DEPARTMENT OF TRANSPORTATION

2019 Transit Report: A Guide to Greater Minnesota's Public Transit Systems

February 2020

2019 Transit Report: A Guide to Greater Minnesota's Public Transit Systems

February 2020

Prepared by the Minnesota Department of Transportation

in compliance with Minnesota Statutes 174.247

Minnesota Department of Transportation

Office of Transit and Active Transportation

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This report is available online at the *Office of Transit and Active Transportation webpage.*

To request this document in an alternative format, please call 651-366-4718 or 1-800-657-3774 or email

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LEGISLATIVE REQUEST

This report is issued to comply with *Minnesota Statutes 174.247.* The cost of preparing this report is approximately $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	5
(2) a descriptive summary of funding sources and assistance programs;	State of the Industry	5
(3) a summary of each public transit system receiving assistance under section 174.24;	Transit Fact Sheets	16
(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	63
(ii) each of the funding sources used to provide financial assistance; and	Financial Statistics	63
(iii) for federal funds, the amount from each specific federal program under which funding is provided;	State of the Industry Financial Statistics	5, 63
(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 Industy	5
(ii) the total expenditures from local sources for each transit system classification;	Financial Statistics	63
(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	63
(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	5

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State of the Industry

Purpose of the Transit Report

The Transit Report is published annually to give residents and elected officials an overview of public transit services in Greater Minnesota. The report includes fact sheets that describe each of these state-supported public transit systems, aggregated information about the previous calendar year (2018) expenditures, and next calendar year (2019) operating budgets.

This report meets the requirements in Minn. Stat.174.247 that MnDOT annually compiles and publishes financial information for federal and state-supported transit systems. The chart on page 3 itemizes specific statutory guidelines for the report and indicates which sections meet the requirements.

About Greater Minnesota Transit

In 2018, Minnesota had 40 public transit systems offering scheduled transportation service in 87 counties. These public transit systems provide transportation options that allow residents to participate in the state's communities and economy. In accordance with *Minn. Stat.174.247* this report only highlights information for the public transit and intercity bus systems in Greater Minnesota. Transit services offered in the seven-county Twin Cities metropolitan area are not included.

Minnesota has specific statutory goals directly related to transit under *Minn. Stat.174.01* and *174.21*.

Minnesota Statutes, Section 174.01 has the following goals:

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

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

- (1) Provide access to transit for persons who have no alternative mode of transportation available
- (2) Increase the efficiency and productivity of public transit systems
- (3) Alleviate problems of automobile congestion and energy consumption and provide desirable land use where such activities are cost-effective
- (4) Maintain a state commitment to public transportation
- (5) Meet the needs of individual transit systems to the extent they are consistent with the other objectives stated above

Minnesota Statutes Section 174.247 governs the Transit Report

Transit services are funded with a combination of local, state and federal funding. In the seven-county Twin Cities metropolitan area, the Metropolitan Council plans, coordinates and administers state and federal funding for public transit services. MnDOT's Office of Transit and Active Transportation administers state and federal financial assistance to public transit systems in Greater Minnesota, which includes all 80 counties outside the metropolitan area.

Other Transit Opportunities

MnDOT provides federal section 5311 funding allocation in addition to the direct FTA funding for transit services offered by tribal nations in Minnesota. In recent years, MnDOT's support of tribal nations included sections 5311 and 5310 funds. All tribes are eligible for Rural Transit Assistance Program funding for transportation education and training. The federal funding allocation from MnDOT honors the sovereignty of our tribal nation partners in providing much needed transit services.

The Enhanced Mobility for Seniors and Individuals with Disabilities program (Section 5310), a federal program administered by MnDOT, seeks to improve mobility for these populations by removing barriers to transportation service and expanding transportation mobility options to seniors and individuals with disabilities. This program, while not specifically considered public transit, does support services planned, designed, and carried out to meet the special transportation needs of these individuals. Eligible projects include traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act complementary paratransit services.

Federal and State Funding for Transit

This section outlines how federal and state funding is distributed among Greater Minnesota's public transit systems. Minn. Stat.174.247 requires "a summary of the differences in program implementation requirements and aid recipient eligibility between federal aid and state sources of funds."

Federal Funding Programs for Public Transit

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

These areas are: Fargo-Moorhead, Grand Forks-East Grand Forks, La Crosse-La Crescent, Rochester, Duluth, St. Cloud, Mankato and the seven-county Twin Cities metropolitan area. Mankato's population surpassed 50,000 at the 2010 census and the city began receiving these funds in federal fiscal year 2013.

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

Rural and small urban areas, defined by the U.S. Census Bureau as places with populations less than 50,000, are eligible for Section 5311 Rural Area Formula Program grant funds. These funds can be used for transit capital and operating assistance. Program funds are typically awarded to states, or registered tribes, and states administer funds to local governments, non-profit organizations or operators of public transportation or intercity bus service. In 2018, 30 awards were made by MnDOT to sub-recipients of the Section 5311 funds.

Additionally, newly enacted provisions in federal law include a capital formula program - Section 5339 Bus and Bus Facilities Program. The Metropolitan Council receives Section 5339 formula funds for the Twin Cities metropolitan area and MnDOT receives and distributes the funds for Greater Minnesota.

Federal Programs Support Local Transit Operating and Capital Projects

Federal programs constitute the majority of transit formula funding in Minnesota and provide operating and capital funds through grants to large urban, small urban and rural areas. In total, MnDOT provided $16 million in Section 5311 fiscal year funding toward public transportation assistance in Greater Minnesota (Table 1). Federal Section 5307 and tribal funds are directly appropriated and managed by the large urban systems and the tribal nations.

Table 1 depicts the approximate amounts of Sections 5311 Greater Minnesota Transit assistance funding for fiscal year 2019.

Table 1: FY 2019 Section 5311 Federal Funding for Minnesota Transit

PROGRAM	DESCRIPTION	2019 TOTAL
5311	Non-urbanized Area Formula Program: • Capital and operating funding for small urban and rural areas; • intercity bus transportation • Rural Transit Assistance Program: Research, training and technical assistance for transit operators in non-urbanized areas	$16,000,000
Grand total		**$16,000,000**

State Programs Support Public Transit

The amount of service that Minnesota transit systems can provide is closely tied to the amount of funding provided by the state. The Minnesota State Legislature decides on the funding levels for the state's public transit system every two years. State general fund amounts increased to historical levels, therefore state funding covered approximately 65 percent transit system operating costs.

A percentage of funding from the Motor Vehicle Sales Tax is constitutionally dedicated to public transit. Sixty percent of the MVST tax stays in the Highway User Tax Distribution fund. Of the remaining 40 percent, the seven-county Twin Cities metro area receives 36 percent for transit and *Greater Minnesota transit receives 4 percent.* Greater Minnesota also receives a portion of *MVLST revenues* from leased vehicles, which are split among the state general fund and county state-aid highways.

MnDOT disburses funds for Greater Minnesota transit through the Public Transit Participation Program. Greater Minnesota public transit providers apply annually for operating, capital and planning activities. Eligibility is determined by Minn. Stat.174.24, and in subd. 2 it 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. The percentage of total contracted operating cost paid by any recipient from local sources will not exceed the following percent for that recipient's classification:

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

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

State Public Transit Assistance

The following table lists state transit funding for the last year of the 2018-2019 biennium and the first year of the 2020-2021 biennium. The biennium state fiscal year amounts (i.e. 2019 and 2020) are assigned and programmed to calendar years 2018 and 2019. Calendar year 2018 only includes amounts for staff, not grant funds.

Table 2: State Transit Funding for 2018-2019

SOURCE	2018	2019	TOTAL
Public transit assistance (general fund)	$420,000	$17,249,000	$17,669,000
Greater MN transit account (MVST daily receipts and one-time MVST leased revenues)	$67,656,000	$69,610,000	$137,266,000
Greater Minnesota total	**$68,076,000**	**$86,859,000**	**$154,935,000**

2018 Major Accomplishments

Transitioning to a Multi-Year Program for Greater Minnesota Transit

Beginning with calendar year 2020, investments for programming will be divided and managed by the following investment categories; Operations, Vehicle Replacement, Facilities and Capital greater than $5,000, and New Service. Annual budget targets were established for each of these categories for the years 2020 through 2023. Prior to 2020, both operating and capital grants were typically awarded on an annual basis based on an annual solicitation of need. With the exception of operations, proposed investments will be scored, prioritized and awarded on a competitive basis based upon established criteria. Below is a breakdown of these categories:

Operations: Beginning with calendar year 2020, MnDOT's Office of Transit and Active Transportation will hold solicitations for and award two-year operating grants.

Vehicles Replacement: Transit agencies identified vehicles that need to be replaced in each of the following four years 2020 through 2023. Prioritization criteria include vehicle age, mileage, and maintenance costs.

Facilities, and Capital Expenditure greater than $5,000: Transit agencies identified facility and large capital expenditures for funding consideration consideration in years 2020 through 2023.

New Service: Transit agencies proposed additional service for 2020 and 2021. New Service awards may include additional funding for operations, purchase of additional vehicles or investment in facilities to accommodate an extension of service hours and/or geographic reach.

The purpose of the multi-year programming strategy is the following:

• Improve the transparency of investment decisions. Articulate impact of these decisions on Greater Minnesota Transit service and asset condition over time.

• Establish multi-year funding certainty for transit providers

• Allow for a more collaborative decision making process. Include transit service providers in establishing funding priorities based on discussion about trade-offs over four years.

• Align investments with Five-Year Plans (5311), transit development plans (5307), and the Greater Minnesota Transit Investment Plan.

Regional Transportation Coordinating Councils

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

MnDOT's Office of Transit and Active Transportation is providing financial and technical support for the creation of the Greater Minnesota network of RTCCs. The RTCCs will be consistent in their development of increased cooperation

but unique in operations to meet the needs and characteristics of each region. The RTCC initiative meets one of MnDOT's obligations of the Olmstead Plan, and it is building better partnerships between the various state agencies that also impacted by the *Olmstead Plan*.

Five-Year Transit System Plans

The goal of the five-year planning process is for each transit system to understand its strengths and weaknesses, identify unmet needs and plan for future transit service changes. The five-year plans will help MnDOT to understand the needs of transit and to articulate those needs to the legislature.

The individual five-year plans will identify system-specific priorities based on themes from the Greater Minnesota Transit Investment Plan. The five-year plans will help systems better deliver service and work toward overall goals such as:

- Improve coordination of services to meet transportation needs
- Increase ridership/usage across the network

Each five-year plan establishes a vision and details on service improvements, allowing transit systems to develop better year-to-year budgets. As the funding and service landscape evolves, there is an increasing need to consolidate transit services and cooperate with outside entities, including private providers and community-based services to realize economic and service efficiencies.

Preparing for the Future

MnDOT Projects Operating and Capital Funding Requirements to meet future Transit Needs

In 2011, MnDOT completed the first *Greater Minnesota Transit Investment Plan* to estimate the need for transit services in Greater Minnesota and project the cost of providing additional public transit services to meet present and future need. MnDOT's model used population size and transit trip rates to calculate transit need. This information was used to determine service hours required to provide additional trips. MnDOT updates this information annually to reflect current service hours and as new population projections are made available.

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

Table 4 depicts projected operating and capital costs of providing service hours to meet 100 percent of projected need during the next five years based on the refined model. Capital costs are a combination of replacement costs to maintain the current fleet size and the cost of additional vehicles to fully close the gap between current levels of service and new service required to meet 100 percent of estimated needs. Operating costs are based on the hours of service required to meet new levels of service to provide for the expanding population.

Table 4: Cost (in millions) to meet 100% of projected transit need, 2019-2024

CATEGORY	2019	2020	2021	2022	2023	2024
Operating cost	$123.2	$131.6	$138.2	$145.8	$154.1	$162.4
Capital cost: vehicle replacement	$17.3	$17.9	$19.1	$19.9	$21.2	$22.1
Capital cost: additional vehicles	$5.5	$5.6	$3.8	$3.9	$4.0	$4.2
Facilities	$4.0	$4.1	$4.2	$4.3	$4.5	$4.6
TOTAL	**$150.0**	**$159.2**	**$165.3**	**$173.9**	**$183.8**	**$193.3**

The capital cost for additional vehicles in 2019 is higher to acquire enough buses to jump from currently meeting 87 percent of need to meeting 100 percent of need.

Between 2019 and 2030, MnDOT projects that transit need will grow from approximately 15 million to 20 million passenger trips per year. To serve these trips, Greater Minnesota public transit systems would need to provide approximately 1.71 million hours of service in 2020 and increase to just over 2 million hours of service in 2030. Table 5 illustrates these figures and the total funds required to provide this additional transit service.

Table 5: projected transit need and cost (in millions) to meet 100% of need, 2020-2030

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

The average annual capital cost listed in the 2020 column is for the 3-year period from 2018-2020. Without funding increases, Greater Minnesota public transit systems will not be able to sustain or expand the number of service hours currently provided.

The Minnesota Legislature asked MnDOT to identify the cost of meeting 80 percent of transit need by 2015 and 90 percent of transit need by 2025. Based on the refined model, transit service achieved the goal of meeting 80 percent of need by 2015. However, the need for increased transit service has been evident when developing the transportation components of the *State of Minnesota's Olmstead Plan* and *Heading Home Together: Minnesota's Plan to Prevent and End Homelessness.*

The legislative target of meeting 90 percent of transit need by 2025 has been incorporated into both plans. Table 6 depicts the gap between projected revenues for transit and the funds needed to meet the 2025 target.

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

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

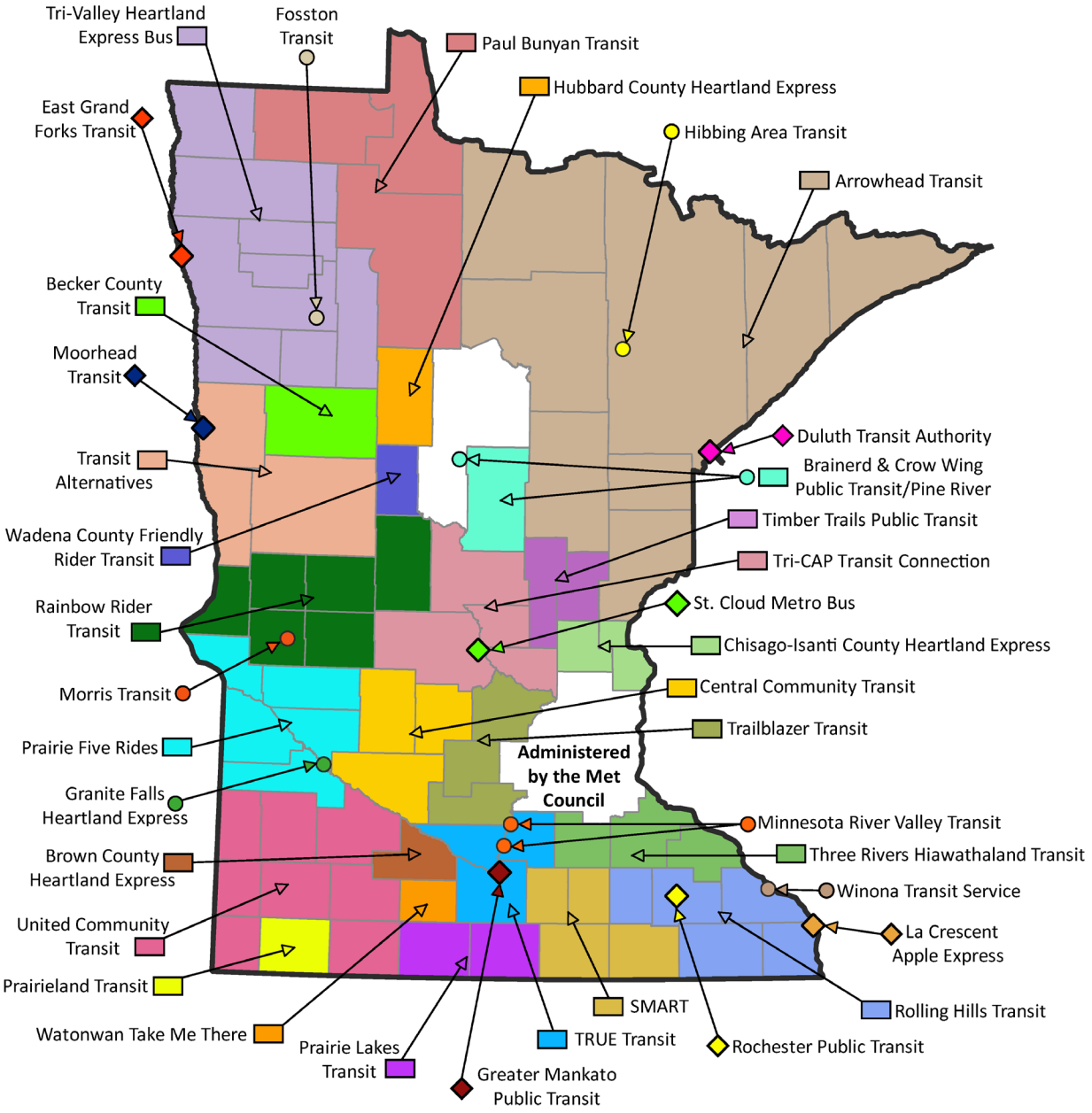
PROJECTIONS	NEEDED TO MEET 2025 TARGETS
Costs to meet legislative targets	$236.7 (capital), $1,130.6 (operating)
Federal STP Revenues	$61.0
Federal 5307 Urban Revenues	$83.3
Federal 5311 Rural Revenues	$112.2
Federal 5339 Bus and Bus Facilities	$21.9
State General Fund Revenues	$136.0
State MVST Revenues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

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

Conclusion

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

2019 Transit System Fact Pages



Urbanized Area Funding Program (pop 50,000+), includes ADA Paratransit Services

Rural County Systems

Rural Community Systems

DEPARTMENT OF TRANSPORTATION
TRANSIT AND ACTIVE TRANSPORTATION

Arrowhead Transit

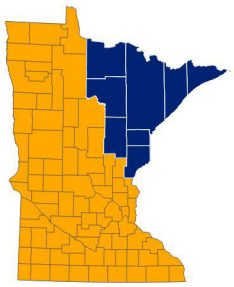
INFORMATION	ARROWHEAD TRANSIT
Transit Director	Jack Larson
Street	702 3rd Avenue South
City/State/Zip	Virginia, MN 55792
Telephone	218-741-0724
Website	www.arrowheadtransit.com

SYSTEM HIGHLIGHTS

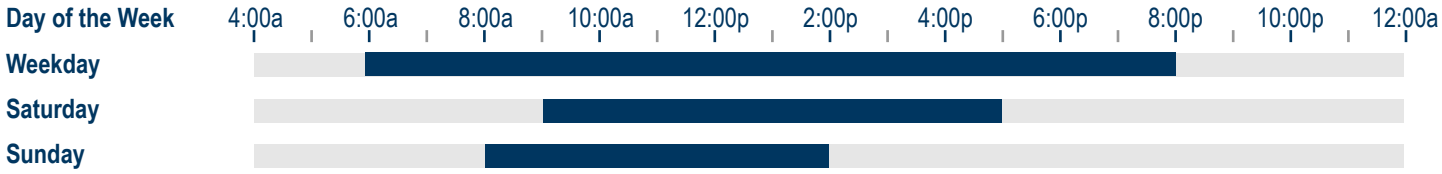
- Dial-a-Ride ridership increased by 16 percent from 2017 to 2018. Most of this increase was due to the expansion of services in August of 2017.
- Arrowhead Transit experienced a 36 percent increase in passengers compared to 2017 data with the addition of service in Mt. Iron and Virginia Dial-a-Ride.

SYSTEM CHARACTERISTICS

INFORMATION	ARROWHEAD TRANSIT
Vehicle Fleet	32 Class 400, 73 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$1.75
Area Served	Aitkin, Carlton, Cook, Itasca, Koochiching, Lake, Pine and St. Louis counties
State/Fed District	03A, 03B, 05B, 07A, 10B, 11A, 11B/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$8,780,903	$2,128,887	$1,281,563	$2,898,938	$1,525,766	17.4%
2018 Capital Expenditures	$1,370,000	$352,000	$0	$744,000	$274,000	20.0%
2019 Operating Budget	$9,240,000	$1,506,505	$1,535,499	$5,414,996	$783,000	8.5%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$1,046,000	$0	$0	$1,046,000	$0	0%

Becker County Transit

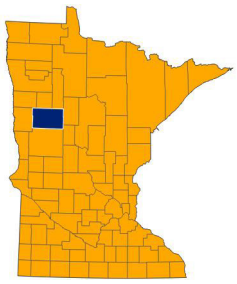
INFORMATION	BECKER COUNTY TRANSIT
Transit Director	Kevin Johnson
Street	1324 Rossman Avenue
City/State/Zip	Detroit Lakes, MN 56501
Telephone	218-847-1674
Website	www.co.becker.mn.us/dept/transit

SYSTEM HIGHLIGHTS

- Implemented electronic dispatching software.
- Changed the name on the buses to Lakes Transit.

SYSTEM CHARACTERISTICS

INFORMATION	BECKER COUNTY TRANSIT
Vehicle Fleet	6 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	$1.50
Area Served	Becker county
State/Fed District	02B, 04B/7



SPAN OF SERVICE

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$450,194	$0	$95,625	$177,338	$67,694	15.0%
2018 Capital Expenditures	$81,000	$0	$0	$64,800	$16,200	20.0%
2019 Operating Budget	$530,000	$110,005	$85,124	$308,371	$26,500	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$55,096	$0	$0	$55,096	$0	0%

Brainerd & Crow Wing Public Transit

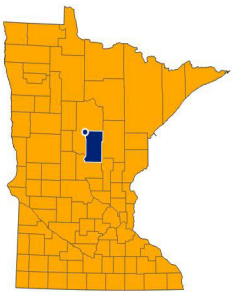
INFORMATION	BRAINERD & CROW WING PUBLIC TRANSIT
Transit Director	Anders Stone
Street	501 Laurel Street
City/State/Zip	Brainerd, MN 56401
Telephone	218-454-3413
Website	www.ci.brainerd.mn.us/transit

SYSTEM HIGHLIGHTS

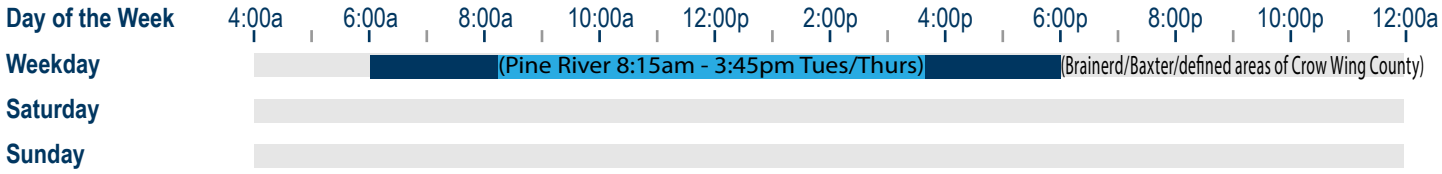
- New third party transit contractor - Productive Alternatives.
- Brainerd City Council approved the development of a five year transit plan.

SYSTEM CHARACTERISTICS

INFORMATION	BRAINERD & CROW WING PUBLIC TRANSIT
Vehicle Fleet	9 Class 400 Bus, 1 Class 500 Bus
Service Type	Dial-a-Ride, Route Deviation
Base Fare	Brainerd: $1.00, Baxter: $2.00, County: $3.50
Area Served	Cities of Brainerd, Baxter and Pine River, and portions of Crow Wing county
State/Fed District	10, 10A/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$1,042,217	$347,681	$133,225	$422,165	$156,333	15.0%
2018 Capital Expenditures	$81,000	$0	$0	$64,800	$16,200	20.0%
2019 Operating Budget	$1,111,000	$230,790	$178,390	$646,270	$55,550	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Brown County Heartland Express

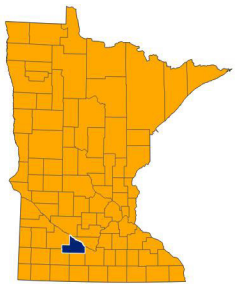
INFORMATION	BROWN COUNTY HEARTLAND EXPRESS
Transit Director	Patrick LaCourse
Street	1900 North Franklin Avenue
City/State/Zip	New Ulm, MN 56073
Telephone	507-359-2717
Website	www.co.brown.mn.us/heartland-express-transit

SYSTEM HIGHLIGHTS

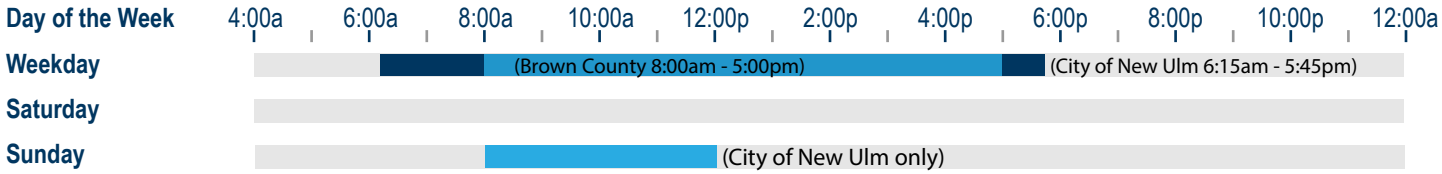
- Transported approximately 200 passangers over the summer to Sleepy Eye Lake for various recreational activities.
- Increased ridership in the city of Comfrey.

SYSTEM CHARACTERISTICS

INFORMATION	BROWN COUNTY HEARTLAND EXPRESS
Vehicle Fleet	8 Class 400 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$1.50 in New Ulm, $3.00 outside of New Ulm
Area Served	Brown county
State/Fed District	16B/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$712,919	$238,136	$94,250	$291,563	$106,938	15.0%
2018 Capital Expenditures	$81,000	$0	$0	$64,800	$16,200	20.0%
2019 Operating Budget	$779,000.	$163,170	$124,745	$452,135	$38,950	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$31,566	$0	$0	$31,566	$0	0%

Central Community Transit

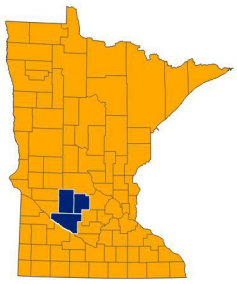
INFORMATION	CENTRAL COMMUNITY TRANSIT
Transit Director	Tiffany Collins
Street	1320 Southwest 22nd Street, P.O. Box 186
City/State/Zip	Willmar, MN 56201
Telephone	320-214-7488
Website	www.cctbus.org

SYSTEM HIGHLIGHTS

- Expanded services of city of Litchfield daily and evening routes. In 2018, 6,610 additional rides were provided on the daily route, as well as 1,614 to the evening route.
- Safety measures were enhanced in partnership with schools by placing monitors on buses when transporting preschool students.

SYSTEM CHARACTERISTICS

INFORMATION	CENTRAL COMMUNITY TRANSIT
Vehicle Fleet	25 Class 400 Buses, 1 Class 500 Bus
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$2 city limits, $3 0-13 miles, $4 14-22 miles, $5 23-35 miles, $6 36+ miles
Area Served	Meeker, Kandiyohi and Renville counties
State/Fed District	13A, 13B, 17, 18A, 18B/7



SPAN OF SERVICE

DAY OF WEEK	HOURS OF OPERATION
Weekday	7:00am - 5:00pm (Renville), 5:30am - 9:30pm (Kandiyohi), 6:00am - 8:00pm (Meeker)
Saturday	8:00am - 4:30pm (City of Willmar), 6:00am - 2:00pm (City of Litchfield)
Sunday	8:00am - 5:00pm (City of Willmar), 7:30am - 12:30pm (City of Litchfield)

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$2,838,187	$903,053	$413,900	$650,976	$425,728	15.0%
2018 Capital Expenditures	$243,000	$0	$0	$194,400	$48,000	19.8%
2019 Operating Budget	$3,483,000	$718,095	$560,614	$2,030,141	$174,150	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	$0
2019 NSE Operating	$123,683	$0	$0	$123,683	$0	$0

Chisago-Isanti County Heartland Express

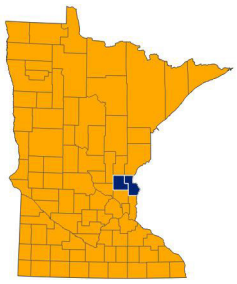
INFORMATION	CHISAGO-ISANTI COUNTY HEARTLAND EXPRESS
Transit Director	Paul Smith
Street	245 2nd Avenue Southeast
City/State/Zip	Cambridge, MN 55008
Telephone	763-689-8130
Website	www.rideyourbus.com

SYSTEM HIGHLIGHTS

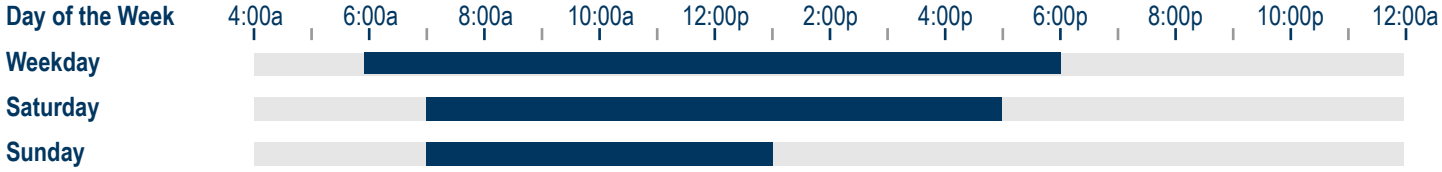
- 8 percent increase in ridership in the past 12 months.
- Lowered cost per hour to operate in 2018.

SYSTEM CHARACTERISTICS

INFORMATION	CHISAGO-ISANTI COUNTY HEARTLAND EXPRESS
Vehicle Fleet	21 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	$.75 (65+ in town only), $1.50 in town, $2.00 city to city, $3.50 transfer
Area Served	Chisago and Isanti counties
State/Fed District	31,32, 31A, 32A, 39A, 39B/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$1,470,171	$508,000	$181,125	$575,250	$237,671	16.2%
2018 Capital Expenditures	$162,000	$0	$0	$129,600	$32,400	20%
2019 Operating Budget	$1,820,000	$415,275	$282,931	$1,030,794	$91,000	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$649,000	$0	$0	$649,000	$0	0%

Community Transit

(United Community Action Partnership)

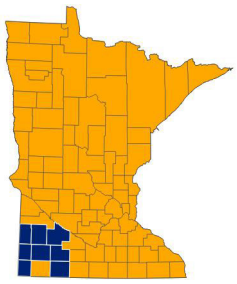
INFORMATION	COMMUNIY TRANSIT
Transit Director	Cathleen Amick
Street	1400 South Saratoga Street
City/State/Zip	Marshall, MN 56258
Telephone	507-537-1416
Website	www.communitytransitswmn.org

SYSTEM HIGHLIGHTS

- Increased service by adding a Green Route in Redwood Falls to the existing Dial-a-Ride.
- Implemented new vehicle maintenance tracking software to streamline preventive maintenance and lower costs for repairs.

SYSTEM CHARACTERISTICS

INFORMATION	COMMUNITY TRANSIT
Vehicle Fleet	42 Class 400 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$1.00 Routes $2.00 Dial-a-Ride
Area Served	Cottonwood, Jackson, Lincoln, Lyon, Murray, Pipestone, Redwood and Rock counties
State/Fed District	16,22,23,16A, 22A, 23A, 16B, 22B/1,7



SPAN OF SERVICE

DAY OF WEEK	COMMUNITY TRANSIT
Weekday	service hours vary by community, see website
Saturday	service hours vary by community, see website
Sunday	service hours vary by community, see website

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$3,633,279	$1,109,200	$432,025	$1,296,075	$795,979	21.9%
2018 Capital Expenditures	$243,000	$0	$0	$194,000	$48,600	20.0%
2019 Operating Budget	$3,511,000	$730,835	$563,379	$2,041,236	$175,550	5.0%
2019 NSE Capital	$60,000	$0	$0	$60,000	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Duluth Transit Authority: Fixed Route

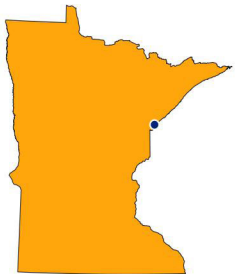
INFORMATION	DULUTH TRANSIT AUTHORITY: FIXED ROUTE
Transit Director	Philip O. Pumphrey
Street	2402 West Michigan Street
City/State/Zip	Duluth, MN 55806
Telephone	218-623-4306
Website	www.duluthtransit.com

SYSTEM HIGHLIGHTS

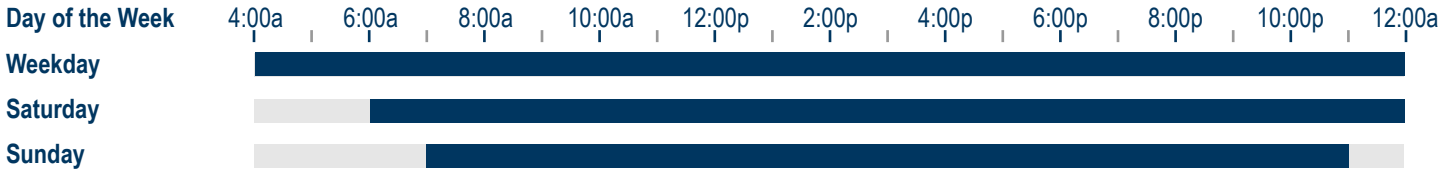
- Launched a pilot program featuring seven electric buses.
- Provided transportation to hundreds to city warming shelters during sub-zero winter conditions.

SYSTEM CHARACTERISTICS

INFORMATION	DULUTH TRANSIT AUTHORITY: FIXED ROUTE
Vehicle Fleet	12 Class 400, 73 Class 700 Buses
Service Type	Fixed Route
Base Fare	$.75 - $1.50
Area Served	Duluth, Hermantown Proctor, Superior WI
State/Fed District	06B, 07A, 07B/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$13,789,985	$1,500,000	$4,970,000	$7,006,988	$2,757,997	20.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$14,650,000	$991,000	$350,000	$11,844,000	$1,465,000	10.0%
2019 NSE Capital	$100,000	$0	$0	$100,000	$0	0%
2019 NSE Operating	$1,790,058	$0	$0	$1,790,058	$0	0%

Duluth Transit Authority: STRIDE (Special Transit RIDE)

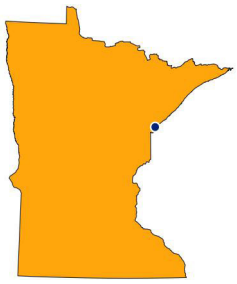
INFORMATION	DULUTH TRANSIT AUTHORITY: STRIDE
Transit Director	Philip O. Pumphrey
Street	2402 West Michigan Street
City/State/Zip	Duluth, MN 55806
Telephone	218-623-4306
Website	www.duluthtransit.com

SYSTEM HIGHLIGHTS

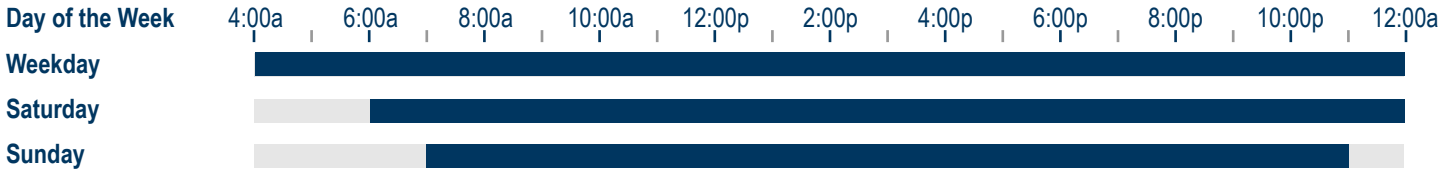
- Four new vehicles, expanding fleet to better serve regional needs.
- Peak morning service expanded from 6am - 7am; increasing service offering.

SYSTEM CHARACTERISTICS

INFORMATION	DULUTH TRANSIT AUTHORITY: STRIDE
Vehicle Fleet	6 Class 400, 3 Class 300, 3 Class 200 Buses
Service Type	Dial-a-Ride
Base Fare	Peak fare: $3.00, Off-peak: $1.50
Area Served	Duluth, Hermantown, Proctor, Superior WI
State/Fed District	06B, 07A, 07B/8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$872,513	$0	$204,000	$537,636	$130,877	15.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$899,000	$0	$191,038	$663,013	$44,950	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

East Grand Forks Transit: Fixed Route

INFORMATION	EAST GRAND FORKS TRANSIT: FIXED ROUTE
Transit Director	Nancy Ellis
Street	600 Demers Avenue
City/State/Zip	East Grand Forks, MN 56721
Telephone	218-773-0124
Website	www.grandforksgov.com/bus

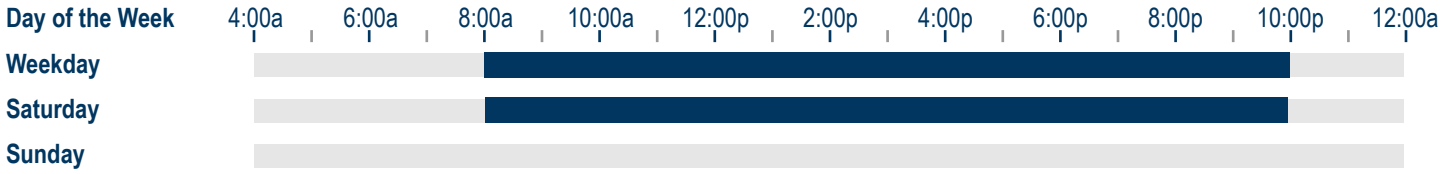
SYSTEM HIGHLIGHTS

- Increase in on-time performance; customers are able to more efficiently transfer buses at designated times.
- Increased daytime service to every half hour; night service route available from East Grand Forks to NCTC and downtown.

SYSTEM CHARACTERISTICS

INFORMATION	EAST GRAND FORKS TRANSIT: FIXED ROUTE
Vehicle Fleet	1 Class 400 Bus , 2 Class 500 Buses, 1 Class 700 Bus
Service Type	Fixed Route
Base Fare	$1.50
Area Served	City of East Grand Forks
State/Fed District	01B/7

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$210,140	$85,000	$0	$39,362	$42,028	20.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$448,000	$85,000	$68,350	$249,850	$44,800	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$229,700	$0	$0	$229,700	$0	0%

East Grand Forks Transit: Dial-a-Ride

INFORMATION	EAST GRAND FORKS TRANSIT: DIAL-A-RIDE
Transit Director	Nancy Ellis
Street	600 Demers Avenue
City/State/Zip	East Grand Forks, MN 56721
Telephone	218-773-0124
Website	www.grandforksgov.com/bus

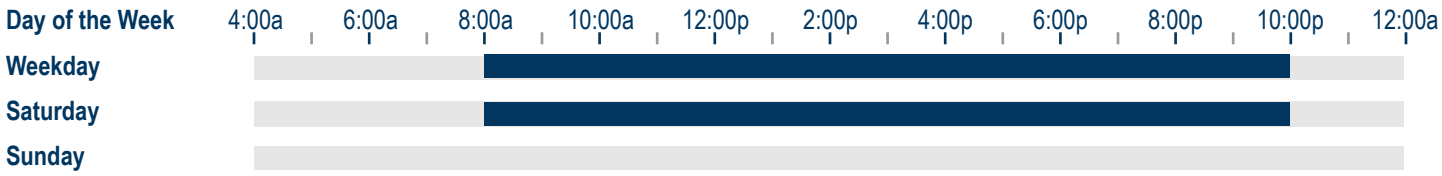
SYSTEM HIGHLIGHTS

- Continued successful partnership with the Grand Forks and MV Transportation as provider.
- Increase in ridership with no noticeable increase in cost to provider or customer.

SYSTEM CHARACTERISTICS

INFORMATION	EAST GRAND FORKS TRANSIT: DIAL-A-RIDE
Vehicle Fleet	1 Class 400 Bus, 9 Class 300 Vans
Service Type	Dial-a-Ride
Base Fare	$3.00
Area Served	City of East Grand Forks
State/Fed District	01B/7

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$89,097	$0	$15,300	$45,900	$27,897	31.3%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$77,000.00	$0	$16,363	$56,788	$3,850	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Fosston Transit

INFORMATION	FOSSTON TRANSIT
Transit Director	Cassie Heide
Street	220 East First Street
City/State/Zip	Fosston, MN 56542
Telephone	218-435-1959
Website	www.fosston.com

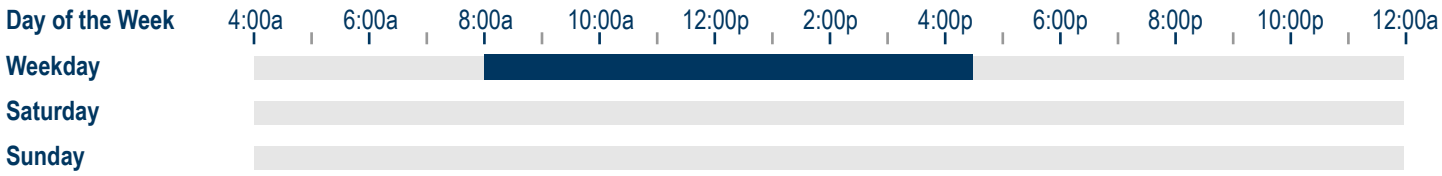
SYSTEM HIGHLIGHTS

- The city bus ran extended hours the evening of National Night Out in August to provide rides to residents to attend the event.
- The Fosston/Lengby Lions sponsored free rides to Nord's Pharmacy for residents wanting free blood pressure checks.

SYSTEM CHARACTERISTICS

INFORMATION	FOSSTON TRANSIT
Vehicle Fleet	2 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	$.50
Area Served	City of Fosston
State/Fed District	1B/7

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$75,836	$27,410	$9,675	$31,613	$11,375	15.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$84,000	$18,375	$13,256	$48,169	$4,200	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Granite Falls Heartland Express

INFORMATION	GRANITE FALLS HEARTLAND EXPRESS
Transit Director	Dennis Smith
Street	641 Prentice Street
City/State/Zip	Granite Falls, MN 56241
Telephone	320-564-3011
Website	www.granitefalls.com

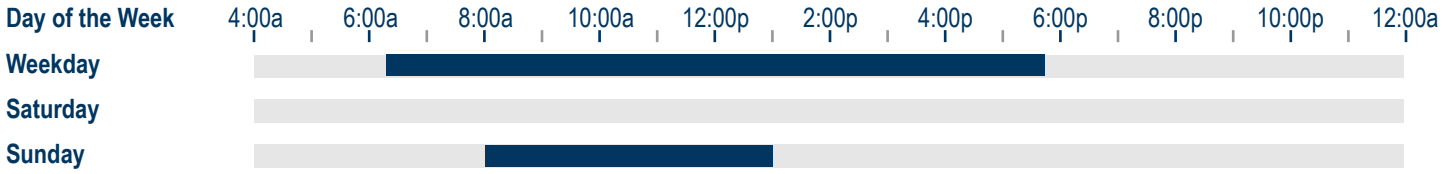
SYSTEM HIGHLIGHTS

- Granite Falls Heartland Express will merge with Prairie Five Rides, effective March 1, 2020.

SYSTEM CHARACTERISTICS

INFORMATION	GRANITE FALLS HEARTLAND EXPRESS
Vehicle Fleet	2 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	$2.00
Area Served	City of Granite Falls
State/Fed District	16A, 16B/7

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$131,356	$39,222	$16,600	$46,204	$26,271	20.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$143,000	$27,685	$21,679	$79,336	$14,300	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Hibbing Area Transit

INFORMATION	HIBBING AREA TRANSIT
Transit Director	Mary Ann Kepler
Street	401 East 21st Street
City/State/Zip	Hibbing, MN 55746
Telephone	218-262-3486
Website	www.hibbing.mn.us

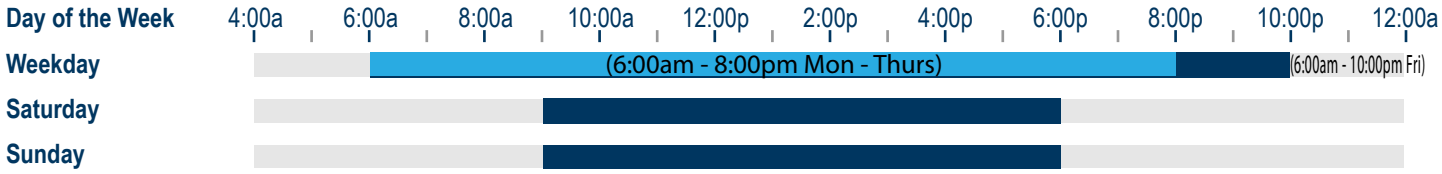
SYSTEM HIGHLIGHTS

- Ridership increased by 1,817 rides (3.5 percent) from 2017.
- Additional extended hours added in 2018 with NSE grant award; 2 additional hours on Friday, 3 on Saturday and 4 on Sunday.

SYSTEM CHARACTERISTICS

INFORMATION	HIBBING AREA TRANSIT
Vehicle Fleet	4 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$2.00
Area Served	City of Hibbing
State/Fed District	06/08

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$399,836	$132,000	$44,400	$125,513	$90,236	22.6%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$440,000	$91,875	$65,031	$239,094	$44,000	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$26,624	$0	$0	$26,624	$0	0%

Hubbard County Heartland Express

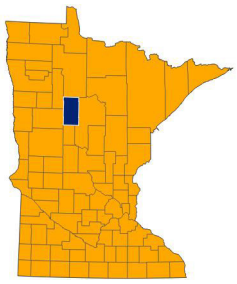
INFORMATION	HUBBARD COUNTY HEARTLAND EXPRESS
Transit Director	Kelly Hagen
Street	205 Court Avenue
City/State/Zip	Park Rapids, MN 56470
Telephone	218-732-2400
Website	www.hubbardcountyheartlandexpress.com

SYSTEM HIGHLIGHTS

- Increased ridership by almost 12 percent.
- With the help of local foundations, a pilot project was created to bring passangers from Park Rapids to Fargo.

SYSTEM CHARACTERISTICS

INFORMATION	HUBBARD COUNTY HEARTLAND EXPRESS
Vehicle Fleet	6 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	1.50
Area Served	Hubbard county
State/Fed District	09/08



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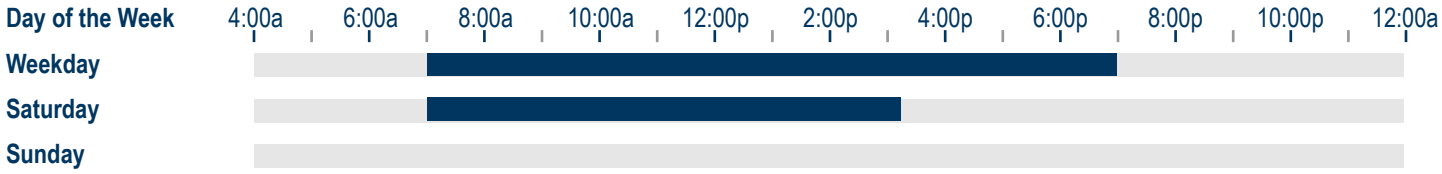


FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$414,425	$112,174	$56,525	$186,450	$76,151	18.4%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$420,000	$82,075	$68,731	$248,194	$21,000	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Jefferson Lines

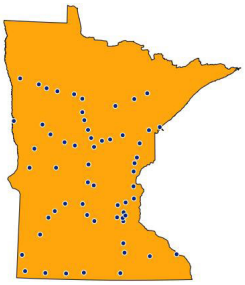
INFORMATION	JEFFERSON LINES
Transit Director	Steve Woelfel
Street	2100 East 26th Street
City/State/Zip	Minneapolis, MN 55404
Telephone	612-359-3408
Website	www.jeffersonlines.com

SYSTEM HIGHLIGHTS

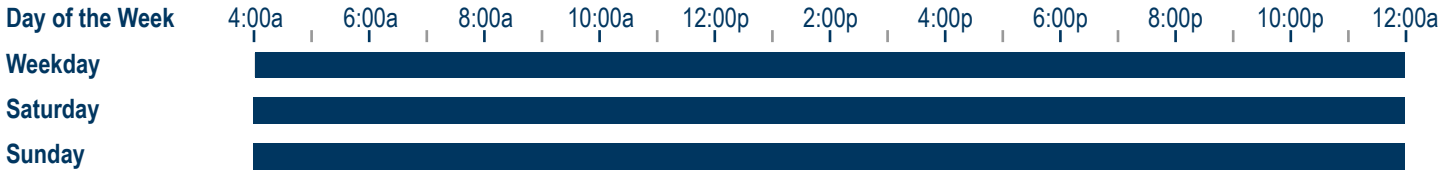
- Expanded service to seven times a week for Duluth to Fargo.
- Extended service from Duluth to Grand Rapids to continue on to Brainerd which dropped travel time by 50 percent on average for Iron Range residents.

SYSTEM CHARACTERISTICS

INFORMATION	JEFFERSON LINES
Vehicle Fleet	75 Class 700 Buses
Service Type	Intercity Bus
Base Fare	varies by community, see website
Area Served	55+ communities in MN and 13 additional states
State/Fed District	N/A (operates in 14 states)



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$4,174,396	$1,551,625	$400,250	$1,151,375	$1,071,145	25.7%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$4,307,000	$1,623,500	$0	$1,623,500	$1,060,000	24.6%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

La Crescent Apple Express

INFORMATION	LA CRESCENT APPLE EXPRESS
Transit Director	Adam Lorentz
Street	2000 Marco Drive
City/State/Zip	La Crosse, WI 54601
Telephone	608-789-7350
Website	www.cityoflacrosse.org

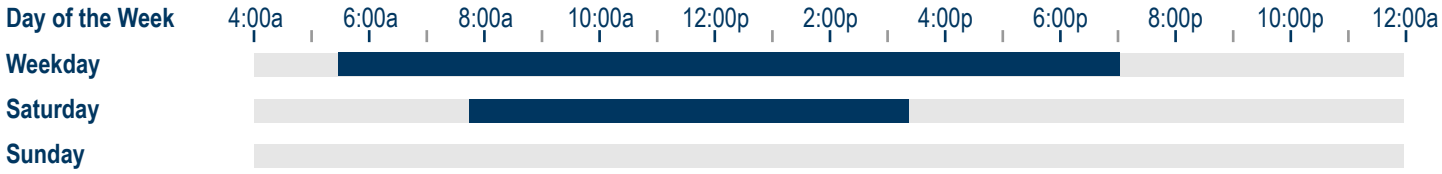
SYSTEM HIGHLIGHTS

- Crash free year in 2018.
- Saturday service ridership increased in La Crescent.

SYSTEM CHARACTERISTICS

INFORMATION	LA CRESCENT APPLE EXPRESS
Vehicle Fleet	1 Class 400 Bus
Service Type	Dial-a-Ride
Base Fare	$1.50
Area Served	City of La Crescent
State/Fed District	01/03

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$353,013	$55,000	$0	$169,360	$70,603	20.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$359,000	$52,000	$58,800	$212,300	$35,900	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Land to Air Express (Blue Earth Blue Sky)

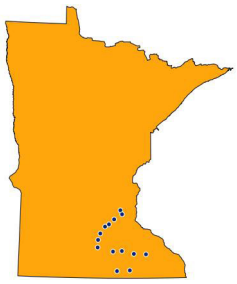
INFORMATION	LAND TO AIR EXPRESS
Transit Director	Steve Woelfel
Street	50 Sibley Parkway
City/State/Zip	Mankato, MN 56001
Telephone	612-359-3422
Website	www.landtoairexpress.com

SYSTEM HIGHLIGHTS

- Replaced vehicles with new Ford Transits on the southern Minnesota connection.
- New service from Mankato to downtown Minneapolis.

SYSTEM CHARACTERISTICS

INFORMATION	LAND TO AIR EXPRESS
Vehicle Fleet	12 Class 700 Buses
Service Type	Intercity bus
Base Fare	varies by community, see website
Area Served	17+ communities in Minnesota
State/Fed District	N/A



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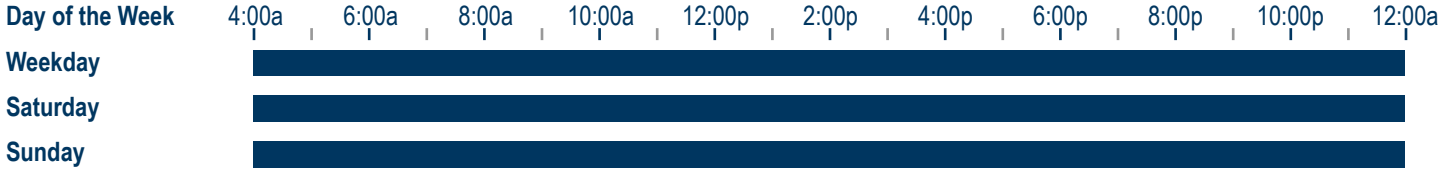


FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$888,836	$356,407	$101,256	$255,150	$176,023	19.8%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$1,062,000	$431,000	$0	$431,000	$200,000	18.4%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Mankato: Fixed Route

INFORMATION	MANKATO: FIXED ROUTE
Transit Director	Craig Rempp
Street	10 Civic Center Plaza, P.O. Box 3368
City/State/Zip	Mankato, MN 56002
Telephone	507-387-8655
Website	www.mankatomn.gov/city-services-a-z/city-services-a-m/city-bus

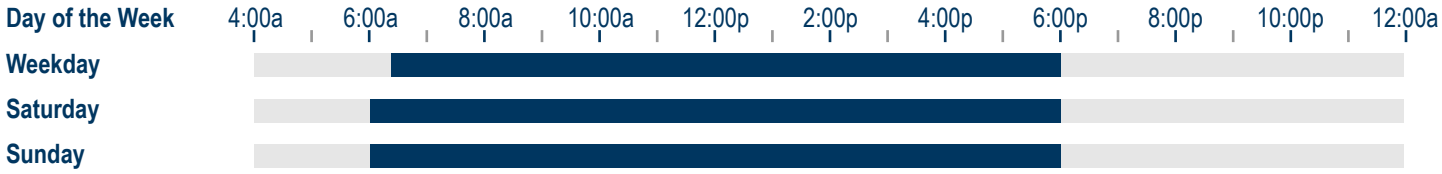
SYSTEM HIGHLIGHTS

- Installed 13 new bus stop shelters.
- Implemented a K-12 students ride-free policy.

SYSTEM CHARACTERISTICS

INFORMATION	MANKATO: FIXED ROUTE
Vehicle Fleet	12 Class 400, 10 Class 700 Buses
Service Type	Fixed Route
Base Fare	$1.50
Area Served	Mankato, North Mankato, and Eagle Lake
State/Fed District	19B, 19/1

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$2,168,088	$532,000	$207,625	$741,000	$648,089	29.9%
2018 Capital Expenditures	$155,000	$0	$0	$124,000	$31,000	20.0%
2019 Operating Budget	$2,550,000	$567,000	$368,250	$1,359,750	$255,000	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$1,080,000	$0	$0	$1,080,000	$0	0%

Mankato: Dial-a-Ride

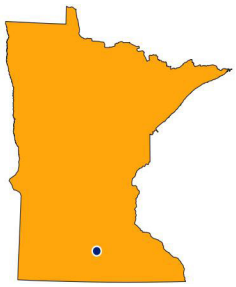
INFORMATION	MANKATO: DIAL-A-RIDE
Transit Director	Craig Rempp
Street	10 Civic Center Plaza, P.O. Box 3368
City/State/Zip	Mankato, MN 56002
Telephone	507-387-8655
Website	www.mankatomn.gov/city-services-a-z/city-services-a-m/city-bus

SYSTEM HIGHLIGHTS

- Finished the Transit Development Plan.

SYSTEM CHARACTERISTICS

INFORMATION	MANKATO: DIAL-A-RIDE
Vehicle Fleet	12 Class 400 Buses, 2 Class 500 Buses, 11 Class 700 Buses
Service Type	Dial-a-Ride
Base Fare	$1.50
Area Served	Mankato, North Mankato, and Eagle Lake
State/Fed District	19B, 19/1



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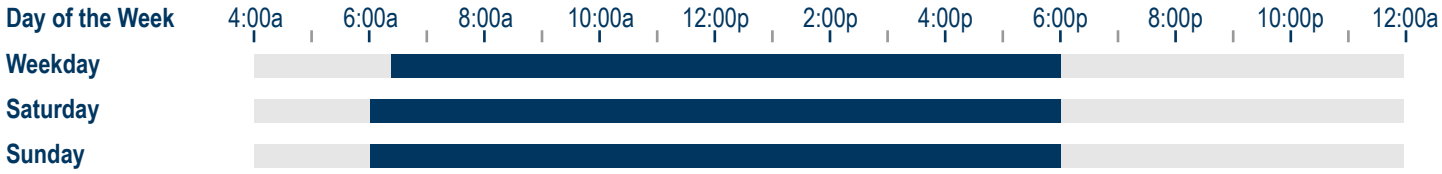


FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$478,184	$0	$94,563	$283,688	$99,934	20.9%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$670,000.00	$0	$142,375	$494,125	$33,500	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Minnesota River Valley Transit

INFORMATION	MINNESOTA RIVER VALLEY TRANSIT
Transit Director	Wayne Albers
Street	227 South Front Street
City/State/Zip	Saint Peter, MN 56082
Telephone	888-880-4696
Website	www.mrvtransit.com

SYSTEM HIGHLIGHTS

- 26 percent increase in ridership on LeSueur/St. Peter/Mankato Route.
- Added $11,000 in revenue by selling advertising space on the back of buses.

SYSTEM CHARACTERISTICS

INFORMATION	MINNESOTA RIVER VALLEY TRANSIT
Vehicle Fleet	9 Class 400 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$3.50 adult, $2.25 Senior
Area Served	Cities of Le Sueur, Kasota and Saint Peter
State/Fed District	19,20A/1

SPAN OF SERVICE

DAY OF WEEK	HOURS OF OPERATION
Weekday	Saint Peter: 6:30am - 8:00pm, LeSueur: 7:00am - 4:30pm, LS/SP/Mankato: 8:30am -6:30pm (Monday & Thursday)
Saturday	Saint Peter: 9:00am - 7:00pm, LS/SP/Mankato: 10:30am - 6:30pm (2nd Saturday)
Sunday	No Service

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$741,052	$232,903	$ 97,600	$376,329	$148,210	20.0%
2018 Capital Expenditures	$81,000	$0	$0	$64,800	$16,200	20.0%
2019 Operating Budget	$823,000	$163,415	$123,747	$453,539	$82,300	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$33,000	$0	$0	$33,000	$0	0%

Moorhead Metro Area Transit: Fixed Route

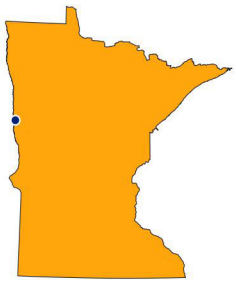
INFORMATION	MOORHEAD METRO AREA TRANSIT: FIXED ROUTE
Transit Director	Lori Van Beek
Street	650 23rd Street North
City/State/Zip	Fargo, ND 58102
Telephone	701-476-6686
Website	www.matbus.com

SYSTEM HIGHLIGHTS

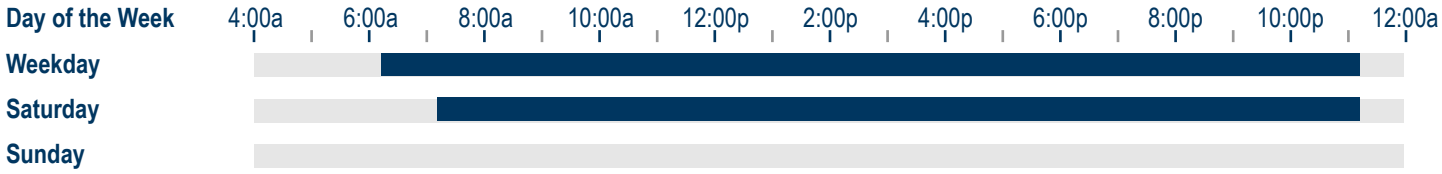
- Increased ridership by 15 percent over previous year.
- Implemented new 90-day youth pass at $26, resulting in a 30 percent increase in youth riders over previous year.

SYSTEM CHARACTERISTICS

INFORMATION	MOORHEAD METRO AREA TRANSIT: FIXED ROUTE
Vehicle Fleet	12 Class 700 Buses
Service Type	Fixed Route
Base Fare	$1.50
Area Served	Cities of Dilworth and Moorhead
State/Fed District	04A, 04B/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$2,074,081	$415,000	$438,000	$915,615	$414,816	20.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$2,472,000	$386,000	$397,900	$1,440,900	$247,200	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$476,710	$0	$0	$476,710	$0	0%

Moorhead Metro Area Transit: Dial-a-Ride

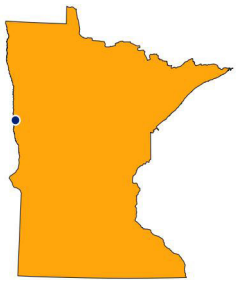
INFORMATION	MOORHEAD METRO AREA TRANSIT: DIAL-A-RIDE
Transit Director	Lori Van Beek
Street	650 23rd Street North
City/State/Zip	Fargo, ND 58102
Telephone	701-476-6686
Website	www.matbus.com

SYSTEM HIGHLIGHTS

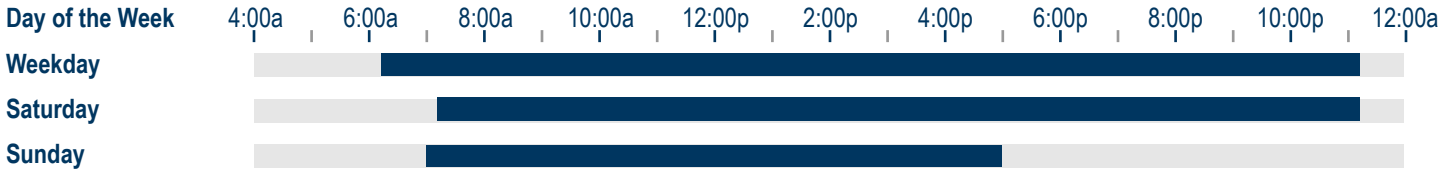
- Averaged 94 percent of calls in queue answered in under 3 minutes.
- Implemented a daily review of trips over an hour to compare with Fixed Route.

SYSTEM CHARACTERISTICS

INFORMATION	MOORHEAD METRO AREA TRANSIT: DIAL-A-RIDE
Vehicle Fleet	4 Class 400, 4 Class 200 Buses
Service Type	Dial-a-Ride
Base Fare	$3.00
Area Served	Cities of Dilworth and Moorhead
State/Fed District	04A, 04B/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$444,760	$0	$104,125	$273,921	$66,714	15.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$501,000	$0	$106,463	$369,488	$25,050	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Morris Transit

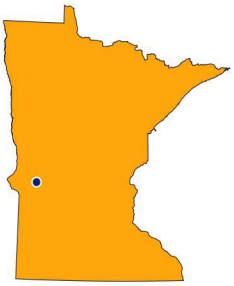
INFORMATION	MORRIS TRANSIT
Transit Director	Beth Heinrich
Street	P.O. Box 438
City/State/Zip	Morris, MN 56267
Telephone	320-589-1000
Website	www.ci.morris.mn.us/transit.php

SYSTEM HIGHLIGHTS

- October and November 2018 were top ridership months.
- Hired two more quality drivers.

SYSTEM CHARACTERISTICS

INFORMATION	MORRIS TRANSIT
Vehicle Fleet	6 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	$2.50
Area Served	City of Morris
State/Fed District	12A/7



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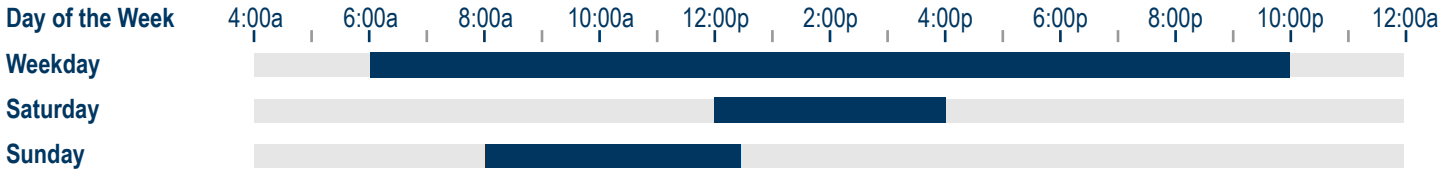


FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$434,279	$139,353	$54,600	$157,808	$86,856	20.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$469,000	$92,855	$70,586	$258,659	$46,900	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Paul Bunyan Transit

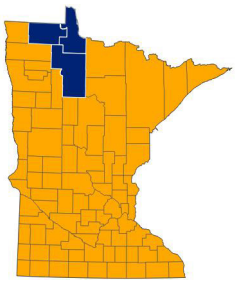
INFORMATION	PAUL BUNYAN TRANSIT
Transit Director	Lezlie L. Grubich
Street	P.O. Box 1773
City/State/Zip	Bemidji, MN 56601
Telephone	218-751-8765
Website	www.paulbunyantransit.com

SYSTEM HIGHLIGHTS

- Increased previous year ridership by 2 percent.
- Awarded expansion of services and one additional bus in Baudette.

SYSTEM CHARACTERISTICS

INFORMATION	PAUL BUNYAN TRANSIT
Vehicle Fleet	17 class 400, 4 class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$1.50
Area Served	Cities of Bemidji, Roseau, Warroad and Baudette; and Beltrami, Roseau and Lake of the Woods counties
State/Fed District	1,2,5/7,8



SPAN OF SERVICE

DAY OF WEEK	HOURS OF OPERATION
Weekday	Bemidji: 7:00am - 6:00pm, Roseau: 7:00am - 5:00pm, Warroad: 7:00am - 5:00pm
Saturday	Bemidji: 8:00am - 5:00pm
Sunday	No Service

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$1,499,858	$490,464	$209,500	$610,688	$224,979	15.0%
2018 Capital Expenditures	$207,000	$0	$165,600	$0	$41,400	20.0%
2019 Operating Budget	$1,903,000	$394,695	$305,714	$1,107,441	$95,150	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Prairie Five RIDES

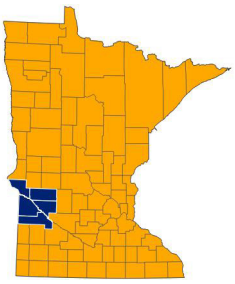
INFORMATION	PRAIRIE FIVE RIDES
Contact	Ted Nelson
Street	719 North 7th Street P.O. Box 159
City/State/Zip	Montevideo, MN 56265
Telephone	320-269-6578
Website	www.prairiefive.com/transportation

SYSTEM HIGHLIGHTS

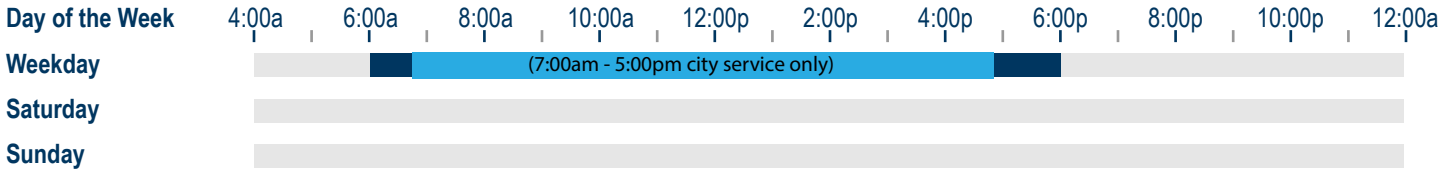
- Prairie Five RIDES is using a new bus garage that can house up to 15 buses and vans operating out of Montevideo.
- Designing a 5-year Transit Service Plan to effectively and efficiently support the needs of the program and the passengers served.

SYSTEM CHARACTERISTICS

INFORMATION	PRAIRIE FIVE RIDES
Vehicle Fleet	21 class 400 Buses
Service Type	Dial-a-Ride
Base Fare	City Fare: $2.00 / Regional fare base on per mile rate
Area Served	Counties of Big Stone, Chippewa, Lac Qui Parle, Swift and Yellow Medicine
State/Fed District	12A, 16A, 17A/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$2,151,270	$ 711,181	$288,125	$841,875	$322,691	15.0%
2018 Capital Expenditures	$162,000	$0	$129,600	$0	$32,400	20.0%
2019 Operating Budget	$2,412,000	$517,440	$383,190	$1,390,770	$120,600	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$79,000	$0	$0	$79,000	$0	0%

Prairie Lakes Transit (Faribault-Martin County)

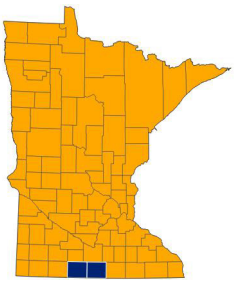
INFORMATION	PRAIRIE LAKES TRANSIT
Transit Director	Jeremy Monahan
Street	201 Lake Avenue #104
City/State/Zip	Fairmont, MN 56031
Telephone	507-238-3128
Website	www.PLTransit.com

SYSTEM HIGHLIGHTS

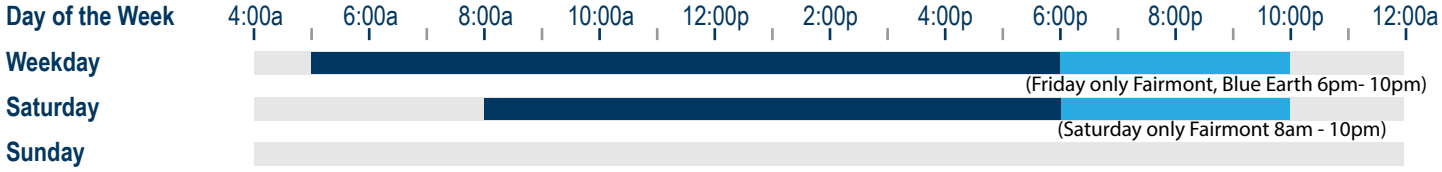
- Newly created Deviated Routes in Fairmont and Blue Earth began getting significant ridership gains, approaching the standard of five passengers per hour even with a smaller urban population.
- Used Commuter Challenge Grant funds to participate in 13 local summer festival parades, which assisted in overall transit system recognition.

SYSTEM CHARACTERISTICS

INFORMATION	PRAIRIE LAKES TRANSIT
Vehicle Fleet	9 Class 400 buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$2 Deviated Route, $4 Demand Response, $3 Blue Earth to Fairmont Shuttle, $3 Friday Evening and Saturday Demand Response
Area Served	Faribault and Martin counties, and city of Albert Lea
State/Fed District	23/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$1,176,361	$414,895	$157,438	$415,245	$176,454	15.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$1,180,000	$244,510	$189,623	$686,868	$59,000	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Prairieland Transit
(Southwestern Minnesota Opportunity Council)

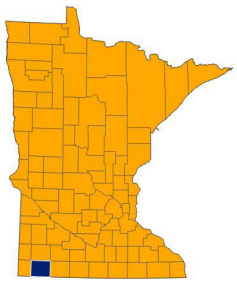
INFORMATION	PRAIRIELAND TRANSIT (SMOC)
Transit Director	Karen DeBoer
Street	1106 3rd Avenue, P.O. Box 787
City/State/Zip	Worthington, MN 56187
Telephone	507-346-3322
Website	www.smoc.us/transitsystem

SYSTEM HIGHLIGHTS

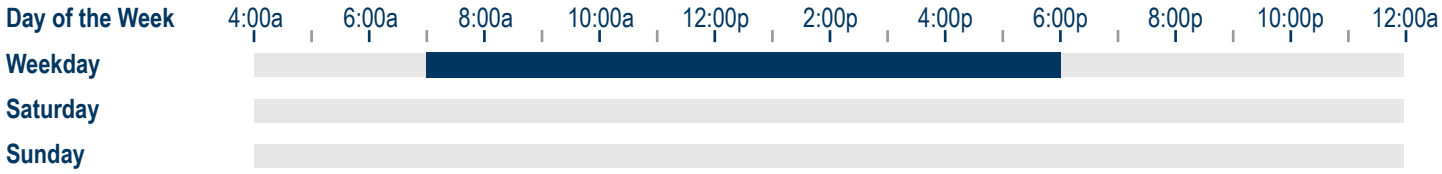
- New Worthington city bus route was finalized and was publically tested in last few months of 2018 to prep for launch in 2019.
- Nobles county route passenger numbers increased by 17 percent.

SYSTEM CHARACTERISTICS

INFORMATION	PRAIRIELAND TRANSIT (SMOC)
Vehicle Fleet	4 Class 400 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$2.50 Deviated Route, $3.00 Dial-a-Ride, $1.00 Worthington Route
Area Served	Nobles county
State/Fed District	22B, 22/1



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$334,704	$112,337	$56,500	$59,131	$50,206	15.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$462,000	$92,610	$75,023	$271,268	$23,100	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Rainbow Rider Transit

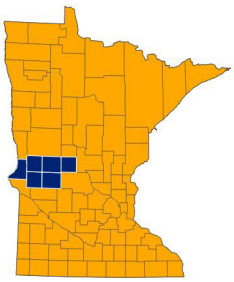
INFORMATION	RAINBOW RIDER TRANSIT
Transit Director	Brenda Brittin
Street	249 Poplar Avenue
City/State/Zip	Lowry, MN 56349
Telephone	320-283-5065
Website	www.rainbowriderbus.com

SYSTEM HIGHLIGHTS

- Reduced annual operating expenses by five percent while maintaining same level of service.
- Provided 54,673 rides to disabled passengers, 31 percent of annual ridership.

SYSTEM CHARACTERISTICS

INFORMATION	RAINBOW RIDER TRANSIT
Vehicle Fleet	1 Class 500 Bus, 32 Class 400 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$2.00 per every 5 miles up to 20 miles then $2.00 additional per every 10 miles
Area Served	Douglas, Grant, Pope, Traverse and Stevens, southern portion of Todd county
State/Fed District	8B, 9A, 9B, 12A, 12B/7



SPAN OF SERVICE

DAY OF WEEK	DOUGLAS	GRANT AND TODD	ALEXANDRIA	POPE AND TRAVERSE	STEVENS AND LONG PRAIRIE
Weekday	6:00am - 5:00pm	7:00am - 4:30pm	5:30am - 6:00pm	7:30am - 4:00pm	7:30am - 5:00pm, Long Prairie: 7:00am - 5:30pm
Saturday	No Service	No Service	7:00am - 5:00pm	No Service	No Service
Sunday	No Service	No Service	No Service	No Service	No Service

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$2,727,212	$847,600	$351,225	$1,077,150	$474,712	17.4%
2018 Capital Expenditures	$405,000	$0	$324,000	$0	$81,000	20.0%
2019 Operating Budget	$2,912,000	$580,650	$473,638	$1,712,113	$145,600	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Rochester Public Transit: Fixed Route

INFORMATION	ROCHESTER PUBLIC TRANSIT: FIXED
Transit Director	Ia Xiong
Street	4300 East River Road Northeast
City/State/Zip	Rochester, MN 55906
Telephone	507-328-2458
Website	www.RPTride.com

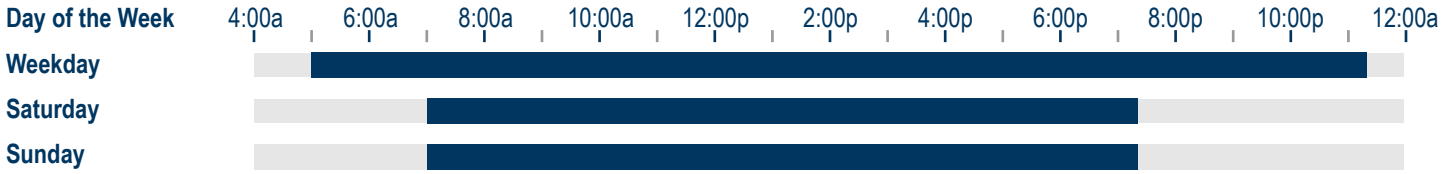
SYSTEM HIGHLIGHTS

- Ridership exceeded one million boardings for the first time, a nine percent increase.
- Launched crosstown service—a new route type that connects routes to each other rather than terminating at transit center.

SYSTEM CHARACTERISTICS

INFORMATION	ROCHESTER PUBLIC TRANSIT: FIXED
Vehicle Fleet	66 Class 700 Buses
Service Type	Fixed Route
Base Fare	$2.00
Area Served	City of Rochester and four surrounding townships
State/Fed District	25, 26/1

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$8,377,935	$1,000,000	$1,400,000	$3,930,000	$2,137,935	25.5%
2018 Capital Expenditures	$800,000	$0	$640,000	$0	$160,000	20.0%
2019 Operating Budget	$10,655,000	$1,140,000	$1,846,000	$6,603,500	$1,065,500	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Rochester Public Transit: Dial-a-Ride

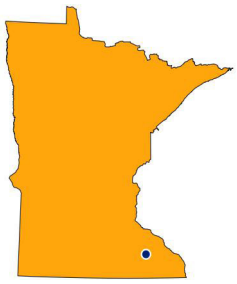
INFORMATION	ROCHESTER PUBLIC TRANSIT: DIAL-A-RIDE
Transit Director	Ia Xiong
Street	4300 East River Road Northeast
City/State/Zip	Rochester, MN 55906
Telephone	507-328-2458
Website	www.RPTride.com

SYSTEM HIGHLIGHTS

- ZIPS Operator sub-contract awarded to a disadvantaged business enterprise.
- Dispatch and call-center functions brought in house with primary contractor to support increased quality control.

SYSTEM CHARACTERISTICS

INFORMATION	ROCHESTER PUBLIC TRANSIT: DIAL-A-RIDE
Vehicle Fleet	6 Class 500 Buses
Service Type	Dial-a-Ride
Base Fare	$3.00
Area Served	City of Rochester and 4 surrounding townships
State/Fed District	25, 26/1



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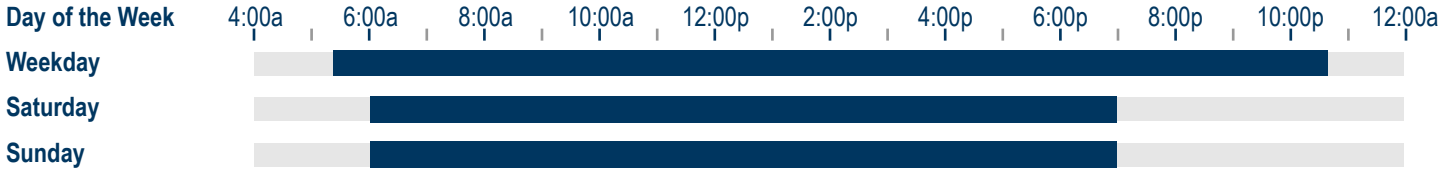


FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$991,845	$0	$202,088	$606,263	$183,495	18.5%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$1,033,000	$0	$219,513	$761,838	$51,650	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Rolling Hills Transit (Semcac Transportation)

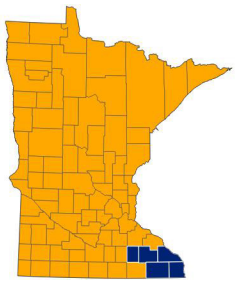
INFORMATION	ROLLING HILLS TRANSIT (SEMCAC)
Transit Director	Jim Wolter
Street	204 South Elm Street
City/State/Zip	Rushford, MN 55971
Telephone	507-864-8238
Website	www.semcac.org

SYSTEM HIGHLIGHTS

- Installed electronic dispatch software and tablets in all buses and rolled out new passenger electronic pass system.
- Expanded preschool services in all ridership service areas.

SYSTEM CHARACTERISTICS

INFORMATION	ROLLING HILLS TRANSIT (SEMCAC)
Vehicle Fleet	13 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	$1.50 - $6.00
Area Served	Dodge, Fillmore, Houston, Olmsted and Winona counties
State/Fed District	21B, 24A, 25A, 27A, 27B, 28A/1



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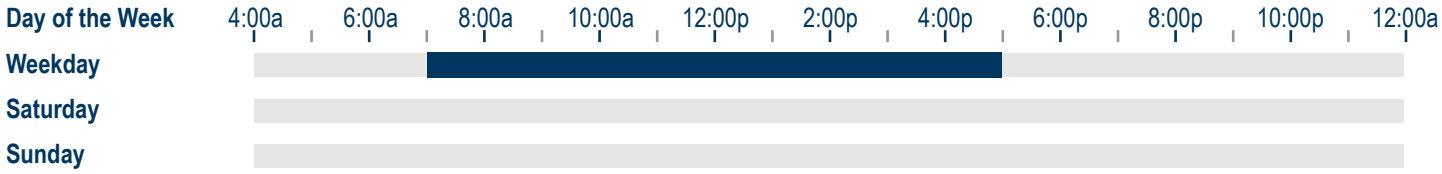


FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$1,102,122	$377,112	$148,975	$406,373	$165,318	15.0%
2018 Capital Expenditures	$181,000	$0	$144,800	$0	$36,200	20.0%
2019 Operating Budget	$1,290,000	$276,605	$204,974	$743,921	$64,500	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Saint Cloud Metro Bus: Fixed Route

INFORMATION	ST. CLOUD METRO BUS: FIXED ROUTE
Transit Director	Ryan I. Daniel
Street	665 Franklin Avenue Northeast
City/State/Zip	St. Cloud, MN 56304
Telephone	320-529-4482
Website	www.ridemetrobus.com

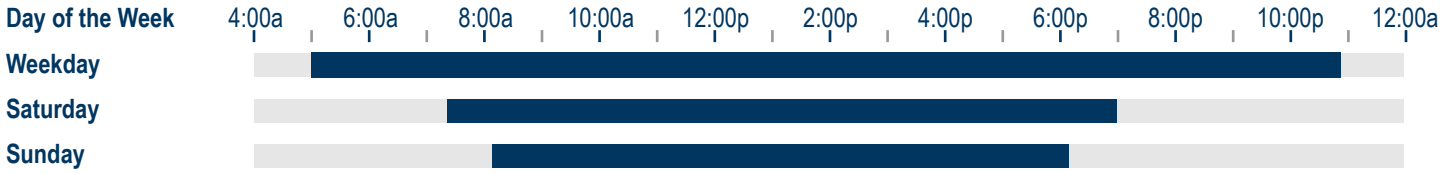
SYSTEM HIGHLIGHTS

- Increased the percentage of fixed route fleet operated by clean natural gas to 63 percent.
- Reduced crashes by 16 percent for FY2018 (October-September) compared to FY2017 through several initiatives including Operator Training Activities, a Safety Board with a running clock showing the length of time since our last accident and improved procedures and equipment.

SYSTEM CHARACTERISTICS

INFORMATION	ST. CLOUD METRO BUS: FIXED ROUTE
Vehicle Fleet	42 Class 700 Buses, 1 Trolley Bus
Service Type	Fixed Route
Base Fare	$1.25
Area Served	Cities of St. Cloud, Sartell, Sauk Rapids and Waite Park
State/Fed District	13B, 14A, 14B, 15B, 30A/6

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$8,221,758	$1,340,000	$1,620,000	$3,872,406	$1,644,352	20.0%
2018 Capital Expenditures	$1,200,000	$0	$960,000	$0	$240,000	20.0%
2019 Operating Budget	$9,059,000	$1,198,000	$1,512,300	$5,442,800	$905,900	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$239,000	$0	$0	$239,000	$0	0%

Saint Cloud Metro Bus: Dial-a-Ride

INFORMATION	ST. CLOUD METRO BUS: DIAL-A-RIDE
Transit Director	Ryan I. Daniel
Street	665 Franklin Avenue Northeast
City/State/Zip	St. Cloud, MN 56304
Telephone	320-529-4482
Website	www.ridemetrobus.com

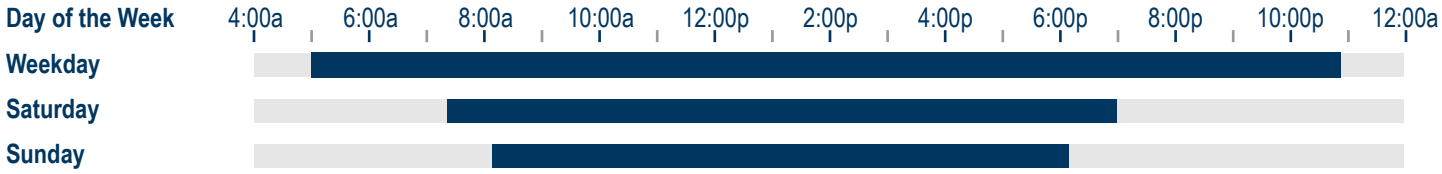
SYSTEM HIGHLIGHTS

- Increased the percentage of the Dial-a-Ride fleet operated by clean natural gas to 4 percent and continued the process of converting the entire fleet to CNG with the procurement of five additional CNG buses. Garage addition increased storage capacity by 40 percent.
- Increased ridership by 2 percent for FY2018 led by a 28 percent increase on Sundays.

SYSTEM CHARACTERISTICS

INFORMATION	ST. CLOUD METRO BUS: DIAL-A-RIDE
Vehicle Fleet	28 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	$1.25
Area Served	Cities of St. Cloud, Sartell, Sauk Rapids and Waite Park
State/Fed District	13B, 14A, 14B, 15B, 30A/6

SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$4,100,000	$0	$871,250	$2,613,750	$615,000	15.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$4,615,000	$0	$980,688	$3,403,563	$230,750	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Saint Cloud Northstar Link

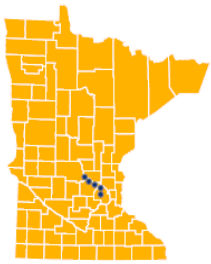
INFORMATION	SAINT CLOUD NORTHSTAR LINK
Contact	Ryan I. Daniel
Street	665 Franklin Avenue Northeast
City/State/Zip	Saint Cloud, MN 56304
Telephone	877-546-5010
Website	http://www.catchthelink.com/

SYSTEM HIGHLIGHTS

- Northstar Link ridership outperformed the national average by one percent.
- Northstar Link schedule content updated to be more modern and customer friendly.

SYSTEM CHARACTERISTICS

INFORMATION	SAINT CLOUD NORTHSTAR LINK
Vehicle Fleet	6 Class 700
Service Type	Intercity Bus
Base Fare	$1.00 station-to-station, $2.00 St. Cloud to Big Lake, $5.50 to Minneapolis (Fridays only)
Area Served	Cities of Anoka, Big Lake, Becker, Coon Rapids, Elk River, Ramsey and St. Cloud
State/Fed District	14A, 14B, 15B, 30A/6



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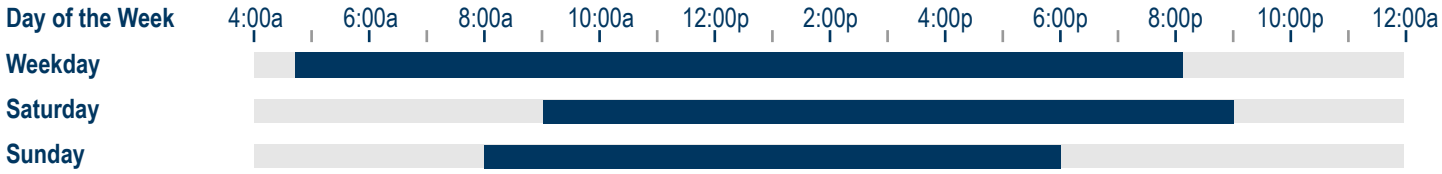


FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$962,068	$0	$194,000	$575,654	$192,414	20.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$913,000	$0	$182,600	$639,100	$91,300	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

SMART Transit (Cedar Valley Services)

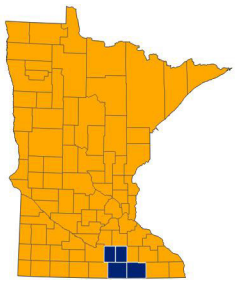
INFORMATION	SMART TRANSIT (CEDAR VALLEY SERVICES)
Transit Director	Kirk Kuchera
Street	2111 4th Street Northwest
City/State/Zip	Austin, MN 55912
Telephone	855-762-7821
Website	www.smartbusmn.org

SYSTEM HIGHLIGHTS

- Added shuttle service between cities of Austin and Albert Lea.
- Increased ridership from 2017 by ten percent.

SYSTEM CHARACTERISTICS

INFORMATION	SMART TRANSIT (CEDAR VALLEY SERVICES)
Vehicle Fleet	31 Class 400 Buses, 1 Class 500 Bus
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$1.50 Route, $2 in town, $2.50 rural
Area Served	Freeborn, Mower, Steele, and Waseca counties
State/Fed District	24, 24A, 27, 27A, 27B/1



SPAN OF SERVICE

DAY OF WEEK	FREEBORN	MOWER AND STEELE	WASECA
Weekday	5am- 9pm	Mower: 5am - 2am, Steele: 5am - 9pm	6am - 6pm
Saturday	No Service	Mower: 9am - 3pm, Steele: No Service	9am - 1pm
Sunday	8am - 12pm	Mower: 1pm - 5pm, Steele: 7:30am - 1pm	8am - 12pm

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$2,720,926	$896,800	$358,475	$1,061,427	$408,139	15.0%
2018 Capital Expenditures	$243,000	$0	$194,400	$0	$48,600	20.0%
2019 Operating Budget	$3,347,000	$688,450	$539,125	$1,952,075	$167,350	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$179,000	$0	$0	$179,000	$0	0%

Three Rivers Hiawathaland Transit

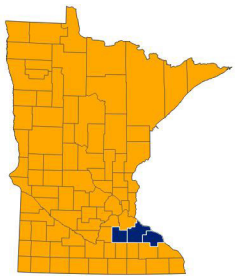
INFORMATION	THREE RIVERS HIAWATHALAND TRANSIT
Transit Director	Tracy Holguin
Street	55049 241st Avenue
City/State/Zip	Plainview, MN 55964
Telephone	866-623-7505
Website	www.threeriverscap.org/transportation/hiawathaland-transit

SYSTEM HIGHLIGHTS

- Partnership with the city of Plainview provided 1,447 trips this summer.
- Residents at River Oaks Health Care Center in Lake City using transportation services daily, averaging about 20-25 trips a week at the care center.

SYSTEM CHARACTERISTICS

INFORMATION	THREE RIVERS HIAWATHALAND TRANSIT
Vehicle Fleet	23 Class 400, 5 Class 500 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$1.25 Routes, $1.75 Dial-a-Ride
Area Served	Wabasha, Goodhue, & Rice counties
State/Fed District	20B, 21A, 21B, 24B, 58B/1,2



SPAN OF SERVICE

DAY OF WEEK	REDWING	NORTHFIELD	FARIBAULT	RURAL DAR
Weekday	4:30am - 9:00pm	6:00am - 11:00pm	6:00am - 6:00pm	7:00am - 5:00pm
Saturday	7:00am - 5:00pm	7:00am - 5:00pm	No Service	7:30am - 4:30pm
Sunday	7:00am - 5:00pm	No Service	No Service	No Service

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$2,920,085	$893,200	$392,950	$1,158,525	$455,085	15.6%
2018 Capital Expenditures	$402,000	$0	$321,600	$0	$80,400	20.0%
2019 Operating Budget	$3,142,000	$608,580	$515,530	$1,860,790	$157,100	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	$0
2019 NSE Operating	$260,000	$0	$0	$260,000	$0	$0

Timber Trails Public Transit (Kanabec County)

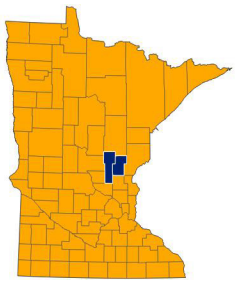
INFORMATION	TIMBER TRAILS PUBLIC TRANSIT (KANABEC CTY)
Transit Director	Helen Pieper
Street	905 East Forest Avenue
City/State/Zip	Mora, MN 55051
Telephone	320-364-1351
Website	www.timbertrailstransit.com

SYSTEM HIGHLIGHTS

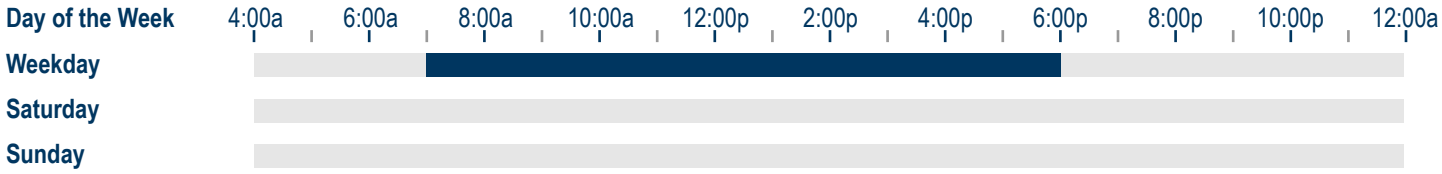
- Updated fleet with new buses.
- Received strong county board and community support for Timber Trails' service.

SYSTEM CHARACTERISTICS

INFORMATION	TIMBER TRAILS PUBLIC TRANSIT (KANABEC CTY)
Vehicle Fleet	6 Class 400 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$1.50 in town/ $2.50 out of town
Area Served	Kanabec and Mille Lacs counties
State/Fed District	8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$900,579	$283,042	$135,900	$412,005	$135,087	15.0%
2018 Capital Expenditures	$162,000	$0	$129,600	$0	$32,400	20.0%
2019 Operating Budget	$620,000	$138,425	$97,144	$353,431	$31,000	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$46,844	$0	$0	$46,844	$0	0%

Trailblazer Transit

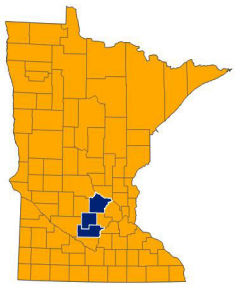
INFORMATION	TRAILBLAZER TRANSIT
Transit Director	Gary Ludwig
Street	207 West 11th Street
City/State/Zip	Glencoe, MN 55336
Telephone	320-864-1000
Website	www.trailblazertransit.com

SYSTEM HIGHLIGHTS

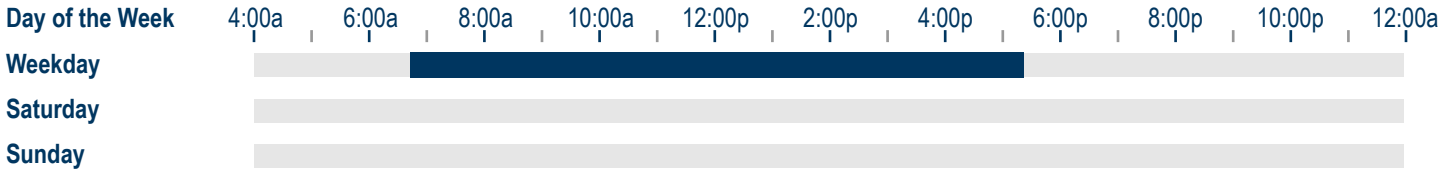
- Completed pilot project for service dedicated to Western Sibley County and expanded service in Wright County.
- Increased service hours by 16.2 percent over previous year (added 8,171 hours of service).

SYSTEM CHARACTERISTICS

INFORMATION	TRAILBLAZER TRANSIT
Vehicle Fleet	38 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	$4.00
Area Served	Sibley, McLeod, and Wright counties
State/Fed District	15B, 18A, 18B, 29A, 29B, 30A, 30B/ 6,7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$5,017,174	$1,694,010	$662,800	$1,907,788	$752,576	15.0%
2018 Capital Expenditures	$162,000	$0	$129,600	$0	$32,400	20.0%
2019 Operating Budget	$5,695,000	$1,151,010	$922,435	$3,336,805	$284,750	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Transit Alternatives (Productive Alternatives)

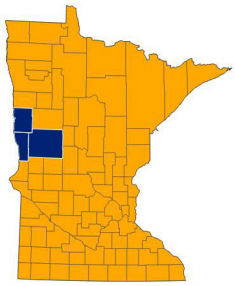
INFORMATION	TRANSIT ALTERNATIVES
Transit Director	Daryn Toso
Street	1225 N Tower Road
City/State/Zip	Fergus Falls, MN 56537
Telephone	218-998-3002
Website	www.otterexpress.com

SYSTEM HIGHLIGHTS

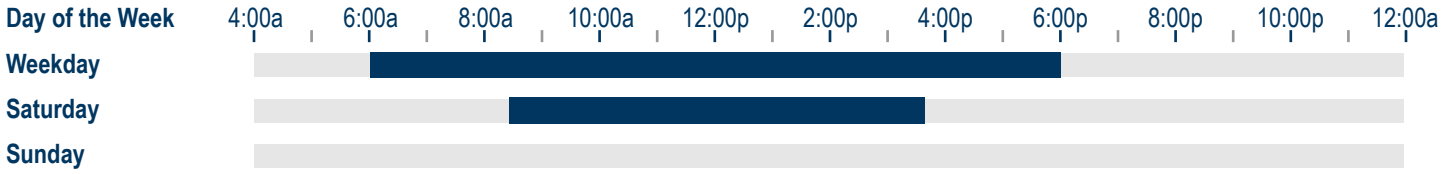
- Added a third full-time bus in city of Perham.
- Had a driver participate in the National Bus ROADEO.

SYSTEM CHARACTERISTICS

INFORMATION	TRANSIT ALTERNATIVES
Vehicle Fleet	17 Class 400, 4 Class 500 Buses
Service Type	Dial-a-Ride
Base Fare	$1.00 - $5.00
Area Served	Clay, Otter Tail and Wilkin counties
State/Fed District	2B, 4A, 4B, 8A, 8B, 12A/7



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$1,624,557	$557,644	$212,213	$667,613	$243,684	15.0%
2018 Capital Expenditures	$162,000	$0	$129,600	$0	$32,400	20.0%
2019 Operating Budget	$1,907,000	$398,370	$305,645	$1,107,635	$95,350	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Transit Connection
(Tri-County Action Program)

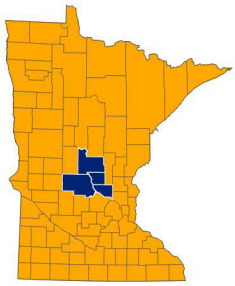
INFORMATION	TRANSIT CONNECTION
Transit Director	Amy Christenen
Street	1200 23rd Ave S, PO Box 683
City/State/Zip	Waite Park, MN 56387
Telephone	320-251-1612
Website	www.tricap.org

SYSTEM HIGHLIGHTS

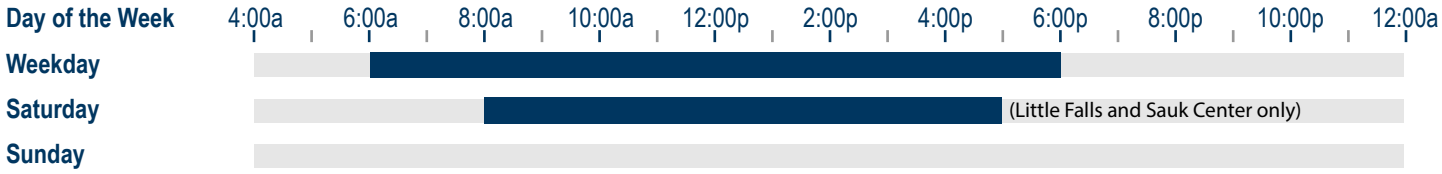
- Developed and implemented a comprehensive plan to merge Mille Lacs County into the system beginning January 2019.
- Completed a transportation needs assessment for Sherburne County.

SYSTEM CHARACTERISTICS

INFORMATION	TRANSIT CONNECTION
Vehicle Fleet	16 Class 400, 10 Class 500 Buses
Service Type	Dial-a-Ride
Base Fare	$1.25 - $3.00
Area Served	Benton, Stearns, Sherburne, Morrison and Mille Lacs counties
State/Fed District	9B,12B,13A,13B,14A,14B,15A,15B,30A,31A/6,7,8



SPAN OF SERVICE



FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$2,224,960	$728,000	$284,650	$894,000	$358,360	16.1%
2018 Capital Expenditures	$236,000	$0	$188,800	$0	$47,200	20.0%
2019 Operating Budget	$2,845,000	$589,470	$457,195	$1,656,085	$142,250	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$114,566	$0	$0	$114,566	$0	0%

Tri-Valley Heartland Express

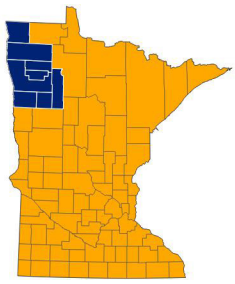
INFORMATION	TRI-VALLEY HEARTLAND EXPRESS
Transit Director	Cynthia Pic
Street	1345 Fairfax Avenue
City/State/Zip	Crookston, MN 56716
Telephone	218-281-0700
Website	www.tvoc.org/services/transportation

SYSTEM HIGHLIGHTS

- The Five Year Transit Plan was successfully completed. Needs addressed were included in enhanced service applications for Tri-Valley's public transit service to begin in 2020.
- Experienced a 10 percent increase in services among Norman County rural transit services and the commuter route between Crookston and East Grand Forks.

SYSTEM CHARACTERISTICS

INFORMATION	TRI-VALLEY HEARTLAND EXPRESS
Vehicle Fleet	25 Class 400, 3 Class 500 Buses
Service Type	Dial-a-Ride
Base Fare	$2.00
Area Served	Clearwater, Kittson, Mahnomen, Marshall, Norman, Pennington, Polk and Red Lake counties
State/Fed District	1A,1B,2A,2B,4B/7



SPAN OF SERVICE

DAY OF WEEK	HOURS OF OPERATION
Weekday	service hours vary by community, see website
Saturday	service hours vary by community, see website
Sunday	service hours vary by community, see website

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$2,420,211	$347,500	$971,341	$363,032	15.0%
2018 Capital Expenditures	$200,000	$0	$160,000	$40,000	20.0%
2019 Operating Budget	$2,809,000	$450,954	$1,633,761	$140,450	5.0%
2019 NSE Capital	$0	$0	$0	$0	0%
2019 NSE Operating	$107,250	$0	$107,250	$0	0%

TRUE Transit
(VINE Faith in Action)

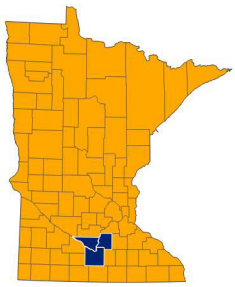
INFORMATION	TRUE TRANSIT
Transit Director	Ron Decker
Street	421 East Hickory Street
City/State/Zip	Mankato, MN 56001
Telephone	507-385-5581
Website	www.truetransit.org

SYSTEM HIGHLIGHTS

- Leased garage space for the new buses.
- Increased ridership 132 percent over the previous year.

SYSTEM CHARACTERISTICS

INFORMATION	TRUE TRANSIT
Vehicle Fleet	5 Class 400 Buses
Service Type	Route Deviation
Base Fare	$3.00
Area Served	Rural Blue Earth, Nicollet, and Le Sueur counties
State/Fed District	19,23/1



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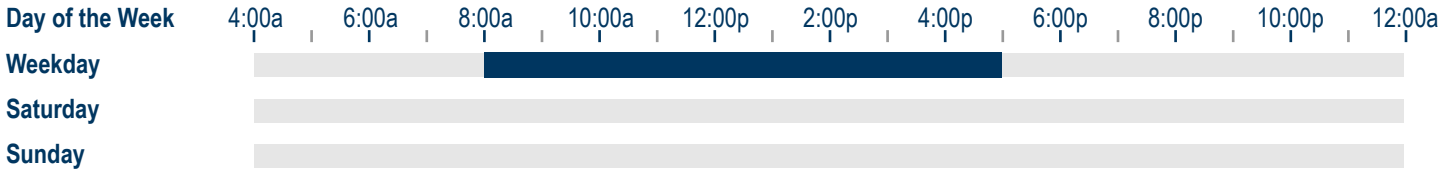


FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$433,793	$0.00	$165,750	$202,974	$65,069	15.0%
2018 Capital Expenditures	$200,000	$0	$160,000	$0	$40,000	20.0%
2019 Operating Budget	$785,000	$175,175	$123,019	$447,556	$39,250	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	$0
2019 NSE Operating	$0	$0	$0	$0	$0	$0

Wadena County Friendly Rider Transit

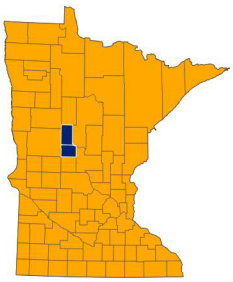
INFORMATION	WADENA COUNTY FRIENDLY RIDER TRANSIT
Transit Director	Randy Jahnke
Street	229 Harry Rich Drive
City/State/Zip	Wadena, MN 56482
Telephone	218-319-6055
Website	www.friendlyrider.com

SYSTEM HIGHLIGHTS

- High success rate with the volunteer driver program.
- Service operating in four counties.

SYSTEM CHARACTERISTICS

INFORMATION	WADENA COUNTY FRIENDLY RIDER TRANSIT
Vehicle Fleet	7 Class 400 Buses, 1 Class 500 Bus
Service Type	Dial-a-Ride
Base Fare	$1.50
Area Served	Wadena and northern portion of Todd County
State/Fed District	09A, 02B, 09, 02/7



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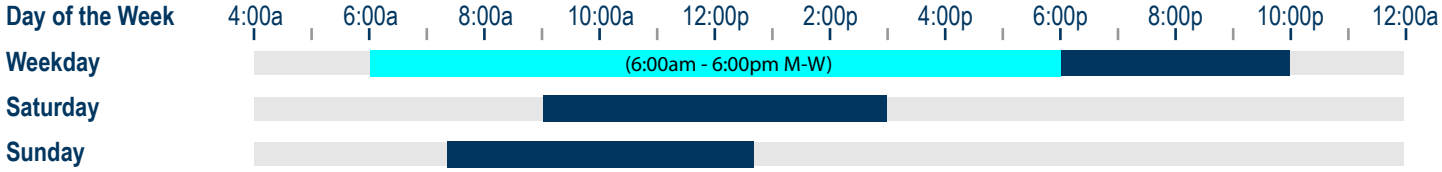


FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$810,894	$269,200	$102,275	$306,825	$132,594	16.4%
2018 Capital Expenditures	$81,000	$0	$64,800	$0	$16,200	20.0%
2019 Operating Budget	$917,000	$188,650	$147,700	$534,800	$45,850	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$0	$0	$0	$0	$0	0%

Watonwan Take Me There

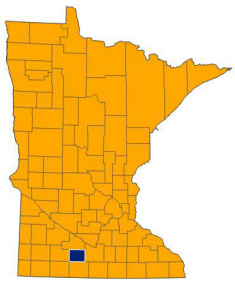
INFORMATION	WATONWAN TAKE ME THERE
Transit Director	Allison Karau
Street	1304 7th Avenue South
City/State/Zip	Saint James, MN 56081
Telephone	507-375-7835
Website	www.co.watonwan.mn.us

SYSTEM HIGHLIGHTS

- New transit director, Allison Karau.
- Hired a part time bilingual dispatcher position, Jennifer Sanchez.

SYSTEM CHARACTERISTICS

INFORMATION	WATONWAN TAKE ME THERE
Vehicle Fleet	4 Class 400 Buses
Service Type	Dial-a-Ride
Base Fare	$1.50 or 1 token
Area Served	Watonwan County
State/Fed District	2



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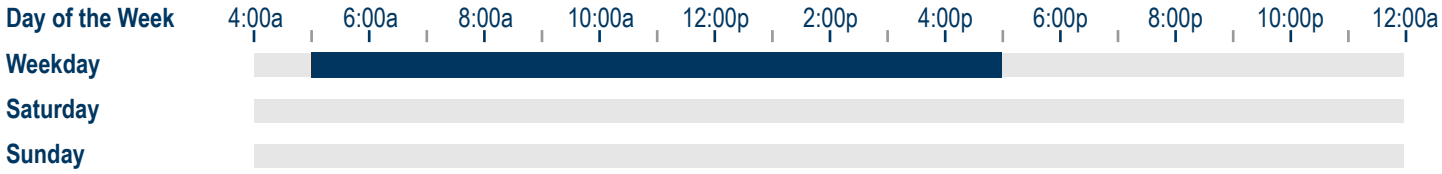


FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$425,494	$113,600	$53,200	$159,600	$99,094	23.3%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$406,000	$74,970	$67,533	$243,198	$20,300	5.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$42,900	$0	$42,900	$0	$0	0%

Winona Transit Service

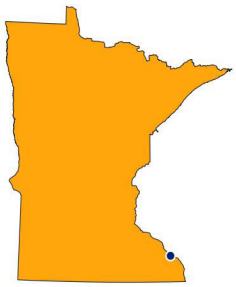
INFORMATION	WINONA TRANSIT SERVICE
Transit Director	Monica Hennessy Mohan
Street	P.O. Box 378
City/State/Zip	Winona, MN 55987
Telephone	507-457-8200
Website	www.cityofwinona.com/city-services/city-clerks-office/winona-transit-services/

SYSTEM HIGHLIGHTS

- City of Winona formed a Transit Advisory Committee, and they held first meeting in October 2018.
- First full year of the Demand Response service (Dial-a-Ride) through the New Service Enhancements grant.

SYSTEM CHARACTERISTICS

INFORMATION	WINONA TRANSIT SERVICE
Vehicle Fleet	9 Class 400 Buses
Service Type	Dial-a-Ride, Route Deviation
Base Fare	$1.00 for Route Deviation, $1.30 for Dial-a-Ride
Area Served	Cities of Winona and Goodview
State/Fed District	28/1



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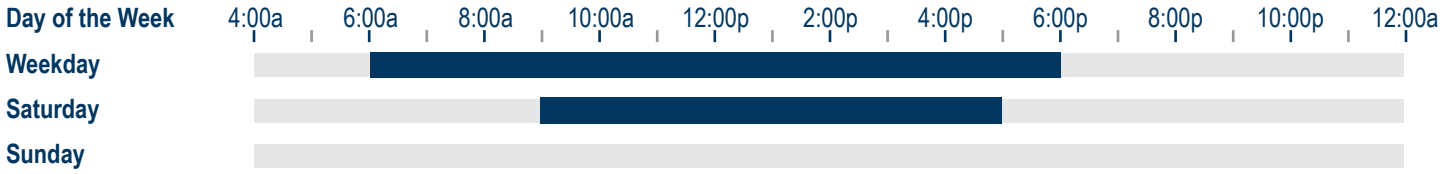

FINANCIAL STATISTICS

FINANCIAL DATA	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL	% LOCAL
2018 Operating Expenditures	$690,770	$172,194	$94,200	$270,190	$138,154	20.0%
2018 Capital Expenditures	$0	$0	$0	$0	$0	0%
2019 Operating Budget	$789,000	$125,195	$126,501	$458,404	$78,900	10.0%
2019 NSE Capital	$0	$0	$0	$0	$0	0%
2019 NSE Operating	$150,000	$0	$150,000	$0	$0	0%

Financial Statistics

Minnesota Public Transit Systems – 2018 Operating Expenditures

GREATER MINNESOTA CATEGORY	EXPENDITURES
Urbanized	$35,194,999
Elderly and Disabled	$6,976,399
Small Urban	$1,656,241
Rural	$48,045,739
Other Transit Service	$962,068
Total	**$92,835,446**

Note: Totals may not add up due to rounding

Greater Minnesota Transit Systems – 2018 Operating Expenditures

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

Table A-1: Greater Minnesota transit system operating expenditures

SYSTEM CATEGORY	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Urbanized	$35,194,999	$4,927,000	$5,877,450	$16,674,731	$7,715,818	22.0%
Elderly & Disabled	$6,976,399	$0	$1,491,325	$4,361,158	$1,123,917	16.0%
Small Urban	$1,656,241	$482,769	$209,800	$622,155	$341,517	20.6%
Rural	$48,045,739	$14,793,610	$6,602,988	$18,793,863	$7,855,278	16.3%
Other Transit Services	$962,068	$0	$194,000	$575,654	$192,414	20.0%
Total	**$92,835,446**	**$20,203,379**	**$14,375,563**	**$41,027,561**	**$17,228,943**	**19.0%**

Table A-2: Intercity bus operating expenditures

INTERCITY BUS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Blue Earth Blue Sky LLC	$888,836	$356,407	$101,256	$255,150	$176,023	19.8%
Jefferson Lines	$4,174,396	$1,551,625	$400,250	$1,151,375	$1,071,145	25.7%
Intercity Bus Total	**$5,063,232**	**$1,908,032**	**$501,506**	**$1,406,526**	**$1,247,169**	**24.6%**

Table A-3: Urbanized system operating expenditures

URBANIZED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority	$13,789,985	$1,500,000	$4,970,000	$7,006,988	$2,757,997	20.0%
East Grand Forks Transit	$210,140	$85,000	$0	$39,362	$42,028	20.0%
La Crescent Apple Express	$353,013	$55,000	$0	$169,360	$70,603	20.0%
Mankato Transit System	$2,168,088	$532,000	$207,625	$741,000	$648,089	29.9%
Moorhead Metro Area Transit	$2,074,081	$415,000	$438,000	$915,615	$414,816	20.0%
Rochester Public Transit	$8,377,935	$1,000,000	$1,400,000	$3,930,000	$2,137,935	25.5%
St. Cloud Metro Bus	$8,221,758	$1,340,000	$1,620,000	$3,872,406	$1,644,352	20.0%
Total	**$35,194,999**	**$4,927,000**	**$8,635,625**	**$16,674,731**	**$7,715,818**	**21.9%**

Note: Totals may not add up due to rounding

Table A-4: Elderly & Disabled system operating expenditures

ELDERLY & DISABLED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority-STRIDE	$872,513	$0	$204,000	$537,636	$130,877	15.0%
East Grand Forks Transit Dial-A-Ride	$89,097	$0	$15,300	$45,900	$27,897	31.3%
Mankato Dial-A-Ride	$478,184	$0	$94,563	$283,688	$99,934	20.9%
Moorhead Metro Area Transit Dial-A-Ride	$444,760	$0	$104,125	$273,921	$66,714	15.0%
Rochester Dial-A-Ride	$991,845	$0	$202,088	$606,263	$183,495	18.5%
St. Cloud Metro Bus Dial-A-Ride	$4,100,000	$0	$871,250	$2,613,750	$615,000	15.0%
Total	**$6,976,399**	**$0**	**$1,491,325**	**$4,361,158**	**$1,123,917**	**16.1%**

Table A-5: Small urban system operating expenditures

SMALL URBAN SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Granite Falls Heartland Express	$131,356	$39,222	$16,600	$46,204	$26,271	20.0%
Hibbing Area Transit	$399,836	$132,000	$44,400	$125,513	$90,236	22.6%
Morris Transit	$434,279	$139,353	$54,600	$157,808	$86,856	20.0%
Winona Transit Service	$690,770	$172,194	$94,200	$270,190	$138,154	20.0%
Total	**$1,656,241**	**$482,768**	**$209,800**	**$599,715**	**$341,517**	**20.6%**

Note: Totals may not add up due to rounding

Table A-6: Rural system operating expenditures

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Arrowhead Transit	$7,573,611	$2,128,887	$1,041,563	$3,124,688	$1,278,474	7.0%
Arrowhead Transit - RR Mobility Management	$603,646	$0	$120,000	$360,000	$123,646	20.5%
Becker County Transit	$450,194	$0	$95,625	$177,338	$67,694	15.04%
Brainerd and Crow Wing Public Transit	$1,042,217	$347,681	$133,225	$422,165	$156,333	15.0%
Brown County Heartland Express	$712,919	$238,136	$94,250	$291,563	$106,938	15.0%
Central Community Transit	$2,838,187	$903,053	$413,900	$650,976	$425,728	15.0%
Chisago-Isanti County Heartland Express	$1,470,171	$508,000	$181,125	$575,250	$237,671	16.2%
Faribault/Martin County (Prairie Lakes Transit)	$1,176,361	$414,895	$157,438	$415,245	$176,454	15.0%
Fosston Transit	$75,836	$27,410	$9,675	$31,613	$11,375	15.0%
Hubbard County Heartland Express	$414,425	$112,174	$56,525	$186,450	$76,151	18.4%
Minnesota River Valley Transit	$741,052	$232,903	$ 97,600	$376,329	$148,210	20.0%
Paul Bunyan Transit	$1,499,858	$490,464	$209,500	$610,688	$224,979	15.0%
Prairie Five Rides	$2,151,270	$ 711,181	$288,125	$841,875	$322,691	15.0%
Prairieland Transit (SMOC)	$334,704	$112,337	$56,500	$59,131	$50,206	15.0%
Rainbow Rider Transit	$2,727,212	$847,600	$351,225	$1,077,150	$474,712	17.4%
Rolling Hills Transit (SEMCAC)	$1,102,122	$377,112	$148,975	$406,373	$165,318	15.0%
SMART Transit (Cedar Valley Services)	$2,720,926	$896,800	$358,475	$1,061,427	$408,139	15.0%
Three Rivers Hiawathaland Transit	$2,920,085	$893,200	$392,950	$1,158,525	$455,085	15.6%
Timber Trails Public Transit (Kanabec County)	$900,579	$283,042	$135,900	$412,005	$135,087	15.0%
Trailblazer Transit	$5,017,174	$1,694,010	$662,800	$1,907,550	$752,576	15.0%
Transit Alternatives (Productive Alternatives)	$1,624,557	$557,644	$212,213	$667,613	$243,684	15.0%
Transit Connection (Tri-CAP)	$2,224,960	$728,000	$284,650	$894,000	$358,360	16.1%

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Tri-Valley Heartland Express	$2,420,211	$797,082	$347,500	$971,341	$363,032	15.0%
Community Transit (UCAP)	$3,633,279	$1,109,200	$432,025	$1,296,075	$795,979	21.9%
VINE Faith in Action, Inc. (TRUE Transit)	$433,793	$0.00	$165,750	$202,974	$65,069	15.0%
Wadena County Friendly Rider Transit	$810,894	$269,200	$102,275	$306,825	$132,594	16.4%
Watonwan Take Me There	$425,494	$113,600	$53,200	$159,600	$99,094	23.3%
Total	**$48,045,738**	**$14,793,610**	**$6,602,989**	**$18,644,769**	**$7,855,279**	**16.4%**

Table A-7: Other transit service operating expenditures

OTHER TRANSIT SERVICE	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
St. Cloud Northstar Link	$962,068	$0	$194,000	$575,654	$192,414	20.0%
Total	**$962,068**	**$0**	**$194,000**	**$575,654**	**$192,414**	**20.0%**

Note: Totals may not add up due to rounding

Greater Minnesota Transit Systems – 2018 Capital Expenditures

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

Table B-1: Total Greater Minnesota capital expenditures

TRANSIT SYSTEM	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Urbanized	$2,155,000	$0	$1,724,000	$431,000
Small Urban	$0	$0	$0	$0
Rural	$5,188,000	$481,600	$3,668,800	$1,037,600
Total	**$7,343,000**	**$481,600**	**$5,392,800**	**$1,468,600**

Table B-2: Urbanized system capital expenditures

URBANIZED SYSTEMS	ASSET CATEGORY	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Mankato Transit System	Bus	$155,000	$0	$124,000	$31,000
Rochester Public Transit	Buses	$800,000	$0	$640,000	$160,000
St Cloud Metro Bus	Buses	$1,200,000	$0	$960,000	$240,000
Total Urban		**$2,155,000**	**$0**	**$1,724,000**	**$431,000**

Table B-4: Rural system capital expenditures

RURAL SYSTEMS	ASSET CATEGORY	TOTAL EXPENDITURES	FEDERAL SHARE	STATE SHARE	LOCAL SHARE
Arrowhead Transit	Buses	$1,370,000	$352,000	$744,000	$274,000
Becker County Transit	Bus	$81,000	$0	$64,800	$16,200
Brainerd and Crow Wing County Transit	Bus	$81,000	$0	$64,800	$16,200
Brown County Heartland Express	Bus	$81,000	$0	$64,800	$16,200
Central Community Transit	Buses	$243,000	$0	$194,400	$48,600
Chisago-Isanti Heartland Express	Buses	$162,000	$0	$129,600	$32,400
Minnesota River Valley Transit	Bus	$81,000	$0	$64,800	$16,200
Paul Bunyan Transit	Bus, Service Vehicle	$207,000	$0	$165,600	$41,400
Prairie Five Rides	Bus	$162,000	$0	$129,600	$32,400
Rainbow Rider Transit	Buses	$405,000	$0	$324,000	$81,000
Rolling Hills Transit (SEMCAC)	Bus	$81,000	$0	$64,800	$16,200
Rolling Hills Transit (SEMCAC)	ITS Project	$100,000	$0	$80,000	$20,000
SMART Transit (Cedar Valley Services)	Buses	$243,000	$0	$194,400	$48,600
Three Rivers Hiawathaland Transit	Buses	$402,000	$0	$321,600	$80,400
Timber Trails Public Transit (Kanabec County)	Buses	$162,000	$0	$129,600	$32,400
Trailblazer Transit	Buses	$162,000	$0	$129,600	$32,400
Transit Alternatives (Productive Alternatives)	Buses	$162,000	$129,600	$0	$32,400
Transit Connection (Tri-CAP)	Buses	$236,000	$0	$188,800	$47,200
Tri-Valley Heartland Express	Buses	$243,000	$0	$160,000	$40,000
Community Transit (UCAP)	Buses	$243,000	$0	$194,400	$48,600
Vine Faith In Action (TRUE Transit)	ITS Project	$200,000	$0	$160,000	$40,000
Wadena County Friendly Rider Transit	Buses	$81,000	$0	$64,800	$16,200
Total Rural		**$5,188,000**	**$481,600**	**$3,634,400**	**$1,029,000**

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

*Note - Totals may not add up due to rounding.

Greater Minnesota Transit Systems – 2019 Operating Budget

Figures represent contracted amounts.

Table C-1: Greater Minnesota transit system operating budget

SYSTEM CATEGORY	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Urbanized	$40,193,000	$4,419,000	$4,601,600	$27,153,100	$4,019,300	10.0%
Elderly & Disabled	$7,795,000	$0.00	$1,656,438	$5,748,813	$389,750	5.0%
Small Urban	$1,841,000	$337,610	$283,798	$1,035,493	$184,100	10.0%
Rural	$54,433,000	$10,841,985	$8,794,854	$31,712,361	$3,083,800	5.7%
Other Transit Services	$913,000	$0.00	$182,600	$639,100	$91,300	10.0%
Total	**$105,175,000**	**$15,598,595**	**$15,519,289**	**$66,288,866**	**$7,768,250**	**7.4%**

Table C-2: Intercity bus operating expenditures

INTERCITY BUS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Blue Earth Blue Sky LLC	$1,062,000	$431,000	$0	$431,000	$200,000	18.4%
Jefferson Lines	$4,307,000	$1,623,500	$0	$1,623,500	$1,060,000	24.6%
Intercity Bus Total	**$5,369,000**	**$2,054,500**	**$0**	**$2,054,500**	**$1,260,000**	**23.5%**

Table C-3: Other Greater MN funded transit service operating budget

OTHER GM FUNDED SERVICES	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Metropolitan Council Northstar Commuter Rail	$20,160,000	$0	$0	$1,415,190	$18,744,810	93.0%
Metropolitan Council Transit Link	$2,953,000	$1,298,000	$0	$0	$1,655,000	56.0%
Total	**$133,657,000**	**$18,951,095**	**$15,519,289**	**$69,758,556**	**$29,428,060**	**22.0%**

Table C-4: Urbanized system operating budget

URBANIZED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority	$14,650,000	$991,000	$350,000	$11,844,000	$1,465,000	10.0%
East Grand Forks Transit	$448,000	$85,000	$68,350	$249,850	$44,800	10.0%
La Crescent Apple Express	$359,000	$52,000	$58,800	$212,300	$35,900	10.0%
Mankato Transit System	$2,550,000	$567,000	$368,250	$1,359,750	$255,000	10.0%
Moorhead Metro Area Transit	$2,472,000	$386,000	$397,900	$1,440,900	$247,200	10.0%
Rochester Public Transit	$10,655,000	$1,140,000	$1,846,000	$6,603,500	$1,065,500	10.0%
St. Cloud Metro Bus	$9,059,000	$1,198,000	$1,512,300	$5,442,800	$905,900	10.0%
Total	**$40,193,000**	**$4,419,000**	**$4,601,600**	**$27,153,100**	**$4,019,300**	**10.0%**

Table C-5: Elderly & Disabled system operating budget

ELDERLY & DISABLED SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Duluth Transit Authority-STRIDE	$899,000	$0	$191,038	$663,013	$44,950	5.0%
East Grand Forks Transit Dial-A-Ride	$77,000.00	$0	$16,363	$56,788	$3,850	5.0%
Mankato Dial-A-Ride	$670,000.00	$0	$142,375	$494,125	$33,500	5.0%
Moorhead Metro Area Transit Dial-a-Ride	$501,000	$0	$106,463	$369,488	$25,050	5.0%
Rochester Dial-A-Ride	$1,033,000	$0	$219,513	$761,838	$51,650	5.0%
St. Cloud Metro Bus Dial-A-Ride	$4,615,000	$0	$980,688	$3,403,563	$230,750	5.0%
Total	**$7,795,000**	**$0**	**$1,656,438**	**$5,748,813**	**$389,750**	**5.0%**

Table C-6: Small urban system operating budget

SMALL URBAN SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Granite Falls Heartland Express	$143,000	$27,685	$21,679	$79,336	$14,300	10.0%
Hibbing Area Transit	$440,000	$91,875	$65,031	$239,094	$44,000	10.0%
Morris Transit	$469,000	$92,855	$70,586	$258,659	$46,900	10.0%
Winona Transit Service	$789,000	$125,195	$126,501	$458,404	$78,900	10.0%
Total	**$1,841,000**	**$337,610**	**$283,798**	**$1,035,493**	**$184,100**	**10.0%**

Table C-7: Rural system operating budget

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Arrowhead Transit	$9,240,000	$1,506,505	$1,535,499	$5,414,996	$783,000	8.5%
Becker County Transit	$530,000	$110,005	$85,124	$308,371	$26,500	5.0%
Brainerd and Crow Wing County Transit	$1,111,000	$230,790	$178,390	$646,270	$55,550	5.0%
Brown County Heartland Express	$779,000	$163,170	$124,745	$452,135	$38,950	5.0%
Central Community Transit	$3,483,000	$718,095	$560,614	$2,030,141	$174,150	5.0%
Chisago-Isanti Heartland Express	$1,820,000	$415,275	$282,931	$1,030,794	$91,000	5.0%
Faribault/Martin County (Prairie Lakes Transit)	$1,180,000	$244,510	$189,623	$686,868	$59,000	5.0%
Fosston Transit	$84,000	$18,375	$13,256	$48,169	$4,200	5.0%
Hubbard County Heartland Express	$420,000	$82,075	$68,731	$248,194	$21,000	5.0%
Minnesota River Valley Transit	$823,000	$163,415	$123,747	$453,539	$82,300	10.0%
Paul Bunyan Transit	$1,903,000	$394,695	$305,714	$1,107,441	$95,150	5.0%
Prairie Five Rides	$2,412,000	$517,440	$383,190	$1,390,770	$120,600	5.0%
Prairieland Transit (SMOC)	$462,000	$92,610	$75,023	$271,268	$23,100	5.0%
Rainbow Rider Transit	$2,912,000	$580,650	$473,638	$1,712,113	$145,600	5.0%
Rolling Hills Transit (SEMCAC)	$1,290,000	$276,605	$204,974	$743,921	$64,500	5.0%
SMART (Cedar Valley Services)	$3,347,000	$688,450	$539,125	$1,952,075	$167,350	5.0%
Three Rivers Hiawathaland Transit	$3,142,000	$608,580	$515,530	$1,860,790	$157,100	5.0%
Timber Trails Public Transit (Kanabec County)	$620,000	$138,425	$97,144	$353,431	$31,000	5.0%
Trailblazer Transit	$5,695,000	$1,151,010	$922,435	$3,336,805	$284,750	5.0%
Transit Alternatives (Productive Alternatives)	$1,907,000	$398,370	$305,645	$1,107,635	$95,350	5.0%
Transit Connection (Tri-CAP)	$2,845,000	$589,470	$457,195	$1,656,085	$142,250	5.0%
Tri-Valley Heartland Express	$2,809,000	$583,835	$450,954	$1,633,761	$140,450	5.0%

RURAL SYSTEMS	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
Community Transit (UCAP)	$3,511,000	$730,835	$563,379	$2,041,236	$175,550	5.0%
VINE Faith in Action, Inc. (TRUE Transit)	$785,000	$175,175	$123,019	$447,556	$39,250	5.0%
Wadena County Friendly Rider Transit	$917,000	$188,650	$147,700	$534,800	$45,850	5.0%
Watonwan Take Me There	$406,000	$74,970	$67,533	$243,198	$20,300	5.0%
Total	**$54,433,000**	**$10,841,985**	**$8,794,854**	**$31,712,361**	**$3,083,800**	**5.7%**

Table C-8: Other transit service operating budget

OTHER TRANSIT SERVICE	TOTAL	FEDERAL	STATE GF	STATE GMTA (MVST)	LOCAL SHARE	% LOCAL SHARE
St. Cloud Metropolitan Transit Commission - Northstar Link	$913,000	$0	$182,600	$639,100	$91,300	10.0%
Total	**$913,000**	**$0**	**$182,600**	**$639,100**	**$91,300**	**10.0%**

New Service Expansion Projects

Figures represent contracted amounts. State Fiscal Year 2018 is July 1, 2017 - June 30, 2018 and SFY 2019 is July 1, 2018 - June 30, 2019.

Table D-1: 2018 and 2019 NSE Operating Contracts

SYSTEM	OPERATING PROJECT(S)	STATE SHARE (SFY 2018)	STATE SHARE (SFY 2019)
Arrowhead Transit	10 New Service Segment Projects	$917,600	$1,046,000
Becker County Transit	1 New Service Segment Project	$51,100	$55,096
Brown County Heartland Express	1 New Service Segment Project	$25,400	$31,566
SMART Transit (Cedar Valley Services)	3 New Service Segment Projects	$113,800	$179,000
Central Community Transit	3 New Service Segment Projects	$106,600	$123,683
East Grand Forks Transit	2 New Service Segment Projects	$55,000	$229,700
Hibbing Area Transit	3 New Service Segment Projects	$23,200	$26,624
Mankato Transit	9 New Service Segment Projects	$497,600	$1,080,000
Moorhead Metro Area Transit	5 New Service Segment Projects	$451,300	$476,710
Rochester Public Transit	4 New Service Segment Projects	$181,200	$1,262,609
Winona Transit Service	1 New Service Segment Project	$119,600	$150,000
Duluth Transit Authority	9 New Service Segment Projects	$1,229,400	$1,790,058
Chisago-Isanti County Heartland Express	9 New Service Segment Projects	$555,600	$649,000
Timber Trails Public Transit	2 New Service Segment Projects	$60,300	$46,844
Minnesota River Valley Transit	1 New Service Segment Project	$28,500	$33,000
Prairie Five Rides	1 New Service Segment Project	$72,000	$78,000
Transit Alternatives (Productive Alternatives)	1 New Service Segment Project	$83,000	$101,500
St. Cloud Metro Bus	1 New Service Segment Project	$227,000	$239,000
Three Rivers Hiawathaland Transit	8 New Service Segment Projects	$221,700	$260,000
Transit Connection (Tri-CAP)	5 New Service Segment Projects	$135,500	$114,566
Tri Valley Heartland Express	2 New Service Segment Projects	$106,000	$107,250
Community Transit (UCAP)	2 New Service Segment Projects	$63,700	$60,000
Wadena County Friendly Rider Transit	3 New Service Segment Projects	$84,300	$42,900
Total New Service Expansion Operating		**$5,409,400**	**$8,183,106**

Table D-2: 2018 and 2019 NSE Capital Contracts

SYSTEM	OPERATING PROJECT(S)	2018 STATE SHARE (STATE GTMA - MVST)	2019 STATE SHARE (STATE GTMA - MVST)
Arrowhead Transit	Buses for Expansion - Six 30 foot	$487,200	$0
Becker County Transit	Bus for Expansion - 30 foot & Radios	$93,000	$0
SMART Transit (Cedar Valley Services)	Buses for Expansion - Three < 30 foot	$237,000	$0
Central Community Transit	Bus for Expansion - One < 30 foot	$79,000	$0
East Grand Forks Transit	Bus for Expansion - 40 foot	$460,000	$0
Mankato Transit	Two Support Equipment, Computer Software, Radios & Miscellaneous Equip	$302,000	$0
Mankato Transit	Buses for Expansion - Six < 30 foot & One 40 foot	$1,415,800	$0
Moorhead Metro Area Transit	Bus Shelter	$26,000	$0
Moorhead Metro Area Transit	Bus for Expansion - One 35 foot	$482,000	$0
Rochester Public Transit	Facility	$500,000	$0
Rochester Public Transit	Buses for Expansion - Five 30 foot	$855,000	$0
Rochester Public Transit	Automatic Passenger Count	$0	$300,000
Winona Transit Service	Bus for Expansion - One < 30 foot	$79,000	$0
Duluth Transit Authority	Buses for Expansion - Two 30 foot	$648,000	$0
Duluth Transit Authority	Two Support Equipment & One Website Redesign	$670,000	$0
Duluth Transit Authority	Website Redesign and Mobile Application	$0	$100,000
Chisago-Isanti County Heartland Express	Buses for Expansion - Seven < 30 foot	$559,900	$0
Prairie Five Rides	Bus for Expansion - One < 30 foot	$79,000	$0
Transit Alternatives (Productive Alternatives)	Bus for Expansion - One < 30 foot	$79,000	$0
St. Cloud Metro Bus	Feasability Study	$300,000	$0
St. Cloud Metro Bus	Buses for Expansion - Five 35 foot CNG	$3,250,000	$0
Three Rivers Hiawathaland Transit	Buses for Expansion - Two < 30 foot	$166,000	$0
Transit Connection (Tri-CAP)	Bus for Expansion - 30 foot	$84,000	$0
Community Transit (UCAP)	Buses for Expansion - Two < 30 foot	$158,000	$0
Wadena County Friendly Rider Transit	Bus for Expansion - 35 foot, class 500	$141,000	$0
Total New Service Expansion Capital		**$11,150,900**	**$400,000**

Glossary

Glossary

This glossary contains technical terms that may appear in the Greater 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

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 that 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

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

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

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.

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

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 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.

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.

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 lbs. 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 lbs. gross vehicle weight rating).
- Class 500 – A medium-size medium-duty transit bus approximately 25-40 feet long (17,000-24,000 lbs. gross vehicle weight rating).
- Class 600 – A medium-size heavy-duty transit bus approximately 25-40 feet long (21,000-32,000 lbs. 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.