DEPARTMENT OF TRANSPORTATION

2016 Transit Report:
A Guide to Minnesota's Public Transit Systems

February 2017

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2016 Transit Report: A Guide to Minnesota's Public Transit Systems

FEBRUARY 2017

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

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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	2
(2) a descriptive summary of funding sources and assistance programs;	State of the Industry	3
(3) a summary of each public transit system receiving assistance under section 174.24;	Transit Fact Sheets	19
(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	95
(ii) each of the funding sources used to provide financial assistance; and	Financial Statistics	95
(iii) for federal funds, the amount from each specific federal program under which funding is provided;	State of the Industry Financial Statistics	3 95
(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	5
(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	11
(ii) the total expenditures from local sources for each transit system classification;	Financial Statistics	95
(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	95
(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	11

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State of the Industry

Introduction

In Minnesota in 2015, 44 public transit systems operating in 86 counties offered scheduled transportation service to the public. Minnesota's public transit systems provide transportation alternatives to driving alone and allows all residents to participate in the state's communities and economy. Minnesota has two statutory goals directly related to transit (Minn. Stat., Sec. 174.01):

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

Transit services are funded through a financial partnership that includes local, state and federal participation. In Minnesota, state and federal funding for public transit systems 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 to meet the needs of Twin Cities area residents. MnDOT's Office of Transit is responsible for administering financial assistance to public transit systems in Greater Minnesota, including all 80 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 found in Minn. Stat., Sec. 174.21:

- Provide access to transit for persons who have no alternative mode of transportation 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
- 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

Minnesota Statutes Section 174.247 governs the Transit Report

The Transit Report is published on an annual basis to provide residents and elected officials an overview of public transit services in Minnesota. The report includes fact sheets describing every state-supported public transit system in Minnesota. In addition, the "Financial Statistics" and "Operating Statistics" chapters present aggregated information depicting a snapshot of 2015 expenditures, funding sources, ridership and revenue hours.

The "State of the Industry" chapter narrates how federal and state funding mechanisms, local initiatives, and MnDOT and Metropolitan Council oversight combine to produce transit service in Minnesota. The following section, "Federal and State Funding for Transit," outlines current transit funding allocations. "Major Accomplishments" provides a detailed look at notable transit system activities during 2015 and 2016. "Preparing for the Future" provides an outlook on factors affecting future transit provision in Minnesota, including projections of future transit need and funding requirements to meet this need through public transit service.

This report is also produced to comply with the terms of Minn. Stat., Sec. 174.247 requiring that MnDOT annually analyze, compile and publish financial information for state-supported transit systems. The chart on page III itemizes specific statutory guidelines for the report and indicates which sections meet the requirements of this legislation.

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 that the transit report include "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 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 activities. 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 falls 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 as places with populations less than 50,000, are eligible for Section 5311 Rural Area Formula Program grant funds. Eligible recipients include states and registered tribes. In 2015, 37 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 areas of the seven-county Twin Cities metropolitan area. These funds are available for transit capital and operating assistance.

2015 Minnesota
Public Transit Systems

Greater Minnesota: 44
Twin Cities Metro Area: 11
Commuter Rail: 1
Light Rail route: 2

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 in Greater Minnesota and the Twin Cities metropolitan area.

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

Any federally recognized Indian tribe is eligible to receive Federal Section 5311 funds directly. In 2015 the Fond du Lac Band and Bois Forte Band opted to be direct recipients of these federal funds. Based upon applications for funding assistance and the project selection process, MnDOT determines the amount of funds it will allocate to the tribe(s) from its Section 5311 apportionment. Indian tribes let MnDOT know whether they intend to be direct recipients. MnDOT notifies FTA which projects and the amount of funds it has allocated to the Indian tribe(s). The tribe(s) can then submit their federal grant request directly to FTA. Please note that operating and financial statistics for tribal transit systems that are direct recipients of Section 5311 funds are reported directly to FTA and are not included in this report.

FEDERAL PROGRAMS SUPPORT LOCAL TRANSIT OPERATING AND CAPITAL PROJECTS

Sections 5307, 5311 and 5339 programs constitute the majority of federal transit formula funding in Minnesota and provide operating and capital support 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 $85 million toward public transportation assistance in Minnesota. Other federal programs focus on specialized services, such as the Section 5310 formula grants for the enhanced mobility of seniors and individuals with disabilities.

Table I depicts federal transit funding that Minnesota transit systems use and the total dollars provided by each program in federal fiscal year 2016.

Table I. FFY 2016 Federal Funding for Minnesota Transit

Program	Description	Total	% of Grand Total
5305	**Metropolitan Transportation Planning Program:** Planning activities and technical assistance for public transit services. **Statewide Transportation Planning Program:** Planning activities, technical studies and cooperative research for public transit services	$1,855,372	1.6%
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 Twin Cities metropolitan area)	$62,314,188	56.8%
5309	**New Starts:** Capital funding for fixed guideway transportation investments	$5,000,000	4.5%
5310	**Enhanced Mobility of Seniors and Individuals with Disabilities Program:** Capital and operating assistance grants for organizations that serve elderly and/or persons with disabilities	$3,767,455	3.4%
5311	**Rural Area Formula Program:** Capital and operating funding for small urban and rural areas; includes intercity bus transportation	$15,637,443	14.2%
5311(b)(3)	**Rural Transit Assistance Program:** Research, training and technical assistance for transit operators in non-urbanized areas	$244,630	0.2%
5311 (c)	**Public Transportation on Indian Reservations**: Capital and operating funding for tribes.	$2,313,787	2.1%
5337	**State of Good Repair Program:** Funding to upgrade rail transit systems and high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit	$14,403,136	13.1%
5339	**Bus and Bus Facilities Program:** Funding to assist in procurement or construction of vehicles and facilities	$2,385,929	2.1%
FHWA Flexible Funds	**Congestion Mitigation and Air Quality:** Funding for transit capital projects	$1,740,068	1.5%
	Surface Transportation Program: Funding for transit capital projects in Minnesota	$0	0%
Grand Total		**$109,662,008**	**100%**

STATE PROGRAMS SUPPORT PUBLIC TRANSIT

2015 Minnesota Public Transit Ridership

111 million
total passenger trips

12.1 million
Greater Minnesota passenger trips

98.9 million
Twin Cities metro area passenger trips

The amount of service that Minnesota transit systems can provide is closely tied to the amount of funding provided by the state. In 2015, state funding covered approximately 53 percent of transit system operating costs in Minnesota. 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.

In addition to regular MVST revenues, Greater Minnesota receives a portion of MVST revenues received from leased vehicles, which are also 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 II lists actual 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 II. State Transit Funding for 2016-2017

	2016	2017	Total
Greater Minnesota Transit			
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
Twin Cities Metro Area Transit			
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**

2015 Major Accomplishments

FTA RECOGNIZED TRI-VALLEY HEARTLAND EXPRESS AS AN OUTSTANDING RURAL TRANSIT AGENCY

Recognized this year, Tri-Valley was presented the Administrator's Award for Outstanding Public Transportation Service in Rural Public Transportation. The award seeks to recognize providers that improved the mobility of Americans in rural areas and enhance access to employment, healthcare and community services. Known as THE BUS, in 2015 Tri-Valley provided 203,894 passenger rides covering 543,480 square miles in eight northwestern counties. Tri-Valley supports "Rides to Wellness" by offering transit access to healthcare and other community support activities including:

- their headquarters facility is a pick up location for food for low-income families through a local partnership;
- Tri-Valley works with a homeless shelter in Crookston, MN to transport families to Grand Forks, ND to an event where resources are provided for them;
- and they have contracted with several healthcare systems and facilities to provide rides for clients and patients.

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 agencies merged on Oct.1, 2016. The new Community Action 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 provided 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 the Minnesota Department of Transportation as they have done for the past several years. The merger is primarily an administrative and organizational benefit because service improvements will increase ridership in the coming years.

BLUE EARTH, LE SUEUR, AND NICOLLET TRANSIT DEVELOPMENT STUDY

In 2015, MnDOT Office of Transit completed a study of transit services in Blue Earth, Nicollet and Le Sueur Counties to examine the potential for a new, multi-county public transit system. The purpose of the study was to explore how a multi-county transit system could provide mobility options for the general public in the three counties with emphasis on special populations including seniors, youth, individuals with disabilities, veterans, New Americans, low-income individuals and individuals with limited vehicle options.

The study area is unique because of the combination of existing systems including two small city systems, St. Peter and Le Sueur, a large urban system, Mankato, and a human service provider, VINE Faith in Action. Although service is available within city limits, the three county area is one of few remaining places in Minnesota without countywide service.

The consultant team completed an analysis of existing conditions in the first phase of the project. The document included a review of existing plans and studies conducted in the area, demographic profile of the three counties, an assessment of the existing transit providers and input from various stakeholder groups. Based on the results of the existing conditions report, the consultant team identified a variety of possible transit enhancements as a blue print for a new, multi-county transit system. The consultant team developed a service plan with low and high scenarios. The scenarios fulfill MnDOT's goal to provide public transportation to the three counties include rural and other low-density communities while providing access to goods and services in larger communities. The full report is available online.

KANDIYOHI, RENVILLE AND MEEKER TRANSIT RESTRUCTURING STUDY

MnDOT Office of Transit is leading a statewide effort to encourage coordination, cooperation, and consolidation (the "three Cs") between Greater Minnesota's transit providers. The interest in cooperation and coordination among transit providers, especially small operators, reflects a variety of interests and concerns, including a desire to accommodate rider's needs to travel regionally as well as a desire to increase service efficiency and effectiveness.

In 2015, MnDOT completed a study of a three county area in south central Minnesota. MnDOT set five primary goals for this effort:

- Improve customer service and seamlessness in terms of fares, service coverage and informational tools
- Increase the availability of transit services, with potential new destinations and expanded service hours that come from eliminating any duplicative services
- Improved cost effectiveness for the agencies operating services through cost savings, shared expenses, more flexible use of available resources and equipment, economies of scale and freeing up resources
- Economic and facilities development opportunities due to improved buying power and the potential for larger scale developments
- Improved relationships between organizations by way of shared governance and multijurisdictional political support

As a result of the study, the three counties merged into Central Community Transit in August 2016.

PUBLIC OUTREACH: GREATER MINNESOTA TRANSIT INVESTMENT PLAN

In 2015, MnDOT began work on the Greater Minnesota Transit Investment Plan. Extensive public outreach tools were used to gather input from both riders and non-riders during the development of the Plan. Methods included an on-board traveler survey with existing riders, online survey that gathered priorities from transit and travel behavior, an origin and destination survey to understand common trip patterns, a paper survey for the "hard to reach" population and tribal outreach including in-person meetings with three tribes and a participatory mapping exercise. Input totaled 6,378 responses from the different tools (Public Participation Plan).

The lessons learned through the public outreach effort, such as regional service expansion, longer service hours and increased frequency are high priority improvements, especially for those not currently using transit, are directly tied to the development of the Service Plan that will address customer needs and increase ridership. In addition, rider and non-rider expectations and needs are addressed in the strategic direction and strategy prioritization chapters of the GMTIP.

ARTERIAL BRT (BUS RAPID TRANSIT)

Metro Transit began construction on a new kind of bus service for the Twin Cities' busiest urban streets called Arterial Bus Rapid Transit in 2015. Arterial BRT is a package of transit 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. Advancing these projects in coordination during 2015 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 service. The A Line is the first of 12 rapid bus lines that will improve bus 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 Federal Transit Authority Small Starts Project Development activities in 2015. The Orange Line is a $151 million bus rapid transit (BRT) corridor connecting Burnsville, Bloomington, Richfield, and Minneapolis. Engineering activities began in 2015 for construction in 207 with an anticipated opening set for late 2019. A major component of the project is an online median station at I-35W and Lake Street, advanced in partnership with a MnDOT project improving pavement, access and MnPASS on the corridor, and replacing a bridge on I-35W in Minneapolis. Metro Transit also plans a future extension of the 17-mile corridor into southern Burnsville and Lakeville.

NEW START – METRO GREEN LINE EXTENSION (SOUTHWEST LIGHT RAIL TRANSIT)

The METRO Green Line Extension (Southwest LRT) project includes approximately 14.5 miles of new double track proposed 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 (kiss-and-ride), 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 Green Line, the METRO Red Line, Northstar Commuter Rail and the proposed METRO Blue Line Extension. The METRO Green Line Extension is scheduled to open for service in 2021, weekday ridership 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. The Bottineau LRT is proposed 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 Blue Line, the METRO Red Line, Northstar Commuter Rail and the proposed METRO Green Line Extension. The METRO Blue Line Extension is scheduled to open for service in 2021. Weekday ridership is estimated at 28,400 by 2040.

METRO MOBILITY RESTRUCTURING

Metro Mobility service was restructured in 2015. The structure of service within the seven-county metropolitan area had 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. Secondly, 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 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 and 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, yet 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 existing 2016 bus service resources and technology improvements Metro Transit improved service and reliability for customers. Metro Transit's "Frequent Transit Network" (FTN) 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 improvements were made on many routes, including late night service on Routes 10 and 18, and improved weekend service on routes 30, 721 and 724. Transit signal priority enhancements improve speed and reliability were made to Route 10 (Central Avenue), and are also planned for Route 5 in 2017.

Preparing for the Future

TRANSPORTATION FUNDING DURING RECENT LEGISLATIVE SESSIONS

Governor Mark Dayton strongly advocated for increased transportation funding during the 2015/2016 Minnesota legislative sessions. This included support for enacting 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.

Specifically this was intended to achieve a 30 percent growth of bus services and 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 funding to fulfill the legislative target of meeting 90 percent of the need for transit by 2025. To achieve the target by 2025, transit service would have to be substantially increased. This entailed linearly ramping up service to achieve the target. This would require an additional $120 million over expected revenues from 2016 to 2025. To start the improvement, Governor Dayton's budget proposed an increase in the general fund appropriation to Greater Minnesota transit of $4 million over base in 2016 and $6 million in 2017. Ultimately, the 2015 legislative session ended with Greater Minnesota transit receiving a one time increase of $2.5 million from the general fund for fiscal years 2016 and 2017.

Transportation was also given a great deal of attention going into the 2016 session. Differing philosophies for how to fund transportation clashed with funding for construction of the LRT Green Line extension (Southwest Corridor). The end result was no changes in transportation funding.

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

In 2010, MnDOT completed the 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 updates these figures annually to reflect current service hours needs as new population projections are made available.

As of the release of this report, MnDOT was developing a revision to the Greater Minnesota Transit Investment Plan. Part of that work included refining the model to estimate the need for transit services. The new model uses 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 variables for counties having a metropolitan area with population over 50,000, a college campus and the combination of those two.

Table III 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 III Cost (in millions) to Meet 100% of Projected Transit Need, 2016-2021

	2016	2017	2018	2019	2020	2021
Operating cost	$97.5	$104.6	$112.0	$119.7	$127.9	$134.8
Capital cost: vehicle replacement	$12.7	$18.0	$24.2	$17.3	$27.0	$28.2

	2016	2017	2018	2019	2020	2021
Capital cost: additional vehicles	$29.4	$5.5	$5.7	$5.9	$6.1	$6.2
Facilities	$3.0	$3.1	$3.2	$3.2	$3.3	$3.4
TOTAL	**$142.6**	**$131.2**	**$145.1**	**$146.1**	**$164.3**	**$172.6**

Between 2016 and 2030, MnDOT projects that transit need will grow from 14.5 million to 20.1 million passenger trips per year. To serve these trips, Greater Minnesota public transit systems would need to provide 1.46 million hours of service in 2016 and increase to 2.03 million hours of service by 2030. Table IV illustrates these figures and the total funds required to provide this additional transit service.

Table IV. Projected Transit Need and Cost (in millions) to Meet 100% of Need, 2016-2030

	2016	2020	2025	2030
Total passenger demand (millions of trips)	14.5	16.9	18.9	20.1
Millions of service hours to meet demand	1.46	1.71	1.91	2.03
Annual operating cost	$97.5	$127.9	$165.8	$204.4
Average annual capital cost*	$45.1	$30.6	$34.7	$35.9
TOTAL	**$142.6**	**$158.5**	**$200.5**	**$240.3**

* The average annual capital cost for 2016 is unusually high because a large capital investment would be necessary to acquire enough buses to jump from meeting 87% of need to meeting 100% of need.

Without sustained increases to future funding, 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 was evident when developing the transportation components of Minnesota's Olmstead Plan and the *Coming Home: Minnesota's Plan to Prevent and End Homelessness*. The legislative target of meeting 90 percent of transit need by 2025 was incorporated into both of these plans. Table V depicts the gap between projected revenues for transit and the funds needed to meet the 2025 target.

It is important to note that Motor Vehicle Lease Sales Tax cannot be spent until the fiscal year after it is collected. Although Table V shows a federal and state funding gap of $15.2 million by 2025, it is actually closer to $55 million, because the $40 million in Motor Vehicle Lease Sales Tax revenue is estimated to be distributed to the Greater Minnesota Transit Account in FY 2025 can not be spent until FY 2026.

Table V Cost (in millions) to meet legislative targets: 2016-2025

	2016-2025 Costs and Revenues Requred to Meet 90% of Transit Need in 2025	
	Capital	**Operating**
Projected costs to meet legislative targets	**$340.9**	**$1160.2**
Period projected revenues*		
Federal STP	$66.1	
Federal 5307 urban	$92.0	
Federal 5311 rural	$124.5	
Federal 5339 bus and bus facilities	$24.3	
State general fund	$172.8	
State MVST	$342.5	
State leased MVLST	$359.7	
Local Share **	$300.2	
Period gap between costs and projected revenues	**$19.0**	
Period gap paid by local share**	$3.8	
Period federal and state funding gap	**$15.2**	
Average annual federal and state funding gap	**$1.52**	

*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 Formula funds and all state funding sources can be used on capital or operations.

**Local share for capital expenditures is 20 percent. 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 2015, local share averaged 22 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. Currently, four counties only have service in a municipal area, not countywide. 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
- Expand service to provide consistent levels of service statewide

- 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 will be increasingly important in helping the people of Minnesota access economic and social opportunities in their communities. 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. MnDOT continues to work proactively toward its mission to provide the highest quality, dependable multimodal transportation system to assure that Minnesota is at the forefront of future transit strategies and financing.

Greater Minnesota Peer Group Averages

The 2010-2030 Greater Minnesota Transit Plan organized the transit systems into peer groups based on size using 2010 U.S. Census Bureau data, service area and the type of service provided. Groups include urban, ADA paratransit, small urban (population more than 10,000), small urban (population less than 10,000), county and multi-county transit systems. The peer groups are used in the Annual Transit Report to give comparison between each transit system and their peer group average. However, the peer groups are different than the state and federal classifications and the transit systems are organized by state classification in the Financial and Operating Statistics section of this report.

Peer Group	System	Area Served	2016 Population Served
Urban Fixed-Route	Duluth Transit Authority	Cities of Duluth, Hermantown, Proctor and Superior, WI	126,128
	East Grand Forks Transit	City of East Grand Forks and Grand Forks, ND	61,439
	La Crescent Apple Express	City of La Crescent, MN and La Crosse, WI	56,150
	Mankato Transit	City of Mankato and North Mankato	52,703
	Moorhead Transit	Cities of Moorhead, Dilworth and Fargo, ND	147,638
	Rochester Public Transit	City of Rochester	106,769
	St. Cloud Metro Bus	Cities of St. Cloud, Sartell, Sauk Rapids and Waite Park	101,960

Peer Group	System	Area Served	2016 Population Served
ADA paratransit (Dial-A-Ride)	Duluth DAR	Cities of Duluth, Hermantown, Proctor and Superior, WI	125,714
	East Grand Forks DAR	City of East Grand Forks and Grand Forks, ND	61,478
	Mankato	City of Mankato and North Mankato	52,703
	Moorhead DAR	Cities of Moorhead, Dilworth and Fargo, ND	147,638
	Rochester DAR	City of Rochester	110,393
	St. Cloud DAR	Cities of St. Cloud, Sartell, Sauk Rapids and Waite Park	103,018
County systems (Continued)	Becker County Transit	Becker County	32,504
	Brainerd/Crow Wing Public Transit	Crow Wing County	26,974
	Brown County Heartland Express	Brown County	25,893
	Faribault County Prairie Express	Faribault County	14,455
	Fond du Lac Band Transit	Fond du Lac Reservation	4,200
	Hubbard County Heartland Express	Hubbard County	20,942
	Lincoln County Heartland Express	Lincoln County	5,857
	Martin County Transit	Martin County	20,774
	Meeker County Public Transit	Meeker County	5,896
	Murray County Heartland Express	Murray County	8,655
	Pipestone County Transit	Pipestone County	4,141
	Prairieland Transit System	Nobles County	21,378
	Red Lake Transit	Beltrami County	44,442
	Rock County Heartland Express	Rock County	9,687
	Wadena County Friendly Rider	Wadena County	13,875
	Watonwan Take Me There	Watonwan County	11,211

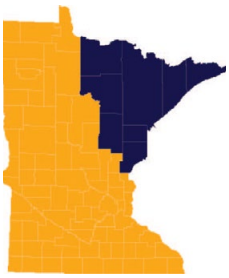
Peer Group	System	Area Served	2016 Population Served
Multi-County Systems	Arrowhead Transit	Aitkin, Carlton, Cook, Itasca, Koochiching, Lake and St. Louis counties	327,199
	Central Community Transit	Kandiyohi and Renville counties	57,969
	Chisago/Isanti County Heartland Express	Chisago and Isanti counties	92,109
	Far North Public Transit	Lake of the Woods and Roseau counties	19,633
	Paul Bunyan	Beltrami, Lake of the Woods and Roseau counties	64,469
	Prairie Five Rides	Big Stone, Chippewea, Lac Qui Parke, Swift and Yellow Medicine counties	44,982
	Rainbow Rider Transit	Douglas, Grant, Pope, Stevens, Traverse and Todd counties	90,857
	SEMCAC	Dodge, Fillmore, Houston and Winona counties; and the Cities of Blooming Prairie and Stewartville	257,926
	Southern Minnesota Area Regional Transit (SMART)	Steel, Freeborn and Mower counties, City of Albert Lea	126,370
	Three Rivers Hiawathaland Transit	Goodhue and Wabasha counties	133,904
	Timber Trails Public Transit	Kanabec and Mille Lacs counties	42,178
	Trailblazer Transit	McLeod, Sibley and Wright counties	184,601
	Transit Alternatives	Clay and Otter Tail counties	124,303
	Tri-CAP Transit Connection	Benton, Morrison, Stearns and Sherburn counties	312,000
	Tri-Valley Heartland Express	Marshall, Norman, Pennington, Polk and Red Lake counties; City of Bagley	86,248
	Western Community Action	Cottonwood, Jackson, Lyon and Redwood counties	57,254

2015 TRANSIT REPORT STATE OF THE INDUSTRY

Peer Group	System	Area Served	2016 Population Served
Small Urban systems (population over 10,000)	Hibbing Area Transit	City of Hibbing	16,361
	St. Peter Transit	Cities of Kasota and St. Peter	11,821
	Winona Transit Service	Winona	27,592
Small Urban systems (population under 10,000)	Benson Heartland Express	City of Benson	3,090
	Granite Falls	City of Granite Falls	2,879
	Hibbing Area Transit	City of Hibbing	3,903
	Le Sueur Heartland Express	City of Le Sueur	5,342
	Morris	City of Morris	5,382

Transit System Fact Pages

ARROWHEAD TRANSIT



Contact	Jack Larson
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Website	www.arrowheadtransit.com

2015 Highlights

- Established a new guaranteed weekly service to Duluth from the North Shore, and to Bemidji from International Falls. Ridership has been steadily increasing since it was initiated in February
- Jointly promoted services with Duluth Transit Authority and Jefferson Line using the Commuter Challenge grant through commericals, Facebook and YouTube

System snapshot

Legal Name	Arrowhead Economic Opportunity Agency
Governance	Community Action Program
Area Served	Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine and St. Louis counties
Legislative District	03A, 03B, 05A, 05B, 06A, 06B, 07A, 07B, 10B, 11A, 11B
Congressional District	8

System characteristics

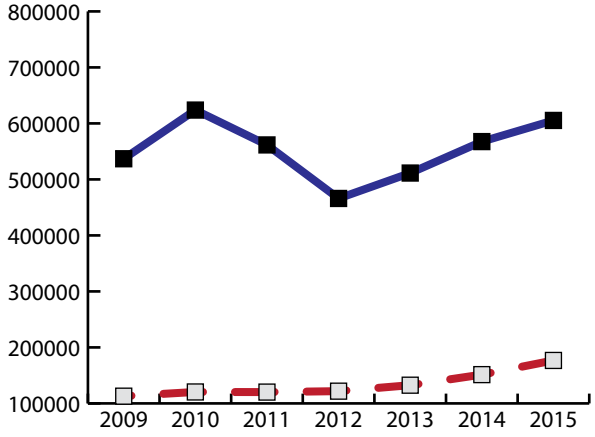
Vehicle fleet	28 Class 400, 71 Class 500
Service type	Deviated Route, Demand Response, and Route Guarantee
Funding class	Rural

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
Base fare	$1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

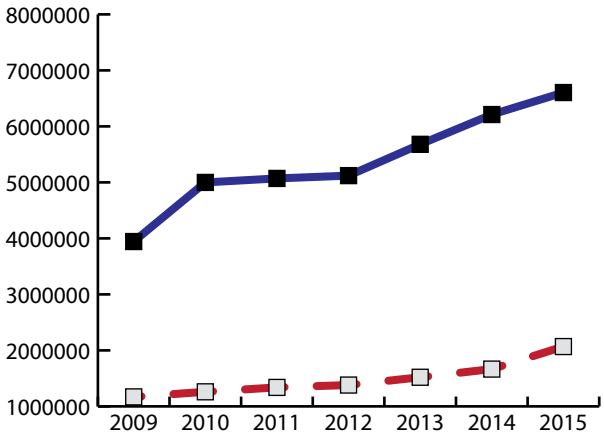
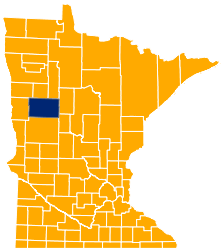


Chart Legend: System data — Peer group average

BECKER COUNTY TRANSIT



Contact	Ryan Damlo
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E-mail	ryan.damlo@co.becker.mn.us
Website	co.becker.mn.us

2015 Highlights

- Coordinated with Wadena County for shared transit director position
- Began process of merging dispatching services with Wadena County

System snapshot

Legal Name	Becker County Transit
Governance	County
Area Served	Detroit Lakes, Becker County
Legislative District	02B, 04B
Congressional District	7

System characteristics

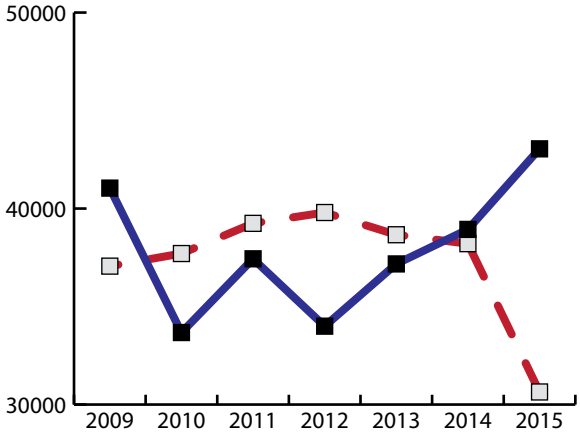
Vehicle fleet	5 Class 400
Service type	Demand Response
Funding class	Rural

Hours of Operation

Monday - Friday	8:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service
Base fare	$1.50 - $4.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

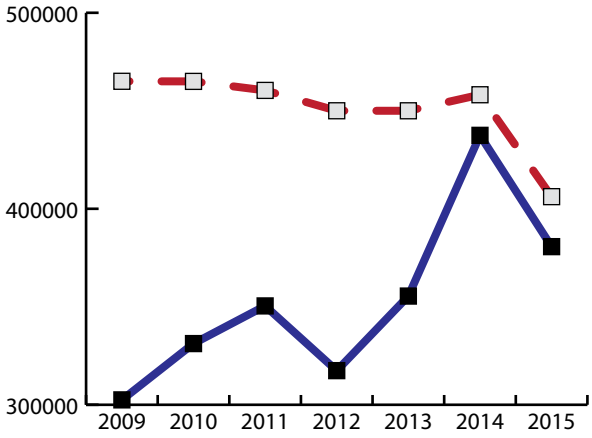
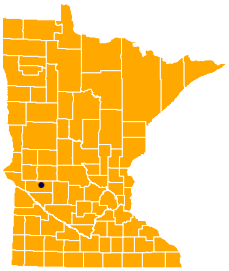


Chart Legend: System data — Peer group average

BENSON HEARTLAND EXPRESS



Contact	Rob Wolfington
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Street	1410 Kansas Avenue
City State Zip	Benson, MN 56215
Telephone	320.843.4775
E-mail	rob.wolfington@co.swift.mn.us
Website	www.bensonmn.org

2015 Highlights

- The City of Benson and Prairie Five reached a tentative agreement to consolidate service
- Replaced 9 buses in 2015
- Celebrated its 30th year of service.
- Successful because maintained a steady ridership and level of service

System snapshot

Legal Name	City of Benson
Governance	City
Area Served	Benson
Legislative District	17A
Congressional District	7

System characteristics

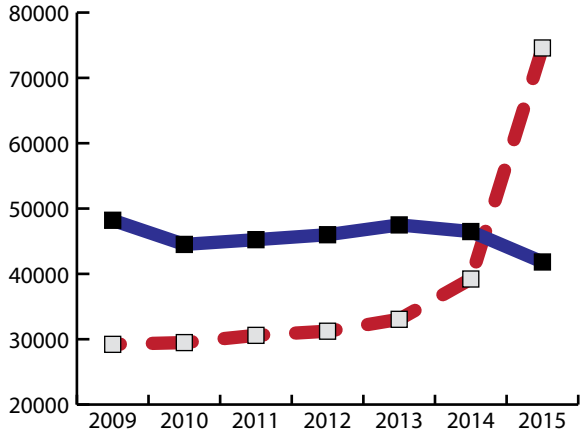
Vehicle fleet	3 Class 400
Service type	Demand Response
Funding class	Small Urban

Hours of Operation

Monday - Friday	7:00 am - 5:00 pm
Saturday	8:00 am - 12:00 pm
Sunday	8:00 am - 12:00 pm
Base fare	$1.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

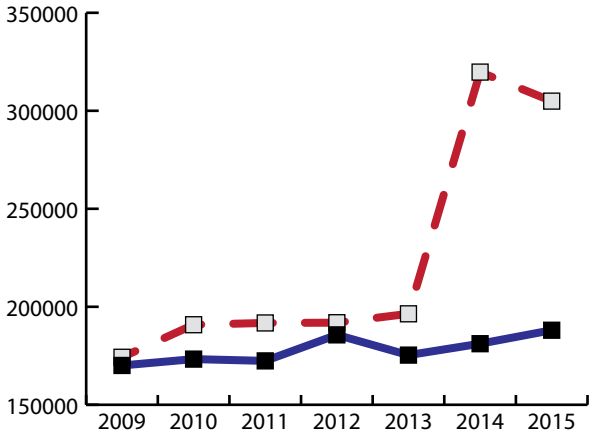
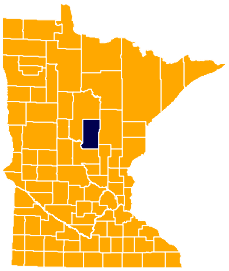


Chart Legend: System data — Peer group average

BRAINERD & CROW WING PUBLIC 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/

2015 Highlights

- Transitioned 100% to RouteMatch, 99% paperless
- Purchased first Class 500 vehicle
- Two percent efficiency increase over the course of a year
- Developed RFP for new three-year contract

System snapshot

Legal Name	City of Brainerd
Governance	City
Area Served	Baxter, Brainerd, Crosby, Pequot Lakes in Crow Wing County, and Pine River in Cass County
Legislative District	05B, 10A, 10B
Congressional District	8

System characteristics

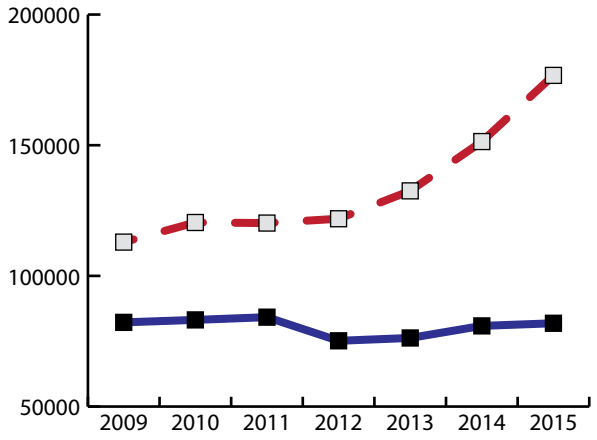
Vehicle fleet	9 Class 400, 1 Class 500
Service type	Demand Response, Route Deviation
Funding class	Rural

Hours of Operation

Monday - Friday	7:15 am - 4:30 pm
Saturday	No service
Sunday	No service
Base fare	$1.00

System performance

RIDERSHIP



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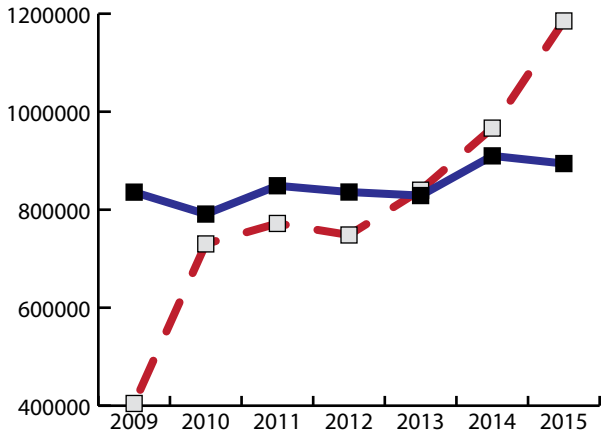
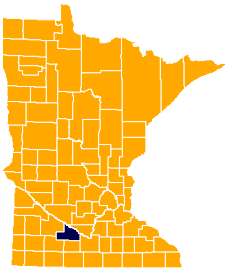


Chart Legend: System data — Peer group average

BROWN COUNTY HEARTLAND EXPRESS



Contact	Bob Apitz
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City State Zip	New Ulm, MN 56073
Telephone	507.359.6508
E-mail	bob.apitz@co.brown.mn.us
Website	co.brown.mn.us

2015 Highlights

- Experienced an increase in ridership
- Assisted local work-source program to find solutions to changing transportation needs for individuals involved in new community employment placements

System snapshot

Legal Name	Brown County Human Services
Governance	County
Area Served	New Ulm, Brown County
Legislative District	16B
Congressional District	1

System characteristics

Vehicle fleet	5 Class 400
Service type	Deviated Route, Demand Response, Volunteer Driver
Funding class	Rural

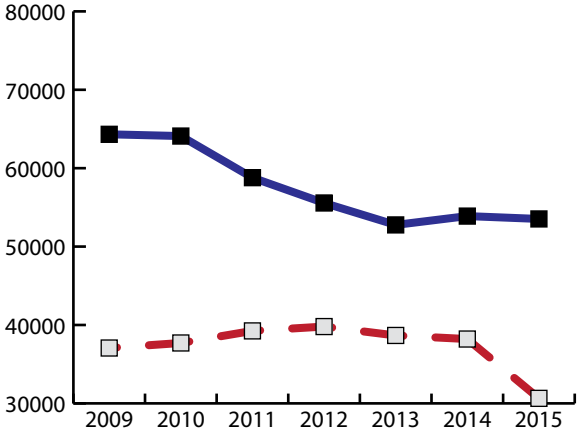
Hours of Operation

Monday - Friday	7:15 am - 5:00 pm
Saturday	No Service
Sunday	8:00 am -12:00pm

Base fare $1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

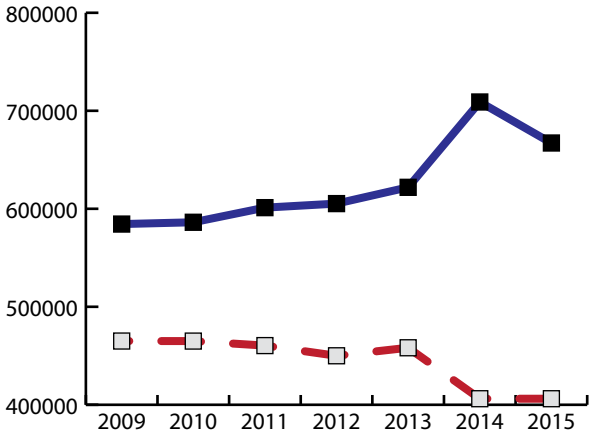
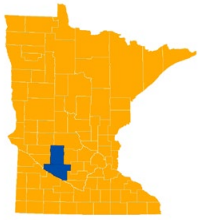


Chart Legend: System data — Peer group average

CENTRAL COMMUNITY TRANSIT



Contact	Tiffany Collins
Title	Transit Director
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City State Zip	Willmar, MN 56201
Telephone	320.222.7974 Ext. 200
E-mail	tcollins@cctbus.org
Website	cctbus.org

2015 Highlights

- Kandiyohi Area Transit and Renville County Heartland Express merged to form Central Community Transit
- Increased overall ridership by 6% over previous year
- Increased Highway 12 route, a Coordinated Route with Meeker County, by 51%

System snapshot

Legal Name	Central Community Transit JPB
Governance	Joint Powers Board
Area Served	Kandiyohi and Renville Counties
Legislative District	16B, 17A, 17B
Congressional District	7

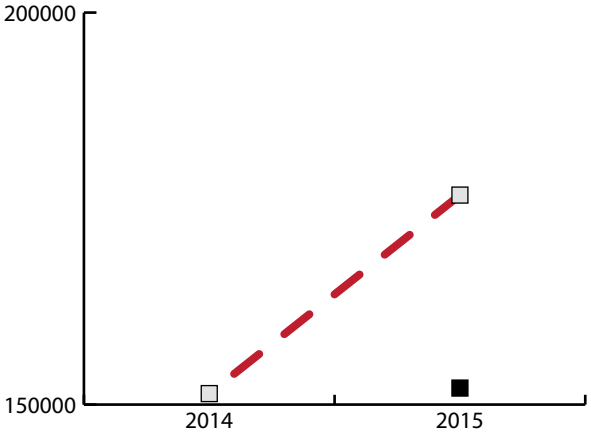
System characteristics

Vehicle fleet	18 Class 400, 3 Class 500
Service type	Deviated Route, Demand Response
Funding class	Rural

Hours of Operation	
Monday - Friday	5:30 am - 5:30 pm
Saturday	8:00 am - 4:30 pm
Sunday	No Service
Base fare	$2.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

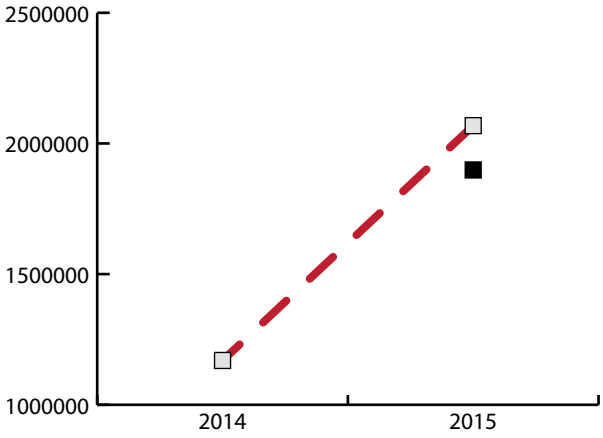
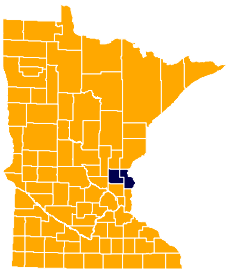


Chart Legend: System data — Peer group average

CHISAGO-ISANTI COUNTY HEARTLAND EXPRESS



Contact	Craig Rempp
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Telephone	763.689.8130
E-mail	craig.rempp@co.isanti.mn.us
Website	co.isanti.mn.us

2015 Highlights

- Increased ridership by 7% over 2014
- New transit facility in North Branch
- New route underway to serve students at Pine Technical College

System snapshot

Legal Name	Isanti County
Governance	Joint Powers Board
Area Served	Chisago and Isanti counties
Legislative District	31A, 32A, 32B, 39A
Congressional District	8

System characteristics

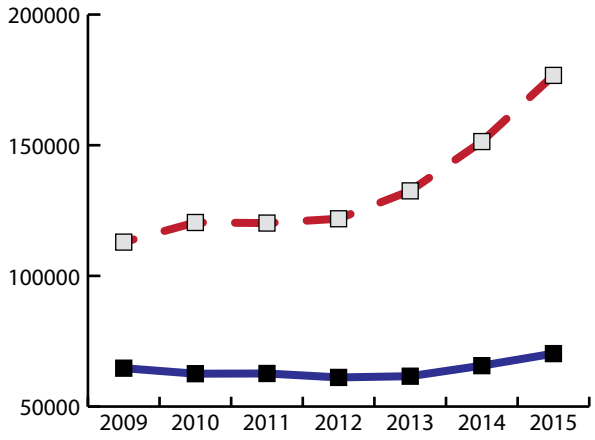
Vehicle fleet	12 Class 400
Service type	Demand Response
Funding class	Rural

Hours of Operation

Monday - Friday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service
Base fare	$2.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

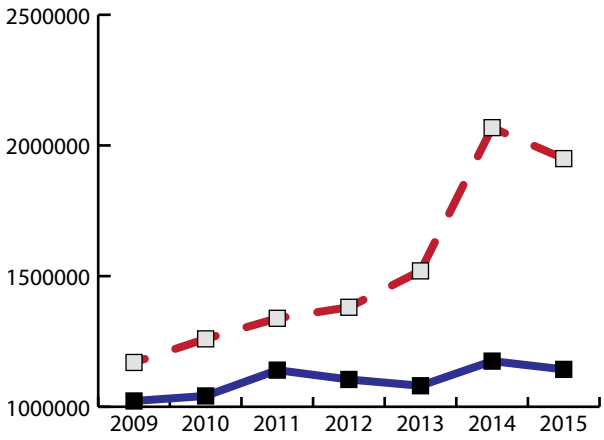
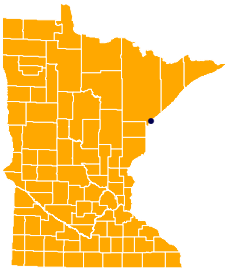


Chart Legend: System data — Peer group average

DULUTH TRANSIT AUTHORITY: REGULAR ROUTE



Contact	Dennis E. Jensen
Title	General Manager
Street	2402 West Michigan Street
City State Zip	Duluth, MN 55806
Telephone	218.623.4306
E-mail	djensen@duluthtransit.com
Website	duluthtransit.com

2015 Highlights

- Completed construction of the new $30 million Duluth Transportation Center
- Developed a new GIS transit system map and bus route maps in collaboration with the Metropolitan Interstate Council

System snapshot

Legal Name	Duluth Transit Authority (DTA)
Governance	City
Area Served	Duluth, Hermantown, Proctor and Superior, WI
Legislative District	06B, 07A, 07B
Congressional District	8

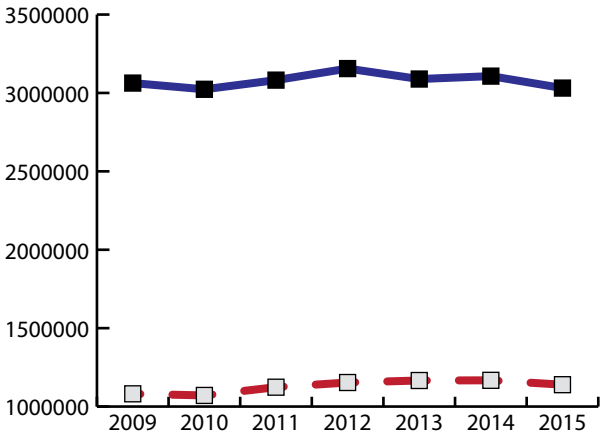
System characteristics

Vehicle fleet	63 Class 700
Service type	Fixed Route
Funding class	Urban

Hours of Operation	
Monday - Friday	4:30 am - 12:30 am
Saturday	6:02 am - 8:04 pm
Sunday	7:37 am - 7:39 pm
Base fare	$.75 - $1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

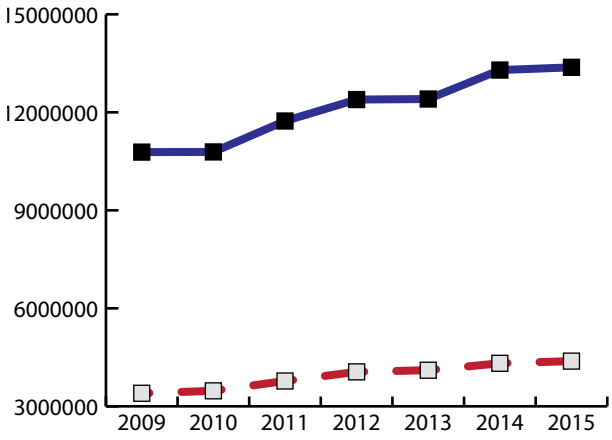
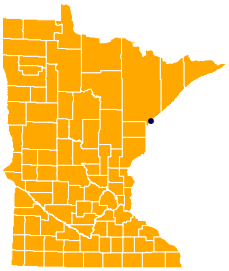


Chart Legend: System data — Peer group average

DULUTH TRANSIT AUTHORITY: STRIDE



Contact	Dennis E. Jensen
Title	General Manager
Street	2402 West Michigan Street
City State Zip	Duluth, MN 55806
Telephone	218.623.4306
E-mail	djensen@duluthtransit.com
Website	www.duluthtransit.com

2015 Highlights

- Updated DTA STRIDE Guide brochure
- Maintained no trip denials
- Increased annual ridership by 7.8%

System snapshot

Legal Name	Duluth Transit Authority
Governance	City
Area Served	Duluth, Hermantown, Proctor and Superior, WI
Legislative District	06B, 07A and 07B
Congressional District	8

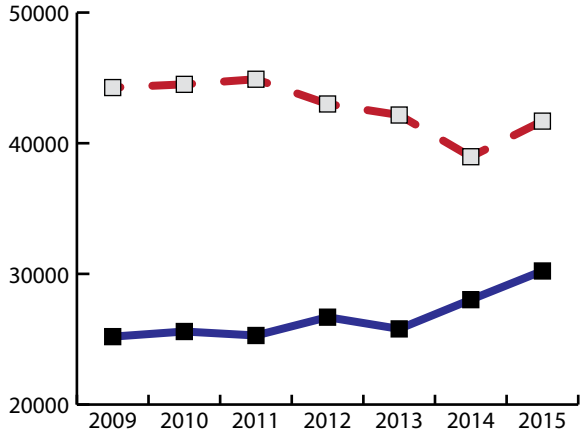
System characteristics

Vehicle fleet	9 Class 400
Service type	Demand Response
Funding class	Urban/Complementary Paratransit

Hours of Operation	
Monday - Friday	4:30 am - 12:30 am
Saturday	6:02 am - 8:04 pm
Sunday	7:37 am - 7:39 pm
Base fare	$1.50 - $3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

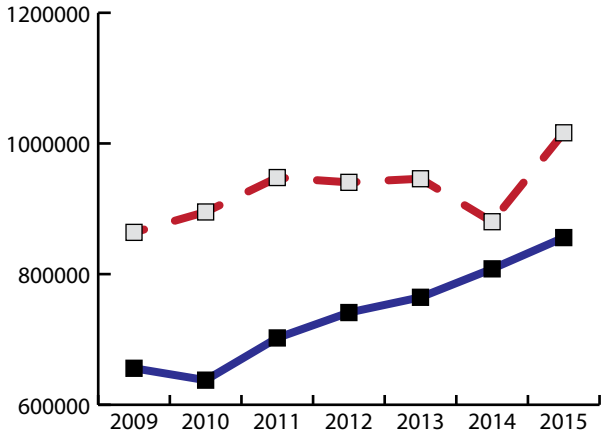
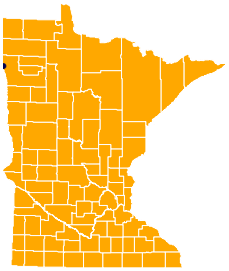


Chart Legend: System data — Peer group average

EAST GRAND FORKS TRANSIT: REGULAR ROUTE



Contact	Nancy Ellis
Title	Transit Manager-Planner
Street	600 DeMers Avenue
City State Zip	East Grand Forks, MN 56721
Telephone	218.773.0124
E-mail	nellis@egf.mn
Website	grandforksgov.com/bus

2015 Highlights

- Implemented designated stops with new signage and bus shelter near multi-family housing
- Customer satisfaction high for the changed routes which provide more consistent hours of operation. One route starts and operates on the hour and one route starts and operates on the half hour.

System snapshot

Legal Name	City of East Grand Forks
Governance	City
Area Served	East Grand Forks
Legislative District	01B
Congressional District	7

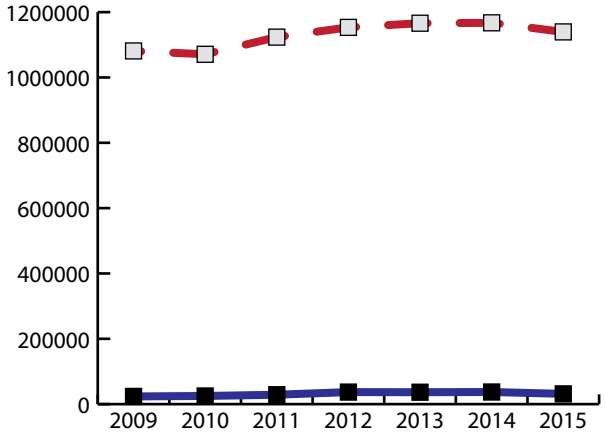
System characteristics

Vehicle fleet	1 Class 400
Service type	Fixed Route
Funding class	Urban

Hours of Operation	
Monday - Friday	7:00 am - 6:00 pm
Saturday	8:00 am - 6:00 pm
Sunday	No service
Base fare	$1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

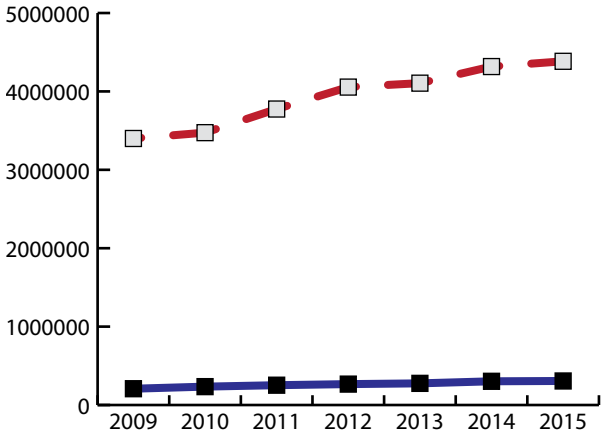
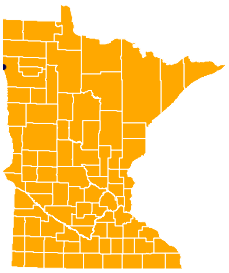


Chart Legend: System data — Peer group average

EAST GRAND FORKS TRANSIT: DIAL-A- RIDE



Contact	Nancy Ellis
Title	Transit Manager-Planner
Street	600 DeMers Avenue
City State Zip	East Grand Forks, MN 56721
Telephone	218.773.0124
E-mail	nellis@egf.mn
Website	grandforksgov.com/bus

2015 Highlights

- Through the RFP process, Cities Area Transit hired MV Transportation as new provider of Dial-A-Ride service
- Continued efficient origin to destination service
- Continued successful partnership with the City of Grand Forks

System snapshot

Legal Name	City of East Grand Forks
Governance	City
Area Served	East Grand Forks
Legislative District	01B
Congressional District	7

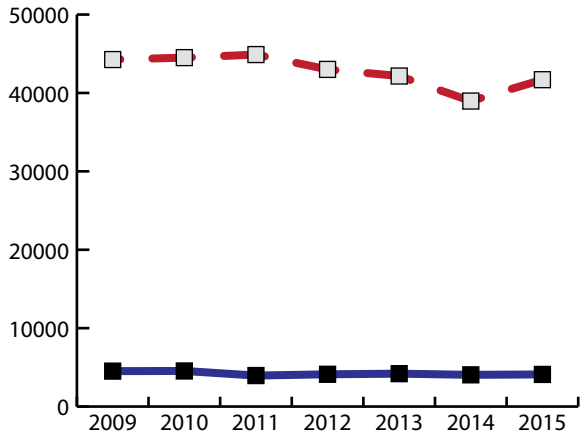
System characteristics

Vehicle fleet	1 Class 400, 9 Class 300
Service type	Demand Response
Funding class	Urban/Complementary Paratransit

Hours of Operation	
Monday - Friday	6:00 am - 10:00 pm
Saturday	8:00 am - 10:00 pm
Sunday	No service
Base fare	$3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

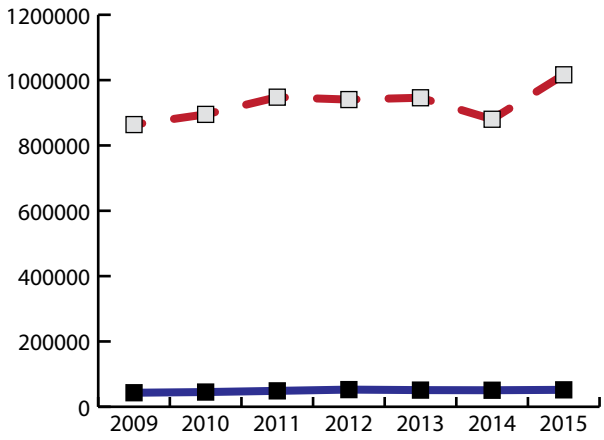
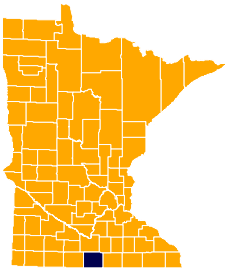


Chart Legend: System data — Peer group average

FAIRBAULT COUNTY PRAIRIE EXPRESS



Contact	Dawn Y. Fellows
Title	Central Services Director
Street	415 North Main Street
City State Zip	Blue Earth, MN 56013
Telephone	507.526.6230
E-mail	dawn.fellows@co.faribault.mn.us
Website	N/A

2015 Highlights

- Successfully merged Faribault County Prairie Express with Martin County Express effective Jan. 1, 2016
- New system name is Prairie Lakes

System snapshot

Legal Name	Faribault County
Governance	County
Area Served	Faribault County
Legislative District	23A, 27A
Congressional District	1

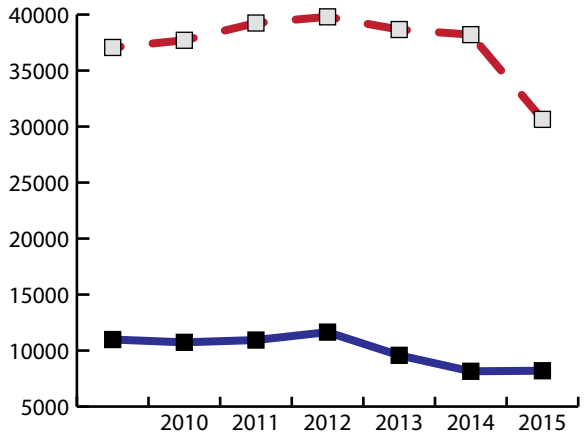
System characteristics

Vehicle fleet	3 Class 400
Service type	Demand Response
Funding class	Rural

Hours of Operation	
Monday - Friday	7:00 am - 5:00 pm
Saturday	No Service
Sunday	No Service
Base fare	$3.00 - $6.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

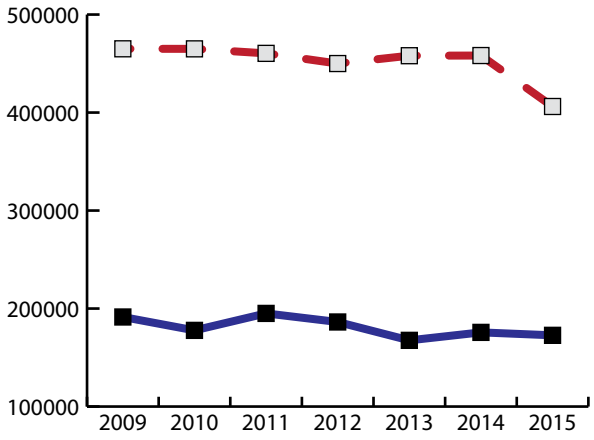
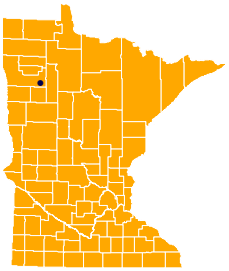


Chart Legend: System data — Peer group average

FOSSTON TRANSIT



Contact	Laurel Skala
Title	Assistant City Administrator
Street	220 East First Street
City State Zip	Fosston, MN 56542
Telephone	218.435.1959
E-mail	laurel.skala@fosston.com
Website	fosston.com

2015 Highlights

- Partnered with Polk County law enforcement to provide evening rides to National Night Out event in the city park
- Increased ridership among the elderly population by 17% from 2014

System snapshot

Legal Name	City of Fosston
Governance	City
Area Served	Fosston
Legislative District	01B
Congressional District	7

System characteristics

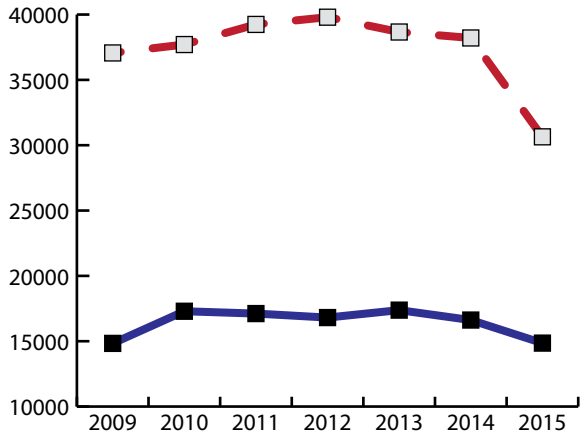
Vehicle fleet	1 Class 400
Service type	Demand Response
Funding class	Rural

Hours of Operation

Monday - Friday	8:00 am - 4:30 pm
Saturday	No Service
Sunday	No Service
Base fare	$0.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

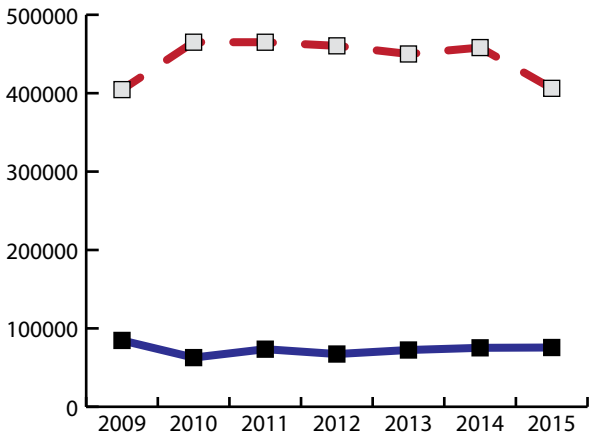
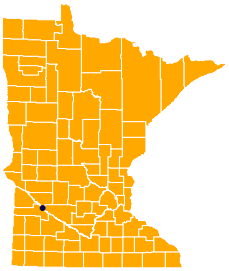


Chart Legend: System data — Peer group average

GRANITE FALLS HEARTLAND EXPRESS



Contact	Dennis Smith
Title	Transit Director
Street	641 Prentice Street
City State Zip	Granite Falls, MN 56241
Telephone	320.564.3011 Ext. 7
E-mail	transit@granitefalls.com
Website	granitefalls.com

2015 Highlights

- Increased ridership by 4% over 2014
- Maintained same fares for several years

System snapshot

Legal Name	City of Granite Falls
Governance	City
Area Served	Granite Falls
Legislative District	16A, 17A
Congressional District	7

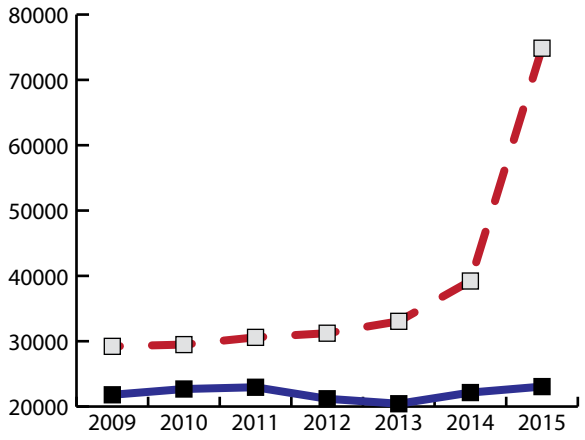
System characteristics

Vehicle fleet	1 Class 400
Service type	Demand Response
Funding class	Small urban

Hours of Operation	
Monday - Friday	6:30 am - 5:30 pm
Saturday	No Service
Sunday	7:00 am - 12:00 pm
Base fare	$2.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

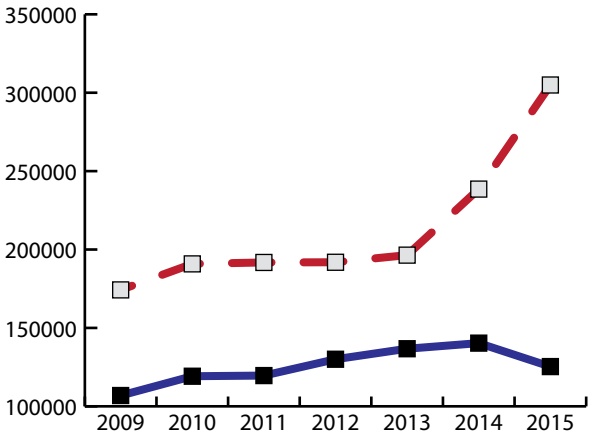
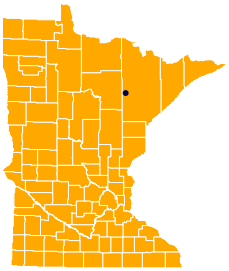


Chart Legend: System data — Peer group average

HIBBING AREA TRANSIT



Contact	Sherri A. Renskers
Title	Finance Director
Street	401 East 21st Street
City State Zip	Hibbing, MN 55746
Telephone	218.262.3486 Ext. 714
E-mail	srenskers@ci.hibbing.mn.us
Website	hibbing.mn.us

2015 Highlights

- Increased service area to include Highway 37 corridor
- Provided 13% more rides to children and 70% more to disabled riders over the previous year

System snapshot

Legal Name	City of Hibbing
Governance	City
Area Served	Hibbing
Legislative District	06A
Congressional District	8

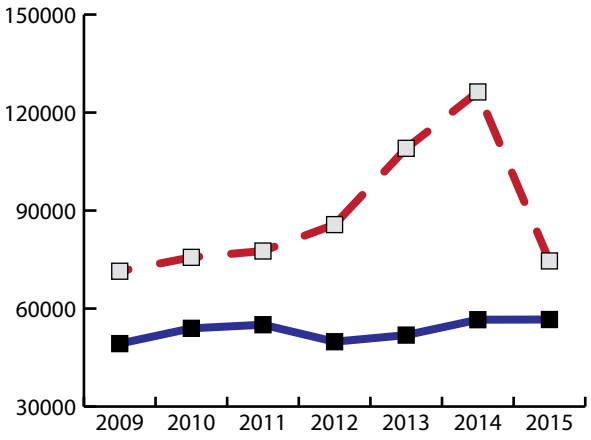
System characteristics

Vehicle fleet	4 Class 500
Service type	Deviated Route, Demand Response
Funding class	Small Urban

Hours of Operation	
Monday - Friday	6:00 am - 8:00 pm
Saturday	9:00 am - 3:00 pm
Sunday	9:00 am - 2:00 pm
Base fare	$2.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

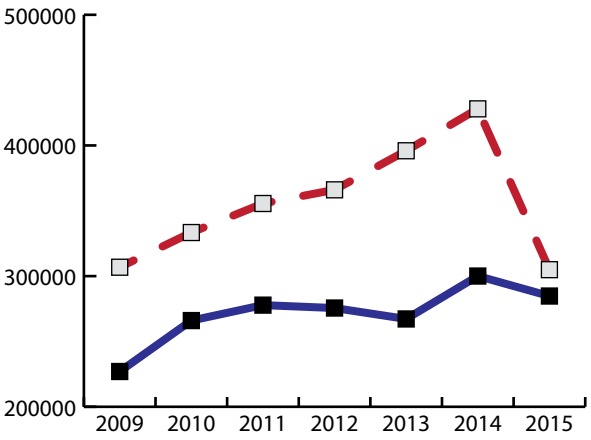
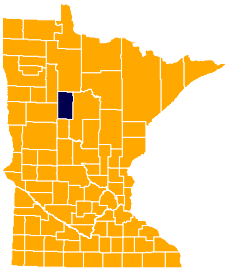


Chart Legend: System data — Peer group average

HUBBARD COUNTY HEARTLAND EXPRESS



Contact	Linda Bair
Title	Transit Coordinator
Street	205 Court Avenue
City State Zip	Park Rapids, MN 56470
Telephone	218.732.9328
E-mail	lbair@co.hubbard.mn.us
Website	co.hubbard.mn.us

2015 Highlights

- Added Saturday service to the Park Rapids city system, which ended the year at 5.6 rides per hour
- Expanded service area to two miles outside the city limits
- Total ridership increased by 8% over 2014

System snapshot

Legal Name	Hubbard County
Governance	County
Area Served	Hubbard County
Legislative District	02A, 02B, 05A
Congressional District	8

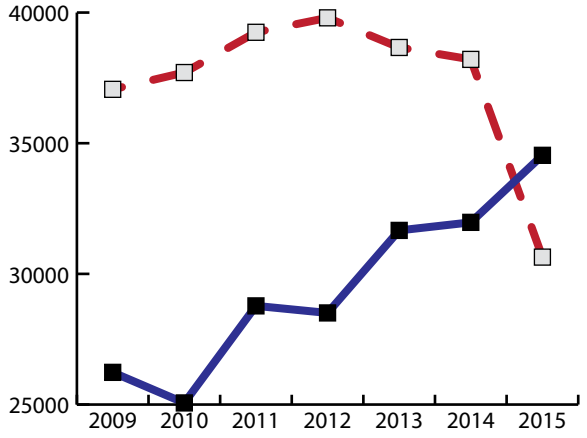
System characteristics

Vehicle fleet	4 Class 400
Service type	Deviated Route, Demand Response, Volunteers
Funding class	Rural

Hours of Operation	
Monday - Wednesday	7:15 am - 7:00 pm
Thursday - Friday	7:15 am - 4:15 pm
Saturday	8:30 am - 4:00 pm
Sunday	No Service
Base fare	$1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

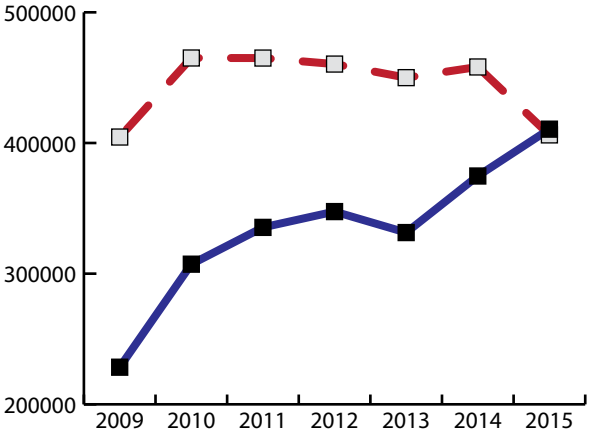
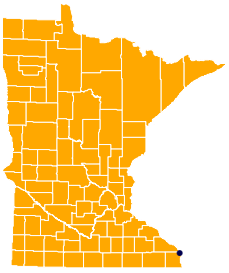


Chart Legend: System data — Peer group average

LA CRESCENT APPLE EXPRESS



Contact	James Krueger
Title	Interim Transit Manager
Street	2000 Marco Drive
City State Zip	La Crosse, WI 54602
Telephone	608.789.7350
E-mail	kruegerj@cityoflacrosse.org
Website	cityoflacrosse.org

2015 Highlights

- Had an crash free year
- New Class 400 low floor bus put into service

System snapshot

Legal Name	City of La Crescent
Governance	City
Area Served	La Crescent, MN, La Crosse, WI
Legislative District	28B
Congressional District	1

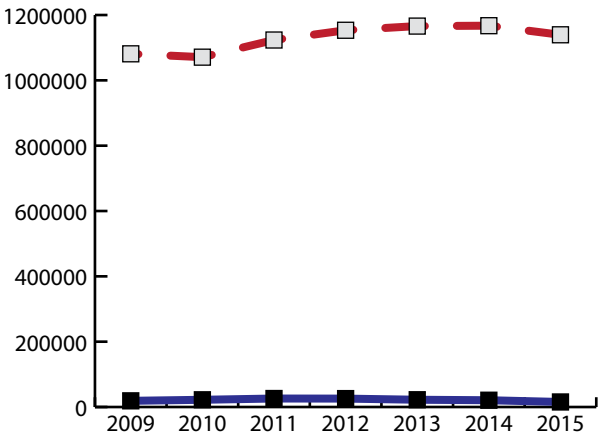
System characteristics

Vehicle fleet	1 Class 400
Service type	Demand Response
Funding class	Urban

Hours of Operation	
Monday - Friday	5:400 am - 7:00 pm
Saturday	No Service
Sunday	No Service
Base fare	$1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

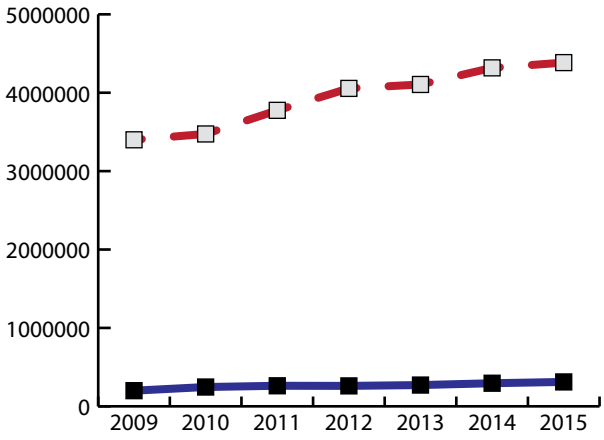
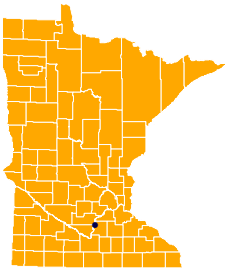


Chart Legend: System data — Peer group average

LE SUEUR HEARTLAND EXPRESS



Contact	Sandi Owen
Title	Transit Director
Street	601 South 5th Street
City State Zip	Le Sueur, MN 56058-2239
Telephone	507.665.6211
E-mail	sowen@cityoflesueur.com
Website	cityoflesueur.com

2015 Highlights

- Start new service with St. Peter 1-1-2017 with new name Minnesota River Valley Transit

System snapshot

Legal Name	City of Le Sueur
Governance	City
Area Served	Le Sueur
Legislative District	20A
Congressional District	1, 7

System characteristics

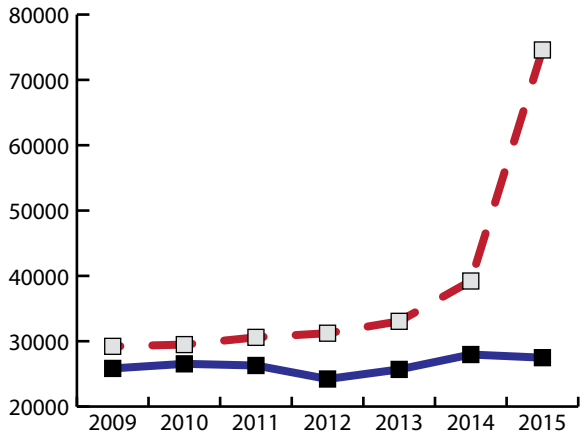
Vehicle fleet	2 Class 400
Service type	Deviated Route, Demand Response, Route Guarantee, Subscription
Funding class	Small Urban

Hours of Operation

Monday - Friday	7:00 am - 4:30 pm
Saturday	No Service
Sunday	No Service
Base fare	$2.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

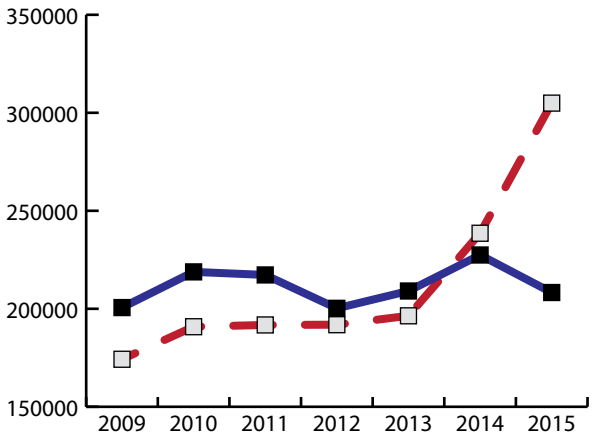


Chart Legend: System data — Peer group average

LINCOLN COUNTY HEARTLAND EXPRESS

Contact	Cara Nielsen
Title	Transit Director
Street	319 N. Rebecca Street, P. O. Box 29
City State Zip	Ivanhoe, MN 56142
Telephone	NA
E-mail	NA
Website	NA

2015 Highlights

- Lincoln County Heartland Express merged with Western Community Action Program on Jan. 1, 2016

System snapshot

Legal Name	Lincoln County
Governance	County
Area Served	Lincoln County
Legislative District	22A
Congressional District	7

System characteristics

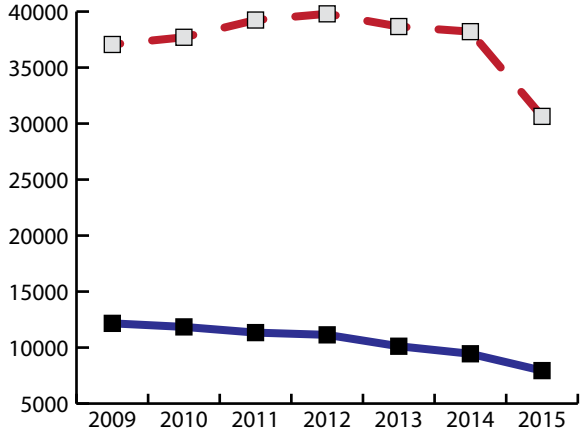
Vehicle fleet	2 Class 400
Service type	Demand Response
Funding class	Rural

Hours of Operation

Monday - Friday	8:00 am - 5:00 pm,
Saturday	No Service
Sunday	No Service
Base fare	$2.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

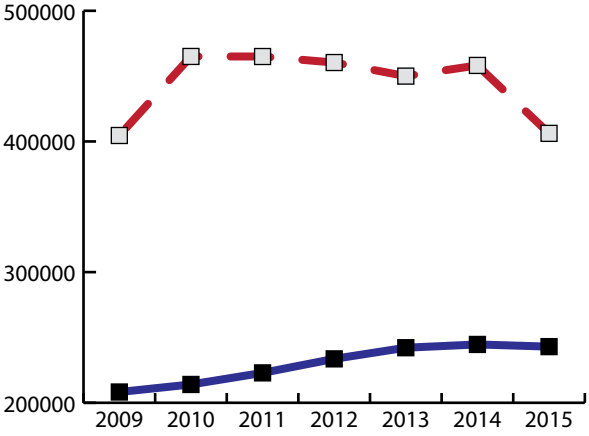
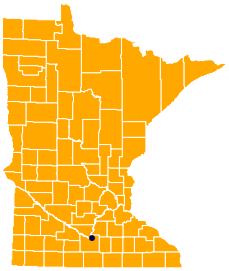


Chart Legend: System data — Peer group average

MANKATO-REGULAR ROUTE



Contact	Mark Anderson
Title	Transit Superintendent
Street	10 Civic Center Plaza P. O. Box 3368
City State Zip	Mankato, MN 56002-3368
Telephone	507.387.8655
E-mail	manderson@mankatomn.gov
Website	mankatomn.gov

2015 Highlights

- Nearing completion of construction of an $8 million transit maintenance/storage facility
- Added an additional route to relieve overcrowding on Routes 1 North and 1 South. During the first four months, Route 1 South averaged 40.1 passengers per hour

System snapshot

Legal Name	City of Mankato
Governance	City
Area Served	Mankato, North Mankato
Legislative District	19A, 19B
Congressional District	1

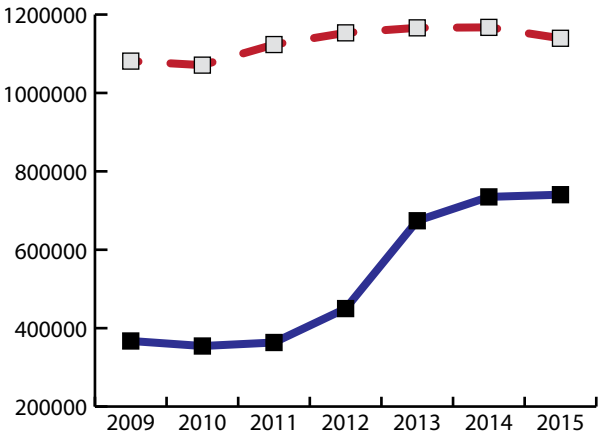
System characteristics

Vehicle fleet	1 Class 400, 5 Class 500, 9 Class 700
Service type	Fixed Route
Funding class	Urban

Hours of Operation	
Monday - Friday	6:30 am - 6:00 pm
Saturday	10:30 am - 5:30 pm
Sunday	No service
Base fare	$1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

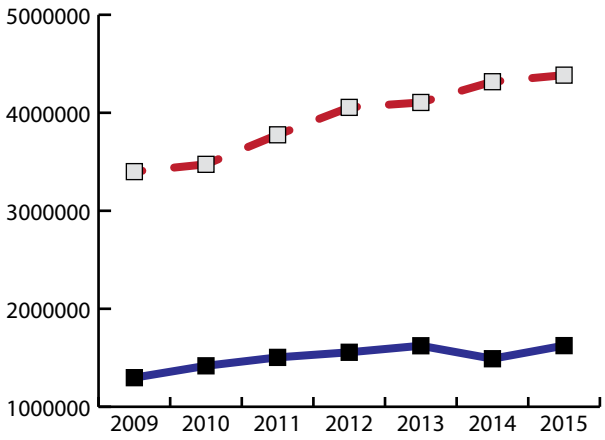
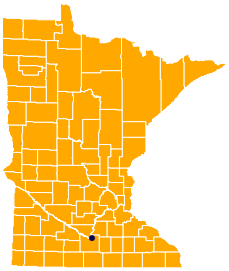


Chart Legend: System data — Peer group average

MANKATO-DEMAND RESPONSE



Contact	Mark Anderson
Title	Transit Superintendent
Street	10 Civic Center Plaza-Box 3368
City State Zip	Mankato, MN 56002-3368
Telephone	507.387.8655
E-mail	manderson@mankatomn.gov
Website	mankatomn.gov

2015 Highlights

- Nearing the end of construction of an $8 million transit maintenance/storage facility. This new facillity is large enough to store forty 40 foot buses and space to perform maintenace on three 40 foot buses, and an automated bus wash

System snapshot

Legal Name	City of Mankato
Governance	City
Area Served	Mankato, North Mankato
Legislative District	19A, 19B
Congressional District	1

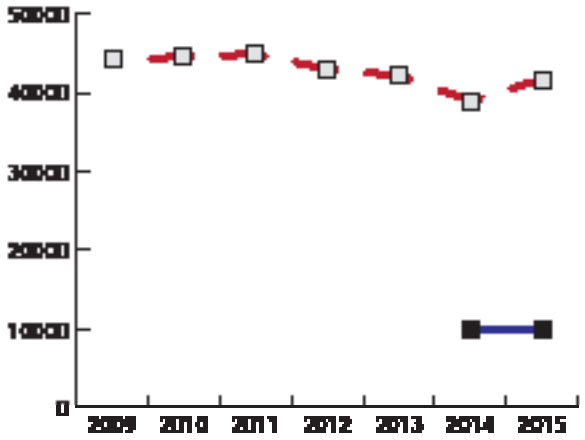
System characteristics

Vehicle fleet	1 Class 400, 5 Class 500, 9 Class 700
Service type	Demand Response
Funding class	Urban/Complementary Paratransit

Hours of Operation	
Monday - Friday	6:30 am - 6:00 pm
Saturday	10:30 am - 5:30 pm
Sunday	No service
Base fare	$1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

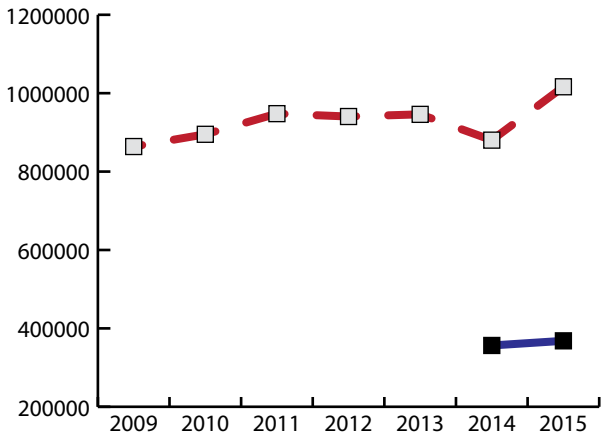
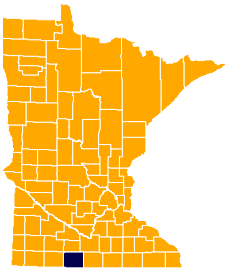


Chart Legend: System data — Peer group average

MARTIN COUNTY EXPRESS



Contact	Scott Higgins
Title	County Coordinator
Street	201 Lake Avenue
City State Zip	Fairmont, MN 56031
Telephone	507.238.3126
E-mail	scott.higgins@co.martin.mn.us
Website	pltransit.com

2015 Highlights

- On Jan. 2, 2016, Faribault County Prairie Express and Martin County Express merged to form the Faribault-Martin Counties Joint Powers Board
- Increased service by 4% over 2014 with Day Training and Habilitiation provider within Fairmont

System snapshot

Legal Name	Martin County
Governance	County
Area Served	Martin County
Legislative District	23A
Congressional District	1

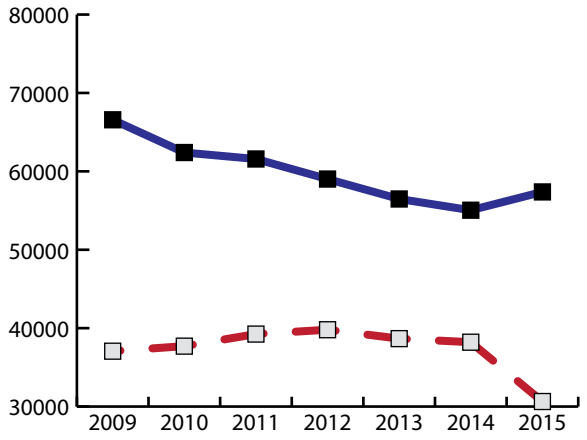
System characteristics

Vehicle fleet	5 Class 400
Service type	Demand Response, Commuter Route
Funding class	Rural

Hours of Operation	
Monday - Friday	5:00 am - 6:00 pm
Saturday	8:00 am - 10:00 pm
Sunday	No Service
Base fare	$2.75 - $3.25

System performance

RIDERSHIP



OPERATING EXPENDITURES

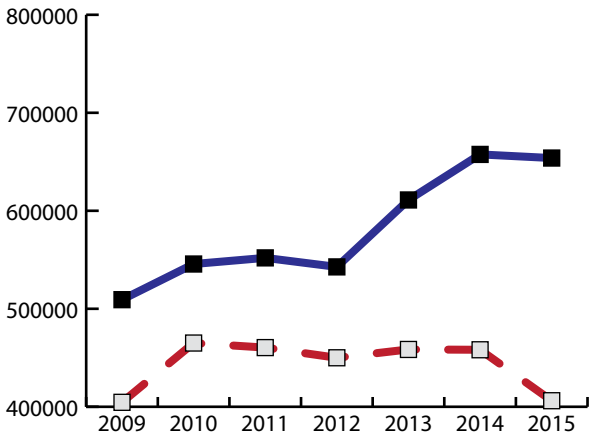
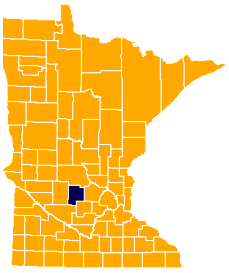


Chart Legend: System data — Peer group average

MEEKER COUNTY PUBLIC TRANSIT



Contact	Donna Anderson
Title	Director
Street	812 East Ripley Street
City State Zip	Litchfield, MN 55355
Telephone	320.693.7794
E-mail	donnaanderson@ecumen.org
Website	meekerpublictransit.org/

2015 Highlights

- Hwy 12 Route between Litchfield and Willmar extended from 3 days a week to 5 days a week.
- Continue working with City of Litchfield and Meeker County on the process of merging with Central Community Transit.
- July 2015 for the Litchfield Watercade Celebration Meeker Public Transit was in the parade as "Heros" to the Rescue."

System snapshot

Legal Name	Ecumen dba Meeker Public Transit
Governance	County
Area Served	Litchfield, Meeker County
Legislative District	18A
Congressional District	7

System characteristics

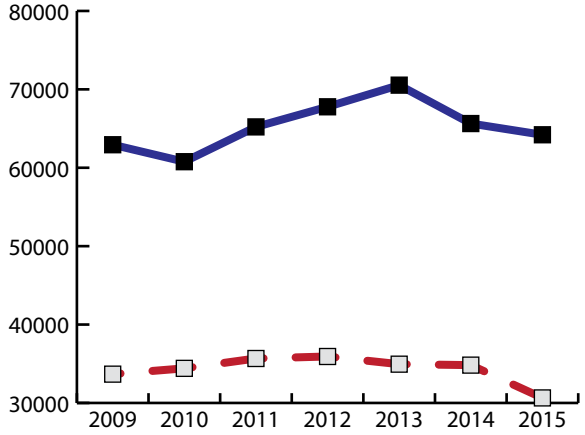
Vehicle fleet	7 Class 400
Service type	Route Deviation, Dial-A-Ride, Subscription
Funding class	Rural

Hours of Operation

Monday - Friday	6:00 am - 6:00 pm
Saturday	8:00 am - 1:00 pm (October-March only)
Sunday	7:30 am - 12:30 pm
Base fare	$1.50 - $3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

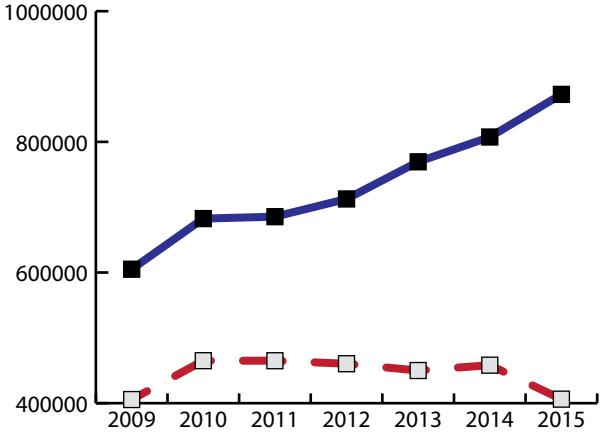
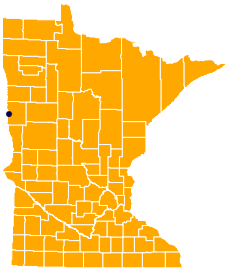


Chart Legend: System data — Peer group average

MOORHEAD METROPOLITAN AREA TRANSIT: REGULAR ROUTE



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

2015 Highlights

- Purchased four replacement 35-foot diesel vehicles
- Began partnership with Great Rides Cycles for installation of a docking station at the Ground Transportation Center
- Began downtown circular route LinkFM between Moorhead and Fargo

System snapshot

Legal Name	City of Moorhead
Governance	City
Area Served	Dilworth, Moorhead, Fargo, ND
Legislative District	04A, 04B
Congressional District	7

System characteristics

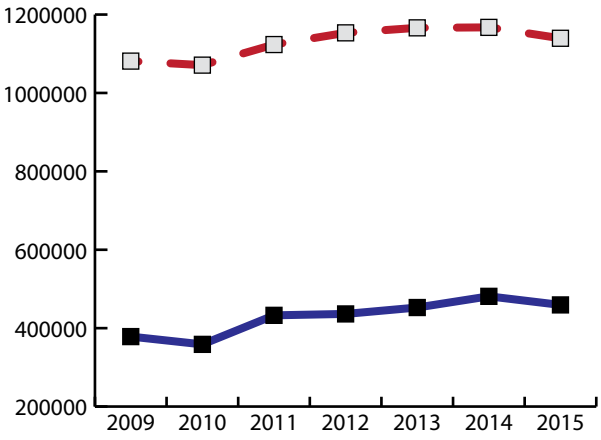
Vehicle fleet	11 Class 700
Service type	Fixed Route
Funding class	Urban

Hours of Operation

Monday - Friday	6:15 am - 11:15 pm
Saturday	7:15 am - 11:15 pm
Sunday	No Service
Base fare	$1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

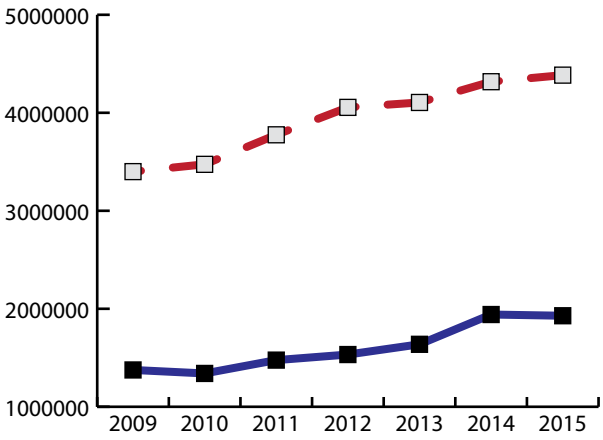
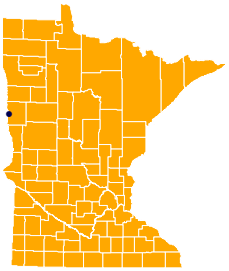


Chart Legend: System data — Peer group average

MOORHEAD METROPOLITAN AREA TRANSIT: PARATRANSIT



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

2015 Highlights

- Purchased two replacement Paratransit buses and one senior van
- Expanded service to newly annexed Oakport Township Tract 2
- Updated No-Show Policy for Paratransit

System snapshot

Legal Name	City of Moorhead
Governance	City
Area Served	Dilworth, Moorhead, Fargo, ND
Legislative District	04A, 04B
Congressional District	7

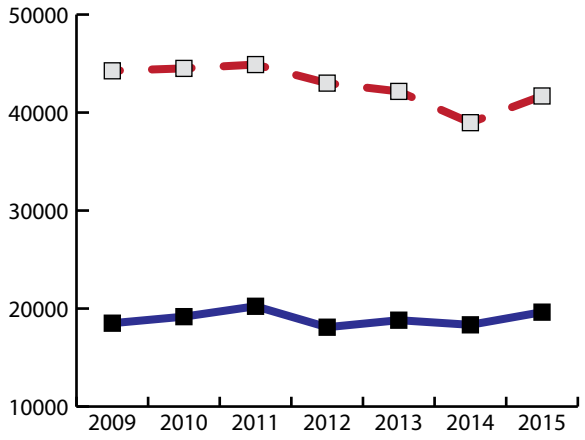
System characteristics

Vehicle fleet	5 Class 400, 3 Class 200
Service type	Demand Response
Funding class	Urban, Complementary Paratransit

Hours of Operation	
Monday - Friday	6:15 am - 11:15 pm
Saturday	7:15 am - 11:15 pm
Sunday	No Service
Base fare	$3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

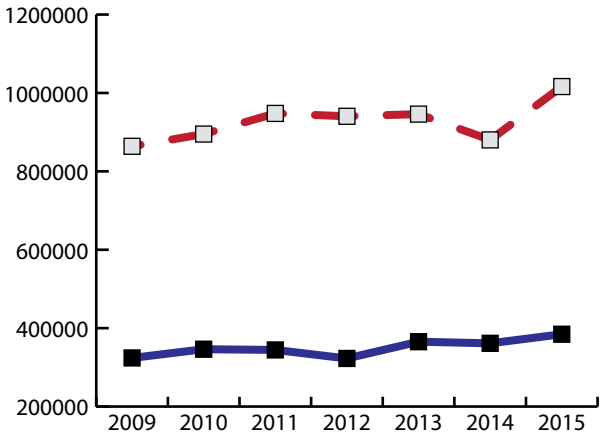
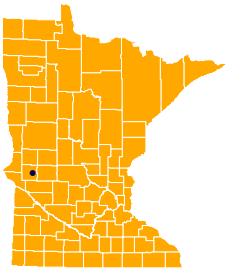


Chart Legend: System data — Peer group average

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	ci.morris.mn.us/transit.php

2015 Highlights

- Celebrated 40 years of service to the City of Morris
- Passed the two million rider mark. Honored the lucky passenger with a photo in the paper and a free transit pass

System snapshot

Legal Name	City of Morris
Governance	City
Area Served	Morris
Legislative District	12A
Congressional District	7

System characteristics

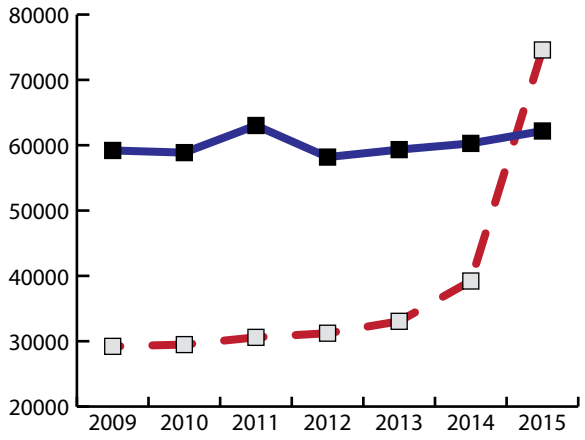
Vehicle fleet	6 Class 400
Service type	Demand Response
Funding class	Small Urban

Hours of Operation

Monday - Friday	6:00 am - 10:00 pm
Saturday	12:00 pm - 4:00 pm
Sunday	8:00 am - 12:30 pm
Base fare	$2.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

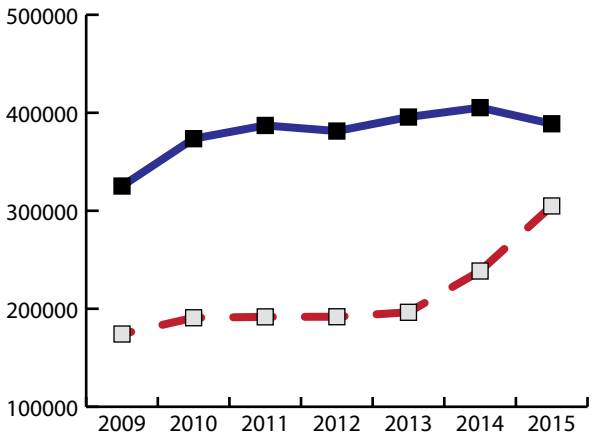
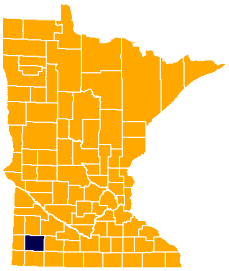


Chart Legend: System data — Peer group average

MURRAY COUNTY HEARTLAND EXPRESS



Contact	Michelle Miranowski
Title	Transportation Coordinator
Street	2439 Broadway Avenue
City State Zip	Slayton, MN 56172
Telephone	507.836.6648
E-mail	mcrides@co.murray.mn.us
Website	murray-countymn.com

2015 Highlights

- Merged with Western Community Action 8/1/2016
- Purchased a new class 400 vehicle
- Crash free year
- Provided safe transportation for 24 years to Murray County residents using a bus and volunteer drivers

System snapshot

Legal Name	Murray County
Governance	County
Area Served	Murray County
Legislative District	22A
Congressional District	7

System characteristics

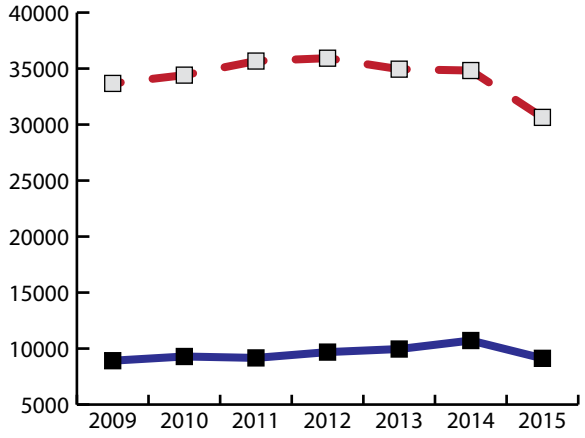
Vehicle fleet	1 Class 400
Service type	Demand Response
Funding class	Rural

Hours of Operation

Monday - Friday	8:00 am - 4:00 pm
Saturday	No Service
Sunday	No Service
Base fare	$2.50 - $6.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

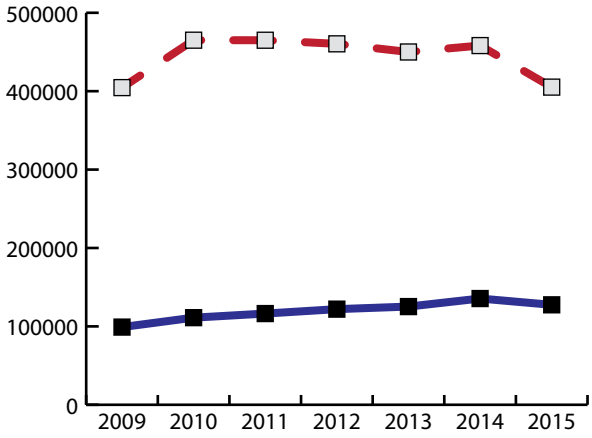
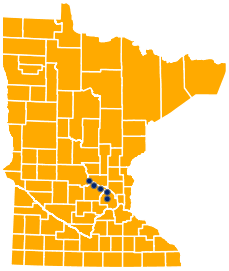


Chart Legend: System data — Peer group average

NORTH STAR LINK



Contact	Ryan I. Daniel
Title	Chief Executive Officer
Street	665 Franklin Avenue N.E.
City State Zip	St. Cloud, MN 56304
Telephone	320.529.4482
E-mail	rdaniel@stcloudmtc.com
Website	catchthelink.com

2015 Highlights

- In a partnership with Metro Transit, Northstar Line provided a smartcard fare option with Go-To-Card readers available on all Northstar Link buses
- Northstar continues to be popular at St. Cloud State University

System snapshot

Legal Name	Northstar Link Commuter Bus
Governance	Northstar Corridor Development Authority Joint Powers
Area Served	Becker, Big Lake, St. Cloud
Legislative District	14A,14B, 15B, 30A
Congressional District	6

System characteristics

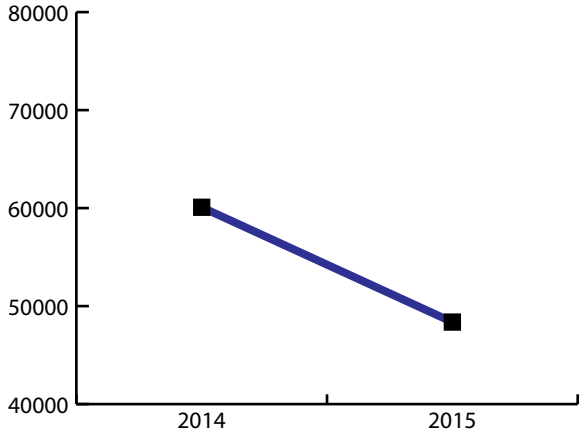
Vehicle fleet	4 Class 700
Service type	Commuter bus
Funding class	Urban

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
Base fare	$2.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

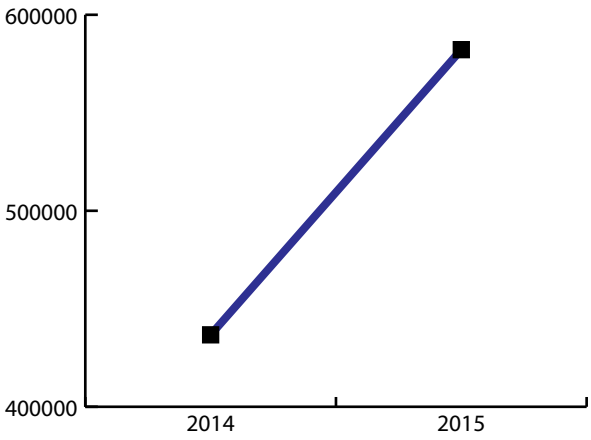
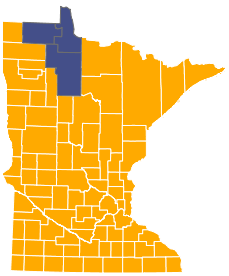


Chart Legend: System data

PAUL BUNYAN TRANSIT



Contact	Lezlie Grubich
Title	Executive Director
Street	706 Railroad St., Box 1773
City State Zip	Bemidji, MN 56601
Telephone	218.751.8765
E-mail	grubich@paulbunyan.net
Website	paulbunyantransit.com

2015 Highlights

- Far North Transit merged with Paul Bunyan Transit on Jan. 1, 2015.
- Boys and Girls Club of Bemidji contracted with PBT to transport students from elementary schools to their facilites.
- Focus (sheltered workshop) in Roseau contracts with PBT to provide rides for their clients to their facility

System snapshot

Legal Name	Paul Bunyan Transit
Governance	Non-profit
Area Served	Beltrami, Lake of the Woods and Roseau counties
Legislative District	02A, 05A
Congressional District	7, 8

System characteristics

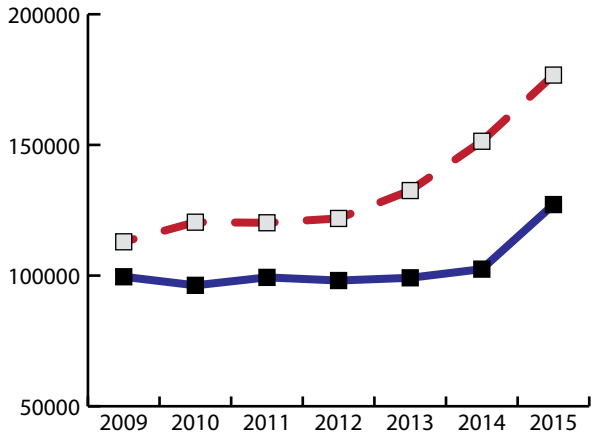
Vehicle fleet	13 Class 400, 4 Class 500
Service type	Demand Response
Funding class	Rural

Hours of Operation

Monday - Friday	7:00 am - 6:00 pm
Saturday	8:00 am - 5:00 pm
Sunday	No Service
Base fare	$1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

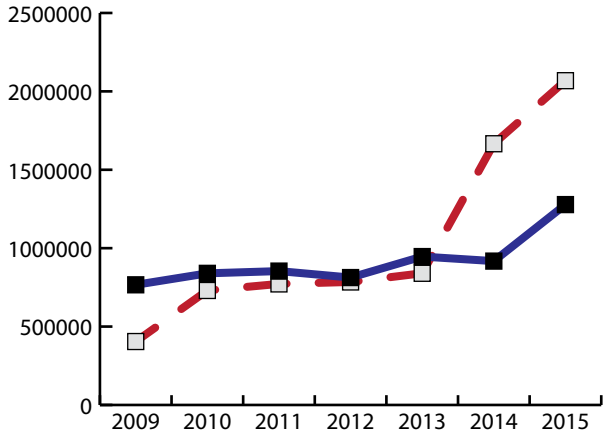
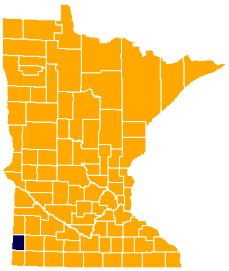


Chart Legend: System data — Peer group average

PIPESTONE COUNTY TRANSIT



Contact	Sharon Hanson
Title	County Administrator
Street	811 Fifth Street S.E.
City State Zip	Pipestone, MN 56164
Telephone	507.825.1200
E-mail	sharon.hanson@co.pipestone.mn.us
Website	N/A

2015 Highlights

- Increased ridership for students and elderly
- Partnered with Western Community Action to obtain additional administrative support
- Merged with Western Community Action 8/01/2016

System snapshot

Legal Name	Pipestone County
Governance	County
Area Served	Pipestone County
Legislative District	22A
Congressional District	7

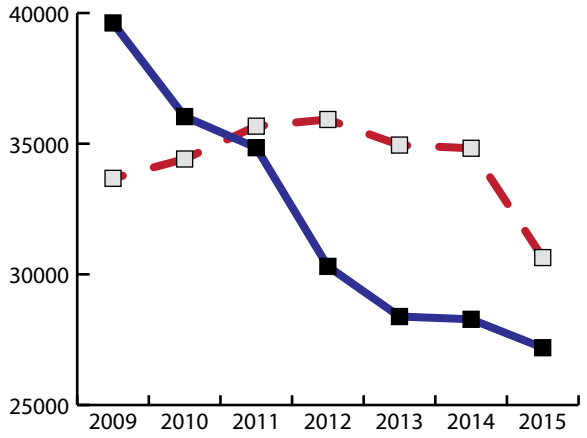
System characteristics

Vehicle fleet	4 Class 400
Service type	Demand Response
Funding class	Rural

Hours of Operation	
Monday - Friday	7:00 am - 4:45 pm
Saturday	9:00 am - 3:00 pm
Sunday	8:00 am - 1:00 pm
Base fare	$2.00 - $5.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

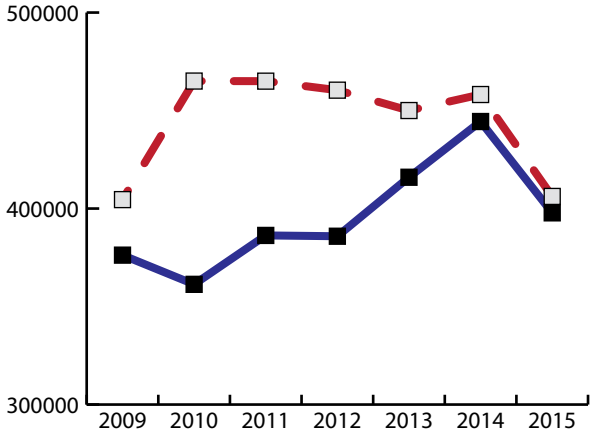
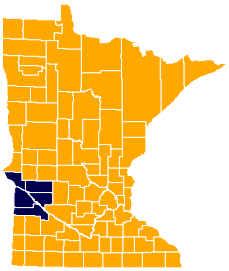


Chart Legend: System data — Peer group average

PRAIRIE FIVE RIDES



Contact	Ted Nelson
Title	Program Manager
Street	719 Seventh Street North
City State Zip	Montevideo, MN 56265
Telephone	320.269.6578
E-mail	ted.nelson@prairiefive.org
Website	prairiefive.com

2015 Highlights

- Restructured dispatch office to allow for a better customer experience when calling dispatch
- Partnered with local commuities and individuals to improve storage locations/ conditions of all bus garages

System snapshot

Legal Name	Prairie Five CAC, Inc.
Governance	CAP
Area Served	Big Stone, Chippewa, Lac Qui Parle, Swift, Yellow Medicine Counties
Legislative District	12A, 16A, 17A
Congressional District	7

System characteristics

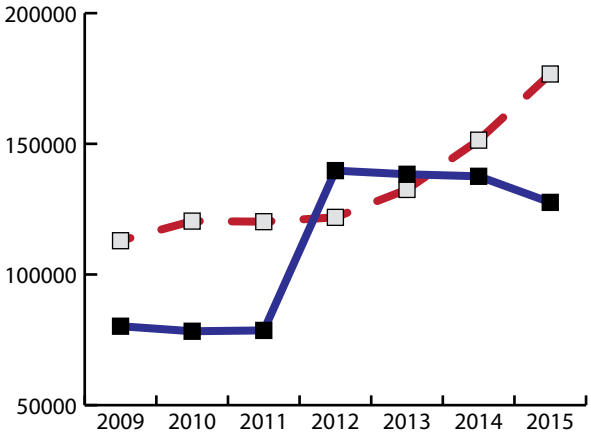
Vehicle fleet	16 Class 400, 4 Vans
Service type	Demand Response
Funding class	Rural

Hours of Operation

Monday - Friday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service
Base fare	$1.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

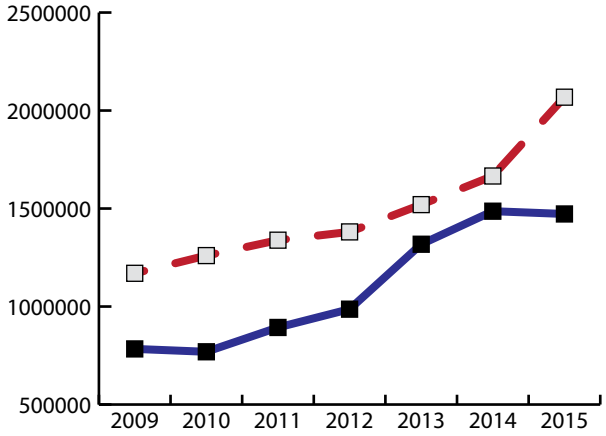
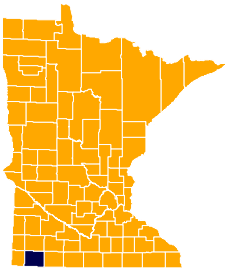


Chart Legend: System data — Peer group average

PRAIRIELAND TRANSIT



Contact	Karen DeBoer
Title	Transit Director
Street	1106 3rd Avenue, P. O. Box 787
City State Zip	Worthington, MN 56187
Telephone	507.376.4195
E-mail	kdeboer@smoc.us
Website	www.smoc.us/

2015 Highlights

- Maintained cross-county transportation flexibility through the "Transit for the Future" grant
- Commemorated 50 years of Community Action and 27 years of providing public transportation in Nobles County

System snapshot

Legal Name	Southwestern Minnesota Opportunity Council, Inc.
Governance	Joint Powers Board
Area Served	Nobles County
Legislative District	22A, 22B
Congressional District	1

System characteristics

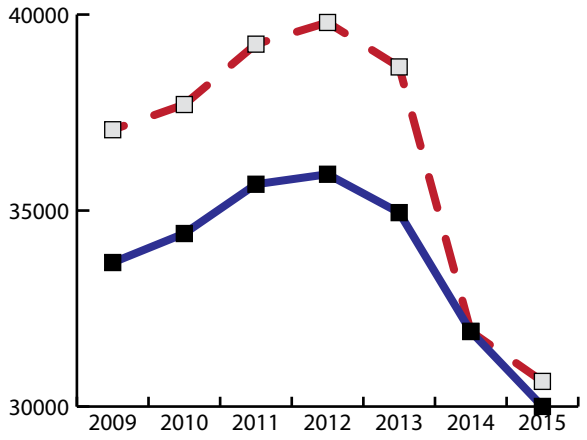
Vehicle fleet	2 Class 400
Service type	Deviated Route, Demand Response
Funding class	Rural

Hours of Operation

Monday - Friday	7:30 am - 4:30 pm
Saturday	No Sservice
Sunday	No Service
Base fare	$2.50 - $3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

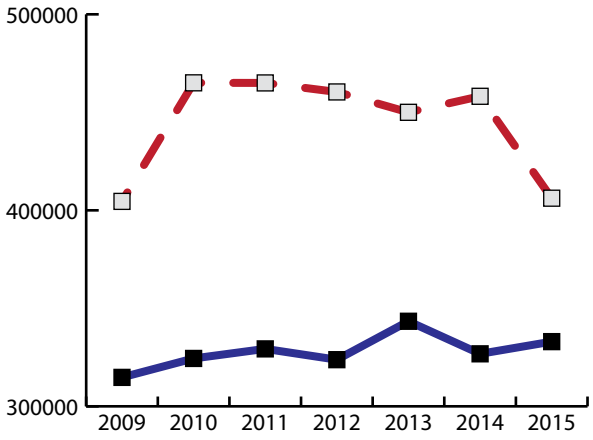
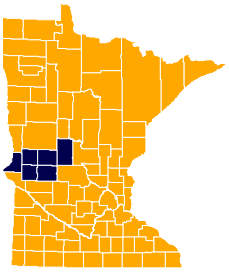
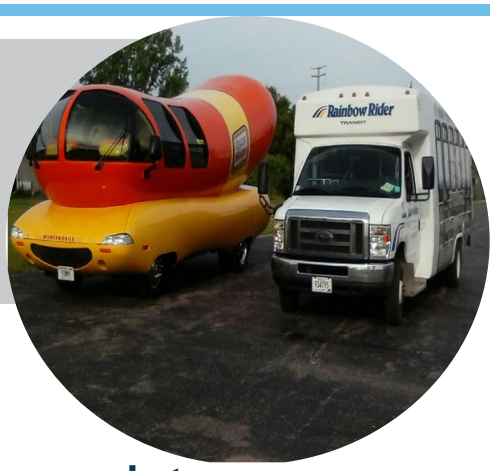


Chart Legend: System data — Peer group average

RAINBOW RIDER TRANSIT



Contact	Keven Anderson
Title	Transit Director
Street	249 Poplar Avenue
City State Zip	Lowry, MN 56349
Telephone	320.283.5065 Ext. 208
E-mail	kanderson.rainbowrider@runestone.net
Website	rainbowriderbus.com



2015 Highlights

- Added assistant director position
- Remodeled and expanded board room

System snapshot

Legal Name	Rainbow Rider Transit Board
Governance	Joint Powers Board
Area Served	Douglas, Grant, Pope, Stevens, Todd, Traverse counties
Legislative District	08B, 09A, 09B, 12A, 12B
Congressional District	7

System characteristics

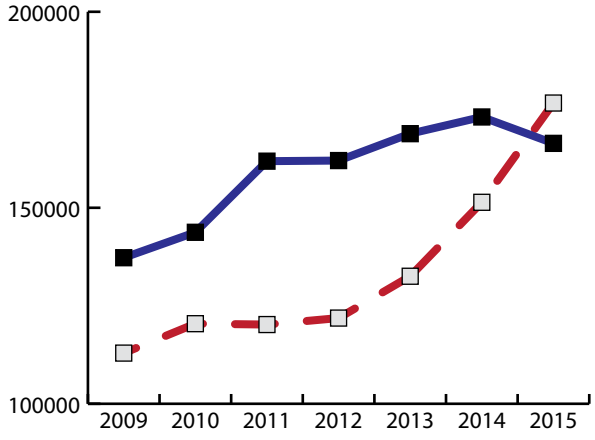
Vehicle fleet	32 Class 400, 1 Class 500, 2 Class 200
Service type	Demand Response, Deviated Route
Funding class	Rural

Hours of Operation

Monday - Friday	6:00 am - 5:00 pm
Saturday	7am-4:30pm (Alexandria)
Sunday	No Service
Base fare	$2.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

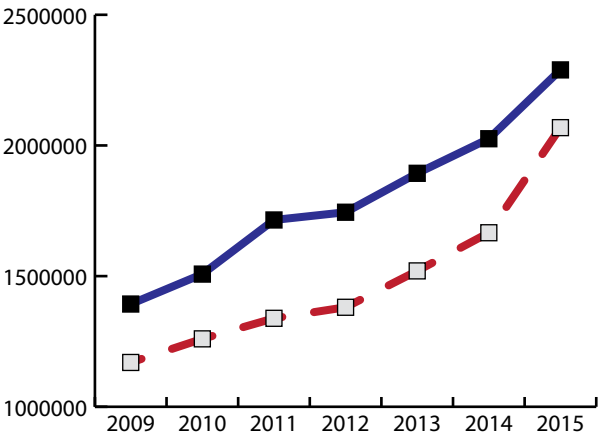
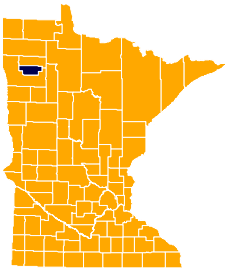


Chart Legend: System data — Peer group average

RED LAKE TRANSIT



Contact	Collette Maxwell
Title	Director
Street	Highway 1, Box 95
City State Zip	Red Lake, MN 56671
Telephone	218.679.2395
E-mail	collette.maxwell@ redlakenation.org
Website	redlakenation.org

2015 Highlights

- Acquired 2 new buses and 3 vans

System snapshot

Legal Name	Red Lake Band of the Chippewa
Governance	Tribal
Area Served	Red Lake Indian Reservation
Legislative District	02A
Congressional District	7

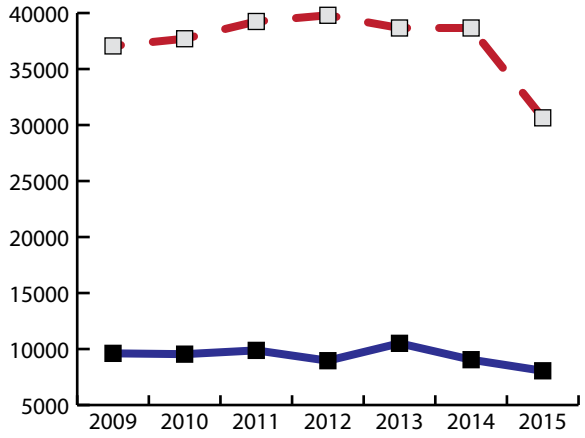
System characteristics

Vehicle fleet	2 Class 300, 3 Class 400
Service type	Deviated Route, Demand Response
Funding class	Rural

Hours of Operation	
Monday - Friday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service
Base fare	$0.50 - $1.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

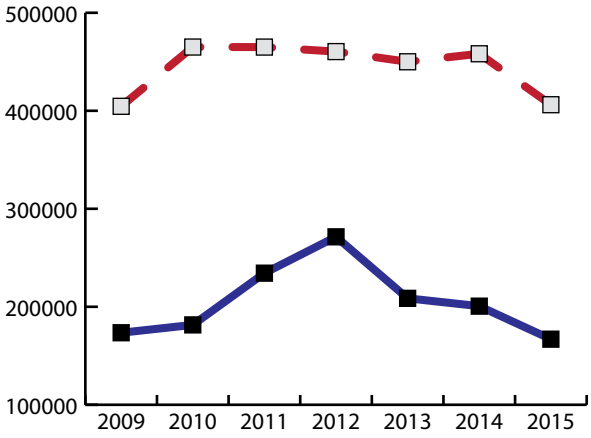
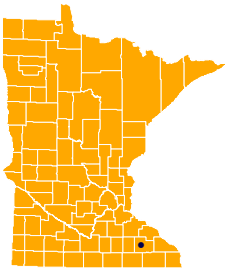


Chart Legend: System data — Peer group average

ROCHESTER PUBLIC TRANSIT: REGULAR ROUTE



Contact	Anthony Knauer
Title	Transit & Parking Manager
Street	4300 East River Road N.E.
City State Zip	Rochester, MN 55906
Telephone	507.328.2424
E-mail	tknauer@rochestermn.gov
Website	rptransit.com

2015 Highlights

- Increased ridership by 2% reaching more than 1.7 million rider
- Electronic fare boxes were installed
- Seven new BRT style buses were delivered and introduced into service
- The park and ride program was expanded and the system now parks more than 1,200 vehicles per day

System snapshot

Legal Name	City of Rochester
Governance	City
Area Served	Rochester
Legislative District	25A, 25B, 26A, 26B
Congressional District	1

System characteristics

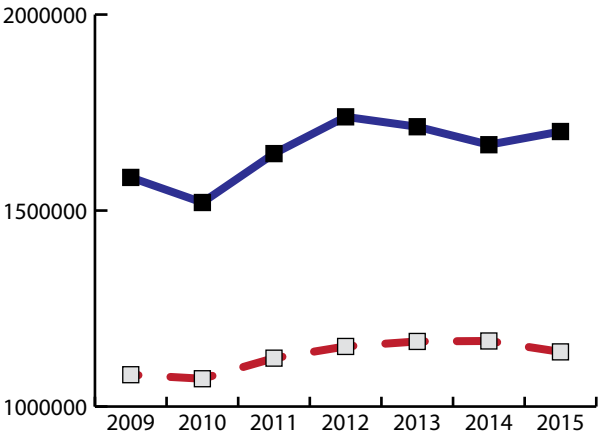
Vehicle fleet	55 Class 700
Service type	Regular Route
Funding class	Urban

Hours of Operation

Monday - Friday	5:30 am - 10:30 pm
Saturday	8:00 am - 7:00 pm
Sunday	No service
Base fare	$2.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

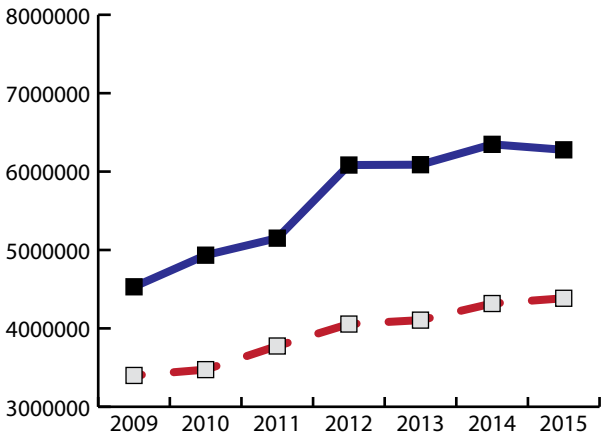
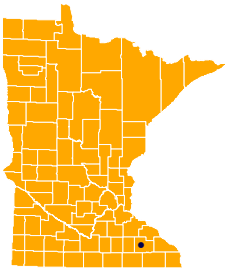


Chart Legend: System data — Peer group average

ROCHESTER PUBLIC TRANSIT: DIAL-A-RIDE



Contact	Anthony Knauer
Title	Transit & Parking Manager
Street	4300 East River Road N.E.
City State Zip	Rochester, MN 55906
Telephone	507.328.2424
E-mail	tknauer@rochestermn.gov
Website	rptransit.com

2015 Highlights

- Ridership increased by 7.6% from 2014

System snapshot

Legal Name	City of Rochester
Governance	City
Area Served	Rochester
Legislative District	25A, 25B, 26A, 26B
Congressional District	1

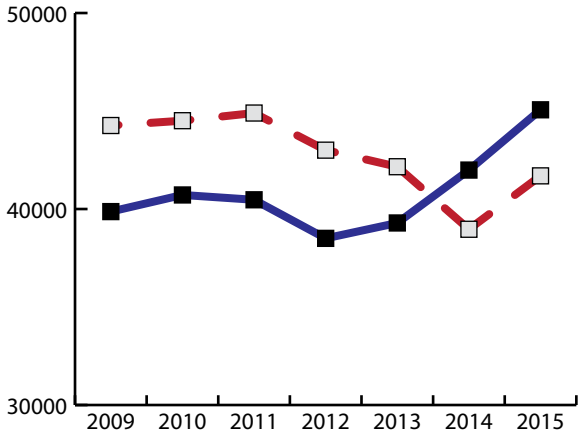
System characteristics

Vehicle fleet	6 Class 600
Service type	Dial-A-Ride
Funding class	Urban

Hours of Operation	
Monday - Friday	5:30 am - 10:00 pm
Saturday	6:00 am - 7:00 pm
Sunday	No service
Base fare	$3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

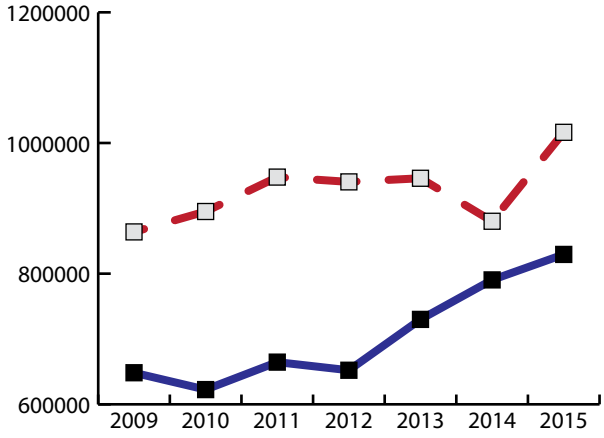
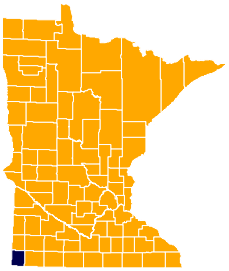


Chart Legend: System data — Peer group average

ROCK COUNTY HEARTLAND EXPRESS



Contact	Mark Sehr
Title	Transportation Director
Street	1110 N. Blue Mound Ave.
City State Zip	Luverne, MN 56156
Telephone	507.283.5058
E-mail	mark.sehr@co.rock.mn.us
Website	

2015 Highlights

- Maintained on-time performance and current services
- Discussed regional coordination with neighboring public transit service providers

System snapshot

Legal Name	Rock County
Governance	County
Area Served	Rock County
Legislative District	22A
Congressional District	1

System characteristics

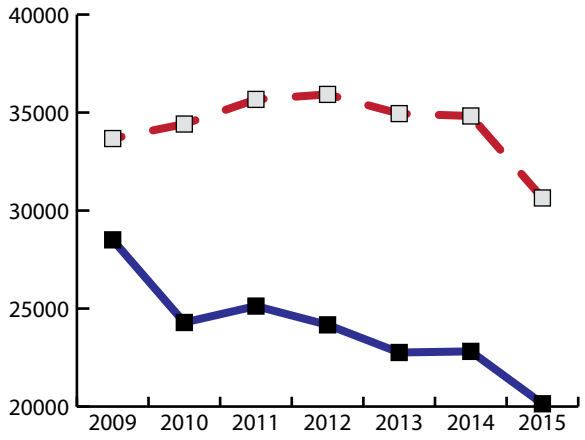
Vehicle fleet	3 Class 400
Service type	Demand Response
Funding class	Rural

Hours of Operation

Monday - Friday	7:30 am - 5:00 pm
Saturday	No Service
Sunday	8:00 am - noon
Base fare	$2.50 - $6.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

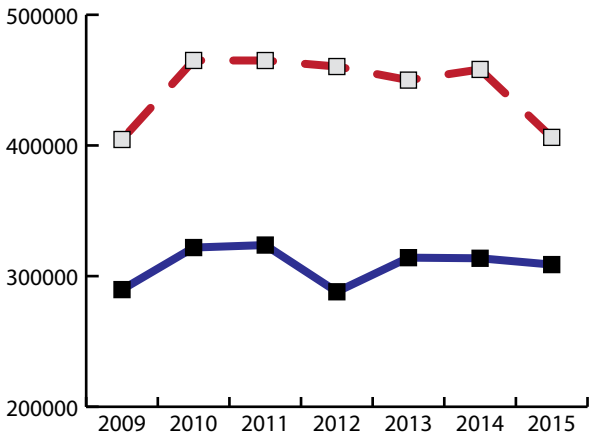
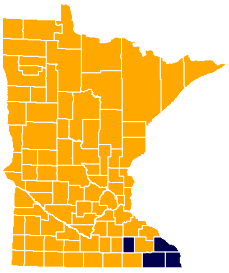


Chart Legend: System data — Peer group average

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	semcac.org

2015 Highlights

- Started new service in St. Charles, Byron and Dover/Eyota
- Expanded dispatch center
- Increased ridership by 5%

System snapshot

Legal Name	SEMCAC
Governance	CAP
Area Served	Dodge, Fillmore, Houston, Olmsted and Winona counties
Legislative District	21B, 24A, 25A, 27A, 27B, 28A, 28B
Congressional District	1

System characteristics

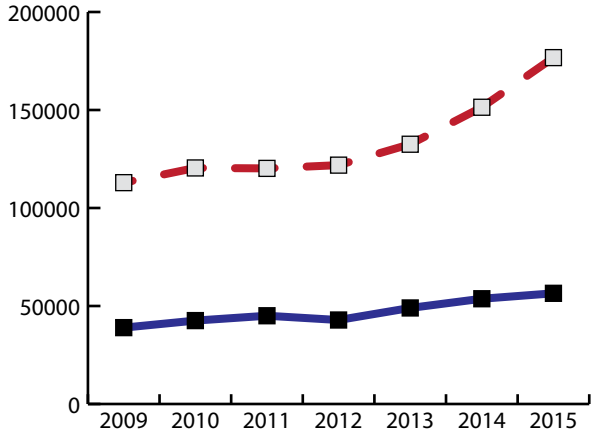
Vehicle fleet	10 Class 400
Service type	Demand Response, Subscription
Funding class	Rural

Hours of Operation

Monday - Friday	7:30 am - 4:30 pm
Saturday	No Service
Sunday	No Service
Base fare	$1.50 - $6.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

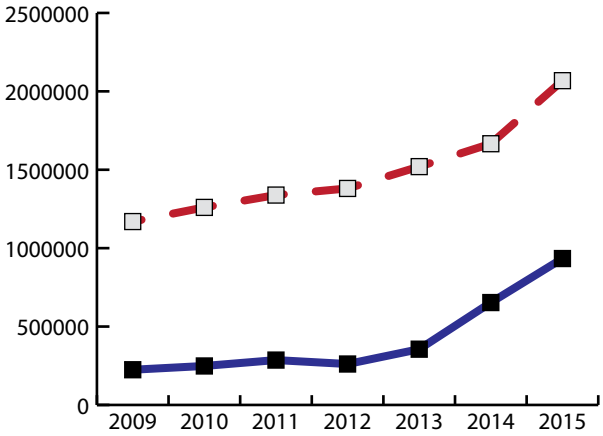
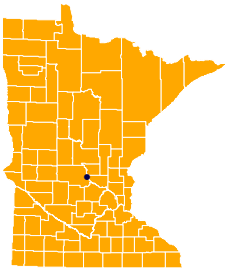


Chart Legend: System data — Peer group average

ST. CLOUD METRO BUS: REGULAR ROUTE



Contact	Ryan I. Daniel
Title	Chief Executive Officer
Street	665 Franklin Avenue N.E.
City State Zip	St. Cloud, MN 56304
Telephone	320.529.4482
E-mail	rdaniel@stcloudmtc.com
Website	ridemetrobus.com

2015 Highlights

- Recognized by the Minnesota Public Transit Association as the 2015 Transit System of the Year
- Achieved fuel cost savings of $395,000 over previous year
- Completed a successful triennial review
- Hosted the 2015 Minnesota State Roadeo

System snapshot

Legal Name	St. Cloud Metropolitan Transit Commission
Governance	Transit Authority
Area Served	St. Cloud, Sartell, Sauk Rapids, Waite Park
Legislative District	13B, 14A, 14B
Congressional District	6

System characteristics

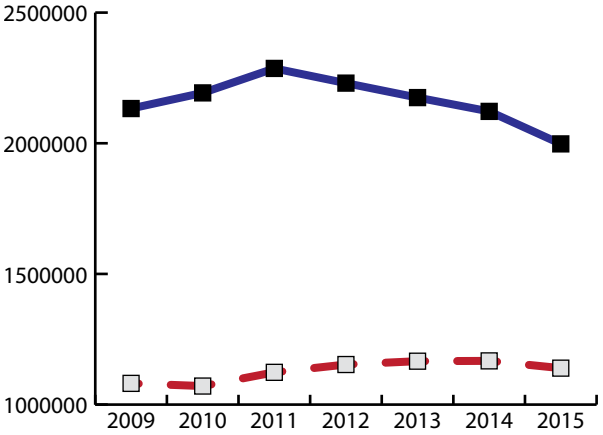
Vehicle fleet	5 Class 400, 38 Class 700, 1 trolley bus
Service type	Fixed Route, Route Guarantee
Funding class	Urban

Hours of Operation

Monday - Friday	5:15 am - 10:00 pm
Saturday	7:45 am - 6:45 pm
Sunday	8:45 am - 6:00 pm
Base fare	$1.25

System performance

RIDERSHIP



OPERATING EXPENDITURES

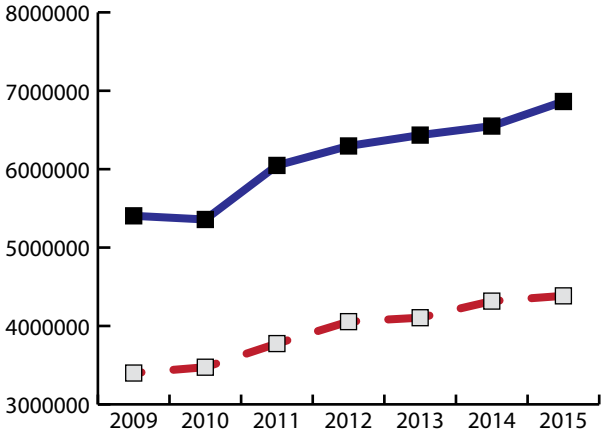
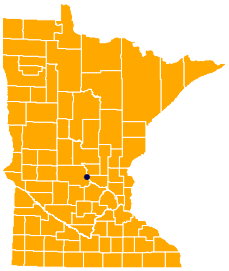


Chart Legend: System data — Peer group average

ST. CLOUD METRO BUS: DIAL-A-RIDE



Contact	Ryan I. Daniel
Title	Chief Executive Officer
Street	665 Franklin Avenue N.E.
City State Zip	St. Cloud, MN 56304
Telephone	320.529.4482
E-mail	rdaniel@stcloudmtc.com
Website	ridemetrobus.com

2015 Highlights

- The Metro Bus Mobility Training Center was recognized with the 2015 Innovative Management Award from the Minnesota Public Transit Association
- The Community Outreach Travel Training Program was very successful in its first full year of operation
- Ridership increased by 2% over 2014

System snapshot

Legal Name	St. Cloud Metropolitan Transit Commission
Governance	Transit Authority
Area Served	St. Cloud, Sartell, Sauk Rapids, Waite Park
Legislative District	13B, 14A, 14B
Congressional District	6

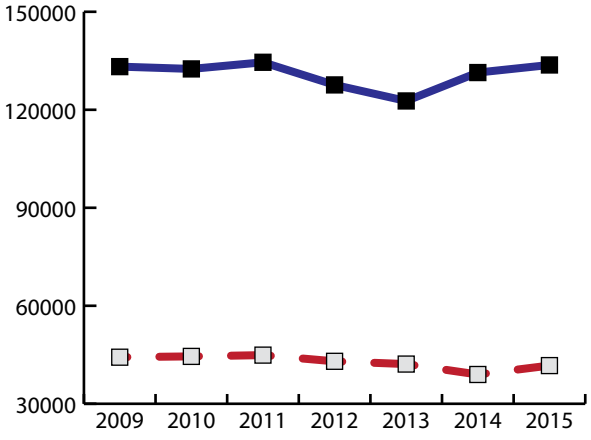
System characteristics

Vehicle fleet	23 Class 400
Service type	Dial-A-Ride
Funding class	Urban Complementary Paratransit

Hours of Operation	
Monday - Friday	5:15 am - 10:00 pm
Saturday	7:45 am - 6:45 pm
Sunday	8:45 am - 6:00 pm
Base fare	$2.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

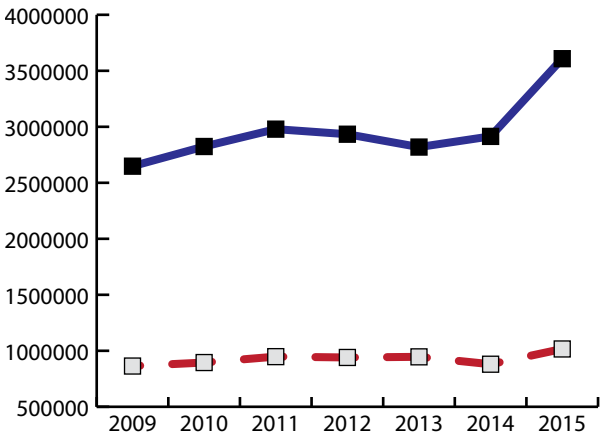
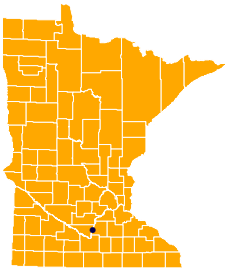


Chart Legend: System data — Peer group average

ST. PETER TRANSIT



Contact	Wayne A. Albers
Title	Transit Coordinator
Street	227 South Front Street
City State Zip	St. Peter, MN 56082
Telephone	507.934.0668
E-mail	waynea@saintpetermn.gov
Website	saintpetermn.gov/transit

2015 Highlights

- Continued discussions with the counties of Nicollet, Le Sueur, Blue Earth and VINE to consolidate transit
- Start new service with Le Sueur in 2017. New system name is Minnesota River Valley Transit
- Deviated route ridership increased by 12%

System snapshot

Legal Name	City of St. Peter
Governance	City
Area Served	Kasota, St. Peter
Legislative District	19A
Congressional District	1

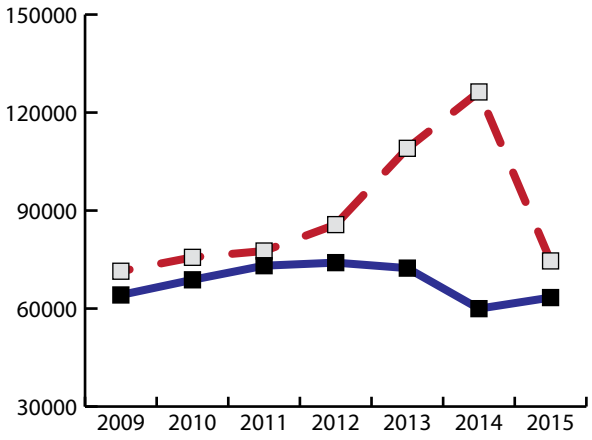
System characteristics

Vehicle fleet	4 Class 400
Service type	Demand Response, Deviated Route
Funding class	Small Urban

Hours of Operation	
Monday - Friday	7:00 am - 8:00 pm
Saturday	10:00 am - 5:00 pm
Sunday	No Service
Base fare	$1.00 - $3.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

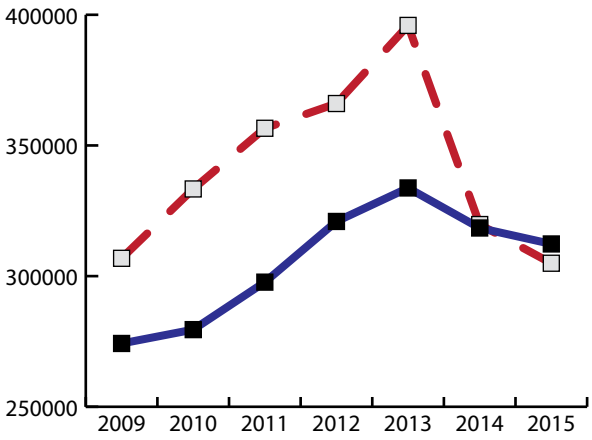
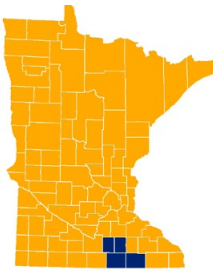


Chart Legend: System data — Peer group average

SMART TRANSIT



Contact	Melinda Estey
Title	Transit Manager
Street	2111 - 4th Street N.W.
City State Zip	Austin, MN 55912
Telephone	507.444.2346
E-mail	mestey@ cedarvalleyservices.org
Website	smartbusmn.org

2015 Highlights

- Incorporated Waseca Senior Dining Program transportation into service on Jan. 1, 2015
- Worked toward streamlining processes and reducing costs
- Added preschool transportation and Saturday service to the community of Albert Lea

System snapshot

Legal Name	Cedar Valley Services, Inc.
Governance	Non-Profit
Area Served	Freeborn, Mower, Steele and Waseca counties
Legislative District	24A, 24B, 27A, 27B
Congressional District	1

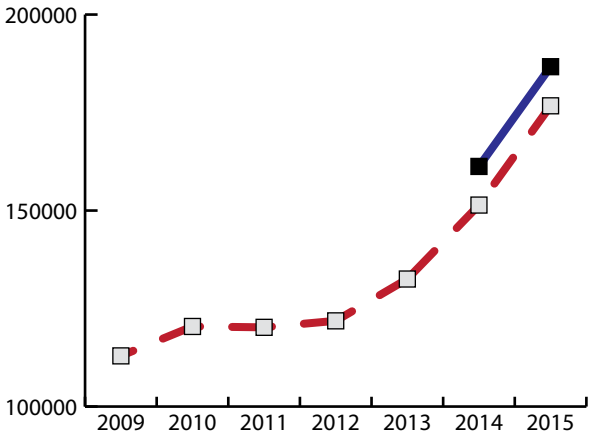
System characteristics

Vehicle fleet	25 Class 400
Service type	Deviated Route, Demand Response, Subscription
Funding class	Rural

Hours of Operation	
Monday - Friday	6:00 am - 9:00 pm
Saturday	9:00 am - 5:00 pm
Sunday	7:30 am - 5:00 pm
Base fare	$1.50 - $2.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

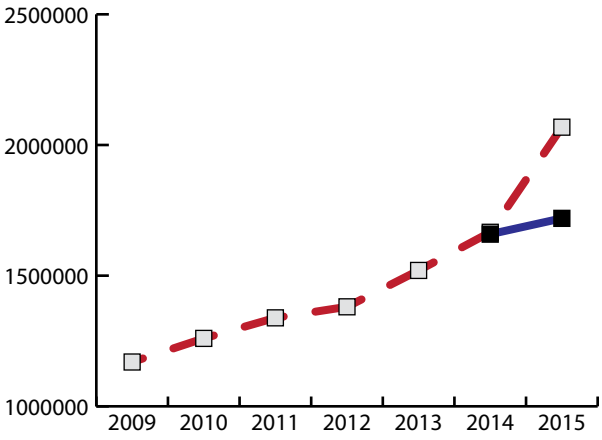
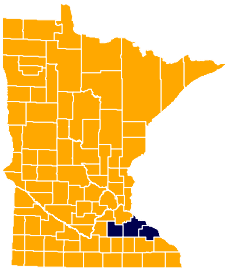


Chart Legend: System data — Peer group average

THREE RIVERS HIAWATHALAND TRANSIT



Contact	Amy Repinski
Title	Director of Transportation
Street	55049 - 241st Avenue
City State Zip	Plainview, MN 55964
Telephone	507.732.8558
E-mail	arepinski@threeriverscap.org
Website	threeriverscap.org

2015 Highlights

- Increased ridership by over 11% over 2014
- Started transit service (dial-a-ride) in Pine Island
- Extended evening hours in Red Wing until 9:00 pm

System snapshot

Legal Name	Three Rivers Community Action, Inc.
Governance	CAP
Area Served	Goodhue, Rice, Wabasha counties
Legislative District	20B. 21A, 21B, 24B, 58B
Congressional District	1, 2

System characteristics

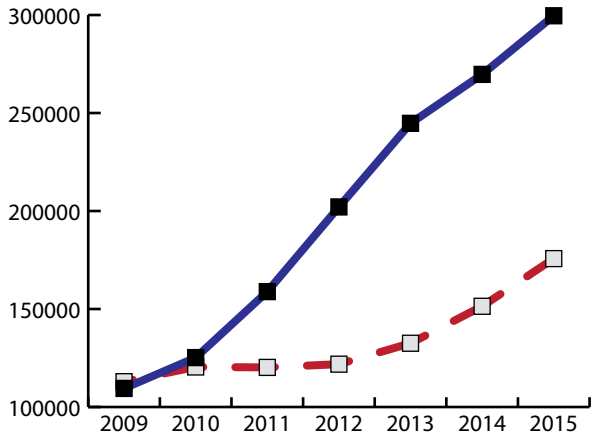
Vehicle fleet	19 Class 400, 4 Class 500
Service type	Deviated Route, Demand Response
Funding class	Rural

Hours of Operation

Monday - Friday	6:00 am - 11:00 pm
Saturday	7:00 am - 5:00 pm
Sunday	No Service
Base fare	$1.25 - $1.75

System performance

RIDERSHIP



OPERATING EXPENDITURES

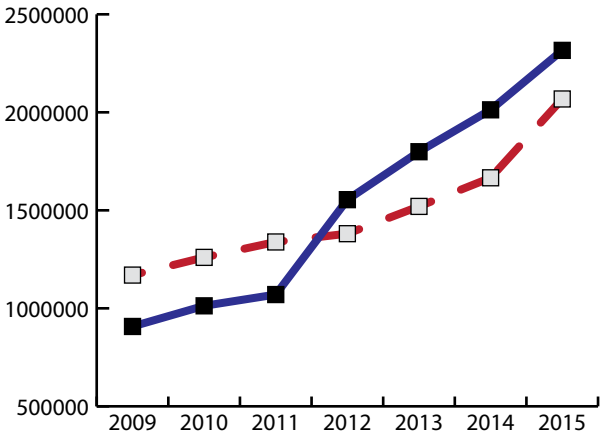
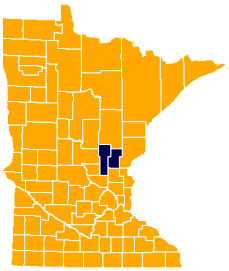


Chart Legend: System data — Peer group average

TIMBER TRAILS PUBLIC TRANSIT



Contact	Helen Pieper
Title	Transit Director
Street	905 E. Forest Ave., Ste. 127
City State Zip	Mora, MN 55051
Telephone	320.364.1351
E-mail	helen.pieper@co.kanabec.mn.us
Website	timbertrailstransit.com

2015 Highlights

- Purchased a facility and started the remodeling process. The remodel will provide an eight workstation dispatch area, training room , offices and driver's work space
- Increased ridership systemwide by 12.5% over 2014

System snapshot

Legal Name	Kanabec County
Governance	County
Area Served	Kanabec, Mille Lacs counties
Legislative District	11B, 15A
Congressional District	8

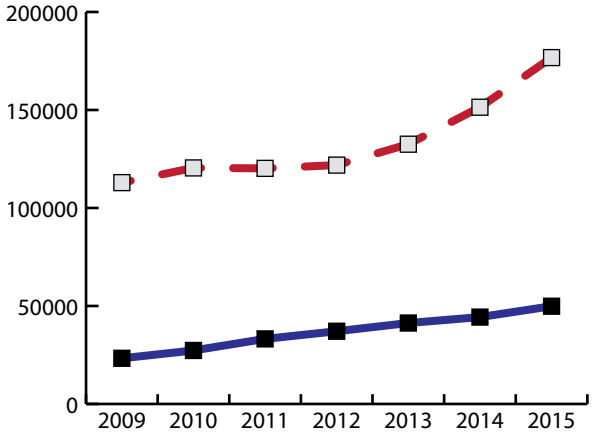
System characteristics

Vehicle fleet	8 Class 400
Service type	Demand Response, Deviated Route
Funding class	Rural

Hours of Operation	
Monday - Friday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service
Base fare	$1.50 - $2.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

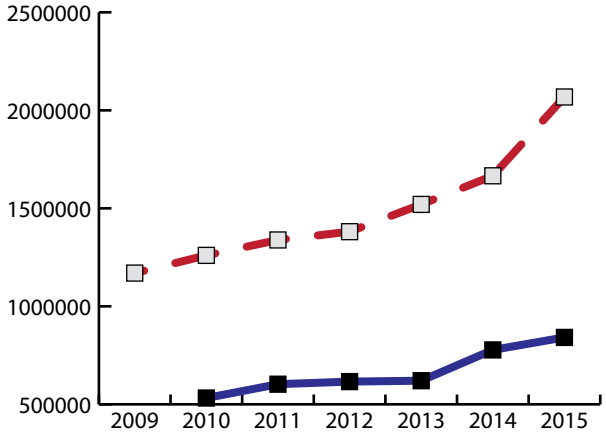
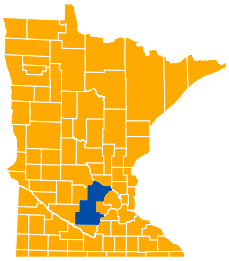


Chart Legend: System data — Peer group average

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	trailblazertransit.com/

2015 Highlights

- Increased ridership by 24% over 2014
- Increased service hours by 26% over 2014
- Partnered with the City of Buffalo to start construction of a new transit facility to support operations in Wright County

System snapshot

Legal Name	Trailblazer Joint Powers Board
Governance	Joint Powers Board
Area Served	McLeod, Sibley, Wright counties
Legislative District	115B, 8A, 18B, 29A, 29B, 30A, 30B
Congressional District	6, 7

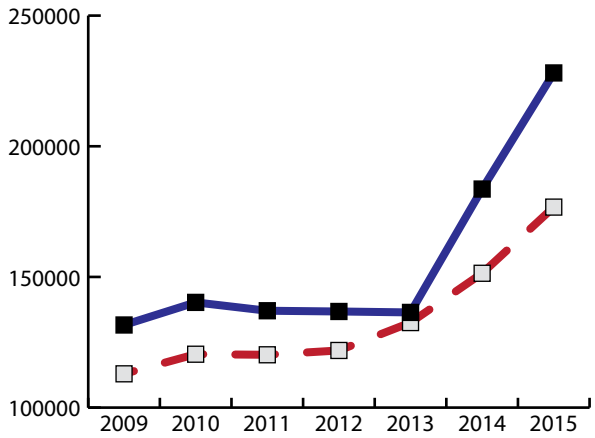
System characteristics

Vehicle fleet	35 Class 400
Service type	Demand Response
Funding class	Rural

Hours of Operation	
Monday - Friday	6:30 am - 5:30 pm
Saturday	No Service
Sunday	No Service
Base fare	$4.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

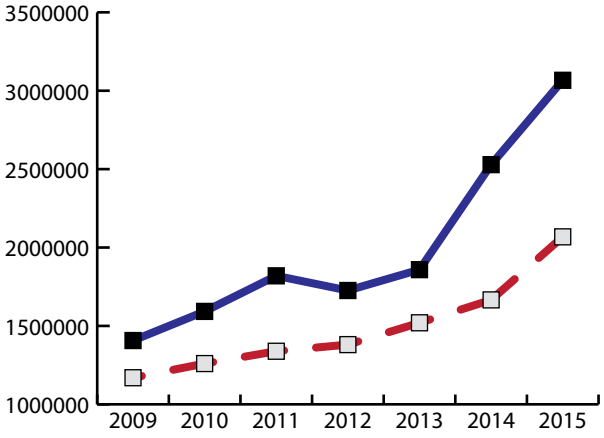
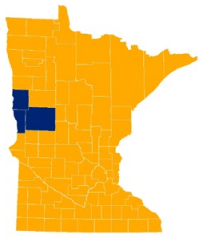
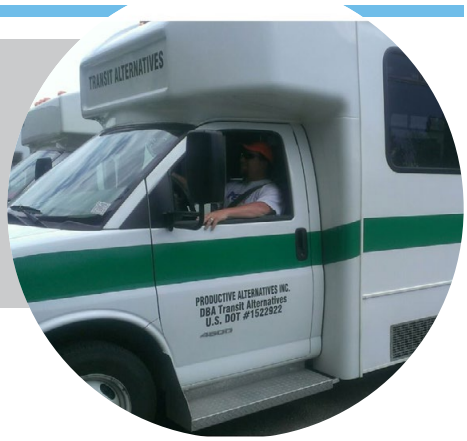


Chart Legend: System data — Peer group average

TRANSIT ALTERNATIVES



Contact	Daryn Toso
Title	Transportation Services Director
Street	1225 North Tower Road
City State Zip	Fergus Falls, MN 56537
Telephone	218.998.3002
E-mail	darynt@paiff.org
Website	paiff.org/transit



2015 Highlights

- Began an expansion to the office building
- Secured funding from Otter Tail County for matching funds

System snapshot

Legal Name	Productive Alternatives, Inc.
Governance	Non-profit
Area Served	Clay, Otter Tail, Wilkin counties
Legislative District	02B, 04A, 04B, 08A, 08B, 12A
Congressional District	7

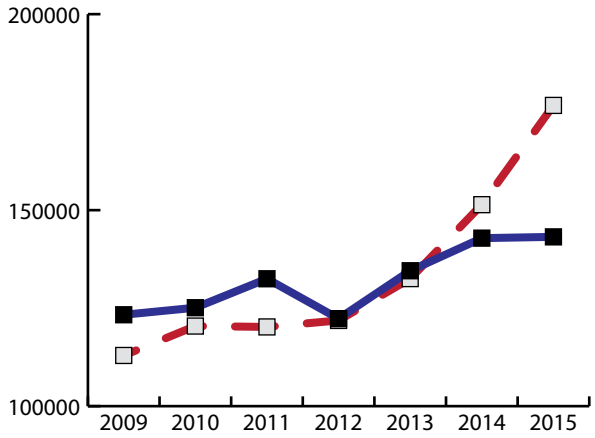
System characteristics

Vehicle fleet	18 Class 400, 6 Class 500
Service type	Deviated Route, Demand Response, Subscription
Funding class	Rural

Hours of Operation	
Monday - Friday	6:00 am - 6:00 pm
Saturday	8:45 am - 3:45 pm
Sunday	No Service
Base fare	$1.00 - $5.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

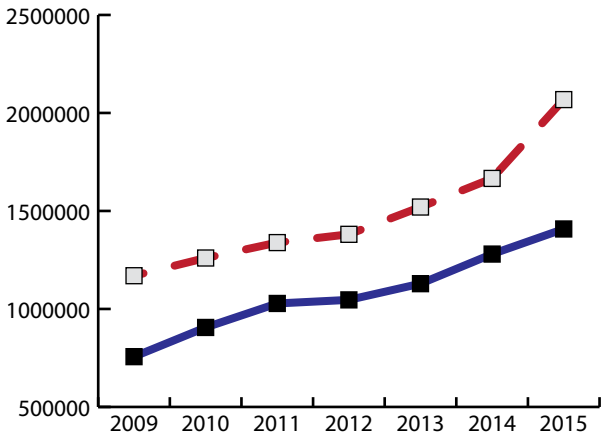
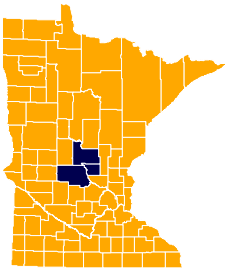


Chart Legend: System data — Peer group average

TRI-CAP TRANSIT CONNECTION



Contact	Lori Schultz
Title	Executive Director
Street	1200 - 23rd Avenue South, P. O. Box 683
City State Zip	Waite Park, MN 56387
Telephone	320.251.1612
E-mail	lori.schultz@tricap.org
Website	tricap.org

2015 Highlights

- Completed a comprehensive rebranding of all marketing materials, vehicles to mirror the image of services with the goal of increasing outreach throughout the service area
- Increased public education and ridership of all ages in Sherburne County
- Increased availability of services in rural Morrison County through redesign of services

System snapshot

Legal Name	Tri-County Action Program, Inc.
Governance	CAP
Area Served	Benton, Morrison, Sherburne, Stearns counties
Legislative District	09B, 12B, 13A, 13B, 14A, 14B, 15A, 15B, 30A, 31A
Congressional District	6, 7, 8

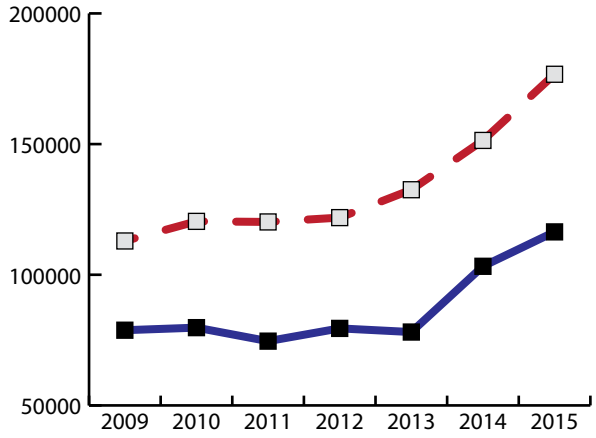
System characteristics

Vehicle fleet	9 Class 400, 7 Class 500
Service type	Demand Response, Deviated Route
Funding class	Rural

Hours of Operation	
Monday - Friday	6:00 am - 6:00 pm
Saturday	No Service
Sunday	No Service
Base fare	$1.25 - $3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

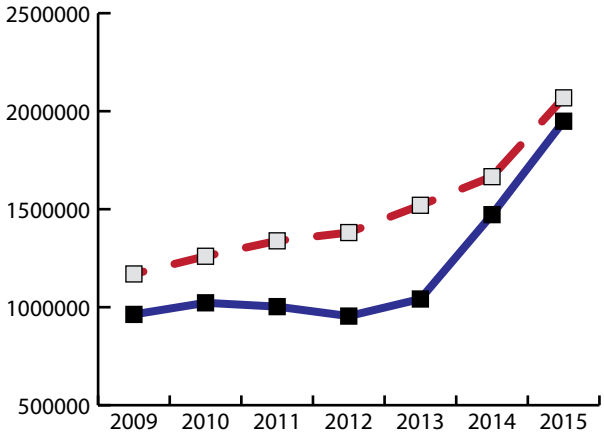
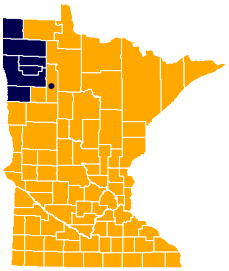


Chart Legend: System data — Peer group average

TRI-VALLEY HEARTLAND EXPRESS BUS



Contact	Cindy Pic
Title	Transportation Program Director
Street	1345 Fairfax Avenue
City State Zip	Crookston, MN 56716
Telephone	218.281.0700
E-mail	cpic@tvoc.org
Website	tvoc.org

2015 Highlights

- The commuter routes from DigiKey, student routes for Northland Community & Technical College, University of MN Crookston continue to thrive
- Received a grant from the Crookston United Way to provide free transportation to children ages 6-18 to participate in the free lunch program
- Contracted with Northwestern Mental Health Center of Crookston to provide free rides to clients

System snapshot

Legal Name	Tri-Valley Opportunity Council, Inc.
Governance	Non-profit
Area Served	Clearwater, Kittson, Mahnomen, Marshall, Norman, Pennington, Polk, Red Lake counties
Legislative District	01A, 01B, 02A, 02B, 04B
Congressional District	7

System characteristics

Vehicle fleet	1 Class 300, 22 Class 400, 6 Class 500
Service type	Deviated Route, Demand Response
Funding class	Rural

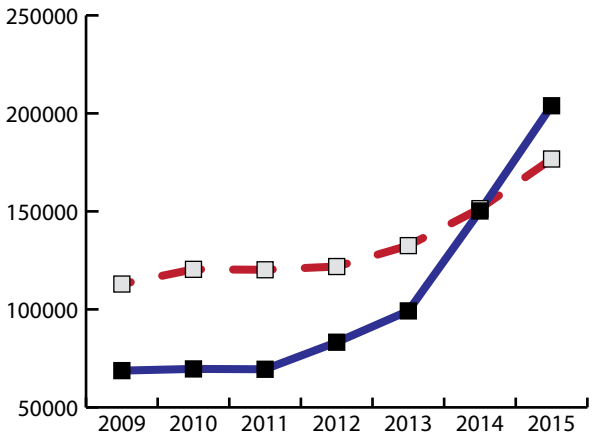
Hours of Operation

Monday - Friday	6:00 am - 6:00 pm*
Saturday	10:00 am - 4:00 pm*
Sunday	7:30 am to 1:30 pm*
Base fare	$2.00

*varies by location

System performance

RIDERSHIP



OPERATING EXPENDITURES

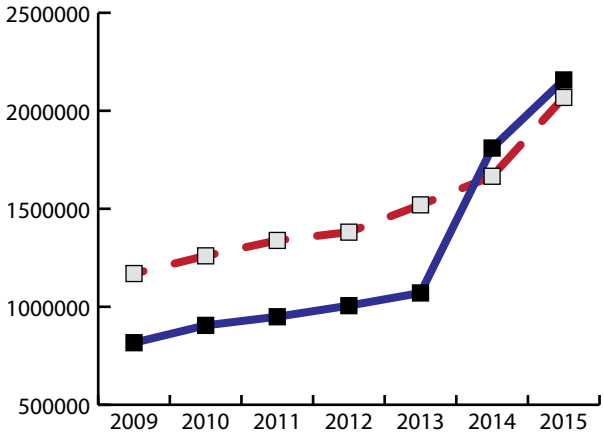
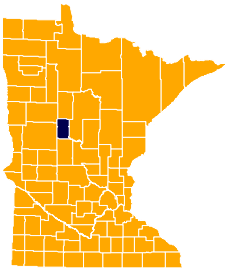


Chart Legend: System data — Peer group average

WADENA COUNTY FRIENDLY RIDER TRANSIT



Contact	Ryan Damlo
Title	Transit Director
Street	229 Harry Rich Drive
City State Zip	Wadena, MN 56482
Telephone	218.319.6055
E-mail	ryan.damlo@co.wadena.com
Website	friendlyrider.com

2015 Highlights

- Coordinated with Becker County for shared transit director position
- Began process for merging dispatching services with Becker County
- Created summer recreation route to help get students to/from activities

System snapshot

Legal Name	Wadena County Highway Department
Governance	County
Area Served	Wadena and northern Todd-Morrison counties
Legislative District	02B, 09A
Congressional District	8

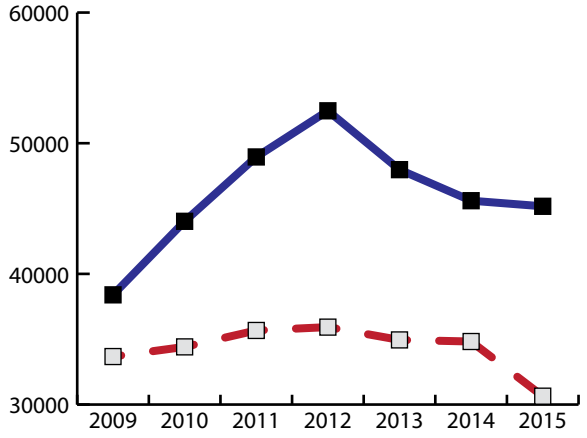
System characteristics

Vehicle fleet	5 Class 400
Service type	Deviated Route, Demand Response
Funding class	Rural

Hours of Operation	
Monday - Friday	6:00 am - 6:00 pm
Saturday	10:00 am - 2:00 pm
Sunday	8:00 am - 12:30 pm
Base fare	$1.50 - $4.50

System performance

RIDERSHIP



OPERATING EXPENDITURES

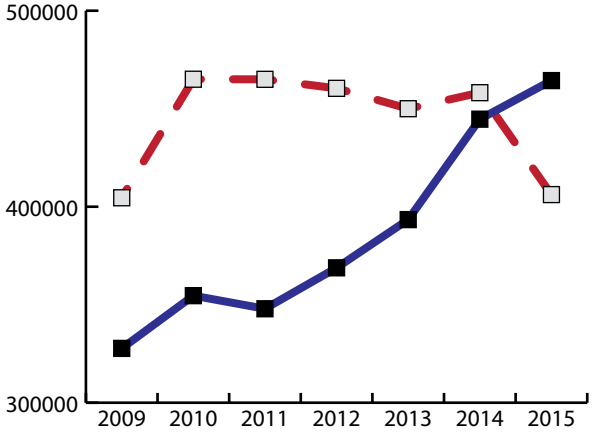
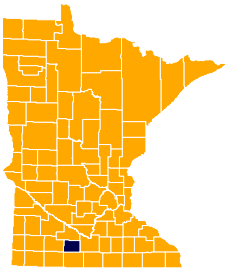
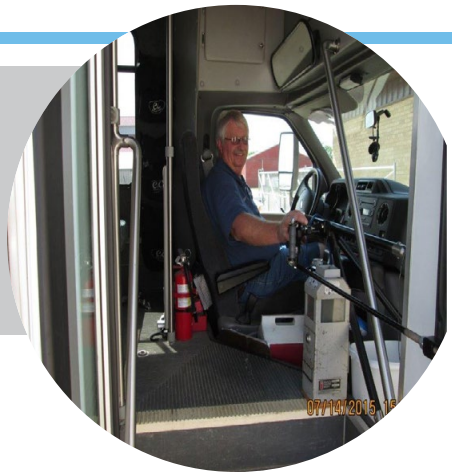


Chart Legend: System data — Peer group average

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	co.watonwan.mn.us



2015 Highlights

- Had an accident free year
- Able to retain the great drivers that make the system what it is today

System snapshot

Legal Name	Watonwan County
Governance	County
Area Served	Watonwan County; surrounding communities in Blue Earth, Brown, Cottonwood, Martin counties
Legislative District	16B, 19A, 19B, 22B, 23A, 23B
Congressional District	1

System characteristics

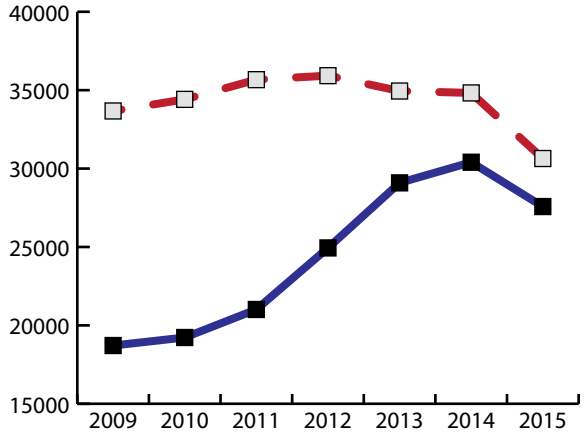
Vehicle fleet	3 Class 400, 1 Mini Van
Service type	Demand Response, Subscription
Funding class	Rural

Hours of Operation

Monday - Friday	5:00 am - 5:00 pm
Saturday	No Service
Sunday	No Service
Base fare	$1.50 - $3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

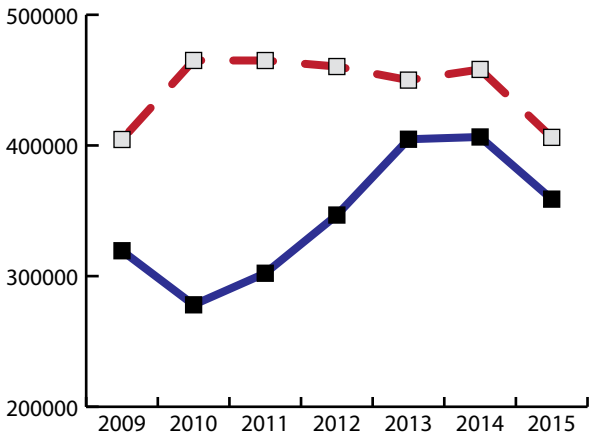
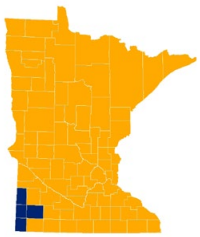
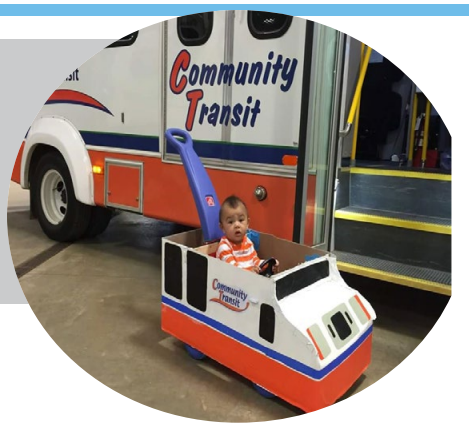


Chart Legend: System data — Peer group average

WESTERN COMMUNITY ACTION: COMMUNITY TRANSIT



Contact	Cathleen Amick
Title	Transportation Director
Street	1400 South Saratoga Street
City State Zip	Marshall, MN 56258
Telephone	507.537.1416
E-mail	cathleen.amick@wcainc.org
Website	www.unitedcapmn.org



2015 Highlights

- Increased weekend hours of service by adding deviated routes that run until 7:00 pm
- Entered into a partnership to coordinate administrative duties with Pipestone County
- Increased ridership by 3% over 2014

System snapshot

Legal Name	Untied Community Action Partnership Transit
Governance	Community Action Program
Area Served	Cottonwood, Jackson, Lyon, Redwood counties
Legislative District	16A, 16B, 22A, 22B, 23A
Congressional District	1, 7

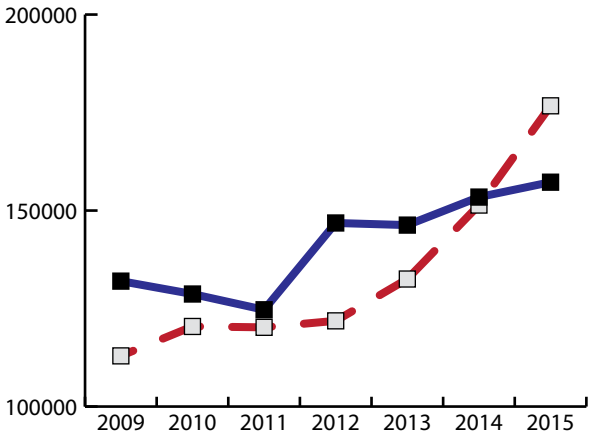
System characteristics

Vehicle fleet	1 Class 300, 20 Class 400
Service type	Route deviation, demand response, volunteer
Funding class	Rural

Hours of Operation	
Monday - Friday	5:30 am - 9:00 pm
Saturday	8:00 am - 7:00 pm
Sunday	8:00 am - 7:00 pm
Base fare	$1.00 - $10.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

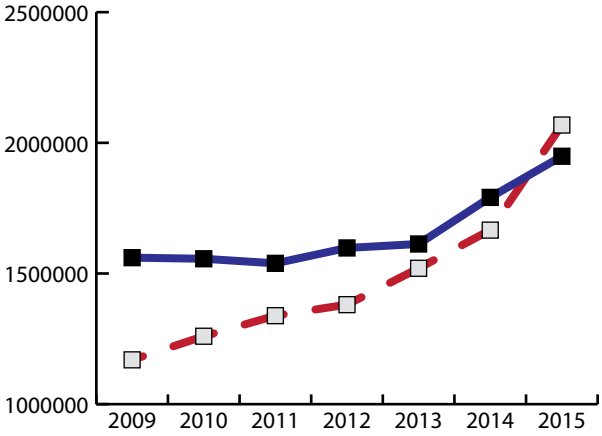
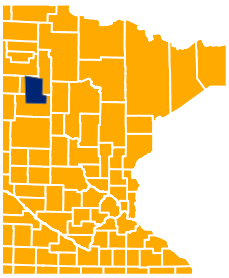


Chart Legend: System data — Peer group average

WHITE EARTH TRANSIT



Contact	Kenneth Bakken
Title	Transit Manager
Street	36671 Marten Drive
City State Zip	White Earth, MN 56569
Telephone	218.983.3263
E-mail	kenneth.bakken@whiteearth-nsn.gov
Website	www.whiteearth.com

2015 Highlights

- Received six new buses to replace aging fleet
- Implemented new route restructure to improve access and expanded Saturday service

System snapshot

Legal Name	White Earth Reservation Tribal Council
Governance	Tribal
Area Served	Becker, Clearwater, Mahnomen counties
Legislative District	02A, 02B, 04B
Congressional District	7

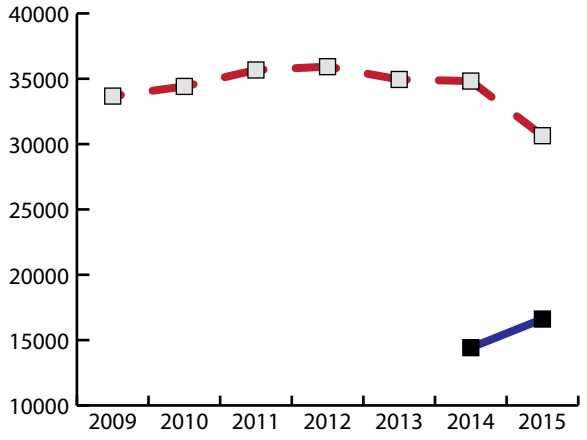
System characteristics

Vehicle fleet	2 Class 300, 7 Class 400, 2 Class 500
Service type	Route deviation
Funding class	Rural

Hours of Operation	
Monday - Friday	6:00 am - 6:00 pm
Saturday	6:00 am - 7:00 pm
Sunday	No service
Base fare	$2.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

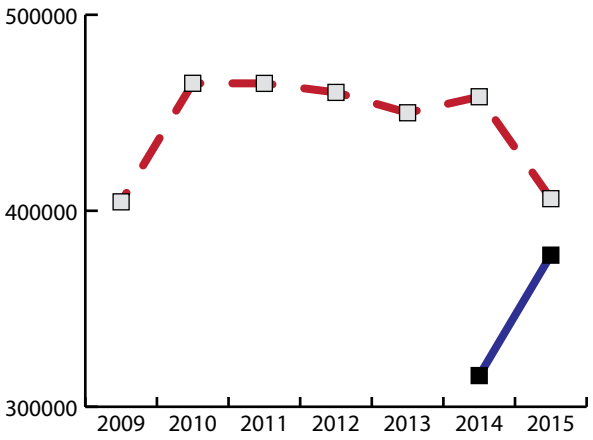
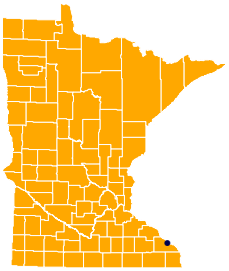


Chart Legend: System data — Peer group average

WINONA TRANSIT SERVICE



Contact	Monica Hennessy Mohan
Title	City Clerk
Street	P. O. Box 378
City State Zip	Winona, MN 55987
Telephone	507.457.8200
E-mail	mhmohan@ci.winona.mn.us
Website	cityofwinona.com

2015 Highlights

- Second year of Saturday service
- Continued providing subscription service to Winona State and St. Mary's University

System snapshot

Legal Name	City of Winona
Governance	City
Area Served	Goodview, Winona
Legislative District	21B, 28A
Congressional District	1

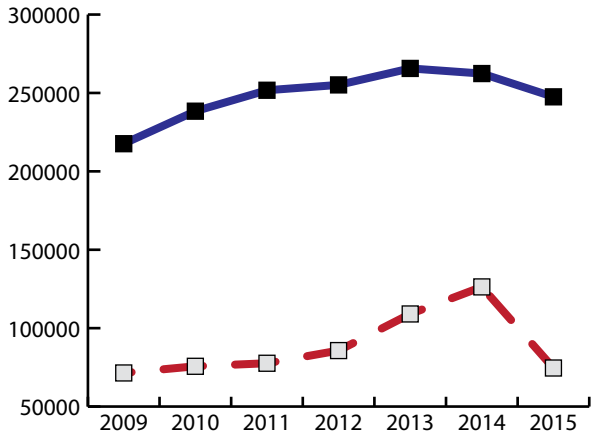
System characteristics

Vehicle fleet	9 Class 500
Service type	Deviated Route and Subscription
Funding class	Small urban

Hours of Operation	
Monday - Friday	6:00 am - 6:00 pm
Saturday	9:00 am - 5:00 pm
Sunday	No Service
Base fare	$1.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

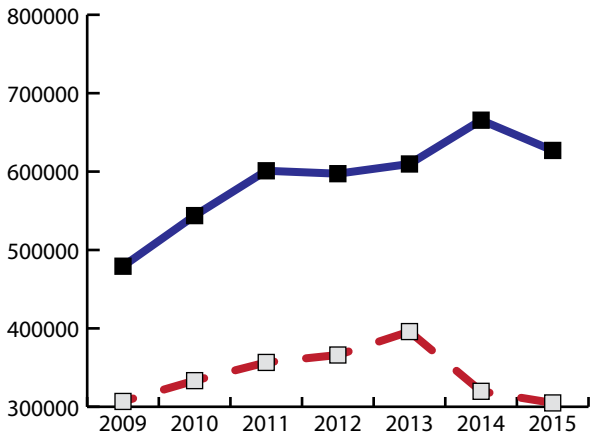
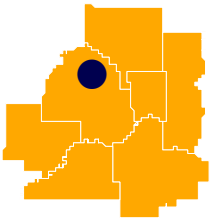


Chart Legend: System data — Peer group average

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.maplegrovemn.gov

2015 Highlights

- Took delivery of 4 articulated transit buses that replaced 4 40-foot buses due for retirement
- Sold our first full bus wrap to Luther Automotive Group to generate additional advertising revenue
- Finished the year with 838,184 riders, which represent the second highest ever

System snapshot

Legal Name	City of Maple Grove
Governance	Municipal
Area Served	Maple Grove
Legislative District	34A, 34B
Congressional District	3

System characteristics

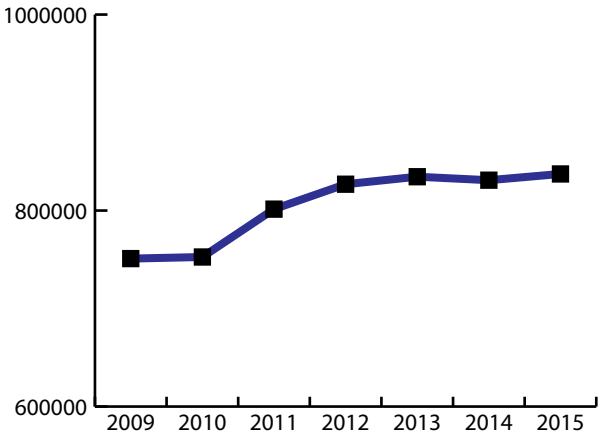
Vehicle fleet	7 Class 400, 46 Class 700
Service type	Commuter, Dial-A-Ride

Hours of Operation

Monday - Friday	5:50 am - 7:07 pm
Saturday	8:00 am - 4:30 pm
Sunday	No service
Base fare	$1.75 - $3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

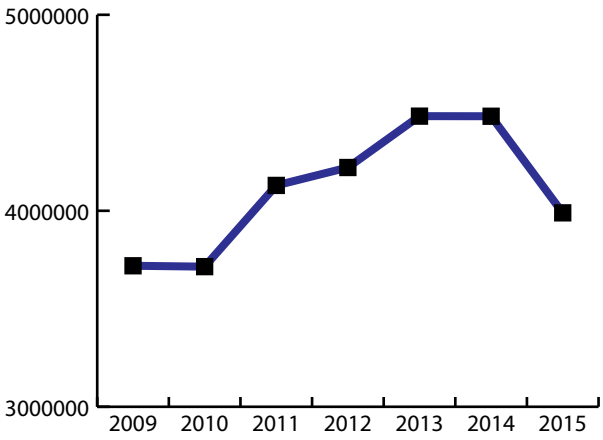
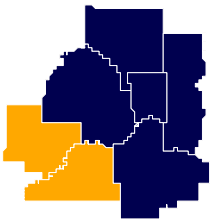


Chart Legend: System data — Peer group average

METRO MOBILITY



Contact	Andrew Krueger
Title	Senior Manager
Street	390 Robert Street North
City State Zip	St. Paul, MN 55101
Telephone	651.602.1689
E-mail	andrew.krueger@metc.state.mn.us
Website	metromobility.org

2015 Highlights

- Restructured Metro Mobility provider service zones to eliminate transfers between providers
- Ridership increased nearly 7% with only a 2.3% increase in cost

System snapshot

Legal Name	Metropolitan Council, Metro Mobility
Governance	Regional
Area Served	Anoka, Dakota, Hennepin, Ramsey, Washington counties
Legislative District	Metro
Congressional District	2, 3, 4, 5, 6

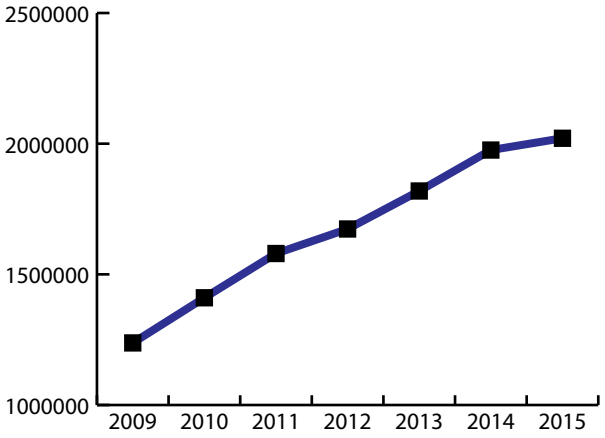
System characteristics

Vehicle fleet	488 Class 300, 26 sedans
Service type	Dial-A-Ride

Hours of Operation	*Hour of operation based on local regular route service.
Monday - Friday	24/7*
Saturday	24/7*
Sunday	24/7*
Base fare	$1.00 - $4.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

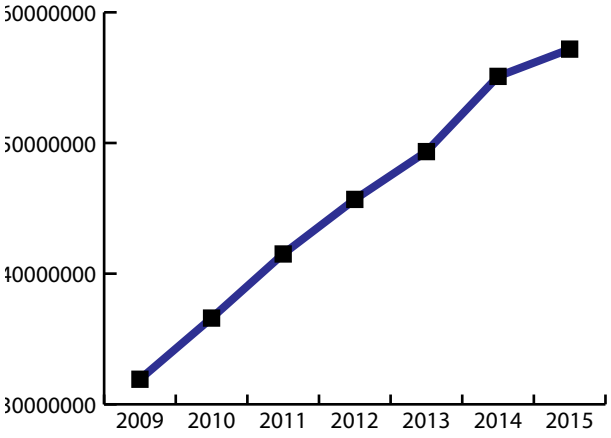
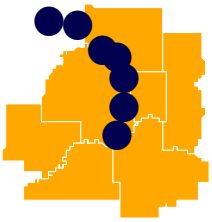


Chart Legend: System data — Peer group average

METRO TRANSIT: COMMUTER RAIL



Contact	Brian Lamb
Title	General Manager
Street	560 North Sixth Avenue
City State Zip	Minneapolis, MN 55411
Telephone	612.373.3333
E-mail	brian.lamb@metrotransit.org
Website	metrotransit.org

2015 Highlights

- Posted a 96% on time arrival on the 41 mile stretch from Big Lake to downtown Minneapolis
- Northstar service to special events, Twins and Vikings games, continues to be well received by riders

System snapshot

Legal Name	Metro Transit
Governance	Regional
Area Served	Anoka, Big Lake, Coon Rapids, Elk River, Fridley, Minneapolis, Ramsey
Legislative District	30A, 35A, 35B, 36B, 36A, 37A, 41A, 59B
Congressional District	3, 5, 6

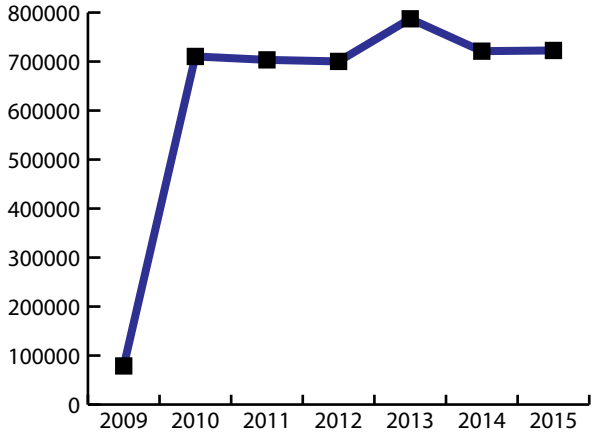
System characteristics

Vehicle fleet	18 commuter rail cars, 6 commuter rail locomotives
Service type	Fixed Route

Hours of Operation	
Monday - Friday	5:01 am - 7:04 pm
Saturday	10:23 am - 7:49 pm
Sunday	9:33 am - 5:44 pm
Base fare	$3.00 - $6.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

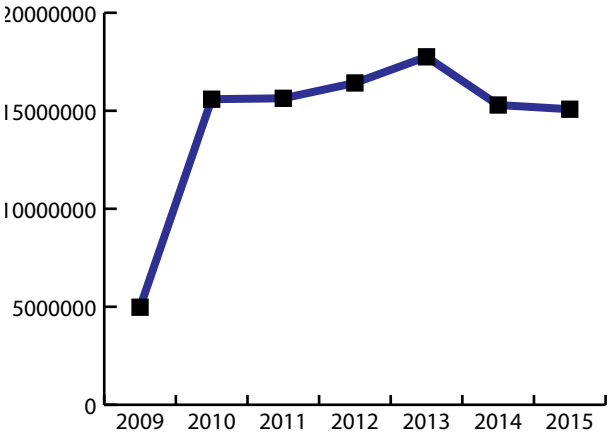
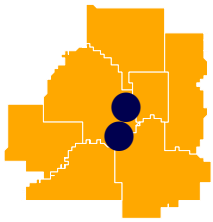


Chart Legend: System data — Peer group average

METRO TRANSIT: LIGHT RAIL



Contact	Brian Lamb
Title	General Manager
Street	560 North Sixth Avenue
City State Zip	Minneapolis, MN 55411
Telephone	612.373.3333
E-mail	brian.lamb@metrotransit.org
Website	metrotransit.org

2015 Highlights

- METRO Green Line proved successful in its first full year of operation, providing more than 37,400 rides on the average weekday
- METRO Blue Line hit a record high with more than 10.6 million rides in 2015
- On both the METRO Blue and Green lines, displays with NexTrip information were activated at all light rail stations

System snapshot

Legal Name	Metro Transit
Governance	Regional
Area Served	Anoka, Carver, Dakota, Hennepin, Ramsey and Washington counties
Legislative District	Metro
Congressional District	2,3, 4, 5, 6

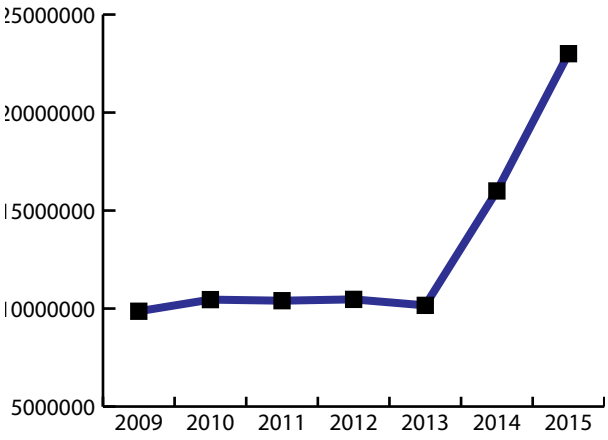
System characteristics

Vehicle fleet	59 Siemens light rail cars, 27 Bombardier light rail cars
Service type	Fixed route

Hours of Operation	
Monday - Friday	3:30 am - 2:00 am
Saturday	3:30 am - 3:30 am
Sunday	3:30 am - 2:00 am
Base fare	$1.75 - $2.25

System performance

RIDERSHIP



OPERATING EXPENDITURES

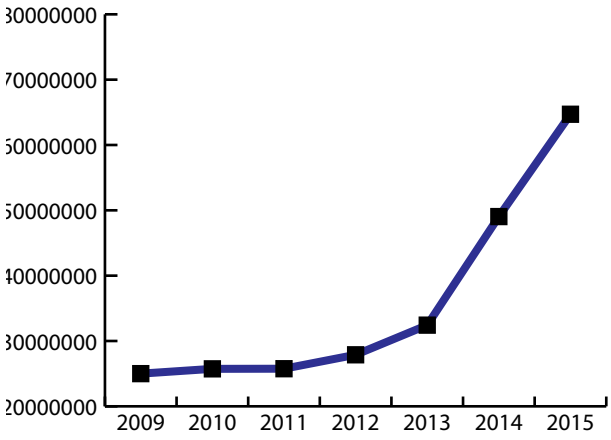
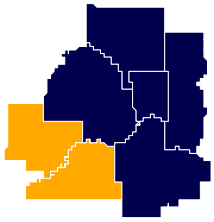


Chart Legend: System data — Peer group average

METRO TRANSIT: REGULAR ROUTE BUS



Contact	Brian Lamb
Title	General Manager
Street	560 North Sixth Avenue
City State Zip	Minneapolis, MN 55411
Telephone	612.373.3333
E-mail	brian.lamb@metrotransit.org
Website	metrotransit.org

2015 Highlights

- Provided more than 62.1 million rides, a weekday average of 204,986 rides
- Installed new shelters at 51 locations, replaced 60 shelters in Minneapolis that were previously under private ownership, and installed 2,300 new bus stop signs that provides information and helps customers access real-time NexTrip information using a mobile device

System snapshot

Legal Name	Metro Transit
Governance	Regional
Area Served	Anoka, Dakota, Hennepin, Ramsey, Washington counties
Legislative District	Metro
Congressional District	2, 3, 4, 5, 6

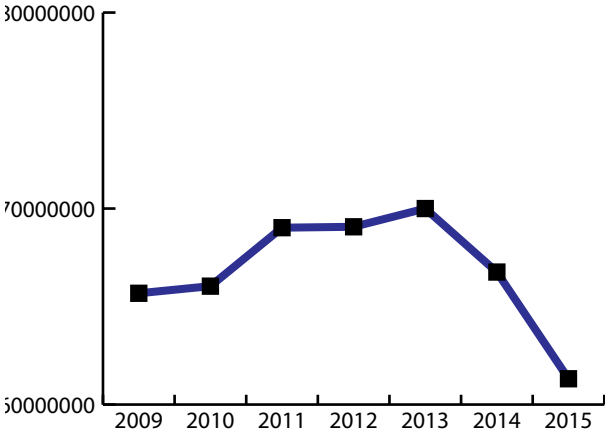
System characteristics

Vehicle fleet	536 40-ft. buses, 134 hybrid-electric buses, 180 60 ft. articulated buses, 57 coach buses
Service type	Fixed Route

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
Base fare	$1.75 - $6.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

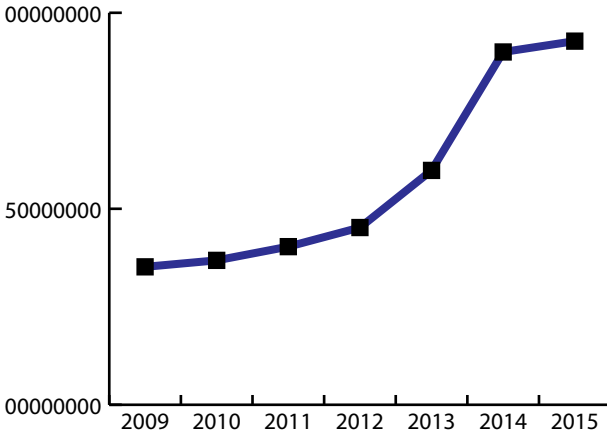
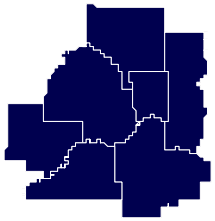


Chart Legend: System data — Peer group average

METROPOLITAN COUNCIL CONTRACTED SERVICES: REGULAR ROUTE BUS



Contact	John Harper
Title	Manager, Contracted Transit Services
Street	390 Robert Street North
City State Zip	St. Paul, MN 55101
Telephone	651.602.1744
E-mail	john.harper@metc.state.mn.us
Website	metrocouncil.org

2015 Highlights

- Ensured maturation of major changes that occurred in 2014. Many modest improvements were made such as adding weekend service on Route 32

System snapshot

Legal Name	Metropolitan Council, Metropolitan Transportation Services
Governance	Regional
Area Served	Seven county metro area
Legislative District	Metro
Congressional District	2, 3, 4, 5 , 6

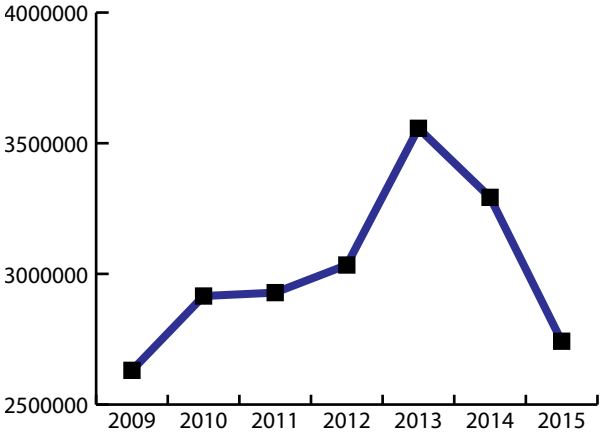
System characteristics

Vehicle fleet	22 Class 400, 48 Class 700
Service type	Fixed Route

Hours of Operation	
Monday - Friday	5:00 am - 12:00 am
Saturday	6:00 am - 1:00 am
Sunday	6:00 am - 1:00 am
Base fare	$1.75

System performance

RIDERSHIP



OPERATING EXPENDITURES

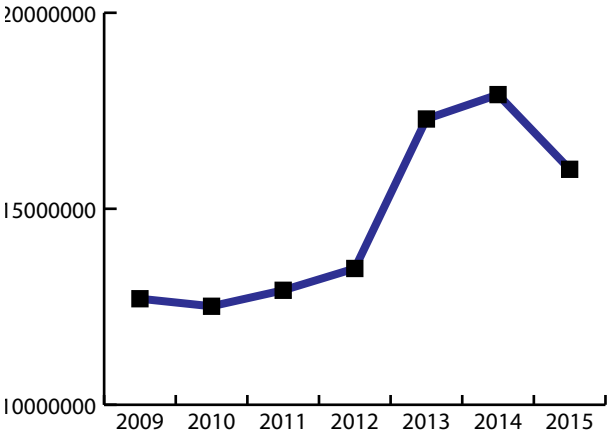
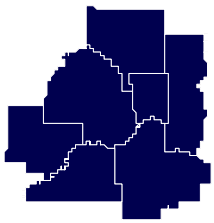


Chart Legend: System data — Peer group average

METROPOLITAN COUNCIL CONTRACTED SERVICES: TRANSIT LINK



Contact	Sheila Williams
Title	Sr. Project Administrator
Street	390 Robert Street North
City State Zip	St. Paul, MN 55101
Telephone	651.602.1709
E-mail	sheila.williams@metc.state.mn.us
Website	transitlinktc.org

2015 Highlights

- Procured new, multi-year contracts for each of the five service areas
- Began accepting Go-To smartcard fare payment, which allows for seamless integration with fixed routes
- Implemented a pilot program with multiple vendors at MSP International Airport to provide work based trips during the overnight hours

System snapshot

Legal Name	Metropolitan Council, Metropolitan Transportation Services
Governance	Regional
Area Served	Seven county metro area
Legislative District	
Congressional District	2, 3, 4, 5, 6

System characteristics

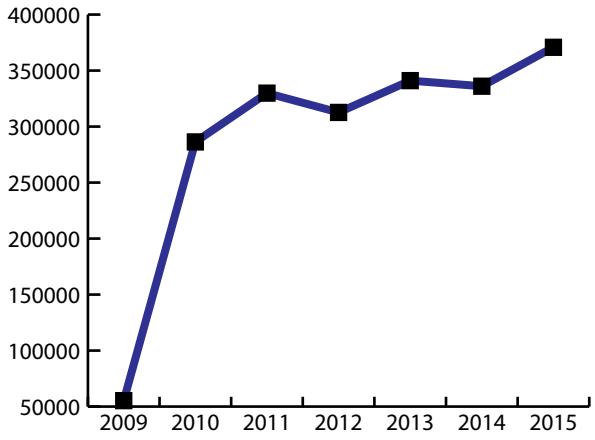
Vehicle fleet	71 Class 400
Service type	Dial-A-Ride

Hours of Operation

Monday - Friday	6:00 am - 7:00 pm
Saturday	Varies by community
Sunday	Varies by community
Base fare	Distance-based - $2.25, $4.50, $6.75

System performance

RIDERSHIP



OPERATING EXPENDITURES

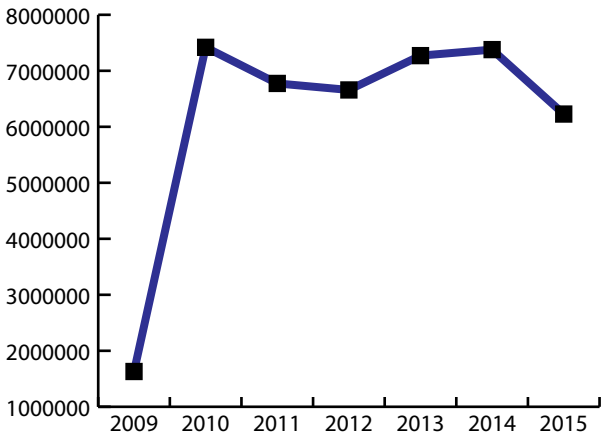
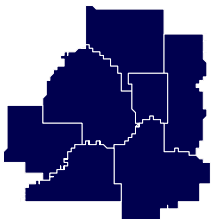


Chart Legend: System data — Peer group average

METROPOLITAN COUNCIL CONTRACTED SERVICES: VANPOOL



Contact	Randy Rosvold
Title	Sr. Project Administrator
Street	390 Robert Street North
City State Zip	St. Paul, MN 55101
Telephone	651.602.1719
E-mail	randy.rosvold@metc.state.mn.us
Website	metrotransit.org/vanpool

2015 Highlights

- Metro Vanpool's van fleet provided Rideshare by Enterprise
- Added new "Ford Transit" full size commuter vans to the fleet

System snapshot

Legal Name	Metropolitan Council, Metropolitan Transportation Services
Governance	Regional
Area Served	7 County Metro Area
Legislative District	Metro
Congressional District	1, 2, 3, 4, 5, 6, 7, 8

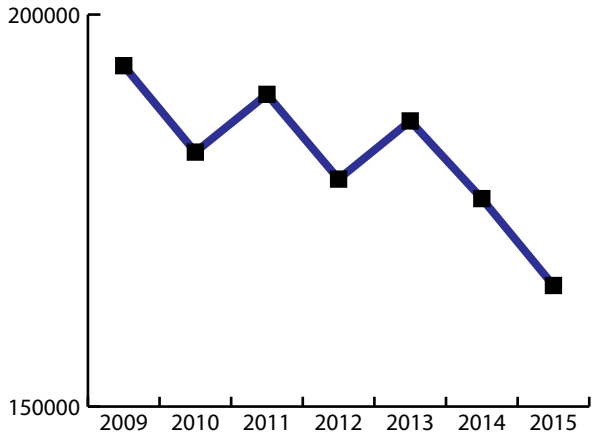
System characteristics

Vehicle fleet	77 Vans
Service type	Dial-A-Ride

Hours of Operation	
Monday - Friday	varies by requests
Saturday	varies by requests
Sunday	varies by requests
Base fare	45-50% contribution toward van lease cost

System performance

RIDERSHIP



OPERATING EXPENDITURES

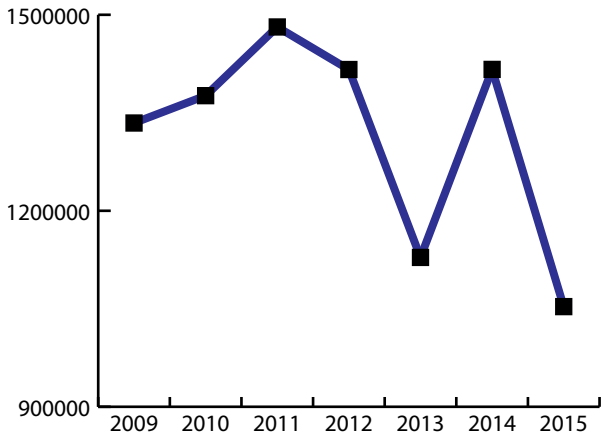
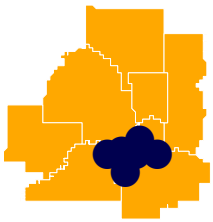


Chart Legend: System data — Peer group average

MINNESOTA VALLEY TRANSIT AUTHORITY



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/

2015 Highlights

- Launched new suburb-to suburb service on behalf of Suburban Transit Association between Mall of America, Burnsville and Shakopee
- Ridership up 5.4 percent from 2014
- Hired new executive director, Luther Wynder, replacing Beverley Miller who retired

System snapshot

Legal Name	Minnesota Valley Transit Authority
Governance	Joint Powers Agreement
Area Served	Apple Valley, Burnsville, Eagan, Prior Lake, Rosemount, Savage, Shakopee
Legislative District	35B, 36A. 36B. 37A, 37B, 38A, 38B, 39A, 40A, 55A, 55B
Congressional District	2

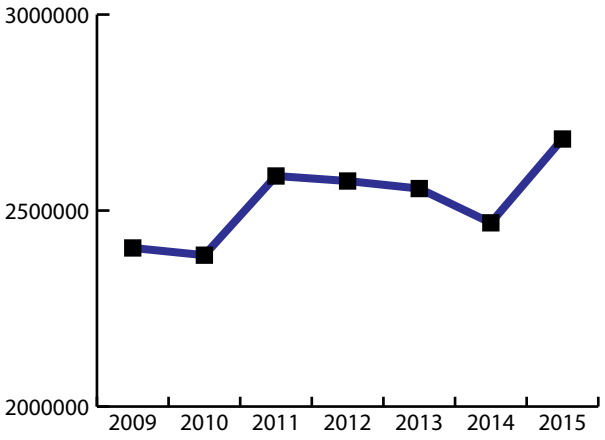
System characteristics

Vehicle fleet	14 Class 400, 96 Class 600, 53 Class 700
Service type	Fixed Route, Deviated Fixed Route, Bus Rapid Transit

Hours of Operation	
Monday - Friday	4:00 am - Midnight
Saturday	4:00 am - Midnight
Sunday	4:00 am - Midnight
Base fare	$1.75 - $3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

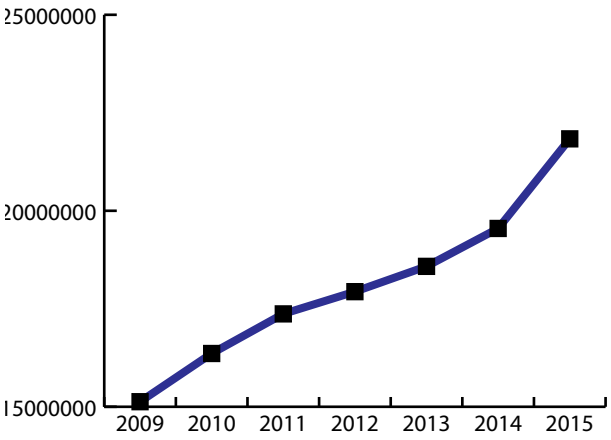
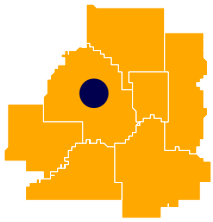


Chart Legend: System data — Peer group average

PLYMOUTH METROLINK



Contact	Luke Fischer
Title	Admin Services Director
Street	3400 Plymouth Boulevard
City State Zip	Plymouth, MN 55447
Telephone	763.509.5000
E-mail	lfischer@plymouthmn.gov
Website	www.plymouthmn.gov

2015 Highlights

- Implemented expanded reverse commuter service to better service Plymouth businesses and employees
- Started a system initiative to upgrade the amenities of Plymouth Metrolike vehicles

System snapshot

Legal Name	City of Plymouth
Governance	Municipal
Area Served	Plymouth
Legislative District	44A, 44B, 45A, 46A
Congressional District	3

System characteristics

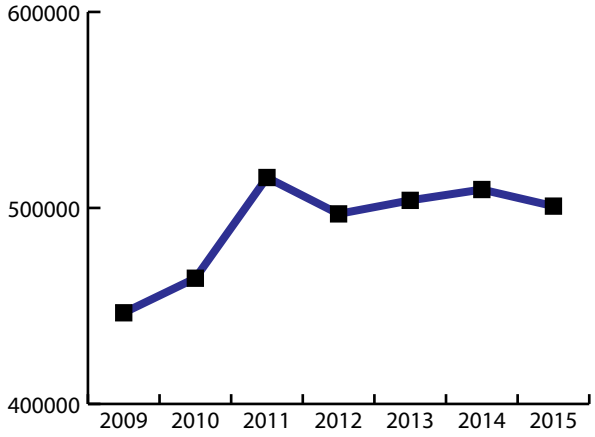
Vehicle fleet	31 Class 400, 13 Class 700
Service type	Dial-a-ride, fixed route

Hours of Operation

Monday - Friday	5:30 am - 8:00 pm
Saturday	No service
Sunday	No service
Base fare	$3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

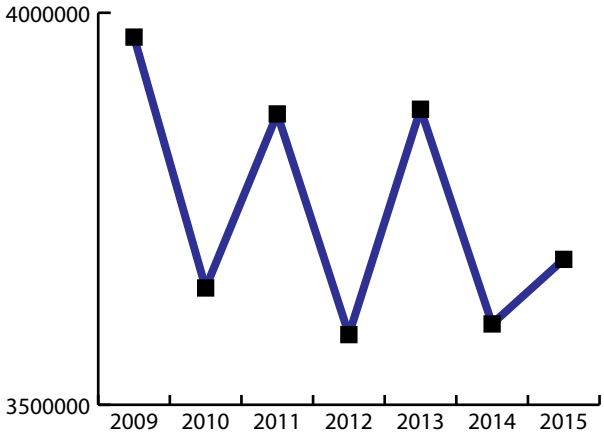
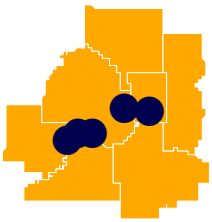


Chart Legend: System data — Peer group average

SOUTHWEST TRANSIT



Contact	Matt Fyten
Title	Planning Manager
Street	13500 Technology Drive
City State Zip	Eden Prairie, MN 55344
Telephone	952.974.3111
E-mail	mfyten@swtransit.org
Website	swtransit.org

2015 Highlights

- Implemented a first of its kind demand response service, SW Prime
- Implemented SW Rider Rewards program that offers riders incentives for riding SWT
- Implemented new express service to the new Carver Station Park and Ride
- Increased ridership by 2%

System snapshot

Legal Name	SouthWest Transit
Governance	Joint Powers Agreement
Area Served	Chanhassen, Chaska, Eden Prairie
Legislative District	33B, 47B, 48A, 48B, 49B
Congressional District	3

System characteristics

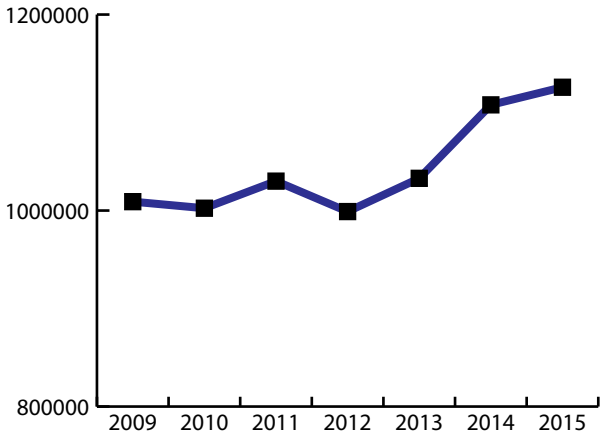
Vehicle fleet	9 Class 300, 17 Class 600, 50 Class 700
Service type	Fixed Route, Demand Response

Hours of Operation

Monday - Friday	6:00 am - 10:00 pm
Saturday	No service
Sunday	No service
Base fare	$2.25 - $3.00

System performance

RIDERSHIP



OPERATING EXPENDITURES

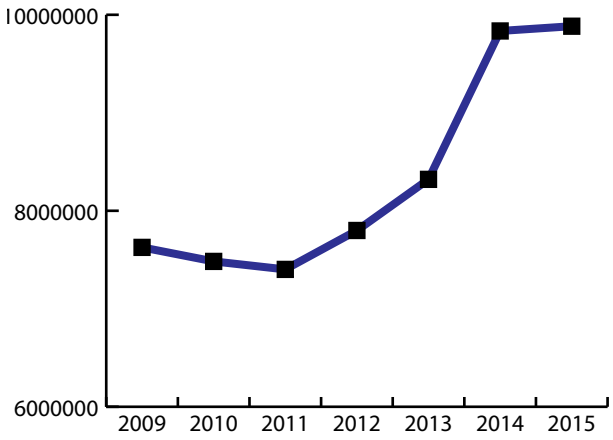
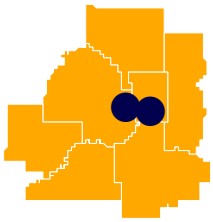


Chart Legend: System data — Peer group average

UNIVERSITY OF MINNESOTA TRANSIT



Contact	Lisa Raduenz
Title	Assistant Director
Street	901 - 29th Avenue S.E.
City State Zip	Minneapolis, MN 55414
Telephone	612.604.1083
E-mail	radu0002@umn.edu
Website	umn.edu/pts

2015 Highlights

- Changed bus routes to include the Dinky own community
- Placed route maps in bus shelters and buses to help riders know where they are
- Added two additional circulator routes to better serve the university community including the new clinic

System snapshot

Legal Name	University of Minnesota Parking and Transportation Services
Governance	University of Minnesota
Area Served	U of MN Twin Cities Campus
Legislative District	60B, 66A
Congressional District	2, 3, 4 , 5, 6

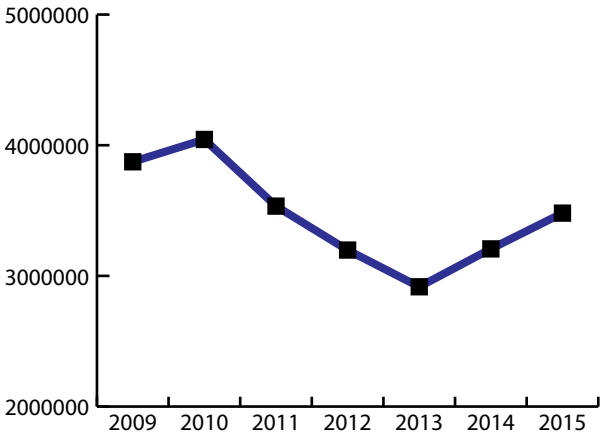
System characteristics

Vehicle fleet	3 Class 200, 3 Class 300, 15 Class 400, 4 Class 600
Service type	Fixed Route, Dial-A-Ride
Funding class	

Hours of Operation	
Monday - Friday	7:00 am - 2:00 am
Saturday	9:30 am - 2:00 am
Sunday	9:30 am - 2:00 am
Base fare	Free

System performance

RIDERSHIP



OPERATING EXPENDITURES

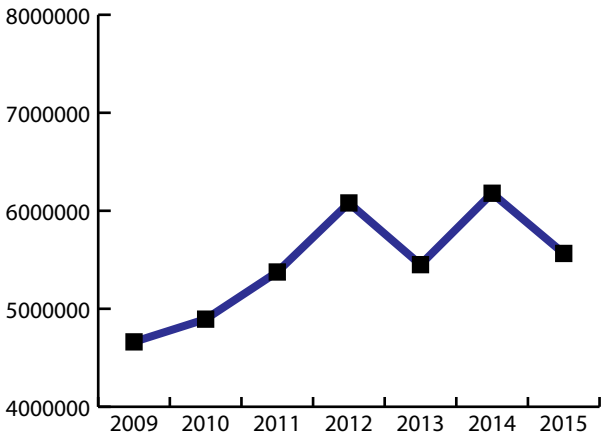
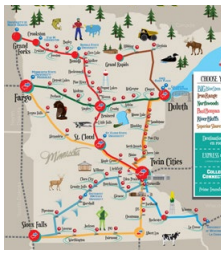


Chart Legend: System data — Peer group average

JEFFERSON LINES



Contact	Bonnie Buchanan
Title	Senior Advisor
Street	2100 East 26th Street
City State Zip	Minneapolis, MN 55404
Telephone	612-991-1425
E-mail	bonnieb@jeffersonlines.com
Website	jeffersonlines.com

2015 Highlights

- Over 90% of Minnesota residents live within 25 miles of a Jefferson Lines boarding location

System snapshot

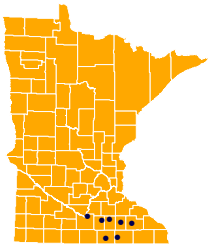
Legal Name	Jefferson Partners, L.P. dba Jefferson Lines
Service Type	Intercity Bus
Funding Class	Section 5311(f)
Service Hours	24 hours daily, 7 days weekly

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).

Route	Vehicle Miles	Ridership	Revenue
Duluth to Grand Rapids	93,881	2,778	$37,275
Minneapolis to Sioux Falls	208,446	7,069	$307,568
Duluth to Fargo	137,997	6,157	$126,815
Brainerd to Grand Forks	154,608	7,850	$209,007
Duluth to Minneapolis	131,545	9,605	$260,868
Minneapolis to LaCrosse	121,296	10,470	$165,894

Chart Legend: System data — Peer group average

LAND TO AIR EXPRESS



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

2015 Highlights

- 30% growth in ridership
- Three round trips from Mankato to Rochester
- Seven round trips from Mankato to Minneapolis

System snapshot

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 everyday except Christmas
Base fare	$5.00 - $35.00

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

Route Name	Vehicle Miles	Ridership	Revenue
Mankato – Rochester via Interstate 90	90,750	2,656	$25,424
Mankato – Rochester via Highway 14	71,676	1,585	$13,272
Mankato – Rochester via Highway 14	71,775	1,540	$13,595

Chart Legend: System data — Peer group average

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 Mangement 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
   judyw@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: Katie Stadther
   Telephone: 612-843-4923
   350 Van White Memorial Boulevard
   Minneapolis, MN 55401
   kstadther@augustanacare.org

9. **BECKER COUNTY DAC**
   Contact: Tammie Jenson
   Telephone: 218-847-3336
   P.O. Box 852
   Detroit Lakes, MN 56502
   tammie@beckercountydac.org

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

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

12. **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@cttbus.org

13. **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

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

15. COTTONWOOD COUNTY DAC
Contact: Rhonda Haglund
Telephone: 507-831-1511
1049 Fifth Ave., P.O. Box 153
Windom, MN 56101
ccdac.director@gmail.com

16. DARTS
Contact: Melissa Henry
Telephone: 651-234-2276
1645 Marthaler Lane
West St. Paul, MN 55118-9909
melissa.henry@darts1.org

17. 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

18. 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

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

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

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

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

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

24. 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

25. FUNCTIONAL INDUSTRIES, INC.
Contact: Rod Pederson
Telephone: 763-682-4336
1801 Highway 25 N., P.O. Box 336
Buffalo, MN 55313
rpederson@functionalindustries.org

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

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

28. JOBS PLUS, INC.
Contact: Katie Neegard
Telephone: 507-833-5004
200 16th Ave. SE
Waseca, MN 56093
kneeg_1@yahoo.com

29. KITTSON COUNTY DAC, INC.
Contact: Missy Karboviak
Telephone: 218-754-2225
P.O. Box 54
Lake Bronson, MN 56734
missyk500@gmail.com

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

31. 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

32. LIFEWORKS SERVICES, INC.
Contact: Bob Platz
Telephone: 651-365-3728
2965 Lone Oak Drive, Suite 160
Eagan, MN 55121-3019
bplatz@lifeworks.org

33. MANKATO REHABILITATION CENTER, INC.
Contact: Kari Loe
Telephone: 507-386-5698
201 Victory Drive
Mankato, MN 56001
kloe@mrciworksource.org

34. MANKATO REHABILITATION CENTER, INC. -ROSEMOUNT
Contact: Tom Foust
Telephone: 651-423-8913
15191 Boulder Court
Rosemount, MN 55068
tfoust@mrciworksource.org

35. MAYO CLINIC HEALTH SYSTEM – LAKE CITY
Contact: Jennifer Lindow
Telephone: 651-345-6077
500 W. Grant St.
Lake City, MN 55041
lindow.jennifer@mayo.edu

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

37. MINNEAPOLIS AMERICAN INDIAN CENTER
Contact: Janet Stately
Telephone: 612.879.1770
1530 East Franklin Avenue
Minneapolis, MN 55404
jstately@maicnet.org

38. NEWTRAX, INC.
Contact: Kim Trenary
Telephone: 651.789.6220
3210 Labore Road, Suite 100
Vadnais Heights, MN 55110
ktrenary@newtrax.org

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

40. Norwood Young America Economic Development Authority dba The Harbor of Peace Village
Contact: Laurie Hilgers
Telephone:952-467-9683
300 North Foxon Road
Norwood Young America, MN 55368
lauriehilgers@ecumen.org

41. 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

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

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

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

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

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

47. POSSABILITIES OF SOUTHERN MINNESOTA
Contact: Cristi Lyke
Telephone: 507-281-6116
1808 - 3rd Avenue S.E.
Rochester, MN 55904
clyke@possabilities.org

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

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

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

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

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

53. ROSEVILLE AREA SENIOR PROGRAM
Contact: Norman Kunselman
Telephone: 651-604-3522
1910 County Road B W.
Roseville, MN 55113
jnorman.kunselman@isd623.org

54. 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

55. SIBLEY COUNTY DEVELOPMENTAL ACHIEVEMENT CENTER
Contact: Mark Pauly
Telephone: 507-964-5726
700 Marion Drive, P.O. Box 916
Arlington, MN 55307-0916
scdpauly@frontiernet.net

56. STEP, INC.
Contact: Sue Eisenmenger
Telephone: 507-238-4341
5 Downtown Plaza
Fairmont, MN 56031
seisenmenger@stepinc.org

57. 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

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

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

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

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

62. WACOSA
Contact: Nancy Betts
Telephone: 320-257-5187
320 Sundial Drive
Waite Park, MN 56387
nbetts@wacosa.org

63. 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

64. WESTERN COMMUNITY ACTION
Contact: Cathleen Amick
Telephone: 507-537-7628 Ext. 1124
1400 South Saratoga Street
Marshall, MN 56258

65. WHITE BEAR LAKE LIONS CLUB
Contact: Rosie Price
Telephone: 651-653-3126
2484 East County Road F
White Bear Lake, MN 55110
rose.price@isd624.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
hssmith@winonaorc.org

Financial Statistics

Minnesota Public Transit Systems – 2015 Operating Expenditures

	Total Operating Expenditures
Greater Minnesota	
Urbanized	$30,689,094
Elderly and Disabled	$6,098,096
Small Urban	$2,134,513
Rural	$37,927,260
Transit for Our Future	$470,581
Other Transit Service	$1,782,702
Twin Cities Metropolitan Area	
Metro Transit – Regular Route Bus	$324,927,000
Metro Transit – Light Rail Transit	$71,118,000
Metro Transit – Commuter Rail	$18,603,000
Metro Mobility	$62,605,000
Metropolitan Council Contracted Services – Regular Route Bus	$19,099,000
Metropolitan Council Contracted Services – Transit Link	$6,832,000
Metropolitan Council Contracted Services – Metro Vanpool	$1,630,000
Suburban Transit Providers	$45,459,000
Other Transit Providers	5,564,655

Note: Totals may not add up due to rounding

Greater Minnesota Transit Systems – 2015 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.

	Total Expenditures	Federal Share (5307/5311)	State General Fund	State MVST	Local Share	% Local Share
Urbanized	$30,689,094	$3,550,637	$10,278,400	$8,247,601	$8,612,455	28.1%
Elderly & Disabled	$6,098,096	$0	$2,458,625	$2,354,347	$1,285,124	21.1%
Small Urban	$2,134,513	$766,372	$470,505	$443,827	$453,809	21.3%
Rural	$37,927,260	$13,204,355	$6,882,135	$11,240,172	$6,600,598	17.4%
Transit For Our Future	$470,581	$0	$0	$399,994	$70,587	15.0%
Other Transit Services	$1,782,702	$0	$0	$1,277,145	$505,557	28.3%
Total	**$79,102,247**	**$17,521,364**	**$20,089,665**	**$23,963,086**	**$17,528,130**	**22.0%**
Intercity Bus	**Total Expenditures**	**Federal Share**	**State General Fund**	**State MVST**	**Local Share**	**% Local Share**
Intercity Bus Total	**$5,065,755**	**$2,320,355**	**$0**	**$763,631**	**$1,981,769**	**39.1%**
Other GM Funded Services	**Total Expenditures**	**Federal Share**	**State General Fund**	**State MVST**	**Local Share**	**% Local Share**
Metropolitan Council Northstar Commuter Rail[1]	*$14,523,931*	*$0*	*$0*	*$1,208,305*	*$13,315,626*	*91.7%*
Metropolitan Council Transit Link[2]	*$1,883,000*	*$846,000*	*$0*	*$0*	*$1,037,000*	*55.1%*
Total	**$21,472,686**	**$3,166,355**	**$0**	**$1,971,936**	**$16,334,394**	**76.1%**
Grand Total	**$100,574,934**	**$20,687,719**	**$20,089,665**	**$25,935,024**	**$33,862,525**	**33.6%**

Urbanized systems	Total Expenditures	Federal Share	State General Fund	State MVST	Local Share	% Local Share
Duluth Transit Authority	$13,377,458	$976,000	$4,305,200	$4,305,200	$3,791,058	28.3%
East Grand Forks Transit	$306,614	$68,253	$94,200	$82,837	$61,323	20.0%
La Crescent Apple Express	$311,221	$52,000	$95,200	$95,200	$68,821	22.1%
Mankato Transit System	$1,624,067	$202,784	$608,000	$488,469	$324,813	20.0%
Moorhead MAT	$1,928,973	$327,925	$646,200	$569,053	$385,795	20.0%
Rochester Public Transit	$6,277,616	$1,049,000	$1,310,300	$1,310,300	$2,608,016	41.5%
St. Cloud Metro Bus	$6,863,144	$874,674	$3,219,300	$1,396,541	$1,372,629	20.0%
Total	**$30,689,094**	**$3,550,637**	**$10,278,400**	**$8,247,601**	**$8,612,455**	**28.1%**

Elderly & Disabled Systems	Total Expenditures	Federal Share	State General Fund	State MVST	Local Share	% Local Share
Duluth Transit Authority-STRIDE	$855,908	$0	$374,850	$352,672	$128,386	15.0%
East Grand Forks Transit Dial-A-Ride	$51,894	$0	$26,350	$17,760	$7,784	15.0%
Mankato Dial-A-Ride	$368,251	$0	$122,825	$122,825	$122,601	33.3%

Elderly & Disabled Systems	Total Expenditures	Federal Share	State General Fund	State MVST	Local Share	% Local Share
Moorhead MAT Paratransit	$384,517	$0	$200,175	$126,665	$57,678	15.0%
Rochester Dial-A-Ride	$829,438	$0	$335,325	$335,325	$158,788	19.1%
St. Cloud Metro Bus Dial-A-Ride	$3,608,087	$0	$1,399,100	$1,399,100	$809,887	22.4%
Total	**$6,098,096**	**$0**	**$2,458,625**	**$2,354,347**	**$1,285,124**	**21.1%**

Small Urban Systems	Total Expenditures	Federal Share	State General Fund	State MVST	Local Share	% Local Share
Benson Heartland Express	$188,035	$72,500	$28,205	$28,205	$59,124	31.4%
Granite Falls Heartland Express	$125,346	$46,500	$25,150	$25,150	$28,546	22.8%
Hibbing	$284,758	$113,234	$64,100	$50,473	$56,952	20.0%
Le Sueur Heartland Express	$208,299	$79,343	$44,500	$42,796	$41,660	20.0%
Morris Transit	$388,793	$153,764	$85,750	$71,520	$77,759	20.0%
St. Peter Transit	$312,309	$106,935	$70,500	$70,500	$64,374	20.6%
Winona Transit Service	$626,973	$194,095	$152,300	$155,183	$125,395	20.0%
Total	**$2,134,513**	**$766,372**	**$470,505**	**$443,827**	**$453,809**	**21.3%**

Rural Systems	Total Expenditures	Federal Share	State General Fund	State MVST	Local Share	% Local Share
Arrowhead Transit	$6,604,254	$2,451,500	$1,574,150	$1,574,150	$1,004,454	15.2%
Becker County Transit	$380,684	$153,500	$80,500	$80,500	$66,184	17.4%
Brainerd and Crow Wing Public Transit	$894,177	$239,700	$278,375	$241,976	$134,127	15.0%
Brown County Heartland Express	$667,124	$276,858	$146,575	$143,623	$100,069	15.0%
Central Community Transit	$1,898,590	$739,218	$460,125	$414,458	$284,789	15.0%
Chisago-Isanti County Heartland Express	$1,143,096	$461,000	$236,150	$236,150	$209,796	18.4%
Faribault County Prairie Express	$172,862	$74,993	$38,750	$33,189	$25,929	15.0%
Fosston Transit	$75,603	$37,802	$17,600	$8,861	$11,341	15.0%
Hubbard County Heartland Express	$410,584	$107,820	$119,450	$121,726	$61,588	15.0%
Lincoln County Heartland Express	$242,981	$82,500	$18,688	$56,063	$85,731	35.3%
Martin County Express	$653,819	$260,528	$79,750	$215,468	$98,073	15.0%
Meeker County Public Transit	$872,664	$307,000	$184,375	$184,375	$196,914	22.6%
Murray County Heartland Express	$127,507	$43,000	$12,625	$37,875	$34,007	26.7%
Paul Bunyan Transit[3]	$1,277,886	$498,480	$156,863	$430,861	$191,683	15.0%

Rural Systems	Total Expenditures	Federal Share	State General Fund	State MVST	Local Share	% Local Share
Pipestone County Transit	$397,805	$157,000	$44,475	$133,425	$62,905	15.8%
Prairie Five Rides	$1,472,290	$527,536	$196,125	$527,786	$220,844	15.0%
Prairieland Transit	$333,006	$85,680	$50,830	$146,545	$49,951	15.0%
Rainbow Rider Transit	$2,289,109	$862,996	$260,488	$781,463	$384,163	16.8%
Red Lake Transit	$166,943	$76,000	$0	$0	$90,943	54.5%
Rock County Heartland Express	$308,820	$111,000	$36,000	$108,000	$53,820	17.4%
SEMCAC Transportation[4]	$933,706	$408,226	$125,213	$260,211	$140,056	15.0%
Southern Minnesota Area Regional Transit	$1,716,276	$638,044	$439,850	$380,940	$257,441	15.0%
Three Rivers Hiawathaland Transit	$2,316,093	$926,500	$241,825	$725,475	$422,293	18.2%
Timber Trails Public Transit	$841,321	$323,500	$183,350	$183,350	$151,121	18.0%
Trailblazer Transit[5]	$3,066,510	$721,187	$789,567	$1,095,779	$459,976	15.0%
Transit Alternatives	$1,408,054	$598,406	$152,125	$446,315	$211,208	15.0%
Tri-CAP Transit Connection[6]	$1,948,881	$450,600	$276,013	$828,038	$394,231	20.2%
Tri-Valley Heartland Express Bus[7]	$2,157,354	$873,681	$290,850	$669,220	$323,603	15.0%
Wadena County Friendly Rider Transit	$464,335	$108,300	$63,238	$189,713	$103,085	22.2%
Watonwan Take Me There	$358,917	$89,000	$34,700	$104,100	$131,117	36.5%
Western Community Action	$1,948,646	$399,300	$293,513	$880,538	$375,296	19.3%
White Earth Reservation Tribal Council	$377,361	$113,500	$0	$0	$263,861	69.9%
Total	**$37,927,260**	**$13,204,355**	**$6,882,135**	**$11,240,172**	**$6,600,598**	**17.4%**

Transit for Our Future: Transit System	Total Expenditures	Federal Share	State General Fund	State MVST	Local Share	% Local Share
Central Community Transit JPB	$76,509	$0	$0	$65,033	$11,476	15.0%
Faribault - Martin Joint Powers Board	$162,977	$0	$0	$138,530	$24,447	15.0%
SMART	$90,000	$0	$0	$76,500	$13,500	15.0%
Wadena County Human Services	$71,461	$0	$0	$60,742	$10,719	15.0%
Western Community Action, Inc.	$69,634	$0	$0	$59,189	$10,445	15.0%
Total - TFF	**$470,581**	**$0**	**$0**	**$399,994**	**$70,587**	**15.0%**

Other Transit Service	Total Expenditures	Federal Share	State General Fund	State MVST	Local Share	% Local Share
St. Cloud Northstar Link	$582,202	$0	$0	$300,000	$282,202	48.5%
Arrowhead Transit Rural Rides	$1,026,918	$0	$0	$829,600	$197,318	19.2%
VINE Faith in Action, Inc.	$173,583	$0	$0	$147,545	$26,037	15.0%
Total	**$1,782,702**	**$0**	**$0**	**$1,277,145**	**$505,557**	**28.3%**

[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 in seven county metro area. Balance recovered by Met Council.
[3] Far North merged into Paul Bunyan 1/1/2015.
[4] Semcac expanded service into Olmsted County.
[5] Wright County (River Rider) merged into Trailblazer 7/1/2014.
[6] Sherburne County (River Rider) merged into Tri-CAP 7/1/2014.
[7] Mahnomen County merged into Tri-Vallley Transit 8/4/2014.

Greater Minnesota Transit Systems – 2015 Capital Expenditures

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

Transit System	Total Expenditures	Federal Share	State Share	Local Share
Urbanized	$10,264,854	$5,984,583	$3,385,300	$894,971
Small Urban	$204,215	$0	$163,372	$40,843
Rural	$6,235,489	$2,199,200	$2,769,760	$1,266,529
Total	**$16,704,558**	**$8,183,783**	**$6,318,432**	**$2,202,343**

Urbanized Systems	Asset Category	Total Expenditures	Federal Share	State Share	Local Share
Duluth Transit Authority	Buses	$5,790,000	$4,921,500	$868,500	$0
Mankato Transit	Buses and other	$668,000	$0	$534,400	$133,600
Moorhead MAT	Buses	$1,328,854	$1,063,083	$0	$265,771
Rochester Public Transit	Buses	$1,332,000	$0	$1,065,600	$266,400
St. Cloud Metro Bus	Buses	$1,146,000	$0	$916,800	$229,200
Total Urban		**$4,474,854**	**$1,063,083**	**$2,516,800**	**$894,971**

* ITS - Information Technology Systems

Small Urban Systems	Asset Category	Total Expenditures	Federal Share	State Share	Local Share
City of Benson	Buses	$64,277	$0	$51,422	$12,855
City of Morris	Buses	$68,145	$0	$54,516	$13,629
City of St. Peter	Buses	$71,793	$0	$57,434	$14,359
Total Small urban		**$204,215**	**$0**	**$163,372**	**$40,843**

Rural Systems	Asset Category	Total Expenditures	Federal Share	State Share	Local Share
Arrowhead Transit	Buses	$1,463,420	$1,159,200	$0	$304,220
	Support vehicles and other	$406,800	$0	$325,440	$81,360
Brown County Family Services	Vehicle	$71,473	$0	$57,178	$14,295
Central Community Transit JPB	Vehicle	$70,853	$0	$56,682	$14,171
City of Brainerd	Vehicle & Other	$139,435	$0	$111,548	$27,887
Faribault County	Vehicle	$67,858	$0	$54,286	$13,572
Isanti County	Vehicles	$147,332	$0	$115,200	$32,132
Lincoln County	Vehicle	$68,773	$0	$55,018	$13,755
Martin County	Vehicle	$68,034	$0	$54,427	$13,607
Murray County	Vehicle	$65,500	$0	$52,400	$13,100
Paul Bunyan Transit	Vehicles	$168,265	$0	$134,612	$33,653
Prairie Five, CAC, Inc.	Vehicle	$66,885	$0	$53,508	$13,377
Productive Alternatives, Inc.	Vehicles	$142,897	$0	$113,214	$29,683
Rainbow Rider Transit Board	Vehicles	$297,610	$0	$238,088	$59,522
Rock County	Vehicle	$71,008	$0	$56,806	$14,202
SEMCAC	Vehicle	$74,694	$0	$57,600	$17,094
SMART	Vehicles	$252,477	$0	$200,895	$51,582
Three Rivers	Vehicles & Other	$236,538	$0	$202,040	$34,498
	Support Facility	$1,300,000	$1,040,000	$0	$260,000
Trailblazer JPB	Vehicles	$290,745	$0	$230,400	$60,345
Tri-County Action Programs	Vehicle	$74,104	$0	$59,283	$14,821
Tri-Valley Opportunity Council	Vehicles	$439,971	$0	$340,478	$99,493
	Other	$24,820	$0	$19,856	$4,964
	Support Facility	$82,000		$65,600	$16,400
Western Community Action, Inc.	Vehicles	$144,000	$0	$115,200	$28,800
Total Rural		**$6,235,489**	**$2,199,200**	**$2,769,760**	**$1,266,529**

Greater Minnesota Transit Systems – 2016 Operating Budget

Figures represent contracted amounts.

Transit Systems	Total Budget	5307/5311	State Share	State MVST	Local Share
Urbanized	$31,208,000	$0	$6,163,600	$18,724,800	$6,241,600
Elderly & Disabled	$6,411,000	$0	$1,362,338	$4,087,013	$961,650
Small Urban	$2,399,000	$0	$479,800	$1,439,400	$479,800
Rural	$43,983,000	$303,250	$9,207,200	$27,621,600	$6,850,950
Transit for Our Future	$280,100	$0	$0	$238,085	$42,015
Other Transit Services	$550,000	$0	$110,000	$330,000	$110,000
Total	**$84,831,100**	**$303,250**	**$17,322,938**	**$52,440,898**	**$14,686,015**
Intercity Bus					
Intercity Bus total	*$4,150,000*	*$1,612,500*	*$0*	*$1,279,500*	*$1,258,000*
Other GM Funded Service[1]					
Metropolitan Council Northstar Commuter Rail	*$18,600,000*	*$0*	*$324,013*	*$972,038*	*$17,303,950*
Metropolitan Council Transit Link	*$1,706,000*	*$725,000*	*$0*	*$0*	*$981,000*
Grand Total	**$109,287,100**	**$2,640,750**	**$17,646,950**	**$54,692,435**	**$34,228,965**

Urbanized Systems	Total Budget	Federal	State Share	State MVST	Local Share
Duluth Transit Authority	$13,000,000	$0	$2,600,000	$7,800,000	$2,600,000
East Grand Forks Transit	$329,000	$0	$65,800	$197,400	$65,800
La Crescent Apple Express	$323,000	$0	$64,600	$193,800	$64,600
Mankato Transit System	$2,300,000	$0	$460,000	$1,380,000	$460,000
Moorhead MAT	$2,156,000	$0	$431,200	$1,293,600	$431,200
Rochester Public Transit	$5,000,000	$0	$1,000,000	$3,000,000	$1,000,000
St. Cloud Metro Bus	$8,100,000	$0	$1,542,000	$4,860,000	$1,620,000
Total	**$31,208,000**	**$0**	**$6,163,600**	**$18,724,800**	**$6,241,600**

Elderly & Disabled Systems	Total Budget	Federal	State Share	State MVST	Local Share
Duluth Transit Authority STRIDE	$907,000	$0	$192,738	$578,213	$136,050
East Grand Forks Transit Dial-A-Ride	$66,000	$0	$14,025	$42,075	$9,900
Mankato Dial-A-Ride	$281,000	$0	$59,713	$179,138	$42,150
Moorhead MAT Paratransit	$457,000	$0	$97,113	$291,338	$68,550
Rochester Dial-A-Ride	$900,000	$0	$191,250	$573,750	$135,000
St. Cloud Metro Bus Dial-A-Ride	$3,800,000	$0	$807,500	$2,422,500	$570,000
Total	**$6,411,000**	**$0**	**$1,362,338**	**$4,087,013**	**$961,650**

Small Urban Systems	Total Budget	Federal	State Share	State MVST	Local Share
Benson Heartland Express	$186,000	$0	$37,200	$111,600	$37,200
Granite Falls Heartland Express	$126,000	$0	$25,200	$75,600	$25,200
Hibbing Area Transit	$322,000	$0	$64,400	$193,200	$64,400

Small Urban Systems	Total Budget	Federal	State Share	State MVST	Local Share
Le Sueur Heartland Express	$240,000	$0	$48,000	$144,000	$48,000
Morris Transit	$445,000	$0	$89,000	$267,000	$89,000
St. Peter Transit	$423,000	$0	$84,600	$253,800	$84,600
Winona Transit Services	$657,000	$0	$131,400	$394,200	$131,400
Total	**$2,399,000**	**$0**	**$479,800**	**$1,439,400**	**$479,800**

Rural Systems	Total Budget	Federal	State Share	State MVST	Local Share
Arrowhead Transit	$7,758,000	$0	$1,648,575	$4,945,725	$1,163,700
Becker County Transit	$351,000	$0	$74,588	$223,763	$52,650
Bois Forte Reservation Tribal Council	$80,000	$39,750	$0	$0	$40,250
Brainerd and Crow Wing County Transit	$966,000	$0	$205,275	$615,825	$144,900
Brown County Heartland Express	$690,000	$0	$146,625	$439,875	$103,500
Central Community Transit Joint Powers[1]	$2,294,000	$0	$487,475	$1,462,425	$344,100
Chisago-Isanti Heartland Express	$1,342,000	$0	$285,175	$855,525	$201,300
Fond-du-Lac Band Transit	$135,000	$63,500	$0	$0	$71,500
Fosston Transit	$78,000	$0	$16,575	$49,725	$11,700
Hubbard County Heartland Express	$395,000	$0	$83,938	$251,813	$59,250
Lincoln County Heartland Express	$0	$0	$0	$0	$0
Martin County Express	$0	$0	$0	$0	$0
Meeker County Public Transit	$825,000	$0	$175,313	$525,938	$123,750
Murray County Heartland Express	$115,000	$0	$24,438	$73,313	$17,250
Paul Bunyan Transit	$1,384,000	$0	$294,100	$882,300	$207,600
Pipestone County Transit	$0	$0	$0	$0	$0
Prairie Five Rides[3]	$1,850,000	$0	$393,125	$1,179,375	$277,500
Prairielakes[2]	$1,333,000	$0	$283,263	$849,788	$199,950
Prairieland Transit	$340,000	$0	$72,250	$216,750	$51,000
Rainbow Rider Transit	$2,423,000	$0	$514,888	$1,544,663	$363,450
Red Lake Transit	$180,000	$86,500	$0	$0	$93,500
Rock County Heartland Express	$315,000	$0	$66,938	$200,813	$47,250
SEMCAC Transportation	$1,160,000	$0	$246,500	$739,500	$174,000
Southern Minnesota Area Rural Transit	$2,613,000	$0	$555,263	$1,665,788	$391,950
Three Rivers Hiawathaland Transit	$2,340,000	$0	$497,250	$1,491,750	$351,000
Timber Trails Public Transit	$914,000	$0	$194,225	$582,675	$137,100
Trailblazer Transit	$3,700,000	$0	$786,250	$2,358,750	$555,000
Transit Alternatives	$1,498,000	$0	$318,325	$954,975	$224,700
Tri-CAP Transit Connection	$2,030,000	$0	$431,375	$1,294,125	$304,500
Tri-Valley Heartland Express	$2,537,000	$0	$539,113	$1,617,338	$380,550
VINE Faith in Action, Inc.	$201,000	$0	$42,713	$128,138	$30,150
Wadena County Friendly Rider Transit	$698,000	$0	$148,325	$444,975	$104,700

Rural Systems	Total Budget	Federal	State Share	State MVST	Local Share
Watonwan Take Me There	$370,000	$0	$78,625	$235,875	$55,500
Western Community Action	$2,808,000	$0	$596,700	$1,790,100	$421,200
White Earth Reservation Tribal Council	$260,000	$113,500	$0	$0	$146,500
Total	**$43,983,000**	**$303,250**	**$9,207,200**	**$27,621,600**	**$6,850,950**

Transit for Our Future	Total Budget	Federal	State Share	State MVST	Local Share
Kandiyohi Area Transit Joint Powers Board	$95,000	$0	$0	$80,750	$14,250
Prairie Five- Benson Hearland Express	$78,100	$0	$0	$66,385	$11,715
VINE Faith in Action	$107,000	$0	$0	$90,950	$16,050
Total	**$280,100**	**$0**	**$0**	**$238,085**	**$42,015**

Other Transit Services	Total Budget	Federal	State Share	State MVST	Local Share
St. Cloud Metropolitan Transit Commission - Northstar Link	$550,000	$0	$110,000	$330,000	$110,000
Total	$550,000	$0	$110,000	$330,000	$110,000

Mergers:
[1] Central Community Transit (Central Community Transit Joint Powers Board & Meeker Public Transit) 8/1/16
[2] Faribault – Martin County Transit Board (Faribault County & Martin County) 1/1/16. New name is Prairielakes
[3] Prairie Five (Prairie Five CAC, Inc. & City of Benson) 8/1/16

Twin Cities Metropolitan Area Transit Systems – 2015 Operating Expenditures

Metropolitan Area Transit Systems	Total	Federal Share	State Share	Local Share
Metropolitan Council transit systems	$453,023,812	$17,363,803	$95,910,376	$339,749,633
Suburban transit providers	$39,393,488	$993,468	$30,822,901	$7,577,119
Other transit providers	5,564,655	$0	$0	$0
Total	**$497,981,955**	**$18,357,271**	**$126,733,277**	**$347,326,752**

Metropolitan Council Transit Systems	Total	Federal Share	State Share	Local Share
Metro Transit – Regular Route Bus	$292,767,450	$11,997,794	$5,973,302	$274,796,354
Metro Transit – Light Rail Transit	$64,704,993	$3,126,200	$23,355,000	$38,223,793
Metro Transit – Commuter Rail*	$15,079,365	$0	$1,208,424	$13,870,941
Metro Mobility	$57,183,755	$0	$49,401,707	$7,782,048
Metropolitan Council Contracted Services – Regular Route Bus	$16,007,358	$1,393,809	$11,082,431	$3,531,118
Metropolitan Council Contracted Services – Transit Link	$6,227,573	$846,000	$4,494,450	$887,123
Metropolitan Council Contracted Services – Metro Vanpool	$1,053,318	$0	$395,062	$658,256
Total	**$453,023,812**	**$17,363,803**	**$95,910,376**	**$339,749,633**

*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.

Suburban Transit Providers	Total	Federal Share	State Share	Local Share
Maple Grove Transit	$3,989,443	$0	$1,985,921	$2,003,522
Minnesota Valley Transit Authority	$21,835,115	$993,468	$19,158,938	$1,682,709
Plymouth Metrolink	$3,685,512	$0	$2,614,050	$1,071,462
Southwest Transit	$9,883,418	$0	$7,063,992	$2,819,426
Total	**$39,393,488**	**$993,468**	**$30,822,901**	**$7,577,119**

Other Transit Providers	Total	Federal Share	State Share	Local Share
University of Minnesota Transit	$5,564,655	$0	$0	$5,564,655
Total	$5,564,655	$0	$0	$5,564,655

Twin Cities Metropolitan Area Transit Systems – 2015 Capital Expenditures

Capital expenditures are categorized according to National Transit Database categories.

Transit System	Asset Category	Total Expenditures	Federal Share	State Share	Local Share
Metro Transit – Regular Route Bus	Guideway	$9,744,059	$5,918,511	$1,063,586	$2,761,962
	Passenger stations & facilities	$6,536,277	$3,970,114	$713,449	$1,852,714
	Support facilities & garages	$13,562,051	$8,237,547	$1,480,328	$3,844,176
	Vehicles	$37,781,572	$22,948,407	$4,123,944	$10,709,221
	Technology, maintenance & improvements	$6,252,847	$3,797,960	$682,512	$1,772,375
	Other	$1,366,278	$829,873	$149,132	$387,273
	TOTAL	**$75,243,084**	**$45,702,412**	**$8,212,951**	**$21,327,721**
Metro Transit – Light Rail	Guideway	$176,581,790	$87,672,784	$11,541,945	$77,367,061
	Passenger stations & facilities	$1,012,864	$502,887	$66,204	$443,773
	Support facilities & garages	$3,519,912	$1,772,810	$226,804	$1,520,298
	Vehicles	$3,194,472	$1,586,054	$208,801	$1,399,617
	Technology, maintenance & improvements	$1,269,431	$630,272	$82,974	$556,185
	Other	$848,762	$421,410	$55,478	$371,874
	TOTAL	**$186,427,231**	**$92,586,217**	**$12,182,206**	**$81,658,808**
Metro Transit – Commuter Rail	Guideway	$1,363	$0	$0	$1,363
	Passenger stations & facilities	$1,192,920	$0	$0	$1,192,920
	Support facilities & garages	$249,607	$169,800	$79,807	$0
	TOTAL	**$1,443,890**	**$169,800**	**$79,807**	**$1,194,283**
Met Council Contracted Services – Regular Route Bus	Passenger Stations & Facilities	$1,628,586	$0	$1,532,232	$96,354
	Support Facilities and Garages	$0	$0	$0	$0
	Vehicles	$2,873,022	$1,807,872	$0	$1,065,150
	Technology Maintenance and Improvements	$256,843	$0	$0	$256,843
	Other	$0	$0	$0	$0
	Total	**$4,758,451**	**$1,807,872**	**$1,532,232**	**$1,418,347**
Met Council Contracted Services – Transit Link	Vehicles	$3,111,088	$1,914,048	$0	$1,197,040
	Technology Maintenance and Improvements	$81,487	$0	$0	$81,487
	TOTAL	**$3,192,575**	**$1,914,048**	**$0**	**$1,278,527**
Metro Mobility	Vehicles	$4,448,635	$2,480,085	$0	$1,968,550
	Technology, maintenance & improvements	$33,037	$0	$0	$33,037
	TOTAL	**$4,481,672**	**$2,480,085**	**$0**	**$2,001,587**

Transit System	Asset Category	Total Expenditures	Federal Share	State Share	Local Share
Suburban Transit Providers	Passenger stations & facilities	$6,041,159	$3,189,145	$519,176	$2,332,837
	Support facilities & garages	$3,605,597	$459,635	$1,390,220	$1,755,742
	Vehicles	$27,263,357	$18,851,122	$783,779	$7,628,456
	Technology, maintenance & improvements	$264,452	$123,571	$23,948	$116,934
	Other	$159,722	$0	$159,722	$0
	TOTAL	$37,334,287	$22,623,474	$2,876,845	$11,833,969
Other Providers	Passenger stations & Facilities	$487,400	$487,400	$0	$0
	Total	$487,400	$487,400	$0	$0
Grand Total		**$313,368,590**	**$167,771,308**	**$24,884,041**	**$120,713,242**

Twin Cities Metropolitan Area Transit Systems – 2016 Operating Budget

	Total Budget	Federal Share	State Share	Local Share
Metropolitan Council transit systems	$504,814,000	$23,221,000	$311,382,000	$170,211,000
Suburban transit providers	$45,459,000	$0	$31,205,000	$14,254,000
Other transit providers	5,591,805	0	0	5,591,805
Total	**$555,864,805**	**$23,221,000**	**$342,587,000**	**$190,056,805**

Metropolitan Council Transit Systems	Total Budget	Federal Share	State Share	Local Share
Metro Transit – Regular Route Bus	$324,927,000	$18,333,000	$212,801,000	$93,793,000
Metro Transit – Light Rail Transit	$71,118,000	$2,720,000	$23,447,000	$44,951,000
Metro Transit – Commuter Rail*	$18,603,000	$0	$6,773,000	$11,830,000
Metro Mobility	$62,605,000	$0	$52,403,000	$10,202,000
Metropolitan Council Contracted Services – Regular Route Bus	$19,099,000	$1,313,000	$11,240,000	$6,546,000
Metropolitan Council Contracted Services – Transit Link	$6,832,000	$800,000	$3,818,000	$2,214,000
Metropolitan Council Contracted Services – Metro Vanpool	$1,630,000	$55,000	$900,000	$675,000
Total	**$504,814,000**	**$23,221,000**	**$311,382,000**	**$170,211,000**

*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.

Suburban Transit Providers	Total Budget	Federal Share	State Share	Local Share
Maple Grove Transit	$5,018,000	$0	$2,880,000	$2,138,000
Minnesota Valley Transit Authority	$24,704,000	$0	$16,731,000	$7,973,000
Plymouth Metrolink	$4,936,000	$0	$3,483,000	$1,453,000
Southwest Transit	$10,801,000	$0	$8,111,000	$2,690,000
Total	**$45,459,000**	**$0**	**$31,205,000**	**$14,254,000**

Other Transit Providers	Total Budget	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**

2015 Recipients: Job Access Reverse Commute and New Freedom Programs

Job Access Reverse Commute Recipients

	System and Project	Contact	Federal Award*
Twin Cities Metropolitan Area Recipients	Anoka County: Job Training Program (Anoka Access)	Nicole Swanson, 763.783.4866 nicole.swanson@co.anoka.mn.us	$114,000
	Dakota County: MFIP Transportation Services	Mark Jacobs, 651.544.5622 mark.jacobs@co.dakota.mn.us	$106,900
	Emerge Community: Job Transportation Program	Mike Wynne, 612.529.8267 wynnem@emerge-mn.org	$420,800
	PRISM: Ways to Work	Michelle Ness, 763.529.1350 mness@prismmpls.org	$435,307
	Metro Transit: Route 14	Cyndi Harper, 612.349.7723 cyndi.harper@metc.state.mn.us	$493,138
	MTS: Route 810	John Harper, 651.602.1744 john.harper@metc.state.mn.us	$44,283
	MTS: Route 721	John Harper, 651.602.1744 john.harper@metc.state.mn.us	$78,350
	MTS: Route 219	John Harper, 651.602.1744 john.harper@metc.state.mn.us	$135,448

*Award may be spent over multiple fiscal years.

New Freedom Recipients

	System and Project	Contact	Federal Award*
Twin Cities Metropolitan Area Recipients	Scott and Carver Counties- SmartLink Transit	Alan Hermann, 951.946.8277 ahermann@co.scott.mn.us	$374,163
	City of Saint Paul- Pedestrian Signal Installation	Sonja Piper, 651.266.6256 sonja.piper@ci.stpaul.mn.us	$160,000
	MVTA- Enhance Amenities at Eagan Transit for Persons with Disabilities	Lois Spear, 952.882.7503 lspear@mvta.com	$64,000

*Award may be spent over multiple fiscal years.

Intercity Bus – 2015 Expenditures

Intercity Bus - Total	Total Costs	Federal Share	State Share	Local/Private Funds
Jefferson Bus Lines	$4,534,956	$2,092,943	$632,737	$1,809,276
Land to Air Express	$480,948	$200,115	$110,060	$170,773
Tri-Valley Opportunity Council	$49,851	$27,297	$20,835	$1,719
Total	**$5,065,755**	**$2,320,355**	**$763,631**	**$1,981,769**

*Figures presented are unaudited.

Intercity Bus – Expenditures by Provider and Category

Transit System	Asset Category	Total Costs	Federal Share	State Share	Local/Private Funds
Jefferson Bus Lines	Marketing	$698,184	$558,547	$0	$139,637
	Capital	$864,892	$691,679	$0	$173,214
	Operating*	$2,971,879	$842,717	$632,737	$1,496,425
	Total	**$4,534,956**	**$2,092,943**	**$632,737**	**$1,809,276**
Land to Air Express	Marketing	$112,568	$90,055	$0	$22,514
	Capital	$0	$0	$0	$0
	Operating*	$368,379	$110,060	$110,060	$148,260
	Total	**$480,948**	**$200,115**	**$110,060**	**$170,773**
Rainbow Rider Transit	Marketing	$11,523	$8,617	$2,154	$752
	Capital	$0	$0	$0	$0
	Operating	$38,328	$18,681	$18,681	$967
	Total	**$49,851**	**$27,297**	**$20,835**	**$1,719**

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

Intercity Bus – 2015 Budget

Intercity Bus – Total

	Total Costs	Federal Share	State Share	Local/Private Funds
Jefferson Bus Lines	$3,556,000	$1,345,000	$1,012,000	$1,199,000
Land to Air Express	$475,000	$210,000	$210,000	$55,000
Tri-Valley Opportunity Council	$119,000	$57,500	$57,500	$4,000
Total	**$4,150,000**	**$1,612,500**	**$1,279,500**	**$1,258,000**

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

Intercity Bus – Budget by Provider and Category

		Total Costs	Federal Share	State Funds	Local/Private Funds
Jefferson Bus Lines	Marketing	$0	$0	$0	$0
	Capital	$0	$0	$0	$0
	Operating*	$3,556,000	$1,345,000	$1,012,000	$1,199,000
	Total	**$3,556,000**	**$1,345,000**	**$1,012,000**	**$1,199,000**
Land to Aire Express	Marketing	$0	$0	$0	$0
	Capital	$0	$0	$0	$0
	Operating*	$475,000	$210,000	$210,000	$55,000
	Total	**$475,000**	**$210,000**	**$210,000**	**$55,000**
Tri-Valley Copp. Council	Marketing	$0	$0	$0	$0
	Capital	$0	$0	$0	$0
	Operating*	$119,000	$57,500	$57,500	$4,000
	Total	**$119,000**	**$57,500**	**$57,500**	**$4,000**

Operating Statistics

2015 Ridership and Revenue Hours Summary – Minnesota Public Transit Systems

	Total Riders	Total Revenue Hours
Greater Minnesota		
Elderly and Disabled	242,671	100,036
Rural	3,239,748	683,876
Small Urban	522,067	56,565
Urbanized	7,976,926	348,905
Other Service Providers	145,240	29,405
Total Greater Minnesota	**12,126,652**	**1,218,787**
Twin Cities Metropolitan Area		
Metro Transit – Regular Route Bus	61,315,674	2,002,680
Metro Transit - Light Rail Transit	23,003,457	437,607
Metro Transit - Commuter Rail	722,637	14,521
Metro Mobility	2,020,700	1,033,178
Metropolitan Council Contracted Services – Regular Route Bus	2,742,389	225,522
Metropolitan Council Contracted Services – Transit Link	370,787	137,504
Metropolitan Council Contracted Services – Metro Vanpool	165,442	39,100
Suburban Transit Providers	5,146,601	265,571
Other Transit Services	3,480,269	47,606
Total Twin Cities Metro Area	**98,967,956**	**4,203,289**

Note: Totals may not add up due to rounding

Greater Minnesota Transit Ridership

	Ridership 2014	Ridership 2015	% Change	% of Total Ridership
Elderly and Disabled (ADA Complementary Paratransit)				
Duluth Transit Authority STRIDE	28,027	30,223	7.8%	0.2%
East Grand Forks Transit Dial-A-Ride	4,047	4,098	1.2%	0.0%
Mankato-Greater Mankato Transit System	10,004	9,938	-0.6%	0.1%
Moorhead Metropolitan Area Transit Paratransit	18,339	19,633	7.0%	0.2%
Rochester Dial-A-Ride	41,987	45,062	7.3%	0.4%
St. Cloud Metro Bus Dial-A-Ride	131,396	133,717	1.7%	1.1%
Total – Elderly and Disabled	**233,800**	**242,671**	**3.7%**	**2.0%**
Rural				
Arrowhead Transit	567,525	605,312	6.6%	5.0%
Becker County Transit	38,936	43,047	10.5%	0.4%
Brainerd & Crow Wing County Transit	80,867	81,870	1.2%	0.7%
Brown County Heartland Express	53,888	53,526	-0.6%	0.4%
Central Community Transit	115,260	152,105	31.9%	1.2%
Chisago-Isanti County Heartland Express	65,646	70,256	7.0%	0.6%
Far North Transit[1]	32,796	NA	NA	NA
Faribault County Prairie Express	8,155	8,200	0.5%	0.1%
Fond du Lac Band Transit[2]	10,599	NA	NA	NA
Fosston Transit	16,620	14,855	-10.6%	0.1%
Hubbard County Heartland Express	31,972	34,537	8.0%	0.3%
Lincoln County Heartland Express	9,446	7,943	-15.9%	0.1%
Mahnomen County Transit [3]	8,597	NA	NA	NA
Martin County Transit	55,043	57,376	4.2%	0.5%
Meeker County Public Transit	65,638	64,207	-2.1%	0.5%
Murray County Heartland Express	10,718	9,128	-14.8%	0.1%
Paul Bunyan Transit	102,469	127,172	24.1%	1.0%
Pipestone County Transit System	28,280	27,192	-3.8%	0.2%
Prairie Five RIDES	137,574	127,592	-7.2%	1.0%
Prairieland Transit System	31,916	30,003	-5.9%	0.2%
Rainbow Rider Transit	173,165	166,433	-3.8%	1.4%
Red Lake Transit	9,048	8,057	-10.9%	0.1%
Renville[4]	36,912	NA	NA	NA
Rock County Heartland Express	22,815	20,142	-11.7%	0.2%
SEMCAC Transportation	53,700	56,471	5.1%	0.5%

	Ridership 2014	Ridership 2015	% Change	% of Total Ridership
Southern Minnesota Area Regional Transit	161,255	186,698	15.7%	1.5%
Three Rivers Hiawathaland Transit	269,707	299,616	11.0%	2.5%
Timber Trails Public Transit	44,327	49,869	12.5%	0.4%
Trailblazer Transit	183,632	228,061	24.1%	1.9%
Transit Alternatives	142,860	143,186	0.2%	1.2%
Tri-CAP Transit Connection	103,240	116,404	12.7%	1.0%
Tri-Valley Heartland Express Bus	150,209	203,894	35.7%	1.7%
Wadena County Friendly Rider	45,601	45,173	-0.9%	0.4%
Watonwan Take Me There	30,405	27,578	-9.3%	0.2%
Western Community Action	153,438	157,234	2.4%	1.3%
White Earth Reservation Tribal Council	14,421	16,611	15.1%	0.1%
Total Rural	**3,066,680**	**3,239,748**	**5.64%**	**26.7%**
Small Urban				
Benson Heartland Express	46,479	41,823	-10.0%	0.3%
Granite Falls Heartland Express	22,142	23,055	4.1%	0.2%
Hibbing Area Transit	56,588	56,643	0.1%	0.5%
LeSueur Heartland Express	27,963	27,482	-1.7%	0.2%
Morris Transit	60,279	62,177	3.1%	0.5%
St. Peter Transit	59,970	63,363	5.6%	0.5%
Winona Transit Service	262,373	247,524	-5.6%	2.0%
Total Small Urban	**535,794**	**522,067**	**-2.5%**	**4.3%**
Urbanized (Regular Route)				
Duluth Transit Authority	3,107,305	3,031,064	-2.4%	24.9%
East Grand Forks Transit	37,126	31,427	-15.3%	0.3%
La Crescent Apple Express	20,763	15,453	-25.5%	0.1%
Mankato-Greater Mankato Transit System	734,851	740,477	0.7%	6.1%
Moorhead Metropolitan Area Transit	481,177	459,292	-4.5%	3.8%
Rochester Public Transit	1,667,927	1,701,609	2.0%	14.0%
St. Cloud Metro Bus	2,121,973	1,997,604	-5.8%	16.4%
Total Urban	**8,171,122**	**7,976,926**	**-2.3%**	**65.8%**

	Ridership 2014	Ridership 2015	% Change	% of Total Ridership
Other Transit Services				
Northstar Link	60,086	48,370	-19.5%	0.4%
Rural Rides	NA	86,176	NA	0.7%
Vine Faith in Action	NA	10,694	NA	0.1%
Total Other Transit Services	**60,086**	**145,240**	**141.7%**	**1.2%**
Total All Groups	**12,067,482**	**12,126,652**	**0.49**	**100%**

[1]Far North Public Transit merged with Paul Bunyan Transit 1/1/2015

[2]Fond du Lac Band Transit opted to be a direct recipient of FTA funds 1/1/2015

[3]Mahnomen County Heartland Express merged with TriValley 8/4/2014

[4]Renville County Heartland Express merged with Central Community Transit 1/1/2015

Greater Minnesota Transit Revenue Hours

	Hours 2014	Hours 2015	% Change	% of Total Hours
Elderly and Disabled (ADA Complementary Paratransit)				
Duluth Transit Authority STRIDE	19,165	19,204	0.2%	1.5%
East Grand Forks Transit Dial-A-Ride	4,776	4,824	1.0%	0.4%
Mankato-Greater Mankato Transit	4,444	4,508	1.4%	0.4%
Moorhead Metropolitan Area Transit Paratransit	9,176	10,418	13.5%	0.9%
Rochester Dial-A-Ride	12,243	17,490	42.8%	1.3%
St. Cloud Metro Bus Dial-A-Ride	42,190	43,592	3.3%	3.5%
Total – Elderly and Disabled	**91,994**	**100,036**	**8.7%**	**8.2%**
Rural				
Arrowhead Transit	99,096	102,685	3.6%	8.4%
Becker County Transit	7,544	7,088	-6.0%	0.5%
Brainerd & Crow Wing Public Transit	19,451	16,750	-13.8%	1.3%
Brown County Heartland Express	11,618	11,456	-1.3%	0.9%
Central Community Transit	19,385	31,922	64.6%	2.6%
Chisago-Isanti County Heartland Express	20,325	19,216	-5.4%	1.5%
FAR North Transit[1]	7,540	NA	NA	NA
Faribault County Prairie Express	3,948	3,642	-7.7%	0.3%
Fond du Lac Band Transit[2]	2,841	NA	NA	NA
Fosston Transit	2,270	2,258	-0.5%	0.1%
Hubbard County Heartland Express	6,433	8,937	38.9%	0.7%
Lincoln County Heartland Express	3,906	3,567	-8.6%	0.2%
Mahnomen County Heartland Express[3]	2,186	NA	NA	NA
Martin County Express	16,952	16,397	-3.2%	1.3%
Meeker County Public Transit	14,362	15,202	5.8%	1.2%
Murray County Heartland Express	1,948	2,915	49.6%	0.2%
Paul Bunyan Transit	18,672	23,115	23.7%	1.9%
Pipestone County Transit	8,071	6,715	-16.8%	0.5%
Prairie Five Rides	24,491	34,630	41.4%	2.8%
Prairieland Transit	11,160	10,315	-7.5%	0.8%
Rainbow Rider Transit	47,584	48,365	1.6%	3.9%
Red Lake Transit	2,772	2,590	-6.5%	0.2%
Renville County Transit[4]	9,007	NA	NA	NA
Rock County Heartland Express	6,098	6,552	7.4%	0.5%
SEMCAC Transportation	13,947	17,748	27.2%	1.4%
Southern Minnesota Area Regional Transit	36,815	36,566	-0.6%	3.0%
Three Rivers Hiawathaland Transit	43,386	46,067	6.1%	3.7%
Timber Trails Public Transit	11,822	11,080	-6.2%	0.9%

	Hours 2014	Hours 2015	% Change	% of Total Hours
Trailblazer Transit[3]	31,961	40,461	26.5%	3.3%
Transit Alternatives	29,080	30,368	4.4%	2.4%
Tri-CAP Transit Connection	37,302	29,993	-19.5%	2.4%
Tri-Valley Heartland Express Bus	28,728	32,892	14.4%	2.7%
Wadena County Friendly Rider Transit	10,669	8,957	-16.0%	0.7%
Watonwan Take Me There	9,651	8,354	-13.4%	0.6%
Western Community Action	33,065	41,119	24.3%	3.3%
White Earth Reservation Tribal Council	4,645	5,954	28.1%	0.4%
Total – Rural	**658,731**	**683,876**	**3.8%**	**56.1%**
Small Urban				
Benson Heartland Express	4,852	4,838	-0.2%	0.4%
Granite Falls Heartland Express	3,183	2,860	-10.1%	0.2%
Hibbing Area Transit	9,083	9,087	0.0%	0.7%
Le Sueur Heartland Express	3,896	4,035	3.5%	0.3%
Morris Transit	11,362	11,309	-0.4%	0.9%
St. Peter Transit	6,997	7,125	1.8%	0.6%
Winona Transit Service	17,156	17,311	0.9%	1.4%
Total – Small Urban	**56,529**	**56,565**	**0.06%**	**4.6%**
Urbanized (Regular Route)				
Duluth Transit Authority	139,187	135,078	-2.9%	11.1%
East Grand Forks Transit	3,303	3,430	3.8%	0.3%
La Crescent Apple Express	3,310	3,365	1.6%	0.3%
Mankato - Greater Mankato Transit System	18,861	21,358	13.2%	1.8%
Moorhead Metropolitan Area Transit	27,643	28,866	4.4%	2.4%
Rochester Public Transit	67,991	69,790	2.6%	5.7%
St. Cloud Metro Bus	86,429	87,018	0.6%	7.1%
Total – Urbanized Regular Route	**346,724**	**348,905**	**0.6%**	**28.6%**
Other Transit Service				
Northstar Link	5,385	5,495	2.0%	0.5%
Rural Rides	NA	18,671	NA	1.5%
Vine Faith in Action	NA	5,239	NA	0.4%
Total Other Transit Services	**5,385**	**29,405**	**NA**	**2.4%**
Total All Groups	**1,159,363**	**1,218,787**	**5.1%**	**100%**

[1] Far North merged into Paul Bunyan 1/1/2015.
[2] Fond du Lac Band Transit opted to be a direct recipient of Federal transit funds 1/1/2015
[3] Mahnomen County Heartland Express merged with Tri-Valley 8/4/2014
[4] Renville County Heartland Express merged with Central Community Transit 1/1/2015

2015 Greater Minnesota Transit Indicators

	Cost/ride	Cost/hour	Passengers/hour
Elderly and Disabled (ADA Complementary Paratransit)			
Duluth Transit Authority STRIDE	$28.3	$44.6	1.6
East Grand Forks Transit Dial-A-Ride	$12.7	$10.8	0.8
Mankato-Greater Mankato Transit	$37.1	$81.7	2.2
Moorhead Metropolitan Area Transit Paratransit	$19.6	$36.9	1.9
Rochester Dial-A-Ride	$18.4	$47.4	2.6
St. Cloud Metro Bus Dial-A-Ride	$27.0	$82.8	3.1
Average – Elderly and Disabled	**$25.1**	**$60.6**	**2.4**
Rural			
Arrowhead Transit	$10.9	$64.3	5.9
Becker County Transit	$8.8	$53.7	6.1
Brainerd & Crow Wing County Transit	$10.9	$53.4	4.9
Brown County Heartland Express	$12.5	$58.2	4.7
Central Community Transit	$12.5	$59.5	4.8
Chisago-Isanti County Heartland Express	$16.3	$59.5	3.7
Faribault County Prairie Express	$21.1	$47.5	2.3
Fosston Transit	$5.1	$33.5	6.6
Hubbard County Heartland Express	$11.9	$45.9	3.9
Lincoln County Heartland Express	$30.6	$68.1	2.2
Martin County Transit	$11.4	$39.9	3.5
Meeker County Public Transit	$13.6	$57.4	4.2
Murray County Heartland Express	$14.0	$43.7	3.1
Paul Bunyan Transit	$10.0	$55.3	5.5
Pipestone County Transit System	$14.6	$59.2	4.0
Prairie Five RIDES	$11.5	$42.5	3.7
Prairieland Transit System	$11.1	$32.3	2.9
Rainbow Rider Transit	$13.8	$47.3	3.4
Red Lake Transit	$20.7	$64.5	3.1
Rock County Heartland Express	$15.3	$47.1	3.1
SEMCAC Transportation	$16.5	$52.6	3.2
Southern Minnesota Area Regional Transit	$9.2	$46.9	5.1
Three Rivers Hiawathaland Transit	$7.7	$50.3	6.5
Timber Trails Public Transit	$16.9	$75.9	4.5
Trailblazer Transit	$13.4	$75.8	5.6
Transit Alternatives	$9.8	$46.4	4.7
Tri-CAP Transit Connection	$16.7	$65.0	3.9

	Cost/ride	Cost/hour	Passengers/hour
Tri-Valley Heartland Express Bus	$10.6	$65.6	6.2
Wadena County Friendly Rider	$10.3	$51.8	5.0
Watonwan Take Me There (TMT)	$13.0	$43.0	3.3
Western Community Action	$12.4	$47.4	3.8
White Earth Reservation Tribal Council	$22.7	$63.4	2.8
Average Rural	**$11.5**	**$55.5**	**4.8**
Small Urban			
Benson Heartland Express	$4.5	$38.9	8.6
Granite Falls Heartland Express	$5.4	$43.8	8.1
Hibbing Area Transit	$5.0	$31.3	6.2
Le Sueur Heartland Express	$7.6	$51.6	6.8
Morris Transit	$6.3	$34.4	5.5
St. Peter Transit	$4.9	$43.8	8.9
Winona Transit Service	$2.5	$36.2	14.3
Average – Small Urban	**$4.1**	**$37.7**	**8.3**
Urbanized (Regular Route)			
Duluth Transit Authority - Regular Route	$4.4	$99.0	22.4
East Grand Forks Transit - Regular Route	$9.8	$89.4	9.2
La Crescent Apple Express	$20.1	$92.5	4.6
Mankato Heartland Express	$2.2	$76.0	34.7
Moorhead Metropolitan Area Transit – Fixed Route	$4.2	$66.8	15.9
Rochester Public Transit – Regular Route	$3.7	$90.0	24.4
St. Cloud Metro Bus Fixed Route	$3.4	$78.9	23.0
Average – Urbanized Regular Route	**$3.8**	**$88.0**	**19.2**
Other Transit Services			
Northstar Link	$12.0	$106.0	8.8
Rural Rides	$11.9	$55.0	4.6
VINE Faith in Action	$16.2	$33.1	2.0
Average - Other Transit Services	**$8.5**	**$40.8**	**4.8**

Twin Cities Metropolitan Area Ridership

	Ridership 2014	Ridership 2015	% Change	% of Total Ridership
Metropolitan Council Transit Systems				
Metro Transit – Regular Route Bus	66,760,055	61,315,674	-8.2%	62.0%
Metro Transit – Light Rail Transit	15,999,993	23,003,457	43.8%	23.2%
Metro Transit – Commuter Rail	721,214	722,637	0.2%	0.7%
Metro Mobility	1,975,625	2,020,700	2.3%	2.0%
Metropolitan Council Contracted Services – Regular Route Bus	3,292,923	2,742,389	-16.7%	2.8%
Metropolitan Council Contracted Services – Transit Link	336,039	370,787	10.3%	0.4%
Metropolitan Council Contracted Services – Metro Vanpool	176,527	165,442	-6.3%	0.2%
Total	**89,262,376**	**90,341,086**	**1.2%**	**91.3%**
Suburban Transit Providers				
Maple Grove Transit	830,980	837,343	0.8%	0.8%
Minnesota Valley Transit Authority	2,468,665	2,682,507	8.7%	2.7%
Plymouth Metrolink	509,396	500,928	-1.7%	0.5%
Southwest Transit	1,107,850	1,125,823	1.6%	1.1%
Total	**5,133,927**	**5,146,601**	**0.2%**	**5.2%**
Other Transit Providers				
University of Minnesota Transit	3,206,582	3,480,269	8.5%	3.5%
Total	**3,206,582**	**3,480,269**	**8.5%**	**3.5%**
Total All Groups	**97,602,885**	**98,967,956**	**1.4%**	**100%**

Twin Cities Metropolitan Area Revenue Hours

	Hours 2014	Hours 2015	% Change	% of Total Hours
Metropolitan Council Transit Systems				
Metro Transit – Regular Route Bus	2,024,993	2,002,680	-1.1%	47.6%
Metro Transit – Light Rail Transit	329,077	437,607	33.0%	10.4%
Metro Transit – Commuter Rail	16,077	14,521	-9.7%	0.3%
Metro Mobility	964,065	1,033,178	7.2%	24.6%
Metropolitan Council Contracted Services – Regular Route Bus	225,528	225,522	0.0%	5.4%
Metropolitan Council Contracted Services – Transit Link	124,399	137,504	10.5%	3.3%
Metropolitan Council Contracted Services – Metro Vanpool	38,062	39,100	2.7%	0.9%
Total	**3,722,201**	**3,890,112**	**4.5%**	**92.5%**
Suburban Transit Providers				
Laker Lines Transit	5,196	NA	NA	NA
Maple Grove Transit	29,803	30,206	1.4%	0.7%
Minnesota Valley Transit Authority	127,976	144,438	12.9%	3.4%
Plymouth Metrolink	35,023	35,858	2.4%	0.9%
Shakopee Transit	9,005	NA	NA	NA
Southwest Transit	49,956	55,069	10.2%	1.3%
Total	**256,944**	**265,571**	**3.4%**	**6.3%**
Other Transit Providers				
University of Minnesota Transit	48,162	47,606	-1.2%	1.1%
Total	**48,162**	**47,606**	**-1.2%**	**1.1%**
Total All Groups	**4,027,307**	**4,203,289**	**4.4%**	**100%**

2015 Twin Cities Metropolitan Area Indicators

	Cost/ride	Cost/hour	Passengers/hour
Metropolitan Council Transit Systems			
Metro Transit – Regular Route Bus	$4.8	$146.1	30.6
Metro Transit – Light Rail Transit	$2.8	$147.8	52.6
Metro Transit – Commuter Rail	$20.9	$1,038.4	49.8
Metro Mobility	$28.3	$55.3	2.0
Metropolitan Council Contracted Services – Regular Route Bus	$5.8	$70.9	12.2
Metropolitan Council Contracted Services – Transit Link	$16.8	$45.2	2.7
Metropolitan Council Contracted Services – Metro Vanpool	$6.4	$26.9	4.2
Total	**$5.0**	**$116.4**	**23.2**
Suburban Transit Providers			
Maple Grove Transit	$4.8	$132.0	27.7
Minnesota Valley Transit Authority	$8.1	$151.1	18.6
Plymouth Metrolink	$7.4	$102.7	14.0
Southwest Transit	$8.8	$179.4	20.4
Total	**$7.7**	**$148.3**	**19.4**
Other Transit Providers			
University of Minnesota Transit	$1.6	$116.8	73.1
Total	**$1.6**	**$116.8**	**73.1**

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.