-435-1959 |
| E-mail | cassie@fosston.com |
| Website | www.fosston.com |

## 2016 Highlights

- Ridership increased 7% from 2015 (1,035 riders higher)
- November 18th, 2016, collaborated with Fosston STAR committee for Lefse Festival. Became the "Lefse Bus" from 5-7pm offering free rides for festival goers

## System Snapshot

| INFO | FOSSTON TRANSIT |
|---|---|
| Legal Name | Fosston Transit |
| Governance | City of Fosston |
| Area Served | Fosston |
| Leg. District | 1B |
| Cong. District | 7 |

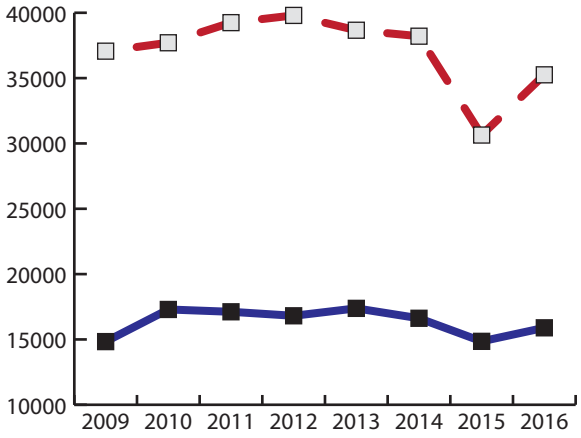
## System Characteristics

| INFO | FOSSTON TRANSIT |
|---|---|
| Vehicle Fleet | 2011 Chevrolet Glaval |
| Service Type | Dial-A-Ride |
| Funding Class | 400 |
| Base Fare | $.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 8:00am - 4:30pm |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

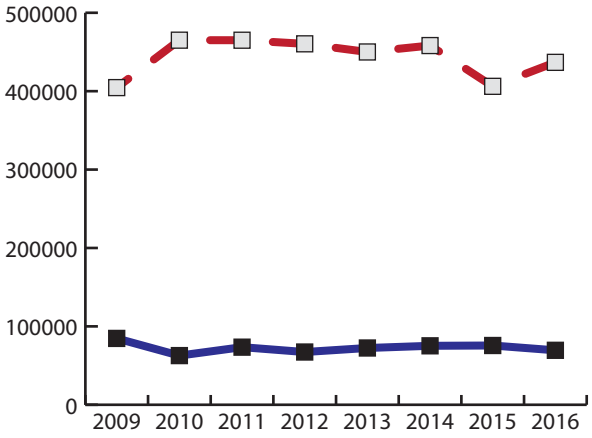
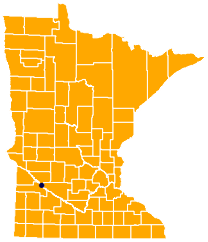



Chart Legend: System data — Peer group average

# GRANITE FALLS HEARTLAND EXPRESS



| INFO | GRANITE FALLS HEARTLAND EXP |
|---|---|
| Contact | Dennis Smith |
| Title | Transit Director |
| Street | 641 Prentice Street |
| City State Zip | Granite Falls Mn 56241 |
| Telephone | 320-564-3011 |
| E-mail | transit@granitefalls.com |
| Website | www.granitefalls.com |

## 2016 Highlights

- Increased ridership by 2%
- Accident free year
- Reduced budget by 1% while maintaining current service level

## System Snapshot

| INFO | GRANITE FALLS HEARTLAND EXP |
|---|---|
| Legal Name | City of Granite Falls |
| Governance | City |
| Area Served | City of Granite Falls |
| Leg. District | 16A 16B |
| Cong. District | 7 |

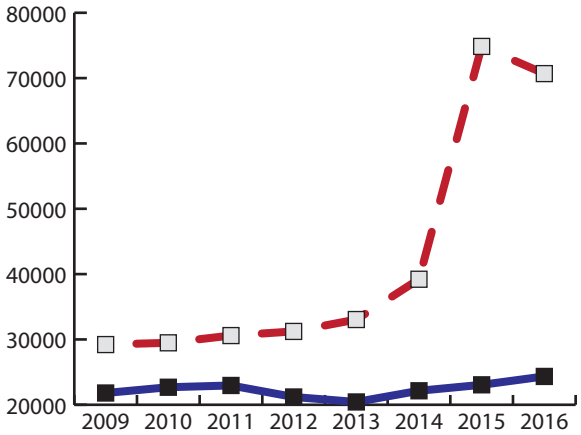
## System Characteristics

| INFO | GRANITE FALLS HEARTLAND EXP |
|---|---|
| Vehicle Fleet | One Class 400 |
| Service Type | Dial a Ride |
| Funding Class | 5311 |
| Base Fare | $2.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:30am - 5:30pm |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

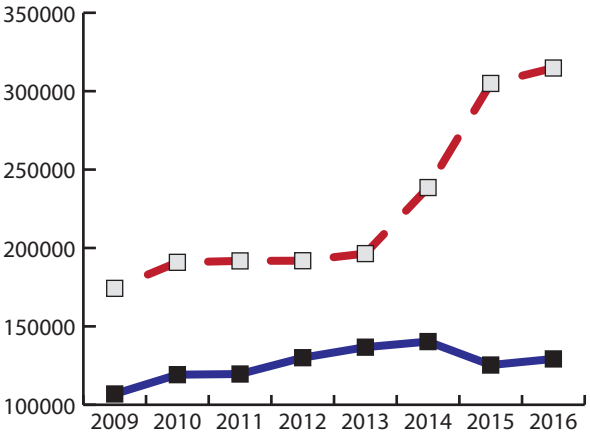
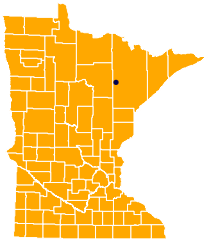



Chart Legend: System data — Peer group average

# HIBBING AREA TRANSIT



| INFO | HIBBING AREA TRANSIT |
|---|---|
| Contact | Sherri A. Renskers, Mary Ann Kepler |
| Title | Finance Director, Internal Auditor |
| Street | 401 E. 21 St. |
| City State Zip | Hibbing, MN 55746 |
| Telephone | 218-262-3486, Ext. 714 or 713 |
| E-mail | srenskers@ci.hibbing.mn.us or makepler@ci.hibbing.mn.us |
| Website | www.hibbing.mn.us |

## 2016 Highlights

- Purchased 2 new Class 500 Buses
- 18% increase in college student ridership
- Awarded Commuter Challenge grant funding

## System Snapshot

| INFO | HIBBING AREA TRANSIT |
|---|---|
| Legal Name | City of Hibbing |
| Governance | City |
| Area Served | Hibbing |
| Leg. District | 06A |
| Cong. District | 8 |

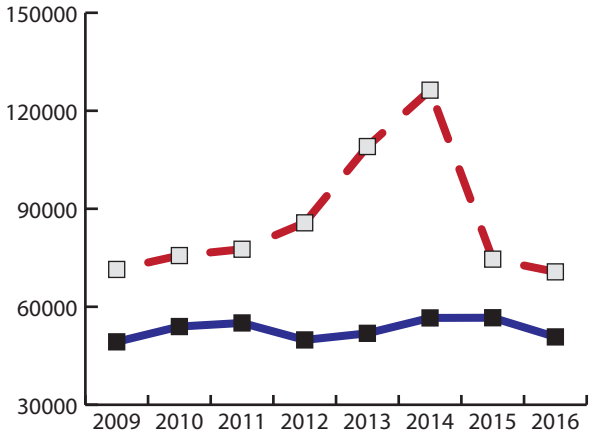
## System Characteristics

| INFO | HIBBING AREA TRANSIT |
|---|---|
| Vehicle Fleet | 4 Class 500 |
| Service Type | Route deviation, dial-a-ride |
| Funding Class | Small urban |
| Base Fare | $2.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00am - 10:00pm |
| Saturday | 9:00am - 6:00pm |
| Sunday | 9:00am - 6:00pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

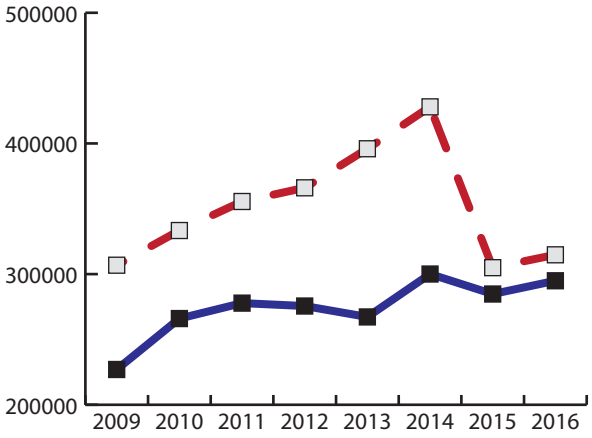
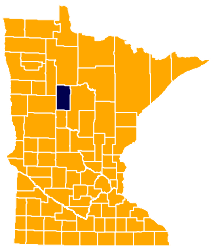



Chart Legend: System data — Peer group average

# HUBBARD COUNTY HEARTLAND EXPRESS



| INFO | HUBBARD CTY HEARTLAND EXP |
|---|---|
| Contact | Deb Vizecky |
| Title | Interim Transit Coordinator |
| Street | 205 Court Ave |
| City State Zip | Park Rapids, MN 56470 |
| Telephone | (218) 732-2400 |
| E-mail | dvizecky@co.hubbard.mn.us |
| Website | www.hubbardcountyheartlandexpress.com |

## 2016 Highlights

- Increased total ridership 14.8% from 2015
- Added a 3 day per week evening service that ended the year at 7 rides per hour
- Provided discount summer rec passes for youth that increased participation in community events and programs

## System Snapshot

| INFO | HUBBARD CTY HEARTLAND EXP |
|---|---|
| Legal Name | Hubbard County |
| Governance | County |
| Area Served | Hubbard County |
| Leg. District | 02A,02B, 05A |
| Cong. District | 8 |

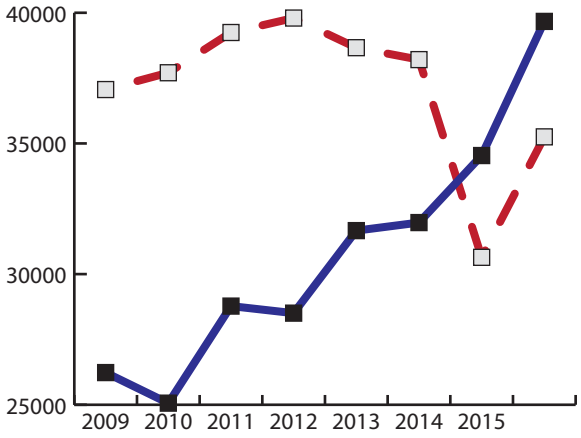
## System Characteristics

| INFO | HUBBARD CTY HEARTLAND EXP |
|---|---|
| Vehicle Fleet | 5 Class 400 |
| Service Type | Deviated Route, Demand Response, Volunteer |
| Funding Class | Rural |
| Base Fare | $1.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 7:30am - 6:45pm |
| Saturday | 8:00am - 4:00pm |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

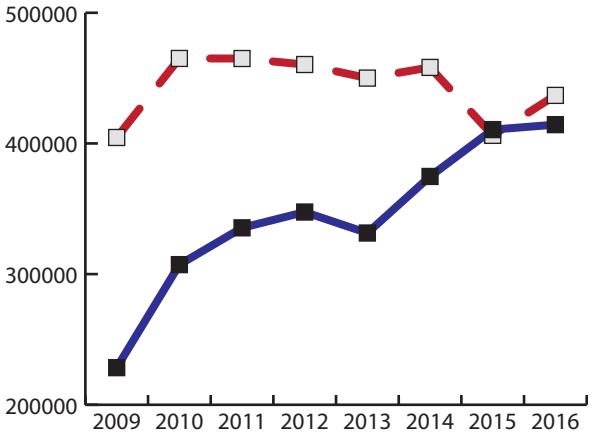
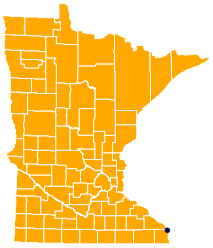



Chart Legend: System data — Peer group average

# LA CRESCENT APPLE EXPRESS



| INFO | LA CRESCENT APPLE EXPRESS |
|---|---|
| Contact | James Krueger Jr. |
| Title | Interim Transit Manager |
| Street | 2000 Marco Dr |
| City State Zip | La Crosse, WI, 54601 |
| Telephone | 608-789-7350 |
| E-mail | kruegerj@cityoflacrosse.org |
| Website | Cityoflacrosse.org |

## 2016 Highlights

- 2016 was another accident free year

## System Snapshot

| INFO | LA CRESCENT APPLE EXPRESS |
|---|---|
| Legal Name | City Of La Crescent |
| Governance | City Of La Crescent |
| Area Served | City Of La Crescent |
| Leg. District | 1 |
| Cong. District | 3 |

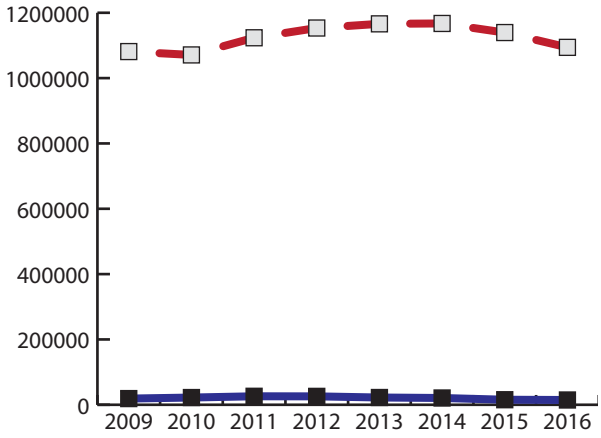
## System Characteristics

| INFO | LA CRESCENT APPLE EXPRESS |
|---|---|
| Vehicle Fleet | 1, Class 400. |
| Service Type | Demand Response |
| Funding Class | 5307 |
| Base Fare | $1.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:40AM - 7:00PM |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

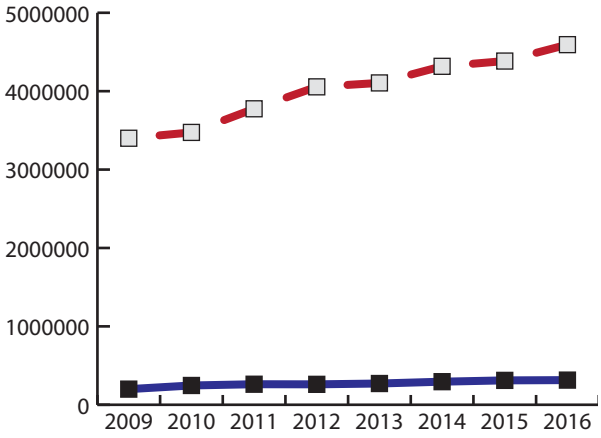
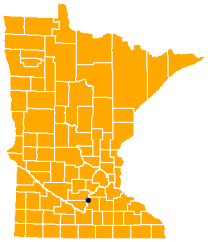



Chart Legend: System data — Peer group average

# LE SUEUR HEARTLAND EXPRESS



| INFO | LE SUEUR HEARTLAND EXPRESS |
|---|---|
| Contact | Sandi Owen |
| Title | Transit Manager |
| Street | 601 South 5th Street |
| City State Zip | Le Sueur, MN 5605 |
| Telephone | 1-888-880-4696 |
| E-mail | transitoperations@saintpetermn.gov |
| Website | www.cityoflesueur/city-services-a-services-a-m/city-bus |

## 2016 Highlights

- Finalizing merger with Saint Peter
- Starting trial pre-school route to Henderson

## System Snapshot

| INFO | LE SUEUR HEARTLAND EXPRESS |
|---|---|
| Legal Name | City of Le Sueur |
| Governance | City |
| Area Served | Le Sueur |
| Leg. District | 20A |
| Cong. District | 1,7 |

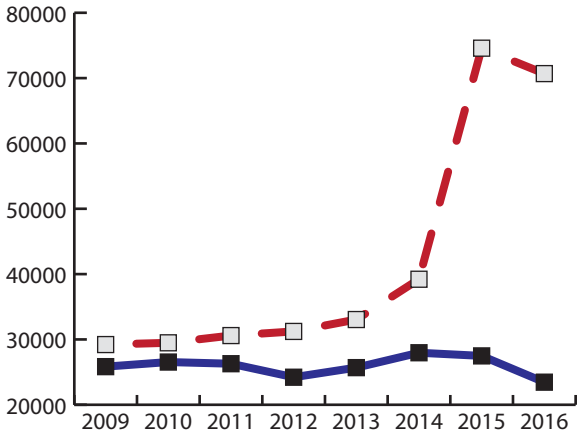
## System Characteristics

| INFO | LE SUEUR HEARTLAND EXPRESS |
|---|---|
| Vehicle Fleet | 4 Class 400 |
| Service Type | Deviated route, demand response, route guarantee |
| Funding Class | 5311 |
| Base Fare | $2.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 7:00am - 4:30pm (Winter), 8:00am - 4:30pm (Summer) |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

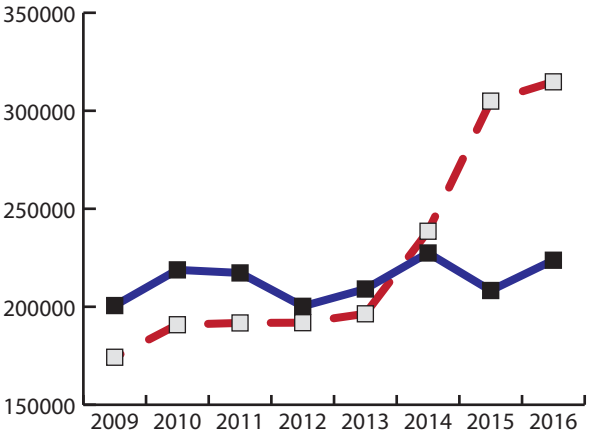
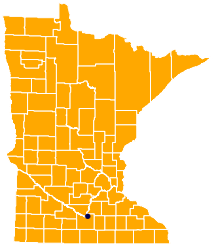



Chart Legend: System data — Peer group average

# MANKATO - FIXED ROUTE



| INFO | MANKATO - REGULAR ROUTE |
|---|---|
| Contact | Mark Anderson |
| Title | Transit Superintendent |
| Street | 10 Civic Center Plaza, PO Box 3368 |
| City State Zip | Mankato, MN 56002-3368 |
| Telephone | 507.387.8655 |
| E-mail | manderson@mankatomn.gov |
| Website | https://www.mankatomn.gov/city-services-a-z/city-services-a-m/city-bus |

## 2016 Highlights

- Added an additional fixed route (Route 1B North)
- Negotiated a 5¢ per credit hour increase to the green transportation fee that MSUM students pay to support bus service
- Ridership was stable averaging 32.75 passengers per hour across all fixed routes
- The majority of our fleet is now wrapped in advertising

## System Snapshot

| INFO | MANKATO - REGULAR ROUTE |
|---|---|
| Legal Name | City of Mankato |
| Governance | Municipality |
| Area Served | Mankato and North Mankato |
| Leg. District | MN House 19B, MN Senate 19 |
| Cong. District | US House: District 1 |

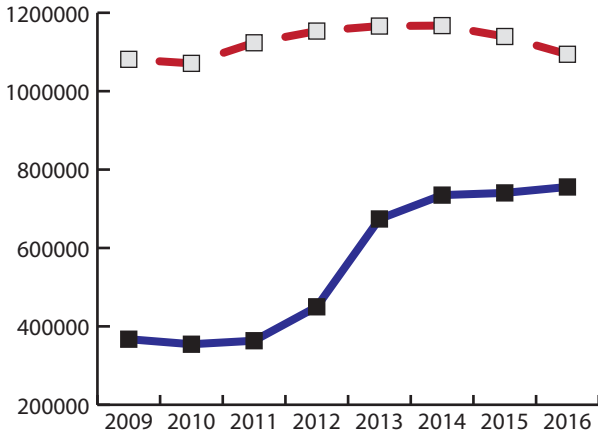
## System Characteristics

| INFO | MANKATO - REGULAR ROUTE |
|---|---|
| Vehicle Fleet | Class 700, Class 500 and class 400 LF |
| Service Type | Fixed route & complementary paratransit |
| Funding Class | 5307 |
| Base Fare | $1.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:30am - 6:00pm |
| Saturday | 10:00am - 5:30pm |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

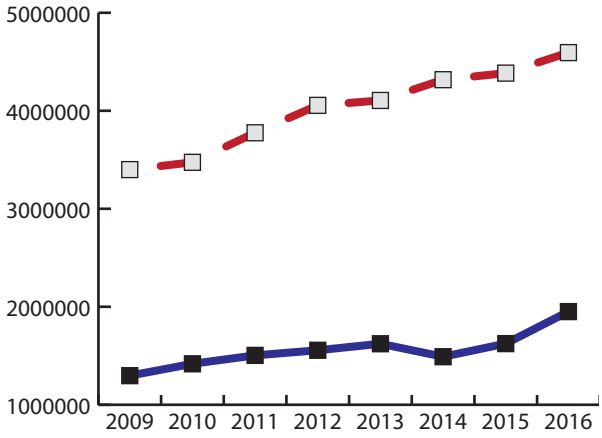
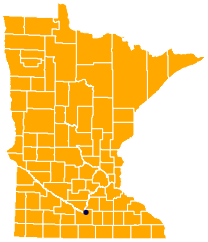



Chart Legend: System data — Peer group average

# MANKATO-PARATRANSIT



| INFO | MANKATO-DEMAND RESPONSE |
|---|---|
| Contact | Mark Anderson |
| Title | Transit Superintendent |
| Street | 10 Civic Center Plaza, PO Box 3368 |
| City State Zip | Mankato, MN 56002-3368 |
| Telephone | 507.387.8655 |
| E-mail | manderson@mankatomn.gov |
| Website | https://www.mankatomn.gov/city-services-a-z/city-services-a-m/city-bus |

## 2016 Highlights

- Expanded evening service by 990 hours
- Newly expanded evening service averaged 1.8 passengers per hour
- Purchased new class 400 LF bus

## System Snapshot

| INFO | MANKATO-DEMAND RESPONSE |
|---|---|
| Legal Name | City of Mankato |
| Governance | Municipality |
| Area Served | Mankato and North Mankato |
| Leg. District | MN House 19B, MN Senate 19 |
| Cong. District | US House: District 1 |

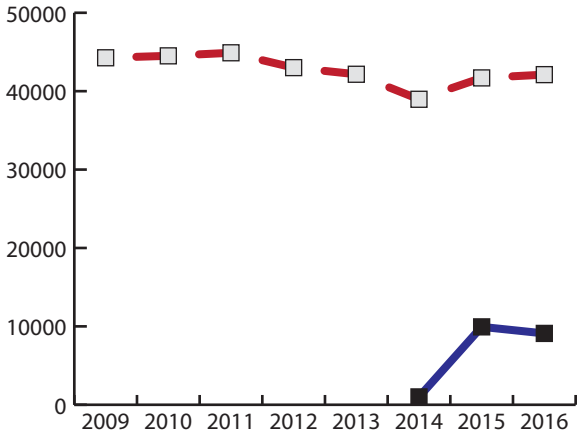
## System Characteristics

| INFO | MANKATO-DEMAND RESPONSE |
|---|---|
| Vehicle Fleet | 3 class 400 LF buses |
| Service Type | Complementary paratransit |
| Funding Class | 5307 |
| Base Fare | $3.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:35am - 5:35pm |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

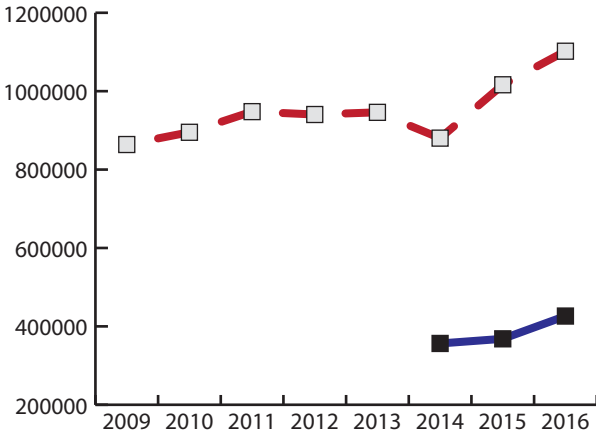
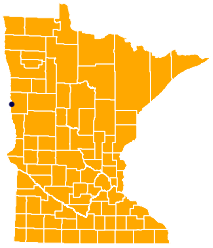



Chart Legend: System data — Peer group average

# MOORHEAD METRO AREA TRANSIT: FIXED



| INFO | MOORHEAD AREA TRANSIT: REG |
|---|---|
| Contact | Lori Van Beek |
| Title | Transit Manager |
| Street | 650 - 23rd Street North |
| City State Zip | Fargo, ND 58102 |
| Telephone | 701-476-6686 |
| E-mail | LVanbeek@matbus.com |
| Website | matbus.com |

## 2016 Highlights

- Purchased Q'Straint Quantum self-securement for wheelchairs on two new Class 700 buses
- Created MATBUS App to download from Apple Store or Google Play
- Implemented Google Transit trip planning

## System Snapshot

| INFO | MOORHEAD AREA TRANSIT: REG |
|---|---|
| Legal Name | City of Moorhead |
| Governance | City |
| Area Served | Dilworth, Moorhead |
| Leg. District | 04A, 04B |
| Cong. District | 7 |

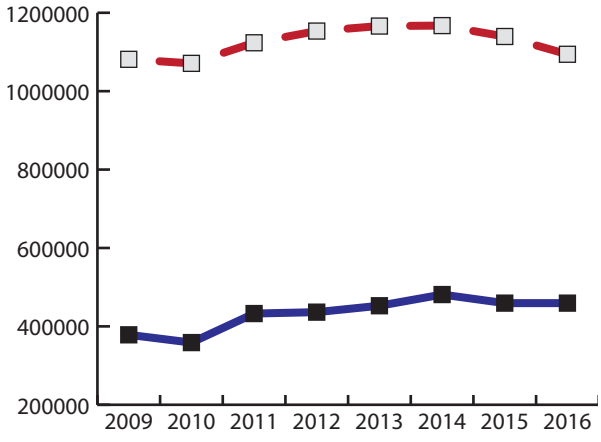
## System Characteristics

| INFO | MOORHEAD AREA TRANSIT: REG |
|---|---|
| Vehicle Fleet | 11 Class 700 |
| Service Type | Fixed Route |
| Funding Class | Urban |
| Base Fare | $1.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:15 am - 11:15 pm |
| Saturday | 7:15 am - 11:15 pm |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

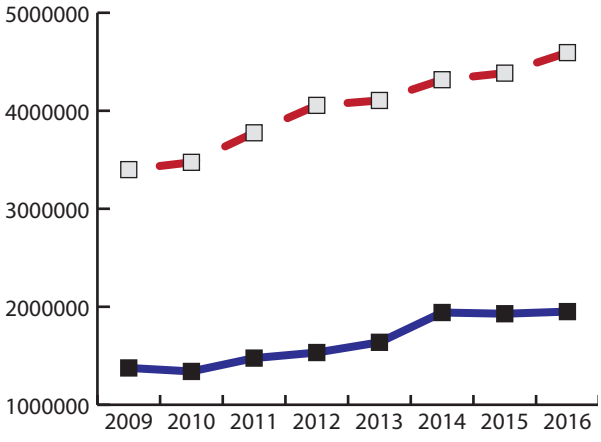
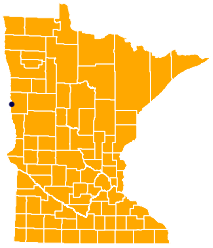



Chart Legend: System data — Peer group average

# MOORHEAD METRO AREA TRANSIT: PARA



| INFO | MOORHEAD AREA TRANSIT: PARA |
|---|---|
| Contact | Lori Van Beek |
| Title | Transit Manager |
| Street | 650 - 23rd Street North |
| City State Zip | Fargo, ND 58102 |
| Telephone | 701-476-6686 |
| E-mail | LVanbeek@matbus.com |
| Website | matbus.com |

## 2016 Highlights

- Paratransit revenue hours went down 3% from 2015
- Hired a new mobility manager in October 2016
- Recertified over 1,000 special users for MAT Paratransit

## System Snapshot

| INFO | MOORHEAD AREA TRANSIT: PARA |
|---|---|
| Legal Name | City of Moorhead |
| Governance | City |
| Area Served | Dilworth, Moorhead |
| Leg. District | 04A, 04B |
| Cong. District | 7 |

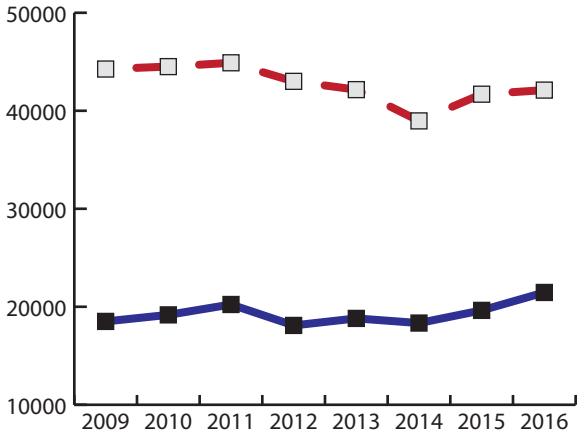
## System Characteristics

| INFO | MOORHEAD AREA TRANSIT: PARA |
|---|---|
| Vehicle Fleet | 5 Class 400, 4 Class 200 |
| Service Type | Dial-A-Ride |
| Funding Class | Urban, complementary paratransit |
| Base Fare | $3.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:15 am - 11:15 pm |
| Saturday | 7:15 am - 11:15 pm |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

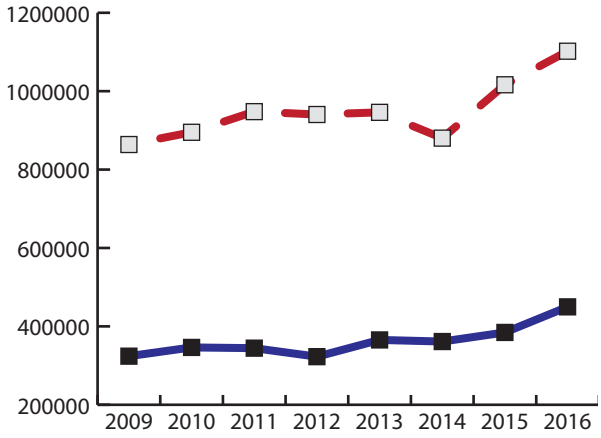
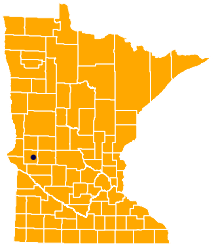



Chart Legend: System data — Peer group average

# MORRIS TRANSIT



| INFO | MORRIS TRANSIT |
|---|---|
| Contact | Beth Heinrich |
| Title | Transit Coordinator |
| Street | P.O. Box 438 |
| City State Zip | Morris, MN 56267 |
| Telephone | 320-589-1000 |
| E-mail | transit@ci.morris.mn.us |
| Website | http://ci.morris.mn.us/transit.php |

## 2016 Highlights

- 2016 ridership ranked #3 in the history of City of Morris Transit
- August and September 2016 were top ridership months
- Transit Coordinator Beth Heinrich celebrated 30 years of service

## System Snapshot

| INFO | MORRIS TRANSIT |
|---|---|
| Legal Name | City of Morris – Transit |
| Governance | City |
| Area Served | Morris |
| Leg. District | 11A |
| Cong. District | 7 |

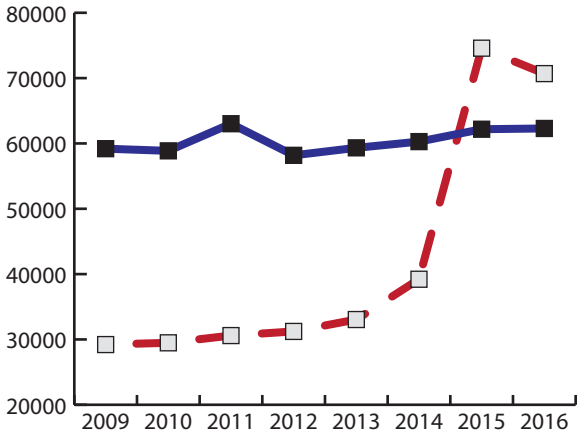
## System Characteristics

| INFO | MORRIS TRANSIT |
|---|---|
| Vehicle Fleet | 6 Class 400 busses |
| Service Type | Demand Response |
| Funding Class | Small Urban 5311 |
| Base Fare | $2.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00am - 10:00pm |
| Saturday | 12:00pm-4:00pm |
| Sunday | 8:00am-12:30pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

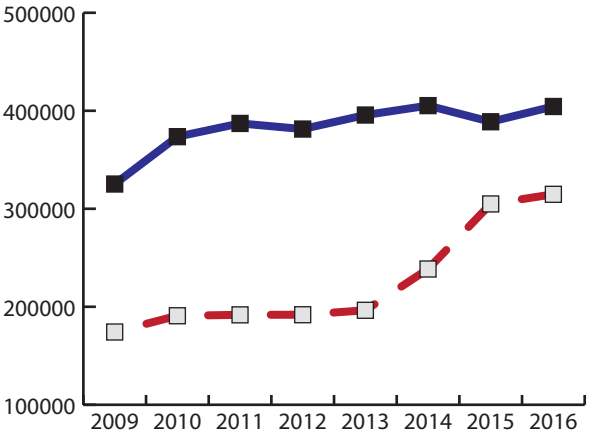
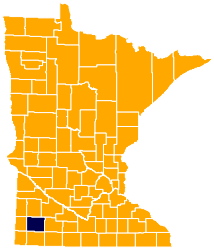



Chart Legend: System data — Peer group average

# MURRAY COUNTY HEARTLAND EXPRESS



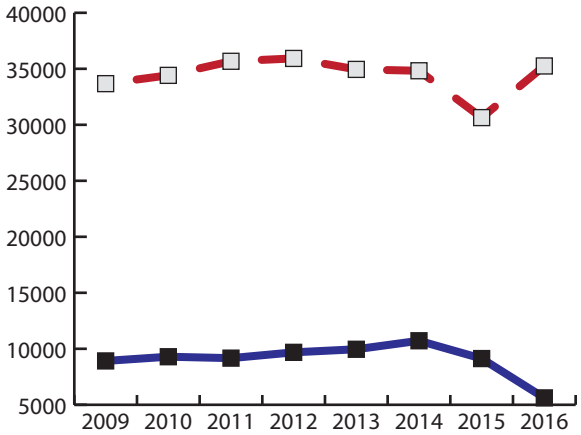
| INFO | MURRAY CTY HEARTLAND EXP |
|---|---|
| Contact | Cathleen Amick |
| Title | Transportation Director |
| Street | 1400 S Saratoga |
| City State Zip | Marshall, MN 56258 |
| Telephone | 1-507-537-1416 ext. 2123 |
| E-mail | Cathleen.amick@unitedcapmn.org |
| Website | www.communitytransitswmn.org |

## 2016 Highlights

- Murray County merged into United Community Action Partnership - Western Community Transit in August, 2016
- Ridership and operating expenditure graphs include data from the final year of operation before merger

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

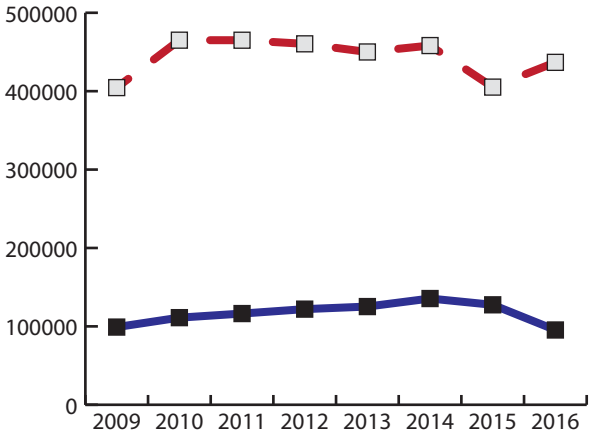
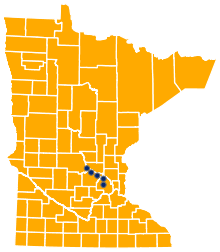



Chart Legend: System data — Peer group average

# NORTHSTAR LINK



| INFO | NORTHSTAR LINK |
|---|---|
| Contact | Ryan I. Daniel |
| Title | Chief Executive Office, Metro Bus |
| Street | 665 Franklin Avenue NE |
| City State Zip | St. Cloud, MN 56304 |
| Telephone | 320-529-4482 |
| E-mail | rdaniel@stcloudmtc.com |
| Website | www.catchthelink.com |

## 2016 Highlights

- Provided connecting service to around 81 Twins home baseball games
- Provided connecting service to around 10 Vikings home football games

## System Snapshot

| INFO | NORTHSTAR LINK |
|---|---|
| Legal Name | Northstar Link Commuter Bus |
| Governance | Northstar Corr. Develop. Auth. Jt. Powers |
| Area Served | Becker, Big Lake, St. Cloud |
| Leg. District | 14A,14B, 15B, 30A |
| Cong. District | 6 |

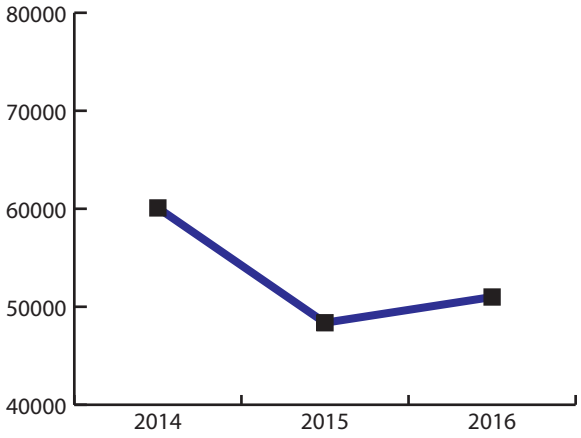
## System Characteristics

| INFO | NORTHSTAR LINK |
|---|---|
| Vehicle Fleet | 6 Class 700 |
| Service Type | Commuter Bus |
| Funding Class | Urban |
| Base Fare | $2.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 4:40 am - 8:10 pm |
| Saturday | 9:15 am - 8:55 pm |
| Sunday | 8:20 am - 6:50 pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

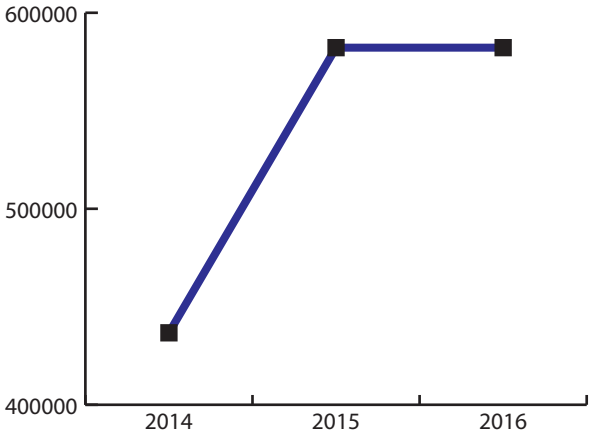
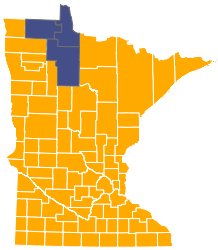



Chart Legend: System data — Peer group average

# PAUL BUNYAN TRANSIT



| INFO | PAUL BUNYAN TRANSIT |
|---|---|
| Contact | Lezlie Grubich |
| Title | Executive Director |
| Street | 706 Railroad St. SE |
| City State Zip | Bemidji, MN 56601 |
| Telephone | 218-751-8765 ext. 2 then 6 |
| E-mail | l.grubich@paulbunyantransit.com |
| Website | paulbunyantransit.com |

## 2016 Highlights

- PBT upgraded the dispatch system to tablets and AVLs through cellular towers. Improvements greatly improved communication between drivers and dispatch
- Hired a second mechanic to ensure buses mechanically sound and safe. Also helped decrease outsourcing repairs, enabling in-house repairs to extend bus life.

## System Snapshot

| INFO | PAUL BUNYAN TRANSIT |
|---|---|
| Legal Name | Paul Bunyan Transit |
| Governance | Non-profit |
| Area Served | Beltrami, Lake of the Woods, Roseau Counties |
| Leg. District | 01A, 02A, 05A |
| Cong. District | 7, 8 |

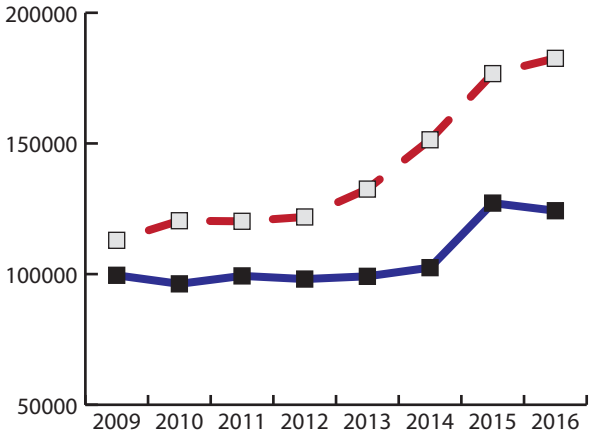
## System Characteristics

| INFO | PAUL BUNYAN TRANSIT |
|---|---|
| Vehicle Fleet | 21 - 400, 2 – 500, 1 - Van |
| Service Type | Demand Response |
| Funding Class | Rural |
| Base Fare | $1.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 7:00am - 6:00pm |
| Saturday | 8:00am - 4:00pm |
| Sunday | NA |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

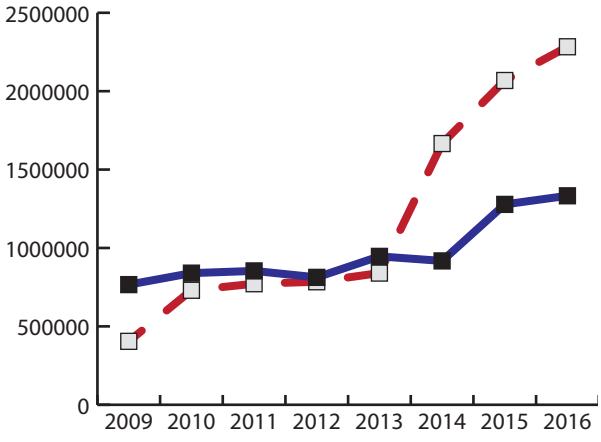
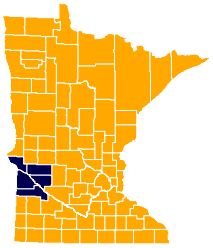



Chart Legend: System data — Peer group average

# PRAIRIE FIVE RIDES



| INFO | PRAIRIE FIVE RIDES |
|---|---|
| Contact | Ted Nelson |
| Title | Program Manager |
| Street | PO Box 159 |
| City State Zip | Montevideo, MN 56265 |
| Telephone | (320) 269-6578 |
| E-mail | Ted.nelson@prairiefive.org |
| Website | http://www.prairiefive.com/transportation.html |

## 2016 Highlights

- With the help of the Commuter Challenge grant, Prairie Five RIDES increased advertising and educated audiences across the region on the services our program provides
- In August of 2016, Prairie Five RIDES began providing city bus service to the City of Benson
- Prairie Five RIDES experienced a 17% increase in ridership in 2016

## System Snapshot

| INFO | PRAIRIE FIVE RIDES |
|---|---|
| Legal Name | Prairie Five RIDES |
| Governance | Prairie Five CAC, Inc. |
| Area Served | Big Stone, Chippewa, Lac qui Parle, Swift, Yellow Medicine |
| Leg. District | 12A, 16A, 17A |
| Cong. District | 7 |

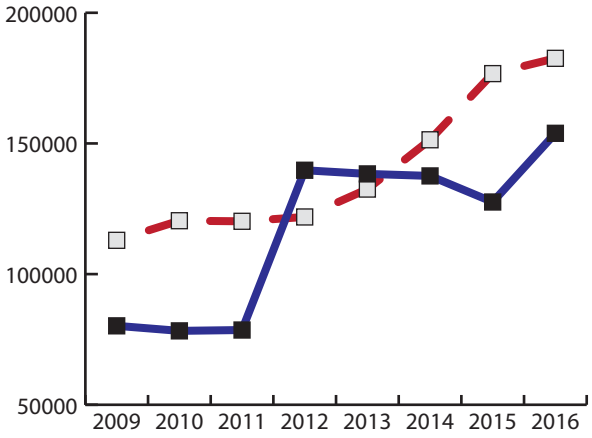
## System Characteristics

| INFO | PRAIRIE FIVE RIDES |
|---|---|
| Vehicle Fleet | 27 Vehicles (21 buses, 6 vans) |
| Service Type | Demand-Response Paratransit |
| Funding Class | Rural |
| Base Fare | $1.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00am to 6:00pm |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

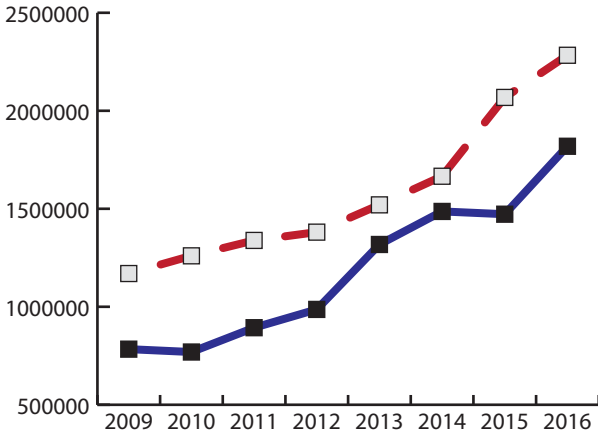
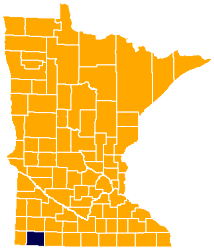



Chart Legend: System data — Peer group average

# PRAIRIELAND TRANSIT



| INFO | PRAIRIELAND TRANSIT |
|---|---|
| Contact | Karen DeBoer |
| Title | Transit Director |
| Street | SMOC, 1106 3rd Avenue, PO Box 787 |
| City State Zip | Worthington, MN 56187 |
| Telephone | 507-346-3322 Ext 231 |
| E-mail | kdeboer@smoc.us |
| Website | http://www.smoc.us/transitsystem.html |

## 2016 Highlights

- Applied for funding to create a 3rd level of mobility in the City of Worthington
- Maintained cross-county transportation flexibility started with the "Transit for the Future" grant that ended 12/2014
- Number of child passengers increased by 17%

## System Snapshot

| INFO | PRAIRIELAND TRANSIT |
|---|---|
| Legal Name | Southwestern Minnesota Opportunity Council, Inc. |
| Governance | Joint Powers Board |
| Area Served | Nobles County |
| Leg. District | 22B / 22 |
| Cong. District | District 1 |

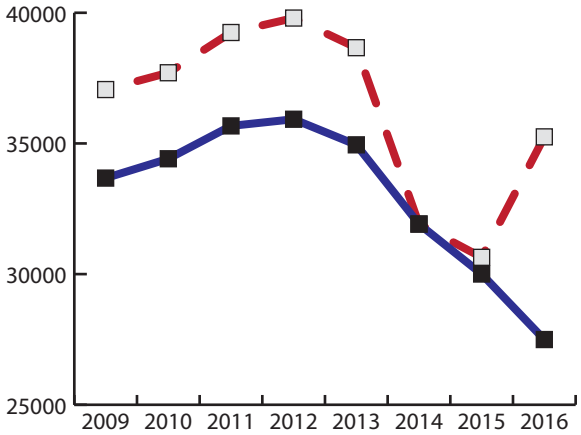
## System Characteristics

| INFO | PRAIRIELAND TRANSIT |
|---|---|
| Vehicle Fleet | 2 Class B Buses + Taxi Sub-contract |
| Service Type | Deviated Route + Dial a Ride |
| Funding Class | 300 - Medium-Size Light-Duty Transit Bus |
| Base Fare | $2.50 Route / $3.00 Dial a Ride |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 7:30am - 4:30pm |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

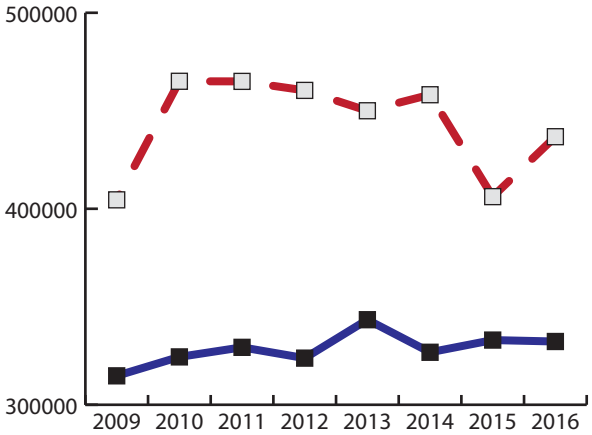
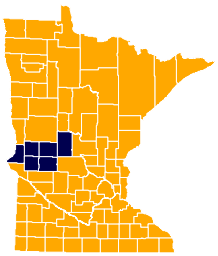



Chart Legend: System data — Peer group average

# RAINBOW RIDER TRANSIT



| INFO | RAINBOW RIDER TRANSIT |
|---|---|
| Contact | Keven Anderson |
| Title | Director |
| Street | 249 Poplar Ave |
| City State Zip | Lowry, MN. 56349 |
| Telephone | 800-450-7770 |
| E-mail | Kanderson.rainbowrider@runestone.net |
| Website | www.rainbowriderbus.com |

## 2016 Highlights

- Added health insurance option for full-time employees
- Created operations manager position
- Incorporated vehicle maintenance software

## System Snapshot

| INFO | RAINBOW RIDER TRANSIT |
|---|---|
| Legal Name | Rainbow Rider Transit board |
| Governance | Joint Powers |
| Area Served | Pope, Douglas, Stevens, Grant,Traverse,Todd counties |
| Leg. District | 8B, 9A, 9B, 12A, 12B |
| Cong. District | 7 |

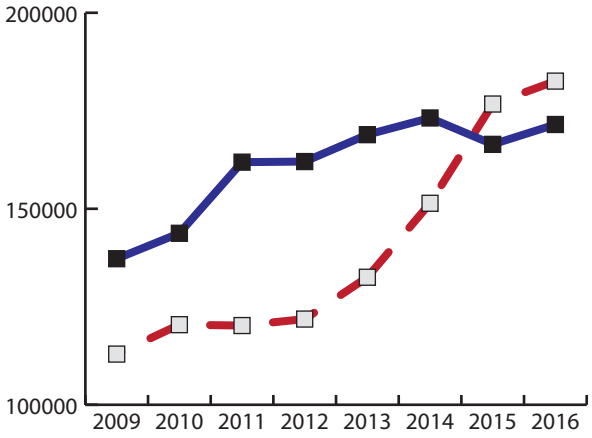
## System Characteristics

| INFO | RAINBOW RIDER TRANSIT |
|---|---|
| Vehicle Fleet | 32 Class 400, 1 Class 500, 2 Class 200 |
| Service Type | Demand Response, Deviated Route |
| Funding Class | 5311 |
| Base Fare | $2.00 |

| COUNTY | HOURS OF OPERATION |
|---|---|
| Douglas | 6am - 6pm (Mon - Fri), 7am - 4:30pm ( in Alexandria Sat. only) |
| Grant | 7:00am - 4:30pm (Monday- Friday) |
| Pope | 7:30am - 4:00pm (Monday - Friday) |
| Stevens | 7:30am - 5:00pm (Monday - Friday) |
| Traverse | 7:30am - 4:30pm (Monday - Friday) |
| Todd | 7:30am - 4:30pm (Monday - Friday) |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

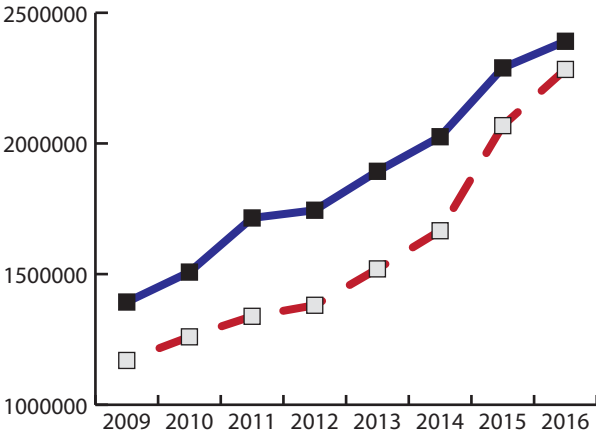
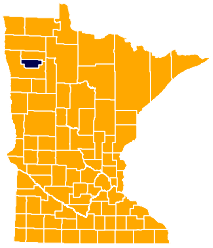



Chart Legend: System data — Peer group average

# RED LAKE TRANSIT



| INFO | RED LAKE TRANSIT |
|---|---|
| Contact | Collette R. Maxwell |
| Title | Director |
| Street | 24415 Hwy 1, Box 95 |
| City State Zip | Red Lake, Mn 56671 |
| Telephone | 218.679.2395 |
| E-mail | collette.maxwell@redlakenation.org |
| Website | redlakenation.org/tribalprograms/ infrastructure/public-transit |

## 2016 Highlights

- New Director (1/19/2016)
- Entire new fleet put into service
- No accidents / injuries related to transit
- added a new route to Bemidji in 2016

## System Snapshot

| INFO | RED LAKE TRANSIT |
|---|---|
| Legal Name | Red Lake Transit |
| Governance | Red Lake Band Of Chippewa Indians |
| Area Served | Red Lake Indian Reservation |
| Leg. District | 2A |
| Cong. District | 7 |

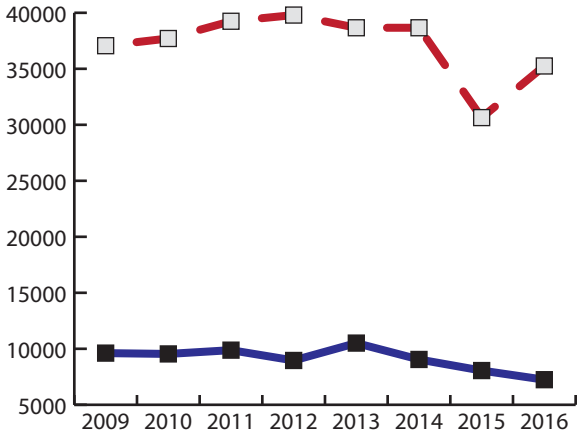
## System Characteristics

| INFO | RED LAKE TRANSIT |
|---|---|
| Vehicle Fleet | 3 Class 400, 2 Class 300 |
| Service Type | Route Deviation, Demand Response |
| Funding Class | Rural |
| Base Fare | $1.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00AM – 6:00PM |
| Saturday | NA |
| Sunday | NA |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

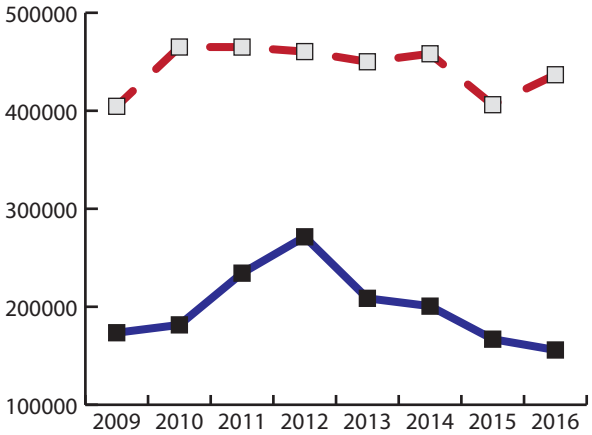
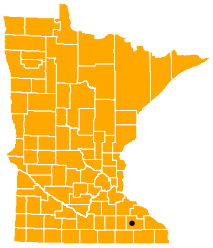



Chart Legend: System data — Peer group average

# ROCHESTER PUBLIC TRANSIT: FIXED



| INFO | ROCHESTER TRANSIT - REGULAR |
|---|---|
| Contact | Anthony Knauer |
| Title | Transit & Parking Manager |
| Street | 4300 East River Road NE |
| City State Zip | Rochester, MN 55906 |
| Telephone | 507-328-2424 |
| E-mail | tknauer@rochestermn.gov |
| Website | www.rptride.com |

## 2016 Highlights

- Increased ridership to 1.71 million trips
- Conducted robust community listening and outreach activity to collect data for 5-year transit development plan
- Added marketing and outreach staff and launched new social media outreach programs

## System Snapshot

| INFO | ROCHESTER TRANSIT - REGULAR |
|---|---|
| Legal Name | City of Rochester |
| Governance | City |
| Area Served | Rochester |
| Leg. District | 25A, 25B, 26A, 26B |
| Cong. District | 1 |

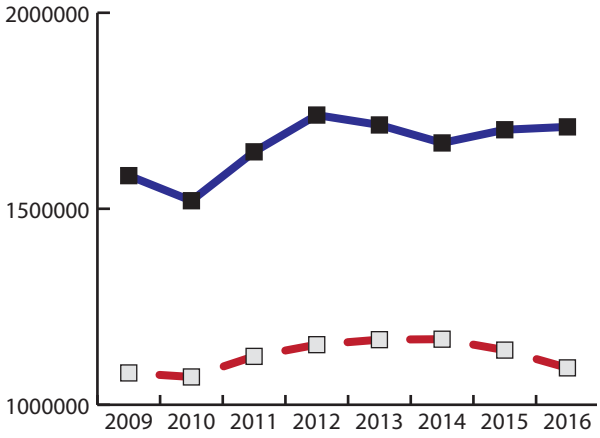
## System Characteristics

| INFO | ROCHESTER TRANSIT - REGULAR |
|---|---|
| Vehicle Fleet | 51 Class 700 |
| Service Type | Fixed Route |
| Funding Class | Urban |
| Base Fare | $2.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:30am - 10:00pm |
| Saturday | 6:00am - 7:00pm |
| Sunday | |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

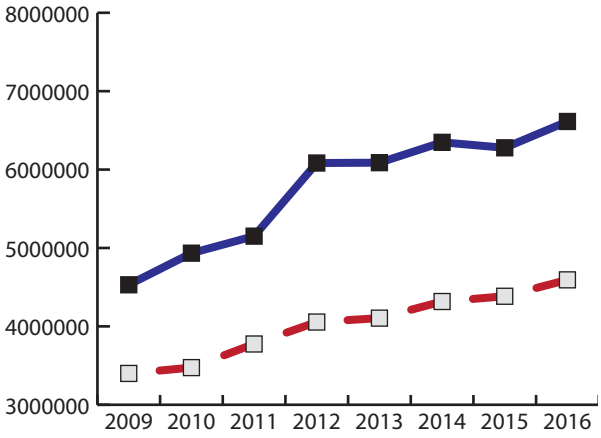
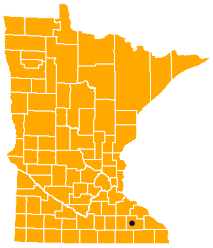



Chart Legend: System data — Peer group average

# ROCHESTER PUBLIC TRANSIT: PARATRANSIT



| INFO | ROCHESTER TRANSIT: DIAL-A-RIDE |
|---|---|
| Contact | Anthony Knauer |
| Title | Transit & Parking Manager |
| Street | 4300 East River Road NE |
| City State Zip | Rochester, MN 55906 |
| Telephone | 507-328-2424 |
| E-mail | tknauer@rochestermn.gov |
| Website | www.rptride.com |

## 2016 Highlights

- Increased ridership by 3.5% over 2015
- Completed RFP process which combines paratransit and fixed route operations under one contract

## System Snapshot

| INFO | ROCHESTER TRANSIT: DIAL-A-RIDE |
|---|---|
| Legal Name | City of Rochester |
| Governance | City |
| Area Served | Rochester |
| Leg. District | 25A, 25B, 26A, 26B |
| Cong. District | 1 |

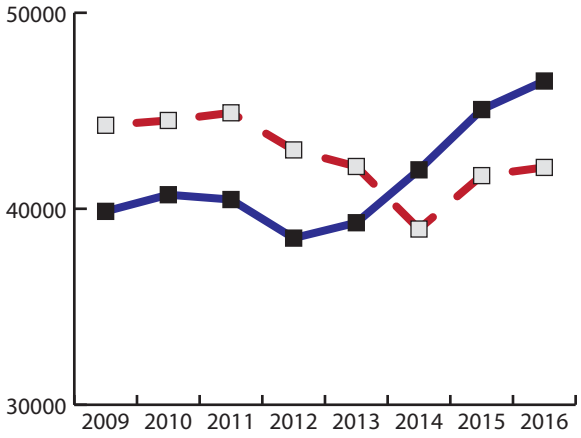
## System Characteristics

| INFO | ROCHESTER TRANSIT: DIAL-A-RIDE |
|---|---|
| Vehicle Fleet | 6 Class 600 |
| Service Type | Demand Response |
| Funding Class | ADA Complementary paratransit |
| Base Fare | $3.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:30am - 10:00pm |
| Saturday | 6:00am - 7:00pm |
| Sunday | |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

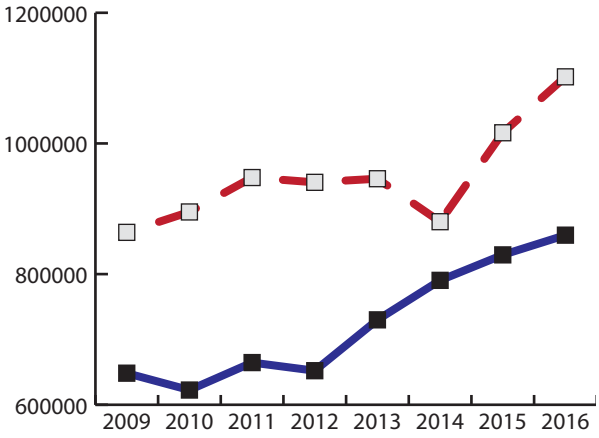
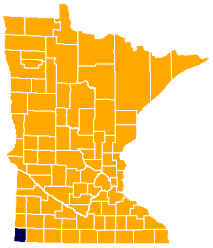



Chart Legend: System data — Peer group average

# ROCK COUNTY HEARTLAND EXPRESS



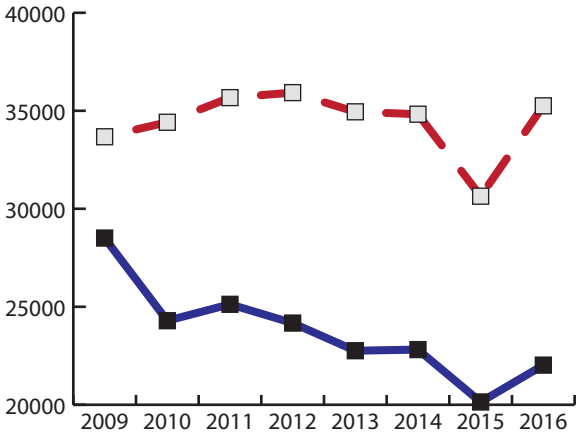
| INFO | ROCK CTY HEARTLAND EXP |
|---|---|
| Contact | Cathleen Amick |
| Title | Transportation Director |
| Street | 1400 S Saratoga |
| City State Zip | Marshall, MN 56258 |
| Telephone | 1-507-537-1416 ext. 2123 |
| E-mail | Cathleen.amick@unitedcapmn.org |
| Website | www.communitytransitswmn.org |

## 2016 Highlights

- merger with United Community Action Partnership 01/01/2017
- Ridership and operating expenditures shown below reflect 2016 data for Rock County Heartland Express.

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

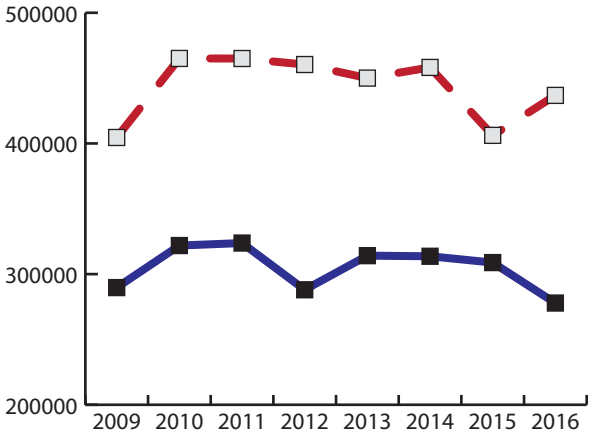
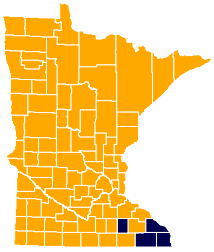



Chart Legend: System data — Peer group average

# ROLLING HILLS TRANSIT



| INFO | ROLLING HILLS TRANSIT |
|---|---|
| Contact | Erlene Welshons |
| Title | Transportation Director |
| Street | 204 S Elm St. P.O. Box 549 |
| City State Zip | Rushford, MN 55971 |
| Telephone | 507-864-8238 |
| E-mail | erlene.welshons@semcac.org |
| Website | www.semcac.org |

## 2016 Highlights

- Started the process for a new Transit Operations Building
- Expansion into Olmstead County including Bryon, Dover, Eyota and St. Charles
- Steady growth in ridership in expanded communities

## System Snapshot

| INFO | ROLLING HILLS TRANSIT |
|---|---|
| Legal Name | Semcac |
| Governance | Non-Profit - CAP |
| Area Served | Dodge, Fillmore, Houston, rural Winona and Olmsted Counties |
| Leg. District | 21B, 24A, 25A, 27A, 27B, 28A |
| Cong. District | 1 |

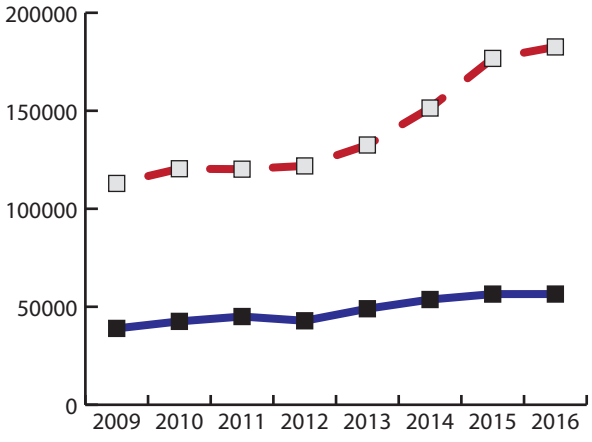
## System Characteristics

| INFO | ROLLING HILLS TRANSIT |
|---|---|
| Vehicle Fleet | 10 - class 400 |
| Service Type | Demand Response, Subscription |
| Funding Class | 5311 - Rural |
| Base Fare | $1.50 - $3.00 - $6.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 7:30am - 4:30pm |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

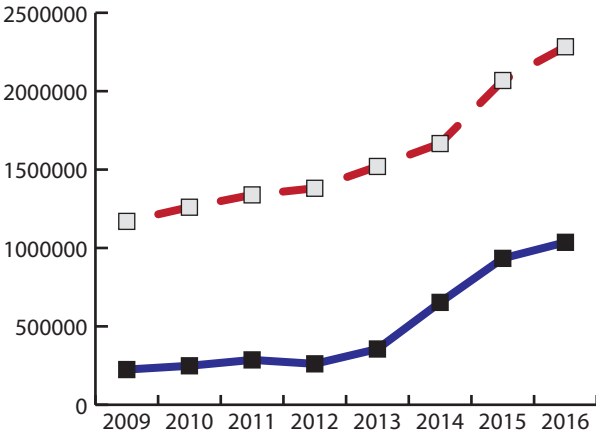
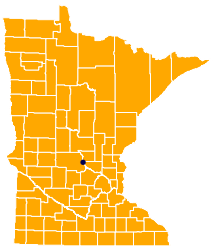



Chart Legend: System data — Peer group average

# ST. CLOUD METRO BUS: FIXED ROUTE



| INFO | ST CLOUD METRO BUS: REG |
|---|---|
| Contact | Ryan I. Daniel |
| Title | Chief Executive Officer |
| Street | 665 Franklin Avenue NE |
| City State Zip | St. Cloud, MN 56304 |
| Telephone | 320-529-4482 |
| E-mail | rdaniel@stcloudmtc.com |
| Website | www.ridemetrobus.com |

## 2016 Highlights

- Updated ridemetrobus.com website and included new trip planner
- Implemented Phase 1 of Long Range Transit Plan, which changed routes and added 10,000+ additional service hours for fixed route
- Received Morgan Family Foundation grant to assist low-income residents with job-seeking activities

## System Snapshot

| INFO | ST CLOUD METRO BUS: REG |
|---|---|
| Legal Name | St. Cloud Metropolitan Transit Commission |
| Governance | Transit Authority |
| Area Served | St. Cloud, Sartell, Sauk Rapids, Waite Park |
| Leg. District | 13B, 14A, 14B, 15B, 30A |
| Cong. District | 6 |

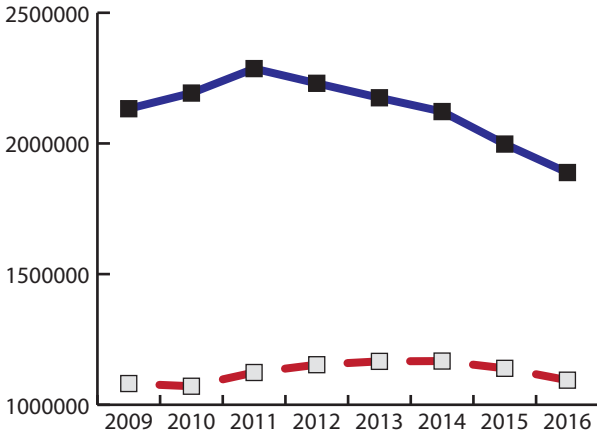
## System Characteristics

| INFO | ST CLOUD METRO BUS: REG |
|---|---|
| Vehicle Fleet | 3 Class 400, 35 Class 700, 1 trolley bus |
| Service Type | Fixed Route, Route Guarantee |
| Funding Class | Urban |
| Base Fare | $1.25 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:15am - 10:00pm |
| Saturday | 7:45am - 6:45pm |
| Sunday | 8:45am - 6:00pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

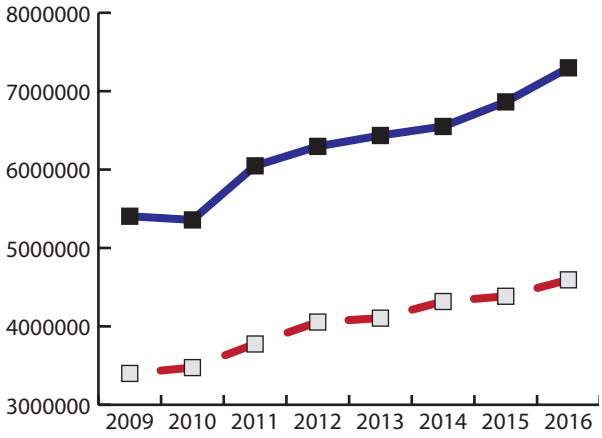
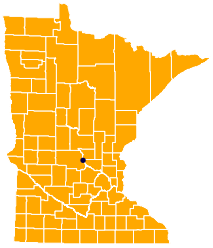



Chart Legend: System data — Peer group average

# ST. CLOUD METRO BUS: PARATRANSIT



| INFO | ST CLOUD METRO: DIAL-A-RIDE |
|---|---|
| Contact | Ryan I. Daniel |
| Title | Chief Executive Officer |
| Street | 665 Franklin Avenue NE |
| City State Zip | St. Cloud, MN 56304 |
| Telephone | 320-529-4482 |
| E-mail | rdaniel@stcloudmtc.com |
| Website | www.ridemetrobus.com |

## 2016 Highlights

- Updated ridemetrobus.com website and included new trip planner
- Implemented Phase 1 of Long Range Transit Plan, which changed routes and added 10,000+ additional service hours for fixed route
- Recieved Morgan Family Foundation grant to assist low-income residents with job-seeking activities

## System Snapshot

| INFO | ST CLOUD METRO: DIAL-A-RIDE |
|---|---|
| Legal Name | St. Cloud Metro. Transit Commission |
| Governance | Transit Authority |
| Area Served | St. Cloud, Sartell, Sauk Rapids, Waite Pk |
| Leg. District | 13B, 14A, 14B, 15B, 30A |
| Cong. District | 6 |

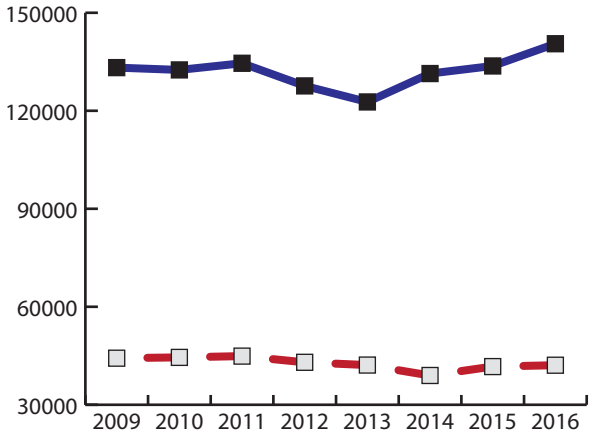
## System Characteristics

| INFO | ST CLOUD METRO: DIAL-A-RIDE |
|---|---|
| Vehicle Fleet | 3 Class 400, 35 Class 700 |
| Service Type | ADA Paratransit |
| Funding Class | 5307 |
| Base Fare | $1.25 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:15am-10:00pm |
| Saturday | 7:45am - 6:45pm |
| Sunday | 8:45am - 6:00pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

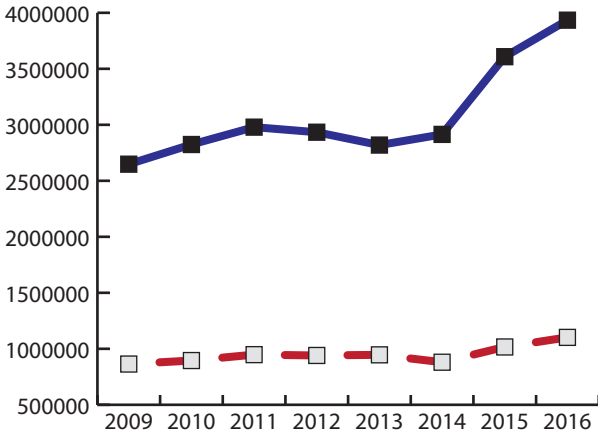
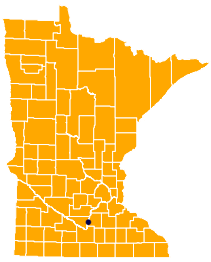



Chart Legend: System data Peer group average

# ST. PETER TRANSIT



| INFO | ST PETER TRANSIT |
|---|---|
| Contact | Wayne G. Albers |
| Title | Transit Coordinator |
| Street | 227 S. Front Street |
| City State Zip | Saint Peter, MN 56082 |
| Telephone | (507) 934-0668 |
| E-mail | waynea@saintpetermn.gov |
| Website | www.saintpetermn.gov/transit |

## 2016 Highlights

- Continuing discussions with Le Sueur Transit toward consolidation
- 20% increase in service hours for Gustavus Adolphus College

## System Snapshot

| INFO | ST PETER TRANSIT |
|---|---|
| Legal Name | Saint Peter Transit |
| Governance | City Council |
| Area Served | Cities of Saint Peter and Kasota |
| Leg. District | 19A |
| Cong. District | 1 |

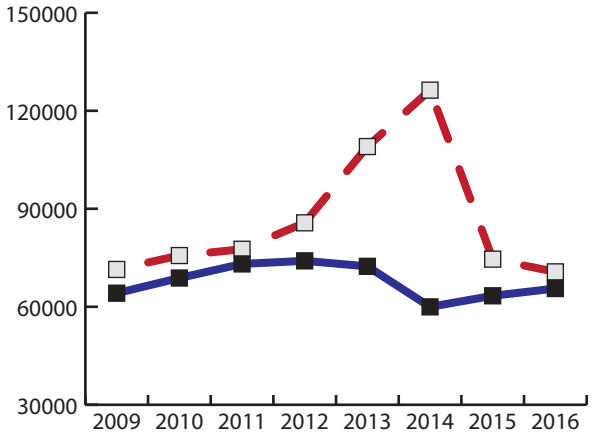
## System Characteristics

| INFO | ST PETER TRANSIT |
|---|---|
| Vehicle Fleet | 5 Vehicles all class 400 |
| Service Type | Demand Response and Deviated Route |
| Funding Class | 5311 |
| Base Fare | $3.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 7:00 AM - 8:00 PM |
| Saturday | 9:00 AM to 7:00 PM |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

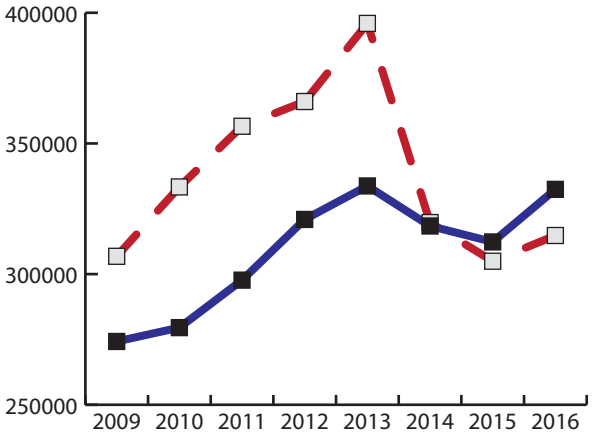
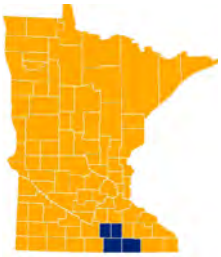



Chart Legend: System data — Peer group average

# SMART TRANSIT



| INFO | SMART TRANSIT |
|---|---|
| Contact | Melinda Estey |
| Title | Transit Manager |
| Street | 2111 4th St NW |
| City State Zip | Austin, MN 55912 |
| Telephone | 507 444-2346 |
| E-mail | MEstey@CedarValleyServices.org |
| Website | www.smartbusmn.org |

## 2016 Highlights

- MPTA Transit System of the Year award recipient
- Delivered 200,000 passengers during calendar year for first time in system history - 25% increase in ridership from 2015
- Saturday service added in Albert Lea and preschool service in Owatonna

## System Snapshot

| INFO | SMART TRANSIT |
|---|---|
| Legal Name | Cedar Valley Services – SMART Transit |
| Governance | Non-Profit |
| Area Served | Freeborn, Mower, Steele, and Waseca Counties |
| Leg. District | 24A, 27A, 27B |
| Cong. District | 1 |

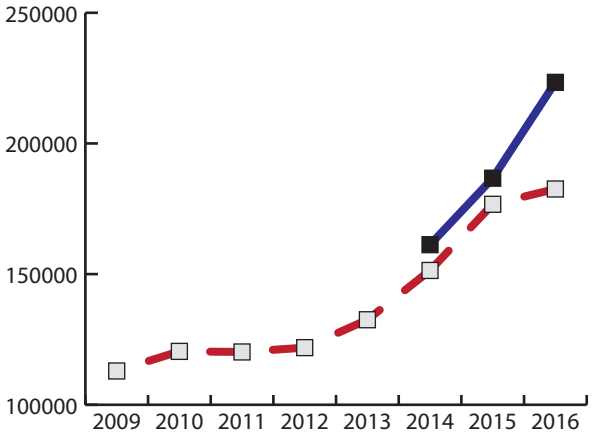
## System Characteristics

| INFO | SMART TRANSIT |
|---|---|
| Vehicle Fleet | 28 |
| Service Type | Dial-A-Ride, Route Deviation |
| Funding Class | 5311 |
| Base Fare | $1.50 Route, $2.00 in town, $2.50 rural |

| COUNTY | HOURS OF OPERATION |
|---|---|
| Freeborn | M-F 7am - 4:30pm, Sat 9am - 1pm |
| Mower | M-F 6am - 9pm, Sat 9am-5pm, Sun 1pm- 5pm |
| Steele | M-F 6am - 9pm, Sat 9am-3pm, Sun 7:30am-1pm |
| Waseca | M-F 6am - 6pm, Sat 9am-1pm, Sun 8am-12pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

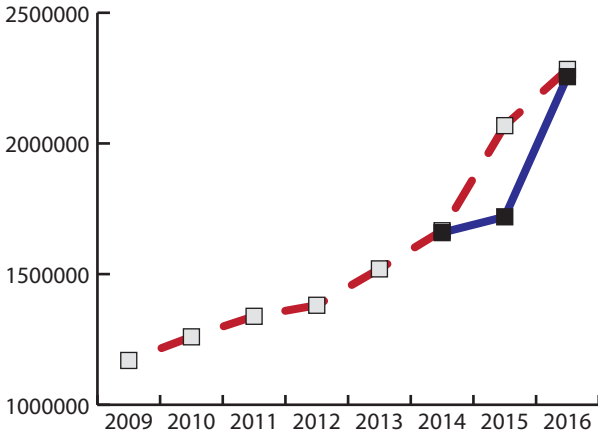
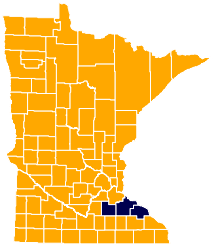



Chart Legend: System data — Peer group average

# THREE RIVERS HIAWATHALAND TRANSIT



| INFO | THREE RIVERS HIAWATHALAND |
|---|---|
| Contact | Amy Repinski |
| Title | Director of Transportation |
| Street | 55049 241st Ave |
| City State Zip | Plainview, MN 55964 |
| Telephone | 866-623-7505 |
| E-mail | amy.repinski@threeriverscap.org |
| Website | http://www.threeriverscap.org./ transportation/hiawathaland-transit |

## 2016 Highlights

- Began evening DAR in Red Wing in January 2016
- Three Rivers became a third party testing site for CDL testing of drivers in-house

## System Snapshot

| INFO | THREE RIVERS HIAWATHALAND |
|---|---|
| Legal Name | Hiawathaland Transit |
| Governance | Three Rivers Community Action, Inc |
| Area Served | Wabasha, Goodhue, and Rice Counties |
| Leg. District | 21, 24, 21A, 21B, 24B, 58B |
| Cong. District | 1, 2 |

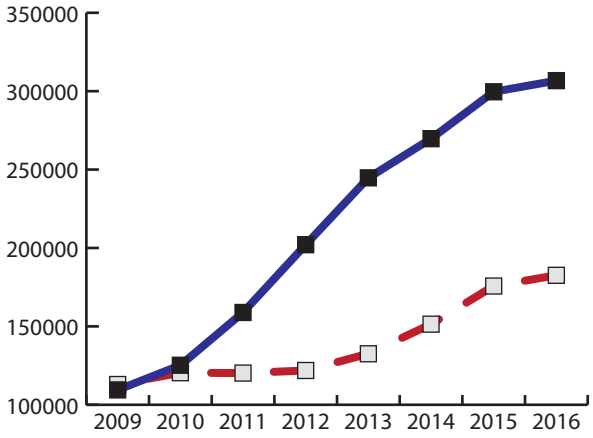
## System Characteristics

| INFO | THREE RIVERS HIAWATHALAND |
|---|---|
| Vehicle Fleet | Class 400- 22, Class 500 - 6 |
| Service Type | Route Deviation, Demand Response |
| Funding Class | 5311 |
| Base Fare | 1.25/route, 1.75 DAR |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00am to 11:00pm |
| Saturday | 7:00am to 5:00pm |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

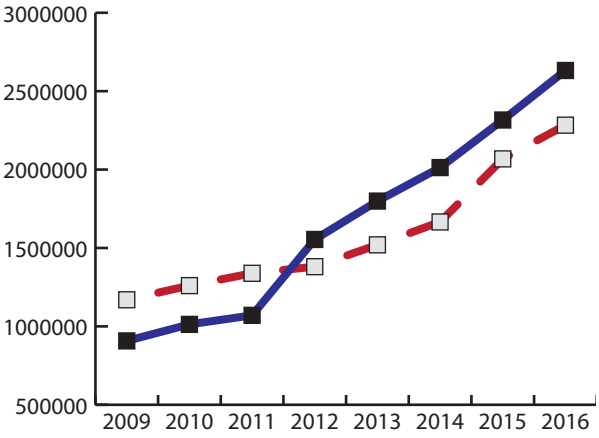
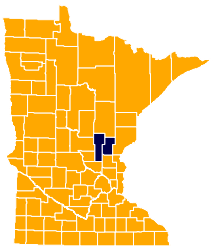



Chart Legend: System data — Peer group average

# TIMBER TRAILS PUBLIC TRANSIT



| INFO | TIMBER TRAILS PUBLIC TRANSIT |
|---|---|
| Contact | Helen Pieper |
| Title | Transit Director |
| Street | 905 East Forest Ave. Suite #127 |
| City State Zip | Mora, MN 55051 |
| Telephone | Direct Line: (320) 364-1351 |
| E-mail | Helen.pieper@co.kanabec.mn.us |
| Website | www.timbertrailstransit.com |

## 2016 Highlights

- Finished the remodel and moved into our new transit facility in Mora
- Timber Trails' had 4.4% increase in ridership in 2016, making it the eighth consecutive year of increased ridership; a 118% increase since 2009
- Timber Trails, in 2016, was able to hire an Operations Supervisor for the first time

## System Snapshot

| INFO | TIMBER TRAILS PUBLIC TRANSIT |
|---|---|
| Legal Name | Kanabec County |
| Governance | County |
| Area Served | Kanabec and Mille Lacs Counties |
| Leg. District | 11B, 15A |
| Cong. District | 8 |

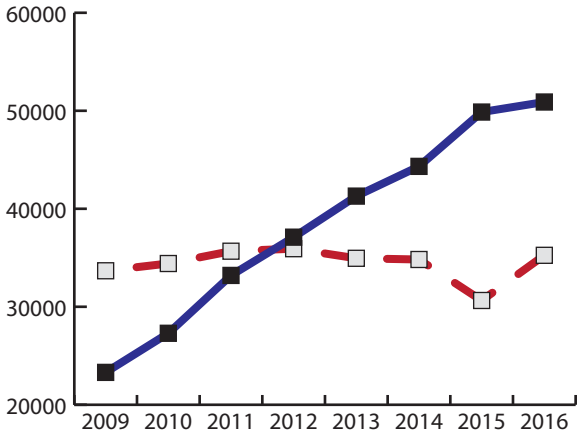
## System Characteristics

| INFO | TIMBER TRAILS PUBLIC TRANSIT |
|---|---|
| Vehicle Fleet | 11 Class 400 Cut-aways |
| Service Type | Demand Response |
| Funding Class | Rural 5311 |
| Base Fare | $3.00 in town/$5.00 out of town |

| CITY | HOURS OF OPERATION |
|---|---|
| Princeton | 9am - 3pm (Mon-Fri), 8am - 5pm (Saturday) |
| Milaca | 9am - 3pm (Monday - Friday) |
| Mora | 6am - 6pm (Mon - Fri), 8am - 5pm (Saturday) |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

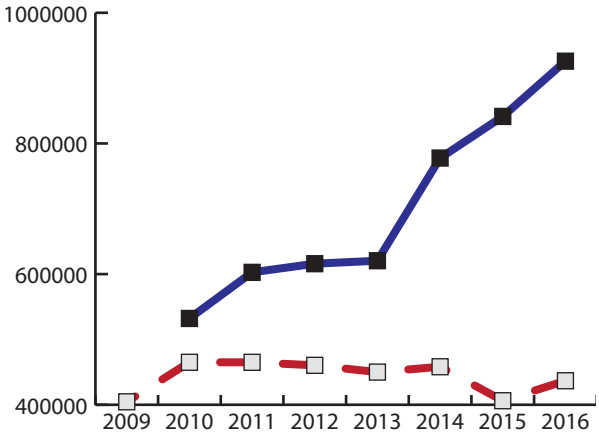
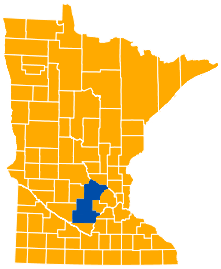



Chart Legend: System data — Peer group average

# TRAILBLAZER TRANSIT



| INFO | TRAILBLAZER TRANSIT |
|---|---|
| Contact | Gary Ludwig |
| Title | Executive Director |
| Street | 207 West 11th Street |
| City State Zip | Glencoe, MN 55336 |
| Telephone | 320-864-1000 |
| E-mail | gludwig@trailblazertransit.com |
| Website | www.trailblazertransit.com |

## 2016 Highlights

- Opened a new transit facility in Buffalo, it is being leased to the transit system
- Increased to 24 buses in service by the end of 2016
- 23% ridership increase from 2015. 98,276 rides provided in Wright County alone

## System Snapshot

| INFO | TRAILBLAZER TRANSIT |
|---|---|
| Legal Name | Trailblazer Joint Powers Board |
| Governance | Joint Powers Board |
| Area Served | Sibley, McLeod, and Wright Counties |
| Leg. District | 15B, 18A, 18B, 29A, 29B, 30A, 30B |
| Cong. District | 6 and 7 |

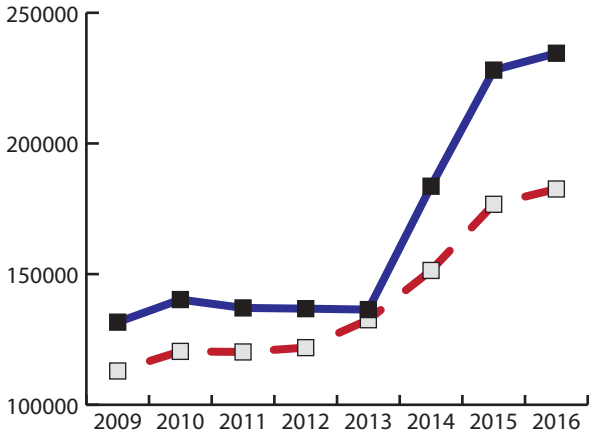
## System Characteristics

| INFO | TRAILBLAZER TRANSIT |
|---|---|
| Vehicle Fleet | 24 Class 400 |
| Service Type | Dial-A-Ride |
| Funding Class | Rural |
| Base Fare | $4.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:30am - 5:30pm |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

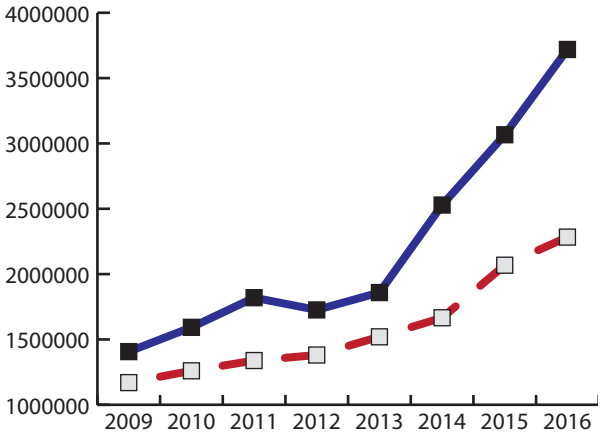



Chart Legend: System data — Peer group average

# TRANSIT ALTERNATIVES

| INFO | TRANSIT ALTERNATIVES |
|---|---|
| Contact | Daryn Toso |
| Title | Director of Transportation Services |
| Street | 1225 N Tower Rd |
| City State Zip | Fergus Falls MN 56537 |
| Telephone | 218-998-3002 |
| E-mail | darynt@paiff.org |
| Website | http://otterexpress.com/ |

## 2016 Highlights

- Started a route to Pelican Rapids from Fergus Falls.
- Celebrated 10 years of being in service.
- Created an operations manager position.

## System Snapshot

| INFO | TRANSIT ALTERNATIVES |
|---|---|
| Legal Name | Productive Alternatives, Inc. |
| Governance | Non Profit |
| Area Served | Clay, Otter Tail, Wilkin |
| Leg. District | 2B, 4A, 4B, 8A, 8B, 12A |
| Cong. District | 7 |

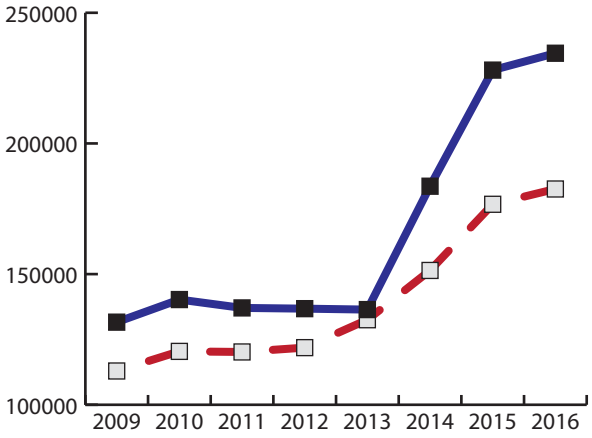
## System Characteristics

| INFO | TRANSIT ALTERNATIVES |
|---|---|
| Vehicle Fleet | 18 Class 400, 6 Class 500 |
| Service Type | Dial A Ride |
| Funding Class | Rural |
| Base Fare | $1.00 - $5.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00am to 6:00pm |
| Saturday | 8:45am to 3:45pm |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

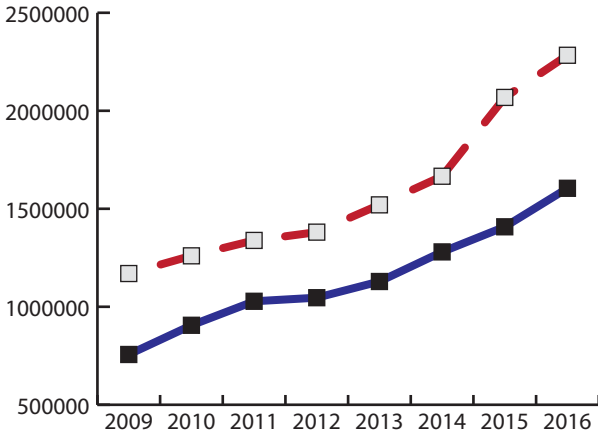
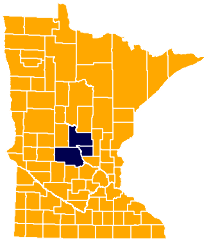



Chart Legend: System data — Peer group average

# TRI-CAP TRANSIT CONNECTION



| INFO | TRI-CAP TRANSIT CONNECTION |
|---|---|
| Contact | Brian Horn |
| Title | Executive Director |
| Street | 1200 23rd Avenue South, PO Box 683 |
| City State Zip | Waite Park Minnesota 56387 |
| Telephone | 320-251-1612 |
| E-mail | Brian.horn@tricap.org |
| Website | www.tricap.org |

## 2016 Highlights

- Re-designed service in Morrison County resulted in higher ride counts and improved customer satisfaction
- New website that includes transportation route maps
- Improved technology systems, increased efficiencies with route scheduling

## System Snapshot

| INFO | TRI-CAP TRANSIT CONNECTION |
|---|---|
| Legal Name | Tri-County Action Program, Inc. |
| Governance | Community Action Agency |
| Area Served | Benton, Stearns, Sherburne, Morrison Cty |
| Leg. District | 9B,12B,13A,13B,14A,14B,15A,15B,30A,31A |
| Cong. District | 6, 7, 8 |

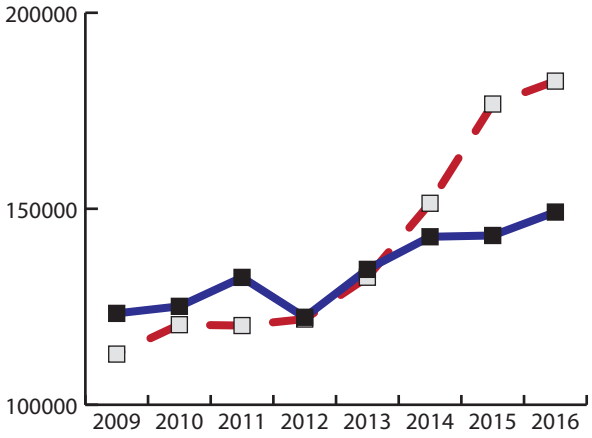
## System Characteristics

| INFO | TRI-CAP TRANSIT CONNECTION |
|---|---|
| Vehicle Fleet | 9 class 400; 7 class 500 |
| Service Type | Demand Response |
| Funding Class | City and Rural |
| Base Fare | $3.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 7:00am-5:00pm |
| Saturday | 6:00am-6:00pm |
| Sunday | No service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

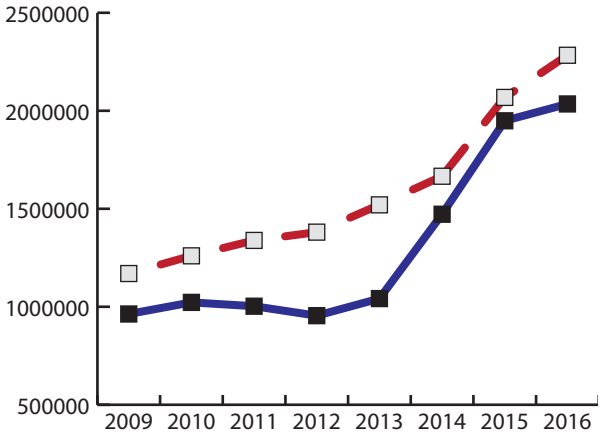
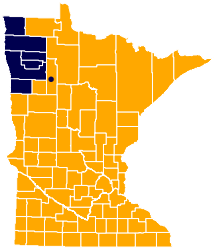



Chart Legend: System data — Peer group average

# TRI-VALLEY HEARTLAND EXPRESS BUS



| INFO | TRI-VALLEY HEARTLAND EXP |
|---|---|
| Contact | Cynthia Pic |
| Title | Transportation Programs Director |
| Street | 1345 Fairfax Avenue |
| City State Zip | Crookston, MN 56716 |
| Telephone | 218-281-0700 |
| E-mail | cpic@tvoc.org |
| Website | Tvoc.org |

## 2016 Highlights

- Received grant from Crookston United Way to provide free transportation in Crookston and Thief River Falls to the Eat United Program.
- Contracts with Northwestern Mental Health to transport children weekly to the Northstar Program in Mahnomen and Crookston
- Provides rides for foster grandparents
- 12% increase in ridership since 2016

## System Snapshot

| INFO | TRI-VALLEY HEARTLAND EXP |
|---|---|
| Legal Name | Tri-Valley Opportunity Council, Inc. |
| Governance | Private, non- profit, 401(c) (3) program |
| Area Served | Clearwater, Kittson, Mahnomen, Marshall, Norman, Pennington, Polk, Red Lake |
| Leg. District | 1A, 1B, 2A, 2B, 4B |
| Cong. District | 7 |

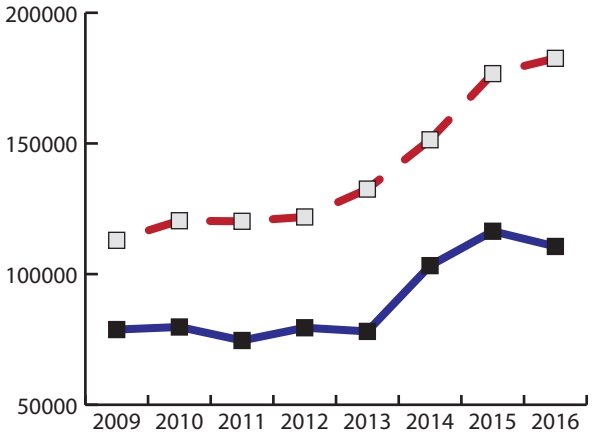
## System Characteristics

| INFO | TRI-VALLEY HEARTLAND EXP |
|---|---|
| Vehicle Fleet | Class 400 and Class 500 vehicles |
| Service Type | Demand Response |
| Funding Class | 5311, 5310 TCAP |
| Base Fare | $2.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | service hours vary by community, see website |
| Saturday | service hours vary by community, see website |
| Sunday | service hours vary by community, see website |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

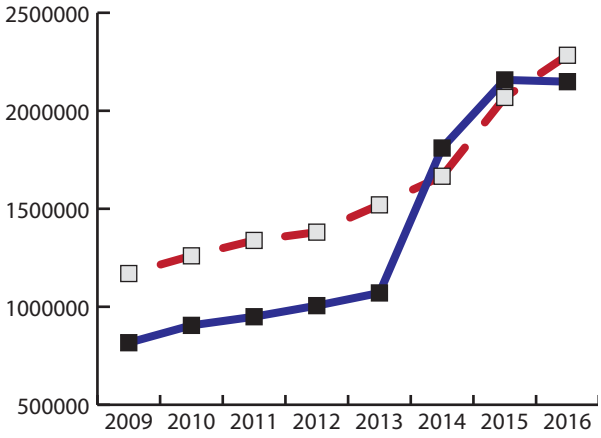
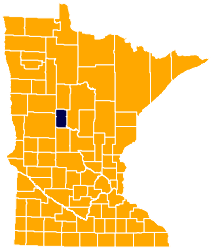



Chart Legend: System data — Peer group average

# WADENA COUNTY FRIENDLY RIDER TRANSIT



| INFO | WADENA CTY FRIENDLY RIDER |
|---|---|
| Contact | Jake Huebsch |
| Title | Transit Director |
| Street | 229 Harry Rich Drive |
| City State Zip | Wadena, MN 56482 |
| Telephone | 218-319-6055 |
| E-mail | Jake.huebsch@co.wadena.mn.us |
| Website | www.friendlyrider.com |

## 2016 Highlights

- Increased ridership form 2015-2016 by approximately 20%, projected ridership from 2016-2017 13%
- Expanded Hours of service on Thursdays and Fridays by 4 hours each day
- Expanded route to connect Central Lakes College Campus Staples and Brainerd

## System Snapshot

| INFO | WADENA CTY FRIENDLY RIDER |
|---|---|
| Legal Name | Wadena County Friendly Rider |
| Governance | Wadena County |
| Area Served | Wadena, Todd, Ottertail, Cass Counties |
| Leg. District | House: 09A, 02B, Senate: 09, 02 |
| Cong. District | 7 |

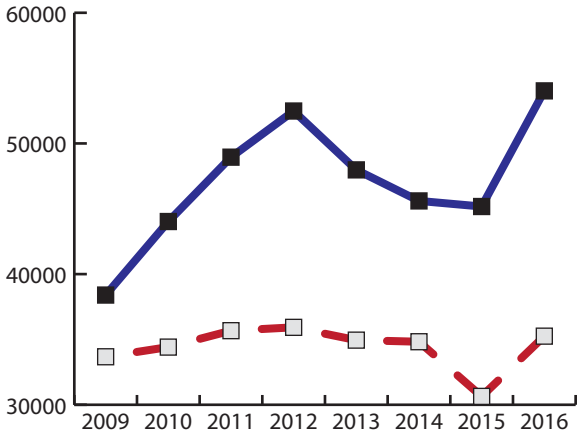
## System Characteristics

| INFO | WADENA CTY FRIENDLY RIDER |
|---|---|
| Vehicle Fleet | 7 Class 400 |
| Service Type | Demand Response |
| Funding Class | 5311 |
| Base Fare | $1.5 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00AM -6PM (M,T,W) - 10:00pm (Th, F) |
| Saturday | 9:00am - 3:00pm |
| Sunday | 7:30am-12:30pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

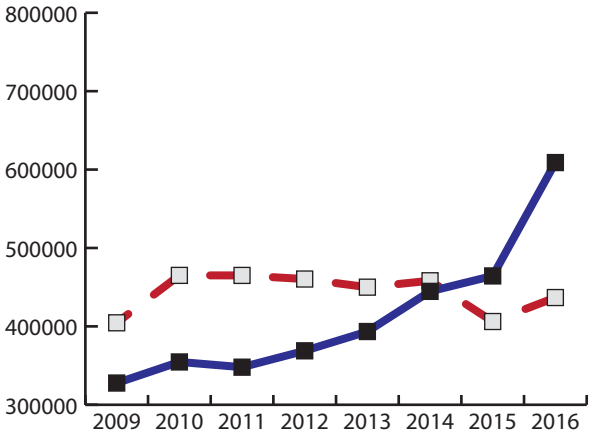
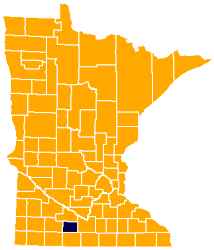



Chart Legend: System data — Peer group average

# WATONWAN TAKE ME THERE



| INFO | WATONWAN TAKE ME THERE |
|---|---|
| Contact | Marjorie R Smith |
| Title | Transit Director |
| Street | 1304 7th Avenue South |
| City State Zip | St James, MN 56081 |
| Telephone | 507 375-7385 |
| E-mail | Marjorie.smith@co.watonwan.mn.us |
| Website | www.co.watonwan.mn.us |

## 2016 Highlights

- Increase of ridership by 4% over 2015.
- Acquired the contract with the Head Start Program
- Maintenance expenses on the vehicles reduced and revenue continues to hold steady to increasing slightly.

## System Snapshot

| INFO | WATONWAN TAKE ME THERE |
|---|---|
| Legal Name | Watonwan County |
| Governance | County |
| Area Served | Watonwan County; surrounding areas in Blue Earth, Brown, Cottonwood Counties |
| Leg. District | 16B, 19A, 19B, 22B, 23A and 23B |
| Cong. District | 1 |

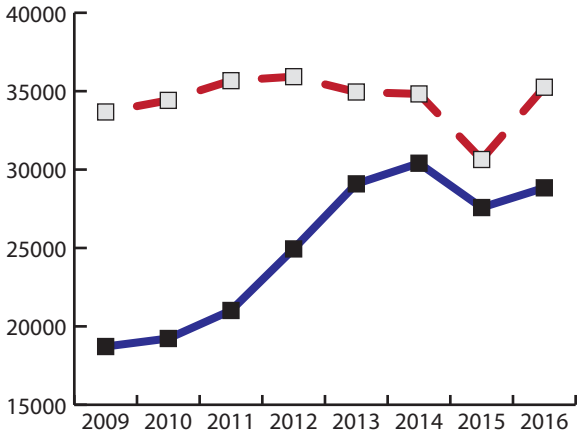
## System Characteristics

| INFO | WATONWAN TAKE ME THERE |
|---|---|
| Vehicle Fleet | 4 – 17 Class 400, 1 mini-van |
| Service Type | Demand Response and Subscription |
| Funding Class | Rural |
| Base Fare | $1.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:00AM – 5:00PM |
| Saturday | |
| Sunday | |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

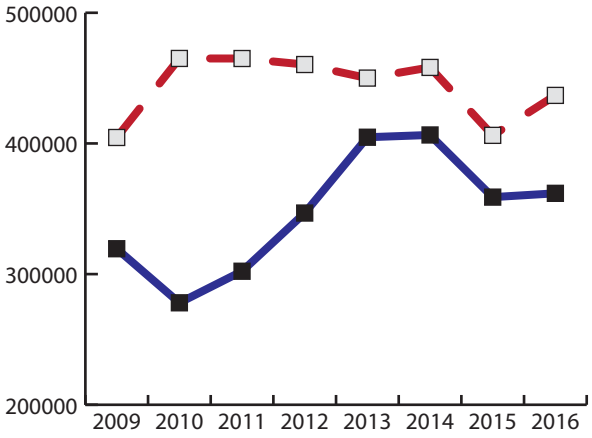



Chart Legend: System data — Peer group average

# WESTERN COMMUNITY ACTION: TRANSIT

| INFO | WESTERN COMMUNITY ACTION |
|---|---|
| Contact | Cathleen Amick |
| Title | Transportation Director |
| Street | 1400 S Saratoga |
| City State Zip | Marshall, MN 56258 |
| Telephone | 1-507-537-1416 ext. 2123 |
| E-mail | Cathleen.amick@unitedcapmn.org |
| Website | www.communitytransitswmn.org |

## 2016 Highlights

- Entered into an agreement to merge with Lincoln, Pipestone and Murray county transit systems

## System Snapshot

| INFO | WESTERN COMMUNITY ACTION |
|---|---|
| Legal Name | Community Transit of United Community Action Partnership |
| Governance | Community Action Agency |
| Area Served | Cottonwood, Jackson, Lincoln, Lyon, Murray, Pipestone, Rock |
| Leg. District | 16A, 16B, 22A, 22B, 23A |
| Cong. District | 1,7 |

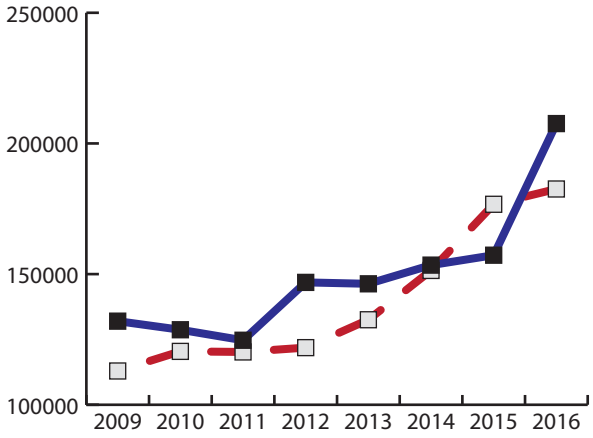
## System Characteristics

| INFO | WESTERN COMMUNITY ACTION |
|---|---|
| Vehicle Fleet | 2 Class 300, 34 Class 400 |
| Service Type | Dial-a-Ride |
| Funding Class | 5310 & 5311 |
| Base Fare | $1.00 - $10.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:30am - 6:00pm (Rural), 5:45am - 9:00pm (Marshall) |
| Saturday | 8:30am - 7:00pm |
| Sunday | 8:30am - 7:00pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

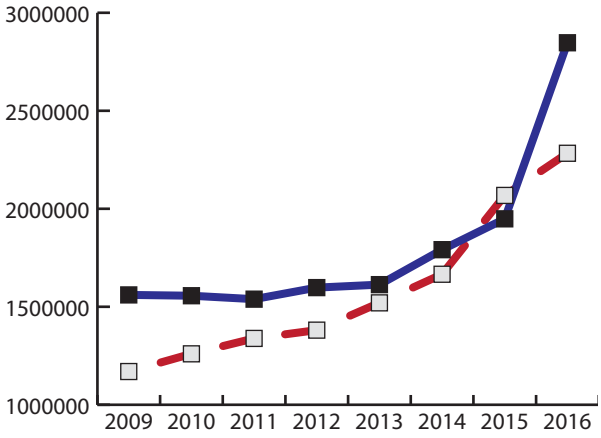
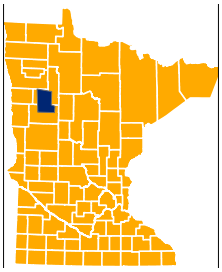



Chart Legend: System data — Peer group average

# WHITE EARTH TRANSIT



| INFO | WHITE EARTH TRANSIT |
|---|---|
| Contact | Kenneth Bakken |
| Title | Transit Manager |
| Street | 36671 Marten Dr. |
| City State Zip | White Earth MN 56591 |
| Telephone | (218) 983-3283 |
| E-mail | Kenneth.Bakken@whiteearth-nsn.gov |
| Website | www.whiteearth.com |

## 2016 Highlights

- Changed/ Modified Routes to add shorter transfer times and increase the amount trips to communities
- Zero reportable accidents for 2016
- Added 1 new route and add another shopping day to existing route
- Passed state and federal audits without any marks

## System Snapshot

| INFO | WHITE EARTH TRANSIT |
|---|---|
| Legal Name | White Earth Public Transit |
| Governance | White Earth Reservation Tribal Council |
| Area Served | White Earth Reservation |
| Leg. District | 7 |
| Cong. District | 7 |

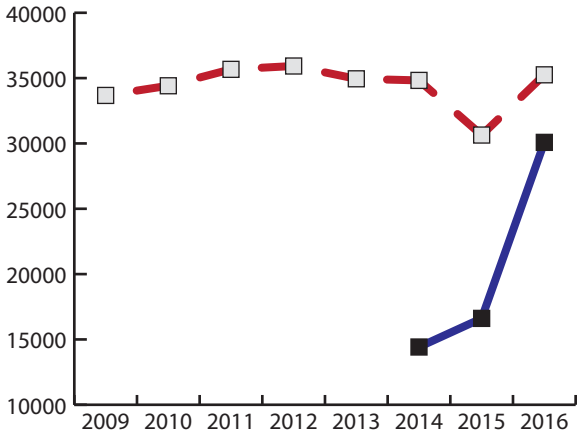
## System Characteristics

| INFO | WHITE EARTH TRANSIT |
|---|---|
| Vehicle Fleet | 2- Class 300 , 6-Class 400, 2- Class 500 |
| Service Type | Demand Response |
| Funding Class | Rural |
| Base Fare | $2.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:00am-7:00pm |
| Saturday | 5am-9am / 3pm-7pm |
| Sunday | NA |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

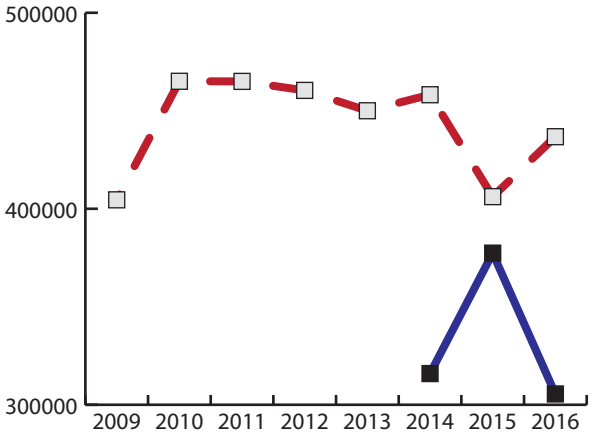
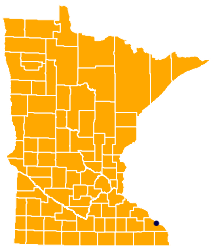



Chart Legend: System data — Peer group average

# WINONA TRANSIT SERVICE



| INFO | WINONA TRANSIT SERVICE |
|---|---|
| Contact | Monica Hennessy Mohan |
| Title | City Clerk |
| Street | PO Box 378 |
| City State Zip | Winona, MN 55987 |
| Telephone | 507-457-8200 |
| E-mail | mhmohan@ci.winona.mn.us |
| Website | www.cityofwinona.com/city-services/city-clerks-office/winona-transit-services/ |

## 2016 Highlights

- Increased ridership on regular routes by 1% and increased revenues by 1.5%
- Replaced three buses in 2016
- Continued providing subscription services to Winona State University and St. Mary's University
- Hosted "Try Transit Day" in April 2016

## System Snapshot

| INFO | WINONA TRANSIT SERVICE |
|---|---|
| Legal Name | City of Winona |
| Governance | City Council |
| Area Served | Cities of Winona and Goodview |
| Leg. District | 28 |
| Cong. District | 1 |

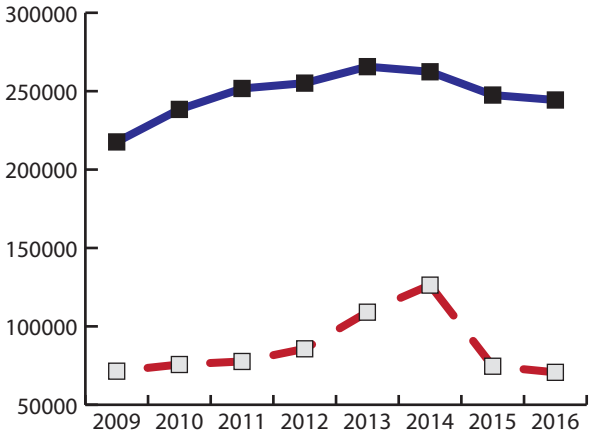
## System Characteristics

| INFO | WINONA TRANSIT SERVICE |
|---|---|
| Vehicle Fleet | 9 Class 500 |
| Service Type | Route Deviation and subscription services |
| Funding Class | Rural |
| Base Fare | $1.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00 am – 6:00 pm |
| Saturday | 9:00 am – 5:00 pm |
| Sunday | NA |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

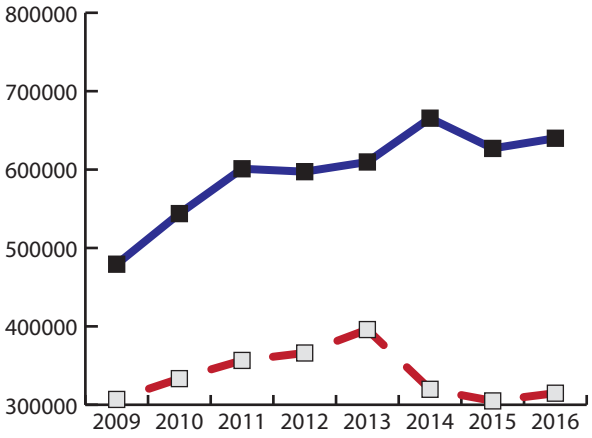
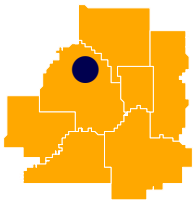



Chart Legend: System data — Peer group average

# MAPLE GROVE TRANSIT



| INFO | MAPLE GROVE TRANSIT |
|---|---|
| Contact | Mike Opatz |
| Title | Transit Administrator |
| Street | P.O. Box 1180 |
| City State Zip | Maple Grove, MN 55311 |
| Telephone | 763-494-6005 |
| E-mail | mopatz@maplegrovemn.gov |
| Website | www.maplegrovetransit.org |

## 2016 Highlights

- Implemented Free Wi Fi on all express buses
- Took delivery of seven coach buses that replaced seven buses due for retirement
- Operated the service to achieve a cost-effective and productive express route system
- Developed an LED Light Fixture Conversion Plan for the Maple Grove Transit Station

## System Snapshot

| INFO | MAPLE GROVE TRANSIT |
|---|---|
| Legal Name | City of Maple Grove |
| Governance | Municipal |
| Area Served | Maple Grove |
| Leg. District | 34A, 34B |
| Cong. District | 3 |

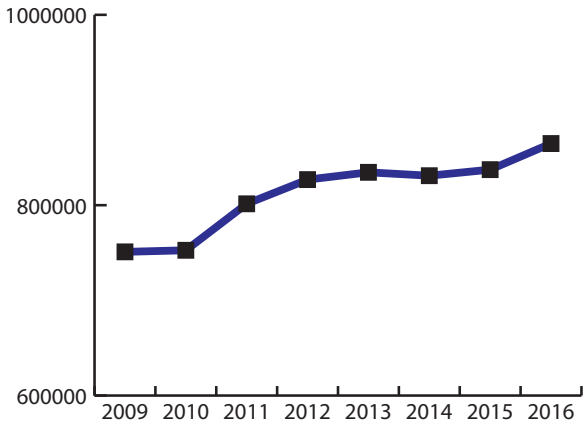
## System Characteristics

| INFO | MAPLE GROVE TRANSIT |
|---|---|
| Vehicle Fleet | 7 Class 400, 46 Class 700 |
| Service Type | Commuter, Dial-A-Ride |
| Base Fare | $1.75 - $3.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:50am to 7:07pm |
| Saturday | 8:00am - 4:30pm |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

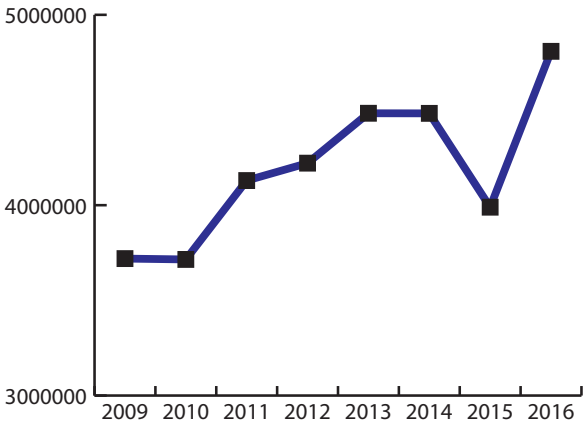
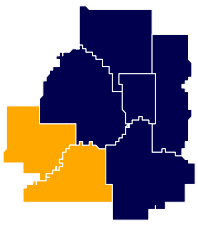



Chart Legend: System data — Peer group average

# METRO MOBILITY



| INFO | METRO MOBILITY |
|---|---|
| Contact | Christine Kuennen |
| Title | Senior Manager |
| Street | 390 Robert Street North |
| City State Zip | St. Paul, MN 55101 |
| Telephone | 651.602.1689 |
| E-mail | christine.kuennen@metc.state.mn.us |
| Website | metromobility.org |

## 2016 Highlights

- 2.23 million rides provided, an increase of nearly 6% over 2015
- Rides entirely within ADA service areas prioritized over non-ADA rides, protecting service quality requirements mandated by Federal law

## System Snapshot

| INFO | METRO MOBILITY |
|---|---|
| Legal Name | Metropolitan Council, Metro Mobility |
| Governance | Regional |
| Area Served | Anoka, Dakota, Hennepin, Ramsey, Washington counties |
| Leg. District | Metro |
| Cong. District | 2, 3, 4, 5, 6 |

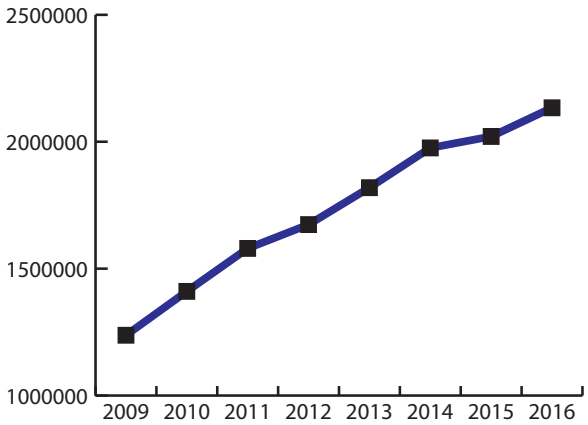
## System Characteristics

| INFO | METRO MOBILITY |
|---|---|
| Vehicle Fleet | 543 Small Bus and 31 Sedans |
| Service Type | Complementary Paratransit |
| Base Fare | $3.50 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 24/7 (Hour of operation based on local regular route service.) |
| Saturday | 24/7 (based on local regular routes) |
| Sunday | 24/7* (based on local regular routes) |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

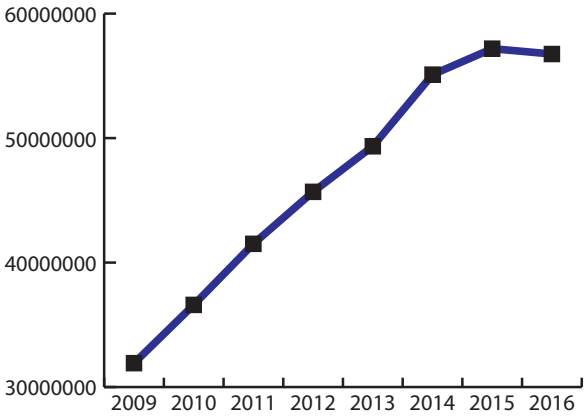
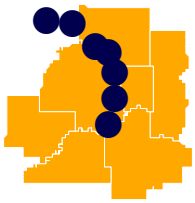



Chart Legend: System data — Peer group average

# NORTHSTAR COMMUTER RAIL



| INFO | METRO TRANSIT COMMUTER RAIL |
|---|---|
| Contact | Brian Lamb |
| Title | General Manager |
| Street | 560 N. 6th Avenue |
| City State Zip | Minneapolis, MN 55411 |
| Telephone | 612-373-3333 |
| E-mail | brian.lamb@metrotransit.org |
| Website | www.metrotransit.org |

## 2016 Highlights

- Regular weekday ridership on the Northstar commuter line (excluding special events) increased just over 1 percent, to 2,369 average weekday rides. Total Northstar ridership was 711,167
- Northstar's year-end on-time performance was 93 percent
- Northstar trains traveled an average of 48,921 vehicle miles between vehicle failures

## System Snapshot

| INFO | METRO TRANSIT COMMUTER RAIL |
|---|---|
| Legal Name | Metro Transit |
| Governance | Regional |
| Area Served | Anoka, Big Lake, Coon Rapids, Elk River, Fridley, Minneapolis, Ramsey |
| Leg. District | 30A, 35A, 35B, 36B, 36A, 37A, 41A, 59B |
| Cong. District | 3, 5, 6 |

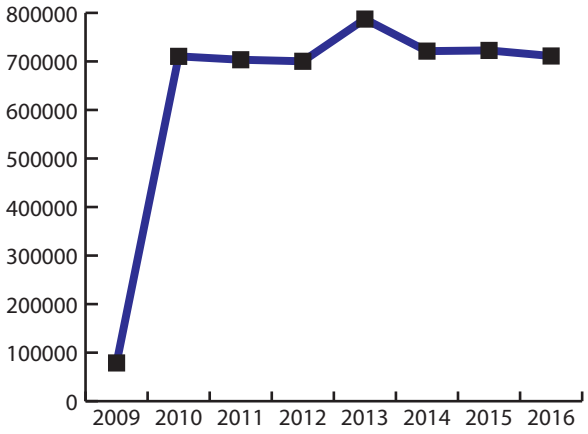
## System Characteristics

| INFO | METRO TRANSIT COMMUTER RAIL |
|---|---|
| Vehicle Fleet | 18 commuter rail cars, 6 commuter rail locomotives |
| Service Type | Fixed Route |
| Base Fare | $3.00 - $6.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:01 am - 7:04 pm |
| Saturday | 10:23am - 7:49pm |
| Sunday | 9:33am - 5:44pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

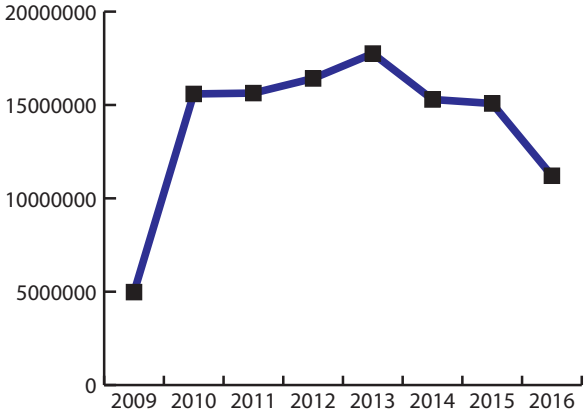



Chart Legend: System data — Peer group average

# METRO TRANSIT: LIGHT RAIL

| INFO | METRO TRANSIT LIGHT RAIL |
|---|---|
| Contact | Brian Lamb |
| Title | General Manager |
| Street | 560 N. 6th Avenue |
| City State Zip | Minneapolis, MN 55411 |
| Telephone | 612-373-3333 |
| E-mail | brian.lamb@metrotransit.org |
| Website | www.metrotransit.org |

## 2016 Highlights

- More than 12.7 million rides were taken on the METRO Green Line, a 2.5 percent increase from 2015. Average weekday ridership was 39,386, just shy of the 2030 projection of 41,000 average weekday rides placeholder.
- 27 light-rail vehicles were repainted and restored 2016. The Bombardier trains put on more than 900,000 miles since they entered service in 2004.

## System Snapshot

| INFO | METRO TRANSIT LIGHT RAIL |
|---|---|
| Legal Name | Metro Transit |
| Governance | Regional |
| Area Served | Anoka, Carver, Dakota, Hennepin, Ramsey and Washington counties |
| Leg. District | Metro |
| Cong. District | 2, 3, 4, 5, 6 |

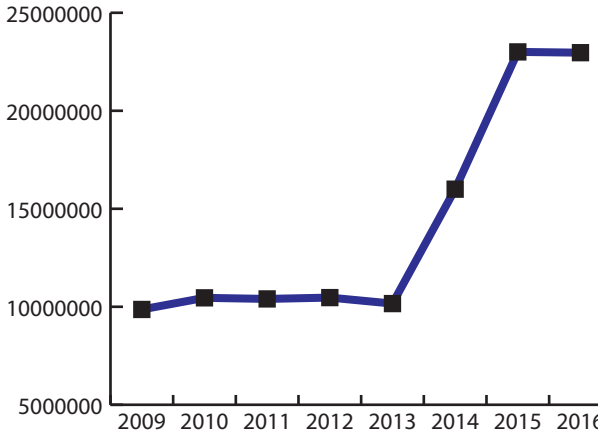
## System Characteristics

| INFO | METRO TRANSIT LIGHT RAIL |
|---|---|
| Vehicle Fleet | 59 Siemens light rail cars, 27 Bombardier light |
| Service Type | Fixed route |
| Base Fare | $1.75-$2.25 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 3:30am - 2:00am |
| Saturday | 3:30am - 2:00am |
| Sunday | 3:30am - 2:00am |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

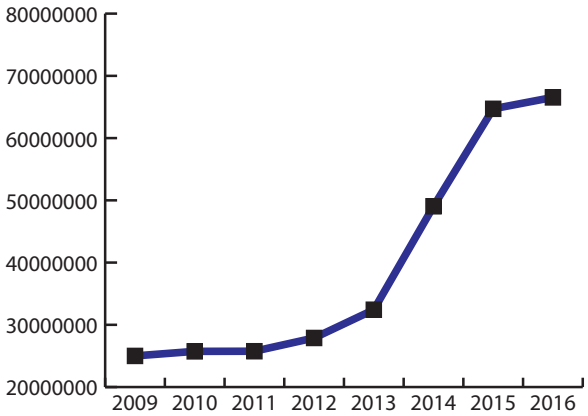
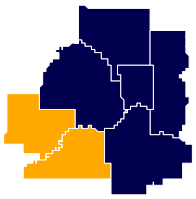



Chart Legend: System data — Peer group average

# METRO TRANSIT: FIXED ROUTE



| INFO | METRO TRANSIT REG ROUTE BUS |
|---|---|
| Contact | Brian Lamb |
| Title | General Manager |
| Street | 560 N. 6th Avenue |
| City State Zip | Minneapolis, MN 55411 |
| Telephone | 612-373-3333 |
| E-mail | brian.lamb@metrotransit.org |
| Website | www.metrotransit.org |

## 2016 Highlights

- The A Line, a Bus Rapid Transit route opened on June 11, with service on Snelling Avenue, Ford Parkway and 46th Street. The A Line provides faster, more frequent service, connects the METRO Blue and Green lines and serves several key destinations, including the Minnesota State Fairgrounds.
- Buses traveled an average of 7,915 miles between service calls, 1.5 percent improvement from 2015.

## System Snapshot

| INFO | METRO TRANSIT REG ROUTE BUS |
|---|---|
| Legal Name | Metro Transit |
| Governance | Regional |
| Area Served | Anoka, Dakota, Hennepin, Ramsey, Washington counties |
| Leg. District | Metro |
| Cong. District | 2, 3, 4, 5, 6 |

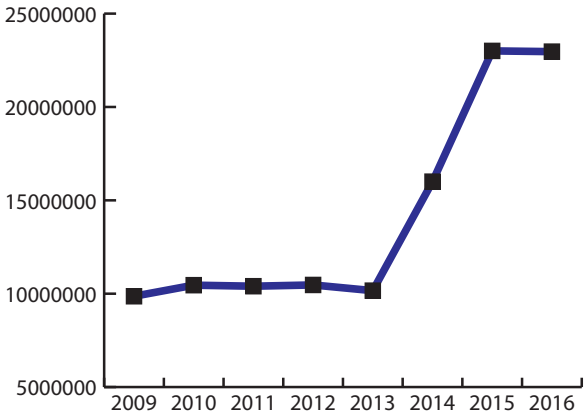
## System Characteristics

| INFO | METRO TRANSIT REG ROUTE BUS |
|---|---|
| Vehicle Fleet | 727 total fleet |
| Service Type | Fixed Route |
| Base Fare | $1.75 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 12:00 am - 11:59 pm |
| Saturday | 12:00 am - 11:59 pm |
| Sunday | 12:00 am - 11:59 pm |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

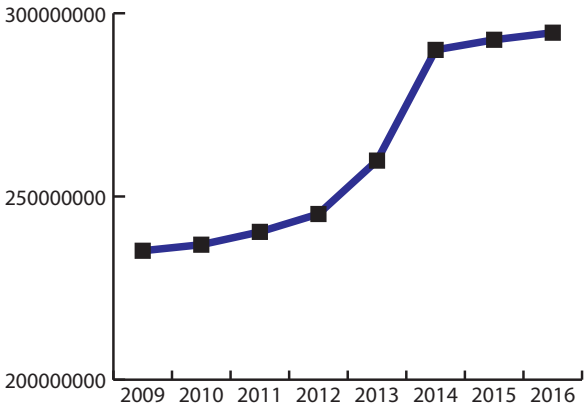
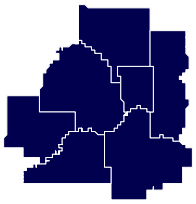



Chart Legend: System data — Peer group average

# MET COUNCIL CONTRACT: FIXED ROUTE



| INFO | MET COUNCIL CONTRACT RRB |
|---|---|
| Contact | John Harper |
| Title | Manager, Contracted Transit Services |
| Street | 390 Robert Street North |
| City State Zip | Saint Paul, MN 55101 |
| Telephone | 651-602-1744 |
| E-mail | John.harper@metc.state.mn.us |
| Website | Metrocouncil.org |

## 2016 Highlights

- Implemented free customer WiFi across entire fleet
- Replaced smart card readers on entire fleet

## System Snapshot

| INFO | MET COUNCIL CONTRACT RRB |
|---|---|
| Legal Name | Metropolitan Council, Metropolitan Transportation Services |
| Governance | Regional |
| Area Served | Seven county metro area |
| Leg. District | Metro |
| Cong. District | 2, 3, 4, 5, 6 |

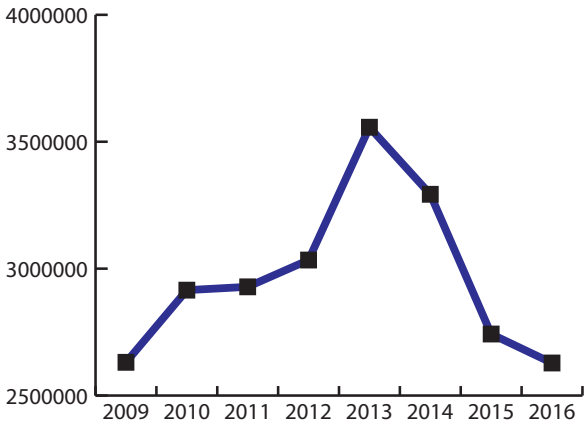
## System Characteristics

| INFO | MET COUNCIL CONTRACT RRB |
|---|---|
| Vehicle Fleet | 28 Class 400, 65 Class 600 |
| Service Type | Fixed Route |
| Base Fare | $1.75 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 5:00am to 12:00am |
| Saturday | 6:00am to 1:00am |
| Sunday | 6:00am to 1:00am |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

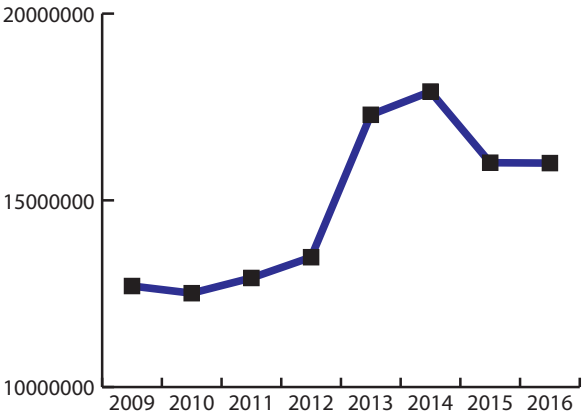
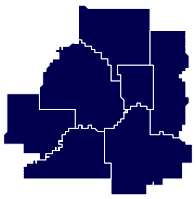



Chart Legend: System data — Peer group average

# MET COUNCIL CONTRACT: TRANSIT LINK



| INFO | MET COUNCIL: TRANSIT LINK |
|---|---|
| Contact | Sheila Williams |
| Title | Senior Project Administrator |
| Street | 390 Robert St N |
| City State Zip | St. Paul, MN 55101 |
| Telephone | 651-602-1000 |
| E-mail | Sheila.williams@metc.state.mn.us |
| Website | https://metrocouncil.org/Transportation/Services/Transit-Link.aspx |

## 2016 Highlights

- Developed a datamart to improve consistency and increase ease of compiling key performance indicators and other critical information
- Continued to work on key initiatives started in 2015 including Go-To fare cards and pilot service to MSP Airport

## System Snapshot

| INFO | MET COUNCIL: TRANSIT LINK |
|---|---|
| Legal Name | Transit Link |
| Governance | Metropolitan Council |
| Area Served | Seven county metro area |
| Leg. District | Seven county metro area |
| Cong. District | 2, 3, 4, 5, 6 |

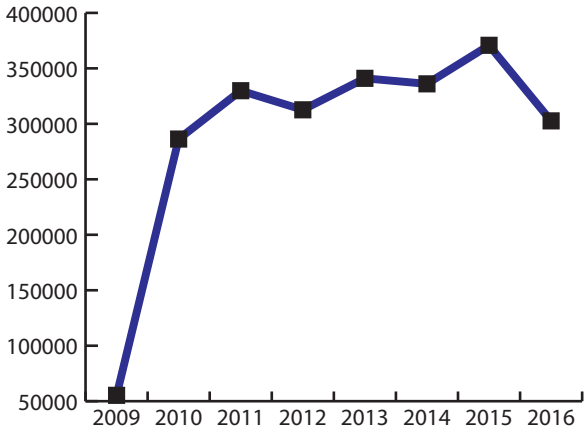
## System Characteristics

| INFO | MET COUNCIL: TRANSIT LINK |
|---|---|
| Vehicle Fleet | 86-Class 400 |
| Service Type | Dial-a-Ride |
| Base Fare | $2.25, $4.50 and $6.75 depending on distance |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00am - 7:00pm |
| Saturday | Subject to availability |
| Sunday | Subject to availability |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

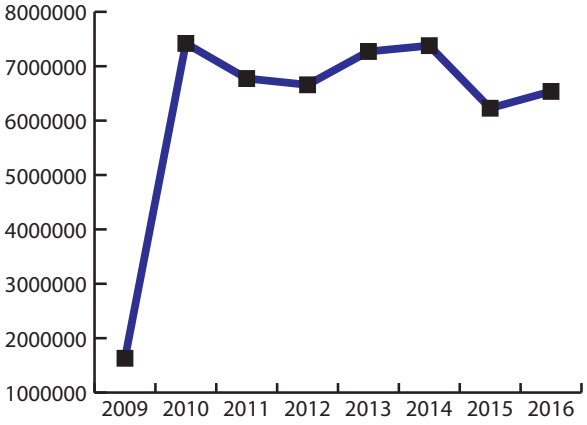
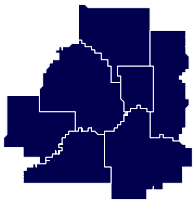



Chart Legend: System data — Peer group average

# MET COUNCIL CONTRACT: VANPOOL



| INFO | MET COUNCIL: VANPOOL |
|---|---|
| Contact | Randy Rosvold |
| Title | Senior Project Administrator |
| Street | 390 Robert St North |
| City State Zip | St Paul, MN 55101 |
| Telephone | 651-602-1710 |
| E-mail | randy.rosvold@metc.state.mn.us |
| Website | Metrotransit.org/vanpool |

## 2016 Highlights

- Procured multi-year contract for program services with Rideshare by Enterprise
- Continues to serve areas beyond the metro through commute and reverse-commute vanpool services to greater MN and Wisconsin

## System Snapshot

| INFO | MET COUNCIL: VANPOOL |
|---|---|
| Legal Name | Metropolitan Council |
| Governance | Regional |
| Area Served | 7 County Metro Area |
| Leg. District | Metro |
| Cong. District | 1,2,3,4,5,6,7,8 |

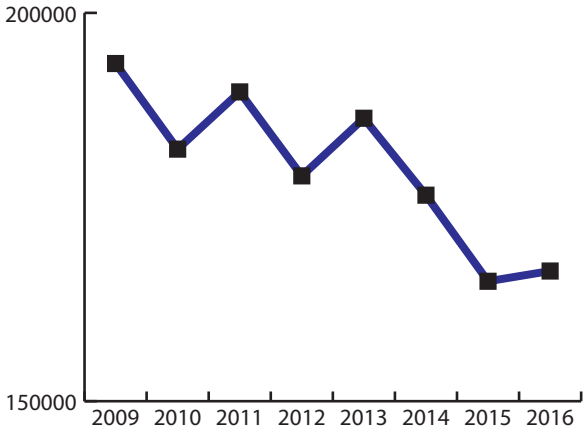
## System Characteristics

| INFO | MET COUNCIL: VANPOOL |
|---|---|
| Vehicle Fleet | 76 Vanpools |
| Service Type | Vanpool |
| Base Fare | The program subsidizes 50-55% of van lease cost. |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | varies by request |
| Saturday | varies by request |
| Sunday | varies by request |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

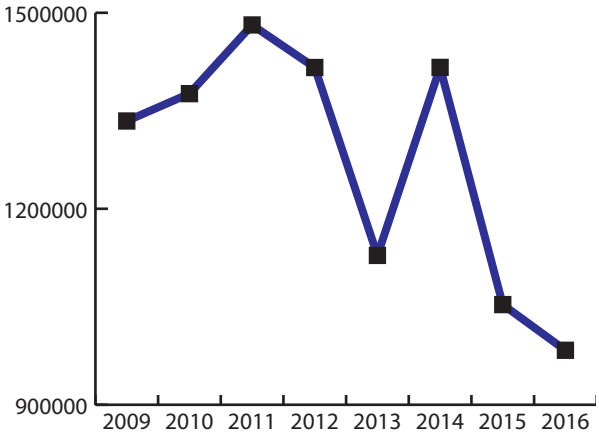
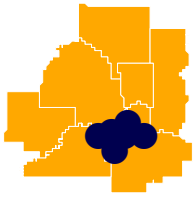



Chart Legend: System data — Peer group average

# MINNESOTA VALLEY TRANSIT AUTHORITY



| INFO | MINNESOTA VALLEY TRANSIT |
|---|---|
| Contact | Luther Wynder |
| Title | Executive Director |
| Street | 100 East Highway 13 |
| City State Zip | Burnsville, MN 55337 |
| Telephone | 952-882-7500 |
| E-mail | lwynder@mvta.com |
| Website | Mvta.com |

## 2016 Highlights

- 2nd highest ridership of all public transit agencies in the state with total annual ridership of over 2.9 million
- Launched new direct service between Rosemount and St. Paul and expanded local service in Shakopee
- First "Stuff the Bus" campaign; 3 tons of food collected in two week campaign for communities in Burnsville and the CAP agency in Shakopee

## System Snapshot

| INFO | MINNESOTA VALLEY TRANSIT |
|---|---|
| Legal Name | Minnesota Valley Transit Authority |
| Governance | Joint Powers Agreement |
| Area Served | Apple Valley, Burnsville, Eagan, Prior Lake, Rosemount, Savage, Shakopee |
| Leg. District | 35B, 36A. 36B. 37A, 37B, 38A, 38B, 39A, 40A, 55A, 55B |
| Cong. District | 2 |

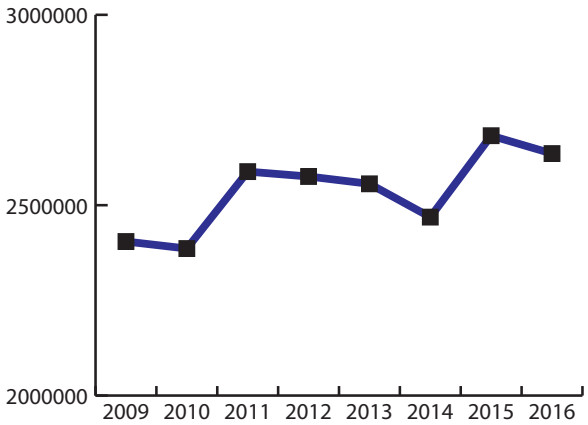
## System Characteristics

| INFO | MINNESOTA VALLEY TRANSIT |
|---|---|
| Vehicle Fleet | 14 Class 400, 96 Class 600, 53 Class 700 |
| Service Type | Fixed Route, Deviated Fixed Route, BRT |
| Base Fare | $1.75 - $3.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 4:00am - Midnight |
| Saturday | 4:00am - Midnight |
| Sunday | 4:00am - Midnight |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

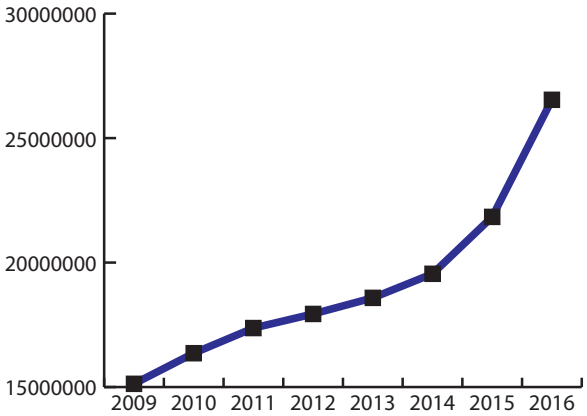
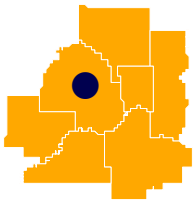



Chart Legend: System data — Peer group average

# PLYMOUTH METROLINK



| INFO | PLYMOUTH METROLINK |
|---|---|
| Contact | Nur Kasin |
| Title | Transit Administrator |
| Street | 3400 Plymouth Blvd |
| City State Zip | Plymouth MN 554447 |
| Telephone | 763-509-5013 |
| E-mail | Nkasin@plymouthmn.gov |
| Website | http://www.plymouthmn.gov/departments/administrative-services-/transit |

## 2016 Highlights

- Added new park and ride surface lot to the system
- Increase reversed commute frequency by 2%
- Installed new security system at Station 73 and the reserve transit facilities

## System Snapshot

| INFO | PLYMOUTH METROLINK |
|---|---|
| Legal Name | Plymouth Metrolink |
| Governance | Plymouth City council |
| Area Served | Plymouth, Minneapolis, Downtown Wayzata, Golden Valley Center, Ridgedale |
| Leg. District | 44A,44B,45A,46A, |
| Cong. District | 44,45,46 |

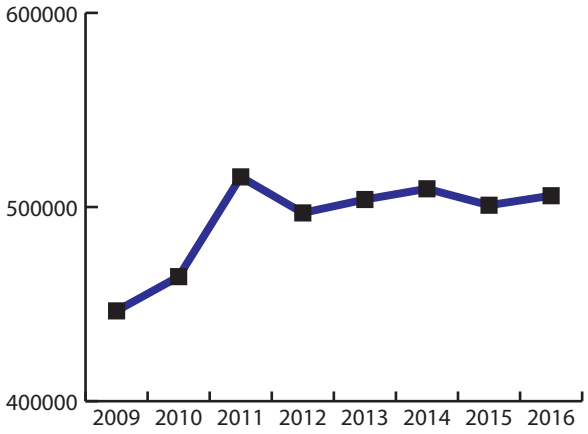
## System Characteristics

| INFO | PLYMOUTH METROLINK |
|---|---|
| Vehicle Fleet | 44 |
| Service Type | Fixed Route, Dial-a-Ride |
| Base Fare | $3.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6:00am - 6:00pm |
| Saturday | No Service |
| Sunday | No Service |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

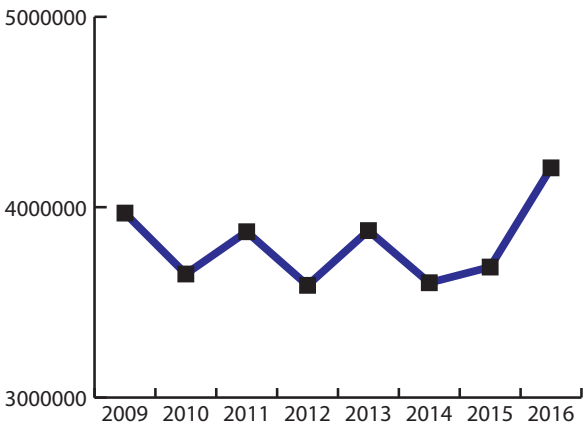
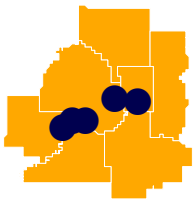



Chart Legend: System data — Peer group average

# SOUTHWEST TRANSIT



| INFO | SOUTHWEST TRANSIT |
|---|---|
| Contact | Matt Fyten |
| Title | Manager of Planning |
| Street | 13500 Technology Dr. |
| City State Zip | Eden Prairie, MN 55344 |
| Telephone | 952-974-3111 |
| E-mail | mfyten@swtransit.org |
| Website | www.swtransit.org |

## 2016 Highlights

- SW Prime Demand Response ridership increased by more than 400% over the previous year
- Increased pervious year overall ridership by 11%
- Provided over 110,000 rides to the 2016 Ryder Cup
- Provided its most ever riders to the State Fair – over 100,000

## System Snapshot

| INFO | SOUTHWEST TRANSIT |
|---|---|
| Legal Name | SouthWest Transit |
| Governance | Joint Powers Agreement (Chanhassen, Chaska, Eden Prairie) |
| Area Served | Chanhassen, Chaska, & Eden Prairie |
| Leg. District | 33B, 47B, 48A, 48B, 49B |
| Cong. District | 3 |

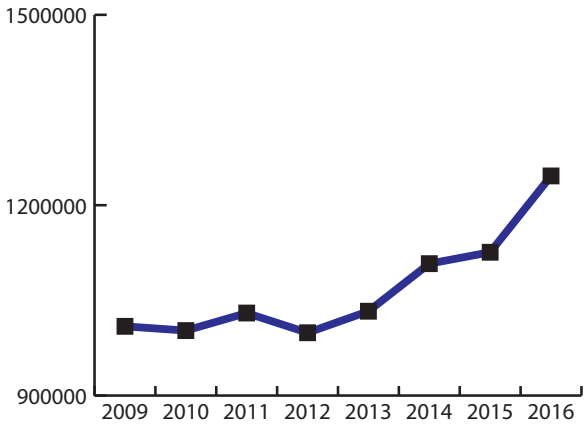
## System Characteristics

| INFO | SOUTHWEST TRANSIT |
|---|---|
| Vehicle Fleet | 50 Class 700, 13 Class 600, 12 Class 300 |
| Service Type | Fixed Route & Demand Response |
| Base Fare | $2.25-3.00 |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 6am – 10pm |
| Saturday | NA |
| Sunday | NA |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

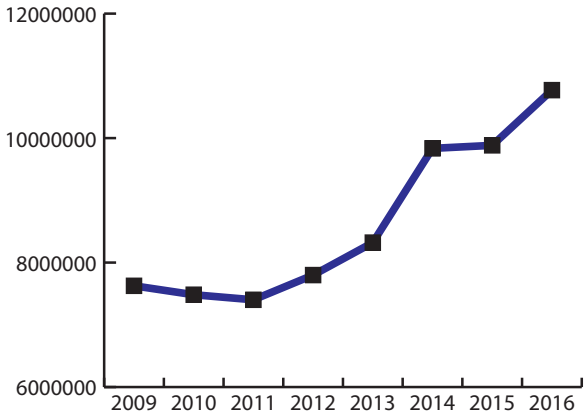
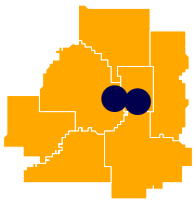



Chart Legend: System data — Peer group average

# UNIVERSITY OF MINNESOTA TRANSIT



| INFO | UNIV OF MINN TRANSIT |
|---|---|
| Contact | Lisa Raduenz |
| Title | Assistant Director |
| Street | 901 29th Avenue SE |
| City State Zip | Minneapolis, MN 55414 |
| Telephone | 612-625-8020 |
| E-mail | radu0002@umn.edu |
| Website | umn.edu/pts/bus/index.html |

## 2016 Highlights

- Added four used 40 foot transit buses to the system
- Changed dial-a-ride service hours to better meet with peak demand, increasing ridership by 18.8%

## System Snapshot

| INFO | UNIV OF MINN TRANSIT |
|---|---|
| Legal Name | University of Minnesota Parking & Transportation Services |
| Governance | University of Minnesota |
| Area Served | UMN Twin Cities Campus |
| Leg. District | 60B, 66A |
| Cong. District | 2,3,4,5,6 |

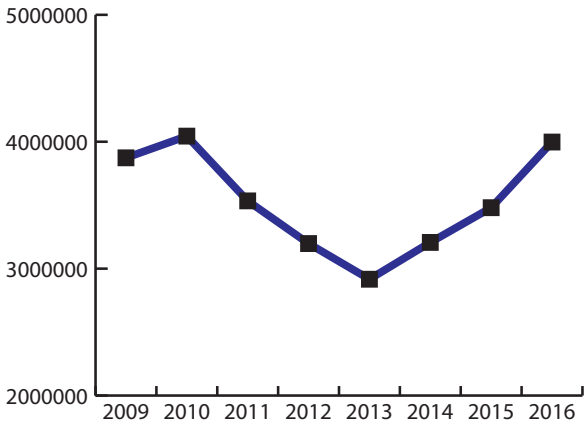
## System Characteristics

| INFO | UNIV OF MINN TRANSIT |
|---|---|
| Vehicle Fleet | 30 |
| Service Type | Fixed Route, Paratransit Demand Responsive |
| Base Fare | Free |

| DAY | HOURS OF OPERATION |
|---|---|
| Monday - Friday | 7am - 12:15am (M-W), 7am - 2am (Th - F) |
| Saturday | 9:30am - 2:00am |
| Sunday | 9:30am - 2:00am |

## System Performance

### RIDERSHIP




### OPERATING EXPENDITURES

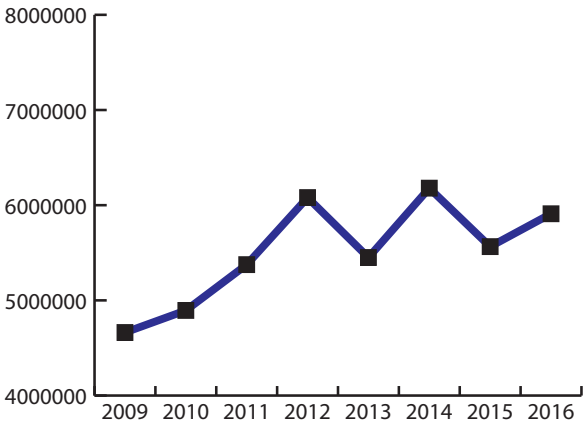
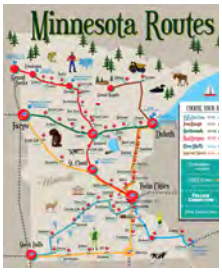



Chart Legend: System data — Peer group average

# JEFFERSON LINES




| INFO | JEFFERSON LINES |
|---|---|
| Contact | Cem Onbasi |
| Title | Grant Accountant |
| Street | 2100 East 26th Street |
| City State Zip | Minneapolis, MN 55404 |
| Telephone | 612-359-3408 |
| E-mail | Conbasi@jeffersonlines.com |
| Website | jeffersonlines.com |

## 2016 Highlights

- Over 90% of Minnesota residents live within 25 miles of a Jefferson Lines boarding location
- Jefferson conducts 3rd party customer service surveys to measure customer satisfaction
- Jefferson's "Bus Tracker", a web and mobile based system, gives passengers real time information on arrivals and departures

## System Snapshot

| INFO | JEFFERSON LINES |
|---|---|
| Legal Name | Jefferson Partners, L.P. dba Jefferson Lines |
| Service Type | Intercity Bus |
| Funding Class | 5311(f) |
| Service Hours | 24 hours daily, 7 days weekly |

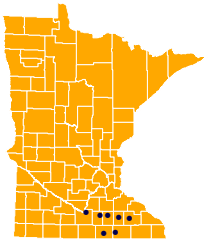
## System Characteristics

Jefferson Lines is a private intercity bus operator that has been connecting people to their favorite destinations for nearly a century. Based in Minneapolis, MN, Jefferson provides direct service to more than 50 Minnesota communities and more than 160 locations throughout its entire 13 state network from Minnesota to Texas and Wisconsin to Montana. Through transportation alliances, Jefferson is able to offer connections to more than 4,000 destinations in the U.S., Canada and Mexico. MnDOT administers federal Section 5311(f) funding to support and develop intercity bus transportation in Minnesota. Minnesota's intercity bus program seeks to connect non-urbanized communities with the larger system of intercity bus service; to meet the intercity travel needs of residents in non-urbanized areas; to support the infrastructure of the intercity bus network through planning, marketing and capital investments; and to promote the coordination of intercity bus service with local public transit and other modes. The routes listed below are those portions of Jefferson routes operating in Minnesota and subsidized through this program. The program subsidizes 50% or 100% of a given route's operating deficit (operating cost minus revenues).

## System Performance

| ROUTE | VEHICLE MILES | RIDERSHIP | REVENUE |
|---|---|---|---|
| Duluth to Grand Rapids | 93,662 | 3,155 | $33,343.58 |
| Minneapolis to Sioux Falls | 202,566 | 6,868 | $290,809.25 |
| Duluth to Fargo | 137,815 | 5,302 | $113,183.39 |
| Brainerd to Grand Forks | 155580 | 10,342 | $268,944.98 |
| Duluth to Minneapolis | 131,855 | 7,880 | $201,207.21 |
| Minneapolis to LaCrosse | 125,650 | 11,520 | $191,625.00 |

# LAND TO AIR EXPRESS



| INFO | [PROVIDER NAME] |
|---|---|
| Contact | Ron Decker |
| Title | Senior Advisor |
| Street | 50 Sibley Parkway |
| City State Zip | Mankato, MN 56001 |
| Telephone | 612-991-1425 |
| E-mail | rdecker@landtoair.net |
| Website | landtoairexpress.com |

## 2016 Highlights

- Three round trips from Mankato to Rochester with intercity connections in Owatonna, Rochester and Albert Lea
- Six round trips from Mankato to Minneapolis to Airport
- Developed new intercity bus service between Mankato, Saint Peter, Le Sueur, Belle Plaine, Jordon, Shakopee and Minneapolis to be implemented in 2017. The new service will operate with two, daily round trips

## System Snapshot

| INFO | LAND TO AIR EXPRESS |
|---|---|
| Legal Name | Blue Earth Blue Sky, LCC dba Land to Air Express |
| Service Type | Intercity Bus |
| Funding Class | Section 5311(f) |
| Service Hours | 24 hours daily |

## System Characteristics

Land to Air Express is a private intercity bus operator that has been connecting people to where they want to go for over 25 years. Based in Mankato, Land to Air Express provides intercity bus service to more than 17 communities in Minnesota. Land to Air connects with Jefferson Lines and Greyhound in Minneapolis, Saint Paul, Rochester, Albert Lea and Owatonna to provide service to more than 4,000 destinations in the USA, Canada and Mexico.

The routes shown below are those intercity bus routes operating in Minnesota and subsidized through the federal 5311(f) program. The Land to Air Express service in Southern Minnesota includes multiple daily trips from Mankato to Rochester with service to Mayo Clinic, Rochester Airport, MNSU, Waseca, Owatonna, Albert Lea, Austin and Dodge Center.

- Convenient early morning and evening departure times
- Express service – minimal, short stops
- Free WIFI
- Premium seats – leather, reclining seats

## System Performance

| ROUTE | VEHICLE MILES | RIDERSHIP | REVENUE |
|---|---|---|---|
| Mankato - Albert Lea - Rochester | 89,750 | 2,056 | $22,120.69 |
| Mankato to Rochester | 70,785 | 1,454 | $14,821.78 |
| Mankato to Rochester | 71,082 | 1,618 | $18,051.68 |

# ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM

Each year, the Federal Transit Administration provides funds to MnDOT to administer the Enhanced Mobility of Seniors and Individuals with Disabilities Program (Section 5310). This federal grant program funds projects that improve the mobility of seniors and individuals with disabilities.

### Program Purpose

The purpose is to provide funding for the operation of vans and buses that meet the transportation needs of seniors and persons with disabilities. The project categories include the following:

- Transportation services when public transit is not available or cannot meet the special needs of seniors and persons with disabilities
- Transportation services that exceed the requirements of the Americans with Disabilities Act of 1990
- Transportation services that improve use of regular bus service and lessen dependence on dial-a-ride service
- Alternative services that assist seniors and persons with disabilities with transportation

### Project Funding

Federal funds are available to fund up to 80 percent of a capital project and 50 percent of operating projects. Successful applicants are required to provide the remaining 20 percent local match for a capital project and/ or 50 percent local match for an operating project, and demonstrate an ability to sustain the project. A detailed description of requirements can be found in the Section 5310 Application: *http://www.dot.state.mn.us/transit/grants/index.html.*

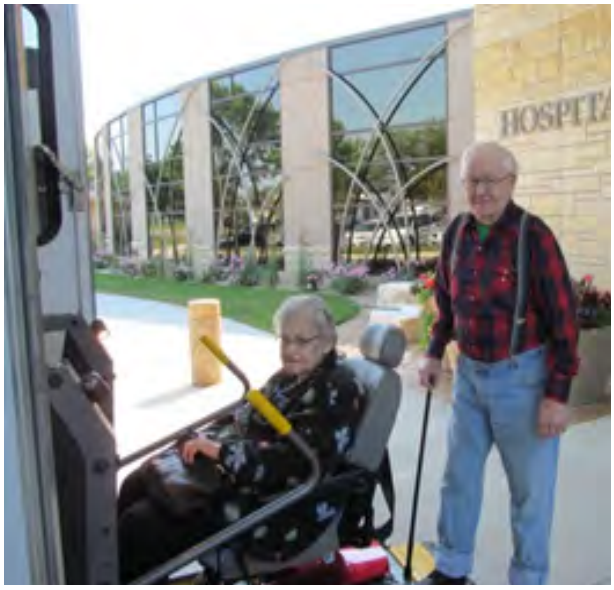
### Eligible Applicants

Organizations eligible to apply for Section 5310 funding include:

- Private non-profit organizations
- Local governmental authorities
- Tribal governments and
- Operators of public transportation

Please refer to Section 5310 State Management Plan for eligible applicant/project information or look at the *State Management Plan*.

The following organizations operate services funded by Section 5310:



1. ABILITY BUILDING CENTER (ABC WORKS)
   Contact: Judy Johnson
   Telephone: 507-895-7161
   62 N. Third Street
   La Crescent, MN 55947
   judj@abcinc.org

2. ABILITY BUILDING CENTER (ABC WORKS)
   Contact: Sheila Herberlien
   Telephone: 507-725-2057
   730 North Pine Street
   Caledonia, MN 55921
   sheilah@abcinc.org

3. ABILITY BUILDING CENTER (ABILITY ENTERPRISES)
   Contact: Steven Hill
   Telephone: 507-281-6262
   1911 14th St. NW
   Rochester, MN 55903
   stevenh@abcinc.org

4. ACHIEVE SERVICES, INC.
   Contact: Carol Donahoe
   Telephone: 763-792-8705
   1201 89th Ave. NE, Suite 105
   Blaine, MN 55434
   carol.donahoe@achieveservices.org

5. ADULT DAY SERVICES, INC.
   Contact: April Collman
   Telephone: 218-751-1324
   620 Carlake Road SE
   Bemidji, MN 56601
   acollman@paulbunyan.net

6. ALLY PEOPLE SOLUTIONS
   Contact: Philip Swanson
   Telephone: 651-288-8929
   1246 University Avenue West, Suite 239
   St. Paul, MN 55104
   pswanson@allypeoplesolutions.org

7. AUGUSTANA CARE-REGENT IN BURNSVILLE
   Contact: Vicki Tobroxon
   Telephone: 952-898-8721
   14500 Regent Lane
   Burnsville, MN 55337
   vmtobroxen@augustanacare.org

8. AUGUSTANA CARE-HERITAGE COMMONS MINNEAPOLIS
   Contact: Kelly Carlson
   Telephone: 612-843-4923
   350 Van White Memorial Boulevard
   Minneapolis, MN 55401
   kccarlso@augustanacare.org

9. AUGUSTANA CHAPPEL VIEW HOMES.INC.
   Contact: Karla Kapaun
   Telephone: 612-238-5251
   1007 East 14th Street
   Minneapolis, MN 55404
   kkapaun@augustanacare.org

10. BECKER COUNTY DAC
    Contact: David Peterson
    Telephone: 218-847-8206
    P.O. Box 852
    Detroit Lakes, MN 56502
    beckerdac@yahoo.com

11. CANVAS HEALTH, INC.
    Contact: Steven Hunt
    Telephone: 651-275-4308
    5650 Memorial Ave. N.
    Oak Park Heights, MN 55082
    sjh@canvashealth.org

12. CEDAR VALLEY SERVICES, INC.
    Contact: Richard Pavek
    Telephone: 507-433-2303
    2111 Fourth St. NW
    Austin, MN 55912
    rpavek@cedarvalleyservices.org

13. CENTRAL COMMUNITY TRANSIT JOINT POWERS BOARD
    Contact: Tiffany Collins
    Telephone: 320-214-7433
    1320 22nd St. SW, P.O. Box 186
    Willmar, MN 56201
    tcollins@katbus.org

14. CLEARWATER DAY ACTIVITY CENTER, INC.
    Contact: Jessica Horn
    Telephone: 218-694-6541
    402 - 5th St. NE., P.O. Box 29
    Bagley, MN 56621
    jocdac@gvtel.com

15. CONNECTIONS
    Contact: Mary Fandrich
    Telephone: 701.532.1145 Ext. 30
    715 11th Street North, Suite 403
    Moorhead, MN 56560
    mfandrich@connections.services

16. COTTONWOOD COUNTY DAC
Contact: Rhonda Haglund
Telephone: 507-831-1511
1049 Fifth Ave
Windom, MN 56101
ccdac.director@gmail.com

17. DARTS
Contact: Melissa Henry
Telephone: 651-234-2276
1645 Marthaler Lane
West St. Paul, MN 55118
melissa.henry@darts1.org

18. DELANO, CITY OF
Contact: Nick Neaton
Telephone: 763-972-0574
234 Second St. N., P.O. Box 462
Delano, MN 55328
nneaton@delano.mn.us

19. EAST POLK COUNTY DAC
Contact: Holly Lenes
Telephone: 218-435-6188
326 N. Mark Ave., P.O. Box 178
Fosston, MN 56542
epcdac@gvtel.com

20. EAST SIDE NEIGHBORHOOD SERVICES, INC.
Contact: Tracy Thoraldson
Telephone: 612-787-4023
1700 Second St. NE
Minneapolis, MN 55413
tthoraldson@esns.org

22. ECUMEN DBA TRANSIT PLUS OF PARMLY LIFEPOINTES
Contact: Tom Henderson
Telephone: 651-257-7327
28210 Old Towne Road
Chisago City, MN 55013
tomhendrickson@ecumen.org

22. ENTERPRISE NORTH, INC. – MADELIA
Contact: Karen Omori
Telephone: 507-233-8900
21 Center Ave.
Madelia, MN 56062
komori@newulmtel.net

23. EPIC ENTERPRISE, INC.
Contact: Linda Hibbard
Telephone: 507-645-6800
430 Railway Street South, P.O. Box 186
Dundas, MN 55019
lhibbard@epicenterpriseinc.org

24. ESR, INC.
Contact: Edwin Boeve
Telephone: 651-351-0190
1754 Washington Ave.
Stillwater, MN 55082-7561
eboeve@esrworks.org

25. FALLS DAY ACTIVITIES CENTER, INC.
Contact: Tammy Haugen
Telephone: 218-681-5951
205 - 13th St. W., P.O. Box C
Thief River Falls, MN 56701
tammy@fallsdac.com

26. FUNCTIONAL INDUSTRIES, INC.
Contact: Rod Pederson
Telephone: 763-682-4336
1803 Highway 25 N., P.O. Box 336
Buffalo, MN 55313
rpederson@functionalindustries.org

27. HMONG AMERICAN PARTNERSHIP
Contact: Bao Vang
Telephone: 651-495-1507
1075 Arcade St.
St. Paul, MN 55106
baov@hmong.org

28. INDEPENDENCE CENTER, INC.
Contact: Amy Christensen
Telephone: 320-252-4146
51 First Ave. S.
Waite Park, MN 56387
atcici@cloudnet.com

29. JOBS PLUS, INC.
Contact: Katie Neegard
Telephone: 507-833-5004
200 16th Ave. SE
Waseca, MN 56093
kneeg01@hotmail.com

30. KITTSON COUNTY DAC, INC.
Contact: Missy Karboviak
Telephone: 218-754-2225
102 Hill Street
Lake Bronson, MN 56734
missyk500@gmail.com

31. KOOCHICHING HEALTH SERVICES
Contact Person: Elisa Klemetsen
Telephone: 218-278-6634
Address: 912 Main Street
City, State, Zip: Littlefork, MN 56653
E-Mail Address: eklemetsen@khs.sfhs.org

32. LESUEUR COUNTY DEVELOPMENTAL SERVICES, INC.
Contact: Doug Scharfe
Telephone: 507-362-8560
519 W. Paquin St., P.O. Box 47
Waterville, MN 56096
doug.scharfe@lcds-waterville.com

33. LIFEWORKS SERVICES, INC.
Contact: Bob Platz
Telephone: 651-365-3728
2965 Lone Oak Drive, Suite 160
Eagan, MN 55121
bplatz@lifeworks.org

34. MANKATO REHABILITATION CENTER, INC.
Contact: Kari Loe
Telephone: 507-386-5670
201 Victory Drive
Mankato, MN 56002
kloe@mrciworksource.org

35. MANKATO REHABILITATION CENTER, INC.-CHASKA
Contact: Tina Stofferahn
Telephone: 952-649-6907
103 Peavey Road
Chaska, MN 55318
kstofferahn@mrciworkssource.org

36. MANKATO REHABILITATION CENTER, INC. -ROSEMOUNT
Contact: Tom Foust
Telephone: 651-423-8900 x13
15191 Boulder Court
Rosemount, MN 55068
tfoust@mrciworksource.org

37. MAYO CLINIC HEALTH SYSTEM – LAKE CITY
Contact: Jennifer Lindow
Telephone: 651-345-1121
500 W. Grand St.
Lake City, MN 55041
lindow.jennifer@mayo.edu

38. MIDWEST SPECIAL SERVICES, INC.
Contact: Julie Johnson
Telephone: 651-778-1000
900 Ocean St.
St. Paul, MN 55106
jjohnson@mwsservices.org

39. MINNEAPOLIS AMERICAN INDIAN CENTER
Contact: Janet Stately
Telephone: 612.879.1747
1530 East Franklin Avenue
Minneapolis, MN 55404
jstately@maicnet.org

40. NEWTRAX, INC.
Contact: Mike Greenbaum
Telephone: 651.846.9301
3700 Highway 61 North
St. Paul, MN 55110
mikeg@newtrax.org

41 . NORTHEAST CONTEMPORARY SERVICES, INC.
Contact: Jennifer Freeburg
Telephone: 651-636-3343 Ext. 101
2770 Cleveland Ave. N.
Roseville, MN 55113
jennifer.freeburg@northeastcontemporaryservices.org

42. NORWOOD YOUNG AMERICA ECONOMIC DEVELOPMENT AUTHORITY DBA THE HARBOR OF PEACE VILLAGE
Contact: Laurie Hilgers
Telephone: 952-467-9683
300 North Faxon Road
Norwood Young America, MN 55368
lauriehilgers@ecumen.org

43. OCCUPATIONAL DEVELOPMENT CENTER INC. – THIEF RIVER FALLS
Contact: Tori Peterson
Telephone: 218-683-7338
1520 Highway 32 S.
Thief River Falls, MN 56701
tpeterson@odcmn.org

44. OCCUPATIONAL DEVELOPMENT CENTER INC. – WARREN
Contact: Cindy Gratzek
Telephone: 218-745-4401
1008 N. Second St.
Warren, MN 56762
cgratzek@odcmn.org

45. OPTIONS, INC.
Contact: Matt Carlson
Telephone: 763-263-3684 x 224
16820 197th Ave. NW
Big Lake, MN 55309
mattcarlson@options-inc.org

46. PINE HABILITATION AND SUPPORTED EMPLOYMENT (PHASE)
Contact: Tim Schmutzer
Telephone: 320-245-2246
106 Main St.
Sandstone, MN 55072
tschmutzer@pinehab.org

47. PINE HAVEN, CARE CENTER
Contact: Steve Ziller
Telephone: 507-356-8304
210 NW Third St.
Pine Island, MN 55963
admin@pinehavencommunity.org

48. POLK COUNTY DEVELOPMENTAL ACHIEVEMENT CENTER
Contact: JoAn Bittner
Telephone: 218-281-4181
515 Fifth Ave. S.
Crookston, MN 56716
bittner.dac@midconetwork.com

49. PRO-ACT. - EAGAN
Contact: Sheena Henry
Telephone: 651-289.3149
3195 Neil Armstrong Boulevard
Eagan, MN 55121
shenry@proactinc.org

50. PRO-ACT. - RED WING
Contact: Sally Ogren
Telephone: 651-388-7108
204 Mississippi Avenue
Red Wing, MN 55066
sogren@proactinc.org

51. RAINBOW RIDER TRANSIT BOARD
Contact: Keven Anderson
Telephone: 320-283-5065 Ext. 208
249 Poplar Avenue
Lowry, MN 56349
kanderson.rainbowrider@runestone.net

52. RISE, INCORPORATED
Contact: Lynn Noren
Telephone: 763-783-2814
8406 Sunset Road N.E.
Spring Lake Park, MN 55432
lnoren@rise.org

53. ROCK COUNTY OPPORTUNITIES, INC.
Contact: Beth Schear
Telephone: 507-283-4582
807 West Main Street, P. O. Box 626
Luverne, MN 56156
eschear@rockcountyopp.com

54. ROSEVILLE AREA SCHOOL DISTRICT 623
Contact: Norman Kunselman
Telephone: 651-604-3522
1910 County Road B W.
Roseville, MN 55113
jnorman.kunselman@isd623.org

55. SERVICE ENTERPRISES, INC. OF MINNESOTA
Contact: Betty Stancer
Telephone: 507-637-3503
515 W. Bridge St., P.O. Box 248
Redwood Falls, MN 56283
betty.stancer@service-enterprises.org

56. SIBLEY COUNTY DEVELOPMENTAL ACHIEVEMENT CENTER
Contact: Mark Pauly
Telephone: 507-964-5726
203 Shamrock Drive, P. O. Box 916
Arlington, MN 55307
schpauly@frontiernet.net

57. STEP, INC.
Contact: Sue Eisenmenger
Telephone: 507-238-4341
5 Downtown Plaza, P.O. Box 110
Fairmont, MN 56031
seisenmenger@stepinc.org

58. STEVENS COUNTY DEVELOPMENTAL ACHIEVEMENT CENTER
Contact: Charles Oakes
Telephone: 320-589-3020
203 Green River Road, P.O. Box 25
Morris, MN 56267
charlieoakes86@gmail.com

59. SWIFT COUNTY DEVELOPMENT ACHIEVEMENT CENTER
Contact: Alethea Koehler
Telephone: 320-843-4201
2105 Minnesota Ave
Benson, MN 56215
scdac3@embarqmail.com

60. UDAC, INC.
Contact: Laurie Berner
Telephone: 218-722-5867
500 E. 10th St.
Duluth, MN 55805
lberner@udac.org

61. VINE FAITH IN ACTION, INC.
Contact: Carol Clark
Telephone: 507-387-1666
421 E. Hickory Street
Mankato, MN 56001
carolclark@vinevolunteers.com

62. VOLUNTEERS OF AMERICA OF MINNESOTA
Contact: Bee Vue
Telephone: 612-455-2926
1505 Park Ave. S.
Minneapolis, MN 55404
bvue@voamn.org

63. WACOSA
Contact: Nancy Betts
Telephone: 320-257-5187
320 Sundial Drive, P.O. Box 757
Waite Park, MN 56387
nbetts@wacosa.org

64. WADENA COUNTY DAC, INC.
Contact: Sylvia Silvers
Telephone: 218-837-5182
305 - 5th St. SW., P.O. Box 235
Sebeka, MN 56477
wcdac@wcta.net

65. WESTERN COMMUNITY ACTION
Contact: Cathleen Amick
Telephone: 507-537-7628 Ext. 1124
1400 South Saratoga Street
Marshall, MN 56258
cathleen.amick@wcainc.org

66. WHITE EARTH RESERVATION TRIBAL COUNCIL
Contact: Kenneth Bakken
Telephone: 218-983-3283
P.O. Box 418
White Earth, MN 56591
kenneth.bakken@whiteearth-nsn.gov

67. WINONA COUNTY DEVELOPMENTAL ACHIEVEMENT CENTER, INC.
Contact: LaVerne Scharmer
Telephone: 507-452-1798
1721 W. Service Drive
Winona, MN 55987
lscharmer@winonadac.org

68. WINONA ORC INDUSTRIES, INC.
Contact: Heidi Smith
Telephone: 507-452-1855
1053 E. Mark St.
Winona, MN 55987
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# Financial Statistics

# MINNESOTA PUBLIC TRANSIT SYSTEMS – 2016 OPERATING EXPENDITURES

| GREATER MINNESOTA CATEGORY | EXPENDITURES |
|---|---|
| Urbanized | $32,154,352 |
| Elderly and Disabled | $6,611,786 |
| Small Urban | $2,203,403 |
| Rural | $42,646,210 |
| Transit for Our Future | $183,382 |
| Other Transit Service | $659,963 |
| Total | $84,459,096 |

| TWIN CITIES METROPOLITAN AREA CATEGORY | EXPENDITURES |
|---|---|
| Metro Transit – Regular Route Bus | $294,698,275 |
| Metro Transit – Light Rail Transit | $66,536,024 |
| Metro Transit – Commuter Rail | $11,209,191 |
| Metro Mobility | $56,754,110 |
| Metropolitan Council Contracted Services – Regular Route Bus | $15,997,121 |
| Metropolitan Council Contracted Services – Transit Link | $6,536,743 |
| Metropolitan Council Contracted Services – Metro Vanpool | $983,428 |
| Suburban Transit Providers | $38,941,383 |
| Other Transit Providers | $5,909,905.0 |

*Note: Totals may not add up due to rounding*

# GREATER MINNESOTA TRANSIT SYSTEMS – 2016 OPERATING EXPENDITURES

Greater Minnesota public transit systems are displayed according to categories within state statute: urbanized, elderly and disabled, small urban and rural systems. Figures presented are unaudited.

## Table 1: Greater Minnesota transit system operating expenditures

| SYSTEM CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE (5307/5311) | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Urbanized | $32,154,352 | $0 | $6,241,600 | $17,431,979 | $8,480,773 | 26.4% |
| Elderly & Disabled | $6,611,786 | $0 | $1,362,338 | $4,020,068 | $1,229,381 | 18.6% |
| Small Urban | $2,203,403 | $0 | $479,800 | $1,280,328 | $443,275 | 20.1% |
| Rural | $42,646,210 | $191,452 | $9,207,200 | $26,056,527 | $7,191,030 | 16.9% |
| Transit For Our Future | $183,382 | $0 | $0 | $155,875 | $27,507 | 15.0% |
| Other Transit Services | $659,963 | $0 | $110,000 | $330,000 | $219,963 | 33.3% |
| Total | $84,459,096 | $191,452 | $17,400,938 | $49,274,776 | $17,591,930 | 20.8% |

## Table 2: Intercity bus operating expenditures

| INTERCITY BUS | TOTAL EXPENDITURES | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Intercity Bus Total | $3,915,466 | $1,543,098 | $0 | $1,210,098 | $1,162,271 | 29.7% |

## Table 3: Other Greater MN funded transit service operating expenditures

| OTHER GM FUNDED SERVICES | TOTAL EXPENDITURES | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Metropolitan Council Northstar Commuter Rail[1] | $15,277,572 | $0 | $324,013 | $715,053 | $14,238,507 | 93.2% |
| Metropolitan Council Transit Link[2] | $2,551,873 | $1,213,951 | $0 | $0 | $1,337,922 | 52.4% |
| Total | $17,829,445 | $1,213,951 | $324,013 | $715,053 | $15,576,428 | 87.4% |

[1] Greater Minnesota transit funding through MnDOT provides 8.05% of the operating deficit for the North star Commuter Rail.

[2.] Rural portion of the service is the seven county metro area.

## Table 4: Summary of Greater MN transit service operating funds

| SYSTEM CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE (5307/5311) | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| GM Transit Systems | $83,615,751 | $191,452 | $17,290,938 | $48,788,902 | $17,344,459 | 82% |
| Intercity Bus | $3,915,466 | $1,543,098 | $0 | $1,210,098 | $1,162,271 | 29.7% |
| Other GM Services | $17,829,445 | $1,213,951 | $324,013 | $715,053 | $15,576,428 | 87.4% |
| Grand Total | $105,360,662 | $2,948,501 | $17,614,950 | $50,714,052 | $34,083,158 | 32.3% |

## Table 5: Urbanized system operating expenditures

| URBANIZED SYSTEMS | TOTAL EXPENDITURES | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Duluth Transit Authority | $13,948,924 | $0 | $2,600,000 | $7,800,000 | $3,548,924 | 25.4% |
| East Grand Forks Transit | $311,146 | $0 | $65,800 | $183,117 | $62,229 | 20.0% |
| La Crescent Apple Express | $314,576 | $0 | $64,600 | $187,061 | $62,915 | 20.0% |
| Mankato Transit System | $1,717,650 | $0 | $460,000 | $914,120 | $343,530 | 20.0% |
| Moorhead MAT | $1,950,699 | $0 | $431,200 | $1,129,359 | $390,140 | 20.0% |
| Rochester Public Transit | $6,613,455 | $0 | $1,000,000 | $3,000,000 | $2,613,455 | 39.5% |
| St. Cloud Metro Bus | $7,297,902 | $0 | $1,620,000 | $4,218,322 | $1,459,580 | 20.0% |
| Total | $32,154,352 | $0 | $6,241,600 | $17,431,979 | $8,480,773 | 26.4% |

## Table 6: Elderly & Disabled system operating expenditures

| ELDERLY & DISABLED SYSTEMS | TOTAL EXPENDITURES | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Duluth Transit Authority-STRIDE | $876,345 | $0 | $192,738 | $552,155 | $131,452 | 15.0% |
| East Grand Forks Transit Dial-A-Ride | $65,519 | $0 | $14,025 | $41,666 | $9,828 | 15.0% |
| Mankato Dial-A-Ride | $426,324 | $0 | $59,713 | $179,138 | $187,474 | 44.0% |
| Moorhead MAT Paratransit | $449,771 | $0 | $97,113 | $285,192 | $67,466 | 15.0% |
| Rochester Dial-A-Ride | $859,608 | $0 | $191,250 | $539,417 | $128,941 | 15.0% |
| St. Cloud Metro Bus Dial-A-Ride | $3,934,221 | $0 | $807,500 | $2,422,500 | $704,221 | 17.9% |
| Total | $6,611,786 | $0 | $1,362,338 | $4,020,068 | $1,229,381 | 18.6% |

## Table 7: Small urban system operating expenditures

| SMALL URBAN SYSTEMS | TOTAL EXPENDITURES | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Benson Heartland Express | $178,760 | $0 | $37,200 | $105,808 | $35,752 | 20.0% |
| Granite Falls Heartland Express | $129,244 | $0 | $25,200 | $75,600 | $28,444 | 22.0% |
| Hibbing | $294,904 | $0 | $64,400 | $171,523 | $58,981 | 20.0% |
| LeSueur Heartland Express | $223,748 | $0 | $48,000 | $130,998 | $44,750 | 20.0% |
| Morris Transit | $404,366 | $0 | $89,000 | $234,493 | $80,873 | 20.0% |
| St. Peter Transit | $332,431 | $0 | $84,600 | $181,344 | $66,486 | 20.0% |
| Winona Transit Service | $639,952 | $0 | $131,400 | $380,562 | $127,990 | 20.0% |
| Total | $2,203,403 | $0 | $479,800 | $1,280,328 | $443,275 | 20.1% |

## Table 8: Rural system operating expenditures

| RURAL SYSTEMS | TOTAL EXPENDITURES | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Arrowhead Transit | $7,923,138 | $0 | $1,648,575 | $4,945,725 | $1,328,838 | 16.8% |
| Becker County Transit | $430,177 | $0 | $74,588 | $223,763 | $131,827 | 30.6% |
| Brainerd and Crow Wing Public Transit | $939,747 | $0 | $205,275 | $593,510 | $140,962 | 15.0% |
| Brown County Heartland Express | $662,790 | $0 | $146,625 | $416,747 | $99,419 | 15.0% |
| Central Community Transit | $2,268,445 | $0 | $487,475 | $1,440,703 | $340,267 | 15.0% |
| Chisago-Isanti County Heartland Express | $1,339,113 | $0 | $285,175 | $853,071 | $200,867 | 15.0% |
| Fosston Transit | $69,478 | $0 | $16,575 | $42,481 | $10,422 | 15.0% |
| Hubbard County Heartland Express | $414,383 | $0 | $83,938 | $251,813 | $78,633 | 19.0% |
| Meeker County Public Transit | $534,636 | $0 | $175,313 | $279,129 | $80,195 | 15.0% |
| Murray County Heartland Express | $95,392 | $0 | $24,438 | $56,645 | $14,309 | 15.0% |
| Paul Bunyan Transit | $1,332,773 | $0 | $294,100 | $838,757 | $199,916 | 15.0% |
| Pipestone County Transit | Merged in 8/2016 | N/A | N/A | N/A | N/A | N/A |
| Prairie Five Rides | $1,818,944 | $0 | $393,125 | $1,152,977 | $272,842 | 15.0% |

| RURAL SYSTEMS | TOTAL EXPENDITURES | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Prairie Lakes Transit[1] | $1,042,298 | $0 | $283,263 | $602,690 | $156,345 | 15.0% |
| Prairieland Transit | $332,283 | $0 | $72,250 | $210,191 | $49,842 | 15.0% |
| Rainbow Rider Transit | $2,390,981 | $0 | $514,888 | $1,517,446 | $358,647 | 15.0% |
| Red Lake Transit | $155,905 | $77,952 | $0 | $0 | $77,952 | 50.0% |
| Rock County Heartland Express | $277,848 | $0 | $66,938 | $169,234 | $41,677 | 15.0% |
| SEMCAC Transportation | $1,036,143 | $0 | $246,500 | $634,221 | $155,421 | 15.0% |
| Southern Minnesota Area Regional Transit | $2,255,595 | $0 | $555,263 | $1,361,993 | $338,339 | 15.0% |
| Three Rivers Hiawathaland Transit | $2,631,920 | $0 | $497,250 | $1,491,750 | $642,920 | 24.4% |
| Timber Trails Public Transit | $925,906 | $0 | $194,225 | $582,675 | $149,006 | 16.1% |
| Trailblazer Transit | $3,719,197 | $0 | $786,250 | $2,358,750 | $574,197 | 15.4% |
| Transit Alternatives | $1,604,513 | $0 | $318,325 | $954,975 | $331,213 | 20.6% |
| Tri-CAP Transit Connection | $2,034,820 | $0 | $431,375 | $1,294,125 | $309,320 | 15.2% |
| Tri-Valley Heartland Express Bus | $2,148,467 | $0 | $539,113 | $1,287,085 | $322,270 | 15.0% |
| United Community Action Partnership, Inc. (WESCAP) | $2,846,971 | $0 | $596,700 | $1,823,226 | $427,046 | 15.0% |
| VINE Faith in Action, Inc. | $138,080 | $0 | $42,713 | $74,656 | $20,712 | 15.0% |
| Wadena County Friendly Rider Transit | $608,933 | $0 | $148,325 | $369,268 | $91,340 | 15.0% |
| Watonwan Take Me There | $361,819 | $0 | $78,625 | $228,922 | $54,273 | 15.0% |
| White Earth Reservation Tribal Council | $305,514 | $113,500 | $0 | $0 | $192,014 | 62.8% |
| Total | $42,646,210 | $191,452 | $9,207,200 | $26,056,527 | $7,191,030 | 16.9% |

[1]Faribault County and Martin County transit systems merger into PrairieLakes Transit 1/1/16
[2.] Lincoln county transit merger with United Community Action Partnership 1/1/16
Total may not add up due to rounding.

## Table 9: Transit for Our Future system operating expenditures

| TRANSIT SYSTEM | TOTAL EXPENDITURES | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Central Community Transit JPB | $80,750 | $0 | $0 | $68,638 | $12,113 | 15.0% |
| Prairie Five - Benson | $29,148 | $0 | $0 | $24,775 | $4,372 | 15.0% |
| VINE - Three County Expansion | $73,484 | $0 | $0 | $62,462 | $11,023 | 15.0% |
| Total - TFF | $183,382 | $0 | $0 | $155,875 | $27,507 | 15.0% |

## Table 10: Other transit service operating expenditures

| OTHER TRANSIT SERVICE | TOTAL EXPENDITURES | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| St. Cloud Northstar Link | $659,963 | $0 | $110,000 | $330,000 | $219,963 | 33.3% |
| Total | $659,963 | $0 | $110,000 | $330,000 | $219,963 | 33.3% |

# GREATER MINNESOTA TRANSIT SYSTEMS – 2016 CAPITAL EXPENDITURES

Capital expenditures are categorized according to National Transit Database categories. Figures presented are unaudited.

## Table 11: Total Greater Minnesota capital expenditures

| TRANSIT SYSTEM | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Urbanized | $3,842,538 | $1,413,263 | $1,660,768 | $768,508 |
| Small Urban | $656,591 | $525,273 | $0 | $131,318 |
| Rural | $6,307,790 | $4,647,593 | $398,638 | $1,261,558 |
| Total | $10,806,919 | $6,586,129 | $2,059,407 | $2,161,384 |

## Table 12: Urbanized system capital expenditures

| URBANIZED SYSTEMS | ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|---|
| Duluth Transit Authority | Facility Window & Light Replacement | $400,000 | $0 | $320,000 | $80,000 |
| Duluth Transit Authority | Passenger Amenities, ITS Upgrades & Security Cameras; Small Maintenance Repair; Bus Shelter & Terminal Equipment | $375,000 | $0 | $300,000 | $75,000 |
| East Grand Forks Transit | Bus & Bus Related Equipment | $142,443 | $0 | $113,955 | $28,489 |
| Mankato Transit System | Support Equipment/ Facilities Equip | $70,000 | $0 | $56,000 | $14,000 |
| Moorhead MAT | Bus | $458,078 | $366,463 | $0 | $91,616 |
| Rochester Public Transit | Buses & Bus Related Equipment | $914,000 | $0 | $731,200 | $182,800 |
| Rochester Public Transit | Buses | $1,308,500 | $1,046,800 | $0 | $261,700 |
| St Cloud Metro Bus | Maintenance Hoist Replacement | $174,517 | $0 | $139,614 | $34,903 |
| Total Urban | | $3,842,538 | $1,413,263 | $1,660,768 | $768,508 |

## Table 13: Small urban system capital expenditures

| SMALL URBAN SYSTEMS | ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|---|
| Hibbing | Buses | $208,602 | $166,881 | $0 | $41,720 |
| Morris Transit | Bus | $72,034 | $57,628 | $0 | $14,407 |
| St. Peter Transit | Bus | $73,959 | $59,167 | $0 | $14,792 |
| Winona Transit Service | Buses | $301,996 | $241,597 | $0 | $60,399 |
| Total Small Urban | | $656,591 | $525,273 | $0 | $131,318 |

## Table 14: Rural system capital expenditures

| RURAL SYSTEMS | ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|---|
| Arrowhead Transit | Buses | $1,214,016 | $711,475 | $259,738 | $242,803 |
| Becker County Transit | Bus | $71,629 | $57,303 | $0 | $14,326 |
| Brainerd and Crow Wing County Transit | Bus | $80,000 | $64,000 | $0 | $16,000 |
| Central Community Transit Joint Powers | Bus | $104,509 | $83,607 | $0 | $20,902 |
| Central Community Transit Joint Powers | Buses | $148,000 | $118,400 | $0 | $29,600 |
| Chisago-Isanti Heartland Express | Buses | $282,580 | $226,064 | $0 | $56,516 |
| Faribault/Martin County (Prairie Lakes Transit) | Bus | $73,626 | $0 | $58,901 | $14,725 |
| Hubbard County Heartland Express | Bus | $74,000 | $59,200 | $0 | $14,800 |
| Paul Bunyan Transit | Buses | $147,576 | $118,061 | $0 | $29,515 |
| Prairie Five Rides | Bus | $70,844 | $56,675 | $0 | $14,169 |
| Prairie Five Rides | Bus | $70,844 | $56,675 | $0 | $14,169 |
| Prairieland (SMOC) Transit | Bus | $67,790 | $54,232 | $0 | $13,558 |
| Rainbow Rider Transit | Buses | $222,000 | $177,600 | $0 | $44,400 |
| Rock County | Bus | $72,416 | $57,933 | $0 | $14,483 |
| Southern MN Area Rural Transit (Cedar Valley) | Buses | $370,000 | $296,000 | $0 | $74,000 |
| Three Rivers Hiawathaland Transit | Buses | $425,196 | $340,157 | $0 | $85,039 |
| Three Rivers Hiawathaland Transit | Facility - Bus | $1,300,000 | $1,040,000 | $0 | $260,000 |
| Timber Trails Public Transit (Kanabec County) | Bus | $74,000 | $59,200 | $0 | $14,800 |

| RURAL SYSTEMS | ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|---|
| Trailblazer Joint Powers Board | Bus | $74,000 | $59,200 | $0 | $14,800 |
| Transit Alternatives (Productive Alternatives) | Bus | $73,758 | $59,006 | $0 | $14,752 |
| Tri-CAP Transit Connection | Buses | $288,210 | $230,568 | $0 | $57,642 |
| Tri-CAP Transit Connection | Bus | $118,905 | $95,124 | $0 | $23,781 |
| Tri-Valley Heartland Express | Buses | $282,000 | $225,600 | $0 | $56,400 |
| Tri-Valley Heartland Express | ITS Software | $100,000 | $0 | $80,000 | $20,000 |
| Wadena County Friendly Rider Transit | Buses | $148,000 | $118,400 | $0 | $29,600 |
| Watonwan Take Me There | Bus | $67,341 | $53,873 | $0 | $13,468 |
| Western Community Action, Inc. (United) | Bus | $66,173 | $52,938 | $0 | $13,235 |
| Western Community Action, Inc. (United) | Buses | $220,378 | $176,302 | $0 | $44,076 |
| Total Rural | | $6,307,790 | $4,647,593 | $398,638 | $1,261,558 |

Capital expenditures are categorized according to National Transit Database categories. Figures presented are unaudited.
*Note - Totals may not add up due to rounding.

## Table 15: New Service Expansion capital contracts

| Legal Name | Projects | GMT Funding |
|---|---|---|
| Tri-County Action Program, Inc. 1 - project (1 is a vehicle) | Bus for Expansion - 30 foot | $84,000.00 |
| Arrowhead Economic Opportunity Agency, Inc. - 6 projects - all vehicles | Buses for Expansion - Six 30 foot | $487,200.00 |
| Becker County Transit - 2 projects -1 vehicle + 1 equipment | Bus for Expansion - 30 foot & Radios | $93,000.00 |
| Cedar Valley Services, Inc. - 3 projects - all vehicles | Buses for Expansion - Three < 30 foot | $237,000.00 |
| Central Community Transit Joint Powers Board - 1 project - vehicle | Bus for Expansion - One < 30 foot | $79,000.00 |
| City of East Grand Forks - 1 project (A bus) | Bus for Expansion - 40 foot | $460,000.00 |
| City of Mankato - 5 Projects (Non vehicles.) | Two Support Equipment, Computer Software, Radios & Miscellaneous Equip | $302,000.00 |
| City of Mankato -7 projects (buses) | Buses for Expansion - Six < 30 foot & One 40 foot | $1,415,800.00 |
| City of Moorhead - | Bus Shelter | $26,000.00 |
| City of Moorhead - 1 project (bus) | Bus for Expansion - One 35 foot | $482,000.00 |
| City of Rochester - 1 project (facility) | Facility | $500,000.00 |
| City of Rochester -5 projects- | Buses for Expansion - Five 30 foot | $855,000.00 |

| Legal Name | Projects | GMT Funding |
|---|---|---|
| City of Winona | Bus for Expansion - One < 30 foot | $79,000.00 |
| Duluth Transit Authority - 2 projects (2 are buses) | Buses for Expansion - Two 30 foot | $648,000.00 |
| Duluth Transit Authority - 3 projects (non vehicles) | Two Support Equipment & One Website Redesign | $670,000.00 |
| Isanti County - 7 projects - all buses | Buses for Expansion - Seven < 30 foot | $559,900.00 |
| Prairie Five, CAC, Inc. -1 project - a vehicle | Bus for Expansion - One < 30 foot | $79,000.00 |
| Productive Alternatives, Inc. - 1 project - a vehicle | Bus for Expansion - One < 30 foot | $79,000.00 |
| St. Cloud Metropolitan Transit Commission - 1 project (Feasibility Study) | Feasibility Study | $300,000.00 |
| St. Cloud Metropolitan Transit Commission - 5 projects (5 are buses) | Buses for Expansion - Five 35 foot CNG | $3,250,000.00 |
| Three Rivers Community Action, Inc. - 2 projects - both vehicles | Buses for Expansion - Two < 30 foot | $166,000.00 |
| United Community Action Partnership, Inc. -2 projects - both vehicles. | Buses for Expansion - Two < 30 foot | $158,000.00 |
| Wadena County Highway Department - 1 vehicle | Bus for Expansion - 35 foot, class 500 | $141,000.00 |
| TOTAL NEW SERVICE EXPANSION CAPITAL | | $11,150,900.00 |

# GREATER MINNESOTA TRANSIT SYSTEMS – 2017 OPERATING BUDGET

Figures represent contracted amounts.

## Table 16: Greater Minnesota transit system operating budget

| SYSTEM CATEGORY | TOTAL BUDGET | FEDERAL SHARE (5307/5311) | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Urbanized | $33,378,000 | $652,000 | $8,635,625 | $17,414,775 | $6,675,600 | 20.0% |
| Elderly & Disabled | $6,883,000 | $0 | $1,666,213 | $4,184,338 | $1,032,450 | 15.0% |
| Small Urban | $1,593,000 | $412,650 | $215,438 | $646,313 | $318,600 | 20.0% |
| Rural | $47,954,000 | $12,781,800 | $8,300,250 | $19,383,850 | $7,488,100 | 15.6% |
| Transit For Our Future | $280,100 | $0 | $0 | $238,085 | $42,015 | 15.0% |
| Other Transit Services | $940,000 | $0 | $376,000 | $376,000 | $188,000 | 20.0% |
| Total | $91,028,100 | $13,846,450 | $19,193,525 | $42,243,360 | $15,744,765 | 17.3% |

## Table 17: Intercity bus operating budget

| INTERCITY BUS | TOTAL BUDGET | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Intercity Bus Total | $5,183,000 | $2,010,000 | $0 | $2,010,000 | $1,163,000 | 22.4% |

## Table 18: Other Greater MN funded transit service operating budget

| OTHER GM FUNDED SERVICES | TOTAL BUDGET | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Metropolitan Council Northstar Commuter Rail | $19,000,000 | $0 | $0 | $1,336,300 | $17,663,700 | 93.0% |
| Metropolitan Council Transit Link | $6,000,000 | $1,220,000 | $0 | $0 | $4,780,000 | 79.7% |

## Table 19: Summary of Greater MN transit service operating budget

| SYSTEM CATEGORY | TOTAL BUDGET | FEDERAL SHARE (5307/5311) | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| GM Transit Systems | $91,028,100 | $13,846,450 | $19,193,525 | $42,243,360 | $15,744,765 | 17.3% |
| Intercity Bus | $5,183,000 | $2,010,000 | $0 | $2,010,000 | $1,163,000 | 22.4% |
| Other GM Services | $25,000,000 | $1,220,000 | $0 | $1,336,300 | $22,443,700 | 89.8% |
| Grand Total | $121,211,100 | $17,076,450 | $19,193,525 | $45,589,660 | $39,351,465 | 32.5% |

## Table 20: Urbanized system operating budget

| URBANIZED SYSTEMS | TOTAL BUDGET | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Duluth Transit Authority | $13,700,000 | $0 | $4,970,000 | $5,990,000 | $2,740,000 | 20.0% |
| East Grand Forks Transit | $328,000 | $79,500 | $0 | $182,900 | $65,600 | 20.0% |
| La Crescent Apple Express | $375,000 | $55,000 | $0 | $245,000 | $75,000 | 20.0% |
| Mankato Transit System | $1,685,000 | $517,500 | $207,625 | $622,875 | $337,000 | 20.0% |
| Moorhead MAT | $2,190,000 | $0 | $438,000 | $1,314,000 | $438,000 | 20.0% |
| Rochester Public Transit | $7,000,000 | $0 | $1,400,000 | $4,200,000 | $1,400,000 | 20.0% |
| St. Cloud Metro Bus | $8,100,000 | $0 | $1,620,000 | $4,860,000 | $1,620,000 | 20.0% |
| Total | $33,378,000 | $652,000 | $8,635,625 | $17,414,775 | $6,675,600 | 20.0% |

## Table 21: Elderly & Disabled system operating budget

| ELDERLY & DISABLED SYSTEMS | TOTAL BUDGET | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Duluth Transit Authority-STRIDE | $958,000 | $0 | $407,150 | $407,150 | $143,700 | 15.0% |
| East Grand Forks Transit Dial-A-Ride | $60,000 | $0 | $12,750 | $38,250 | $9,000 | 15.0% |
| Mankato Dial-A-Ride | $405,000 | $0 | $86,063 | $258,188 | $60,750 | 15.0% |
| Moorhead MAT Paratransit | $466,000 | $0 | $99,025 | $297,075 | $69,900 | 15.0% |
| Rochester Dial-A-Ride | $894,000 | $0 | $189,975 | $569,925 | $134,100 | 15.0% |
| St. Cloud Metro Bus Dial-A-Ride | $4,100,000 | $0 | $871,250 | $2,613,750 | $615,000 | 15.0% |
| Total | $6,883,000 | $0 | $1,666,213 | $4,184,338 | $1,032,450 | 15.0% |

## Table 22: Small urban system operating budget

| SMALL URBAN SYSTEMS | TOTAL BUDGET | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Granite Falls Heartland Express | $132,000 | $36,400 | $17,300 | $51,900 | $26,400 | 20.0% |
| Hibbing | $326,000 | $93,450 | $41,838 | $125,513 | $65,200 | 20.0% |
| Morris Transit | $458,000 | $128,100 | $59,575 | $178,725 | $91,600 | 20.0% |
| Winona Transit Service | $677,000 | $154,700 | $96,725 | $290,175 | $135,400 | 20.0% |
| Total | $1,593,000 | $412,650 | $215,438 | $646,313 | $318,600 | 20.0% |

## Table 23: Rural system operating budget

| RURAL SYSTEMS | TOTAL BUDGET | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Arrowhead Transit | $8,170,000 | $1,603,500 | $2,442,063 | $2,898,938 | $1,225,500 | 15.0% |
| Becker County Transit | $426,000 | $125,650 | $59,113 | $177,338 | $63,900 | 15.0% |
| Bois Forte Reservation Tribal Council | $90,000 | $42,500 | $0 | $0 | $47,500 | 52.8% |
| Brainerd and Crow Wing County Transit | $1,050,000 | $312,900 | $144,900 | $434,700 | $157,500 | 15.0% |
| Brown County Heartland Express | $697,000 | $203,700 | $97,188 | $291,563 | $104,550 | 15.0% |
| Central Community Transit Joint Powers | $3,179,000 | $899,150 | $901,500 | $901,500 | $476,850 | 15.0% |
| Chisago-Isanti Heartland Express | $1,408,000 | $429,800 | $191,750 | $575,250 | $211,200 | 15.0% |
| Faribault/Martin County (Prairie Lakes Transit) | $1,318,000 | $386,750 | $183,388 | $550,163 | $197,700 | 15.0% |
| Fond-du-Lac Band of Lake Superior Chippewa Indians | $135,000 | $63,500 | $0 | $0 | $71,500 | 53.0% |
| Fosston Transit | $78,000 | $24,150 | $10,538 | $31,613 | $11,700 | 15.0% |
| Hubbard County Heartland Express | $423,000 | $110,950 | $62,150 | $186,450 | $63,450 | 15.0% |
| Minnesota River Valley Transit JPA (LeSueur/St. Peter) | $870,000 | $252,000 | $0 | $444,000 | $174,000 | 20.0% |
| Paul Bunyan Transit | $1,422,000 | $394,450 | $203,563 | $610,688 | $213,300 | 15.0% |
| Prairie Five Rides | $2,000,000 | $577,500 | $280,625 | $841,875 | $300,000 | 15.0% |
| Prairieland (SMOC) Transit | $441,000 | $121,450 | $126,700 | $126,700 | $66,150 | 15.0% |

| RURAL SYSTEMS | TOTAL BUDGET | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Rainbow Rider Transit | $2,500,000 | $688,800 | $359,050 | $1,077,150 | $375,000 | 15.0% |
| Red Lake Transit | $180,000 | $88,000 | $0 | $0 | $92,000 | 51.1% |
| SEMCAC Transportation | $1,100,000 | $330,750 | $151,063 | $453,188 | $165,000 | 15.0% |
| Southern MN Area Rural Transit (Cedar Valley) | $2,816,000 | $817,600 | $394,000 | $1,182,000 | $422,400 | 15.0% |
| Three Rivers Hiawathaland Transit | $2,724,000 | $770,700 | $386,175 | $1,158,525 | $408,600 | 15.0% |
| Timber Trails Public Transit (Kanabec County) | $1,118,000 | $312,900 | $159,350 | $478,050 | $167,700 | 15.0% |
| Trailblazer Joint JPB | $4,200,000 | $1,026,600 | $635,850 | $1,907,550 | $630,000 | 15.0% |
| Transit Alternatives (Productive Alternatives) | $1,613,000 | $480,900 | $222,538 | $667,613 | $241,950 | 15.0% |
| Tri-CAP Transit Connection | $2,132,000 | $620,200 | $298,000 | $894,000 | $319,800 | 15.0% |
| Tri-Valley Heartland Express | $2,709,000 | $756,350 | $386,575 | $1,159,725 | $406,350 | 15.0% |
| United Community Action Partnership, Inc. (WESCAP) | $3,120,000 | $894,250 | $439,438 | $1,318,313 | $468,000 | 15.0% |
| VINE Faith in Action, Inc. | $615,000 | $0 | $0 | $522,750 | $92,250 | 15.0% |
| Wadena County Friendly Rider Transit | $767,000 | $222,250 | $107,425 | $322,275 | $115,050 | 15.0% |
| Watonwan Take Me There | $378,000 | $92,050 | $57,313 | $171,938 | $56,700 | 15.0% |
| White Earth Reservation Tribal Council | $275,000 | $132,500 | $0 | $0 | $142,500 | 51.8% |
| Total | $47,954,000 | $12,781,800 | $8,300,250 | $19,383,850 | $7,488,100 | 15.6% |

City of Benson merged into Prairie Five 8/1/16
Cities of LeSueur and St. Peter merged to form Minnesota River Valley Transit 1/1/17.
Meeker Public Transit (Ecumen) merged into Central Community Transit 8/1/16
Murray County merged into United Community Action Partnership, Inc. 8/1/16
Rock County merged into United Community Action Partnership, Inc. 1/1/17
City of St Peter merged with LeSeuer County (Mississippi River Valley Transit) 1/1/17
VINE - Faith in Action, Inc. started a three-county system called TRUE Transit. It consists of LeSueur, Nicollet and Blue Earth Counties, not the cities of St. Peter and LeSueur. 1/1/17
Western Community Action merged into United Community Action Partnership 1/1/17

## Table 24: Transit for Our Future system operating budget

| TRANSIT SYSTEM | TOTAL BUDGET | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| Central Community Transit | $95,000 | $0 | $0 | $80,750 | $14,250 | 15.0% |
| Prairie Five - Benson | $78,100 | $0 | $0 | $66,385 | $11,715 | 15.0% |
| VINE - Three County Expansion | $107,000 | $0 | $0 | $90,950 | $16,050 | 15.0% |

| | | | | | | |
|---|---|---|---|---|---|---|
| Total | $280,100 | $0 | $0 | $238,085 | $42,015 | 15.0% |

## Table 25: Other transit service operating budget

| OTHER TRANSIT SERVICE | TOTAL BUDGET | FEDERAL SHARE | STATE GENERAL FUND | STATE MVST | LOCAL SHARE | % LOCAL SHARE |
|---|---|---|---|---|---|---|
| St. Cloud Metropolitan Transit Commission - Northstar Link | $940,000 | $0 | $376,000 | $376,000 | $188,000 | 20.0% |

## Table 26: New Service Expansion operating budget

| Legal Name | Projects | GMT Funding |
|---|---|---|
| Arrowhead Economic Opportunity Agency, Inc. | 10 New Service Segment Projects | $917,600 |
| Becker County Transit | 1 New Service Segment Project | $51,100 |
| Brown County Human Services | 1 New Service Segment Project | $25,400 |
| Cedar Valley Services, Inc. | 3 New Service Segment Projects | $113,800 |
| Central Community Transit Joint Powers Board | 3 New Service Segment Projects | $106,600 |
| City of East Grand Forks | 2 New Service Segment Projects | $55,000 |
| City of Hibbing | 3 New Service Segment Projects | $23,200 |
| City of Mankato | 9 New Service Segment Projects | $497,600 |
| City of Moorhead | 5 New Service Segment Projects | $451,300 |
| City of Rochester | 4 New Service Segment Projects | $181,200 |
| City of Winona | 1 New Service Segment Project | $119,600 |
| Duluth Transit Authority | 9 New Service Segment Projects | $1,229,400 |
| Isanti County | 9 New Service Segment Projects | $555,600 |
| Kanabec County | 2 New Service Segment Projects | $60,300 |
| Minnesota River Valley Transit | 1 New Service Segment Project | $28,500 |
| Prairie Five, CAC, Inc. | 1 New Service Segment Project | $72,000 |
| Productive Alternatives, Inc. | 1 New Service Segment Project | $83,000 |
| St. Cloud Metropolitan Transit Commission | 1 New Service Segment Project | $227,000 |
| Three Rivers Community Action, Inc. | 8 New Service Segment Projects | $221,700 |
| Tri-County Action Program, Inc. | 5 New Service Segment Projects | $135,500 |
| Tri-Valley Opportunity Council , Inc. | 2 New Service Segment Projects | $106,000 |
| United Community Action Partnership, Inc. | 2 New Service Segment Projects | $63,700 |
| Wadena County Highway Department | 3 New Service Segment Projects | $84,300 |
| **TOTAL NEW SERVICE EXPANSION** | | $5,409,400 |

# METROPOLITAN TRANSIT SYSTEMS – 2016 OPERATING EXPENDITURES

## Table 27: Twin Cities metro area transit operating expenditures

| METROPOLITAN AREA TRANSIT SYSTEMS | TOTAL | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Metropolitan Council transit systems | $452,714,892 | $20,790,086 | $307,386,974 | $124,537,832 |
| Suburban transit providers | $38,941,383 | $766,839 | $29,240,333 | $8,934,211 |
| Other transit providers | 5,591,805 | 0 | 0 | 5,591,805 |
| Total | $497,248,080 | $21,556,925 | $336,627,307 | $139,063,848 |

## Table 28: Twin Cities metro area operating expenditures by Agency

| METROPOLITAN COUNCIL TRANSIT SYSTEMS | TOTAL | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Metro Transit – Regular Route Bus | $294,698,275 | $12,937,207 | $206,385,645 | $75,375,423 |
| Metro Transit – Light Rail Transit | $66,536,024 | $2,300,179 | $29,050,492 | $35,185,353 |
| Metro Transit – Commuter Rail* | $11,209,191 | $0 | $8,069,050 | $3,140,141 |
| Metro Mobility | $56,754,110 | $0 | $50,950,306 | $5,803,804 |
| Metropolitan Council Contracted Services – Regular Route Bus | $15,997,121 | $4,338,873 | $8,111,301 | $3,546,947 |
| Metropolitan Council Contracted Services – Transit Link | $6,536,743 | $1,213,827 | $4,480,374 | $842,542 |
| Contracted Services – Metro Vanpool | $983,428 | $0 | $339,806 | $643,622 |
| Total | $452,714,892 | $20,790,086 | $307,386,974 | $124,537,832 |

*Greater Minnesota Transit funding through MnDOT provides a portion of the state share for Northstar Commuter Rail. State funds dedicated to Greater Minnesota Transit comprise 8.05% of Northstar's operating subsidy.

## Table 29: Suburban transit provider operating expenditures

| SUBURBAN TRANSIT PROVIDERS | TOTAL | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Maple Grove Transit | $4,808,213 | $0 | $2,792,220 | $2,015,993 |
| Minnesota Valley Transit Authority | $19,156,108 | $766,839 | $15,489,743 | $2,899,526 |
| Plymouth Metrolink | $4,206,600 | $0 | $3,125,228 | $1,081,372 |
| Southwest Transit | $10,770,462 | $0 | $7,833,142 | $2,937,320 |
| Total | $38,941,383 | $766,839 | $29,240,333 | $8,934,211 |

## Table 30: Other transit provider expenditures

| OTHER TRANSIT PROVIDERS | TOTAL | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| University of Minnesota Transit | $5,591,805 | $0 | $0 | $5,591,805 |
| Total | $5,591,805 | $0 | $0 | $5,591,805 |

# TWIN CITIES METROPOLITAN AREA TRANSIT SYSTEMS – 2016 CAPITAL EXPENDITURES

Capital expenditures are categorized according to National Transit Database categories.

## Table 31: Metro Transit Regular Route Bus capital expenditures

| ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Guideway | $9,368,511 | $3,091,249 | $316,806 | $5,960,456 |
| Passenger stations & facilities | $14,579,686 | $4,810,737 | $493,027 | $9,275,922 |
| Support facilities & garages | $7,444,796 | $2,456,497 | $251,753 | $4,736,546 |
| Vehicles | $49,265,511 | $16,255,729 | $1,665,964 | $31,343,818 |
| Technology, maintenance & improvements | $6,912,997 | $2,281,024 | $233,770 | $4,398,203 |
| Other | $4,653,511 | $1,535,480 | $157,363 | $2,960,668 |
| TOTAL | $92,225,012 | $30,430,716 | $3,118,683 | $58,675,613 |

## Table 32: Metro Transit Light Rail capital expenditures

| ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Guideway | $88,778,649 | $29,296,954 | $3,000,718 | $56,480,977 |
| Passenger stations & facilities | $7,766,462 | $2,562,932 | $262,506 | $4,941,024 |
| Support facilities & garages | $2,989,735 | $986,613 | $101,053 | $1,902,069 |
| Vehicles | $5,038,488 | $1,662,701 | $170,301 | $3,205,486 |
| Technology, maintenance & improvements | $2,200,433 | $726,143 | $74,375 | $1,399,915 |
| Other | $72,816 | $24,029 | $2,461 | $46,326 |
| TOTAL | $106,846,583 | $35,259,372 | $3,611,414 | $67,975,797 |

## Table 33: Metro Transit Commuter Rail capital expenditures

| ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Guideway | $2,813,928 | $928,596 | $95,111 | $1,790,221 |
| Passenger stations & facilities | $15,549 | $5,131 | $526 | $9,892 |
| Support facilities & garages | $31,425 | $10,370 | $1,062 | $19,993 |
| Technology, maintenance & improvements | $13,998 | $4,619 | $473 | $8,906 |
| TOTAL | $2,874,900 | $948,716 | $97,172 | $1,829,012 |

## Table 34: Met Council Contracted Regular Route Bus capital expenditures

| ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Passenger Stations & Facilities | $11,506,760 | $0 | $2,824,035 | $8,682,725 |
| Vehicles | $9,761,923 | $2,584,698 | $771,226 | $6,405,999 |
| Technology Maintenance and Improvements | $13,173 | $0 | $0 | $13,173 |
| Total | $21,281,856 | $2,584,698 | $3,595,261 | $15,101,897 |

## Table 35: Met Council Contracted Transit Link capital expenditures

| ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Vehicles | $1,974,839 | $48,970 | $0 | $1,925,869 |
| Technology Maintenance and Improvements | $426,602 | $0 | $0 | $426,602 |
| TOTAL | $2,401,441 | $48,970 | $0 | $2,352,471 |

## Table 36: Metro Mobility capital expenditures

| ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Vehicles | $6,565,789 | $2,832,731 | $0 | $3,733,058 |
| TOTAL | $6,565,789 | $2,832,731 | $0 | $3,733,058 |

## Table 37: Suburban Transit Provider capital expenditures

| ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Passenger stations & facilities | $228,919 | $0 | $228,919 | $0 |
| Support facilities & garages | $0 | $0 | $0 | $850,684 |
| Vehicles | $645,520 | $362,154 | $265,036 | $2,790,930 |
| Technology, maintenance & improvements | $0 | $0 | $0 | $0 |
| Other | $0 | $0 | $0 | $27,581 |
| TOTAL | $874,439 | $362,154 | $493,955 | $3,669,195 |

## Table 38: Other Transit Provider capital expenditures

| ASSET CATEGORY | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Passenger stations & Facilities | $0 | $0 | $0 | $0 |
| Total | $0 | $0 | $0 | $0 |

## Table 39: Summary of Transit capital expenditures

| SYSTEM | TOTAL EXPENDITURES | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Metro Transit Regular Route Bus | $92,225,012 | $30,430,716 | $3,118,683 | $58,675,613 |
| Metro Transit Light Rail | $106,846,583 | $35,259,372 | $3,611,414 | $67,975,797 |
| Metro Transit Commuter Rail | $2,874,900 | $948,716 | $97,172 | $1,829,012 |
| Met Council Contracted Reg. Bus | $21,281,856 | $2,584,698 | $3,595,261 | $15,101,897 |
| Met Council Contracted Transit Link | $2,401,441 | $48,970 | $0 | $2,352,471 |
| Metro Mobility | $6,565,789 | $2,832,731 | $0 | $3,733,058 |
| Suburban Transit Providers | $874,439 | $362,154 | $493,955 | $3,669,195 |
| Other Transit Providers | $0 | $0 | $0 | $0 |
| Total | $233,070,020 | $72,467,357 | $10,916,485 | $153,337,043 |

# METROPOLITAN TRANSIT SYSTEMS – 2017 OPERATING BUDGET

## Table 40: Summary of 2017 operating budget

| SYSTEM | TOTAL BUDGET | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Metropolitan Council transit systems | $510,233,677 | $21,209,724 | $308,408,205 | $181,615,748 |
| Suburban transit providers | $41,000,349 | $766,839 | $30,869,529 | $9,363,981 |
| Other transit providers | 6,381,769 | $0 | $0 | 6,381,769 |
| Total | $557,615,795 | $21,976,563 | $339,277,734 | $197,361,498 |

## Table 41: Metropolitan Council operating budget

| METROPOLITAN COUNCIL TRANSIT SYSTEMS | TOTAL BUDGET | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Metro Transit – Regular Route Bus | $328,813,611 | $15,791,728 | $208,962,233 | $105,059,650 |
| Metro Transit – Light Rail Transit | $66,159,362 | $1,773,239 | $14,634,000 | $49,752,123 |
| Metro Transit – Commuter Rail* | $16,022,073 | $403,673 | $3,567,000 | $12,051,400 |
| Metro Mobility | $70,833,188 | $0 | $60,902,000 | $9,931,188 |
| Metropolitan Council Contracted Services – Regular Route Bus | $19,420,505 | $2,444,084 | $14,991,554 | $1,984,867 |
| Metropolitan Council Contracted Services – Transit Link | $7,471,058 | $725,000 | $4,618,720 | $2,127,337 |
| Metropolitan Council Contracted Services – Metro Vanpool | $1,513,880 | $72,000 | $732,697 | $709,183 |
| Total | $510,233,677 | $21,209,724 | $308,408,205 | $181,615,748 |

*Greater Minnesota transit funding through MnDOT provides a portion of the state share for Northstar Commuter Rail. State funds dedicated to Greater Minnesota transit comprise 8.05% of Northstar's operating subsidy.

## Table 42: Suburban Provider operating budget

| SUBURBAN TRANSIT PROVIDERS | TOTAL BUDGET | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| Maple Grove Transit | $5,131,405 | $0 | $2,985,765 | $2,145,640 |
| Minnesota Valley Transit Authority | $19,156,108 | $766,839 | $15,489,743 | $2,899,526 |
| Plymouth Metrolink | 5,372,836 | $0 | 3,963,021 | 1,409,815 |
| Southwest Transit | 11,340,000 | $0 | 8,431,000 | 2,909,000 |
| Total | $41,000,349 | $766,839 | $30,869,529 | $9,363,981 |

## Table 43: Other transit provider operating budgets

| OTHER TRANSIT PROVIDERS | TOTAL BUDGET | FEDERAL SHARE | STATE SHARE | LOCAL SHARE |
|---|---|---|---|---|
| University of Minnesota Transit | 6,381,769 | $0 | $0 | 6,381,769 |
| Total | 6,381,769 | $0 | $0 | 6,381,769 |

# 2016 RECIPIENTS: TRANSIT COORDINATION ASSISTANCE PROJECT

## Table 44: Metropolitan area

| SYSTEM AND PROJECT | CONTACT | FEDERAL AWARD* |
|---|---|---|
| Dakota County, Hastings | Heidi Corcoran, 651-554-5807<br>Heidi.Corcoran@co.dakota.mn.us | $183,200.00 |
| Newtrax, Inc., White Bear Lake | Mike Greenbaum, 651-846-9301<br>mikeg@newtrax.org | $132,800.00 |
| Scott County, Shakopee | Alan Herrmann, 952-496-8610<br>aherrmann@co.scott.mn.us | $280,000.00 |
| Washington County, Stillwater | Hally Turner, 651-430-4307<br>Hally.Turner@co.washington.mn.us | $103,200.00 |

## Table 45: Greater Minnesota

| System and Project | Contact | Federal Award* |
|---|---|---|
| VINE Faith in Action, Inc., Mankato | Pam Determan, 507-387-1666<br>pamdeterman@vinevolunteers.com | $56,000.00 |
| Tri-Valley Community Action, Crookston | Cynthia Pic, 218-281-0700<br>cpic@tvoc.org | $289,600.00 |
| Western Community Action, Inc., Marshall | Cathleen Amick, 507-537-1416<br>cathleen.amick@unitedcapmn.org | $81,600.00 |

*Figures presented are unaudited

# INTERCITY BUS – 2016 EXPENDITURES

## Table 46: Summary of intercity bus expenditures

| INTERCITY BUS - TOTAL | TOTAL COSTS | FEDERAL SHARE | STATE SHARE | LOCAL/PRIVATE FUNDS |
|---|---|---|---|---|
| Jefferson Bus Lines | $3,463,192 | $1,345,000 | $1,012,000 | $1,106,192 |
| Land to Air Express | $388,961 | $166,983 | $166,983 | $54,994 |
| Tri-Valley Opportunity Council | $63,314 | $31,114 | $31,114 | $1,085 |
| Total | $3,915,466 | $1,543,098 | $1,210,098 | $1,162,271 |

*Figures presented are unaudited.

## Table 47: Expenditures by category and provider

| ASSET CATEGORY | TOTAL COSTS | FEDERAL SHARE | STATE SHARE | LOCAL/PRIVATE FUNDS |
|---|---|---|---|---|
| Jefferson Bus Lines Marketing | $0 | $0 | $0 | $0 |
| Jefferson Bus Lines Capital | $0 | $0 | $0 | $0 |
| Jefferson Bus Lines Operating | $3,463,192 | $1,345,000 | $1,012,000 | $1,106,192 |
| Land to Air Express Marketing | $0 | $0 | $0 | $0 |
| Land to Air Express Capital | $0 | $0 | $0 | $0 |
| Land to Air Express Operating* | $388,961 | $166,983 | $166,983 | $54,994 |
| Tri-Valley Opp. Council Marketing | $0 | $0 | $0 | $0 |
| Tri-Valley Opp. Council Capital | $0 | $0 | $0 | $0 |
| Tri-Valley Opp. Council Operating | $63,314 | $31,114 | $31,114 | $1,085 |

* Includes farebox revenue and operators' private funds or local funds.

# INTERCITY BUS – 2017 BUDGET

## Table 48: Intercity bus budget summary

| SYSTEM | TOTAL COSTS | FEDERAL SHARE | STATE SHARE | LOCAL/PRIVATE FUNDS |
|---|---|---|---|---|
| Jefferson Bus Lines | $4,287,000 | $1,632,000 | $1,632,000 | $1,023,000 |
| Land to Air Express | $896,000 | $378,000 | $378,000 | $140,000 |
| Total | $5,183,000 | $2,010,000 | $2,010,000 | $1,163,000 |

*Includes farebox revenue and operators' private funds or local funds.

## Table 49: Intercity bus budget by provider

| SYSTEM | TOTAL COSTS | FEDERAL SHARE | STATE FUNDS | LOCAL/PRIVATE FUNDS |
|---|---|---|---|---|
| Jefferson Bus Lines Marketing | $0 | $0 | $0 | $0 |
| Jefferson Bus Lines Capital | $0 | $0 | $0 | $0 |
| Jefferson Bus Lines Operating | $4,287,000 | $1,632,000 | $1,632,000 | $1,023,000 |
| Land to Air Express Marketing | $0 | $0 | $0 | $0 |
| Land to Air Express Capital | $0 | $0 | $0 | $0 |
| Land to Air Express Operating | $896,000 | $378,000 | $378,000 | $140,000 |

# Operating Statistics

# 2016 RIDERSHIP AND REVENUE HOURS SUMMARY

## Table 50: Greater MN ridership and revenue hours by category

| GREATER MN SYSTEM CATEGORY | TOTAL RIDERS | TOTAL REVENUE HOURS |
|---|---|---|
| Elderly and Disabled | 252,660 | 129,404 |
| Rural | 3,239,952 | 817,718 |
| Small Urban | 494,822 | 55,218 |
| Urbanized | 7,659,048 | 446,481 |
| Other Service Providers | 50,996 | 5,880 |
| Total Greater Minnesota | 11,697,478 | 1,454,701 |

## Table 51: Twin Cities ridership and revenue hours by category

| GREATER MN SYSTEM CATEGORY | TOTAL RIDERS | TOTAL REVENUE HOURS |
|---|---|---|
| Metro Transit – Regular Route Bus | 58,949,823 | 2,048,801 |
| Metro Transit - Light Rail Transit | 22,963,629 | 428,683 |
| Metro Transit - Commuter Rail | 711,167 | 14,974 |
| Metro Mobility | 2,133,727 | 1,101,710 |
| Metropolitan Council Contracted Services – Regular Route Bus | 2,628,263 | 228,703 |
| Metropolitan Council Contracted Services – Transit Link | 302,667 | 120,734 |
| Metropolitan Council Contracted Services – Metro Vanpool | 166,761 | 39,244 |
| Suburban Transit Providers | 5,252,284 | 297,772 |
| Other Transit Services | 3,997,582 | 49,848 |
| Total Twin Cities Metro Area | 97,105,903 | 4,330,469 |

# GREATER MINNESOTA TRANSIT RIDERSHIP

## Table 52: Elderly and disabled transit ridership in Greater Minnesota

| ELDERLY AND DISABLED (ADA COMPLEMENTARY PARATRANSIT) | RIDERSHIP 2015 | RIDERSHIP 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| Duluth Transit Authority STRIDE | 30,223 | 30,693 | 1.56% | 0.26% |
| East Grand Forks Transit Dial-A-Ride | 4,098 | 4,365 | 6.52% | 0.04% |
| Mankato-Greater Mankato Transit System | 9,938 | 9,102 | -8.41% | 0.08% |
| Moorhead Metropolitan Area Transit Paratransit | 19,633 | 21,461 | 9.31% | 0.18% |
| Rochester Dial-A-Ride | 45,062 | 46,518 | 3.23% | 0.40% |
| St. Cloud Metro Bus Dial-A-Ride | 133,717 | 140,521 | 5.09% | 1.20% |
| Total – Elderly and Disabled | 242,671 | 252,660 | 4.12% | 2.16% |

## Table 53: Rural transit ridership in Greater Minnesota

| RURAL TRANSIT PROVIDERS | RIDERSHIP 2015 | RIDERSHIP 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| Arrowhead Transit | 605,312 | 665,986 | 10.02% | 5.61% |
| Becker County Transit | 43,047 | 38,908 | -9.62% | 0.33% |
| Brainerd & Crow Wing County Transit | 81,870 | 80,671 | -1.46% | 0.68% |
| Brown County Heartland Express | 53,526 | 55,110 | 2.96% | 0.46% |
| Central Community Transit | 152,105 | 178,707 | 17.49% | 1.51% |
| Chisago-Isanti County Heartland Express | 70,256 | 69,486 | -1.10% | 0.59% |
| Fosston Transit | 14,855 | 15,890 | 6.97% | 0.13% |
| Hubbard County Heartland Express | 34,537 | 39,670 | 14.86% | 0.33% |
| Lincoln County Heartland Express | 7,943 | 0 | NA | NA |
| Meeker County Public Transit | 64,207 | 37,066 | -42.27% | 0.31% |
| Murray County Heartland Express | 9,128 | 5,617 | -38.46% | 0.05% |
| Paul Bunyan Transit | 127,172 | 124,257 | -2.29% | 1.05% |
| Pipestone County Transit System | 27,192 | 0 | NA | NA |
| Prairie Five RIDES | 127,592 | 153,878 | 20.60% | 1.30% |
| Prairieland Transit System | 30,003 | 27,496 | -8.36% | 0.23% |
| PrairieLakes | 0 | 56,105 | NA | 0.47% |
| Rainbow Rider Transit | 166,433 | 171,498 | 3.04% | 1.44% |
| Red Lake Transit | 8,057 | 7,242 | -10.12% | 0.06% |
| Rock County Heartland Express | 20,142 | 22,023 | 9.34% | 0.19% |
| SEMCAC Transportation | 56,471 | 56,486 | 0.03% | 0.48% |
| Southern Minnesota Area Regional Transit | 186,698 | 223,375 | 19.65% | 1.88% |
| Three Rivers Hiawathaland Transit | 299,616 | 306,719 | 2.37% | 2.58% |
| Timber Trails Public Transit | 49,869 | 50,894 | 2.06% | 0.43% |
| Trailblazer Transit | 228,061 | 234,514 | 2.83% | 1.98% |
| Transit Alternatives | 143,186 | 149,162 | 4.17% | 1.26% |

| RURAL TRANSIT PROVIDERS | RIDERSHIP 2015 | RIDERSHIP 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| Tri-CAP Transit Connection | 116,404 | 110,583 | -5.00% | 0.93% |
| Tri-Valley Heartland Express Bus | 203,894 | 202,571 | -0.65% | 1.71% |
| VINE Faith in Action | 10,694 | 10,186 | -4.75% | 0.09% |
| Wadena County Friendly Rider | 45,173 | 54,023 | 19.59% | 0.46% |
| Watonwan Take Me There | 27,578 | 28,836 | 4.56% | 0.24% |
| Western Community Action | 157,234 | 207,600 | 32.03% | 1.75% |
| White Earth Reservation Tribal Council | 16,611 | 30,082 | 81.1% | 0.25% |
| Total Rural | 3,239,748 | 3,414,641 | 7.2% | 28.76% |

*Notes on transit ridership in Greater Minnesota
City of Benson merged into Prairie Five 8/1/16
Central Community Transit (Central Community Transit Joint Powers Board & Ecumen dba Meeker Public Transit) 8/1/16
Faribault – Martin County Transit Board (Faribault County & Martin County) 1/1/16
Meeker Public Transit (Ecumen) merged into Central Community Transit 8/1/16
Minnesota River Valley & VINE (Blue Earth, Nicolet and LeSeuer) 1/1/17
Murray County merged into United Community Action Partnership, Inc. 8/1/16
Prairie Five (Prairie Five CAC, Inc. & City of Benson) 8/1/16
Rock County merged into United Community Action Partnership, Inc. 1/1/17
City of St. Peter merged with LeSeuer County (Mississippi River Valley Transit) 1/1/17

## Table 54: Small urban transit ridership in Greater Minnesota

| SMALL URBAN PROVIDERS | RIDERSHIP 2015 | RIDERSHIP 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| Benson Heartland Express | 41,823 | 23,999 | NA | 0.20% |
| Granite Falls Heartland Express | 23,055 | 24,337 | 5.56% | 0.20% |
| Hibbing Area Transit | 56,643 | 50,775 | -10.36% | 0.43% |
| LeSueur Heartland Express | 27,482 | 23,458 | NA | 0.20% |
| Morris Transit | 62,177 | 62,293 | 0.19% | 0.52% |
| St. Peter Transit | 63,363 | 65,587 | NA | 0.55% |
| Winona Transit Service | 247,524 | 244,373 | -1.27% | 2.06% |
| Total Small Urban | 522,067 | 494,822 | -5.22% | 4.17% |

## Table 55: Urbanized regular route transit ridership in Greater Minnesota

| URBANIZED (REGULAR ROUTE) | RIDERSHIP 2015 | RIDERSHIP 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| Duluth Transit Authority | 3,031,064 | 2,804,354 | -7.48% | 23.62% |
| East Grand Forks Transit | 31,427 | 27,563 | -12.30% | 0.23% |
| La Crescent Apple Express | 15,453 | 14,625 | -5.36% | 0.12% |
| Mankato-Greater Mankato Transit System | 740,477 | 755,610 | 2.04% | 6.36% |
| Moorhead Metropolitan Area Transit | 459,292 | 459,303 | 0.00% | 3.87% |
| Rochester Public Transit | 1,701,609 | 1,708,925 | 0.43% | 14.39% |
| St. Cloud Metro Bus | 1,997,604 | 1,888,668 | -5.45% | 15.91% |
| Total Urban | 7,976,926 | 7,659,048 | -3.98% | 64.51% |

## Table 56: Other transit service ridership in Greater Minnesota

| OTHER TRANSIT SERVICES | RIDERSHIP 2015 | RIDERSHIP 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| Northstar Link | 48,370 | 50,996 | 5.43% | 0.43% |
| Rural Rides | 86,176 | 0 | NA | NA |
| Total Other Transit Services | 134,546 | 50,996 | NA | 0.43% |

# GREATER MINNESOTA TRANSIT SERVICE HOURS

## Table 57: Elderly and disabled transit hours in Greater Minnesota

| ELDERLY AND DISABLED (ADA COMPLEMENTARY PARATRANSIT) | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL HOURS |
|---|---|---|---|---|
| Duluth Transit Authority STRIDE | 19,204 | 19,128 | -0.4% | 1.3% |
| East Grand Forks Transit Dial-A-Ride | 4,824 | 4,858 | 0.7% | 0.3% |
| Mankato-Greater Mankato Transit System | 4,508 | 5,441 | 20.7% | 0.4% |
| Moorhead Metropolitan Area Transit Paratransit | 10,418 | 12,639 | 21.3% | 0.9% |
| Rochester Dial-A-Ride | 17,490 | 39,553 | 126.1% | 2.7% |
| St. Cloud Metro Bus Dial-A-Ride | 43,592 | 47,785 | 9.6% | 3.3% |
| Total – Elderly and Disabled | 100,036 | 129,404 | 29.4% | 8.9% |

## Table 58: Rural transit hours in Greater Minnesota

| RURAL TRANSIT PROVIDERS | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL HOURS |
|---|---|---|---|---|
| Arrowhead Transit | 102,685 | 138,996 | 35.4% | 9.6% |
| Becker County Transit | 7,088 | 7,885 | 11.2% | 0.5% |
| Brainerd & Crow Wing County Transit | 16,750 | 15,734 | -6.1% | 1.1% |
| Brown County Heartland Express | 11,456 | 13,057 | 14.0% | 0.9% |
| Central Community Transit | 31,922 | 41,051 | 28.6% | 2.8% |
| Chisago-Isanti County Heartland Express | 19,216 | 22,915 | 19.3% | 1.6% |
| Faribault County Prairie Express | 3,642 | 0 | NA | NA |
| Fosston Transit | 2,258 | 2,148 | -4.9% | 0.1% |
| Hubbard County Heartland Express | 8,937 | 11,470 | 28.3% | 0.8% |
| Lincoln County Heartland Express | 3,567 | 0 | NA | NA |
| Martin County Transit | 16,397 | 0 | NA | NA |
| Meeker County Public Transit | 15,202 | 8,945 | -41.2% | 0.6% |
| Murray County Heartland Express | 2,915 | 1,435 | -50.8% | 0.1% |
| Paul Bunyan Transit | 23,115 | 26,742 | 15.7% | 1.8% |
| Pipestone County Transit | 6,715 | 0 | NA | NA |
| Prairie Five Rides | 34,630 | 38,737 | 11.9% | 2.7% |
| PrairieLakes Transit | 0 | 32,085 | NA | 2.2% |
| Prairieland Transit (SMOC) | 10,315 | 13,346 | 29.4% | 0.9% |
| Rainbow Rider Transit | 48,365 | 51,303 | 6.1% | 3.5% |
| Red Lake Transit | 2,590 | 2,110 | -18.5% | 0.1% |
| Rock County Heartland Express | 6,552 | 8,122 | 24.0% | 0.6% |
| SEMCAC Transportation | 17,748 | 19,434 | 9.5% | 1.3% |
| Southern MN Area Regional Transit (Cedar Valley) | 36,566 | 49,687 | 35.9% | 3.4% |
| Three Rivers Hiawathaland Transit | 46,067 | 51,310 | 11.4% | 3.5% |
| Timber Trails Public Transit (Kanabec County) | 11,080 | 11,455 | 3.4% | 0.8% |

| RURAL TRANSIT PROVIDERS | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL HOURS |
|---|---|---|---|---|
| Trailblazer Transit | 40,461 | 44,355 | 9.6% | 3.0% |
| Transit Alternatives (Productive Alternatives) | 30,368 | 32,772 | 7.9% | 2.3% |
| Tri-CAP Transit Connection | 29,993 | 29,112 | -2.9% | 2.0% |
| Tri-Valley Heartland Express Bus | 32,892 | 34,643 | 5.3% | 2.4% |
| VINE Faith in Action | 0 | 13,971 | NA | 1.0% |
| Wadena County Friendly Rider | 8,957 | 12,037 | 34.4% | 0.8% |
| Watonwan Take Me There | 8,354 | 9,273 | 11.0% | 0.6% |
| Western Community Action | 41,119 | 55,845 | 35.8% | 3.8% |
| White Earth Reservation Tribal Council | 683,876 | 817,718 | 19.6% | 56.2% |
| Total Rural | 683,876 | 817,718 | 19.6% | 56.2% |

## Table 59: Small urban transit hours in Greater Minnesota

| SMALL URBAN PROVIDERS | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL HOURS |
|---|---|---|---|---|
| Benson Heartland Express | 4,838 | 2,864 | -40.8% | 0.2% |
| Granite Falls Heartland Express | 2,860 | 3,059 | 7.0% | 0.2% |
| Hibbing Area Transit | 9,087 | 9,066 | -0.2% | 0.6% |
| LeSueur Heartland Express | 4,035 | 4,142 | 2.6% | 0.3% |
| Morris Transit | 11,309 | 11,498 | 1.7% | 0.8% |
| St. Peter Transit | 7,125 | 7,297 | 2.4% | 0.5% |
| Winona Transit Service | 17,311 | 17,293 | -0.1% | 1.2% |
| Total Small Urban | 56,565 | 55,218 | -2.4% | 3.8% |

## Table 60: Urbanized regular route transit hours in Greater Minnesota

| URBANIZED (REGULAR ROUTE) | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL HOURS |
|---|---|---|---|---|
| Duluth Transit Authority | 135,078 | 140,143 | 3.7% | 9.6% |
| East Grand Forks Transit | 3,430 | 3,454 | 0.7% | 0.2% |
| La Crescent Apple Express | 3,365 | 3,346 | -0.6% | 0.2% |
| Mankato-Greater Mankato Transit System | 21,358 | 22,858 | 7.0% | 1.6% |
| Moorhead Metropolitan Area Transit | 28,866 | 30,526 | 5.7% | 2.1% |
| Rochester Public Transit | 69,790 | 155,681 | 123.1% | 10.7% |
| St. Cloud Metro Bus | 87,018 | 90,474 | 4.0% | 6.2% |
| Total Urban | 348,905 | 446,481 | 28.0% | 30.7% |

## Table 61: Other transit service hours in Greater Minnesota

| OTHER TRANSIT SERVICES | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL HOURS |
|---|---|---|---|---|
| Northstar Link | 5,495 | 5,880 | 7.0% | 0.4% |
| Rural Rides | 18,671 | 0 | NA | NA |
| VINE Faith in Action | 5,239 | 0 | NA | NA |
| Total Other Transit Services | 29,405 | 5,880 | NA | 0.4% |

## Table 62: Summary of transit hours in Greater Minnesota

| SERVICE CATEGORY | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL HOURS |
|---|---|---|---|---|
| Elderly and Disabled (ADA Complimentary Paratransit) | 100,036 | 129,404 | 29.4% | 8.9% |
| Rural | 683,876 | 817,718 | 19.6% | 56.2% |
| Small Urban | 56,565 | 55,218 | -2.4% | 3.8% |
| Urbanized Regular Route | 348,905 | 446,481 | 28.0% | 30.7% |
| Other Transit | 29,405 | 5,880 | -80.0% | 0.4% |
| Total | 1,218,787 | 1,454,702 | 19.4% | 100.0% |

# GREATER MINNESOTA TRANSIT INDICATORS

## Table 63: Elderly and disabled transit indicators in Greater Minnesota

| ELDERLY AND DISABLED (ADA COMPLEMENTARY PARATRANSIT) | COST / RIDE | COST / HOUR | PASSENGERS / HOUR |
|---|---|---|---|
| Duluth Transit Authority STRIDE | $28.6 | $45.8 | 1.6 |
| East Grand Forks Transit Dial-A-Ride | $15.0 | $13.5 | 0.9 |
| Mankato-Greater Mankato Transit System | $46.8 | $78.4 | 1.7 |
| Moorhead Metropolitan Area Transit Paratransit | $21.0 | $35.6 | 1.7 |
| Rochester Dial-A-Ride | $18.5 | $21.7 | 1.2 |
| St. Cloud Metro Bus Dial-A-Ride | $28.0 | $82.3 | 2.9 |
| Average – Elderly and Disabled | $26.3 | $46.2 | $1.7 |

## Table 64: Rural transit indicators in Greater Minnesota

| RURAL TRANSIT PROVIDERS | COST / RIDE | COST / HOUR | PASSENGERS / HOUR |
|---|---|---|---|
| Arrowhead Transit | $11.9 | $57.0 | 4.8 |
| Becker County Transit | $11.1 | $54.6 | 4.9 |
| Brainerd & Crow Wing County Transit | $11.6 | $59.7 | 5.1 |
| Brown County Heartland Express | $12.0 | $50.8 | 4.2 |
| Central Community Transit | $12.7 | $55.3 | 4.4 |
| Chisago-Isanti County Heartland Express | $19.3 | $58.4 | 3.0 |
| Fosston Transit | $4.4 | $32.3 | 7.4 |
| Hubbard County Heartland Express | $10.4 | $36.1 | 3.5 |
| Meeker County Public Transit | $14.4 | $59.8 | 4.1 |
| Murray County Heartland Express | $17.0 | $66.5 | 3.9 |
| Paul Bunyan Transit | $10.7 | $49.8 | 4.6 |
| Prairie Five RIDES | $11.8 | $47.0 | 4.0 |
| PrairieLakes Transit System | $18.6 | $32.5 | 1.7 |
| Prairieland Transit System | $12.1 | $24.9 | 2.1 |
| Rainbow Rider Transit | $13.9 | $46.6 | 3.3 |
| Red Lake Transit | $21.5 | $73.9 | 3.4 |
| Rock County Heartland Express | $12.6 | $34.2 | 2.7 |
| SEMCAC Transportation | $18.3 | $53.3 | 2.9 |
| Southern Minnesota Area Regional Transit | $10.1 | $45.4 | 4.5 |
| Three Rivers Hiawathaland Transit | $8.6 | $51.3 | 6.0 |
| Timber Trails Public Transit | $18.2 | $80.8 | 4.4 |
| Trailblazer Transit | $15.9 | $83.9 | 5.3 |
| Transit Alternatives | $10.8 | $49.0 | 4.6 |
| Tri-CAP Transit Connection | $18.4 | $69.9 | 3.8 |
| Tri-Valley Heartland Express Bus | $10.6 | $62.0 | 5.8 |
| VINE Faith in Action | $13.6 | $9.9 | 0.7 |

| RURAL TRANSIT PROVIDERS | COST / RIDE | COST / HOUR | PASSENGERS / HOUR |
|---|---|---|---|
| Wadena County Friendly Rider | $11.3 | $50.6 | 4.5 |
| Watonwan Take Me There Transit | $12.5 | $39.0 | 3.1 |
| Western Community Action | $13.7 | $51.0 | 3.7 |
| White Earth Reservation Tribal Council | $10.2 | $17.2 | 1.7 |
| Average Rural | $13.3 | $50.1 | $3.9 |

## Table 65: Small urban transit hours in Greater Minnesota

| SMALL URBAN PROVIDERS | COST / RIDE | COST / HOUR | PASSENGERS / HOUR |
|---|---|---|---|
| Benson Heartland Express | $7.4 | $62.4 | 8.4 |
| Granite Falls Heartland Express | $5.3 | $42.3 | 8.0 |
| Hibbing Area Transit | $5.8 | $32.5 | 5.6 |
| LeSueur Heartland Express | $9.5 | $54.0 | 5.7 |
| Morris Transit | $6.5 | $35.2 | 5.4 |
| St. Peter Transit | $5.1 | $45.6 | 9.0 |
| Winona Transit Service | $2.6 | $37.0 | 14.1 |
| Average – Small Urban | $6.0 | $44.1 | $8.0 |

## Table 66: Urbanized regular route transit hours in Greater Minnesota

| URBANIZED (REGULAR ROUTE) | COST / RIDE | COST / HOUR | PASSENGERS / HOUR |
|---|---|---|---|
| Duluth Transit Authority | $5.0 | $99.5 | 20.0 |
| East Grand Forks Transit | $11.3 | $90.1 | 8.0 |
| La Crescent Apple Express | $21.5 | $94.0 | 4.4 |
| Mankato Heartland Express | $2.3 | $75.1 | 33.1 |
| Moorhead Metropolitan Area Transit | $4.2 | $63.9 | 15.0 |
| Rochester Public Transit | $3.9 | $42.5 | 11.0 |
| St. Cloud Metro Bus | $3.9 | $80.7 | 20.9 |
| Average – Urbanized Regular Route | $7.4 | $78.0 | $16.0 |

## Table 67: Summary of transit hours in Greater Minnesota (average)

| SERVICE CATEGORY | COST / RIDE | COST / HOUR | PASSENGERS / HOUR |
|---|---|---|---|
| Elderly and Disabled (ADA Complimentary Paratransit) | $26.3 | $46.2 | $1.7 |
| Rural | $13.3 | $50.1 | $3.9 |
| Small Urban | $6.0 | $44.1 | $8.0 |
| Urbanized Regular Route | $7.4 | $78.0 | $16.0 |

# TWIN CITIES METROPOLITAN AREA RIDERSHIP

## Table 68: Metropolitan Council transit system ridership

| METROPOLITAN COUNCIL SYSTEM | RIDERSHIP 2015 | RIDERSHIP 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| Metro Transit – Regular Route Bus | 61,315,674 | 58,949,823 | -3.9% | 60.7% |
| Metro Transit – Light Rail Transit | 15,999,993 | 22,963,629 | 43.5% | 23.6% |
| Metro Transit – Commuter Rail | 722,637 | 711,167 | -1.6% | 0.7% |
| Metro Mobility | 2,020,700 | 2,133,727 | 5.6% | 2.2% |
| Metropolitan Council Contracted Services – Fixed Route | 2,742,389 | 2,628,263 | -4.2% | 2.7% |
| Metropolitan Council Contracted Services – Transit Link | 370,787 | 302,667 | -18.4% | 0.3% |
| Metropolitan Council Contracted Services – Metro Vanpool | 165,442 | 166,761 | 0.8% | 0.2% |
| Total | 83,337,622 | 87,856,037 | 5.42% | 90.5% |

## Table 69: Suburban Provider transit system ridership

| SUBURBAN TRANSIT PROVIDERS | RIDERSHIP 2015 | RIDERSHIP 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| Maple Grove Transit | 837,343 | 864,781 | 3.28% | 0.9% |
| Minnesota Valley Transit Authority | 2,682,507 | 2,635,587 | -1.75% | 2.7% |
| Plymouth Metrolink | 500,928 | 505,826 | 0.98% | 0.5% |
| Southwest Transit | 1,125,823 | 1,246,090 | 10.68% | 1.3% |
| Total | 5,146,601 | 5,252,284 | 2.05% | 5.4% |

## Table 70: Other transit system ridership

| OTHER TRANSIT PROVIDERS | RIDERSHIP 2015 | RIDERSHIP 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| University of Minnesota Transit | 3,480,269 | 3,997,582 | 14.9% | 4.1% |
| Total | 3,480,269 | 3,997,582 | 14.9% | 4.1% |

## Table 71: Summary of transit system ridership

| OTHER TRANSIT PROVIDERS | RIDERSHIP 2015 | RIDERSHIP 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| Metropolitan Council | 83,337,622 | 87,856,037 | 5.4% | 90.5% |
| Suburban Providers | 5,146,601 | 5,252,284 | 2.05% | 5.4% |
| Other Transit | 3,480,269 | 3,997,582 | 14.9% | 4.1% |
| Total All Groups | 91,964,492 | 97,105,903 | 5.59% | 100.0% |

# TWIN CITIES METROPOLITAN AREA REVENUE HOURS

## Table 72: Metropolitan Council transit system hours

| METROPOLITAN COUNCIL SYSTEM | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL HOURS |
|---|---|---|---|---|
| Metro Transit – Regular Route Bus | 2,002,680 | 2,048,801 | 2.3% | 47.3% |
| Metro Transit – Light Rail Transit | 437,607 | 428,683 | -2.0% | 9.9% |
| Metro Transit – Commuter Rail | 14,521 | 14,974 | 3.1% | 0.3% |
| Metro Mobility | 1,033,178 | 1,101,710 | 6.6% | 25.4% |
| Metropolitan Council Contracted Services – Regular Route | 225,522 | 228,703 | 1.4% | 5.3% |
| Metropolitan Council Contracted Services – Transit Link | 137,504 | 120,734 | -12.2% | 2.8% |
| Metropolitan Council Contracted Services – Metro Vanpool | 39,100 | 39,244 | 0.4% | 0.9% |
| Total | 3,890,112 | 3,982,849 | 2.38% | 92.0% |

## Table 73: Suburban Provider transit system hours

| SUBURBAN TRANSIT PROVIDERS | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL HOURS |
|---|---|---|---|---|
| Maple Grove Transit | 30,206 | 30,962 | 2.50% | 0.7% |
| Minnesota Valley Transit Authority | 144,438 | 162,917 | 12.79% | 3.8% |
| Plymouth Metrolink | 35858 | 37668 | 5.05% | 0.9% |
| Southwest Transit | 55,509 | 66,225 | 19.30% | 1.5% |
| Total | 266,011 | 297,772 | 11.94% | 6.9% |

## Table 74: Other transit system hours

| OTHER TRANSIT PROVIDERS | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL RIDERSHIP |
|---|---|---|---|---|
| University of Minnesota Transit | 47,606 | 49,848 | 4.7% | 1.2% |
| Total | 47,606 | 49,848 | 4.7% | 1.2% |

## Table 75: Summary of transit system hours

| OTHER TRANSIT PROVIDERS | HOURS 2015 | HOURS 2016 | % CHANGE | % OF TOTAL HOURS |
|---|---|---|---|---|
| Metropolitan Council | 3,890,112 | 3,982,849 | 2.38% | 92.0% |
| Suburban Providers | 266,011 | 297,772 | 11.94% | 6.9% |
| Other Transit | 47,606 | 49,848 | 4.71% | 1.2% |
| Total All Groups | 4,203,729 | 4,330,469 | 3.01% | 100.0% |

# TWIN CITIES METROPOLITAN AREA RIDERSHIP

## Table 76: Metropolitan Council transit system indicators

| METROPOLITAN COUNCIL SYSTEM | COST / RIDE | COST / HOUR | PASSENGERS / HOUR |
|---|---|---|---|
| Metro Transit – Regular Route Bus | $5.00 | $143.84 | 28.8 |
| Metro Transit – Light Rail Transit | $2.90 | $155.21 | 53.6 |
| Metro Transit – Commuter Rail | $15.76 | $748.58 | 47.5 |
| Metro Mobility | $26.60 | $51.51 | 1.9 |
| Metropolitan Council Contracted Services – Regular Route | $6.09 | $69.95 | 11.5 |
| Metropolitan Council Contracted Services – Transit Link | $21.60 | $54.14 | 2.5 |
| Metropolitan Council Contracted Services – Metro Vanpool | $5.90 | $25.06 | 4.2 |
| Average | $12.0 | $178.3 | 21.4 |

## Table 77: Suburban Provider transit system indicators

| SUBURBAN TRANSIT PROVIDERS | COST / RIDE | COST / HOUR | PASSENGERS / HOUR |
|---|---|---|---|
| Maple Grove Transit | $5.56 | $155.29 | 27.9 |
| Minnesota Valley Transit Authority | $7.27 | $117.58 | 16.2 |
| Plymouth Metrolink | $8.32 | $111.68 | 13.4 |
| Southwest Transit | $8.64 | $162.63 | 18.8 |
| Average | $7.45 | $136.80 | $19.09 |

## Table 78: Other transit system indicators

| OTHER TRANSIT PROVIDERS | COST / RIDE | COST / HOUR | PASSENGERS / HOUR |
|---|---|---|---|
| University of Minnesota Transit | $1.40 | $112.18 | 80.2 |
| Average | $1.40 | $112.18 | 80.2 |

## Table 79: Summary of transit system indicators (averages)

| OTHER TRANSIT PROVIDERS | COST / RIDE | COST / HOUR | PASSENGERS / HOUR |
|---|---|---|---|
| Metropolitan Council | $11.98 | $178.33 | 21.4 |
| Suburban Providers | $7.45 | $136.80 | 19.1 |
| Other Transit | $1.40 | $112.18 | 80.2 |

# Glossary

# GLOSSARY

This glossary contains technical terms that may appear in the 2014 Minnesota Transit Report. Many of these terms have multiple definitions; therefore, terms are defined as they are used in the context of this report.

## Accessible vehicle

A public transportation vehicle that does not restrict access, is usable and provides allocated space and/or priority seating for individuals who use wheelchairs.

## Americans with Disabilities Act (ADA)

The Americans with Disabilities Act passed in July 1991 and gave direction to local transit agencies to ensure full access to transportation for persons with disabilities.

## Base fare

The price charged to one adult for one transit ride. It excludes transfer charges, zone charges, express service charges, peak period surcharges and reduced fares.

## Bus roadeo

An annual competition in which transit bus drivers demonstrate skills such as emergency stops and maneuvers.

## Capital cost

The cost of equipment and facilities required to support transportation systems: vehicles, radios, shelters, etc.

## Commuter service

Express transit service generally connecting residential areas and activity centers via a high speed, non-stop connection.

## Coordination

A cooperative arrangement among transportation providers and/or purchasers which is aimed at realizing increased benefits through the shared management and/or operation of one or more transportation-related functions.

## Dedicated funding source

A funding source which by law, is available for use only to support a specific purpose and cannot be diverted to other uses; e.g., the federal gasoline tax can only be used for highway investments and, since 1983, for transit capital projects.

## Demand response/dial-a-ride service

A transportation service characterized by flexible routing and scheduling of relatively small vehicles to provide door-to-door or point-to-point transportation at the user's demand.

## Fare

The payment for a ride on a passenger vehicle, whether cash, tokens, transfer or pass.

## Fare box

A device that accepts coins, bills, tickets and tokens given by passengers as payment for rides.

## Fare box recovery ratio

Total fare revenue divided by the total operating cost.

## Federal Transit Administration (FTA)

An operating administration within the United States Department of Transportation that administers federal programs and provides financial assistance to public transit.

## Fixed route

Transportation service operated over a set route or network of routes on a regular time schedule.

## Flexible fixed route

See route deviation.

## Funding classification

Greater Minnesota public transit services are categorized according to the following classifications in *Minn. Stat. 174.22:*

- Rural – A county or multi-county transit system serving a geographic area primarily with populations under 2,500 or a stand-alone transit system within a city of less than 2,500 people.
- Small Urban – A stand-alone transit system within a city of between 2,500 and 50,000 people.
- Urbanized – A transit system within a metropolitan area with populations greater than 50,000.
- ADA complementary paratransit – Demand response service for persons with disabilities in geographic areas where fixed route services are provided; provision of this service is required by the Americans with Disabilities Act. This is also described in Minnesota State Statutes as "Elderly and Disabled Service."

## Intercity bus service

Transportation between metropolitan areas and rural areas, traveling over long distances, via an over-the-road coach with luggage space.

## Light rail transit (LRT)

An electric railway system characterized by its ability to operate single cars or short trains along exclusive right-of-way at ground level, on aerial structures or in subways.

## MAP-21

Moving Ahead for Progress in the 21st Century Act, signed into law in July 2012. MAP-21 established surface transportation funding programs for federal fiscal years 2013 and 2014.

## Motor vehicle sales tax (MVST)

A source of revenue for Minnesota public transit. The percentages of this revenue source designated for metropolitan area and Greater Minnesota transit are defined in Minn. Stat. 297B.09.

## Operating expenditures

The recurring costs of providing transit service; e.g., wages, salaries, fuel, oil, taxes, maintenance, depreciation, insurance, marketing, etc.

## Operating deficit

Total operating expenditures minus total operating revenue.

## Operating revenue

The total revenue earned by a transit agency through its transit operations. It includes passenger fares, advertising and other revenues.

## Total operating cost

The total of all operating costs incurred during the transit system calendar year, excluding expenses associated with capital grants.

## Paratransit

A flexible form of public transportation service that is not provided over a fixed-route; it is a demand responsive service typically for the disabled community.

## Park and ride facility

A common location; e.g., parking lot, for individuals to park their personal vehicle and board a high occupancy travel mode such as a commuter train or bus.

## Pass

A means of transit payment, usually a pre-paid card that is displayed to a bus driver in lieu of cash for the fare.

## Peak period

The hours when traffic or transit passenger demand is the greatest, typically during morning and afternoon commuting hours.

## Public transportation

Transportation service that is available to any person upon payment of the fare either directly, subsidized by public policy, or through some contractual arrangement, and which cannot be reserved for the private or exclusive use of one individual or group. “Public” in this sense refers to the access to the service, not to the ownership of the system that provides the service.

## Ridership

The total of all revenue passengers, transfer passengers on second/successive rides and free ride passengers.

## Passenger trip

A measure for one person making a one-way trip from origin to destination. One round trip equals two passenger trips.

## Ridesharing

A form of transportation, other than public transit, in which more than one person shares the use of a vehicle, such as a van or car, to make a trip. Variations include carpooling or vanpooling.

## Revenue hours

The number of transit vehicle hours when passengers are being transported. Calculated by taking the total time when a vehicle is available to the general public and there is an expectation of carrying passengers. Excludes deadhead hours, when buses are moving but not carrying passengers, but includes recovery/layover time.

## Route deviation

Transportation service operating on a standard route along a public right of way, from which it may deviate from time to time, in response to a demand for its service or to take a passenger to a destination, after which it returns to its standard route.

## Rural Transit Assistance Program (RTAP)

The section of the Federal Transit Act of 1991, as amended, that provides funds for training, technical assistance, research and other support services for rural transit providers.

## Section 5303 (Metropolitan Planning Program)

The section of the Federal Transit Act of 1991, as amended, that provides financial assistance to metropolitan planning organizations that are responsible for conducting planning activities and technical assistance for public transit services. The program is expected to support the basic transportation planning process underway in urbanized areas, including capital planning, financial planning and operations-related planning essential to the provision of transit services.

## Section 5304 (State Transportation and Planning Program)

The section of the Federal Transit Act of 1991, as amended, that provides financial assistance to the states for purposes of planning, technical studies and assistance, demonstrations, management training and cooperative research activities.

## Section 5307 (Urbanized Area Formula Program)

The section of the Federal Transit Act of 1991, as amended, that authorizes grants to public transit systems in urban areas with populations of more than 50,000 for both capital and operating projects. Based on population and density figures, these funds are distributed directly to the transit agency from the FTA.

## Section 5309 (Capital Program)

The section of the Federal Transit Act of 1991, as amended, that authorizes discretionary capital assistance for major capital needs, such as fleet replacement and construction of transit facilities.

## Section 5310 (Elderly and Persons with Disabilities Capital Program)

The section of the Federal Transit Act of 1991, as amended, that provides grant funds for the purchase of accessible vehicles and related support equipment for private non-profit organizations to serve elderly and/or disabled people, public bodies that coordinate services for elderly and disabled, or any public body that certifies to the state that non-profits in the area are not readily available to carry out the services.

## Section 5311 (Non-urbanized Area Formula Program)

The section of the Federal Transit Act of 1991, as amended, that authorizes grants to public transit systems in non-urbanized areas (fewer than 50,000 population). The funds initially go to the governor of each state. In Minnesota, MnDOT administers these funds.

## Section 5316 (Job Access and Reverse Commute - JARC)

A formula-based federally-funded program established under SAFETEA-LU. The goal of the JARC grant program is to improve access to transportation services to employment and employment-related activities for welfare recipients and eligible low-income individuals to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

## Section 5317 (New Freedom - NF)

A formula-based federally-funded program established under SAFETEA-LU. The goal of the New Freedom grant program is to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the workforce and full participation in society.

## Service area

The geographic area that coincides with a transit system's legal operating limits; e.g., city limits, county boundary, etc.

## Service hours

See revenue hours.

## Service span

The duration of time that service is made available or operated during the course of the service day; e.g., 6 a.m. to 10 p.m.

## Subscription service

Transportation service in which routes and schedules are prearranged to meet the needs of riders who sign up for the service in advance.

## Transit

Transportation by bus, rail or other conveyance, either publicly or privately owned, that provides general or special service on a regular and continuing basis. The term includes fixed-route and paratransit services as well as ridesharing. Also known as mass transportation, mass transit, or public transit.

## Transit dependent

A description for a population or person who does not have immediate access to a private vehicle, or because of age or health reasons cannot drive and must rely on others for transportation.

## Vanpool

See ridesharing.

## Vehicle Classification

MnDOT classifies transit vehicles according to the following categories:

- Class 300 – A small-size light-duty transit bus approximately 16-22 feet long with a raised roof and single or dual rear wheels (up to 12,500 gross vehicle weight rating).
- Class 400 – A medium-size light-duty transit bus approximately 20-30 feet long with a raised roof and dual rear wheels (12,300-16,000 gross vehicle weight rating).
- Class 500 – A medium-size medium-duty transit bus approximately 25-40 feet long (17,000-24,000 gross vehicle weight rating).

- Class 600 – A medium-size heavy-duty transit bus approximately 25-40 feet long (21,000-32,000 gross vehicle weight rating).
- Class 700 – A large-size heavy-duty transit bus/over-the-road bus approximately 30 feet and longer with a rear-mounted engine.